

**2019 Performance Oversight Pre-Hearing Questions**  
***Pedestrian Advisory Council***

1. Please provide a list of the Council’s current members. For each member, please provide the following:
  - The member’s name.
  - The Ward, agency or organization the member represents.
  - Who appointed the member.
  - When the member’s term expires.
  - Attendance record.

D.C. Pedestrian Advisory Council Membership and Meeting Attendance				
Member	Representing	Appointed By	Term Expiration	FY 2018 Attendance
Priscilla Magee	Mendelson	Mendelson	12-18-2020	80%
Jim Elliott	Grosso	Grosso	9-1-2019	83%
Mark Rodeffer <sup>i</sup>	R. White	R. White	8-30-2021	100%
Ivy Benjenk	Silverman	Silverman	8-10-2020	83%
<i>Vacant</i>	Bonds	Bonds	NA	NA
Ben Welle	Ward 1	Graham	4-27-2019	58%
Marina Streznewski <sup>ii</sup>	Ward 2	Evans	2-10-2020	25%
Eileen McCarthy	Ward 3	Cheh	10-3-2021	100%
David Tumblin <sup>iii</sup>	Ward 4	Todd	2-21-2020	NA
Moira McCauley	Ward 5	McDuffie	2-9-2020	75%
Cheryle Adams <sup>iv</sup>	Ward 6	Allen	11-6-2020	82%
Robin Murphy	Ward 7	Alexander	8-19-2019	83%
Ameen Beale	Ward 8	White	5-10-2020	67%
George Branyan	DDOT	NA	NA	58%
Terry Thorne	MPD	NA	NA	50%
Kristin Calkins <sup>v</sup>	OP	NA	NA	60%
Nick Kushner	DPR	NA	NA	27%
<i>Vacant</i>	DCPS	NA	NA	NA

- i. Appointed Aug. 2018
- ii. Appointed May 2018
- iii. Appointed Oct. 2018
- iv. Appointed Nov. 2017
- v. Designated May 2018

2. Please provide a list of the Council’s meeting dates, times, and locations for FY 2018 and FY 2019 to date.

The PAC met on the following dates. All meetings were held at 6:30 p.m. at 441 4<sup>th</sup> St NW, Room 1117:

October 23, 2017	June 25, 2018
November 20, 2017	July 23, 2018
December 18, 2017	August 23, 2018
January 22, 2018	September 24, 2018
February 26, 2018	October 22, 2018
March 26, 2018	November 19, 2018
April 23, 2018	December 17, 2018
May 21, 2018	January 28, 2019

3. Did the Council receive funds in FY 2018? If so, please provide the following:
  - The amount of the funding.
  - The source of the funding.
  - A list of all expenditures.
  - A description of how these funds furthered the Council’s mission.

In FY 2018, the PAC received its annual \$10,000 allocation from DDOT. Expenditures were \$9,675 in payments to administrative staff and \$138.59 for office expenses, largely photocopying. The administrative staff position is responsible for keeping meeting minutes, posting meeting agendas, posting information on the PAC website, researching and compiling information that informs PAC discussions, sharing pedestrian-related items on Twitter, and assisting PAC members in drafting PAC testimony and comments to the Council or agencies. These funded areas furthered PAC exposure and public involvement.

4. Please describe the Council’s activities in FY 2018.

In FY 2018, the Pedestrian Advisory Council’s activities included:

October 2017:

- The PAC discussed, voted to approve, and submitted a written statement for the record to the D.C. Council’s roundtable on the District’s snow removal plans.
- George Branyan (DDOT representative to the PAC) reported on the planned launch of the fall Street Smart campaign in November, the status of the Safe Routes to School program at DDOT, and community objections to installation of missing sidewalks. Mr. Branyan and the PAC also discussed neighborhood slow zones.
- The PAC voted to designate traffic calming and autonomous vehicles as its priority areas for study in the upcoming year.

#### November 2017:

- PAC members Cheryle Adams and James Elliott briefed the PAC on a Sustainable D.C. Working Group meeting they attended.
- PAC member James Elliott briefed the PAC on a Capital Trails Symposium he attended.
- The PAC discussed its decision to focus on autonomous vehicles and traffic calming. DDOT staff were invited to brief the PAC on current policy as a first step on both issues.

#### December 2017:

- PAC members Eileen McCarthy and Ameen Beale briefed the PAC on recent meetings of the Major Crash Review Task Force.
- Mr. Branyan reported on internal DDOT personnel changes, next steps for the Maryland Avenue NE redevelopment, and redesign of Dave Thomas Circle.
- Sargent Terry Thorne (MPD representative to the PAC) briefed the PAC on recent traffic fatalities and upcoming plans for crosswalk enforcement.

#### January 2018:

- Stephanie Dock (DDOT) and Sayed Sarchashmah (MPD) were invited to attend the PAC meeting.
  - Ms. Dock provided a report on autonomous vehicles and what the District was doing to prepare for them.
  - Officer Sarchashmah provided an update on MPD's automated enforcement, which included transitioning to a single vendor.
- Sargent Thorne provided an update on traffic fatalities, citing two pedestrian fatalities year to date.
- PAC approved its officers for 2018—George Tobias and Robin Murphy continued as Co-Chairs, James Elliot continued as Secretary, and Priscilla Magee was voted in as the next Treasurer.

#### February 2018:

- DDOT provided a written report on traffic calming that the Council reviewed and discussed. The Council also identified several policy-oriented matters to research in greater detail.
- Sargent Thorne continued to provide updates on traffic fatalities and highlighted an 18% increase in MPD impaired driving arrests.
- The Council reviewed the Comprehensive Plan Framework Amendment Act of 2018. The PAC focused on the language in several sections that reflected the PAC's proposed amendments.
- The PAC addressed the website and discussed ways to improve its content to draw more traffic.
- The PAC discussed the current state of the agency representatives (i.e., DCPS and DPR) and the importance of having their participation to facilitate better dialogues on pertinent issues.

#### March 2018:

- Emily Dalphy (DDOT) briefed the PAC on current traffic calming policy. She presented an overview and timeline for revising the policy and plans. The PAC raised several points of concern, including the 75% petition requirement, DDOT's

reliance upon the 85<sup>th</sup> percentile rule in analyzing speed issues, and DDOT's approach to implementing changes (in-house v contracting).

- Mr. Branyan discussed plans for the Spring Street Smart campaign in April.
- The Council reviewed the Comprehensive Plan Framework Amendment Act of 2018. Among its recommendations, the PAC advised inclusion of the concept of road user safety in provisions on autonomous vehicles.

#### April 2018:

- Lamont Hinton (MPD) provided an update on the status of automated traffic enforcement. He discussed the unit's budget, process for issuing citations, and the process for locating cameras. MPD also indicated that it has still not found a way to implement crosswalk enforcement cameras.
- PAC member Eileen McCarthy provided an update on the Major Crash Review Task Force.
- PAC member Priscilla Magee facilitated a discussion on dockless bikeshare that allowed the Council to develop its position and prepare official comments.
- PAC members Robin Murphy and Cheryle Adams provided an update on the PAC's website, offering recommendations to improve the content. Some areas of discussion included publishing the PAC's accomplishments on major pedestrian safety and accessibility topics.

#### May 2018:

- Sargent Thorne provided an update on year-to-date traffic fatalities, citing three pedestrian fatalities and one case of serious pedestrian injury.
- PAC member James Elliott facilitated a discussion about Council comment on the District budget. The Council agreed to invite a subject-matter expert to brief on the budget process.
- The Council continued the website discussion. Suggestions to improve the website included adding dropdown menus and placement of its tagline.

#### June 2018:

- Sargent Thorne reported that pedestrian and crosswalk enforcement is occurring districtwide.
- Mr. Branyan reported on the Vision Zero high-crash intersection visits and invited PAC members to attend. PAC members attended most of these field visits.
- The Council discussed the D.C. Government Interagency Working Group on Autonomous Vehicles.
- PAC member Cheryle Adams circulated recommendations to revise the website.

#### July 2018:

- Councilmember Robert White, Jr., presented a ceremonial resolution honoring George Tobias, the outgoing PAC co-chair.
- DDOT Director Jeff Marootian was the PAC guest speaker. The PAC posed questions on safety standard operating procedures, autonomous vehicles, enforcement of "safe accommodations" for pedestrians and bicyclists at construction projects, pedestrian accessibility during snowstorms, and Vision Zero.

- The PAC discussed, voted to approve, and submitted comments on the Mayor's Working Group's draft Autonomous Vehicles Principles Statement.

August 2018:

- Mr. Branyan reported on the Fall Street Smart campaign.
- The Council discussed, voted to approve, and submitted comments regarding the dockless bikeshare pilot program.

September 2018:

- The Council approved testimony for the September 27, 2018 D.C. Council roundtable on implementation of the Vision Zero initiative and the Bicycle and Pedestrian Safety Amendment Act of 2016.

In addition to the projects outlined in the minutes, PAC members were active participants in the Major Crash Review Task Force and the Mayor's Interagency Working Group on Autonomous Vehicles. Members attended meetings and gave substantial input to the groups.

5. Please describe the Council's three biggest accomplishments in FY 2018.

The Council's three biggest accomplishments in FY 2018 were:

- i. Prioritizing and inviting subject-matter experts to discuss core issues relevant to pedestrian safety and accessibility. These issues included traffic calming, autonomous vehicles, and dockless bikes and scooters. Having these discussions allowed the Council to take official positions to advise the development of new legislation and policies.
- ii. Focusing on Vision Zero and providing comments on specific issues as well as maintaining its presence on the Major Crash Review Task Force. Additionally, several PAC members attended the 2018 Vision Zero Summit.
- iii. Attending hearings, roundtables, and summits to comment on specific issues and legislation. PAC members provided testimony at several hearings and roundtables throughout the year to convey new strategies, initiatives, and tools that would make it safer for pedestrians in the District.

6. Please describe the state of pedestrian safety in the District.

Pedestrian fatalities in the District, along with traffic fatalities generally, increased during calendar year 2018. Pedestrian fatalities rose from 10 in 2017 to 14 in 2018; traffic fatalities overall rose from 30 to 36. As we discussed in our testimony at last September's Vision Zero roundtable, it is more difficult to gauge changes in serious injury numbers. Based upon available information from DDOT's Highway Safety Office, serious injuries to people walking appear to have increased from 370 in 2015 to 516 in 2017. The information was derived from the *FY 2019 Preliminary Crash Data (2013 to 2017)* report (March 2018) on page 5. The increasing injury figures are very troubling. The same DDOT report also noted police crash reporting before 2015 may have erred on the side of underestimating the severity of an injury. The increase from 2015 to 2017,

therefore, may be at least partly due to the changes in reporting requirements.<sup>1</sup> See above report on page 1. The PAC concludes that serious pedestrian injuries do not appear to be decreasing. The PAC continues to be concerned about the District's imperfect implementation of the Bicycle and Pedestrian Safety Act of 2016. The concerns we expressed in our September 2018 roundtable testimony remain.

The PAC also continues to be concerned about the District's snow removal process. There continues to be a lack of attention to pedestrian infrastructure during snowstorms, especially access to sidewalks, curb ramps, and crosswalks. In fall 2018, the District announced that it would prioritize plowing intersections with the highest pedestrian traffic. This is a step in the right direction. In general, the PAC would like to see more attention to snow removal on pedestrian infrastructure.

7. Please describe the Council's goals for FY 2019 and the plan/timeline for completion.

The Council's goals for FY 2019 are as follows:

- Analyzing the topic of autonomous vehicles and considering and responding to legislative proposals.
- Monitoring DDOT's progress in revising its traffic calming policy and providing input once the new policy becomes available for review.
- Actively participating in the Major Crash Review Task Force and giving input to maximize its effectiveness.
- Continuing to follow and advise about the Vision Zero program.
- Continuing to follow the Comprehensive Plan amendment process.
- Continuing to work with MPD and DDOT on officer enforcement, particularly in the spring and fall during the Street Smart campaign.
- Continuing to work with MPD and DDOT on possible ways to improve the effectiveness of the automated enforcement program.
- Working throughout the year to increase public awareness of pedestrian safety issues through testimony at Council hearings, participation in public discussions on pedestrian safety issues, and posting information on the PAC website.
- Participate in the budget process for DDOT and other agencies that impact pedestrian safety.
- Contribute comments to the D.C. Council and DDOT on proposed legislation, rules, and policies.

8. What challenges does the Council face, if any?

The greatest challenge the Council faces concerns membership and participation. The PAC is challenged to enlist representatives from the designated agencies as well as

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<sup>1</sup> We cannot provide serious injury figures for 2018 because DDOT public reports do not contain this information. The [opendata.dc.gov](https://opendata.dc.gov) "Crashes in DC" dataset does provide serious injury information, but, as we also discussed in our September testimony, this dataset does not appear to be reliable for serious injury numbers.

representatives from each D.C. Council member to fulfill the Council's statutory requirements.

9. In the last fiscal year, has the Council changed the way it represents and solicits feedback from residents? Please describe:
- What the Council learned from this feedback.
  - How the Council changed its practices as a result of such feedback, if at all.

As stated in our FY 2018 response, the PAC changed its outreach to solicit feedback by posting information on its website, sharing information on Twitter, testifying at Council hearings, and holding regular public meetings. Members of the public attend our meetings and raise their concerns which are discussed during the sessions. The public is encouraged to provide direct feedback on what was helpful and how they initially learned about the PAC. In addition, the PAC receives public correspondence by email and social media. PAC members represent all of the District and offer personal knowledge of local neighborhood pedestrian concerns. Through PAC representatives, emails, and attending neighborhood meetings, the PAC has learned about dangerous intersections, and dockless bikes and scooters that obstruct safe pedestrian passage on sidewalks. During the monthly meetings, the Council has shared these concerns with DDOT and MPD.

10. Please provide a copy of all official correspondence sent by the Council in FY 2018 and FY 2019 to date.

The [Resources](#) page of the PAC website contains the following testimony, resolutions, and correspondence:

- [Testimony at Automated Vehicles Roundtable \(Jan. 31, 2019\)](#)
- [Testimony at Vision Zero Roundtable \(Sept. 27, 2018\)](#)
- [Comment on DDOT Dockless Bikeshare Pilot Program \(Aug. 23, 2018\)](#)
- [Comment on the DRAFT Autonomous Vehicles Principles Statement of the D.C. Government Interagency Working Group on Autonomous Vehicles \(July 24, 2018\)](#)

11. What are the Council's opinions on the progress of the Mayor's Vision Zero program in FY 2018, specifically as it relates to pedestrians?

The PAC remains concerned that pedestrian fatalities and serious injuries appear to be increasing. We are encouraged by the strengthened mayoral commitment to the District's Vision Zero initiative. The PAC is gratified to see the formation of the interagency Vision Zero group and the creation and staffing of DDOT's new Vision Zero office. The PAC recognizes DDOT's efforts to improve various intersections and blocks to make our city safer for pedestrians and all road users.

To reiterate our testimony at last September's roundtable, the PAC believes effective implementation of Vision Zero requires a fundamental, systemic paradigm shift. It is necessary to reconsider the traditional engineering standards that have guided road design for decades. The needs of people driving can no longer dominate over the needs of people walking, wheeling, biking, or traveling by other means. Our streets must be designed to protect everyone from death and serious injury, even if this means that people driving will not be able to travel as quickly or conveniently as accustomed. People walking, especially those who walk more slowly or with difficulty, should not be forced to share narrow sidewalks with people biking or scooting quickly. Many people biking and scooting are understandably afraid to travel in the street because dangerous driving threatens their lives. Unless we as a city are ready to change how we view and use our streets, we will not eliminate pedestrian or other traffic deaths and serious injuries. This shift in perspective needs to include a re-evaluation of our approach to setting speed limits and how we design our streets.

12. Last year, the Council discussed issues it had related to funding coming in late and the use of the previous years' funds. The Council also mentioned confusion regarding whose responsibility it is to make sure funds are received in a timely manner. Please provide an update on if and how these issues were resolved.

Between fiscal years, we face a challenge of paying the first staff invoice in the new year. There are delays before the new year's funding appears in our account. This can sometimes extend into November. We continue to work to resolve how this process can be expedited.

13. Please provide an update on the status of the Council's goals as identified in last year's oversight responses, including what action, if any, both the District and the Council took on them in FY 2018 and FY 2019, to date. [*They are listed below*].
  - *Analyzing the topic of autonomous vehicles and identifying possible legislative proposals—This is ongoing, as the Council continues to discuss possible legislation and regulations to ensure that pedestrians are safe. We also have attended meetings of the Mayor's Autonomous Vehicles Working Group and provided testimony at the January 2019 roundtable.*
  - *Analyzing the topic of traffic calming and identifying possible legislative and design proposals—This is ongoing, as the Council awaits DDOT's revised policy. The PAC also explores traffic calming designs from other cities and countries.*
  - *Actively participating in the Major Crash Review Task Force and giving input to maximize its effectiveness—The PAC's designated member of the Major Crash Review Task Force is Eileen McCarthy (PAC co-chair and Ward 3 representative). Her alternate is Ameen Beale (Ward 8 representative). Ms. McCarthy has attended all task force meetings since its inception in 2018 and, with input from other PAC members, prepared a template that she has used to record available information about crashes discussed in the task force meetings. That template is currently being adapted to serve all task force members. Ms. McCarthy also*



***contributed extensively to help draft the task force's first report, which should be completed very soon.***

- ***Continuing to follow and advise about the Vision Zero program—The PAC continues to follow and provide informal comments to DDOT. We also testified at the September 2018 Vision Zero roundtable.***
- ***Continuing to follow the Comprehensive Plan amendment process—The Council continues to review the Comprehensive Plan to understand the status of the amendment process.***
- ***Continuing to work with MPD and DDOT on officer enforcement, particularly in the spring and fall during the Street Smart campaign—This is an ongoing task.***
- ***Continuing to work with MPD and DDOT on possible ways to improve the effectiveness of the automated enforcement program—This is an ongoing task, as it allows the Council to understand the priorities and goals of the automated enforcement program.***
- ***Working throughout the year to increase public awareness of pedestrian safety issues through testimony at Council hearings, participation in public discussions on pedestrian safety issues, and posting information on the PAC website—This is an ongoing task, as the Council continues to attend D.C. Council hearings and participate in public discussions on pedestrian safety and accessibility issues.***

14. Please identify the Council's top recommendations for the District's priorities related to pedestrian safety in FY 2019.

The Council's top recommendations for the District's priorities related to pedestrian safety in FY 2019 are:

- Committing to the fundamental, systemic paradigm shift that is needed to meet the District's Vision Zero goals, including a commitment to reducing vehicle speeds.
- Continuing to prepare for the future deployment of autonomous vehicles in the District.
- Committing to full implementation of the Bicycle and Pedestrian Safety Act of 2016, including improved reliability of information available through [opendata.dc.gov](http://opendata.dc.gov) and implementation of pedestrian and bicycle priority areas.
- Continuing improvement in snow removal operations as they affect pedestrians.
- Continuing to build new sidewalks and to repair old sidewalks as needed.

15. Please provide any additional recommendations for how the District government can further improve pedestrian safety.

Communicating with residents about new pedestrian safety initiatives is key to improving pedestrian safety. Public education is an essential part of ongoing safety efforts.