

2021 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.

Fiscal year 2020 PAC attendance

D.C. Pedestrian Advisory Council Membership and Meeting Attendance				
Member	Representing	Appointed By	Term Expiration	FY 2020 Attendance
Priscilla Magee	Mendelson	Mendelson	12/4/2023	75%
Jim Elliott	Grosso	Grosso	1/17/2023	100%
Mark Rodeffer	R. White	R. White	8/30/2021	58%
Heather Foote	Bonds	Bonds	5/29/2022	83%
<i>Vacant</i>	Silverman	NA	NA	NA
Katharine Gray	Ward 1	Nadeau	8/1/2022	75%
Kathy Davinⁱ	Ward 2	Pinto	9/17/2023	100%

Eileen McCarthy	Ward 3	Cheh	10/3/2021	100%
David Tumblin	Ward 4	Todd	7/29/2023	83%
Pyrrha Hallumsⁱⁱ	Ward 5	McDuffie	11/17/2023	NA
Cheryle Adams	Ward 6	Allen	9/24/2023	75%
Dalton Howardⁱⁱⁱ	Ward 7	Gray	3/11/2023	100%
Ameen Beale	Ward 8	White	9/8/2023	58%
DDOT staff	DDOT	NA	NA	100%
Terry Thorne	MPD	NA	NA	33%
Rita Abou Samra	OP	NA	NA	75%
Dulce Naime	DPR	NA	NA	75%
Joe Brown	DCPS	NA	NA	58%

i. Appointed Sept. 2020

ii. Did not serve in FY 2020. Appointed Nov. 2020.

iii. Appointed March 2020

2. Please provide a list of the Council’s meeting dates, times, and locations for FY 2020 and FY 2021 to date, understanding that many have been delayed or virtual due to the Public Health Emergency.

FY '20

October 28, 2019
November 18, 2019
December 16, 2019
January 27, 2020
February 24, 2020
March 23, 2020
April 27, 2020
May 18, 2020
June 22, 2020
July 27, 2020
August 24, 2020
September 28, 2020

FY '21

October 26, 2020
November 16, 2020
December 14, 2020
January 25, 2021

All meetings prior to March 2020 were held at 6:30 p.m. at 441 4th St NW, Room 1117. Subsequent meetings were electronic only, initially on Zoom and then WebEx, using virtual meeting space provided by the Mayor’s Office of Talents and Appointments.

3. Did the Council receive funds in FY 2020? 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.

The District of Columbia’s Department of Transportation provides the PAC with \$10,000 in funding on an annual basis. In FY 2020, the PAC expenditures totaled \$7,677.50¹ consisting of monthly payments to its staff person, Andrea Adleman who is responsible for providing administrative support to the PAC. This administrative support includes keeping meeting minutes, posting meeting

¹ Payments to our staff were slightly lower this year than in previous years due to the issues (previously discussed with Committee staff) that arose with the PAC’s bank account in early 2020.

agendas, posting information on the PAC website, sharing pedestrian-related items on Twitter, and assisting PAC members in drafting PAC testimony to present before the DC Council as well as letters with recommendations and comments on issues pertaining to pedestrian safety and accessibility that are sent to the Mayor and other District agencies.

4. Please describe the Council's activities in FY 2020.

Response: By statute (DC Code §§ 50-1831 and 50-1931), the Council's mission is "to serve as the advisory body to the Mayor, the Council of the District of Columbia, and the District agencies on matters pertaining to the improvement of pedestrian safety and accessibility" and to designate a representative to participate on the District's Major Crash Review Task Force. During FY 2020 (October 1, 2019-September 30, 2020), in keeping with these responsibilities:

- The Council testified and/or submitted written statements to the D.C. Council regarding Vision Zero implementation and the proposed Vision Zero Enhancement Omnibus Amendment Act, the Ignition Interlock program, the proposed Motor Vehicle Insurance Modernization Amendment Act, the proposed Electric Mobility Devices Amendment Act, and DDOT's proposed budget.
- The Council and the Bicycle Advisory Council held a joint meeting, to which (now former) DDOT Director Jeff Marootian was invited. Director Marootian attended with DDOT staff and a cordial discussion ensued on a variety of matters affecting people walking and bicycling, including (but not limited to) Vision Zero, sidewalk conditions, dockless vehicles, bike lanes, speeding, and crash data.
- The Council met with MPD Assistant Chief Jeffery Carroll and discussed Vision Zero, enforcement of impaired driving, speed, and pedestrian right-of-way laws, and similar matters.
- The Council formally advised DDOT to ensure that its budget request include funding to (a) develop a robust, proactive sidewalk and crosswalk inspection and repair program; (b) support timely responses to 311 reports addressing pedestrian safety and accessibility; and (c) comprehensive and timely enforcement of safe accommodations requirements and requirements that apply to driving and parking dockless vehicles on sidewalks, including curb ramps. Our ongoing meetings included extensive followup conversations with DDOT staff on most of these issues as well.
- The Council submitted extensive recommendations to the Mayor, DC Council, DDOT, and other DC agencies regarding safe and accessible travel during the COVID-19 pandemic. We recommended, among other actions,

opening street space to people walking and wheeling; reprogramming vehicle and pedestrian signals to provide generous crossing time and opportunities to pedestrians and to eliminate “beg” buttons; and moving forward quickly with pedestrian infrastructure projects.

- The Council regularly discussed pedestrian safety and accessibility issues with agency representatives at Council meetings, including the Slow Streets initiative, Vision Zero initiatives, sidewalk construction and maintenance, budget issues, pedestrian signal issues, Safe Routes to School, concerns about dockless vehicles, and the Spring and Fall Street Smart campaigns.
- The Council was briefed by and provided informal feedback to some of its member agencies (DDOT, Office of Planning (OP), Department of Parks and Recreation (DPR)) on a variety of projects. DPR presented its Master Plan (*Ready2Play*) and Eastern Market Metro Plaza Project; OP presented its draft *Comprehensive Plan* and *Public Life Studies*.
- Council representatives regularly attended all monthly meetings of the Major Crash Review Task Force and are providing significant assistance to DDOT in drafting and finalizing the Task Force’s second report, which will be submitted to the D.C. Council in the near future.
- Individual Council members attended meetings of the Mayor’s Vision Zero Working Group; Autonomous Vehicles Working Group; Community Advisory Council for the DDOT Connecticut Avenue NW Reversible Lane Safety and Operations Study; Bicycle Advisory Council meetings; Multimodal Accessibility Council Meetings; and various ANC meetings.

5. Please describe the Council’s three biggest accomplishments in FY 2020.

Response: The Council’s three biggest accomplishment in FY 2020 were:

- DDOT’s adoption and/or adaptation of many of the Council’s recommendations for safe travel during the COVID-19 public health emergency.
- Providing substantive formal comments and testimony to the D.C. Council on pending legislation and oversight matters (Vision Zero oversight and Vision Zero Omnibus Enhancement Amendment Act, Ignition Interlock Program Amendment Act, Motor Vehicle Insurance Modernization Amendment Act, Electric Mobility Devices Amendment Act), as well as during the budget oversight process.

- Increasing attention to pedestrian safety and accessibility issues by meeting with District agency representatives, inviting speakers with subject expertise and sharing information via social media.

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

We are encouraged by the steps DDOT and other agencies have taken to improve pedestrian safety and accessibility in the District, especially those taken during the public emergency period. In particular, we have been encouraged by implementation of the Slow Streets Initiative and similar efforts. These are good steps forward in increasing safety and accessibility for pedestrians, as well as other travelers.

In a year that sadly saw a significant rise in traffic fatalities in DC, from 27 in 2019 to 37 in 2020, pedestrian fatalities fell from 12 in 2019 to 10 in 2020. Based on the information available in [Opendata](#) as of February 10, 2021, major injuries to pedestrians also decreased from 118 in 2019 to 78 in 2020. In terms of absolute numbers, this is encouraging for pedestrian safety. It is especially difficult this year, given the decrease in motor vehicle traffic, to say whether the lower fatality and injury numbers for pedestrians are a blip or a longer-term decline. Please also see our response to Question 10 for additional discussion of the available data.

The rampant speeding epidemic that continues to plague our streets is a danger to everyone, including pedestrians. While DDOT has made some effort to address this issue on some streets, we and our constituents continue to see speeding drivers weaving in and out of other traffic on streets all over the city. Many of us are terrified. Recognizing that this is “anecdotal” (qualitative) evidence, we also reviewed Opendata’s Moving Violations datasets for March through September 2020 and compared speeding violations during that period to speeding violations during the same period in 2019. For most months, even though motor vehicle traffic volumes were lower than normal, speeding violations in 2020 exceeded those in 2019. (The only exception was June.) Total speeding violations issued during this period in 2020 (846,511) exceeded those issued in 2019 (724,043) by 122,468 (17%). Citations issued for speeding 20 or more miles per hour over the speed limit jumped from 28,023 in 2019 to 37,648 in 2020, a 34% increase.²

² The number of speed safety cameras in operation has fluctuated over the time periods involved as well. For example, as of March 1, 2019, 78 speed safety cameras were in operation; as of September 3, 2019, 68 were operating; and as of March 2, 2020, 76 were operating. Some of the variation in violations issued may be due to this fluctuation, but there were 38% more violations issued in March 2020 than in March 2019, with fewer cameras in operation in March 2020, so it seems reasonable to conclude that speeding increased.

In addition, we continue to be concerned about inequitable treatment of pedestrian infrastructure, including sidewalks and crosswalks. Sidewalks that are in good repair are essential for safe walking and provide critical access to public transportation. Conversely, sidewalks that are obstructed or in poor condition can make it inconvenient or challenging for people without access to a vehicle to walk safely or use public transportation for access to jobs, services, shopping, and recreational opportunities. While some of our members reported seeing increased sidewalk and crosswalk maintenance work during the pandemic period, we also saw repeated and consistent violations of safe accommodations requirements by DDOT's contractors. When members who saw these violations contacted DDOT's public space office, we generally received prompt and responsive attention. But, as with many activities, DDOT needs to be more proactive in monitoring its contractors and enforcing the safe accommodations requirements. Similarly, we remain concerned that the District's snow removal process continues to prioritize clearing streets for motor vehicles over ensuring that sidewalks, crosswalks and curb ramps are cleared of snow.

We have discussed these and other issues with DC agencies. Some of the other issues we have discussed with the D.C. Council, DDOT, and other agencies over the past year include scooters and other objects (e.g. cars, garbage cans, dogs, shrubbery) blocking sidewalks and curb ramps and "optimization" of pedestrian signal timing that is often more harmful than helpful to pedestrians. We would like to see District agencies become more proactive and focused in addressing these issues, but some of the agencies and the District's political leadership seem to face institutional barriers to making meaningful change. It seems to be easier for many to continue with old and inadequate ways of thinking that focus solely on moving motor vehicle traffic rather than valuing everyone's safety and the health of our environment. We are hopeful that implementation of the Vision Zero Omnibus Enhancement Amendment Act will move the District closer to its Vision Zero goals.

7. Please describe the Council's goals for FY 2021 and the plan/timeline for completion.

- Participate in the budget process for DDOT and other agencies with responsibility for pedestrian and accessibility. Work to ensure that the District's investment in pedestrian safety and accessibility is consistent with the central role of pedestrian travel in the District's transportation system, including both work in and non-work trips, and with the District's long-range goals for Vision Zero, environmental sustainability, and quality of life.

- Contribute comments to the D.C. Council, DDOT, and other relevant agencies on proposed legislation, rules, and policies that impact pedestrian safety and accessibility. Focus on opportunities to shape the post-pandemic future in ways that advance the safety, accessibility, comfort, and convenience of pedestrian travel.
- Track the status of all recommendations made by the PAC to the District Council, DDOT, and other agencies, including recommendations made in FY 21 and in prior fiscal years. Request regular status updates from DDOT and other relevant agencies.
- Actively participate in the Major Crash Review Task Force and work with other Task Force members to fulfill its mission.
- Participate in the moveDC planning process to ensure that the safety, accessibility, comfort, and convenience of pedestrian travel are prioritized.
- Submit comments on aspects of the draft Federal [Manual on Uniform Traffic Control Devices](#) (MUTCD) that impede the Council's ability to carry out its core mission of advising the D.C. Council and District agencies concerning pedestrian safety and accessibility.
- Work throughout the year to increase public awareness of issues impacting pedestrian safety, accessibility, comfort, and convenience through testimony at Council hearings, participation in public discussions on pedestrian safety and accessibility issues, and posting information on the PAC website.

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

As with many other largely-volunteer organizations, it is sometimes difficult for members to commit as much time as we would like to achieving our goals. There also is a “learning curve” for new members of the Council, which can make it more difficult to participate effectively. In addition, although DDOT and MPD, as regular participants in our meetings, are generally responsive to our requests for information, other agencies are often slower to respond and require repeated efforts. Finally, as we discussed with Committee staff earlier this year, an unexpected issue arose with respect to the Council's access to funds in its account. This issue took several months to resolve, made it impossible for us to pay our administrative staff for part of that time and so, Council members undertook most of the administrative issues normally performed by our staff.

9. Please provide a copy of all official correspondence sent by the Council in FY 2020 and FY 2021, to date.

[Comment on the Ignition Interlock Program Amendment Act](#) (Oct. 24, 2019)

[Testimony at Vision Zero Hearing](#) (Oct. 24, 2019)

[Comment on the Motor Vehicle Insurance Modernization Amendment Act of 2019](#) (Oct. 28, 2019)

[Comment on the Electric Mobility Devices Amendment Act of 2019](#) (Nov. 4, 2019)

[January 2020 Letter to DDOT Regarding FY '21 Budget Recommendations](#)

[Recommendations on Safe Travel During the Coronavirus \(COVID-19\) Public Health Emergency](#) (April 7, 2020)

[Testimony at DDOT Budget Oversight Hearing](#) (June 3, 2020)

[Comment on the Vision Zero Enhancement Omnibus Amendment Act of 2019](#) (Sept. 1, 2020)

[Comment on the Shared Fleet Devices Amendment Act of 2020 \(Electric Mobility Devices Amendment Act of 2019\)](#) (Oct. 5, 2020)

[Comment on DDOT Rulemaking \(Notice ID N-0098986\)](#) (Nov. 27, 2020)

[Comment on DDOT Slow Streets Program](#) (Nov. 30, 2020)

10. What are the Council's opinions on the progress of the Mayor's Vision Zero program in FY 2020 given the Public Health Emergency, specifically as it relates to pedestrians?

Vision Zero calls for reducing all traffic fatalities and serious injuries to zero. In the last five years, overall traffic fatalities, including pedestrian fatalities, have fluctuated from year to year, as have serious injuries. See Tables 1 and 2 below. In considering the success of Vision Zero, however, the COVID-19 public emergency's effect on travel obviously complicates reaching any conclusion. From 2019 to 2020, overall traffic fatalities rose, but pedestrian fatalities fell. Both overall major injury crashes and pedestrian major injury crashes fell.

The decline in 2020 in pedestrian fatal and major injury crashes may point to the success of DDOT's Vision Zero efforts, but it also is likely, at least in part, due to lower motor vehicle traffic volumes, leading to fewer conflicts and collisions between pedestrians and drivers; if traffic volumes were higher, then, we would be seeing higher pedestrian fatality and injury numbers for 2020. This conclusion

also is supported by the fact that the proportion of crashes leading to the death or serious injury of a pedestrian remained the same (.47%) from 2019 to 2020. See Table 2. And, of course, Vision Zero is not just about eliminating pedestrian fatalities and serious injuries.

The lower traffic volumes also, unfortunately, appear to have led to more speeding. In addition to creating an intimidating and hazardous environment, speeding endangers everyone. Although pedestrian fatalities decreased in 2020, total traffic fatalities were significantly higher in 2020 (37) than in 2019 (27). In addition, although traffic crashes declined from 26,796 in 2019 to 18,291 in 2020 -- a 32% decline -- the proportion of crashes that resulted in death and/or serious injury rose from 1.64% to 2.02% over the same period -- a 23% increase. This suggests that the crashes that are occurring are more severe, which in turn -- combined with the obvious rampant speeding -- points to speed as the main culprit for the rise in deaths and serious injuries. When streets have low traffic volumes, there are fewer impediments and physical cues to deter reckless driving.

Based on our experience in participating on the Major Crash Review Task Force, speeding drivers who crash are prone to hit whoever or whatever happens to be in their path. Much of the time they hit fixed objects, sometimes another vehicle and its occupants, and/or sometimes a person walking or rolling. Consequently, a decline in pedestrian fatalities and injuries with an accompanying rise in overall traffic fatalities and injuries provides little comfort.

As we have said in the past, 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. Our streets must be designed to protect everyone from death and serious injury and encourage forms of travel that are less likely to produce death and serious injury than travel by private car. This means redesigning our streets to slow down drivers, and perhaps even contemplating requiring installation of mechanical restrictions (speed governors) on the vehicles of drivers who repeatedly speed. It also means changing aspects of the street that currently discourage the use of safer modes of travel, such as sidewalks that are too narrow to comfortably accommodate pedestrian volumes and other uses, gaps in the pedestrian network, lack of shade trees and amenities, and personal security concerns.

Table 1: People Killed by Traffic Violence

	2016	2017	2018	2019	2020
Total Fatalities³	28	30	36	27	37
Pedestrian Fatalities	9	11	14	12	10

Table 2: Fatal and Major Injury Traffic Crashes

	2016	2017	2018	2019	2020
Total Crashes⁴	26,563	26,460	26,569	26,796	18,291
All Fatal and Major⁵ Injury Crashes	508	478	435	439	370
All Fatal and Major Injury Crashes as a % of Total Crashes	1.91%	1.81%	1.64%	1.64%	2.02%

³ Fatality figures show the number of people killed. The source for these figures is the [DC Vision Zero](#) website. All figures reflect calendar year data. There is no easy way to reliably figure out how many people have suffered major injuries in crashes each year. That information is not on the DC Vision Zero website or in any published reports that we could find. Opendata's [Crash Details Table](#) can be filtered to show that, of 591,123 people involved in crashes during the time covered by the Table, 21,341 suffered major injuries. The Table, however, cannot be filtered by date. Opendata's [Crashes in DC](#) dataset can be filtered by date, but only shows the number of crashes that resulted in major injury and the number of injuries, not the number of people injured.

⁴ Crash figures show the total number of crashes, as well as the number of crashes that resulted in fatalities and major injuries (both totals and pedestrian-only). These numbers come from Opendata's Crashes-in-DC dataset (as of February 11, 2021). As we have explained in the past, this dataset is imperfect. It is not unusual, for example, for fatalities to be misclassified as major injuries. This is one reason we combined those two categories. There is, unfortunately, no source for complete and reliable information. The DC Vision Zero website also uses Opendata for injury information and DDOT's most recent published [reports](#) provide figures for serious injuries overall for some years but not all, and they provide only total pedestrian injury figures (that is, both serious and non-serious), which makes comparisons difficult. Our assumption is that Opendata's numbers are reliable enough for our purposes -- looking at trends from 2016-2020.

⁵ Opendata's Crashes in DC dataset uses the term "major" injury rather than "serious" injury. The two terms may not be synonymous, but this is as close as we can come.

Pedestrian Fatal and Major Injury Crashes	128	131	129	128	86
Pedestrian Fatal and Major Injury Crashes as a % of Total Crashes	.48%	.50%	.49%	.47%	.47%
Pedestrian Fatal and Major Injury Crashes as a % of All Fatal and Major Injury Crashes	25.20%	27.41%	29.66%	29.16%	23.24%

11. 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 2020 and FY 2021, to date. *[They are listed below]*. The Committee understands that some things were delayed or could not occur due to the Public Health Emergency.

- *Contribute comments to the D.C. Council, DDOT, and other relevant agencies on proposed legislation, rules, and policies.*

Response: The Council provided comments to the D.C. Council on nine occasions on a variety of subjects, including Vision Zero implementation and the Vision Zero Omnibus Enhancement Amendment Act, dockless vehicles, motor vehicle insurance requirements, the ignition interlock program, and budget and performance oversight. We also have provided both informal feedback and formal recommendations to DDOT, OP and DPR on a variety of subjects. Our response to Question 9 includes links to our testimonies and other formal comments. In addition, all documents we have submitted are published on the Resources page on the Council’s website.

- *Hold at least one joint meeting with the Bicycle Advisory Council and DDOT Director Jeff Marootian to discuss issues of mutual interest.*

This meeting was held in October 2019. There was a cordial discussion on a variety of matters affecting people walking and bicycling, including (but not limited to) Vision Zero, sidewalk conditions, dockless vehicles, bike lanes, speeding, and crash data.

- *Monitor DDOT's progress in implementing its new traffic safety assessment process.*

Response: Due to both the Council's and DDOT's shifted focus to innovative responses to travel during the COVID-19 public emergency period, the Council did not undertake any activity during FY 2020.

- *Continue to follow and advise DDOT regarding sidewalk and crosswalk repair and maintenance, responsiveness to 311 requests, comprehensive and timely enforcement of Safe Accommodations requirements, implementation of requirements for dockless vehicles, and automated traffic enforcement.*

Response: In January 2020, the Council formally advised DDOT to ensure that its budget request include funding to (a) develop a robust, proactive sidewalk and crosswalk inspection and repair program; (b) support timely responses to 311 reports addressing pedestrian safety and accessibility; and (c) comprehensive and timely enforcement of safe accommodations requirements and requirements that apply to driving and parking dockless vehicles on sidewalks, including curb ramps. Our ongoing meetings included extensive followup conversations with DDOT staff on most of these issues as well. Due to member time constraints and other priorities, we did not, as a Council, follow up on our interest in automated traffic enforcement.

- *Continue to follow and advise DDOT and other responsible agencies about the Vision Zero program.*

Vision Zero principles have become an integral part of the Council's analysis of pedestrian safety and accessibility issues. Council members also have attended some meetings of the Mayor's Interagency Vision Zero Task Force and provided informal comments on the topics presented. Council members also continue to participate on the Major Crash Review Task Force, which focuses on analyzing the Vision Zero implications of the crashes reviewed.

- *Continue to follow the Comprehensive Plan amendment process.*

Response: OP briefed the Council on the Comprehensive Plan and we provided informal feedback.

- *Work throughout the year to increase public awareness of pedestrian safety and accessibility issues through testimony at Council hearings, participation in public discussions on pedestrian safety and accessibility issues, and posting information on the PAC website.*

Response: This is an ongoing task, as the Council continues to attend D.C. Council hearings, public meetings, and otherwise participate in public discussions on pedestrian safety and accessibility issues. We have provided links to all of our written comments and testimony in our response to Question 9.

- *Participate in the budget process for DDOT and other agencies with responsibility for pedestrian safety and accessibility.*

Response: We informally discussed DDOT's FY 2020 budget in October 2019 with the DDOT Director and, in January 2020, sent a letter to DDOT Director Marootian with our recommendations for DDOT's FY 2020 budget. Our response to Question 9 includes links to our testimonies and January letter, which explored sidewalk repair and maintenance; the need for DDOT to become more proactive in identifying and addressing problems, rather than relying as heavily upon 311 and other complaints; and adequate funding for enforcement of Safe Accommodations and dockless vehicle requirements. We also testified to similar effects at DDOT's June 2020 budget hearing.

- *Research and review pedestrian signal timing issues more thoroughly and, as appropriate, develop a legislative or policy proposal to ensure that pedestrian signals are timed to meet the needs of all pedestrians and/or that other accommodations are made.*

Response: We have discussed this issue informally with DDOT on several occasions. Our tentative conclusion is that DDOT is following questionable Federal guidance in the MUTCD but that this issue may be more effectively addressed by filing comments on a new draft version of the MUTCD which is currently open for comment through May 14, 2021. Our former chair and current Ward 3 representative, Eileen McCarthy, is working on this issue.

- *Actively participate in the Major Crash Review Task Force and work with other Task Force members to fulfill its mission.*

Response: Ward 3 representative, Eileen McCarthy, represents the Council on the Task Force; Ameen Beale (Ward 8) is the designated alternate. McCarthy and/or

Beale have attended every Task Force meeting and McCarthy is providing extensive drafting assistance to DDOT on the Task Force's upcoming report. The Task Force meets monthly, usually on the last Wednesday of the month; meetings have been virtual since the public emergency period started.

12. Please identify the Council's top recommendations for the District's priorities related to pedestrian safety in FY 2021.

Response: The Council's top recommendations for the District's priorities related to pedestrian safety in FY 2021 are:

- The District, especially DDOT, must commit to the fundamental, paradigm shift that is needed to meet the District's Vision Zero goals, including a commitment to reducing vehicle speeds, which has become an even more significant issue during the public emergency, as discussed above.
- District agencies, especially DDOT, must become more proactive in addressing pedestrian infrastructure issues, including ensuring that accessible sidewalks and crosswalks are installed, maintained, and rehabilitated on a regular schedule, rather than relying as heavily on 311 reports.
- We need more rigorous compliance with, enforcement of, and education about "Safe Accommodations" requirements, as well as regulations governing dockless and other vehicles or objects parked in or encroaching on public space.
- Committing to full implementation of the Bicycle and Pedestrian Safety Act of 2016 and the Vision Zero Omnibus Enhancement Amendment Act. What is most needed for this implementation is a commitment to thinking about how the requirements of those laws should change DDOT's analytical processes.

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

Response: The District should explicitly recognize reduction in vehicle miles traveled as a critical component of achieving Vision Zero. It should adopt policies that disincentivize travel in single occupancy vehicles, such as congestion pricing, higher prices for on-street parking, and car-free zones and incentivize safer travel modes and telework. It should also reallocate roadway space in ways that make alternatives to travel in a private vehicle more safe, accessible, comfortable, and convenient, e.g., by expanding sidewalk space for pedestrians, providing more protected lanes for bicyclists and scooter riders, and providing more dedicated lanes for buses. The District should also focus more on building community and political support for the above changes.