

**2024 Performance Oversight Pre-Hearing Questions**  
***Pedestrian Advisory Council***

**A. GENERAL**

1. Please provide a list of the Pedestrian Advisory Council's ("PAC") current active membership. For each member, please provide the following:
  - a. The member's name;
  - b. The ward, agency, or organization the member represents (if applicable);
  - c. Who appointed the member;
  - d. When the member's term expires; and
  - e. The member's attendance record.

During FY23 and FY24 to date, four PAC members were reappointed by their Councilmembers to another term. Three new members were appointed for the first time in this period by Council Chair Mendelson, Councilmember Henderson and Councilmember Parker. The PAC has three vacant seats. The Ward 8 seat is vacant because the long-time PAC member (and co-chair) is awaiting reappointment by his Councilmember. The Ward 2 seat is vacant pending a new appointment by the CM, whose prior appointee completed her term in September 2023. At-Large Councilmember McDuffie's seat on the PAC is vacant.

<b>D.C. Pedestrian Advisory Council Membership and Meeting Attendance</b>				
<b>MEMBER</b>	<b>REPRESENTING</b>	<b>APPOINTED BY</b>	<b>TERM EXPIRATION</b>	<b>FY23 ATTENDANCE</b>
Jim Elliott	Henderson	Henderson	4/30/2023****	100%
Joe Bishop-Henchman	Henderson	Henderson	9/5/2026	100%
Juan Ulloa	R. White	R. White	10/19/2024	55%
Heather Foote	Bonds	Bonds	5/29/2025 ***	100%
Vacant	McDuffie *		N/A	
Paul Harrison	Mendelson	Mendelson	9/12/2024	75%
J.I. Swiderski	Ward 1	Nadeau (see note)	2/16/2024	100%
Kathy Davin	Ward 2 *	Pinto	9/17/2023	70%
Charlotte Lee Jackson	Ward 3	Cheh	10/19/2024	55%
David Tumblin	Ward 4	Lewis George	9/5/2026 ***	90%
Pyrrha Hallums	Ward 5	McDuffie	Resigned	N/A
Geoffrey Hatchard	Ward 5	Parker (see note)	10/4/2026	N/A
Cheryle Adams	Ward 6	Allen	11/13/2026****	92%
Dalton Howard	Ward 7	Gray	5/2//2026 ***	100%
Ameen Beale	Ward 8 *	T. White	9/8/2023	100%
Karyn McAlister	DDOT		N/A	Excellent
George Branyan (former DDOT rep)	DDOT (alternate to McAlister)		N/A	Excellent

Sgt. Terry Thorne	MPD		N/A	Excellent
Rita AbouSamra	Office of Planning		N/A	Excellent
Dulce Naime	Dept. of Parks and Recreation		N/A	Excellent

\*\*\*\* Extended his term by three months, in communication with CM, to support PAC continuity

\*\*\* Reappointed to another term (see below for Beale reappointment pending)

\*\* Appointed during period in question

\* Seat vacant (Ward 8, one of three vacant seats, is pending reappointment to Beale.)

Notes: CM Nadeau notified the Council Secretary that she has reappointed Swiderski to a second term. He will be notified of the swearing in date. Hatchard's first meeting was FY2024 (October).

2. **Please provide a list of any vacant PAC seats, including who is responsible for making a nomination to fill the seat, any requirements for a nominee to fill the seat, and how long the seat has been vacant.**

There are three vacant seats, although we anticipate a member reappointment for one: At-Large McDuffie (vacant since CM sworn in); Ward 2 (vacant since 10/2023; Foote spoke with relevant staff in 12/2023) and Ward 8 (vacant since 9/2023; Beale is awaiting CM response to make reappointment request)

3. **Please provide a list of the PAC's meeting dates, times, and locations for FY23 and FY24, to date.**

10/24/2022. 11/11/2022. 12/7/2022. 1/17/2023. 2/15/2023 (Special Meeting.) 2/26/2023. 3/24/2023. 4/21/2023. 5/22/2023. 6/17/2023. 7/19/2023. 9/11/2023/ 10/22/2023/ 11/10/2023. 12/9/2023/ 1/8/2024.

All monthly meetings are held from 6:30pm-8:30pm and were virtual in FY2023. (The PAC held one Special Meeting in FY23 and does not meet in August.

4. **Did the PAC receive funds in FY23 or FY24, to date? If so, please provide the following:**
  - a. **The amount;**
  - b. **The funding source;**
  - c. **A list of all expenditures; and**
  - d. **A description of how the expenditures furthered the PAC's mission.**

SUMMARY: Funding is provided by DDOT. The process calls for replenishment to a total \$10,000 annual allocation at the end of the FY (or near that date). The PAC balance as of January 31, 2024 was \$6,955. All PAC expenditures go to the hourly wages of the part-time Administrative Assistant, whose work is vital to keeping records, arranging and hosting virtual meeting and list maintenance. (For details, see below)

The Pedestrian Advisory Council receives its funding from the District of Columbia's Department of Transportation that totals \$10,000.00. The funding is received each fiscal year covering the cost of keeping the PAC operational. PAC received funding in FY2022 and FY2023. In FY2022, The PAC's beginning balance was \$1,475.00. The District of Columbia electronically deposited \$8,525.00 increasing the bank balance to \$10,000.00. the PAC's expenditures totaled \$3,475.00. These expenditures were the last four payments to our former administrative assistant who resigned from the position in December 2021. From January through September 2022, the PAC did not have any expenditures and maintained a bank balance of \$6,525.00. In FY2023, the PAC received an electronic deposit in December 2022 from the District of Columbia in the amount of \$3,475.00 increasing its bank balance to \$10,000.00. During FY2023, the PAC had expenditures totaling \$3,375.00. These expenditures were payments for the hours that the current Administrative Assistant worked during the fiscal year. At the beginning of FY2024, the PAC had a bank balance in the amount of \$6,625.00. The District of Columbia electronically deposited \$3,375.00 into PAC's account increasing the balance to \$10,000.00. To date, the PAC has expended \$3,045.00 of its funding to pay its Administrative Assistant leaving PAC with a bank balance of \$6,955.00.

The administrative assistant plays an intricate role in keeping the PAC operational. The administrative assistant performs tasks such as email communications and coordination, meeting preparation, hosting meetings that includes posting meeting agendas, creating virtual meeting links, and drafting meeting minutes. Additionally, the administrative assistant posts PAC testimonies and other communications on the PAC website, maintains the website to inform the public, and will manage PAC's social media such as sharing pedestrian safety-related items on X formerly known as Twitter. The administrative assistant maintains the organization of the PAC by preparing documents, managing correspondence, and managing the PAC database. By keeping the PAC organized, the administrative assistant provides the administrative support that helps keep PAC meetings running smoothly. This expenditure helps further PAC's mission.

**e. The Committee increased funding to the PAC, Multi-modal Accessibility Advisory Council, and Multi-modal Accessibility Advisory Council in DDOT's FY24 budget.**

**Has the Council Have the Councils received this funding?**

Not as of January 31, 2024.

**What will the funding increase allow the PAC or the Councils together to do?**

Additional funding would enable the PAC Administrative Assistant and/or a website consultant to reconfigure the website and to work with co-chairs to address meeting hosting through a new Zoom account, arranged and owned by the Council Secretary, parallel to its arrangements for the BAC. (Other adaptations will be required to address storage of historical records.) The PAC website has needed overhaul and updating for more than five years. The current co-chair favors it being streamlined along the lines of the BAC website. Those are near-and medium-term immediate needs.

There has been no PAC discussion yet on the prospect of additional funding, given the timing of Committee notice about this possibility, our monthly meeting schedule and the need to prepare agenda items in advance. The BAC is

proposing that the three Councils share an AA, perhaps a FT hire. There has been one BAC-PAC conversation about this, which may lead to follow-up.

**5. Please provide a copy of all official correspondence sent from, or formal resolutions adopted by, the PAC in FY23 and FY24, to date.**

- [Testimony on Safe Streets Legislation \(October 26, 2023\)](#)
- [Testimony on Safe Streets Legislation \(October 4, 2023\)](#)
- [Testimony on Traffic Enforcement \(May 23, 2023\)](#)
- [Testimony at DDOT FY24 Budget Oversight Hearing \(March 30, 2023\)](#)
- [FY2022 Oversight Hearing Testimony \(February 23, 2023\)](#)
- [FY2022 Oversight Hearing Responses \(February 23, 2023\)](#)

**6. Please describe the PAC's activities in FY23 and FY24, to date, including:**

**a. The PAC's participation in any public hearings or roundtables;**

See testimony list above. The PAC appreciated invitations to testify before the Transportation and the Environment Committee (Committee) at three hearings on topics of top priority for pedestrian safety and the PAC. While budget and oversight challenges lie ahead, the PAC congratulates the Committee for holding substantive hearings that explored speed management, dangerous driving and enforcement, as well as policy proposals to reduce pedestrian fatalities and serious injury and related equity issues. We applaud how the Committee transformed its findings into successful legislation and are pleased to have had a voice in that success. The PAC notes the pivotal role of the late Chris Laskowski, Committee Director, in these efforts.

**b. The PAC's three biggest accomplishments in FY23 and FY24, to date;**

- 1) PAC policy analysis, development of testimony, exchanges with DDOT and Committee staff and support for Committee legislation on speed management, dangerous driving and enforcement contributed to important forward movement by the D.C. Council on one of the top PAC priorities for more than four years.
- 2) Multiple year recommendations that significant amounts of Automated Traffic Enforcement (ATE) safety camera revenue be allocated to Vision Zero for investment in safety improvements in high traffic fatality neighborhoods. PAC persistence helped put this issue squarely onto the Committee and Council agendas, and on the eve of a major 2024 expansion in the number of safety cameras. While the Mayoral budget recommendation structure created unsurpassable barriers to making such a designation last year, there is broad support – including by some in the executive branch – for the concept. Without a segmenting of camera revenue allocations and clear indications that camera revenue will address historic pedestrian safety underinvestment in Wards 7 and 8, the public perception will continue to be that the primary purpose of the safety camera program is to increase the City's General Fund.

- 3) New DDOT work to address sidewalk gaps and to establish sidewalk repair and preventive inspection and maintenance systems – both based on data collection – responds to PAC recommendations over numerous years.

Presentations to the PAC by DDOT staff who lead sidewalk improvement programs reflect forward movement. Bolstered by new funding and staffing, DDOT's Sidewalk Gap Construction Program completed an inventory of all sidewalk gaps in its public domain, assigned a score to each gap and prioritized gaps based on safety, equity, and proximity to schools, parks and transit. It has started to notify adjacent landowners and developed an online dashboard at <https://sidewalkgap.ddot.dc.gov/>.

The PAC was also briefed by DDOT's Strategic Asset Planning Department on recent developments, including the first overall assessment of sidewalk conditions since 2014. Recent work included a 2022 pilot for proactive sidewalk inspections across the city, as well as horizontal saw-cutting of protruding concrete slabs at certain heights. Whether for budget sourcing, administrative or other reasons, actual repair work is dispersed among at least four entities, including PAVE DC's sidewalk program. Whereas repair plans were previously developed for the following year, planning staff are now able to use the sidewalk assessment data and new work order procedures for mapping out a 2027 plan.

In the past several years' hearings, two successive Transportation Committee chairs, other Councilmembers, ANCs and the PAC, among others, noted projected sidewalk repair completion dates stretching far into the future. DDOT's recent sidewalk data collection and clean-up, more efficient staff deployment, building out of a data-based Sidewalk Network and current forward planning into 2027 can lead to more efficient, proactive sidewalk inspection and repair, and raises the prospect or at least possibility of more rapid delivery times. Much will depend on sufficient funding and other resources for this effort, effective use of the new systems, and – in particular – leadership on greater parity in DC government's prioritization of sidewalk vis-a-vis roadway repair work within DDOT.

The PAC sees its regular in-depth exchanges with DDOT during meetings, whether with representatives to the PAC or others leading given programs or efforts, as central to our advisory role. DDOT staff continuity as agency representatives and speakers to the PAC was important to dialogue and progress on these issues.

- c. A status update on the following goals identified by the PAC in last year's pre-hearing responses, including what action, if any, the District government and the PAC took on them in FY23 and FY24, to date:**

**i. Expanding and diversifying speed management and traffic enforcement efforts;**

See above accomplishment #1, as well as:

- Presentations by and discussion with the Directors of the Vision Zero program and DC Highway Safety Office (our first exchange with the HSO);
- A meeting requested by staff charged with the Vision Zero Audit (Part I);
- Participation in public meetings of the Mayor's Automated Traffic Enforcement (ATE) Safety and Equity Task Force;
- Regular updates and participation by MPD Sargeant Terry Thorne;
- Participation in the Major Crash Review Task Force by one or both PAC appointees (the Task Force now under the DMOI Vision Zero Office); and
- Participation by two PAC members in a safety audit at Howard University, at the invitation of the new Highway Safety Office director.

**ii. Accelerating efforts to study, maintain, and improve pedestrian infrastructure at intersections and crosswalks;**

See above, as well as:

- Presentations by and discussion with the Office of Planning representative to PAC on pedestrian safety and streateries permitting effective May 2023;
- Presentations by the new Department of Public Works director and three of his staff on new training for snow removal, especially at intersections; and
- Witnessing an MPD uncontrolled crosswalk enforcement on Good Hope Rd. SE., east of the Kuehner Place Senior Center managed by S.O.M.E.

**iii. Prioritizing the equitable construction, repair, and maintenance of existing pedestrian infrastructure;**

Despite positive forward movement mentioned above, the PAC will continue its education and continual repetition on this issue – in testimony and with invited speakers and other interlocutors – given broad unfamiliarity with the meaning and full scope of the concept of pedestrian infrastructure, and its deprioritization within and outside government.

The historic car-centric nature of transportation planning remains an obstacle for both pedestrian safety and greater attention to pedestrian infrastructure improvements. The District, like many jurisdictions, does not sufficiently measure pedestrian travel, which results in inadequate planning and attention to support that mode.

**iv. Establishing a more effective 311 reporting system for improper dockless vehicle operations:**

There is modest improvement, in that 311 representatives have been better trained and do not automatically tell callers to contact the commercial dockless rental companies directly. But the PAC has not seen evidence of greater DDOT

outreach and public information, provided in varied communication modes, on how residents can report improper shared dockless riding or parking.

**v. Writing more robust safe accommodations requirements into construction permits and providing more consistent and timely enforcement.**

The PAC has not made progress in advancing this goal, despite raising it in testimony, other written materials and interactions with government officials. We do not see systematic enforcement of the 10-year-old safe accommodations law, nor are we aware of oversight efforts by the Council that have proven effective. See below for plans for continued PAC work on this issue.

**7. What challenges does the PAC face, if any?**

- The breadth of issues and conditions important to pedestrian safety and access;
- The District's undercount of overall pedestrian travel, especially non-work travel;
- Lack of response to some key PAC official communications, such as the early 2021 letter to executive branch leaders on pedestrian infrastructure;
- Lack of response to 2022 PAC comments on DDOT draft guidelines on electric vehicle charging cords placed across sidewalks (the PAC welcomes recent DDOT outreach on this issue and looks forward to dialogue on this safety issue);
- Continued failure to enforce laws on safe accommodations;
- A continued presence on sidewalks of fast-moving shared dockless vehicles and pedal bicycles on sidewalks, even in the Central Business District;
- Insufficient access to some policy information and data; concerns on data quality;
- Short-notice announcement of hearings relevant to PAC work and/or, at times, the lack of a timely "heads up" emailed to the three advisory councils can challenge PAC process, since we meet only monthly. For a given hearing date, we may have to set a special additional meeting to develop, discuss and vote on testimony.
- The voluntary nature of advisory councils, and members who have full-time jobs, can affect participation and administration, when considering complex legislation
- Lack of awareness in Councilmember appointments that PAC membership is more than a ceremonial one-meeting-a-month role; we now send pre-appointment communications to Councilmember offices on issues such as priority issues, work style and how attendance relates to our need to vote on official communications;
- Officer, membership and staffing transitions (although the PAC has a good track record in members seeking reappointment);
- An out-of-date PAC website and the likely need to change platforms;
- Possible insufficient funding to update and revamp the current website;

**8. Please describe the state of pedestrian infrastructure and safety in the District.**

- a. What is the PAC's assessment of the progress on the Mayor's Vision Zero program, specifically as it relates to pedestrians, in FY23 and FY24, to date?**

- The state of pedestrian infrastructure and safety must be viewed and assessed against the reality of a 16-year high in District traffic fatalities in 2023, including 19 pedestrian deaths. This comes at a time of *Washington Post* staff reductions including transportation journalist Liz Lazo who produced frequent stories on traffic calming, crashes and transportation policy;
- In keeping with a national post-Covid trend in excessive speeding, the incidents of speeding, dangerous driving and egregious disrespect for traffic laws in the District may have been the single most important impetus for action by both the executive and legislative branches to push ahead on legislation and, for the executive, to form the Mayor's ATE Task Force.
- Substantial visible and measurable progress has been made in street markings, wider high-visibility crosswalks, pedestrian islands and bicycle-scooter parking areas, as well as the effective use of safety bollards: to separate traffic lanes, prevent cross-over into the opposite lane and increase essential visibility for drivers and pedestrians at intersections. (A notable challenge remains: the reasons behind the many changes in roadway design are not intuitive for most residents. There is little public information and outreach beyond the DDOT website to explain to residents how and why the interventions improve safety.)
- DDOT continued to install additional Rectangular Rapid Flashing Beacons (RRFBs) and HAWK signals to facilitate safer pedestrian mid-block crossing. More are needed to protect pedestrians in signaled crosswalks and familiarize pedestrians, bicyclists and especially drivers on how to respond to the signals.
- Some progress has been made, in keeping with prior PAC recommendations, in installing signage that interprets new roadway interventions to make them more understandable to the public. This includes painted signage on sidewalks at curbside at regular intervals alongside the Alabama Avenue SE priority bus lanes and by other such bus lanes. (*"Bus lanes help save lives. Public transportation is the safest way to get around. Dedicated lanes make buses quicker and more reliable."*)
- DDOT has effective YouTube videos of PAC member Ameen Beale using a HAWK signal with his son and MAAC member Buddy Moore speaking about audible signals. While not a Vision Zero product per se, these videos and this type of communication warrant greater dissemination given their ability to reach more diverse District audiences unlikely to seek out the DDOT website.

**9. Please identify the PAC's top recommendations for improving pedestrian infrastructure and safety in FY24. How does the PAC consider furthering racial equity when developing recommendations?**

- Promote funding, staffing and programmatic change, as needed and appropriate, to measurably accelerate the transformation of roadways now underway into a transportation system more supportive of multi-modal travel and especially pedestrian safety, access and comfort.
- Allocate a substantial portion of ATE safety camera revenue to Vision Zero and related programs for investments in areas most affected by traffic fatalities. Such allocation of funds can enable residents to see a connection between speed



enforcement fines and greater safety for pedestrians and others in their neighborhoods.

- Expand public information about pro-safety roadway enhancements and how these investments foster pedestrian safety, with the goal to increase resident understanding of and public buy-in for a transformed roadway infrastructure.
- Make Open Streets a regular and frequent event, with the primary goal to introduce residents to Vision Zero concepts, multi-modal travel safety and interaction with DDOT staff, rather than simply the creation of a street fair atmosphere
- Resume and fund the “Summer Safety Campaign” neighborhood tabling, with Vision Zero literature that explains, in easily accessible language, the changes in street design and is tailored to given Wards or neighborhoods.
- Use Plain Language in public information-sharing to better engage with diverse audiences for whom the rationale behind roadway safety changes is not intuitive, and expand non-electronic forms of information-sharing.
- Continue invitations for PAC participation in audits and roadway safety studies (such as our current participation in the Alabama Avenue SE Safety Improvement Study and earlier in the Bladensburg Road Multi-Model Access and Safety Study).

**10. Please describe the PAC’s goals for the remainder of FY24 and FY25. How do these goals account for or further racial equity in the District?**

- Secure previews of analysis and recommendations in the Mayor’s ATE Task Force on Equity and Safety report prior to its projected September 2024 release;
- Recommend again that a substantial portion of FY25-FY26 ATE safety camera revenue be designated for Vision Zero and related programs to support multi-modal traffic safety investments in areas most affected by traffic fatalities;
- Continue dialogue with DDOT on past PAC recommendations on EV charging cords on sidewalks as a pedestrian hazard, given growing resident interest in EVs and significant federal funding coming to the District for charging stations;
- Raise PAC concerns and recommendations more frequently with Councilmembers outside the setting of hearing, with special attention to elected officials of color;
- Reconfigure and streamline the PAC website, and accelerate updating of information posted.
- Study similarities and dissimilarities between national pedestrian fatality trends since 2009, as reported in major media, and the District’s pedestrian fatality trends, so as to inform future PAC invitations to speakers and recommendations, as well as PAC recommendations related to racial and other forms of equity.

**11. Please describe any collaboration between the PAC and the Bicycle Advisory Council or the Multi-modal Accessibility Advisory Council.**

- Two PAC members attend many MAAC and BAC meetings to gain a broader perspective on priorities, safety and access issues, and to hear invited speakers;
- Longstanding periodic communication between individuals in the three advisory councils continues, often on emerging issues and including by co-chairs;

- The three advisory bodies developed a joint statement, timed to Committee hearings, on the imperative of enforcement of District traffic laws; and
- The past year was one of transitions of various sorts for all three advisory councils.