

D.C. Pedestrian Advisory Council

2025 Performance Oversight Pre-Hearing Question Responses

A. GENERAL

1. Please provide a list of the Pedestrian Advisory Council's ("PAC") current members. 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.

See chart below.

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.

During FY24 and FY25 to date, three new members were appointed to the PAC (for Wards 2/3/5) and four members sought and secured reappointment (for Wards 4/6/7 and At-Large Councilmember Mendelson). The PAC has three vacant seats, with two pending reappointments. Juan Ulloa is seeking reappointment by At-Large Councilmember Robert White; his term expired October 2024. (The PAC spoke in person with Councilmember White about this in early February.) Longtime PAC Ward 8 member and former co-chair Ameen Beale is awaiting reappointment, pending since September 2023. The third vacant seat is to be filled by At-Large Councilmember Kenyon McDuffie.

D.C. Pedestrian Advisory Council Membership and Meeting Attendance				
MEMBER	REPRESENTING	APPOINTE D BY	TERM EXPIRATION	FY24 ATTENDANCE
J.I. Swiderski	Ward 1	Nadeau	2/23/2027	100%
Matt Johnson	Ward 2	Pinto	6/5/2027	50%
Julia Stevenson	Ward 3	Frumin	9/4/2027	100%
David Tumblin	Ward 4	Lewis George	9/5/2026	75%
Geoffrey Hatchard	Ward 5	Parker	10/4/2026	83%
Cheryle Adams	Ward 6	Allen	11/23/2029	92%
Dalton Howard	Ward 7	Gray	6/28/2026	75%
<i>See note above</i>	Ward 8	T. White	N/A	N/A
Paul Harrison	At-Large	Mendelson	11/20/2027	100%
Heather Foote	At-Large	Bonds	5/29/2025	100%
<i>See note above</i>	At-Large	R. White	10/19/2024	N/A
<i>See note above</i>	At-Large	K. McDuffie	N/A	N/A
Joe Bishop-Henchman	At-Large	Henderson	9/5/2026	92%
Karyn McAlister	DDOT	N/A	N/A	N/A

George Branyan	DDOT (alternate)	N/A	N/A	N/A
Sgt. Terry Thorne	MPD	N/A	N/A	N/A
Rita AbouSamra	Office of Planning	N/A	Rotated off after five yrs. as OP rep	
Le An	Office of Planning	N/A	N/A	N/A
Dulce Naime	DPR	N/A	Rotated off after years as DPR rep	
Note: Attendance percentages are for FY2024 and reflect attendance record following swearing in.				
Note: Charlotte Lee Jackson resigned Feb. 2024. Julia Stevenson was appointed for Ward 3.				

3. Please provide a list of the PAC's meeting dates, times, and locations for FY 2024 and FY 2025, to date:

All PAC meetings in FY2024 and FY2025 to date were held virtually, from 6:30pm-8:30pm, most on the fourth Monday of the month. (Date changes from that customary schedule related to holidays and spacing of meetings.) There was an additional Special Meeting in April 2024 called when DDOT Acting Director Sharon Kershbaum asked to speak with the PAC about the budget.

10/23/2023. 11/13/2023. 12/11/2023. 1/8/2024. 2/12/2023. 3/11/2024. 4/8/2024. 4/24/2024
5/13/2024. 6/10/2024. 7/8/2024. 9/9/2024. 10/21/2024. 11/18/2024. 12/19/2024. 1/13/2025.

4. Did the PAC receive funds in FY 2024 or FY 2025, to date? If so, please provide the following: the amount; the funding source; a list of all expenditures; and a description of how the expenditures furthered the PAC's mission.

The funding source for Pedestrian Advisory Council (PAC) operations is the District Department of Transportation.

The PAC receives funding at the beginning of each fiscal year that brings its bank balance to \$10,000.00.

In October 2023, at the start of FY2024, the District of Columbia electronically disbursed \$3,375, bringing the PAC's bank balance to \$10,000.

At the close of FY2024, the PAC had a bank balance of \$2,395.00.

In October 2024, the first month of FY2025, the PAC received a disbursement of \$7,605.00, increasing its bank balance to \$10,000.00.

Currently, the PAC's bank balance is \$9,250.00, with expenditures totaling \$750.00 to date.

All PAC expenditures in FY2024 were made to cover the fees of the Administrative Assistant (AA). She manages and hosts meetings, maintains listservs, posts and communicates meeting notices, posts official documents and minutes to the website and makes requested changes to the website. These essential tasks play a central role in the PAC's month to month operations and thus are key to its mission to advise the Council, Mayor's Office and executive agencies on pedestrian safety and access.

In the early fall, the AA communicated with regret that she would need to transition out of her part-time PAC administrative role, in order to focus on her university studies and complete her degree. The latter had had to be postponed due to her continuing Covid-related health issues, resulting in a subsequent heavy class load and significant time constraints. She has generously continued to assist the PAC in a paid capacity on a few key tasks during the transition period, including in the PAC's search for a new AA, her successor.

5. Please provide a copy of all official correspondence sent from, or formal resolutions adopted by, the PAC in FY 2024 and FY 2025, to date.

- B25-0810 Motor Vehicle Insurance Modernization Amendment Act of 2024 (December 18, 2024)
- FY23 Oversight Hearing Responses (February 9, 2024)
- FY23 Oversight Hearing Testimony (February 9, 2024)
- 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 FY 2024 and FY 2025, to date, including:

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

See testimony dates above, including the PAC's continuing support for the STEER Act passage and need for its continued funding.

b. The PAC's three biggest accomplishments in FY 2024 and FY 2025, to date, included:

- PAC provided advice through questions and dialogue in meetings with high-level officials responsible for the design of safety measures and infrastructure and/or for implementation of legislation passed by the D.C. Council. Such sessions are a key mechanism used by the PAC to provide advice, raise questions and concerns, and gain feedback on progress. Invited speakers over the 16-month period included: Vision Zero Director (twice, a year apart); the DDOT Sidewalk Gap Manager; the Strategic Asset Manager PAVE DC (also serving as DDOT Acting Deputy Chief of Operations); the Director, DDOT Automated Traffic Enforcement (ATE) Program; the DDOT Acting Director; the DDOT Chief Inspections & Enforcement Office, Public Space Regulation Division (Safe Accommodations); the Assistant U.S. Attorney and OUSA Assistant Chief of Homicide; and the Director, D.C. Highway Safety Office (HSO).
- On-going feedback to and engagement with MPD Sgt. Terry Thorne and HSO Director Rick Burt to support expanded dangerous driver warning and apprehension techniques and their frequency, including the HSO Distracted Driving Pilot, the new MPD Traffic Unit and on-going MPD "step out" program. With the PAC seeing no action taken on its multi-year advice that a portion of traffic camera fine revenue be allocated to Vision Zero work focused on east of the river neighborhoods, the PAC devoted increased effort to support multi-agency work to identify and warn or sanction dangerous drivers, tow vehicles and take other enforcement actions,

alongside new education techniques. Advances in multi-agency coordination on pedestrian safety were noted following the transfer of the Vision Zero Program and Highway Safety Office to the Office of the City Administrator (CA). The PAC achieved more attention to and communication about these priority issues through repetition, choice of speakers for meetings and involvement in events/initiatives. One example, while so far limited in scope, is the August 2024 creation of the MPD Traffic Unit, with five officers assigned to exclusive focus on traffic infractions. Such MPD visible presence, along with the unmarked crosswalks “step out” program, send signals that violations of traffic rules frequently disregarded by many drivers do have consequences. Another example is the late October 2024 convening of a Pedestrian Safety Month press conference and “safety walk” by the City Administrator and Highway Safety Offices in a Ward 7 neighborhood where data collection shows that safety interventions led to marked drops in speeding and crashes along that stretch near 3375 Minnesota Ave. SE.

- In July 2024, the PAC arranged a presentation by and dialogue with two attorneys from the Office of the U.S. Attorney (District of Columbia) / OUSA in charge of prosecuting or supervising the most serious vehicular crimes. The PAC last hosted speakers from this federal agency almost a decade ago. The Assistant U.S. Attorney (AUSA) who made the presentation previously held a similar post in another state and then worked at the D.C. OAG before being hired by the OUSA. She was accompanied by an attorney who supervises her work and supervised the attorney who spoke to the PAC some nine years ago. Some of the many issues that attracted PAC attention and triggered questions and discussion included the differences between criminal and civil law in how cases are handled (such as the need to assess *mens rea* or the mental state of the defendant in criminal cases), the lengthy investigatory steps resulting in long periods prior to any decision to take a case to trial and the division of labor between the OUSA and the D.C. OAG. The PAC hopes to have a presentation by the corresponding local office, the OAG, in the coming year.

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 FY 2024 and FY 2025, to date:

i. *Secure previews of analysis and recommendations in the Mayor’s ATE Task Force on Equity Safety report prior to its projected September 2024 release.*

The report was released later than anticipated and then the PAC had to focus attention on other priorities. The Vision Zero Program director was invited to speak at the November 2024 meeting about both Vision Zero program advances and the Task Force Report, although Q&A on the former consumed all available time.

ii. *Recommend again that a substantial portion of FY25-FY26 ATE safety camera revenue be designated for Vision Zero and related programs to support multimodal traffic safety investments in areas most affected by traffic fatalities;*

The PAC has determined it will be more productive to pursue other recommendations that could further strengthen the Vision Zero program and track its initiatives in underserved neighborhoods. The PAC remains concerned about how this issue was handled in the budget proposal.

iii. *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;*

In light of continued trends in dangerous and risky driving and lack of enforcement, the PAC aligned its invitations to speakers on these issues, and focused its limited time in monthly meetings on other pedestrian infrastructure issues including sidewalk repair, sidewalk gap replacement and safe accommodations.

iv. Raise PAC concerns and recommendations more frequently with Councilmembers outside the setting of hearings, with special attention to elected officials of color;

The PAC hopes to act on this goal in the coming year.

v. Reconfigure and streamline the PAC website, and accelerate updating of information posted;

The PAC updated the resources section of its website. The reconfiguration will be dependent on administrative assistant time availability and budget, especially in light of the transition in administrative support (see above).

vi. 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.

The PAC invited speakers whose work in the District directly addresses fatalities and the measures or programs aimed at their reduction, yet without securing data that would permit a comparison or study as originally envisioned.

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

Tracking the progress and implementation of Council legislation and tracking regulations. In the best of worlds, even with adequate funding and human resources, it can be a challenge for an outside-government entity to secure information in a timely manner so as to be able to track the path of successful legislation, its funding and subsequently the planning and implementation stages of the law. (Tracking regulations in a timely manner is also difficult.) It is a clear challenge for a voluntary body such as the PAC to realistically assess its band-width for such work, this after the past two- to three-year period of analysis, exchanges and testimony on various bills that fortunately did pass the D.C. Council. In the year ahead, the PAC will need to determine the best use of its own time and tracking capacity, and its emphasis on this task among other important tasks. The STEER Act deserves special attention.

Staffing and platform transitions. The PAC emerged in the spring of 2024 from a several month serious administrative challenge when an executive branch agency, without prior notice to the PAC, discontinued its own use of Webex, the platform used by the PAC for years. Fortunately, the Council Secretary stepped in very promptly and established Zoom as a PAC platform. The PAC is still working through issues related to information storage. In addition, after an earlier long period of considerable continuity in administrative support, the PAC is adapting to the reality that shorter periods of administrative support work may be a more realistic norm (i.e., shorter than a prior administrative assistant's five-year tenure). See above for the PAC's need to hire a new administrative assistant.

Numerous and varied pedestrian issues of importance. The PAC strives to articulate and communicate the many elements which comprise pedestrian safety, accessibility, comfort, and inclusive travel modes. These go beyond the critical needs in speed management and safety at intersections. The

broad range of such issues requires outreach to and communication with multiple agencies and various departments within DDOT. (This similarly presents challenges for the very able agency DDOT representative to the PAC, who may need to take questions back to various divisions or departments in the agency.) Prioritization in PAC focus is thus necessary and challenging. Given priority attention to speed management and related enforcement, important issues such as lighting, the timing of walk signals, the number of audible signals, the non-enforced ban on bikes and scooters on Central Business District sidewalks and the continuing inability to report dangerous behavior as scooter riders zoom past pedestrians – often with no notice – have not been given the desired and needed attention in the past year.

Undercount of pedestrian travel and its implications for policymaking. The PAC has reiterated, in written and verbal format, the substantial undercount of pedestrian travel beyond commuter trips, and the imperative to base planning and related funding on more inclusive data collection. Recent executive branch efforts to bring its pedestrian safety work more to the attention of the public needs to be accompanied by more pedestrian-specific data collection that can be used to shape policy, planning and funding needs.

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

Although the PAC does not have data or broad non-commute pedestrian travel study outcomes, nor access to year over year comparisons, the visual impression of the state of pedestrian infrastructure is one of continuing progress in various types of interventions to enhance pedestrian safety, as noted in detail in last year's responses. One ongoing need is increased communication and outreach to a variety of populations about how these safety enhancements can protect pedestrians, since understanding the how's and why's is not necessarily evident to those without a transportation policy or engineering background.

In some presentations, it was helpful to hear how forward movement was slowed by particular factors, such as contracting delays in the past year in the case of sidewalk gap replacement. The DDOT manager for this program is also the DDOT representative to the PAC and has kept the advisory council well informed on forward movement as well as challenges. Progress comes after a number of years in which the PAC raised concerns about this key accessibility issue.

The MAAC and the BAC, in their communication with DDOT and other agencies, have raised the important issues of daylighting (driver/pedestrian visibility at intersections) and the new no-turn-on-red law passed by the Council. These are not issues the PAC has yet been able to discuss in depth. Sister council exchanges with agency representatives and media coverage of the issues suggest that DDOT handling of these infrastructure features are likely affected by its overall project prioritization and pace, in turn influenced by budget and staffing.

In last year's responses, the PAC welcomed the recent completion of the first citywide sidewalk condition assessment since 2014 and steps to build out a data-based Sidewalk Network. This year, the PAC heard directly from the DDOT manager on this matter. The PAC will again try to track whether the structural and procedural changes put in place in the PAVE DC sidewalk program and sidewalk shaving (horizontal saw cutting) will enable DDOT to move up existing project repair dates that currently extend well into future years. Considerable sidewalk repair activity is apparent across the city.

The continuing improvements in some important features of pedestrian infrastructure encountered daily in neighborhoods – together with a doubling of traffic cameras and the more recent increased crack-down on scofflaw vehicles and the work of the MPD Traffic Unit – stand in striking contrast to the

continuing high pedestrian death and serious injury rates noted in PAC responses below. *Pedestrians do continue to fear for their safety.* The PAC wants to recognize infrastructure and safety improvements, yet also must note that the pivot away from the car-centric approaches of decades past is very slow. The human toll on District pedestrians and other vulnerable road and sidewalk users has been captured in some media accounts. Invisible fear and essential caution have become engrained and habitual for many pedestrians, as the city struggles to address new hazards such as reckless food-delivery motorcyclists and the continuing widespread disregard for basic traffic laws. This reality runs parallel to agencies ramping up infrastructure improvements, enforcement measures and education aimed at speeding and intoxicated driving.

a. What is the PAC’s assessment of the progress on the Mayor’s Vision Zero program, specifically as it relates to pedestrians, in FY 2024 and FY 2025, to date?

At the end of 2023, when this reporting period began, the 52 deaths from traffic crashes included 19 pedestrians, with 96 suffering major injuries. In December 2024, as these responses were being prepared, traffic crashes for the year had resulted in the death of 18 pedestrians of a total 47 deaths, or 38% of all fatalities, while 79 pedestrians suffered major injuries. These stark figures on loss of life in traffic crashes stand as a tragic reminder that achieving the stated goal of zero traffic deaths is not on any near horizon, much less by the goal of 2024, as has been acknowledged by the government.

This makes it all the more imperative to focus on the Vision Zero program *components* and examine specific steps taken to build safer streets and intersections, to detect and deter dangerous drivers and to adopt and enact effective penalties for those who continue to exhibit disregard for traffic laws through their reckless and dangerous behavior behind the wheel.

As of November 2023, near the start of this reporting period, there was a total of 145 ATEs in operation in the District: 109 speed cameras, 29 red light cameras, and seven stop sign cameras, as well as cameras that capture moving violations of oversized vehicles. By the end of 2024, the number of cameras had grown to approximately 500 cameras in operation, including those now on buses, putting the District among top cities nationally in the use of traffic cameras in enforcement and traffic calming. (The District will host the spring 2025 meeting of NACTO, the National Association of City Transportation Officials.)

City directives for the sharp increase in cameras, together with the consolidation of much traffic enforcement activity under the Mayor’s Office, the Police Chief’s creation of the Traffic Unit and expansion of Highway Safety Office programs, all reflect the need to address continued reckless driving and fatalities that rose sharply in the pandemic years, in the District and nationally. D.C.’s large-scale modernization and expansion of its camera program was accelerated in late 2023 to respond to persistent high fatality numbers as well as to studies, including those conducted by the District, indicating that cameras have been shown to reduce speeding, a contributing factor in D.C. crashes along with intoxicated driving.

The PAC also wants to note continuation of improvements it reported last year, including measurable progress in pedestrian infrastructure such as striping and street markings; the effective use of bollards; installation of Rectangular Rapid Flashing Beacons (RRFBs) and HAWK signals; and some initial street signage designed to explain the rationale behind changes to roadways.

9. Please identify the PAC’s top recommendations for improving pedestrian infrastructure and safety in FY 2025. How does the PAC consider furthering racial equity when developing recommendations?

The D.C. government needs to continue the equity lens approach, such as the use of that lens in revisions in the Traffic Safety Input (TSI) system and in setting criteria for implementation of the Sidewalk Gap Program (as opposed to heavy reliance on resident communication through 311).

Most importantly, the D.C. government must prioritize the funding, staffing and program efficiency measures that will continue to accelerate the transformation of streets and sidewalks now underway into a transportation system that is increasingly less car-centric and more supportive of pedestrian safety, access and comfort, alongside improvements for bicycle travel and transit.

10. Please describe the PAC's goals for the remainder of FY 2025 and in FY 2026. How do these goals account for or further racial equity in the District?

Given continued excessive speeding, dangerous driving and the number of pedestrian traffic-related deaths in the reporting period, the PAC must continue to give top priority to dangerous, reckless driving, speed management and enforcement, as it prioritized these issues in the last two oversight hearings. A clear continuing focus needs to be on eastern parts of the city, given their higher numbers of pedestrian crash victims and out-of-state commuters driving into the District).

- Call on government agencies to further expand and continue to diversify speed management and other enforcement efforts, including safety at intersections and unmarked crosswalks;
- Establish increased dialogue with the Department of Public Works (DPW) on its work on towing of scofflaw vehicles, and dialogue with all pertinent agencies on the use of fake and other plates that inhibit the identification of dangerous or illegal drivers;
- Follow up the presentation by the U.S. Attorney's Office with a PAC session and dialogue with the D.C. Office of the Attorney General (OAG) on traffic cases handled by that office;
- Follow up the presentation by DDOT's Chief Inspections & Enforcement Office with a possible PAC session and dialogue with officials that issue construction permits (safe accommodations);
- Urge DDOT and the City Administrator's Office to devote additional funding to outreach communication that better explains, for the general public, the rationale and intended impact of safety infrastructure and enhancements on city streets, as well as data collected on effectiveness of such measures;
- Track, through on-going dialogue with DDOT and other agencies, how changes in the federal government in the year ahead might have an impact on local government staff time and resources devoted to achieving advances in the Vision Zero program.

11. Please describe any collaboration between the PAC and the Bicycle Advisory Council or the Multimodal Accessibility Advisory Council.

A PAC member, sometimes two, attend periodic MAAC meetings and most of the BAC meetings. There is also on-going communication among individual members of the different advisory councils on particular issues. In different ways for each advisory council, the past year has been one of transition, and new modalities of communication and collaboration are likely to be explored in the future.