

Performance Oversight 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

See Attachment 1

2. Please provide a list of the Council's meeting dates, times, and locations for FY 2013 and FY 2014 to date.
 - Full PAC: Monday, October 8, 2012, 6:00 pm, 441 4th Street NW
 - Full PAC: Monday, December 3, 2012, 6:00 pm, 1707 L Street NW (Smart Growth America office)
 - Full PAC: Monday, January 28, 2013, 6:00 pm, 441 4th Street NW
 - Full PAC: Monday, February 25, 2013, 6:00 pm, 441 4th Street NW
 - Full PAC: Monday, March 25, 2013, 6:00 pm, 1100 4th Street SW (D.C. Office of Planning)
 - Full PAC: Monday, April 22, 2013, 6:00 pm, 441 4th Street NW, Room 1117
 - Full PAC: Monday, May 20, 2013, 6:00 pm, 441 4th Street NW, Room 1117
 - Full PAC: Monday, June 24, 2013, 6:00 pm, 441 4th Street NW, Room 1112
 - Full PAC: Monday, July 22, 2013, 6:00 pm, 55 M Street SE (DDOT)
 - Full PAC: Monday, August 26, 2013, 6:00 pm, 441 4th Street NW, Room 1114
 - Full PAC: Monday, September 23, 2013, 6:00 pm, 441 4th Street NW, Room 1114
 - PAC Enforcement and Education Committee: Monday, October 7, 2013, 403 7th street SE (Southeast Library)
 - PAC Walking Environment Committee: Wednesday, October 23, 6:00 pm, 2014 P Street NW
 - Full PAC: Monday, November 25, 2013, 6:00 pm, 441 4th Street NW, Room 1114
 - PAC Enforcement and Education Committee: Monday, December 9, 2013, 6:00 pm, 501 New York Ave NW (MPD Traffic Branch)
 - PAC Walking Environment Committee: Monday, December 16, 2013, 6:00 pm, 1100 4th Street SW (D.C. Office of Planning)
 - Full PAC: Monday, January 27, 2014, 6:00 pm, 441 4th Street NW, Room 1114
 - PAC Enforcement and Education Committee: Monday, February 10, 2014, 6:30 pm, 501 New York Ave NW (MPD Traffic Branch)
 - PAC Walking Environment Committee: February 24, 2014, 6:00 pm, 10 G Street NE

3. Did the Council receive funds in FY 2013? 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 2013, the D.C. Pedestrian Advisory Council (PAC) received funds from the D.C. Council in the amount of \$10,000.

List of expenditures:

April 2013: \$390.00 total

\$70.00 for job advertisement for Policy/Administrative Associate position

\$320.00 for payment to Policy/Administrative Associate

May 2013: \$499.97 total

\$480.00 for payment to Policy/Administrative Associate

\$19.97 for printing of business cards for PAC member

September 2013: \$2440.00 total

\$2440.00 for payment to Policy/Administrative Associate

Total expenditures for FY2013: \$3329.97

These funds furthered the Council's mission by permitting us to hire our first Policy/Administrative Associate, who redesigned the PAC website (www.walkdcwalk.org) to be more functional, user-friendly and visually engaging. Our website serves as our primary way of commuting about the PAC's activities. The Program/Administrative Associate also supported the PAC's activities in a variety of other ways, including by ensuring that the website was updated regularly, writing a summary of an interview with a community member who supports photo enforcement of traffic laws as a way to improve the safety of walking in her neighborhood, and taking notes at our meetings and drafting meeting minutes with our Secretary.

4. Please describe the Council's activities in FY 2013.

In FY 2013, the PAC:

- Finalized and approved Bylaws, which had been in draft form previously.
- Hired our first part-time Program/Administrative Associate, who supported the PAC's activities in a variety of ways.
- Our Program/Administrative Associate redesigned the PAC website (www.walkdcwalk.org) to be more functional, user-friendly and visually engaging and updated it periodically.
- Received several briefings from DDOT and MPD staff to learn about topics of interest:

- May 20, 2013: DMV Presentation on driver education and behaviors, and hearing officer training on photo enforcement (Lucinda Babers, Director)
- June 24, 2013: DDOT Presentation on Pedestrian Infrastructure (Sam Zimbabwe, Associate Director, Policy, Planning and Sustainability Administration)
- September 23, 2013: MPD Presentations on pedestrian fatalities (Sgt. Terry Thorne) and photo enforcement (Michelle Molotsky)
- November 25, 2013: DDOT Presentation on MoveDC (Colleen Hawkinson, Project Manager; and Jim Sebastian, Active Transportation Branch Manager)
- November 25, 2013: MPD Presentation on photo enforcement expansion (Lisa Sutter, Photo Enforcement Program Manager)
- Recruited staff from the Insurance Institute for Highway Safety (IIHS) and worked with them over the course of several months to develop a poll of D.C. residents' attitudes toward photo enforcement. IIHS presented the poll results to the PAC before they were released publicly. These results, which included roughly equal representation among all eight wards, demonstrated strong support for D.C.'s photo enforcement program, both among walkers and drivers.
- Sent a letter, together with the D.C. Bicycle Advisory Council, to the D.C. Council recommending that D.C. continue with plans to expand the use of cameras to enforce the District's traffic laws following reporting that there would likely be proposals before Congress and the D.C. Council to restrict the use of photo enforcement.
- Our Vice Chair participated in a working group involved in developing the Strategic Highway Safety Plan.
- So far in FY 2014, we approved resolution recommending that the Mayor include an additional \$28 million in the FY 2015 Capital Budget to address a backlog in sidewalk maintenance (which the PAC learned about from a DDOT presentation in FY 2013) and that the D.C. Council support such an increase. Following approval of the recommendation, our Vice Chair met with the Mayor's budget staff to discuss the recommendation.

5. Please describe the Council's three biggest accomplishments in FY 2013.

(1) We hired our first part-time Program/Administrative Associate, who supported the PAC's activities in a variety of ways.

(2) With the technical expertise of our Program/Administrative Associate, we redesigned the PAC website (www.walkdcwalk.org) -- our primary means of communicating about the PAC's activities and pedestrian issues in D.C. -- to be more functional, user-friendly and visually engaging.

(3) We supported the continued expansion of D.C.'s photo enforcement program. This included receiving briefings from MPD about the planned expansion, recruiting and working with the Insurance Institute for Highway Safety (IIHS) to conduct a poll of D.C. residents' attitudes toward photo enforcement, and sending a letter jointly with the Bicycle Advisory Council recommending that D.C. continue with the planned expansion of photo enforcement.

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

The number of pedestrian fatalities declined by 50 percent between 2008 (14) and 2012 (7), according to DDOT crash data. However, the number of serious injuries suffered by pedestrians has increased by about 20 percent between 2010 (303) and 2012 (362), according to DDOT crash data. The total number of pedestrians struck by motor vehicles also has been increasing in recent years. While we do not yet have access to final 2013 crash data, we know that about the same number of pedestrians were killed by motor vehicles in 2013 as in 2012.

While progress is being made by DDOT, through upgrades to pedestrian infrastructure, and MPD, through officer and photo enforcement, D.C. needs to continue making more progress to make all parts of D.C. safer places to walk. A member of the PAC participated in a working group focused on pedestrian and bicycle safety in the process of developing the District's Strategic Highway Safety Plan. The goal of this plan is to achieve zero deaths in 25 years. Also, DDOT's Multimodal Long Range Transportation Plan, also known as MoveDC, released a policy primer that included a policy proposal to make pedestrians the District's highest transportation priority (http://www.wemovedc.org/resources/TPAC7_Policy_Primer.pdf). If these visions are realized then D.C. will become a safer place to walk. We hope that the Mayor and D.C. Council will make the investments necessary to ensure that D.C. can realize these goals as soon as possible.

7. Please describe the Council's goals for FY 2014 and the plan/timeline for completion.

First, we intend to continue to support the expansion of the use of photo enforcement to create a safer environment for walking across the District. Second, we plan to engage with the Mayor, the D.C. Council, and their staff members to follow up on the PAC's recommendation that the FY 2015 Capital Budget include an increase of \$28 million to help DDOT address the backlog of sidewalk maintenance investment needs. Related to this goal, we plan to seek to ensure that DDOT assesses the District's sidewalks every two years. Third, we plan to continue to improve our communications by further improving our website with more frequent blog posts and by finding opportunities to communicate with ANCs across the city about the PAC and pedestrian safety issues in their neighborhoods.

8. What challenges does the Council face?

In the last year, the PAC has faced several challenges. First, member turnover has been a challenge. In FY 2013, seven of our 13 community representatives (appointed by D.C. Council members) have turned over. Six of these seven seats were filled; however, two of these members have since resigned their seats, leaving use with only 10 of 13 seats filled as of February 23, 2014. In order to be effective, the PAC needs all 13 community representative seats filled by individuals who are committed to pedestrian safety and accessibility and who have sufficient time to devote to the PAC. Second, in FY 2013, we hired our first Program/Administrative Associate to support our efforts, and while she did a great job, a demanding full time job forced her to resign from her PAC position after about seven months, and we had to initiate a another search, which takes time and volunteer resources. (We are happy to report that we have concluded that search and recently hired a new part-time Program/Administrative Associate.) Finally, we have faced challenges obtaining meeting space at 441 4th Street NW, our usual meeting space throughout our four years of existence. Our Secretary has, at times, had difficulty reserving meeting space through the Department of General Services (DGS). We were unable to obtain a room for our March and July 2013 and March 2014 meetings. At times last year, the DGS employee responsible for room reservations was less than responsive, and only after Drew Newman of your staff intervened did the situation improve. Finally, in January 2014, DGS informed our Secretary that following our already-scheduled meeting on January 27, 2014, the PAC would no longer have access to meeting space at 441 4th Street NW due to a change in evening security policy:

“In a message dated 1/9/2014 10:44:11 A.M. Eastern Standard Time, reginald.greene@dc.gov writes:

Good Morning,

The request for space is denied due to the hours of the meeting. We recognize the importance of the work you do in serving the District but we do not have staff or security at adequate levels during the meeting hours. The building closes at 5 and the front doors are locked at 5:45. Anyone not able to enter using a District badge is not allowed in the building by security. I understand this policy has not been enforced previously and has led to thefts and or damaged equipment and heightened security risks for everyone remaining in the building after normal operating hours. I sincerely hope you understand our objectives in denying the request and if the meeting hours could be changed to coincide with our operating hours we will be happy to host the event. If you have further questions or concerns please contact me and enjoy the rest of your day.

Reginald D. Greene
Building Manager
Facilities Division
DC Department of General Services
441 4th St., NW

Suite 1C26N
Washington, DC 20001
Office: [202-727-3133](tel:202-727-3133)
Mobile: [202-253-1746](tel:202-253-1746)
Direct: [202-727-2585](tel:202-727-2585)
Main: [202-671-0136](tel:202-671-0136)
Fax: [202-727-6577](tel:202-727-6577)
Reginald.greene@dc.gov
Dgs.dc.gov

Following intervention by DDOT and Office of Boards and Commissions staff, we were told we would be able to continue reserve meeting space at 441 4th Street NW, and our Secretary – together with DDOT – has made a request to reserve rooms for the remainder of 2014. We are hopeful that this will resolve this challenge this year.

9. How does the Council represent and solicit feedback from residents?
Please describe:
- What has the Council learned from this feedback?
 - How has the Council changed its practices as a result of such feedback?

The PAC has several means of soliciting feedback from residents. First, we always leave time on our agenda for public comments, and residents periodically attend our meetings to do so. For example, following a pedestrian fatality at 11th and Florida Avenue NE, in April 2013, a concerned resident attended our meeting to share with the PAC information about the community's request for DDOT to install a new traffic signal to help residents safely cross Florida Avenue. Second, residents may contact us by sending an email to dcpedcouncil@gmail.com, which is posted on the PAC website. Third, each PAC member uses his/her own networks in the community, including ANCs, neighborhood organizations and individuals to solicit feedback. We have a member who is an ANC commissioner, one who is a board member of the Capitol Hill Village, and another who is the Pedestrian Advocate for Iona Senior Services. Finally, George Tobias, a PAC community representative, regularly invites residents and community leaders to attend PAC meetings. He attends many public meetings and has recently volunteered to serve in a community outreach role for the PAC.

10. Please provide a copy of all official correspondence sent by the Council in FY 2013 and FY 2014 to date.

Please see the following attached correspondence:

- March 17, 2013 letter to Terry Bellamy regarding crash data
- March 20, 2013 letter to Terry Bellamy requesting DDOT briefing on pedestrian infrastructure

- July 29, 2013 email/letter to D.C. Council regarding joint PAC-BAC recommendation on photo enforcement expansion
- August 23, 2013 letter to George Branyan in support of DDOT application for pedestrian safety funding from the National Highway Traffic Safety Administration
- February 6, 2014 email to Mayor Gray forwarding resolution recommending additional sidewalk maintenance funding
- February 6, 2014 email to D.C. Council forwarding resolution recommending additional sidewalk maintenance funding

11. Last year, the Council listed a series of broad goals for FY 2013. Did the Council achieve each of these goals?

- “Continue to focus our attention on promoting effective traffic enforcement – both photo enforcement and officer enforcement – to ensure that pedestrians have a safe walking environment across the city.”
- “Focus attention on the construction and maintenance of good pedestrian infrastructure, including sidewalks, crosswalks, and traffic signals.”
- “Engage in the Move DC effort to develop a multimodal long range transportation for the District that makes D.C. a safer and more enjoyable place to walk.”

Yes, we believe that the PAC achieved these goals in FY 2013 although our work is ongoing.

(1) In July 2013, the PAC – together with the D.C. Bicycle Advisory Council – sent a letter to the D.C. Council recommending that D.C. continue with plans to expand the use of cameras to enforce the District’s traffic laws following reporting that there would likely be proposals before Congress and the D.C. Council to restrict the use of photo enforcement. While we were concerned to see that the D.C. Council nearly voted to place a moratorium on the continued expansion of the photo enforcement program, we believe that the Council made the right decision by permitting the program to expand. DDOT’s recent report on the safety nexus of photo enforcement cameras provides additional evidence to support the important role that photo enforcement plays in reducing the number and severity of traffic crashes, including those affecting pedestrians.

The PAC has continued, and will continue, to receive updates on MPD’s photo enforcement program.

(2) In FY 2013, the PAC focused increased attention on pedestrian infrastructure. We requested that DOT brief the PAC on pedestrian infrastructure, and at our June 2013 meeting, Sam Zimbabwe, DDOT’s Associate Director, Policy, Planning and Sustainability Administration, provided such a presentation.

Since then, the PAC has formed a new committee to focus on pedestrian infrastructure issues. At the committee's February 24 meeting, Aaron Rhones is scheduled to provide a presentation on DDOT's sidewalk survey, and Wasim Raja is scheduled to provide a briefing on DDOT's signal optimization project.

Based on information provided by DDOT, at our January 2014 meeting, the PAC passed a resolution recommending that the Mayor include an additional \$28 million in the FY 2015 Capital Budget to address a backlog in sidewalk maintenance and that the D.C. Council support such an increase. Following approval of the recommendation, our Vice Chair met with the Mayor's budget staff to discuss the recommendation.

- (3) A community representative to the PAC also served on the MoveDC advisory committee. At our November 2013 meeting, the PAC also received a briefing on MoveDC by Colleen Hawkinson, DDOT Project Manager for MoveDC, and Jim Sebastian, DDOT's Active Transportation Branch Manager, and the PAC provided feedback on the importance of placing a high priority on pedestrians.

12. Last year, the Council mentioned that it was undergoing a period of transition. Is that transition still ongoing, and what impact, if any, has it had on the work of the Council?

The PAC has continued to undergo a period of transition. First, in FY 2013 seven of our 13 community representatives (appointed by D.C. Council members) turned over. Six of these seven seats were filled; however, two of these members have since resigned their seats, leaving use with only 10 of 13 seats filled as of February 23, 2014. In order to be effective, the PAC needs all 13 community representative seats filled by individuals who are committed to pedestrian safety and accessibility and who have sufficient time to devote to the PAC. Second, in FY 2013 we hired our first Program/Administrative Associate to support our efforts, and while she did a great job, a demanding full time job forced her to resign from her PAC position after about seven months, and we had to initiate a another search, which takes time and volunteer resources. We are happy to report that we have concluded that search and recently hired a new part-time Program/Administrative Associate.

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

The District government can improve pedestrian safety by taking the following actions:

- (1) Continue to expand the use of photo enforcement of District traffic laws, as recommended by the PAC and the BAC in our joint letter to the D.C. Council, dated July 29, 2013.

- (2) Increase sidewalk maintenance funding by \$28 million in the FY 2015 Capital Budget to help DDOT address the backlog of sidewalk maintenance investment needs, as recommended by the PAC in our resolution, approved on January 27, 2014, and transmitted to the Mayor and D.C. Council on February 6, 2014.
- (3) Continue to fund implementation of the Pedestrian Master Plan and establish implementation benchmarks for DDOT to meet.
- (4) Improve the quality and timeliness of pedestrian crash data by ensuring that the D.C. government draws on crash and injury data maintained by MPD and FEMS and finds a way to draw on hospital data in order to collect the best possible information about the number or crashes and severity of injuries suffered by pedestrians. This is imperative because, as the PAC has learned, DDOT makes decisions about infrastructure improvements based on these data, and MPD makes decisions about where to focus its enforcement based on these data.
- (5) Adjust traffic signal timing to allow safe street crossings for people of all ages and abilities.
- (6) Ensure that the Multimodal Long Range Transportation Plan (MoveDC) makes pedestrians the District's highest transportation priority, as initially proposed.

Attachment 1

D.C. Pedestrian Advisory Council				
Member's Name	Representing	Appointed By	Term Expiration	2013 Attendance Record
Vacancy	Chairman	Mendelson	2016	NA
Jason Broehm, At-Large	At-Large (Bonds)	Mendelson	2015	92%
Marlene Berlin	At-Large (Catania)	Catania	2015	92%
Tony Goodman	At-Large (Grosso)	Grosso	2016	60%
George Tobias	At-Large (Orange)	Orange	2014	92%
Ben Welle	Ward 1	Graham	2015	67%
Vacancy	Ward 2	Evans	2014	NA
Eileen McCarthy	Ward 3	Cheh	2015	92%
Gwen Cofield*	Ward 4	Bowser	2015	NA
Vacancy	Ward 5	McDuffie	2016	NA
Vira Sisolak	Ward 6	Wells	2014	100%
Robin Murphy	Ward 7	Alexander	2016	75%
Tracie Smith	Ward 8	Barry	2014	20%
George Branyan	DDOT		NA	75%
Chris Shaheen	OP		NA	58%
Terry Thorne	MPD		NA	33%
Franklin "Skip" Chrisman	DCPS		NA	8%
Vacancy	DPR		NA	NA

*Appointed in late 2013, attended first meeting in January 2014



District of Columbia Pedestrian Advisory Council

Jason Broehm, Chair
D.C. Pedestrian Advisory Council
3542 10th Street NW
Washington, DC 20010
jason.broehm@gmail.com
202-210-9239

Mr. Terry Bellamy, Director
District Department of Transportation
55 M Street, SE, Suite 400
Washington, DC 20003

March 17, 2013

Dear Mr. Bellamy:

I am writing to you on behalf of the District of Columbia Pedestrian Advisory Council (PAC) to request that the District Department of Transportation release its 2012 pedestrian crash data as soon as possible. DDOT, MPD and the PAC all use these data to help identify unsafe intersections and corridors in order to work toward creating a safer walking environment. Therefore, we are concerned that we are now almost three months into 2012, and DDOT has not yet made these data publicly available.

On February 28, 2013, Marlene Berlin, our Vice Chair, sent an email to James Cheeks of DDOT requesting the 2012 pedestrian crash data on behalf of the PAC. She is also working on a Traffic Enforcement Project in the Second District in collaboration with Captain David Sledge, Officer Danellia Santos, and Lisa Sutter, who manages MPD's automated traffic enforcement program. While Mr. Cheeks did respond initially, Marlene has not yet received these data.

I also understand that Ms. Sutter and Dr. Stephen Ahrins of the Howard University Traffic Safety Research Center are anxiously awaiting crash data for other important projects. This is particularly important for Ms. Sutter who – on behalf of Mayor Gray – must submit D.C.'s automated enforcement plan to the D.C. Council by April 1. We believe that her report will be most useful if it includes the most up-to-date crash data.

We would like to know when these data will become available, and if they are not available by the end of March, we would like to know the reason for the delay. We respectfully request a response to this letter by Friday, March 29.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason E. Broehm". The signature is fluid and cursive, with the first name "Jason" written in a more stylized, looped manner.

Jason E. Broehm

Cc: Councilmember Mary Cheh
Councilmember David Grosso
Councilmember Kenyan McDuffie
Councilmember Jim Graham



District of Columbia Pedestrian Advisory Council

Jason Broehm, Chair
D.C. Pedestrian Advisory Council
3542 10th Street NW
Washington, DC 20010
jason.broehm@gmail.com
202-210-9239

Mr. Terry Bellamy, Director
District Department of Transportation
55 M Street, SE, Suite 400
Washington, DC 20003

March 20, 2013

Dear Mr. Bellamy:

The District of Columbia Pedestrian Advisory Council (PAC) strongly supports the *Sustainable DC Plan's* goal of expanding safe and secure infrastructure for pedestrians and cyclists in order to reach the ambitious target of increasing walking and bicycling to 25 percent of all commuter trips by 2032, and we want to support the District Department of Transportation's efforts to make steady progress toward achieving this goal.

To help us gain a comprehensive understanding of how DDOT plans for, funds, builds and maintains pedestrian infrastructure, we request that DDOT brief the PAC on the agency's efforts to improve pedestrian safety and accessibility across the District. In particular, we are interested in receiving answers to the following questions:

1. Which organizational units within DDOT play a role in planning for, building and maintaining pedestrian infrastructure. What are their respective roles? How do they work with each other to ensure a coordinated approach?
2. What progress has DDOT made in implementing the District of Columbia Pedestrian Master Plan? What remains to be done, and what is the timeline for achieving these remaining goals and objectives?
3. What financial resources are available to DDOT to implement the Pedestrian Master Plan and improve pedestrian infrastructure?
4. How has DDOT operationalized its Complete Streets Policy, and what controls are in place to ensure that all projects adhere to this policy?

5. What is DDOT's plan for sidewalk maintenance and improvement? How often does DDOT take an inventory of sidewalks in need of improvement or maintenance? How are sidewalk improvement and maintenance projects prioritized? How much funding is available for sidewalk improvement and maintenance?
6. What is DDOT's plan for crosswalk maintenance and improvement? How often does DDOT take an inventory of crosswalks in need of improvement or maintenance? How are crosswalk improvement and maintenance projects prioritized? How much funding is available for crosswalk improvement and maintenance?
7. What is DDOT doing related to adjusting signal timing to improve the pedestrian safety and accessibility?
 - o Where are Leading Pedestrian Interval (LPI) signals in place across the District, and what are DDOT's plans for expanding the use of LPIs further?
 - o What is DDOT doing related to walking speed and ADA accessibility?
 - o What is DDOT's overall plan for city-wide signal optimization, and how will this affect the pedestrian crossing experience – positively or negatively?
8. What criteria does DDOT use in deciding where to install Pedestrian Hybrid Beacons (HAWK signals)? Where are these currently installed?
9. What is DDOT's policy on when pedestrian actuated signals are used, and is the agency following the policy established in the Pedestrian Master Plan?
10. What is DDOT doing to design and build improved pedestrian facilities using features like curb extensions, pedestrian refuge islands, raised crosswalks, improved signage for drivers and pedestrians, and safer uncontrolled, marked crossings?
11. Once constructed, how does DDOT evaluate the effectiveness of various pedestrian infrastructure features toward improving pedestrian safety and accessibility?

We look forward to the opportunity to meet with the appropriate DDOT staff to discuss these issues. The PAC meets on the fourth Monday of each month from 6:00-8:00 pm, typically at 441 4th Street NW. Please have your staff contact me to schedule a meeting.

Sincerely,



Jason E. Broehm

Cc: Councilmember Mary Cheh
Councilmember David Grosso
Councilmember Kenyan McDuffie
Councilmember Jim Graham



Jason Broehm <jason.broehm@gmail.com>

D.C. Pedestrian and Bicycle advisory councils recommend D.C. continue expanding photo enforcement, as planned

Jason Broehm <jason.broehm@gmail.com>

Mon, Jul 29, 2013 at
7:13 AM

To: "Mendelson, Phil (COUNCIL)" <pmendelson@dccouncil.us>, abonds@dccouncil.us, "dgrosso@dccouncil.us" <dgrosso@dccouncil.us>, dcatania@dccouncil.us, vorange@dccouncil.us, Jim Graham <jgraham@dccouncil.us>, jevans@dccouncil.us, "Cheh, Mary (COUNCIL)" <mcheh@dccouncil.us>, mbowser@dccouncil.us, kmcduffie@dccouncil.us, twells@dccouncil.us, yalexander@dccouncil.us, "mbarry@dccouncil.us" <mbarry@dccouncil.us>
Cc: eom@dc.gov, cathy.lanier@dc.gov, gwen.bensonwalker@mail.house.gov, ellenbethjones@gmail.com
Bcc: Jason Broehm <jason.broehm@gmail.com>

July 29, 2013

Dear D.C. Council members:

We write to you on behalf of the D.C. Bicycle Advisory Council (BAC) and the D.C. Pedestrian Advisory Council (PAC), which are charged with advising the D.C. Council on matters relating to bicyclist and pedestrian safety, respectively. Our advisory councils voted unanimously at our July meetings, to send this letter recommending that the District of Columbia continue with plans to expand the use of cameras to enforce the District's traffic laws.

We believe that this program is one important way to protect pedestrians and bicyclists from dangerous driver behaviors, including speeding, running red lights and stop signs, and speeding through intersections. A recent poll found that: 9 out of 10 District residents believe that these behaviors constitute a serious threat; 87 percent support red light cameras; and 76 percent support speed cameras.

In the event of an automobile collision, pedestrians and bicyclists are far more vulnerable to being injured or killed than drivers, who are protected by a vehicle. This is particularly true when a driver is speeding. Reducing traffic speed is essential to protecting pedestrians and bicyclists as well as drivers. When drivers slow down they have more time to react and can more easily avoid potential collisions. And when collisions do occur, at slower speeds they are much less likely to result in serious injury or death. A pedestrian who is struck by an automobile traveling at 40 mph has a 79 percent chance of sustaining a severe injury and a 45 percent chance of being killed, but if an automobile is traveling at 30 mph a pedestrian has a 47 percent chance of sustaining a severe injury and a 20 percent chance of being killed.[1] At an impact speed of 25 mph, a pedestrian's chance of sustaining a severe injury falls to 30 percent and the chance of death falls to 12 percent.[2]

According to the Metropolitan Police Department (MPD), there is evidence that traffic cameras have effectively reduced speeding in the District.

- When the District's photo enforcement program began, 1 out of 3 drivers was speeding and today only 1 in 40 speeds.[3]

As speeding has decreased so have traffic fatalities.

- Between 2001 and 2012, traffic fatalities in the District decreased 73% (from 72 to 19).[4]
- Between 2001 and 2011, the traffic fatality rate per 100,000 people decreased 28 percent nationwide while in the District it decreased by 69 percent.[5]
- While the number of traffic fatalities increased 7.1 percent nationally between 2011 and 2012[6], in the District traffic fatalities actually decreased by 41 percent.[7]

Continued photo enforcement is needed to maintain these improvements and to continue our progress. Many pedestrians and bicyclists are still struck and injured or killed in the District every year. According to a 2012 Howard University report[8] prepared for the District Department of Transportation, in 2011, 831 pedestrians and 582 bicyclists were involved in traffic crashes. While photo enforcement has helped to decrease the number of pedestrian and bicyclist fatalities each year, these fatalities still exceed the national average. According to the National Highway Traffic Safety Administration, in 2011, pedestrians accounted for 34 percent of traffic fatalities in the District compared to the national average of 15 percent, and bicyclists accounted for 6 percent of traffic fatalities in the District compared to the national average of 2 percent.

As noted earlier, a significant majority of District residents support automated enforcement. In April 2013, the Insurance Institute for Highway Safety (IIHS) released the results of a telephone survey of 801 adult District residents[9], which found:

- 9 out of 10 District residents believe that dangerous driver behaviors like running red lights and stop signs, speeding and not yielding to pedestrians are serious threats;
- 87 percent support red light cameras;
- 76 percent support speed cameras; and
- 58 percent who had recently received a photo enforcement ticket thought they deserved it.

The survey included approximately the same number of respondents from each of the eight wards, and it included both drivers and non-drivers. According to the IIHS findings, both drivers and non-drivers favor photo enforcement with non-drivers being only slightly more supportive than drivers.

The people behind traffic crash statistics are profoundly affected by these collisions. Many are injured, some seriously, and some of these people become permanently disabled. Others lose their lives. These very real and life altering consequences affect not only those who are struck but also their family and friends. Beyond these very personal impacts, there are many societal costs that affect everyone, including increased medical expenses and insurance costs, property damage, and lost productivity, to name just a few. Effective enforcement of traffic laws is vital to public health and safety in the District.

The only alternative to photo enforcement is dramatically increased enforcement by MPD officers. While police officer enforcement should be a vital component of the District's traffic enforcement program, we do not believe that complete reliance upon it is a realistic option. Although we have met and discussed traffic enforcement with several officers who clearly dedicate themselves to that

mission, our experience is that traffic enforcement by officers overall appears to be a fairly low priority among the many competing law enforcement demands on MPD. Neither MPD's FY2012 nor FY2013 Performance Plans[10] appear to place any emphasis on general traffic enforcement by officers, and speeding is mentioned only within the context of automated enforcement. Relying more heavily on officer enforcement would require significant new resources to hire and train additional officers and devote significantly more of their time to traffic enforcement.

As the District has experienced population growth and has expanded and improved infrastructure to promote walking and cycling, there has been a noticeable increase in walking and bicycling. The *Sustainable DC Plan* calls for expanding safe and secure infrastructure for pedestrians and cyclists in order to reach the ambitious goal of increasing walking and bicycling to 25 percent of all commuter trips by 2032. In order to reach this goal, the District must continue to make our streets safer places for pedestrians and cyclists. This must include consistently enforcing our traffic laws while the District undertakes longer term and more expensive improvements to our streetscapes to better accommodate all road users.

For these reasons, we strongly recommend that the District of Columbia continue to move forward with the ongoing expansion of photo enforcement to protect pedestrians, bicyclists and drivers on our streets and continue to make progress toward reducing the number of people needlessly injured or killed in traffic crashes each year. We believe that a safe, walkable, and bikeable city is key to continued economic development and a more prosperous and sustainable future.

Sincerely,

Ellen Jones

Chair

D.C. Bicycle Advisory Council

dcbac.blogspot.com

Jason Broehm

Chair

D.C. Pedestrian Advisory Council

walkdcwalk.org

Cc: Mayor Vincent C. Gray

Chief Cathy L. Lanier

Congresswoman Eleanor Holmes Norton

[1] *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, AAA Foundation for Traffic Safety, September 2011, p. 12, https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed_0.pdf.

[2] Ibid.

[3] MPD analysis.

[4] MPD analysis.

[5] MPD analysis.

[6] U.S. Department of Transportation, NHTSA, "Traffic Safety Facts", December, 2012.

[7] MPD Crash Unit analysis.

[8] *Traffic Safety Statistics Report for the District of Columbia (2009-2011)*, Howard University Transportation Safety Data Center, September 10, 2012.

[9] *In the nation's capital, solid support for automated enforcement*, Status Report, Vol. 48, No. 3, pp. 6-7, Insurance Institute for Highway Safety, <http://www.iihs.org/externaldata/srdata/docs/sr4803.pdf>.

[10] These plans are available online at: http://www.dccouncil.us/files/user_uploads/budget_responses/FEMS_Q10_MPD_FY13_Perf_Plan.pdf and <http://oca.dc.gov/sites/default/files/dc/sites/oca/publication/attachments/MPD12.pdf> .

July 29, 2013

Dear D.C. Council members:

We write to you on behalf of the D.C. Bicycle Advisory Council (BAC) and the D.C. Pedestrian Advisory Council (PAC), which are charged with advising the D.C. Council on matters relating to bicyclist and pedestrian safety, respectively. Our advisory councils voted unanimously at our July meetings, to send this letter recommending that the District of Columbia continue with plans to expand the use of cameras to enforce the District's traffic laws.

We believe that this program is one important way to protect pedestrians and bicyclists from dangerous driver behaviors, including speeding, running red lights and stop signs, and speeding through intersections. A recent poll found that: 9 out of 10 District residents believe that these behaviors constitute a serious threat; 87 percent support red light cameras; and 76 percent support speed cameras.

In the event of an automobile collision, pedestrians and bicyclists are far more vulnerable to being injured or killed than drivers, who are protected by a vehicle. This is particularly true when a driver is speeding. Reducing traffic speed is essential to protecting pedestrians and bicyclists as well as drivers. When drivers slow down they have more time to react and can more easily avoid potential collisions. And when collisions do occur, at slower speeds they are much less likely to result in serious injury or death. A pedestrian who is struck by an automobile traveling at 40 mph has a 79 percent chance of sustaining a severe injury and a 45 percent chance of being killed, but if an automobile is traveling at 30 mph a pedestrian has a 47 percent chance of sustaining a severe injury and a 20 percent chance of being killed.¹ At an impact speed of 25 mph, a pedestrian's chance of sustaining a severe injury falls to 30 percent and the chance of death falls to 12 percent.²

According to the Metropolitan Police Department (MPD), there is evidence that traffic cameras have effectively reduced speeding in the District.

- When the District's photo enforcement program began, 1 out of 3 drivers was speeding and today only 1 in 40 speeds.³

As speeding has decreased so have traffic fatalities.

- Between 2001 and 2012, traffic fatalities in the District decreased 73% (from 72 to 19).⁴
- Between 2001 and 2011, the traffic fatality rate per 100,000 people decreased 28 percent nationwide while in the District it decreased by 69 percent.⁵

¹ *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, AAA Foundation for Traffic Safety, September 2011, p. 12, https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed_0.pdf.

² Ibid.

³ MPD analysis.

⁴ MPD analysis.

⁵ MPD analysis.

- While the number of traffic fatalities increased 7.1 percent nationally between 2011 and 2012⁶, in the District traffic fatalities actually decreased by 41 percent.⁷

Continued photo enforcement is needed to maintain these improvements and to continue our progress. Many pedestrians and bicyclists are still struck and injured or killed in the District every year. According to a 2012 Howard University report⁸ prepared for the District Department of Transportation, in 2011, 831 pedestrians and 582 bicyclists were involved in traffic crashes. While photo enforcement has helped to decrease the number of pedestrian and bicyclist fatalities each year, these fatalities still exceed the national average. According to the National Highway Traffic Safety Administration, in 2011, pedestrians accounted for 34 percent of traffic fatalities in the District compared to the national average of 15 percent, and bicyclists accounted for 6 percent of traffic fatalities in the District compared to the national average of 2 percent.

As noted earlier, a significant majority of District residents support automated enforcement. In April 2013, the Insurance Institute for Highway Safety (IIHS) released the results of a telephone survey of 801 adult District residents⁹, which found:

- 9 out of 10 District residents believe that dangerous driver behaviors like running red lights and stop signs, speeding and not yielding to pedestrians are serious threats;
- 87 percent support red light cameras;
- 76 percent support speed cameras; and
- 58 percent who had recently received a photo enforcement ticket thought they deserved it.

The survey included approximately the same number of respondents from each of the eight wards, and it included both drivers and non-drivers. According to the IIHS findings, both drivers and non-drivers favor photo enforcement with non-drivers being only slightly more supportive than drivers.

The people behind traffic crash statistics are profoundly affected by these collisions. Many are injured, some seriously, and some of these people become permanently disabled. Others lose their lives. These very real and life altering consequences affect not only those who are struck but also their family and friends. Beyond these very personal impacts, there are many societal costs that affect everyone, including increased medical expenses and insurance costs, property damage, and lost productivity, to name just a few. Effective enforcement of traffic laws is vital to public health and safety in the District.

The only alternative to photo enforcement is dramatically increased enforcement by MPD officers. While police officer enforcement should be a vital component of the District's traffic enforcement program, we do not believe that complete reliance upon it is a realistic option. Although we have met and discussed traffic enforcement with several officers who clearly dedicate themselves to that mission,

⁶ U.S. Department of Transportation, NHTSA, "Traffic Safety Facts", December, 2012.

⁷ MPD Crash Unit analysis.

⁸ *Traffic Safety Statistics Report for the District of Columbia (2009-2011)*, Howard University Transportation Safety Data Center, September 10, 2012.

⁹ *In the nation's capital, solid support for automated enforcement*, Status Report, Vol. 48, No. 3, pp. 6-7, Insurance Institute for Highway Safety, <http://www.iihs.org/externaldata/srdata/docs/sr4803.pdf>.

our experience is that traffic enforcement by officers overall appears to be a fairly low priority among the many competing law enforcement demands on MPD. Neither MPD's FY2012 nor FY2013 Performance Plans¹⁰ appear to place any emphasis on general traffic enforcement by officers, and speeding is mentioned only within the context of automated enforcement. Relying more heavily on officer enforcement would require significant new resources to hire and train additional officers and devote significantly more of their time to traffic enforcement.

As the District has experienced population growth and has expanded and improved infrastructure to promote walking and cycling, there has been a noticeable increase in walking and bicycling. The *Sustainable DC Plan* calls for expanding safe and secure infrastructure for pedestrians and cyclists in order to reach the ambitious goal of increasing walking and bicycling to 25 percent of all commuter trips by 2032. In order to reach this goal, the District must continue to make our streets safer places for pedestrians and cyclists. This must include consistently enforcing our traffic laws while the District undertakes longer term and more expensive improvements to our streetscapes to better accommodate all road users.

For these reasons, we strongly recommend that the District of Columbia continue to move forward with the ongoing expansion of photo enforcement to protect pedestrians, bicyclists and drivers on our streets and continue to make progress toward reducing the number of people needlessly injured or killed in traffic crashes each year. We believe that a safe, walkable, and bikeable city is key to continued economic development and a more prosperous and sustainable future.

Sincerely,



Ellen Jones
Chair
D.C. Bicycle Advisory Council
dcbac.blogspot.com



Jason Broehm
Chair
D.C. Pedestrian Advisory Council
walkdcwalk.org

Cc: Mayor Vincent C. Gray
Chief Cathy L. Lanier
Congresswoman Eleanor Holmes Norton

¹⁰ These plans are available online at:
http://www.dccouncil.us/files/user_uploads/budget_responses/FEMS_Q10_MPD_FY13_Perf_Plan.pdf and
<http://oca.dc.gov/sites/default/files/dc/sites/oca/publication/attachments/MPD12.pdf> .



District of Columbia Pedestrian Advisory Council

August 23, 2013

Mr. George Branyan
Pedestrian Program Coordinator
District Department of Transportation
55 M Street, SE
Washington, D.C. 20003

Dear George,

This letter is in support of the District Department of Transportation's (DDOT) application for federal assistance to the National Highway Traffic Safety Administration's (NHTSA) Cooperative Agreement DTNH22-13-R-00728 (Education and Enforcement in Pedestrian Focus Cities), which would help build upon pedestrian safety efforts in the District of Columbia.

As you know, the District of Columbia Pedestrian Advisory Council strongly supports the collaborative efforts of DDOT and the Metropolitan Police Department (MPD) to improve the safety of the District Columbia's pedestrian environment through engineering, education and enforcement. We believe that these efforts have helped drive down the number of pedestrian fatalities in D.C. to a low of 8 in 2012; however, much work remains. Unfortunately, the number of pedestrians struck has increased in recent years. According to DDOT data, there were 567 pedestrian crashes in 2008, and this number increased to 848 pedestrian crashes in 2012. Further, we understand that only eight months into 2013, D.C. has already matched last year's number of pedestrian fatalities and could very well surpass this number in the remaining four months of the year.

We support increased funding for pedestrian safety measures in D.C., and we believe that this NHTSA cooperative agreement funding would help support the expansion of existing education and enforcement efforts.

We look forward to continuing to work with DDOT and MPD in support of your efforts to improve the pedestrian environment and decrease the number of pedestrians who are struck by motor vehicles and injured or killed each year.

Sincerely,

Jason Broehm
Chair
District of Columbia Pedestrian Advisory Council
www.walkdcwalk.org



Jason Broehm <jason.broehm@gmail.com>

D.C. Pedestrian Advisory Council recommends \$28 million in additional sidewalk maintenance funding

1 message

Jason Broehm <jason.broehm@gmail.com>

Thu, Feb 6, 2014 at 8:48 AM

To: eom@dc.gov

Cc: Marlene Berlin <berlin@mgberlin.com>

Dear Mayor Gray,

At our meeting on January 27, 2014, the D.C. Pedestrian Advisory Council unanimously approved a resolution recommending that you include \$28 million in your FY 2015 capital budget to ensure that DDOT has sufficient funding to address the backlog in sidewalk maintenance investment needs and assess sidewalk conditions every two years.

Our Vice Chair Marlene Berlin met with members of your budget staff to discuss this recommendation earlier this week.

If you or your staff wish to discuss this recommendation further, please do not hesitate to contact us.

Sincerely,

Jason Broehm
Chair
D.C. Pedestrian Advisory Council
www.walkdcwalk.org
jason.broehm@gmail.com
202-210-9239

cc: Marlene Berlin, Vice Chair



2014.01.27 resolution on sidewalk funding.pdf

70K



Jason Broehm <jason.broehm@gmail.com>

D.C. Pedestrian Advisory Council recommends additional \$28 million in sidewalk maintenance funding

15 messages

Jason Broehm <jason.broehm@gmail.com>

Thu, Feb 6, 2014 at 9:00 AM

To: "Mendelson, Phil (COUNCIL)" <pmendelson@dccouncil.us>, abonds@dccouncil.us, "dgrosso@dccouncil.us" <dgrosso@dccouncil.us>, dcatania@dccouncil.us, vorange@dccouncil.us, Jim Graham <jgraham@dccouncil.us>, Jack Evans <JACKEVANS@dccouncil.us>, "Cheh, Mary (COUNCIL)" <mcheh@dccouncil.us>, mbrowser@dccouncil.us, kmcduffie@dccouncil.us, twells@dccouncil.us, yalexander@dccouncil.us, "mbarry@dccouncil.us" <mbarry@dccouncil.us>
Cc: Marlene Berlin <berlin@mgberlin.com>

Dear D.C. Council Members:

At our meeting on January 27, 2014, the D.C. Pedestrian Advisory Council unanimously passed a resolution urging Mayor Gray to include an additional \$28 million in the Fiscal Year 2015 capital budget to ensure that DDOT has sufficient funding to address the backlog in sidewalk maintenance investment needs and assess sidewalk conditions every two years. Marlene Berlin, our vice chair met with his budget staff earlier this week to discuss this recommendation.

Our resolution (attached) also recommends that the D.C. Council approve this additional funding when you consider the budget later this year.

If you wish to discuss this further, please do not hesitate to contact me or your representative to the Pedestrian Advisory Council.

Sincerely,

Jason Broehm
Chair
D.C. Pedestrian Advisory Council
www.walkdcwalk.org
jason.broehm@gmail.com
202-210-9239

cc: Marlene Berlin, Vice Chair

 2014.01.27 resolution on sidewalk funding.pdf
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District of Columbia Pedestrian Advisory Council

RESOLUTION REGARDING FUNDING FOR SIDEWALK CAPITAL INVESTMENT BACKLOG

WHEREAS, at the D.C. Pedestrian Advisory Council (PAC) meeting on June 24, 2013, Sam Zimbabwe, Associate Director of the District Department of Transportation's (DDOT) Policy, Planning and Sustainability Administration, delivered a presentation to the PAC on Pedestrian Infrastructure, Accessibility and Safety; and

WHEREAS, in this presentation, Mr. Zimbabwe stated that DDOT receives approximately 3,000 sidewalk service requests each year at a cost of approximately \$13 million; and

WHEREAS, DDOT is able to complete only about 50 percent of these sidewalk service requests each year; and

WHEREAS, there is a total backlog in sidewalk capital investment needs of approximately \$22-28 million; and

WHEREAS, most of this backlog is on local streets that are not eligible for Federal funding; and

WHEREAS, the *Sustainable DC Plan* calls for expanding safe and secure infrastructure for pedestrians and cyclists in order to reach the goal of increasing walking and bicycling to 25 percent of all commuter trips by 2032; and

WHEREAS, moveDC, DDOT's Multimodal Long Range Transportation Plan, which is being developed, proposes an option in its policy primer that pedestrians should be "the District's highest transportation priority[;]" and

WHEREAS, Age Friendly Cities has conducted focus groups, and DC AARP has conducted a survey, and they have found that the condition of sidewalks are important for older adults to maintain their mobility as they hope to age in place in the District; and

WHEREAS, the Falls Free Coalition has found that poor sidewalk conditions hamper mobility for those recovering from falls; therefore be it

RESOLVED, that the D.C. Pedestrian Advisory Council recommends that the Mayor include \$28 million dollars in his Fiscal Year 2015 capital budget to ensure that DDOT has sufficient funding to address the backlog in sidewalk maintenance investment needs and assess sidewalk conditions every two years; and be it further

RESOLVED, that the D.C. Pedestrian Advisory Council recommends that the D.C. Council approve \$28 million in capital funding to ensure that DDOT has sufficient funding to address the backlog in sidewalk maintenance investment needs and assess sidewalk conditions every two years.

Approved Unanimously on January 27, 2014