

Performance Oversight Responses
Pedestrian Advisory Council
FY 2017 - FY 2018 (to date)

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

D.C. Pedestrian Advisory Council Membership and Meeting Attendance				
Member	Representing	Appointed By	Term Expiration	FY 2017 Attendance
Priscilla Magee ⁱ	At-Large Mendelson	Mendelson	12-18-2020	NA
Edward Johnson	At-Large Bonds	Bonds	7-12-2018	70%
Jim Elliott	At-Large Grosso	Grosso	9-1-2019	90%
George Tobias	At-Large White	Orange	7-11-2018	100%
Ivy Benjenk ⁱⁱ	At-Large Silverman	Silverman	8-10-2020	NA
Ben Welle	Ward 1	Graham	4-27-2019	60%
<i>Vacant</i>	Ward 2			
Eileen McCarthy	Ward 3	Cheh	9-10-2018	80%
<i>Vacant</i>	Ward 4			
Moira McCauley	Ward 5	McDuffie	2-9-2020	70%
Cheryle Adams ⁱⁱⁱ	Ward 6	Allen	11-6-2020	NA
Robin Murphy	Ward 7	Alexander	8-19-2019	70%
Ameen Beale	Ward 8	White	5-10-2020	75%
George Branyan	DDOT	NA	NA	60%
Terry Thorne	MPD	NA	NA	60%
Chris Shaheen	OP	NA	NA	0%
Franklin Chrisman	DCPS	NA	NA	0%
Nick Kushner ^{iv}	DPR	NA	NA	NA

- i. Appointed Dec. 2017
- ii. Appointed Aug. 2017
- iii. Appointed Nov. 2017
- iv. Designated Nov. 2017

2. Please provide a list of the Council's meeting dates, times, and locations for FY 2017 and FY 2018 to date.

Following is the list of the PAC's meeting dates. All meetings were held at 6:30 p.m. at 441 4th St NW, Room 1117, unless otherwise noted.

October 24, 2016
November 21, 2016
December 19, 2016
January 23, 2017
February 27, 2017
March 27, 2017
April 24, 2017
May 22, 2017
June 26, 2017
July 24, 2017
September 25, 2017
October 23, 2017
November 20, 2017
December 18, 2017
January 22, 2018
February 26, 2018

3. Did the Pedestrian Advisory Council (PAC) receive funds in FY 2017? If so, please provide the following:
 - The amount of the funding.
 - The source of the funding.
 - A list of all expenditures.
 - A description of how these funds furthered the Council's mission.

The PAC operates with the understanding that it is funded annually in the amount of \$10,000. In FY 2017 the PAC received \$3,781.77 in the form of a transfer from the District of Columbia, bringing the balance of PAC funds to \$10,000 as of November 1, 2016.

The PAC's FY 2017 expenditures totaled \$5,224.06. In FY 2017, expenditures consisted of payments to its staff person (\$5,114.54), reimbursements for office expenses (largely photocopying, \$59.52), and one reimbursement for a conference registration fee (\$50). The staff position is responsible for keeping meeting minutes, posting meeting agendas, posting information on the PAC website, sharing pedestrian-related items on Twitter, and assisting PAC members in drafting PAC testimony and comments to the Council or agencies. The conference was given by The District of Columbia Trauma Injury Prevention Coordinator's Collaborative.

4. Please describe the Council's activities in FY 2017.

In FY 2017, the PAC:

- Formed an ad-hoc committee that conducted a months-long study of the D.C. Comprehensive Plan, identified possible amendments and submitted official PAC proposals (June 2017)
- Met with the DDOT Director in accordance with the Transportation Reorganization Amendment Act of 2015 (June 26, 2017)
- Served on the Major Crash Review Task Force; attended meetings and gave input to help constitute the newly formed task force
- Discussed and selected priority issues to study in depth for possible legislative proposals, a process presently continuing
- Testified at public hearings:
 - Vision Zero Rulemaking Roundtable (March 3, 2017)
 - Transportation Benefits Equity Amendment Act of 2017 hearing (Sept. 25, 2017)
- Received briefings on topics of interest, including:
 - Vision Zero – Jonathan Rogers, DDOT (January 23, 2017, March 27, 2017,)
 - Pedestrian crashes – Sgt. Terry Thorne, MPD (Seven of 11 meetings)
 - Valet parking – Bernadette Edwards, DDOT (October 24, 2016)
 - Automated traffic enforcement – Lamont Hinton, MPD (October 24, 2016, December 19, 2016)
 - Pedestrian access on National Park Service land – Lauren Dudley, office of Rep. Eleanor Holmes-Norton (November 21, 2016)
 - Crosstown Multimodal Study – Katherine Youngbluth, DDOT (April 24, 2017)
 - Office of the Attorney General – Tony Towns, OAG (January 23, 2017)
- Attended the Vision Zero Summit (March 31, 2017)
- Maintained regular communication with DDOT about dangerous streets and intersections
- Hired a new Program/Administrative Associate

5. Please describe the Council's three biggest accomplishments in FY 2017.

Three of the PAC's biggest accomplishments in FY 2017 were:

- Forming an ad-hoc committee to study the Comprehensive Plan and write amendment proposals. Following an Office of Planning presentation to the full PAC, the committee held a number of meetings to review the current plan and develop proposed amendments, which it submitted during the 2017 open call.
- Giving input to constitute the Major Crash Review Task Force. DDOT and MPD are implementing this task force in accordance with the District's Vision Zero program and the

Bicycle and Pedestrian Safety Amendment Act of 2016. PAC members were actively involved in constituting the task force and establishing its procedures for open and closed meetings.

- Determining priority issues to focus its work. Over the course of several months, members considered which two issues to prioritize for in-depth study and possible legislative reform proposals. The PAC voted to select its priority issues and is now researching them. The PAC undertook this exercise to make effective use of its biannual meetings with the DDOT Director, in accordance with the Transportation Reorganization Amendment Act of 2015.

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

The District continues to implement measures to improve pedestrian safety. With relative ease, DDOT is programming select traffic lights to give a Leading Pedestrian Interval. This is an example of a fairly uncomplicated reform. An example of a more complex and new safety measure is the modified Barnes Dance in place at 14th and Irving Streets NW. DDOT is planning pedestrian infrastructure as part of major projects such as redevelopment of Maryland Avenue NE and Dave Thomas Circle. DDOT continues to bring the PAC and other stakeholders into the field to survey high-crash intersections. New in FY 2017, DDOT and MPD have implemented the Major Crash Review Task Force to identify possible areas for systemic reform that could increase pedestrian safety.

7. Please describe the Council's goals for FY 2018 and the plan/timeline for completion.

PAC goals for FY 2018 include:

- Analyzing the topic of autonomous vehicles and identifying possible legislative proposals
- Analyzing the topic of traffic calming and identifying possible legislative and design proposals
- Actively participating in the Major Crash Review Task Force and giving input to maximize its effectiveness
- Continuing to follow and advise about the Vision Zero program
- Continuing to follow the Comprehensive Plan amendment process
- Continuing to work with MPD and DDOT on officer enforcement, particularly in the spring and fall during the Street Smart campaign
- Continuing to work with MPD and DDOT on possible ways to improve the effectiveness of the automated enforcement program
- Working throughout the year to increase public awareness of pedestrian safety issues through testimony at Council hearings, participation in public discussions on pedestrian safety issues, and posting information on the PAC website

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

In FY 2018 the PAC will utilize its members' expertise to more effectively represent pedestrian concerns in all eight wards.

9. In the last fiscal year, has the Council changed the way it represents and solicits 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, if at all?

The PAC continues to solicit feedback by posting information on its website, sharing information on Twitter, testifying at Council hearings, and holding regular public meetings. PAC members represent all corners of the District and offer personal knowledge of local neighborhood pedestrian concerns. Through PAC representatives and from emails, the PAC has learned about dangerous intersections and shared concerns with DDOT and MPD.

10. Please provide a copy of all official correspondence sent by the Council in FY 2017 and FY 2018 to date.

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

- PAC Comments on Snow Removal Operations Plan for Winter 2017-2018 (Oct. 30, 2017)
- Testimony on the Transportation Benefits Equity Amendment Act of 2017 B22-175 (Sept. 25, 2017)
- Oversight Hearing Testimony (March 13, 2017)
- PAC Comments on DMV-DDOT Second Proposed Vision Zero Rulemaking (March 6, 2017)
- Testimony at Vision Zero Rulemaking Roundtable (March 3, 2017)

The PAC also submitted official Comprehensive Plan amendment proposals through the Office of Planning online form.

11. What were the Council's broad goals for FY 2017? Did the Council achieve each of these goals? If not, why not?

- Submit Comprehensive Plan amendment proposals: achieved
- Determine priority issues and implement plan to study them: achieved
- Support implementation of the Major Crash Review Task Force: achieved

12. Last year, the Council mentioned that it has encountered difficulties in ascertaining exactly how much funding is available to it at any given time. Have these problems been resolved? If not, what can be done to mitigate or resolve them?

We have run into several funding-related issues this fiscal year. One is that our funding to bring our balance to \$10,000 arrives several months into the fiscal year, i.e., November. This goes for the "budget attributes" as well. This caused problems when we needed to pay an invoice for work performed in the last month of FY 2017. We were told (inappropriately, we believe) that we could not use FY 2017 funds, as the fiscal year had closed, but FY 2018 funds were not yet available to us due to the holdup in the budget attributes and our FY 2018 funds.

There also tends to be confusion as to whose responsibility it is to make sure that we receive these funds in a timely manner: DDOT, the OCFO, etc.

Another funding issue is that when our members are reimbursed for expenses, they are asked to complete a W-9 form, suggesting that these funds are being treated as income rather than reimbursement.

13. Please provide an update on the status of the following matters, including what action, if any, both the District and the Council took on them in FY 2017 and FY 2018, to date.

- Implementation of the Vision Zero Action Plan. *Dozens of agencies, departments and divisions are continuously implementing parts of this Districtwide initiative.*
- Expansion of automated and officer enforcement programs. *The PAC continues to receive periodic briefings on MPD's enforcement progress. The PAC occasionally joins MPD for traffic enforcement activities in the field.*
- Improvement in snow removal, particularly the clearing of snow from sidewalks, curb cuts and bus shelters. *The PAC received a briefing from Del. Eleanor Holmes-Norton's office regarding snow removal on federal properties.*

14. Please identify the Council's top recommendations for the District's priorities related to pedestrian safety in FY 2018.

The PAC encourages continued study and redesign of streets and intersections to improve pedestrian safety. The PAC reiterates its concerns about vehicular speed as a primary cause of pedestrian injuries and fatalities. The PAC recommends expeditious implementation of the Vision Zero initiative. The PAC is currently studying traffic calming and autonomous vehicles and will formulate possible policy recommendations later in the year.

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

The PAC recommends that all District agencies, departments and divisions be cognizant of pedestrian safety at the onset of any new developments and initiatives. Pedestrian safety should be built into all projects from the beginning.