

**2022 Performance Oversight Pre-Hearing Questions**  
***Pedestrian Advisory Council***

**A. GENERAL**

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.
  
2. Please provide a list of the Council’s meeting dates, times, and locations for FY 2021 and FY 2022 to date, understanding that many have been virtual due to the Public Health Emergency.

**Fiscal Year 2021 and Fiscal Year 22 (October 2021 to January 2022) PAC attendance**

<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>FY21 &amp; FY22 ATTENDANCE</b>
<b>Priscilla Magee</b>	Mendelson	Mendelson	12/4/2023	88%
<b>Jim Elliott</b>	Henderson	Henderson	1/17/2023	100%
<b>Mark Rodeffer</b>	NA	R. White	8/30/2021	73%
<b>Juan Ulloa</b>	R. White	R. White	10/19/2024	100%
<b>Heather Foote</b>	Bonds	Bonds	5/29/2022	100%
<b>Vacant</b>	Silverman	NA	NA	NA
<b>Katherine Gray</b>	NA	Nadeau	Resignation	see note
<b>J.I. Swiderski</b>	Ward 1	Nadeau	2/16/2024	100%
<b>Kathy Davin</b>	Ward 2	Pinto	9/17/2023	100%

<b>Eileen McCarthy</b>	NA	Cheh	10/3/2021	100%
<b>Charlotte Lee Jackson</b>	Ward 3	Cheh	10/19/2024	100%
<b>David Tumblin</b>	Ward 4	Todd	7/29/2023	81%
<b>Pyrrha Hallums</b>	Ward 5	McDuffie	11/17/2023	36%
<b>Cheryle Adams</b>	Ward 6	Allen	9/24/23	94%
<b>Dalton Howard</b>	Ward 7	Gray	3/11/2023	93%
<b>Ameen Beale</b>	Ward 8	T. White	9/8/2023	75%
<b>DDOT staff</b>	DDOT	NA	NA	100%
<b>Terry Thorne</b>	MPD	NA	NA	38%
<b>Rita Abou Samra</b>	OP	NA	NA	88%
<b>Dulce Naime</b>	DPR	NA	NA	81%
<b>Joe Brown</b>	DCPS	NA	NA	50%

NOTE: Juan Ulloa was appointed 10/19/2021. Katherine Gray submitted her resignation before her term expired and J. Swiderksi was appointed 2/16/2021. Charlotte Lee Jackson was sworn in 10/19/2021. Pyrrha Hallums was sworn in 11/17/2020. Dalton Howard was sworn in 3/11/2020.

**FY2021**

October 26, 2020  
November 16, 2020

December 14, 2020  
January 25, 2021  
February 22, 2021  
March 22, 2021  
April 26, 2021  
May 10, 2021  
May 24, 2021  
June 28, 2021  
July 26, 2021  
September 27, 2021

**FY2022**

October 25, 2021  
November 15, 2021  
December 13, 2021  
January 24, 2022

All meetings were held electronically on WebEx, using virtual meeting space provided by the Mayor's Office of Talents and Appointments.

3. Did the Council receive funds in FY 2021? 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 Pedestrian Advisory Council operates with the understanding that it will receive funding at the beginning of each fiscal year that totals \$10,000. In FY 2021 the PAC received \$8,525.00 in the form of an electronic transfer from the District of Columbia, bringing the balance of PAC funds to \$10,000 as of December 2, 2021. The PAC's FY 2021 expenditures totaled \$8,625.00. In FY 2021, PAC's expenditures consisted of payments to its program/administrative assistant. The person in this position is responsible for meeting preparation including keeping meeting minutes, posting meeting agendas, posting information on the PAC website, and social media such as sharing pedestrian-related items on Twitter. She also provides technical support for electronic meetings.

4. Please describe the Council's activities in FY 2021.

RESPONSE: By statute (DC Code §§ 50-1831 and 50-1931), the Council's mission is "to serve as the advisory body to the Mayor, the Council of the District of Columbia, and the District agencies on matters pertaining to the improvement of pedestrian safety and accessibility" and to designate a representative to participate on the District's Major Crash Review Task Force. During FY 2021 (October 1, 2020-September 30, 2021), in keeping with these responsibilities:

- The PAC testified and/or submitted written statements to the D.C. Council regarding the Vision Zero Enhancement Omnibus Amendment Act of 2021 (B24-302) and other legislative initiatives. See answers below for a full list of testimony and comments. (In the prior fiscal year, the PAC had participated in the by-invitation Vision Zero Working Group, convened and staffed by the Committee on Transportation and the

Environment, that brought together representatives from the D.C. Council, executive branch, advisory councils and nonprofits for two in-depth exchanges about the legislation.)

- The DDOT Interim Director attended two meetings with his staff, and the Active Transportation Branch Division and Vision Zero directors presented at additional meetings. Robust and cordial discussions ensued on a variety of matters affecting people walking, rolling and bicycling, including (but not limited to) speeding, crash data, ATE, Vision Zero, sidewalk conditions, pedestrian signal timing, dockless vehicles and bus and bike lanes. The Interim Director also reached out to the co-chairs by telephone for input on our concerns around the time that the Mayor announced additional road safety funding, at a time of continued sharp increases in traffic fatalities.
- The PAC regularly discussed pedestrian safety and accessibility issues with DDOT agency representatives at our meetings, including concerning the Slow Streets initiative, Vision Zero initiatives, sidewalk construction and maintenance, budget issues, pedestrian signal issues, Safe Routes to School, concerns about dockless vehicles, and the regional Street Smart campaigns. We prioritized attention to the safety of children as they travel on sidewalks, at intersections and crossing streets. The tragic child fatalities and serious injuries during this reporting period have made the safety of our most vulnerable residents a continuing focus in our work.
- In discussions with agencies other than DDOT, the PAC had exchanges with representatives from the Metropolitan Police Department (MPD), Office of Planning (OP) and Department of Parks and Recreation (DPR), including concerning DPR's Ready2Play Masterplan, the stateries program and the Office of Planning's Our City Our Spaces, a project to expand use of public space. The DCPS representative reported in September about changed traffic patterns around public schools as students returned to in-person learning. We had a probing discussion with a Department of Public Works representative about snow removal and winter pedestrian safety issues. (Snow removal continues to be a serious problem for pedestrians and persons using assistive devices including wheelchairs, walkers and canes. Atypically heavy snowfall in early 2022 exacerbated access for those with special needs and the growing older adult population.) The PAC also heard from the director of nonprofit DC Families for Safe Streets, an organization whose work – including its participation in the regional Street Smart Campaign – gained more visibility given the sharp increase in traffic fatalities.
- The PAC continued to submit extensive recommendations to the Mayor, DC Council, DDOT, and other DC agencies regarding safe and accessible travel as the COVID-19 pandemic continued throughout FY21. We recommended, among other actions, opening streets to people walking and wheeling, accelerating pedestrian infrastructure projects, resetting pedestrian signals to provide sufficient crossing time, implementing safe accommodation regulations at construction sites, removing abandoned vehicles and addressing those without license plates.
- The PAC reiterated our recommendations from early 2020 that DDOT and city leaders (a) develop a robust, proactive sidewalk and crosswalk inspection and repair program; (b) support timely responses to 311 reports addressing pedestrian safety and accessibility; and (c) carry out comprehensive and timely enforcement of requirements that apply to both operating and parking dockless vehicles on sidewalks and in curb ramps, and to safe accommodations. Our ongoing meetings included extensive follow-up conversations with DDOT staff on most of these issues.
- PAC representatives regularly attended all monthly meetings of the Major Crash Review Task Force and provided significant assistance to DDOT in drafting and finalizing the Task Force's report for 2019. See answers to questions below for details.

- Individual PAC members attended meetings/activities of the Bicycle Advisory Council and Multimodal Accessibility Advisory Council; DDOT Summer Safety Campaign, the DDOT Connecticut Avenue NW Reversible Lane Safety and Operations Study, the Autonomous Vehicles Working Group, the Wheeler Road Public Safety Campaign media event, moveDC events, and various ANC meetings.

- The PAC worked with the office of Councilmember Mary Cheh, Chair of the Committee on Transportation and the Environment, to participate in a commendation for the contributions of outgoing PAC Ward 3 representative and longtime advisory council leader, Eileen McCarthy. At the PAC's October meeting, the Councilmember read her special commendation that had been adopted by the D.C. Council and posted a copy of it in her newsletter. MPD Sargeant Terry Thorne of the MPD expressed appreciation for McCarthy's contributions to the Major Crash Review Task Force as part of our virtual event. McCarthy served formally on the PAC for nine years as both chair and co-chair.

5. Please describe the Council's three biggest accomplishments in FY 2021.

- Developed and sent a letter regarding pedestrian infrastructure and sidewalk improvement to Mayor Bowser, Deputy Director Lucinda Babers and DDOT Interim Director Everett Lott in February 2021. The recommendations called on city leaders to accelerate redesign of the District's streets to foster safe driving behaviors and develop a robust, proactive pedestrian infrastructure inspection and repair program that would result in all sidewalks and crosswalks (marked and unmarked) being inspected and repaired on a cyclical basis, and sidewalk gaps eliminated. This letter presents a range of actions needed to make the District government, at its highest levels, more attentive to walking as a chosen or habitual travel mode and less car-centric in its overall approach. This includes lighting and design that conveys that streets are public spaces for a variety of uses and not just the domain of cars. Data presented in the letter on pedestrian travel underscored why significantly more investment is needed in re-engineering roads and pedestrian infrastructure to support this mode choice.

- Invited top level DDOT division and program directors to meetings for on-going engagement on how speeding and insufficient infrastructure endanger pedestrian safety and accessibility. Throughout the oversight period, the PAC continued to raise its recommendations with invited speakers including the then DDOT Interim Director and directors of the Active Transportation Branch, Vision Zero Department; Automated Traffic Enforcement, Policy and Legislative Affairs Division, moveDC, the Signal Optimization Project, the Street Smart Campaign and Dockless Shared Vehicles. These productive exchanges raised the profile of pedestrian safety, accessibility and other PAC concerns at the highest levels within DDOT. These exchanges supplement PAC testimony before the D.C. Council. DDOT media outreach and the Summer Safety Campaign activities were important examples of agency communication modes chosen to reach the general public including those who do not know – or are unable – to visit the DDOT website.

- Proposed in testimony that at least half the Automated Traffic Enforcement (ATE) revenue be dedicated not to the District's General Fund but to funding the Vision Zero Enhancement Omnibus Amendment Act. Simultaneously, the PAC noted that ATE revenue is only one among several traffic mitigation strategies and not an appropriate long-term solution. (This followed a similar PAC recommendation several years earlier during testimony at an MPD oversight hearing.) During the hearing, the Committee on Transportation and the Environment chair raised the prospect of ATE revenue as a possible dedicated funding source for Vision Zero Act implementation and subsequently introduced a bill to this effect that was adopted by the full D.C. Council. Although the funding level adopted in the bill is far more limited than that proposed by the PAC, the development was encouraging, especially given the reality that the Mayor's proposed budget had not included funding for the Act's implementation. Invited by Rep. Eleanor Holmes Norton to present on pedestrian issues at her January 2022 virtual Town Hall about road safety and forthcoming federal funding for the District.

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

We are encouraged by the steps DDOT and other agencies have taken to improve pedestrian safety and accessibility in the District, especially steps taken in the earlier stages of the public health emergency period and subsequently DDOT's quick-build pedestrian safety interventions, as well as funds allocated to ATE cameras, sidewalk repair, and asphalt art curb extensions. (Asphalt art communicates that drivers are passing through an area where pedestrians can be expected, and contributes to a sense of place and community.) These are good steps forward in increasing safety and accessibility for pedestrians, wheelers and other travelers.

We are also encouraged by various projects, including progress on bus and bicycle lane installation, the Connecticut Avenue project and traffic mitigation to improve the safety of pedestrians and drivers alike along many blocks of Alabama Ave. SE.

The increased attention to pedestrian safety by District agencies in this reporting period is welcome. This comes, however, alongside a sharp increase in traffic fatalities and serious injury. The true injury count is likely unknown, since major injuries are at times counted as such only when a criminal investigation is warranted and many injuries do not reach the "major" threshold and/or go unreported. Residents continue to see speeding drivers weaving in and out of traffic all over the city.

Following the District's initial response to the pandemic and public health emergency with initiatives such as the Slow Streets pilot, the PAC has returned its primary focus to speeding and inequitable treatment of pedestrian infrastructure, including sidewalks and crosswalks. Sidewalks that are in good repair are essential for safe walking and provide critical access to public transportation. Conversely, sidewalks that are obstructed or in poor condition can make it inconvenient or challenging for people without access to a vehicle to walk safely or use public transportation for access to jobs, services, shopping, and recreational opportunities. There is also a lack of consistent enforcement of the safe accommodations requirements to which DDOT contractors are subject. Although there is evidence of increased sidewalk repair and replacement – and some are able to access a new DDOT online dashboard that includes sidewalk repair – we also continue to see such progress overshadowed by the increase in dangerous speeding that results in fatalities and injury at intersections and on roads in general. Such speeds and crashes also expose the reality that many streets are not designed for safe speeds.

Similarly, we remain concerned that the District's snow removal process continues to prioritize clearing streets for motor vehicles over ensuring that sidewalks, crosswalks and curb ramps are cleared of snow. The PAC raised this in a letter to then DDOT Director Marootian in early 2020 and again in our call for greater attention to pedestrian infrastructure in the letter to city leaders in February 2021.

As noted in our responses questions last year, we would like to see District agencies become more proactive and focused in addressing these issues. Some in the agencies and the District's political leadership seem to face institutional barriers to making meaningful change that benefit pedestrians. It seems to be habitual for some to prioritize approaches that focus very largely on moving motor vehicle traffic rather than giving equal attention to the needs of residents using other travel modes, including walking and rolling.

7. Please describe the Council's goals for FY 2022 and the plan/timeline for completion.

Increase pedestrian safety, access, mode share and quality of life through focus on:

**Speed management.** Advise the DC Council, DDOT, and other relevant parties on how the City can improve implementation of speed management measures (e.g., speed limit changes, traffic calming, automated traffic enforcement) where pedestrians are at risk.

**Pedestrian crossings.** Advise the DC Council, DDOT, and other relevant parties on how the City can improve pedestrian safety and comfort at pedestrian crossing locations.

**Equitable Provision, Repair, and Maintenance of Pedestrian Infrastructure.** Advise the DC Council, DDOT, and other relevant parties on how the City can update its policies and investment priorities to ensure that pedestrian infrastructure is provided, repaired, and maintained equitably across the city and at a level commensurate with the central role of pedestrian travel in the City's transportation system and long-term goals.

**Dockless shared vehicles.** Advise the DC Council, DDOT, MPD and other relevant parties on how the City can mitigate the adverse impacts of dockless shared vehicles on pedestrian safety and comfort.

**Safe Accommodation During Construction.** Advise the DC Council, DDOT, and other relevant parties on how the City can better ensure that when construction projects are implemented, pedestrians are provided with a route around the construction zone that is safe, accessible, and convenient.

Raising our PAC priorities and concerns repeatedly with a variety of City leaders and in different settings is an on-going activity and a necessity if we want to see accelerated change and more expansive ways of understanding pedestrian issues and needs.

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

- Funding for and accelerated implementation of priority pedestrians projects, including for the Vision Zero Act.
- Narrow or more outdated views that roads are for cars, cars that need to move quickly through the City.
- The common misperception created by persistent auto-centric bias and incomplete data collection and reporting that pedestrian travel is an “alternative” form of transportation, and that driving is the “norm,” when in fact pedestrian travel is the most commonly used primary mode of travel in DC when all trip types are considered and is the secondary mode for almost every DC trip, including transit and car trips.
- The tendency of policymakers to focus on work trips to the exclusion of all other types of trips, even though work trips account for less than 25% of all DC trips and large percentages of DC residents do not work (e.g., children, older adults) or work from home.

9. Please provide a copy of all official correspondence sent by the Council in FY 2021 and FY 2022, to date.

- [Testimony on Automated Traffic Enforcement \(November 15, 2021\)](#)
- [Testimony on the Removal and Disposition of Abandoned and Other Unlawfully Parked Vehicles Reform Amendment Act of 2021 \(October 26, 2021\)](#)
- [Testimony at DDOT Budget Oversight Hearing \(June 10, 2021\)](#)

- [Testimony at Vision Zero Omnibus Bill Roundtable \(May 13, 2021\)](#)
- [Testimony at Post-Pandemic Transportation Roundtable \(March 23, 2021\)](#)
- [Pedestrian Infrastructure Letter to District Officials \(Feb. 28, 2021\)](#)
- [FY20 Oversight Hearing Testimony](#)
- [FY20 Oversight Hearing Responses](#)
- [Comment on DDOT Slow Streets Program \(Nov. 30, 2020\)](#)
- [Comment on DDOT Rulemaking \(Notice ID N-0098986\) \(Nov. 27, 2020\)](#)
- [Comment on the Shared Fleet Devices Amendment Act of 2020 \(Electric Mobility Devices Amendment Act of 2019\) \(Oct. 5, 2020\)](#)
- [Testimony for Congresswoman Norton’s Town Hall on the Infrastructure Investment and Jobs Act and Road Safety \(Jan. 27, 2022\)](#)

10. What are the Council’s opinions on the progress of the Mayor’s Vision Zero program in FY 2021 given the Public Health Emergency, specifically as it relates to pedestrians?

As we noted in PAC answers and testimony in the prior reporting period, speeding and reckless driving have increased significantly during the continuing public health emergency, at least partly due to our streets being engineered for speed and emptier than normal. During this reporting period, traffic flow has increased, yet speeding remains a pervasive danger and vexing policy and enforcement problem. Seventeen pedestrians were killed in 2021 alone.

It is important to note that throughout much of the pandemic, DDOT staff – especially in the earlier stages – was detailed to emergency related tasks. The prolongation of the public health emergency has no doubt affected work plans and schedules significantly. A variety of DDOT and other agency staff have given generously of their time to attend PAC’s virtual evening meetings throughout the pandemic.

As outlined in our letter to city leaders in February 2021, our vision is that pedestrian travel be embraced as fundamental to the District’s transportation system and city life. This is central to our interpretation of Vision Zero.

This requires attention not just to the familiar safety countermeasures, as essential as these things are, but also to factors that affect how comfortable and secure people feel on our streets, features like good pedestrian-level lighting, buffer areas between the sidewalk and the street, shade trees, benches, and measures like public art and streateries that get people out of their cars, put eyes on the street, and produce safety in numbers.

11. Please provide an update on the status of the Council’s goals as identified in last year’s oversight responses, including what action, if any, both the District and the Council took on them in FY 2021 and FY 2022, to date.

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

RESPONSE: In our February 2021 letter to the Mayor and other city leaders, the PAC recommended greater attention to and funding for pedestrian safety and infrastructure projects. The PAC had a very informative and engaging discussion with the DDOT Policy and Legislative Affairs director about the budget process and estimates concerning the cost to implement the Vision Zero Act. In written testimony we presented for the FY2022 DDOT budget hearing, the PAC noted that the executive branch's commitment to Vision Zero is challenged due to its failure to include funds to implement the Vision Zero Enhancement Omnibus Amendment Act. The PAC was pleased that the DC Council enacted legislation to establish a dedicated funding source for this Act. The funding mechanism in part echoed a prior recommendation from the PAC.

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

RESPONSE: Submitted testimony on Full Implementation of the Vision Zero Enhancement Omnibus Amendment Act of 2020 (B23-288); the DDOT proposed FY2022 budget; the Removal and Disposition of Abandoned and Unlawfully Parked Vehicles; Automated Traffic Enforcement; and Transportation in the District after the Pandemic (at the Post-Pandemic Transportation Roundtable). Submitted comments on the following: the Electric Mobility Devices Amendment Act of 2019 (aka "Shared Fleet Devices Amendment Act of 2020"), the DDOT Slow Streets Initiative; and the DDOT Rulemaking Notice on regulations relating to pedestrian safety and accessibility, including the Slow Streets Initiative.

- *Track the status of all recommendations made by the PAC to the District Council, DDOT, and other agencies, including recommendations made in FY 21 and in prior fiscal years.*

RESPONSE: We engaged effectively with DDOT representatives to the PAC, as well as with DDOT invited speakers, to increase our ability to draw repeat attention to our past and current recommendations, track agency action on them and reiterate recommendations to agency staff in leadership roles. This included invitations to speakers within DDOT with expertise on and responsibility for particular PAC priority issues, as well as discussion at meetings of a speaker's answers to our questions submitted prior to the meeting. We also saw the beginnings of a trend toward written reports from government representatives submitted prior to one of our meetings at which they would be present. Although much remains to be accomplished, the exchanges were generally collegial and encouraging.

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

RESPONSE: Ward 3 representative, Eileen McCarthy, represented the PAC on the Task Force in FY21, with Ameen Beale (Ward 8) as the designated alternate. McCarthy and/or Beale attended every Task Force meeting and provided extensive drafting assistance to DDOT on the Task Force's report for 2019. When McCarthy stepped down from the PAC in September 2021, Beale succeeded her as our representative and Swiderski agreed to serve as alternate.

- *Participate in the moveDC planning process to ensure that the safety, accessibility, comfort, and convenience of pedestrian travel are prioritized.*

RESPONSE: DDOT representatives presented on moveDC toward the end of the long planning process. The PAC expressed concern that, while pedestrian issues were presented as central to the transportation system in the

2014 moveDC plan, this was not the case in early iterations of the current plan. While sophisticated, the moveDC online surveys were not easily accessible for many users, including those with considerable tech skills. In written testimony concerning the FY2022 DDOT budget, we advised that, while the District has taken important steps in recent years to improve the condition and extent of its sidewalk network, there remains an underinvestment in pedestrian infrastructure in the District. This contributes to a loss of independence for older adults, people with disabilities and others who cannot safely use the sidewalk.

- *Submit comments on aspects of the draft Federal Manual on Uniform Traffic Control Devices (MUTCD) that impede the Council's ability to carry out its core mission of advising the D.C. Council and District agencies concerning pedestrian safety and accessibility.*

RESPONSE: The PAC discussed the impact of the MUTCD on DDOT planning on various occasions throughout the fiscal year. Given the mission of the advisory council, it was decided that the best course of action would be for members in their capacity as individuals to submit such comments. For example, a PAC member highly familiar with the MUTCD led and informed our discussion on how the federal guidelines can constrain state action. She submitted her own extensive comments directly as an individual, as may have other members.

- *Work throughout the year to increase public awareness of issues impacting pedestrian safety, accessibility, comfort, and convenience.*

RESPONSE: Meeting announcements, agendas, approved minutes and recordings are regularly posted to the website, with meeting agendas also posted to social media. Members of the public regularly attend PAC monthly meetings, all virtual during the reporting period in question.

12. Please identify the Council's top recommendations for the District's priorities related to pedestrian safety in FY 2022.

Increase pedestrian safety, access, mode share and quality of life through the following actions:

- Expand and diversify speed management and enforcement efforts (e.g., speed limit changes, traffic calming, automated traffic enforcement), with relevant data collection and dissemination. (Increased public awareness campaigns, such as the Summer Safety Campaign and use of television, printed flyers and interpretive road signage, will be essential to such work.)
- Accelerate efforts to study, maintain and improve infrastructure that ensures pedestrian safe passage at intersections and crosswalks (marked and unmarked).
- Assign greater priority in planning to equitable provision, repair, and maintenance of pedestrian infrastructure. Ensure that pedestrian infrastructure is provided, repaired, and maintained equitably across the city and at a level commensurate with the central role of pedestrian travel throughout the city.
- Establish an effective reporting system through 311 directly to DDOT concerning dockless shared vehicle operation that is dangerous or in violation of rules and regulations.
- Enforce safe accommodation rules around construction sites in a timely and consistent fashion.

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

- Emphasize pedestrian safety, accessibility and the surge in speeding in planning for and allocation of transportation funds available to the District from the federal Infrastructure Investment and Jobs Act.
- Recognize that mode shift away from cars and toward safer modes is a critical piece of the pedestrian safety puzzle. Convincing more people travel use pedestrian travel more frequently depends not just on providing basic infrastructure but on making the pedestrian travel convenient, comfortable, attractive, and safe from a personal security standpoint.

## **B. EQUITY**

14. How does the Council assess whether programs and services are equitably accessible to all District residents?

The PAC will continue to seek guidance from the Committee on Transportation and the Environment on how to address this question and subsequent ones in this section, given the fact that the PAC is an advisory body appointed by the D.C. Council.

Under the DC Code, the responsibilities of the DC Pedestrian are two-fold: to advise the Mayor, D.C. Council and D.C. government agencies on pedestrian safety and accessibility; and to appoint a member to participate in the city's Major Crash Review Task Force. PAC activities fall within this mandate.

At the same time, numerous recommendations by the PAC are made through an equity lens. Here are only several examples from the reporting period in question:

1. Testimony before the Committee on Transportation and the Environment on DDOT's Slow Streets Initiative referred explicitly to persons using wheelchairs when it referred to "opening streets to people walking and rolling" (11/30/2020)
2. Letter to the Mayor and other city leaders noted the lack of a proactive program for repair of sidewalks on a cyclical basis, with the result that "many sidewalks in the District are inaccessible to persons with disabilities and/or pose a serious tripping hazard" and that snow removal policy prioritizes travel by car over other modes, leading to "snow piled on curb ramps, which especially burdens disabled people who already face significant difficulty in crossing arterial streets within the minimal crossing time period" and "during street construction and utility projects, contractors routinely place roadwork signs in the middle of the sidewalk...[and] as a result, pedestrian clear width is very often reduced to less than the 3-foot ADA-required minimum, making it impossible or difficult for people who use wheelchairs and other assistive devices to navigate the sidewalk" and noted, in a section on equity, that members of disadvantaged groups "are more likely to rely on pedestrian travel, because they often do not have access to a vehicle or do not have a driver's

license...according to [prior] Census estimates, 35.4% of DC households do not have access to a vehicle, however in many Census Tracts, the percentage of households without access to a vehicle exceeds 50%” and noted, in a section on people with disabilities, “according to [prior] Census estimates, 11.6 % of District residents have a disability, however, the percentage of District residents without a disability is over 20% in many Census tracts...and often have limited alternatives for getting where they need to go” (2/28/2021)

3. Testimony before the Transportation and the Environment on streateries (Roundtable on Transportation in the District After the Pandemic), supported continuation of the streateries, with the caveat that “where a streatory would result in the partial or full closure of a street, the decision to establish a streatory should only be made after a robust public input process...[and that] a key goal of that process should be to understand and ameliorate potential impacts on transit users and people from historically disadvantaged groups, including people with disabilities” (3/12/2021)
4. In addition, the PAC is considering ways it can make its meetings more accessible to people with disabilities, such as by shifting from WebEx to Zoom for virtual meetings.

- What were the results of any such assessments in FY 2021?
- What changes did the Council make in FY 2021 and FY 2022, to date, or does the agency plan to make in FY 2022 and beyond, to address identified inequities in access to programs and services?
- Does the Council have the resources needed to undertake these assessments? What would be needed for the Council to more effectively identify and address inequities in access to programs and services

15. Does the Council have a racial or social equity statement or policy? Please share that document or policy statement with the Committee.

See above responses

- How was the policy formulated?
- How is the policy used to inform decision-making?
- Does the Council assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?