D.C. Pedestrian Advisory Council

Meeting Minutes

Dec. 14, 2020, 6:30 p.m.

Remote Public Meeting

Attendees: Kathy Davin, Eileen McCarthy, David Tumblin, Pyrrha Hallums, Cheryle Adams, Dalton Howard, Ameen Beale, James Elliott, Heather Foote, Priscilla Magee. Agency reps: Joe Brown (DCPS), Karyn McAlister (DDOT), Rita Abou Samra (OP). Guest speakers: Reginald May (DPW Solid Waste Education and Enforcement Program), Chris Laskowski (Office of Councilmember Charles Allen), Jill Jefferson, Chris Figueras, and Dan Singer. PAC staff: Andrea Adleman.

Start: McCarthy convened the remote meeting at 6:31 p.m.

Introductions: Attendees introduced themselves.

Report on insurance issues related to dockless vehicles: Magee reported she is continuing to research issues of concern related to dockless vehicles. One issue since the PAC’s [October letter](https://drive.google.com/file/d/1o5JlGsQ2I5AxVHFPyZA4vfsc5jII6YPP/view) is liability in the event of a crash involving a pedestrian and a scooter operator. During her previous research, Magee identified third-party liability as a matter the PAC could study and incorporate into subsequent recommendations. A D.C. resident was struck and seriously injured by a scooter operator in 2019 and the case represents a lived experience that could be instructive to the PAC. The pedestrian, Jill Jefferson, shared her story, after which she and attorneys Chris Figueras and Dan Singer answered members’ questions about ways to establish legal responsibility in such crash cases. Magee presented a proposal to recommend that the Shared Fleet Devices Amendment Act of 2020 require scooter companies to insure riders for at least $25,000 per person/$50,000 per occurrence. With PAC members expressing general support for the proposal, Magee will write a formal motion for the January meeting.

Report on the Vulnerable User Collision Recovery Amendment Act of 2020: Adams introduced Chris Laskowski, Legislative Director for Councilmember Allen. Laskowski reported the bill has passed, but identified some issues that could lead to additional amendments. As approved, the bill changes the way certain road users such as motorcyclists are classified for purposes of liability. It also defines liability for crashes between vulnerable users, with the exception of pedestrian-pedestrian crashes. Laskowski noted the concerns that members raised during discussion and will bring them to Councilmember Allen’s attention.

Discussion of snow removal and winter pedestrian safety issues: Elliott facilitated discussion with Reginald May, chief of the DPW Solid Waste Education and Enforcement Program (SWEEP). The discussion addressed issues of snow removal jurisdiction and responsibility, enforcement, citations, and how the snow removal process is being adapted for Slow Streets and other COVID-induced changes. Using the information gathered at this meeting, Elliott will draft a letter for the PAC to consider in January.

DDOT report: McAlister reported on an upcoming “20 is Plenty” media campaign to educate drivers about the new speed limit. DDOT is also launching a Bladensburg Road Multimodal Safety and Access Study, the scope of which will be the entirety of the road to the D.C. border. It is expected to take 12 months and there will be multiple opportunities to comment on pedestrian travel. The Safe Routes to School program is concentrating on eight schools and the planned improvements are intended to increase pedestrian safety at and near the schools.

Treasurer’s report: Adams reported the balance is $2,367.90.

Approval of minutes: Magee moved and Elliott seconded a motion to approve the November minutes. By roll-call vote, the motion passed with eight members voting in favor: Davin, McCarthy, Tumblin, Adams, Howard, Elliott, Foote, and Magee.

Adjournment: The meeting adjourned at 8:24 p.m.