

MINUTES
CLEVELAND PARK CITIZENS ASSOCIATION (CPCA)
THURSDAY, FEBRUARY 7, 2008
“PEDESTRIAN SAFETY IN OUR NEIGHBORHOOD”

CPCA President George Idelson convened the meeting of 43 participants at 6:30 pm. He introduced Joanne Capper, who advised that the Community Council for the Homeless at Friendship Place will hold a seminar and wine-tasting event on February 24. CPCA members will shortly receive an announcement with further details via the Cleveland Park listserv.

Idelson advised the audience that the evening’s agenda on pedestrian safety would focus on local issues, preferably those that could be resolved readily. He introduced George Branyan, Pedestrian Safety Coordinator for the DC Department of Transportation (DDOT), Jeff Jennings, Ward 3 Liaison for DDOT, Mary Cheh, Ward 3 Councilmember, Andrew Solberg, Commander of the MPD 2nd District, and David Baker, Traffic Officer for Police Service Area (PSA) 204 of the MPD 2nd District.

Branyan and Jennings made brief opening remarks, noting that driving speed is, perhaps, the critical factor in pedestrian safety. Solberg and Baker advised that the MDP is concerned with both driver and pedestrian issues, noting that both should be safety conscious. For instance, pedestrians should never attempt to cross an intersection when the light is flashing orange or if they judge that the driver cannot yield. Solberg noted that each PSA has a committee that monitors and targets potential problem areas. Cheh suggested that more funds be allocated for expanded pedestrian safety campaigns.

It was generally agreed that there is a need to change the culture of DC drivers and pedestrians. This can be done through a combination of education campaigns (for both adults and children), enforcement, and fines. There will be an outdoor advertising campaign (“Cross like you life depends on it” and “Drive like their life depends on it”) starting in March. Licensing laws can also be a factor. In the UK, where accidents are significantly lower, the licensing requirements are extremely strict.

In response to audience question, the speakers advised that several speed reduction measures are in place (speed cameras, smart machines, and the photo radar car on Porter Street) and have had varying impact. New

methods are planned (several pedestrian-activated HAWK signals and, on lower volume roads, rapid flash beacons).

The audience cited a number of dangerous intersections (Rodman and Connecticut, where a bus stop blocks the view, the crosswalk for the service road/Ordway/ Connecticut, the crossing time at the Macomb and Connecticut intersection, and problems crossing Wisconsin at Van Ness. Audience members also cited sight-line problems at bus stops at un-signalized intersections, the need for more crossing guards at schools, and pedestrian signals that can be misinterpreted. For help with MPD issues, contact Officer Baker (410-610-5166, david.baker@dc.gov, ofcबाqker@yahoo.com). For issues related to DDOT, call the control center (202-727 1000).

Idelson adjourned the meeting at 8:05 pm.

Respectfully submitted,
Joan Buchanan, Recording Secretary