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Via email and U.S. mail

Muriel Bowser, Mayor of the District of
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Re: Urgent action needed on traffic violence in Washington, D.C.

Dear Mayor Bowser, Members of the Council of the District of Columbia, and
Department Directors:

At 1:40 AM on Wednesday, March 15th, 2023, the driver of a Lexus SUV fleeing a traffic
stop on Rock Creek Parkway collided with a Honda Accord whose driver was contracted
with Lyft. The crash killed the occupants of the Lyft: Mohamed Kamara, 42, Jonathan
Cabrera Mendez, 23, and Olvin Torres Velasquez, 22.¹

**The Lexus (D.C. registration GS-5179)² is associated with \$17,280 from 49 separate
unpaid violations.** This includes six violations for exceeding the speed limit by more
than 25 miles per hour.³ Two of those six plus one other (exceeding speed limit by 16-
20 miles per hour) were accrued in the 100 minutes immediately before the fatal
collision on March 15th. This excludes infractions already paid or resulting from an in-
person traffic stop, such as the one the driver of the Lexus fled immediately before the
fatal collision described above.

¹ Fox 5 Washington, D.C., “Rock Creek Parkway crash: victims killed in rideshare vehicle identified”, March 16th, 2023.
Available: <https://www.fox5dc.com/video/1194539>.

² Fox 5 Washington, D.C., “3 dead, 2 hurt in Rock Creek Parkway crash”, March 15th, 2023, video at 1:12. Available:
<https://www.fox5dc.com/news/3-dead-in-rock-creek-parkway-crash>.

³ D.C. Online Ticket Payment Portal (<https://dmv.dc.gov/service/pay-tickets>) queried on April 25th, 2023.

The senseless tragedy of March 15th is the predictable outcome of a system of governance with no mechanism to remove driving privileges from flagrantly reckless drivers or to impound vehicles that pose clear risks to life and welfare. An extensive literature spanning many countries and years demonstrates unequivocally that **number and magnitude of prior traffic offenses are highly predictive of the probability and severity of future traffic incidents.** For example:

- Odds of a traffic incident leading to ICU admission or death increased by 10% for every previous traffic offense among adults from Western Australia between 1998 and 2013⁴;
- Injury severity correlated strongly with number of previous speeding violations, previous license suspensions, and license compliance among adults from the United States between 2010 and 2014⁵; and
- Odds of being involved in a crash are 4.3 times greater among persons having received >5 moving violations as compared to people who have received none among all drivers in Puerto Rico prior to 2017⁶.

The Lexus and its driver responsible for the deaths of Messrs. Kamara, Cabrera Mendez, and Torres Velasquez **posed a clear and predictable danger** to the life and welfare of the people of the District and should not have been on the road. This is not necessarily because the driver was unable to pay fines accrued but because the driver had established a clear record of disregard for life and safety. D.C. has few tools to intervene in these risks and makes poor use of the tools it does have.

In 2022, the Council voted against an amendment to the Clean Hands Certification Equity Amendment Act of 2021 (24-0237) maintaining a prohibition against license renewal based on outstanding debts from certain moving violations.⁷ This amendment was introduced by Ms. Brianne Nadeau, who however also voted against it. Reporting by DCist suggests that equivocation about the amendment resulted from concern about an intervention that “disproportionately impacts working class people”.⁸

However, in avoiding one potential economic and racial inequity, i.e., disproportionate impact of revoked driving privileges, **the Council is exacerbating the grievous injustices of traffic violence; lower income and racialized individuals are at vastly**

⁴ Ho, K, S Rao, M Burrell, TS Weeramanthri (2015). “The Journey from traffic offender to severe road trauma victim: destiny or preventive opportunity?” in *PLOS One*, DOI: [10.5061/dryad.2k422](https://doi.org/10.5061/dryad.2k422).

⁵ Hamzeie, R, I Thompson, S Roy, PT Savolainen (2017). “State-level comparison of traffic fatality data in consideration of marijuana laws” in *Transportation Research Record* (2660), pp. 78-85. DOI: [10.3141/2660-11](https://doi.org/10.3141/2660-11).

⁶ Gonzales-Velez, E, A Gonzales-Bonilla (2017). “Development of a prediction model for crash occurrence by analyzing traffic crash and citation data: final report.” Report prepared for Transportation Informatics Tier I University Transportation Center. Mayagüez, Puerto Rico: Department of Civil Engineering and Surveying, University of Puerto Rico at Mayagüez. Available: <https://rosap.nrl.bts.gov/view/dot/32820>.

⁷ LegiScan (2023). Roll Call: DC B24-0237. Available: <https://legiscan.com/DC/rollcall/B24-0237/id/1226850>. Yeas: Allen, Cheh, Henderson, Brooke; Nays: Bonds, George, Gray, McDuffie, Mendelson, Nadeau, Silverman, R White, T White.

⁸ Gomez, AM (2022). “Update: D.C. to allow residents with unpaid debts to get driver’s licenses”. DCist. Available: <https://dcist.com/story/22/07/11/dc-end-debt-drivers-license-denial/>.

higher risk of fatality and injury as compared to the population as a whole. This is at least partially due to lack of investment in safety amenities and the siting of hazardous infrastructure in historically redlined neighborhoods.⁹ These are the groups most imperiled by a system that ignores reckless driving, even in pursuit of other commendable objectives, such as equitable access to driver's licenses.

There is an extensive literature demonstrating **vast racial disparities in fatality and injury rates associated with driving, walking, and cycling** in the United States. For example:

- In the United States between 2009 and 2016, rates of hospitalization from pedestrian-related injuries were 92% higher among multiracial/other people and 20% higher among Black people as compared to white people; mortality was 66% higher among Black people and 20% higher among Hispanic people than among white people¹⁰;
- Black people had a death rate >4 times that of white people per number of miles cycled and >2 times that of white people per number of miles walked in the United States between 2016 and 2018¹¹; and
- Black or African American people accounted for 81% of motor vehicle traffic fatalities in D.C. in 2006, the most recent year for which this data is reported by the National Highway Traffic Safety Administration, despite accounting for roughly 45% of the population of D.C.¹²

The stark racial injustices of traffic violence are evident in data published by the Metropolitan Police Department. The MPD publishes the location and injury/death details of each crash in D.C.¹³ Basic analysis of this data demonstrates that crashes associated with fatalities or serious injuries occur disproportionately in Census Tract block groups with a higher fraction of Black or African American Residents.

Figure 1 plots 570 Census Block Groups in D.C., grouped by the fraction of the population reporting Black or African American race in the corresponding Census Tract, against the number of crashes with death or serious injury since 2016. **Block Groups in Tracts where < 25% of the population is Black or African American had a mean of 3.3 fatal or serious crashes since 2016 compared to 7.0 among those where ≥ 75% are Black or African American.** (This difference is highly statistically

⁹ Taylor, NL, JM Porter, S Bryan, KJ Harmon, LS Sandt (2023). "Structural racism and pedestrian safety: measuring the association between historical redlining and contemporary pedestrian fatalities across the United States, 2010-2019" in *American Journal of Public Health*, Vol. 113 (4), pp. 420-428. DOI: [10.2105/AJPH.2022.307192](https://doi.org/10.2105/AJPH.2022.307192).

¹⁰ Hamann, C, C Peek-Asa, B Butcher (2020). "Racial disparities in pedestrian-related injury hospitalizations in the United States" in *BMC Public Health*, Vol. 20: 1459. DOI: [10.1186/s12889-020-09513-8](https://doi.org/10.1186/s12889-020-09513-8).

¹¹ Raifman, MA, EF Choma (2022). "Disparities in activity and traffic fatalities by race/ethnicity" in *American Journal of Preventive Medicine*, Vol. 63. (2), pp. 160-167. DOI: [10.1016/j.amepre.2022.03.012](https://doi.org/10.1016/j.amepre.2022.03.012).

¹² National Highway Traffic Safety Administration (NHTSA) (2009). "Race and Ethnicity". Traffic Safety Facts, 2006 Data. Report no. DOT HS 810 995. Washington, D.C. Available: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/810995>.

¹³ Open Data DC (2022). "Crashes in DC". Accessed 2022-03-19. Available: <https://opendata.dc.gov/datasets/DCGIS::crashes-in-dc/about>.

significant; $p < 0.001$.) Of the ten Block Groups with the highest number of crashes with fatal/serious injuries since 2016 (20-40), seven are in Tracts that are $\geq 75\%$ Black or African American. These neighborhoods are predominantly in Southeast D.C., which faces diverse other environmental and public health inequities, e.g., high rates of asthma, poor access to grocery stores, low life expectancy, etc.¹⁴

The tragedy of March 15th illustrates the racial and ethnic dynamics of traffic

risks. While the crash occurred outside a neighborhood with a high proportion of racialized individuals, all three victims appear to be racialized. In the United States, such individuals are at elevated risk of mortality from crashes, as described above.

D.C. committed to Vision Zero in 2015, envisioning a future where there will be zero serious injuries or fatalities on its streets. This would of course be a major public health and equity accomplishment. Beyond avoiding tragic traffic deaths, safe streets would likely induce further uptake of walking, cycling, and alternative modes of transit, thus creating many other benefits via reduced air emissions and increased exercise. Unfortunately, traffic deaths in D.C. have been steadily increasing rather than decreasing.¹⁵ This is the result of a failure to pursue reckless drivers, as described above, as well as other breakdowns in governance, such as the failure to use the results of commissioned safety studies to establish priorities for infrastructure projects.¹⁶ We urge you to pursue the following actions at the legislative and executive levels in order to reduce risks from traffic violence while enhancing economic and racial equity:

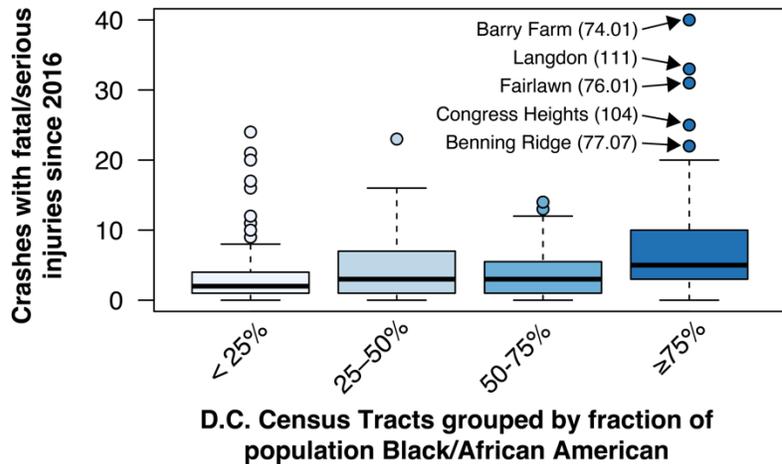


Figure 1: Census Block Groups in the District of Columbia grouped by fraction of population Black or African American (alone or together with another race) in corresponding Census Tract plotted against number of crashes with fatal/serious injuries since 2016. Five top neighborhoods in $\geq 75\%$ group are identified with Census Tract number in parentheses. Excluding Tract 98000 (population 18).

¹⁴ United States Environmental Protection Agency (2023). EJScreen V. 2.11. Available: <https://ejscreen.epa.gov/mapper/>.

¹⁵ Lazo, L, S Jayaraman, D Moriarty (2022). "D.C. traffic deaths at 14-year high with low-income areas hardest hit". Washington Post. Available: <https://www.washingtonpost.com/transportation/2022/02/23/dc-traffic-deaths-highest-record/>.

¹⁶ Office of the District of Columbia Auditor (2023). Vision Zero Part I: DDOT Made Progress on Engineering & Equity but Gaps Remain. Available: https://dcauditor.wpenginepowered.com/wp-content/uploads/2023/03/Vision.Zero_Part-I.3.16.23.pdf

Legislative: actions required from D.C. Council

- **Amend the Code of the District of Columbia to provide for car impoundments and license suspensions as penalties for moving violations identified by automated traffic infrastructure (ATE).** While ATE has become the primary means of fining drivers for moving violations, there is no mechanism to identify extreme offenders and intervene with license suspensions or vehicle impoundments. Data compiled in D.C. computer systems identified the Lexus involved in the Rock Creek Parkway crash as a clear and egregious risk; authorities should have had the means to intervene with all available tools including license suspension and vehicle impoundment. We support already-introduced legislation such as the Reckless Driver Accountability Act of 2022 (B24-1027) and the Automated Traffic Enforcement Effectiveness Amendment Act of 2022 (B24-0998).

Executive: actions required from Mayor's Office and executive agencies

- **Set ambitious targets for impounding or booting vehicles that are already boot-eligible** under existing legislation, prioritizing vehicles associated with the greatest number of severe moving violations and/or those with expired or counterfeit license plates. Reporting by Jordan Pascale suggests that as of December 2021, there were 633,000 boot-eligible vehicles in D.C., including 500 with ≥ 40 violations.¹⁷ MPD vehicles equipped with license plate readers can identify cars on “hot lists” of vehicles, but **there is currently highly incomplete integration with ATE data and boot crew deployment.** A dataflow and a workflow that acknowledge the central role of ATE in identifying the greatest traffic risks are urgently needed.
- **Vigorously pursue vehicles with expired or counterfeit registrations.** Counterfeit temporary tags are increasingly used to evade accountability for ATE infractions and facilitate crimes such as vehicle theft. The Deputy Mayor for Operations and Infrastructure recently disclosed that suggestions by the Fake Temporary Tag Task Force have been abandoned due to equity concerns.¹⁸ Yet, as we describe extensively above, **the biggest equity issue in traffic safety is the disproportionate rate of disability and death in communities of color, to which fake tags directly contribute.**
- **Abandon efforts to reroute revenues from ATE infrastructure away from traffic safety infrastructure** as currently required by the Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022 (B24-1029). As described above, D.C. has made negative progress on Vision Zero since its adoption in 2015. This is largely due to the failure of DDOT and DPW to operationalize findings of the numerous safety studies that have been commissioned over the past decade. Traffic safety needs more, not fewer,

¹⁷ <https://twitter.com/JWPascale/status/1467902948835532804>.

¹⁸ Responses to pre-hearing questions for Deputy Mayor for Operations and Infrastructure. Hearing on B24-949, the Booting and Impoundment Reform Amendment Act of 2022, and Traffic Safety in the District. Available: <https://shorturl.at/dsFJW>.

resources, and the currently proposed FY24 budget would make a serious lack of investment even worse.

- **Actively pursue reciprocity with Maryland and Virginia** for ATE-linked infractions. As of 2020, Maryland and Virginia drivers owed D.C. >\$370 million in outstanding traffic and parking fines.¹⁹ This includes \$252 million in ATE fines, compared to \$32 million owed by D.C. residents. In 2021, the Metropolitan Washington Council of Governments identified the urgent need for reciprocity in order to increase driver accountability and improve road safety.²⁰ The current status of reciprocity negotiations is mired in confusion, however, as Governors of Virginia and Maryland reported not being aware of reciprocity discussions in 2021²¹, and there has been limited reporting on this issue since that time. We advocate for revival of these negotiations.

The District of Columbia needs leadership that will defend its residents from clear and predictable risks, advocate and vote for policies that will increase safety of the District's streets, and fight for racial justice. We urge you to pursue legislative and executive action in furtherance of these goals.

Sincerely,

Ryan Calder, ScD

Assistant Professor of Environmental Health and Policy, Virginia Tech

BicycleSPACE

Phil Koopman, owner

Center for Injury Prevention and Control, The George Washington University

Sonal Batra, MD and Katherine Douglas, MD, former director

Center on Commercial Determinants of Health, Milken Institute School of Public Health, The George Washington University

Nino Paichadze, Associate Director

Coalition for Smarter Growth

Sonya Breehey, Northern Virginia Advocacy Manager

D.C. Families for Safe Streets (FSS)

Christy Kwan and Faith Hall, founding members and volunteer co-chairs

Greater Greater Washington

Alex Baca, D.C. Policy Director

Montgomery County FSS

Peter Gray, Steering Committee co-chair

Northern Virginia FSS: Alexandria FSS, Arlington FSS and Fairfax FSS

Mike Doyle, founding member

Washington Area Bicyclist Association

Jeremiah Lowery, Advocacy Director

¹⁹ Lazo, L (2020). "Maryland and Virginia drivers owe D.C. more than \$370 million in outstanding traffic and parking fines". Washington Post. Available: https://www.washingtonpost.com/local/trafficandcommuting/maryland-and-virginia-drivers-owe-dc-more-than-370-million-in-outstanding-traffic-and-parking-fines/2020/10/04/c11a1df6-030c-11eb-b7ed-141dd88560ea_story.html.

²⁰ Metropolitan Washington Council of Governments (2021). Re: Establishing interjurisdictional reciprocity of automated enforcement citations to improve regional traffic safety. Letter to the mayor of D.C. and to the governors of MD and VA. Available: <https://www.mwcog.org/documents/2021/12/15/letter-in-support-of-establishing-interjurisdictional-reciprocity-of-automated-enforcement-citations-traffic-safety/>.

²¹ Pascale, J (2021). "Virginia and Maryland rebuff D.C.'s request to force drivers to pay traffic camera tickets". DCist. Available: <https://dcist.com/story/21/10/08/virginia-and-maryland-rebuff-dc-request-to-force-drivers-to-pay-traffic-camera-tickets/>.

Delivered to Councilmembers:

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This letter has been cosigned by the following individuals and families, grouped by place of residence:

D.C. Ward 1 residents

Sam Alcorn

Angela Allison, ANC 1D06 Commissioner

Guilherme Almeida

Lindsay Arnold, traffic safety researcher

Caitlin Bergo

Benjamin Brehm

Chris Burroughs

Jeff Cargill

Edward Carley

Noah Carnahan

Georgie Carter

Adam Chamy, architect and urban planner

Miriam Chappelka

Justin Choe

Steven Dean

Dylan Desjardins

Ezra Deutsch-Feldman

Sarah Dickson

Katherine Douglass, emergency medicine doctor, public health professional, and mother of three

Karen Douthwaite

Madeline Dozier

Max Ewart, ANC 1A01 Commissioner

“Too many close calls to count, feels like a hospital trip is inevitable.”

Jake Faleschini, ANC 1C07 Commissioner

Leila Farrer, traffic crash survivor (16th St & Columbia Rd NW)

Jessica Flannery

“I was almost hit by a car in a protected cross walk (I was grazed, it missed substantively hitting me by millimeters) at Harvard and Mt Pleasant Streets NW about a year ago. Three weeks ago, I was in a protected cross walk at 17th and R Streets NW, and a driver went right through the light. These are the closest calls and there have been countless others.”

Sara Flood

Michael Forster

Noah Frank

Alan Gambrell

“Like many, I have nearly been run over, multiple times, by people who run through red lights.”

Scott Gigante, friend of Angus Collins, killed by a concrete mixer on February 2, 2023

Cammeron Girvin

Danyelle Hadaway

Sarah Haedrich, friend of multiple traffic crash survivors (unrelated incidents)

Connor Hall

Ali Hamza

Christopher Healy

Mark Histed

Alexander Hoyle

Ian Huff

Danielle Imhoff

“Had a student killed to reckless driving and unsafe speed limits.”

Tassity Johnson

Austin Jones

“My cousin Bridget was killed by a speeding, drunk driver in a collision that also left her friends hospitalized for months.”

Tucker Jones, ANC 1B09 Commissioner

“One uncle killed in a car crash, another uncle nearly killed as a pedestrian by a driver, and grandmother nearly killed in a car crash.”

Daniel Joseph

Grace Kabel

Joshua Kaye

Teresa Kennedy

Stephen Kenny, ANC 1A05 Commissioner

Kevin Killeen

Philip Kim

Sarah Klem

“Every day I cross Columbia Rd where Nina Larson was killed.”

William Kramer

Maria Langholz

Michelle Lanier

Lynda Laughlin, ANC 1C06 Commissioner

Dieter Lehmann Morales, ANC 1A02 Commissioner

Wendy Lesko

Amanda Liaw

Katie Lutz

Lan Margosis

David Marimon

Jennifer Martin

Cesar Maxit, pedestrian who was struck by vehicle breaking the law

Agnes Mazur, pedestrian, cyclist, and responsible car owner in Washington, DC

Fiona McCarthy

Christina McCoy, 2022 chair of ANC 1A's Transportation Committee

Joshua McDaniel

William McHenry

Patrick McMahon

“I have survived being hit by drivers in DC twice. In fact, nearly everyone I know, whether they walk or ride a bike or drive, has been hit by a careless driver. I have had friends and loved ones give up on riding a bike or scooter here because they do not feel safe using the roads. I regularly use the crosswalk where Nina Larson was killed; in my time working in DC I have had to commute through the intersections where Michael Hawkins Randall and Jim Pagels and Shawn O'Donnell were all killed. I have crossed the United States on my bicycle. Nowhere has riding a bike on the street felt more unsafe, more cutthroat, or more reckless than it does here. It scares the hell out of me that the city is uninterested in addressing the worst drivers and taking their cars off the roads – ticket reciprocity is, in fact, something that the Mayor has actively lied about working on. We know who the bad drivers are and where they live and we know this violence disproportionately impacts Wards 7 and 8. The city cannot continue to subject DC residents to the behavior of our worst drivers and hope that most of us survive. It is an anarchic, violent, antisocial way to run a city. Boot and take their cars. Start today.”

Sally Meyers

Rebecca Miller

“Almost hit nearly every day walking my child to school.”

Lauren Milord, hit-and-run crash survivor

Zoe Mize

Declan Molloy

Paul Mooney, someone who bought an electric bike horn to survive the streets of
no reciprocity

Thomas Morrison

Lauren Murphy

Austen Musso

Rebecca Neuburger

Ken Nisbet, spouse of a hit-and-run crash survivor

Alex Ortiz

Keegan Parker

Helen Pearson, biker

“Have had two collisions with reckless drivers.”

Madeline Pence

Aubrey Peterson

John Pope

Loren Preheim

Asaf Reich

Maya Riser-Kositsky

Mike Rosenberg

Patrick Ross

Jonathan Saewitz

Matthew Schaaf, traffic crash survivor and community member participant in ANC
1E's Transportation and Public Safety Committee

Zachary Schaufler

Daniel Schiff

Tarak Shah

Spencer Snyder

“Drivers in DC are crazy. There have been countless times I have nearly been
involved in traffic incidents due to aggressive driving - as both a driver and
pedestrian. This needs to stop.”

Ahuva Sunshine

Daniel Thompson

Ben Tingle

Joseph Tuschner

Ragan Updegraff

Alberto Valverde

Erik Virbitsky

Brian Wagner

Allyn Wagner, victim of traffic violence

Charles Waldmann

Callum Wayman

Megan Winsten

Daria Yocco

Thomas Zimmerman

Robert Zitzmann

D.C. Ward 2 residents

Zach Adams, ANC 2B08 Commissioner

Daniel Adler

Jared Alves, AICP, city planner

Christopher Appel

“My doctor was killed in car crash. Colleague was killed by driver of a car while cycling. Classmate killed by driver of a car while cycling. Sister hit by driver of a car while cycling.”

Caleb Apple

Nicole Audette

Michael Bellecourt

Victoria Blackham

Adrien Boucher

Eric Breitenstein

Eunice Cho

Evan Colton

Dylan Douglas

Randy Downs, former ANC 2B05 Commissioner (2017-2020)

Galen Erickson

Robert Fitzgerald

Abby Fry

Aysha Ghadiali, traffic crash survivor

Nazgol Ghandnoosh

Andrew Gibbs

Sonja Gloeckle

Pawel Golyski

Jennifer Grosman

McLane Harrington

Nianyi Hong

Kevin Jackson

Ankit Jain

Kevin John Hollerbach

Jocelyn Hospital

Ana Karimi

Naoko Kozuki

Mary Levy

Tara Lucian

Andrew Luckman

Andrea Mack

Julianna Manniso

Dugan Marieb

Dan McMahon

Simon Moskovitz

Michael Nguyen

Eddie Nino, traffic crash survivor

Daniël P. Melters

Meg Policastro

Gerard Quetglas

William Redmond

Chris Robinson, pedestrian wishing his neighborhood was safe from dangerous driving

Meg Roggensack, ANC 2B01 Commissioner and Chairperson of ANC 2B

Christina Rokholt, traffic crash survivor

Peter Ross

Jeffrey Rueckgauer, ANC 2B02 Commissioner and Chairperson of ANC 2B's Mobility Committee

Max Russ, cyclist concerned about safety

Merry Rutrick

Thomas S. Lee, ANC 2C03 Commissioner

Andrew Savage

Ben Schulman

Ezra Schwartz

Alex Stickney

Emma Sweeney

Taylor Velarde

Finn Vigeland, transportation planner and close friend of Jim Pagels, killed by a driver while bicycling in DC on April 9, 2021

Alexander Weihmann

Richard Wetzell

Greg Zales

Klara Zimmerman

D.C. Ward 3 residents

JT Allen, traffic crash survivor

Thomas Antonsen

Daphna Atias

Nathan Barbour

Andrew Beath

Jonathan Bender, ANC 3E03 Commissioner and Chairperson of ANC 3E

“My daughter was hit by a car in a crosswalk. Miraculously, she suffered no serious or permanent injuries. We shouldn't have to rely on miracles.”

Thaddeus Bradley-Lewis, ANC 3A01 Commissioner and Chairperson of ANC 3A

John Brower

Jonathan Buechner

Patric Carman

Karun Chughasrani

“I was in a head on crash with a car going the wrong way. I was on a motorcycle. Changed my life in unimaginable ways.”

Erik Churchill

Quentin Colón Roosevelt, ANC 3D03 Commissioner

Zachary Ferguson, ANC 3/4G-07 Commissioner

Joshua Ferno

Tanner Fliss

Sarita Frattaroli

Sharat Ganaptai

Joseph Gilmartin

Alex Howard

Maria Jackson

“I’m concerned on the increase of reckless drivers in our city. I feel unsafe in a daily basis when driving in DC specially by MD drivers who constantly are spending and not following the traffic signs. I have seen drivers do the most reckless and ilegal turns putting pedestrians and other cars in imminent danger (all this in front of the police) and the police do nothing about it. I just can’t believe it.”

Jeremy Joseph, ANC 3D04 Commissioner

Tyler Kall, biker that has been hit by cars with outstanding tickets

Annie Karabell

Ariel Kennedy

Troy Kravitz

Kathleen Krepps

Gawain Kripke, ANC 3C07 Commissioner

Trevor Kroger

Katherine Kuzemka, retired parking management consultant and former DC Parking Enforcement Supervisor and Parking Analyst for Wards 3 and 5

Tom Lalley

Aidan Lang

Tim Maher

Will Maxson

Eileen McCarthy

Chelsea Mervenne

Elizabeth Mitchell, family of victims of traffic violence

Monica Morin, traffic crash survivor (hit from behind while on bicycle and stopped at a crosswalk waiting for pedestrians to cross)

Mark Murphy

Jeffrey Newton

Jennifer Norton

Steve O'Briant

Leslie Pace

Janell Pagats, ANC 3C03 Commissioner and Chairperson of ANC 3C

Nikhil Pateel

Heather Popielski

Thomas Ruppert

Kiki Schneider

“Allie, my son's best friend, was killed while riding her bike when she was 5 in DC. We miss her every day and need safer streets. My son is almost 7 and can't bear the thought that she's not here.”

Sally Schwartz, daughter to Charles Schwartz, struck and killed by a distracted driver on Connecticut Ave NW, October 1, 2008

Annie Selak, Foxhall Community Citizens Association Board Member

Zach Shaben

Dianne Shaughnessy

Bruce Simons Morton, concerned citizen

Matthew Steil

Nathaniel Tel

Jonathan Tipton, godfather of 5-year-old girl Allie Hart killed by a DC-hired van operator in a crosswalk in DC in September 2021

Galen Vandergriff

“My infant in a stroller and I were almost run over by a cop running a red light with no lights on while we had the signal.”

Alexandra Vranas Carita

Todd Vranas

“Father of 5-year-old son nearly killed on sidewalk when a distracted driver was speeding and drove the vehicle onto the curb to avoid rear-ending a stopped car. Location Connecticut Ave and Albemarle St NW.”

Katharine Zambon, daughter's friend killed September 2023

D.C. Ward 4 residents

Chris Adams

Hannah Armbruster

Karen Azeez

Gavin Baker

Teal Baker

Daniel Baronofsky

Sonal Batra, emergency medicine physician

Chris Benderev

Yael Bortnick

Daniel Buik

Carson C. Lucarelli, ANC 4D03 Commissioner

“I was struck by an uninsured motorist while using a scooter in March of 2015.”

Michelle Campbell

Carlos Carmonamedina

Rishi Chakrabarty, friend of someone killed by speeding driver

Madeline Daniels Benderev

Maggie Dart-Padover

Victoria Earls

Amy Einser

Binyam Ephrem

Jamie Evans

Steven Feingold

William Gale

James Geoghegan

Aman George, ANC 4D06 Commissioner

Yanira Gonzalez

Jonah Goodman, former ANC 4C10 Commissioner

John Grunwell, car/bicycle crash survivor

Eric Heller

Rosemarie Hepner

“My husband and 2-year-old were hit by a driver who ran a stop sign. Both are fortunately alive but my toddler spent the weekend in the hospital with a skull fracture. The intersection was a known problem but nothing was done. Since then, I have tried to get infrastructure changes and enforcement. It's been over a year since the crash and all we've gotten is new paint.”

Patrick Host

Zachary Israel, former ANC 4D04 Commissioner (2021-2022)

Nicholas Jacques

Brittany Kademian, ANC 4C05 Commissioner

Adelaide Kelly

Matthew Kimmel

Max Kozlov

Mary Laura Calhoun

Nicholas Leonard

Ashley Luttmer

Stephen Marencic, ANC 4D05 Commissioner

David Matthews

Meghan McAvoy

Adamah Meir

Slobodan Milic

Lauren Mitten

Stephen Money

Sho Morimoto

Tiffani Nichole Johnson, ANC 4B06 Commissioner

“I have a traumatic brain injury, cracked skull and artificial hip from being broadside by a car in 2018.”

Robert Oandasan

Matthias Paustian

Lita Proctor

Matt Rivera

Karen Robbins

Thomas Seid

Ben Shadle

Jeffrey Speir

Elizabeth Stahl

Elizabeth Stelter

Brandon Stepp, bicycle-van traffic crash survivor

“Perpetrator with long history of infractions, suspended license, no insurance, allowed to drive off from scene.”

Michael Swidrak

Adam Tarr

George Telzrow

Michael Timberlake

Andrew Toczydlowski

Harriet Tregoning, former DC Office of Planning Director

David Van Horn

Melissa Varga

Aubrey Wahl

Kyle Walton

Alan Wehler, former ANC 4C09 Commissioner

Christopher Williamson

Gabriel Wright

D.C. Ward 5 residents

Thaddeus Adkins

Nina Ahluwalia

Elena Akers

Zachary Ammerman, ANC 5A09 Commissioner, traffic violence survivor, and friend of a victim of traffic violence

Evan Anderson

Jami Ansell

Matthew Bandi

“My car was stolen and issued a traffic ticket by camera. DC Police did not only do nothing about the stolen car, but did not pursue the ticket. I am still fighting to have it adjudicated and removed.”

Mollie Bates

Joe Bishop-Henchman, ANC 5F06 Commissioner

Edward Borrego, ANC 5B01 Commissioner

Amanda Bowen

Paul Brachman

Sydney C. Smith, traffic crash survivor

Olga Cano

Fred Carver, ANC 5E03 Commissioner

Gordon Chaffin

Ben Chase

Katie Chowdhury

“For Allie killed in Brookland.”

Chelsey Christensen

Stephen Cobb, ANC 5D04 Commissioner

Colleen Costello, ANC 5B05 Commissioner

Signe Dallas

Adam Diproffio

“I've seen people literally get hit by careless and reckless drivers, drivers in DC drive like they have no regard for human life, many of them don't even know what a crosswalk is, how are these people able to get a license?”

Ryan Doogan

Tanner Doucet

“I was the victim of a hit and run traffic violation where I was struck on my bike by a driver of a motor vehicle running a red light going 40 MPH. I broke many bones in my leg and shattered a vertebrae in my spine. I was almost killed or paralyzed by this traffic violation. The incident was caught on several cameras but police could not even determine make or model of the vehicle. What is the point of having traffic cameras if they cannot identify cars making traffic violations? Something drastic and immediate needs to be done about traffic fatalities in Washington, DC.”

Luz Drada

Johanna Dunlap

Lauren Eastlack

Elizabeth Elfman

Jaime Fearer

Beth Ferraro

Brian Finn

Emily Fisher

Glenn Fitzpatrick

Robert Forristal

Adam Fowler, friend to victim of traffic violence

Lanny Fox, hit by car while biking on sidewalk

Jacque Frazier

Mark Galvan, ANC 5F04 Commissioner

Chacko George

Beth Guay

“My partner, on his bicycle, and who had a green light, survived a hit by a truck making a right on red.”

Robert Hardison, hit by a driver of a car as a pedestrian on 2 occasions

Jessica and Bryan Hart, parents of 5-year-old Allie Hart, killed September 13, 2021

Erin Hickok

Huma Imtiaz

Amy Johnson

Tucker Johnson

Gerald Joseph

Katherine Joyce

Sean Kane

Hannah Karl

Ryan Kellinger

Sangeet Khemlani

Matt Kirkland

Harsha Kodali

John Koogler

Alexander Kreko

Nawaid Ladak

Long Lam

Thomas Lee

Matthew Lehtonen

Janet Lewis

Anne Louise Taylor

Matt Majewski

Lauren Marcinkowski

Bridget Matzie

“5-year-old traffic victim Allie Hart was our neighbor and a member of our Mundo Verde school community.”

Ryan McGibony

Ashley Meadows

John Meier

Kate Mevis

Yavar Moghimi

Roxana Mondrahon-Motta, neighbor of Allie Hart family

Alfonso Motta

Christopher Mrstik

Sophie Murphy

“Hit by driver of a car while biking in a bike lane in broad daylight, survived with major and permanent physical injury. Also, almost hit by drivers of cars (multiple occasions, too many to count) while in a crosswalk, with right of way, while walking with child, broad daylight. Drivers also speeding out of alley ways and onto sidewalks. All in Ward 5. Walking or biking in the District should not be a life or death scenario, yet, it often is. Note that I am also a car driver - but I enjoy walking and biking in my neighborhood. Yet I do not foresee a future where I would ever allow my child to walk on their own, as cars ignore painted crosswalks, including pedestrian right of way lights. Financial fines are not enough, we need harsh penalties for drivers (ex: 6-month license suspension) and reciprocity with VA and MD. This is critical to saving lives.”

James Murray

Henrike Nelson

Dylan Nielson

Bridget Olson Wright

Justine Perkowski

Prita Piekara, ANC 5B06 Commissioner

Alaina Pitt

Hannah Putman

Brittany Quarles

Christopher Ramig

Bill Redding

David Rhodes

Grace Rowell

Mariya Rusciano

Colleen Russell

Aru Sahni, ANC 5F02 Commissioner

Christine Sanderson-Movius

Matthew Schneider

Elizabeth Sell

Nandini Sen, ANC 5B02 Commissioner

“Both professional and personal connection. Close calls for myself and my 5-year-old daughter at 12th and Newton NE. Professionally I feel responsible to keep my constituents alive, unharmed, safe. Weekly, I find myself screaming into the void about crashes within a mile radius of my home. On 14th, on Taylor, on

Michigan, on 13th, near Bunker Hill Elementary School, near Elsie Whitlow Stokes PCS (Brookland). It's endless. It's endless."

Audrey Sheils

Cynthia Shih, mother of crash survivor (car hit toddler in bike trailer)

Alayna Smith

Emily Smith

Megan Somers

Shoshana Sommer

Timothy Stackhouse

Paul Swanson

Shannon Sweeney, traffic crash survivor

Justin Sybenga, neighbor of Allie Hart

George Tobias

Harold Tran

Samantha Trumbull, survivor of a life-altering and avoidable traffic crash

Moses Valle-Palacios

Rebecca Vernon

Daniel Walls, previously hit by a car while riding in an unprotected bike lane

Colin Welch

Sara Wilkinson

Charles Wilkinson

Jessica Williamson

Joshua Williamson, daily cyclist

Alex Wisbiski

Kate Wulff

Kiva Zytnick, neighbor of Allie Hart

D.C. Ward 6 residents

Jasen Ambler

Luke Baggott

Karthik Balasubramanian, Assistant Professor, Howard University School of Business

David Barton

"My wife and I were almost struck by a car speeding extremely fast that ran a red light at the Potomac and Pennsylvania Avenues intersection last weekend. I

constantly see people weaving in and out of traffic at extremely high rates of speed on 695, 395, and 295. It's absolutely out of control."

Beliz Bayulgen, traffic crash survivor

Josh Blaher

Alexandra bloom, long-time DC cyclist and occasional driver

Michael Brannan

Laurie Burkitt

Keya Chatterjee, ANC 6A01 Commissioner

Ari Chernikoff

JJ Clements

Aaron Cohen

Francis D'Andrea, ANC 6B04 Commissioner

Michael D'Orazio, urban planner

William Day

"I walk my elementary aged child to school daily. Cars illegally turn on red and speed through the neighborhood and school pick up zones constantly. We have repeatedly asked for traffic calming measures in front of Amidon Bowen Elementary School but DDOT has done nothing."

John Donnelly

Nicole Donnelly, friend of Dave Salovesh, killed April 19, 2019

Robb Dooling, ANC 6A06 Commissioner

Mark Duerksen

"As a frequent dog walker and runner, I have almost been run over by reckless drivers running red lights in Ward 6 several times. One driver, after almost hitting me and my dog turning right on red at high speed, then proceeded to get out of his car and to scream at me for being in his way. The Wharf and Nats Park have brought a lot of positives to Ward 6, but it has also brought many reckless DMV drivers who often seem to be under the influence and speeding."

Erin Duncan

"Have nearly been killed twice. Both times in a crosswalk with the walk signal."

Gregory Emde

Martha Fitzgerald

Christopher Forinash, transportation planner and former planning commissioner

Simone Gannage

Sara Gibson

Brian Goggin, son of mother killed in a traffic crash on July 15, 2021

Tony Goodman, ANC 6C07 Commissioner

Gabriel Gopen

Amber Gove, ANC 6A04 Commissioner

“The fact that tickets were paid or unpaid is not the issue—we need to take action against all unsafe drivers whether they pay their tickets or not. The absence of payment allows us to look it up—so makes it more visible.”

Philo Hall

Morgan Handley

Steven Harris, husband of traffic crash survivor

Matt Sheehan, cyclist who doesn't want to die because of reckless and dangerous drivers

Joanne Hatfield

Greg Hein

Katherine Hekker

Neil Helbraun

William Hendrix

Garrett Hennigan, safe streets advocate

Mandy Hill

Aaron Hoffman

Sarah Holsinger

Joseph Hughes, bicycle commuter

Leslie Hulse

Laura Hutson

Valerie Jablow

Laila Jadallah

Langston Jones

Matt Joseph

Nicholas Julian

Corey Katz

Christopher Kelley

Aaron Kern

Erin Kleiber

Sara Koyama Hwong, traffic crash survivor

Christy Kwan, ANC 6C01 Commissioner, cousin to Jamie Lai, killed April 12, 2001, and volunteer co-chair of DC Families for Safe Streets

Matt LaFortune, ANC 6B09 Commissioner

Caitlin and Erik Lang, avid cyclists

Christopher Ledlow

Shaun Lynch, co-chair of ANC 6A's Transportation and Public Space Committee

Hunter Mason

Kate Mcfadden

Alanna McKeeman

“Jim Pagels was killed two years ago near my house by a reckless driver. He was 29 years old and a PhD student. He and five-year-old Allison Hart of Northeast DC - as well as countless others whose names I do not know - should still be alive. I would love to ride my bike with my toddler in it, but I simply don't feel comfortable because there aren't enough dedicated bike lanes in the city. Please, please provide more sustainable, active transportation options for those who want them!”

Lori Minichini

“I am a pedestrian and have been hit by reckless drivers twice. I witness dangerous driving daily as I walk through our city and am always afraid.”

John Moore

Hannah Morris

Valerie Nannery, friend of Dave Salovesh, killed April 19, 2019

Lauren Newton

Andrew Paulson

Richard Poole

Dale Prince, lost three work colleagues to traffic crashes in DC and Maryland in summer 2022

James Roberts

Ashton Rohmer, safe streets advocate and PhD student researching transportation as a site of urban conflict, violence, social movement, and peacebuilding

Roseann Romano

Mark Rossetti

Andrew Sackett

Anthony Salvatore Abate, transportation specialist

Karine Semple

Roberta Shapiro, ANC 6A03 Commissioner

Leah Siskind

Tim Sloan

“I strongly believe Vision Zero is possible IF funded. Impound the damn cars.”

Nathan Smith

David Sobelsohn, ANC 6B03 Commissioner

“A close friend of mine was killed by a truck in Maryland, & my grandfather was killed by a motorcycle in New York. I currently serve as an Advisory Neighborhood Commissioner & on my ANC's Transportation Committee.”

Jake Spiegel

Addison Stark

Annabelle Swift

Shannon Thielen

Jenny Tomlinson

Margriet van Achterberg

Klaas van Kempen, hit by a driver of a car while biking

Will Victor, pedestrian, bicyclist, and transit-rider

Julie Vitto

Michael Weiss

David Whitehead

Andrea Wiktowy

Kelsey Wingo, transportation planner with USDOT

Betsy Wolf

Bryan Woodard

Gregor Young

Rhys Young, traffic crash survivor (bicycle hit by a driver of a car)

Eve Zhurbinskiy

Ivy Ziedrich

“I have been nearly run over twice in DC in the last year”

Greg Zielinski

Anjali Zielinski

Michael Ziemke

D.C. Ward 7 residents

Kirk Anderson

Michael Barrish, cyclist traffic crash survivor

Rodrigo Burgarelli

Robert Burman

Kelly Domesle

Lauren Drew, scooter commuter who has nearly been run off the road by aggressive drivers

Brianne Eby, ANC 7D10 Commissioner

Ryan Fleming

Seth Gerhart

Nelson Gomes

“Multi-car crashes regularly occur on my block, often involving reckless drivers, carjackers, etc. The intersection of 17th and East Capitol Streets.”

Brendan Haley

Faith Hall

“My college roommate, Heather Congo, was killed by an SUV driver running a red light in Austin in 2006. My husband and I survived a roll over crash in a U-Haul truck on the Pennsylvania turnpike when a semi truck driver fell asleep and crossed into our lane, hitting our vehicle and forcing us off the road. I am a transpiration professional and co-chair the DC Chapter of Families for Safe Streets. I live in Kingman Park and see regular scenes of traffic violence - abandoned crashed cars, flattened fences, red light running and stop sign running. The intersection of D Street and 19th Street NE has not infrequent crashes and I’ve called 911 several times over the six years we’ve been here. This is an area where we have proven solutions and laws on the books - let’s work together to implement life-saving changes. Thank you!”

Anders Pedersen

Sara Harvison

Michael Havlin

“Just tired of being scared to cross the street.”

Justin Hay

“I survived being hit and run by an SUV while commuting to work on my bicycle in February 2023. I required an overnight stay in the hospital and am still recovering from the injuries.”

Jennifer Howard

Susan K Pfof

Kenyan McClain

“I see unregistered and stolen cars driving or ditched daily in Ward 7.”

Conor McGrath

Katie Murphy

“My partner was the victim of a hit-and-run while riding his bike.”

Aaron Parrott

Ebony Payne, ANC 7D05 Commissioner (Kingman Park)

Janette Ponticello

Chris Powers

Jennifer Prats

“People drag race down my street at night. Every neighbor on my block has had their car hit by a speeding car. I almost got hit by a car speeding around the corner as I was pushing my baby in the stroller.”

Max Richman

“Too many Ward 7 neighbors have lost lives and property by a handful of reckless drivers.”

Kevin Stockert

William Sullivan

Mark Trainer

Eliana Troper

Joseph Tuley Wright

Katherine Wright

Callie Wright

“I bike every day.”

Tim Yowpa

D.C. Ward 8 residents

Ameen Beale, traffic safety advocate

Andrew Bossi, PE, transportation engineer and planner, former ANC Commissioner

Jimmy Coyne

Timothy Daigle

“I am connected to traffic safety personally in that I commute via bicycle and motorcycle. So, my very body is quite intimately concerned with traffic safety.”

Paul Davis

Jeremy Domergue

“I transport my toddler to day care on bicycle. I also drive. Every day I see reckless driving on our streets that endangers everybody’s safety.”

Guillermo Galdamez

Peter Gibb

Kristine Harjes

Stephen Hopkins

Theodore Hopkins

“Near miss with a stop sign ignorer.”

Abigail Keatinge

Michael Kelly

Jay Malak

Brice Stewart

Lauren Wolfe

Scotney Young

D.C. residents (unspecified ward)

Maria Camila Ariza

“I reside in a house located in Trinidad, in Northeast DC. Unfortunately, the alley beside our home has witnessed multiple car crashes over the years. Recently, within the past two weeks, two vehicles collided, and one of them even caught fire. It's concerning to note that several drivers speed recklessly through the area, making it a hazardous location. In light of this, we have called the police on numerous occasions to report the incidents. To make matters worse, there are several houses on both streets that share the alley, and many of these homes have young children under the age of six. Consequently, the absence of speed bumps or stop signs on the alley street poses a severe threat to our community's safety. Despite submitting a request for assistance, we are yet to receive a response from the city, and this leaves us feeling vulnerable. Our families, properties, and gardens are continually exposed to danger, and it's essential to have the relevant authorities address the situation as soon as possible.”

John Dewar

Mariam Hafez

Abigail Marsh

“I have been hit by a driver while walking as a pedestrian; I am also a Psychology professor and expert in personality characteristics associated with risky and aggressive driving.”

Lakshmi Somala

Sanjay Soopramanien

Maryland

Laura Auletta

“Hit by drunk/drugged driver in DC on October 3, 2018 who had killed 6-year-old 5 years previously.”

Nicole Berckes

Sam Buckley

Craig Chester, traffic crash survivor

Kevin Chin

“I am ER doctor and I regularly see patients after motor vehicle collisions. Many people are seriously injured requiring surgery and even those who don’t often develop long term chronic pain and disability just from one car collision.”

Caitlin DePorter

“A reckless driver caused a crash with me, which lead to severe back problems. He should not be driving on the road he’s going to kill someone next.”

Paris, friend of Dave Salovesh killed April 19 while bicycling on Florida Ave NE

Larri Fish

“Kid’s 5-year-old friend killed in 2022”

Matthew Koh

Laura Lanigan

Eric London

David Lritz, bicycle and Metro commuter

Daniel Marcin

Alexandre Monnard

Ava Morgenstern, traffic crash survivor

Anthony Nigrelli, friend of someone killed by traffic violence

David Nowak-Laird

Divya Pereira

Jillian Quigley

William Roe

Gregory Sauer

John Schneider

Rachel Stelmach

Rosarie Tucci

“Kid’s 5-year-old friend killed in 2022.”

Abigail Ulman, survivor of two car crashes

Doug Wemple

Sarah Whitmire

Dana Williams,

“Mother of 20-year-old Jamya Williams who was killed in a hit-and-run, multi-vehicle car crash in July 2021 at 14th & K Streets NW by an individual driving a stolen car. Additionally, there needs to be tougher sentencing guidelines for car thieves/violent criminals that cause these traumatic experiences at the expense of innocent lives.”

Virginia residents

Chris Belles

Mark Blacknell

Aurora Borghi

Colleen Casey

Danny Debner

John Genovese

Rebecca Grawl

Peter Harnik, friend of Pauline Heller, pedestrian, killed by automobile on Wisconsin Ave NW, 1987

Luke Hollomon, struck by recklessly driven vehicle in 2017; sustained a traumatic brain injury

Rianna Jansen

Jill Jefferson

“I am an urban planner including transportation planning for a small town. I also have a personal connection to safer streets in our capital. In April 2019, I was struck on the sidewalk at a crowded metro center (L’Enfant Plaza), by someone using an e scooter that blindsided me head on. I was thrown into the air by the speed and landed bouncing on the sidewalk. I suffered a compression fracture of my L1, a traumatic brain injury and PTSD. Although the person who hit me gave her info to our PD, she left the country. It seems incredulous that in our nation’s capital, you can be mowed down on the sidewalk by a motorized vehicle, no insurance coverage and disappear to Europe. But it is possible, because that is what happened. I am fortunate to be alive. And further fortunate to have the support of friends, family and specialists. Within 3 years from this life altering event, I was able to return fully to work and begin driving. It’s not without night terrors or triggers that continue. As a planner in VA, I am part of a team designing a multimodal bike/ped trail through our town. I find myself passionate about pedestrian safety with uses with folks with spokes versus motorized electric bikes (especially class 3) and scooters. If I can prevent anyone else from spending 4 days in the GWU Hospital Trauma Unit and a kyphoplasty or having to go through rehab in a concussion clinic, I would gladly do anything in my reach to prevent such a repeat!”

Yong Lee

Karen Leu

Jesse Mitchell

Amy O'Hara, transportation planner, former DDOT employee, and former Ward 6 resident

Nick Ruktanonchai

“As a cyclist I'm always very aware of traffic and traffic safety whenever I'm on a road.”

David Ruse

Andrew Schlegel

Brian Tarnai

Paul Vaselopulos

Rebekah Young, traffic crash survivor (pedestrian)

Nathan Zencey

Others

Rachel Banay (New York)

Rebecca Kahane (Texas)

Christian Kloc (Colorado)

Nancy Paddleford (Minnesota), parent of son, while crossing in a pedestrian lane, killed by hit-and-run driver in DC

Shaun Puzio (Michigan)

Mary Schneider (New York)

“Friends who were a victim; their 5-year-old daughter was struck and killed while riding her bike.”