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27 A BILL
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31 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
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36 To amend the Priority Sidewalk Assurance Act of 2010 to require the Department of
37 Transportation to approve standardized designs for continuous sidewalks, raised
38 crosswalks, and raised intersections in the Department of Transportation's Design and
39 Engineering Manual and the Standard Specifications for Highways and Structures, to
40 define circumstances in which installation of continuous sidewalks, raised crosswalks,
41 and raised intersections shall be considered standard, and to require the installation of
42 continuous sidewalks, raised crosswalks, and raised intersections be incorporated into
43 contracts for paving or resurfacing of streets and installation or reconstruction of
44 sidewalks.

45 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
46 act may be cited as the “Walk Without Worry Amendment Act of 2021”.

47 Sec. 2. The Priority Sidewalk Assurance Act of 2010, effective September 24, 2010 (D.C.
48 Law 18-227; D.C. Official Code § 9-425.01 *et seq.*), is amended as follows:

49 (a) A new section 2b is added to read as follows:

50 “Sec. 2b. Raised sidewalks, intersections, and crosswalks.

51 “(a) Within 180 days of the enactment of this section, the Department of Transportation
52 (“Department”) shall establish standard designs for continuous sidewalks, raised crosswalks, and
53 raised intersections, as those terms are defined in section 3(f), in the Design and Engineering
54 Manual and any successor document and the Standard Specifications for Highways and
55 Structures and any successor document. The designs shall:

56 “(1) Incorporate navigation aids for pedestrians with visibility impairments; and

57 “(2) Include variants capable of installation on major and minor arterials, on
58 emergency routes, and on transit corridors.

59 “(b) Installation of a continuous sidewalk shall be considered as a standard treatment:

60 “(1) Where low-volume streets intersect with high-volume streets, including
61 where local streets intersect collector or arterial streets, or where collector streets
62 intersect arterial streets; and

63 “(2) Where a street changes its functional classification or predominant land use,
64 such as at the beginning of a commercial corridor.

65 “(c) Installation of a raised crosswalk shall be considered as a standard treatment:

66 “(1) For all mid-block crosswalks; and

67 “(2) For all crosswalks not controlled by a traffic signal, stop sign, or pedestrian
68 beacon.

69 “(d) Installation of a raised intersection shall be considered as a standard treatment:

70 “(1) At intersections with substantial pedestrian activity;

71 “(2) At intersections adjacent to Metrorail station entrances;

72 “(3) At intersections adjacent to school facilities; and

73 “(4) At key civic locations.

74 “(e) All new contracts entered into beginning 30 days after the effective date of this
75 section for paving or resurfacing of streets and installation or reconstruction of sidewalks shall
76 incorporate the installation of continuous sidewalks, raised crosswalks, and raised intersections.

77 “(f) Upon publishing each year's annual paving plan on its website, the Department shall:

78 “(1) Enumerate any locations where it does not plan to install continuous
79 sidewalks, raised crosswalks, or raised intersections in accordance with subsections (b),
80 (c), and (d) of this section;

81 “(2) Explain the Department's reasoning as to why a continuous sidewalk, raised
82 crosswalk, or raised intersection was inappropriate or not feasible, and;

83 “(3) Provide details on alternative measures taken to improve pedestrian safety at
84 each location.”.

85 (a) Section 3 (D.C. Official Code § 9-425.02) is amended as follows:

86 (1) Subsection (f) is amended to read as follows:

87 “(f) For purposes of this act, the term:

88 “(1) “Continuous sidewalk” means a crosswalk that is the same surface height as
89 a sidewalk and similar in materials and appearance to a sidewalk.

90 “(2) “Raised crosswalk” means a crosswalk elevated to be at or near level with the
91 sidewalk in which pavement markings are retained and similar in appearance to a conventional
92 high-visibility crosswalk.

93 “(3) “Raised intersection” means an intersection, as that term is defined in 18
94 DCMR § 9901.1, in which the entire intersection is elevated to be at or near level with the
95 sidewalk, and in which pedestrian passageways may be delineated by traffic control bollards.”.

96 Sec. 3. Fiscal impact statement.

97 The Council adopts the fiscal impact statement in the committee report as the fiscal
98 impact statement required by section 4a of the General Legislative Procedures Act of 1975,
99 approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

100 Sec. 4. Effective date.

101 This act shall take effect after approval by the Mayor (or in the event of veto by the
102 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
103 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
104 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
105 Columbia Register.