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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.