



# Government of the District of Columbia Advisory Neighborhood Commission 4B

## RESOLUTION #4B-22-0101

**Supporting and Providing Feedback on the Walk Without Worry  
Amendment Act of 2021 and the Safe Routes to School Expansion  
Regulation Amendment Act of 2021  
Adopted January 24, 2022**

Advisory Neighborhood Commission 4B (Commission) takes note of the following:

- The District of Columbia has set a goal of having [zero fatalities](#) and serious injuries on its roadways by 2024. Fatalities are increasing, however, with 40 in 2021, the deadliest year on record since 2007. These deaths – including several children and seniors – [“highlight long-standing concerns](#) that the District is failing to provide the attention and resources needed to reduce traffic fatalities and injuries.”
- Councilmember Brienne Nadeau (Ward 1) introduced the [Walk Without Worry Amendment Act of 2021](#) on December 16, 2021, to [“directly address an unabated crisis of pedestrian fatalities, especially among children.”](#) The proposed legislation would standardize the design and installation of continuous sidewalks, raised crosswalks, and raised intersections in the District of Columbia.
- Specifically, the Walk Without Worry Act would require the District Department of Transportation to approve standardized designs for continuous sidewalks, raised crosswalks, and raised intersections in its Design and Engineering Manual and the Standard Specifications for Highways and Structures. The Act then outlines where these treatments are considered as the default standard. For example, a continuous sidewalk should be installed where a local road intersects with a major arterial to signal to drivers that they are entering a lower-speed area.
- The Walk Without Worry Act standardizes installation of continuous sidewalks, raised crosswalks, and raised intersections by incorporating such installation into the District’s contracts for paving or resurfacing of streets, as well as installation or reconstruction of sidewalks. The Commission appreciates the standardization of installation of these traffic safety and calming features, particularly the ability to see where

installations will occur via the District Department of Transportation's [Paving Plan](#).

- The Commission notes the following areas worth consideration in the DC Council's consideration and implementation of the Walk Without Worry Act:
  - Tying installations to the District's paving or resurfacing, as well as installation or reconstruction of sidewalks, requires consistent oversight to ensure the District Department of Transportation's plans and schedules take into account disparities in traffic safety infrastructure to ensure equitable installation of these improvements.
  - The proposed legislation allows the District Department of Transportation to explain where it does not plan to install the standardized requirements for continuous sidewalks, raised crosswalks, and raised intersections, but it does not provide for a mechanism for seeking necessary installations of these traffic calming features that may not be slated for upcoming paving or resurfacing or sidewalk installation or reconstruction. The proposed legislation thereby allows the Department to offer less, but not additional traffic calming infrastructure.
  - Some recently paved or resurfaced areas or areas with recent installation or reconstruction of sidewalks may not be eligible for such standardized treatments for an extended period of time. The Council should consider procedures to address problematic areas that may not be eligible for an extended period of time.
  - Given the Commission's past experiences, DC Council oversight is essential as to the [installation and maintenance of these traffic calming mechanisms](#), including related to [signage](#) and markings.
- Councilmember Janeese Lewis George (Ward 4) introduced the [Safe Routes to School Expansion Regulation Amendment Act of 2021](#) on December 16, 2021, in response to "[a year of heartbreaking loss on our streets, and those lost include our most vulnerable road users: children](#)."
- Specifically, the Safe Routes to School Act would require a traffic signal or all-way stop at every local intersection with a quarter mile of a school; mandate raised crosswalks and curb extensions at every intersection adjacent to schools and other traffic safety infrastructure; ban parking within designated school pick-up and drop-off zones; expand school zones to cover 150 yards around a school and to apply seven days a week; and require an Automated Traffic Enforcement camera within each school zone. To ensure equity, the Act directs the District Department of Transportation to prioritize schools that are most at risk of traffic harm and schools that serve a majority of students whose families earn low

incomes. The Act would also require data collection on student and staff travel modes, crossing guard deployments, traffic control officer, traffic safety investigations, and outstanding work orders in school zones.

- The Commission notes the following areas worth consideration in the DC Council's consideration and implementation of the Safe Routes to School Act:
  - Existing legislation around school zone signage is largely unenforced and many schools have adjoining streets without appropriate school speed limits, raising concern that the District Department of Transportation will not implement the signage requirements without significant oversight and reporting requirements.
  - The signage provisions of the proposed legislation allows the District Department of Transportation 180 days to install compliant signage for school zones. This period should be shortened and is overly long for signage improvements.
  - The proposed legislation only applies to public schools and public charter schools, and the Commission recommends an expansion to include private elementary, middle, and secondary school institutions to protect children enrolled in those institutions using the same prioritization criteria as public and public charter schools if possible.
  - The proposed legislation requires a one-time audit of signage and safety implementations of schools in the District to enable its implementation. The Commission believes that ongoing maintenance is important to ensure safety and believes school zone safety audits should be done on an annual basis, prior to the start of the school year with publication of the results prior to the start of school, including certification by the District Department of Transportation that the required traffic calming mechanisms are in a state of good repair.
  - As part of the school data collection effort required, the District Department of Transportation should be required to collect traffic safety improvement requests from each school community for their school and treat them as if they are properly filed 311 requests for Traffic Safety Investigations.
  - Upon the conclusion of the two-year implementation period, the proposed legislation should require the District Department of Transportation to create and publish a plan to expand the provisions of the Act to other public facilities that are heavily used by children including playgrounds, parks, recreation centers, early childhood education centers, and daycares.

- The proposed legislation requires the District Department of Transportation to assign a crossing guard to every school within 30 calendar days after the applicability date of the Act, and for public schools with an arterial street within a quarter mile to assign at least one additional crossing guard. The Commission approved and sent a [letter to the Department for additional information regarding their school crossing guard program](#) and received a response (attached to this Resolution) indicating the Council may need to engage in additional information gathering and oversight regarding hiring and how the Department will meet that requirement and assure crossing guards to fill all school needs.
- The Walk Without Worry Act and the Safe Routes to School Act may contain some inconsistencies worth further consideration. For example, the Walk Without Worry Act calls for raised crosswalks for mid-block crosswalks and the Safe Routes to School Act calls for high-visibility crosswalks, in-street crosswalk warning pylons, and flashing pedestrian signs at all mid-block crossings in a school zone. As a general matter, the Commission supports traffic calming measures that most noticeably slow drivers, which would appear to be raised crosswalks in this situation.
- The Commission strongly supports and is thankful for the work on these two pieces of proposed legislation. The Commission hopes the standardized implementation of these traffic calming measures will be expanded in future legislative and agency action.

**RESOLVED:**

- That Advisory Neighborhood Commission 4B calls on the DC Council’s Committee on Transportation and the Environment to promptly schedule hearings on the Walk Without Worry Amendment Act of 2021 and the Safe Routes to School Expansion Regulation Amendment Act of 2021. In addition, Advisory Neighborhood Commission 4B encourages the DC Council to promptly consider and approve the proposed legislation.
- That Advisory Neighborhood Commission 4B calls on the DC Council’s Committee on Transportation and the Environment to consider strengthening the proposed Walk Without Worry Amendment Act of 2021 by allowing for additional traffic calming infrastructure, ensuring equity in implementation, and providing mechanisms to accelerate the installation of traffic calming and sidewalk improvement measures.
- That Advisory Neighborhood Commission 4B calls on the DC Council’s Committee on Transportation and the Environment to consider strengthening the proposed Safe Routes to School Expansion Regulation Amendment Act of 2021 by requiring annual state of good repair audits, expanding the covered entities to include private schools, shortening the

timeframe for signage installation, surveying school communities for desired traffic safety improvements, and requiring planning for the Act's expansion to other public facilities providing services to children.

**FURTHER RESOLVED:**

That the Commission designates Commissioner Erin Palmer, ANC 4B02, and Commissioner Evan Yeats, ANC 4B01, to represent the Commission in all matters relating to this Resolution.

**FURTHER RESOLVED:**

That, in the event the designated representative Commissioners cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matter relating to this Resolution.

**FURTHER RESOLVED:**

That, consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions, and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

**ADOPTED** by voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of \_\_ members was present) on January 24, 2022, by a vote of \_ yes, \_ no, \_ abstentions.