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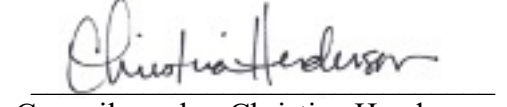
  
Chairman Phil Mendelson


  
Councilmember Brianne K. Nadeau

  
Councilmember Elissa Silverman

  
Councilmember Janeese Lewis George

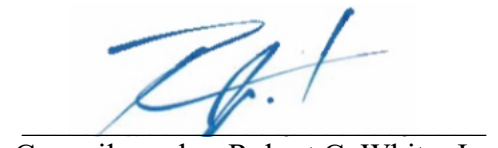
  
Councilmember Brooke Pinto

  
Councilmember Christina Henderson

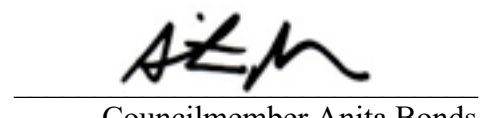
  
Councilmember Mary M. Cheh

  
Councilmember Charles Allen

  
Councilmember Kenyan R. McDuffie

  
Councilmember Robert C. White, Jr.

  
Councilmember Vincent C. Gray

  
Councilmember Anita Bonds

A BILL

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To amend the Priority Sidewalk Assurance Act of 2010 to require the Department of Transportation to approve standardized designs for continuous sidewalks, raised crosswalks, and raised intersections in the Department of Transportation’s Design and Engineering Manual and the Standard Specifications for Highways and Structures, to define circumstances in which installation of continuous sidewalks, raised crosswalks,

47 and raised intersections shall be considered standard, and to require the installation of  
48 continuous sidewalks, raised crosswalks, and raised intersections be incorporated into  
49 contracts for paving or resurfacing of streets and installation or reconstruction of  
50 sidewalks.

51 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this  
52  
53 act may be cited as the “Walk Without Worry Amendment Act of 2021”.

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

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

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

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

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

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

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

67 “(1) Where low-volume streets intersect with high-volume streets, including  
68 where local streets intersect collector or arterial streets, or where collector streets  
69 intersect arterial streets; and

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

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

73                   “(1) For all mid-block crosswalks; and  
74                   “(2) For all crosswalks not controlled by a traffic signal, stop sign, or pedestrian  
75 beacon.

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

- 77                   “(1) At intersections with substantial pedestrian activity;
- 78                   “(2) At intersections adjacent to Metrorail station entrances;
- 79                   “(3) At intersections adjacent to school facilities; and
- 80                   “(4) At key civic locations.

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

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

- 85                   “(1) Enumerate any locations where it does not plan to install continuous  
86 sidewalks, raised crosswalks, or raised intersections in accordance with subsections (b),  
87 (c), and (d) of this section;
- 88                   “(2) Explain the Department's reasoning as to why a continuous sidewalk, raised  
89 crosswalk, or raised intersection was inappropriate or not feasible, and;
- 90                   “(3) Provide details on alternative measures taken to improve pedestrian safety at  
91 each location.”.

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

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

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

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

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

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

103                   Sec. 3. Fiscal impact statement.

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

107                   Sec. 4. Effective date.

108                   This act shall take effect after approval by the Mayor (or in the event of veto by the  
109 Mayor, action by the Council to override the veto), a 30-day period of congressional review as  
110 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December  
111 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of  
112 Columbia Register.