



ADVISORY NEIGHBORHOOD COMMISSION 6E
PO Box 93020 Brentwood Station, Washington, DC 20090

February 1, 2022

Mary Cheh
Ward 3 Councilmember
Chair, Committee on Transportation and the Environment
Council of the District of Columbia
1350 Pennsylvania Avenue NW
Washington, DC 20004

RE: Resolution in Support of the Walk Without Worry Amendment Act of 2021 (Bill 24-566) and the Safe Routes for School Expansion Regulation Amendment Act of 2021 (Bill 24-565)

Dear Councilmember Cheh:

On February 1, 2022, at a duly noticed and regularly scheduled meeting of the Advisory Neighborhood Commission 6E ("ANC 6E" or "Commission") conducted virtually via videoconference and with a quorum of 7 out of 7 Commissioners and the public present, ANC 6E approved the following resolution by a vote of 6 in favor, 1 against, and 0 abstentions:

WHEREAS, in 2015, Mayor Bowser committed the District to achieving a Vision Zero Pledge to eliminate transportation fatalities and serious injuries by 2024 through the implementation of strategies related to data, education, engineering, and enforcement;¹

WHEREAS, despite the Mayor's commitment to Vision Zero, traffic fatalities are not decreasing, and have actually increased in five of the six years since the Vision Zero Pledge was adopted;²

WHEREAS, 40 people were killed by traffic violence in 2021, making 2021 the deadliest year on the roads since 2007. Half of those killed by traffic violence in 2021 were not in a vehicle, with 17 pedestrians being hit and killed and 3 on bikes;

WHEREAS, among the 40 lives lost in 2021, were 4-year-old Zy'aire Joshua, 5-year-old Allison Hart, homelessness advocates Waldon Adams and Rhonda Whitaker, 24-year-old opera singer Nina Larson, delivery bicyclists Armando Martinez-Ramos, and safe streets advocate Jim

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https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/VZActionPlan_forWebsite_FINAL-UPDATED_Part1.pdf

² Since 2015, there have been at least 224 traffic fatalities and 2,100 major injuries on District roadways. <https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336>



Pagels, who was killed at the intersection of Massachusetts Avenue NW and 2nd Street NW in ANC 6E;

WHEREAS, traffic violence near schools is of great concern. In 2021, there were several instances where drivers hit and injured young students on their way to and from school. This included crash that injured two children (6 and 9 years old) and their father on Walk to School Day³ and another crash that left a 9-year-old boy in a coma⁴;

WHEREAS, traffic violence in the District constitutes a public health crisis that must be confronted proactively with traffic engineering and enforcement measures that keep all road users safe and move us toward Vision Zero;

WHEREAS, in response to the trend of increasing traffic-related deaths and serious injuries, Councilmember Nadeau and Councilmember Lewis-George have each introduced legislation that will significantly improve traffic safety across the District, especially for students and pedestrians;

WHEREAS, the Walk Without Worry Act Amendment Act of 2021 (Bill 21-0566) (“Walk Without Worry Act”), introduced by Councilmember Brianne Nadeau and eight co-sponsors, would standardize the use of continuous sidewalks, raised crosswalks, and raised intersections and require DDOT to incorporate them in all new paving or roadway resurfacing projects. The Bill would target intersections with substantial pedestrian activity, as well as intersections adjacent to school facilities, Metrorail station entrances, key civic locations, midblock crosswalks, and crosswalks not controlled by a traffic signal, stop sign, or pedestrian beacon;⁵

WHEREAS, the Safe Routes to School Expansion Regulation Act (Bill 21-0565) (“Safe Routes to School Act”), introduced by Councilmember Janeese Lewis George with twelve co-sponsors, would enhance traffic safety around public schools. The Act would require a traffic signal or all-way stop at every local intersection within a quarter mile of a school. It also mandates the installation of raised crosswalks, curb extensions, crosswalks with pylons, flashing pedestrian signals, and speed humps in the vicinity of schools. Among other things, the Act would expand school zones, reduce the speed limit in school zones to seven days per week, and require automated traffic enforcement within each school zone.⁶

WHEREAS, leading pedestrian intervals (“LPIs”) are a traffic calming measure that give pedestrians a 3-7 second head start when entering an intersection with a corresponding green

³ <https://dcist.com/story/21/10/06/dc-driver-car-strikes-two-children-vision-zero-walk-to-school/>

⁴ <https://wjla.com/news/local/speed-cameras-going-up-after-two-9-year-old-boys-hit-by-cars-within-an-hour-in-dc>

⁵ <https://lms.dccouncil.us/Legislation/B24-0566>

⁶ <https://lms.dccouncil.us/Legislation/B24-0565>



signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles. LPIs have been shown to reduce pedestrian-vehicle collisions by 60% at treated intersections,⁷ and are therefore a desirable traffic calming measure in school zones.

THEREFORE, BE IT RESOLVED that ANC 6E supports the Walk Without Worry Amendment Act of 2021 (Bill 24-566) and the Safe Routes to School Expansion Regulation Amendment Act of 2021 (Bill 24-565);

BE IT FURTHER RESOLVED that ANC 6E recommends that the Safe Routes to School Expansion Amendment Act of 2021 be expanded to require that leading pedestrian intervals (“LPIs”) be added to all signalized crosswalks within one quarter mile of a public school or public charter school.

BE IT FURTHER RESOLVED that ANC 6E requests that the Committee on Transportation and the Environment schedule a hearing for these two bills, pass a favorable Committee Report, and move these bills on for a full vote before the DC Council;

ON BEHALF OF THE COMMISSION,

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Eichler', written over a large, stylized 'E'.

Michael Eichler,
Chair

CC: Brooke Pinto, Ward 2 Councilmember
Charles Allen, Ward 6 Councilmember
Phil Mendelson, Chairperson
Robert White, At-Large Councilmember
Anita Bonds, At-Large Councilmember
Elissa Sliverman, At-Large Councilmember
Mayor Muriel Bowser
Director Everett Lott, DDOT
Kelly Jeong-Olson, DDOT Community Engagement Manager
Donovan Boyd, DDOT Ward 2 Community Engagement Specialist

⁷ National Association of Transportation City Engineers (NACTO), “Leading Pedestrian Intervals”. Available: <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/leading-pedestrian-interval/>