



ADVISORY NEIGHBORHOOD COMMISSION 3C
GOVERNMENT OF THE DISTRICT OF COLUMBIA

CATHEDRAL HEIGHTS • CLEVELAND PARK
MASSACHUSETTS AVENUE HEIGHTS
McLEAN GARDENS • WOODLEY PARK

Single Member District Commissioners

01-Lee Brian Reba; 02-Jason Fink; 03-Janell Pagats
04-Beau Finley; 05-Sauleh Siddiqui; 06-Adam Hoyt
07- Maureen Kinlan Boucher; 08-Jocelyn Byer; 09-Nancy MacWood

P.O. Box 4966
Washington, DC 20008
Website <http://www.anc3c.org>
Email all@anc3c.org

ANC3C Resolution 2022-009

Regarding ANC 3C in Support of Passage of Safer Intersections Amendment Act of 2022 and B24-0674 - Upgrading Tactical Safety Projects Amendment Act of 2022

Whereas, in 2015, the Mayor of the District of Columbia, Muriel Bowser, committed the District of Columbia to achieving a Vision Zero pledge to eliminate transportation fatalities and serious injuries by the year 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 District's 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;³

Whereas, intersections are particularly dangerous for bicyclists, with bicyclists at risk of being rear-ended when stationary, 'right hooked' by turning vehicles, or sideswiped by vehicles accelerating past them after a stop, resulting in 54.5% of bicyclist injuries occurring at intersections.⁴

Whereas, Arkansas, Delaware, Oregon, Washington, Utah and North Dakota have all passed legislation that allows cyclists to treat stop signs as yield signs, and legislation is pending in California on this matter as well.

Whereas, In Delaware, bike-related crashes at stop signs (which are now treated as yield signs), dropped by 23% in the first year after adopting the new policy.

Whereas, the Safer Intersections Amendment Act of 2022 (Bill 24-673), introduced by Councilmember Cheh and four co-sponsors, would ban right turns on red and legalize and prescribe elements of a practice commonly called the "Idaho Stop" for riders of bikes, e-bikes, scooters and other personal mobility devices. The Idaho Stop allows riders to treat stop signs as yield signs and also allows riders to treat red light signals as stop signs. Allowing cyclists and other riders to maintain momentum and move more quickly through an intersection, while getting out ahead of traffic, reduces their exposure to traffic, making their ride more

¹ [DDOT Vision Zero Plan](#).

² [Vision Zero Traffic Fatalities and Injuries](#).

³ [DCist Article on 2021 DC Vehicle Fatalities](#).

⁴ [2019 National Highway Traffic Safety Administration Study](#).

predictable and safer. Allowing cyclists to stop at red lights and move before traffic starts makes it safer for all users of the road.

Whereas the Safer Intersections Amendment Act of 2022 provides extra protections for children by providing for “No Turn on Red” signage at intersections within 400 feet of playgrounds, schools, and childcare facilities but provides no similar safeguards for seniors notwithstanding the greater risk of pedestrian fatalities the draft legislation is designed to mitigate.

Whereas, the pedestrian fatality rate for seniors 65+ in age is 800% greater than the pedestrian fatality rate for children age 14 and under.⁵

Whereas drivers, many of whom do not have a Washington DC residence and may not be familiar with the requirements under the proposed Safer Intersections Amendment Act of 2022 that bans right turns on red except where expressly permitted and may therefore assume that where there is no signage that prohibits right turn on red it is permitted, as is the case in almost every other state and local jurisdiction.

Whereas over the past seven years, DC has increasingly embraced “tactical” or “quick-build” efforts to quickly alter the design or geometry of streets and intersections using relatively inexpensive paint, flex-posts, and planter boxes.

Whereas many of these interventions are effective in changing driver behavior, improving visibility, and reducing crashes, but most do not stand up to abuse and weather.

Whereas B24-0674 - Upgrading Tactical Safety Projects Amendment Act of 2022 would upgrade successful tactical projects with more durable, permanent materials which often require significant planning, design, and construction effort resulting in transportation infrastructure that is safer for all in the most time and cost-efficient manner

THEREFORE, BE IT RESOLVED, that Advisory Neighborhood Commission 3C:

1. Urges the Council of the District of Columbia, in calendar year 2022, to consider and pass the Safer Intersections Amendment Act of 2022 (Bill 24-673) and the Upgrading Tactical Safety Projects Amendment Act of 2022 (Bill 24-0674).
2. Urges the Council of the District of Columbia to amend the existing Safer Intersections Amendment Act of 2022 to require “No Turn on Red” signage on all intersections with audible crossing signals and within 400 feet of a senior care residential or day care facility, and any other intersection within 400 feet of where a resident 65+ resides and who has requested such signage within 90 days of such request being submitted to DDOT through the District’s 311 online request system.
3. Urges the Council of the District of Columbia to amend the existing Safer Intersections Amendment Act of 2022 to require DDOT to undertake a public education campaign to inform both drivers and pedestrians about ‘The Idaho Stop’ and amendments to the District Traffic Act

⁵ [May 2021 National Highway Transportation Safety Administration, Traffic Safety Facts, 2019 Data.](#) The NHTSA bulletin shows that the traffic fatality rate for pedestrians age 65+ was 2.39 per 100,000, compared to 0.30 for children 14 and under. NHTSA data for other years shows similar findings.

legalizing the rider behaviors enumerated in the Act; and, to require DDOT to undertake annual surveys in the years following the Act's passage to provide a measure of the public's awareness of these changes.

4. Urges the Council of the District of Columbia to require DDOT to undertake a District-wide transportation safety study on bicycle-pedestrian conflict, and report to the Council with recommendations to improve the District of Columbia's transportation statutes, policies, and infrastructure to minimize the potential for such conflict.
5. Urges DDOT to consider additional safety improvements for pedestrians, including Pedestrian Hybrid Beacons/HAWK signals where applicable, in ANC 3C on all intersections, including adding painted crosswalks where none exist, and prioritizing intersections with a history of crashes.
6. Requests that DDOT consider installing advance signals and/or queue jump lanes for buses and cyclists to provide further clarity of priority for safety on our roads.
7. Urges Mayor of the District of Columbia Muriel Bowser to sign these bills into law and urges DDOT to implement the enacted legislation as expeditiously as possible.

BE IT FURTHER RESOLVED that the ANC authorizes the Chair and the Commissioners for 3C03 and 3C05 to represent the Commission on this matter.

Attested by

A handwritten signature in black ink that reads "Beau Finley". The signature is written in a cursive, flowing style.

Beau Finley
Chair, on May 16, 2022

This resolution was approved by voice vote on May 16, 2022, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.