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ANC3C Resolution 2023-CONSENT

Calling for Greater Transparency and Action to Address Sidewalk Repairs, Sidewalk Gaps, and Pedestrian Infrastructure

Whereas, Advisory Neighborhood Commission 3C (ANC3C) strongly supports Mayor Muriel Bowser's [Vision Zero](#)¹ efforts to ensure zero fatalities and serious injuries to users of the District's transportation systems and has consistently acted to further these goals;

Whereas, sidewalks are critical infrastructure for meeting the District's Vision Zero goals: Pedestrian injuries and deaths are more than [twice as likely](#)² to occur in places without sidewalks, and the presence of a sidewalk or pathway on both sides of the street corresponds to a [reduction](#)³ in "walking along road" pedestrian crashes of approximately 88%;

Whereas, [Disabled individuals and seniors](#)⁴, among other groups, are at higher risk of injury when sidewalks are missing or are not maintained;

Whereas, dangerous and missing sidewalks are not accessible and discriminate against disabled individuals, despite the District's [commitments to sidewalk accessibility](#)⁵;

Whereas, in the time since Mayor Bowser launched Vision Zero, not only have traffic fatalities risen in the District, but pedestrian fatalities as a share of the total also [have risen](#)⁶.

Whereas, in 2016, pedestrians were 32% of traffic fatalities, but by 2021, pedestrians were 42.5% of road deaths;

Whereas, in 2022, even as the total number of fatalities dropped by 12.5% and the number of drivers killed fell for the third year in a row, pedestrian deaths rose to 19, the highest in at least 12 years;

Whereas, 54% of those killed by drivers in DC last year were walking, standing, or sitting beside the road;

¹ <https://visionzero.dc.gov/>

²

<http://uli.org/wp-content/uploads/ULI-Documents/10-Principles-for-Building-Healthy-Places.pdf>

³ https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwas13037/fhwas13037.pdf

⁴ <https://link.springer.com/article/10.1007/BF03403876>

⁵

https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/2016-08-08_AD_A_Transition%20Plan_DDOT_CB.pdf

⁶ <https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336>

Whereas, the United States Department of Transportation’s National Roadway Safety Strategy includes focus on pedestrian walkways as one of many proven countermeasures and strategies that are effective in reducing roadway fatalities and serious injuries⁷;

Whereas, sidewalk and other pedestrian infrastructure is de-prioritized in the District’s Vision Zero efforts when comparing that the District Department of Transportation (DDOT) commits to repairing [potholes](#) within three business days (72 hours) of the time they are reported, while [sidewalk repairs](#) “require a longer timeframe and depend upon funding availability,” and renewed [crosswalk striping](#) “could take 4-6 months to complete;”

Whereas, the National Transportation Safety Board outlines recommendations for improving pedestrian safety, including prioritizing site-specific street design and improved data collection⁸;

Whereas, residents within ANC3C have repeatedly expressed concern regarding speeding and reckless driving, and they have consistently requested traffic calming along neighborhood streets, to no avail;

Whereas, Tilden St NW between Reno Rd NW and Beach Dr NW has many locations with missing⁹ or broken sidewalks;

Whereas, Tilden St NW is missing legal crosswalks at its intersections with both Sedgwick St NW and 29th St NW, two intersections with blind spots to drivers and where, in both cases, sidewalks abruptly end;

Whereas, the intersection where Tilden St NW and Springland Ln NW meet Reno Rd NW, forming a grassy triangle, is confusing and unsafe for pedestrians, with too little time given to cross in the existing crosswalks (one of which, crossing Reno Rd NW just north of Springland Ln NW, is not ADA compliant), a missing crosswalk at the southern side of the triangle, and a missing sidewalk on the south side of Tilden St NW;

Whereas, Rodman St NW is missing a sidewalk on both sides of the street along a stretch between Quebec Pl NW and Reno Rd NW;

Whereas, Ordway St NW between Connecticut Ave NW and 36th St NW has many locations with narrow, broken, or missing sidewalks;

Whereas, Newark St NW for most of the road between Connecticut Ave NW and 33rd Pl NW has a sidewalk on only the south side of the road which is not ADA compliant because at many points it is too narrow because of utility poles in the middle of the sidewalk, making it impossible for strollers or wheelchairs to navigate it;

Whereas, the narrow and obstructed sidewalk on the south side of Newark St NW between Connecticut Ave NW and 33rd Pl NW results in people, especially young children, seniors, and those with disabilities, having to navigate the dangerous street as pointed out in an earlier ANC Resolution;¹⁰

Whereas, in an email on May 9, 2019 to Mr. Mark Rosenman, a resident of Newark St NW, the DDOT had sent a determination letter stating that DDOT had informed PEPCO of the need to relocate utility poles that were, in violation of ADA regulations, blocking the path of travel for pedestrians on Newark Street NW between Connecticut Ave NW and 33rd Pl NW;

Whereas, 29th St NW between Woodley Rd NW and Calvert St NW is a high traffic area due to Oyster-Adams Elementary School and has a narrow sidewalk that has numerous obstructions that make it difficult for pedestrians to navigate;

⁷ <https://www.transportation.gov/NRSS/SaferRoads>

⁸ <https://www.nts.gov/safety/safety-studies/Documents/SIR1803.pdf>

⁹ <https://www.sciencedirect.com/science/article/abs/pii/S0001457521005790>

¹⁰

Whereas brick sidewalks in many locations in ANC3C, but specifically on Ordway St NW and Newark St NW are in disrepair;

Whereas, sidewalks in ANC3C, particularly on 34th St NW between Newark St NW and Macomb St NW have issues with sidewalk overgrowth from private properties, obstructing safe passage for pedestrians.

Therefore, Be It Resolved that ANC3C calls for enhanced prioritization of pedestrian and sidewalk infrastructure to match the level of attention and service to roadway requests and improve pedestrian safety and accessibility, including the following:

- Audit & Reassessment of Service Level Agreement Timelines: ANC 3C calls on DDOT to consider and modify service level agreement timelines to best reflect citywide priorities and needs, including sidewalks and other pedestrian infrastructure. That information should include how timelines are calculated and what they include (e.g., inspection, implementation) and give consideration to the need for transparency and accountability as to completion of the work itself.
- Sidewalk Gap Transparency & Urgency: ANC3C calls on DDOT to provide details confirming the full scope of sidewalk gaps, as well as the Department's sidewalk gap priority list, including information regarding which sidewalk gaps are prioritized and why, as well as the anticipated cost to address sidewalk gaps that do not meet regulations.
- Proactive Sidewalk Condition Audit: ANC3C calls on DDOT to publish its 2015 assessment of sidewalk conditions, including its data and methodology, as well as to conduct a new assessment to accurately reflect sidewalk conditions.
- Sidewalk Repair Strike Team: ANC3C calls on DDOT to consider and implement a scale of needed sidewalk repairs to streamline the agency's work and quickly address simpler requests. The agency already has a clear model for this in their differentiation between smaller pothole and larger "roadway repair" requests, and an equivalent sidewalk repair strike team could quickly address these requests, proactively address requests in neighborhoods with need, and assist with sidewalk quality assessments.
- Efficient Crosswalk Striping: ANC3C calls on DDOT to explore methods of systematizing and regularizing crosswalk and pavement marking assessments and conduct assessments on an annual basis.
- Coordinating Paving & Pedestrian Infrastructure: ANC3C encourages DDOT to better integrate sidewalks and other pedestrian infrastructure into its [PaveDC](#)¹¹ program, including through mandating review of open 311 requests and Traffic Safety Inputs when implementing road paving to better holistically address traffic safety infrastructure.
- Safe Accommodations: ANC3C calls on DDOT to provide safe accommodations around all sidewalk repair and restoration projects, as well as to require such accommodations from other public agencies, such as DC Water, which receive permits for construction in sidewalks.
- A Plan & Funding to Meet Need: ANC3C calls on DDOT to develop a multi-year pedestrian capital improvement plan that, if funded, will close sidewalk gaps where necessary and restore all pedestrian infrastructure to a state of good repair.

Be It Further Resolved that ANC3C urges DDOT to address specific sidewalk infrastructure issues on the following streets and intersections:

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- The intersection of Tilden St NW and Sedgwick St NW is missing a legal crosswalk, despite having an ADA ramp on one side;
- The south side of Tilden St NW between Reno Rd NW and Sedgwick St NW has a missing sidewalk;
- The intersection of Tilden St NW and 29th NW is missing a crosswalk, despite the sidewalk on the south side of Tilden St NW terminating at 29th St NW
- The south side of Tilden St NW between 29th St NW and Beach Dr NW is missing a sidewalk;
- The length of Linnean Ave NW (also named Spring of Freedom St NW) south of Tilden St NW is missing sidewalks on both sides;
- Rodman St NW is missing a sidewalk on both sides of the street along a stretch between Quebec Pl NW and Reno Rd NW;
- Ordway St NW between Connecticut Ave NW and 36th St NW has many locations with narrow, broken, or missing sidewalks
- Newark St NW between 33rd Pl NW and Connecticut Ave NW which has a non-ADA compliant sidewalk on one side of the street with PEPCO utility poles blocking safe passage for pedestrians, particularly those in a wheelchair or those with small children in strollers;
- 29th St NW between Woodley Rd NW and Calvert St NW has a narrow sidewalk that has numerous obstructions that make it difficult for pedestrians to navigate

Be It Further Resolved that ANC3C calls on DDOT to implement the above recommendations to prioritize pedestrian conditions through planning and implementation of improved service level agreement timelines, better and more regular pedestrian condition assessments, and more regular repair and improvement of sidewalks and pavement markings.

Be It Further Resolved that ANC3C calls on the DC Council to require DDOT to provide a multi-year pedestrian capital improvement plan that, if funded, will close sidewalk gaps where necessary and restore all pedestrian infrastructure to a state of good repair.

Be It Resolved that the ANC authorizes the Chair and the Commissioners for 3C02, 3C03, 3C04, and 3C05 to represent the Commission on this matter.

Attested by



Janell Pagats
Chair, on February 22, 2023

This resolution was approved by voice vote on February 22, 2023, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 8 commissioners) was present.