



Council of the District of Columbia

John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, DC 20004

Janeese Lewis George
Councilmember, Ward 4

Committee Member

Human Services
Labor and Workforce Development
Recreation, Libraries and Youth Affairs
Transportation and the Environment
Special Committee, COVID-19 Recovery

December 16, 2021

Nyasha Smith, Secretary
Council of the District of Columbia
1350 Pennsylvania Avenue, N.W.
Washington, DC 20004

Dear Secretary Smith,

Today, I, along with all twelve of my colleagues, am introducing the “Safe Routes to School Expansion Regulation Amendment Act of 2021”. Please find enclosed a signed copy of the legislation. This bill will improve traffic safety at every District public school (DCPS and charter) by installing extensive traffic safety infrastructure, expanding school zones, stepping up enforcement, and injecting accountability and equity in DC government’s plans to improve road safety near schools.

The **Safe Routes to School Expansion Regulation Amendment Act of 2021** (“Safe Routes to School Act”) requires a traffic signal or all-way stop at every local intersection within a quarter mile of a school. It also mandates raised crosswalks and curb extensions at every intersection adjacent to a school – as well as crosswalk warning pylons, flashing pedestrian signs, and speed humps near school entrances. The bill also improves student safety by banning parking within a school’s designated pick-up or drop-off zone.

Additionally, the Safe Routes to School Act expands school zones to cover 150 yards around a school facility and activates the reduced speed limit in school zones to seven days a week. Recognizing that to be effective safe road design must be paired with enforcement, the Safe Routes to School Act requires an Automated Traffic Enforcement camera within each school zone. Revenue from school zone citations will be reinvested directly into communities by funding school infrastructure improvements to keep students and their families safe.

More than 100,000 children and 7,000 teachers commute across D.C. each day to get to school. More DC residents were killed in traffic collisions during 2021 than during any year [since 2008](#). Those lost to traffic violence this year include 4-year-old Zyaire Joshua in Ward 4 and 5-year old Allison Hart in Ward 5, both of whom were killed less than a quarter mile from a District school. Last Friday, 9-year old Kaidyn Green in Ward 8 and 9-year-old Pete Dzeikan in Ward 7 were both struck by drivers within an hour of each other while leaving school.

Many communities have waited for decades for necessary traffic safety upgrades around their local schools. The Safe Routes to School Act requires that the District Department of Transportation

(“DDOT”) upgrade traffic safety infrastructure at every school zone and quarter-mile perimeter within two years of the law going into effect. Because past traffic installations have been inequitable, the legislation directs DDOT to prioritize schools that are most at risk of traffic harm and schools that serve a majority of students whose families earn low incomes.


To increase transparency, ensure accountability, and advance the District’s sustainability goals, the Safe Routes to School Act also requires data collection and reporting on student and staff travel modes, crossing guard deployments, traffic control officers, traffic safety investigations, and outstanding work orders in school zones.

The bill is co-introduced by Chairman Phil Mendelson and Councilmembers Brianne Nadeau, Brooke Pinto, Mary Cheh, Kenyan McDuffie, Charles Allen, Vincent Gray, Trayon White, Anita Bonds, Elissa Silverman, Robert White, and Christina Henderson.

Sincerely,


A handwritten signature in black ink that reads "Janeese Lewis George". The signature is written in a cursive, flowing style.

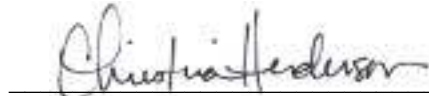
Janeese Lewis George
Ward 4 Councilmember

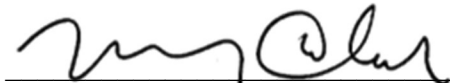
1 
2 Chairman Phil Mendelson


Councilmember Janeese Lewis George

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5 Councilmember Charles Allen

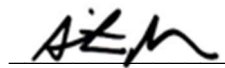

6 Councilmember Brianne K. Nadeau

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9 Councilmember Christina Henderson


10 Councilmember Mary M. Cheh

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13 Councilmember Brooke Pinto



14 Councilmember Elissa Silverman

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17 Councilmember Anita Bonds


18 Councilmember Robert C. White, Jr.

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21 Councilmember Kenyan R. McDuffie


22 Councilmember Trayon White, Sr.

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25 Councilmember Vincent C. Gray

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29 A BILL

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32 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

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35 To repeal the School Proximity Traffic Calming Act of 2000; to amend the Department of
36 Transportation Establishment Act of 2002 to include Safe Routes to School improvements
37 in the use of the Vision Zero Enhancement Omnibus Amendment Act Implementation
38 Fund; to amend Title 18 of the District of Columbia Municipal Regulations to make school
39 zone speed limits effective seven days a week; to require the District Department of
40 Transportation (“DDOT”) to assess the status of school zone signage, traffic calming
41 devices and traffic control devices at all public schools, develop a plan to complete the
42 installation of improved traffic infrastructure near schools that prioritizes those most in
43 need, assign at least one crossing guard to each school, and collect data on student and
44 school staff travel modes beginning in School Year 2023-24.

46 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
47 act may be cited as the “Safe Routes to School Expansion Regulation Amendment Act of 2021”.

48 **TITLE I. OLD TRAFFIC CONTROL IN SCHOOL ZONES REPEALER,**
49 **FUNDING FOR SAFE ROUTES TO SCHOOL, AND SPEED LIMIT IN SCHOOL**
50 **ZONES**

51 Sec. 101. The School Proximity Traffic Calming Act of 2000, effective May 23, 2000
52 (D.C. Law 13-111; D.C. Official Code § 38-3101), is repealed.

53 Sec. 102. Section 9q(c)(1) of the Department of Transportation Establishment Act of
54 2002, effective November 13, 2021 (D.C. Law 24-45; D.C. Official Code § 50-921.25(c)(1)), is
55 amended by adding a new subparagraph (A-1) to read as follows:

56 “(A-1) To implement the Safe Routes to School Action Plan developed
57 pursuant to section 202 of the Safe Routes to School Expansion Regulation Amendment Act of
58 2021, introduced December ___, 2021 (B24-___);”.

59 Sec. 103. Section 2200.8 of Title 18 of the District of Columbia Municipal Regulations is
60 amended by striking the phrase “when designated by an official sign at the times indicated on the
61 official sign”.

62 **TITLE II. SAFE ROUTES TO SCHOOL EXPANSION**

63 Sec. 201. Definitions.

64 For the purposes of this title, the term:

65 (1) “Arterial” means a street designed to carry moderate to high traffic volume.

66 (2) “Automated Traffic Enforcement” means a camera installed pursuant to § 50–
67 2209.01.

68 (3) “Collector” means a street designed to carry low to moderate traffic volume.

69 (4) “Crossing guard” means a DDOT employee responsible for helping children
70 safely cross the street at key locations before, during and after the school day.

71 (4) “DDOT” means the District Department of Transportation.

72 (5) “Local” means a street designed to carry low traffic volume.

73 (6) “New school” means:

74 (A) A public school located in a never-before-occupied structure, except
75 for a structure erected in an existing school zone; or

76 (B) A public school located in a preexisting structure that has not been
77 used as a District of Columbia public school or public charter school within the last 5 years.

78 (6) “Public school” means a school operated by the District of Columbia Public
79 Schools or a public charter school, as defined in § 38–2901.

80 (7) “Quarter-mile walk shed” means the quarter mile radius surrounding a school.

81 (8) “School” means an educational institution with the same meaning as defined
82 in § 38–201 (2A).

83 (8) “School zone” means the 150 yards immediately surrounding a school facility,
84 starting from the edge of its grounds.

85 (9) “School zone signage” means traffic signs and markings that indicate to
86 drivers that there is a school nearby.,

87 (10) “Traffic calming devices” means any physical measure meant to reduce the
88 negative effects of motor vehicle use, alter driver behavior, or improve conditions for non-
89 motorized street users.

90 (11) “Traffic control devices” means any physical measure that regulates vehicle
91 travel or parking and requires enforcement.

92 (12) “Traffic control officer” means a DDOT employee responsible for
93 maintaining adequate traffic flow throughout the District by directing vehicular and pedestrian
94 traffic through enforcement of traffic regulations.

95 (13) “Uncontrolled intersection” means an intersection without traffic control
96 devices on all approaches.

97 Sec 202. (a)(1) The speed-limit in a school zone shall be 15 miles-per-hour at all times.

98 (2) To the extent that existing signage in a school zone does not reflect the
99 requirement of paragraph (1) of this subsection, DDOT shall install new signage or remove
100 outdated signage so that, within 180 calendar days after the applicability date of this act, speed-
101 limit signage in every school zone reflects the requirement in paragraph (1) of this subsection.

102 (b) On all streets with public school entrances, DDOT shall install the following:

103 (1) Speed humps or speed tables;

104 (2) School zone pavement markings.

105 (3) Signs indicating “No Parking School Days, except for 15-minute school drop
106 off/pick up” installed on curbs adjacent to schools within a school’s designated drop off/pick up
107 zone.

108 (c) At all intersections adjacent to a public school campus, DDOT shall install the
109 following:

110 (1) Raised crosswalks;

111 (2) Curb extensions or bulb-outs; and

112 (3) Traffic signals or all-way stop signs.

113 (d) Within each school zone of a public school, DDOT shall install the following:

114 (1) Flashing beacons on all approaches;

115 (2) Signs indicating “No Turn on Red”;
116 (3) High-visibility crosswalks at every intersection and mid-block crossing within
117 a school zone;

118 (4) In-street crosswalk warning pylons at all mid-block crossings; and

119 (5) Flashing pedestrian signs at all mid-block crossings;

120 (e) Within each public school’s quarter-mile walk shed, DDOT shall install the
121 following:

122 (1) All-way stop control at every local-to-local intersection; and

123 (2) Traffic signals at arterial intersections.

124 (f)(1) Within 90 calendar days after the applicability date of this act, for each existing
125 public school in the District, DDOT shall assess what school zone signage, traffic calming
126 devices, and traffic control devices must be installed around each school for the school’s school
127 zone and quarter-mile walk shed to comply with the requirements of subsections (b) through (e)
128 of this section.

129 (2) DDOT shall publish the assessment required pursuant to paragraph (1) of this
130 subsection in a Safe Routes to School study for each school

131 (g)(1) Within 2 years after the applicability date of this act, DDOT shall complete
132 installation of all the traffic calming devices, traffic control devices, and school zone signage
133 identified in subsection (f) of this section for each school zone and school quarter-mile walk shed
134 to be in compliance with subsections (b) through (e) of this section.

135 (2) DDOT shall prioritize the installation of traffic safety measures for public
136 schools based on the number of criteria listed in paragraph (3) of this subsection that each school
137 satisfies and the weight DDOT assigns to each criterion. For schools that do not meet any of the

138 criteria listed in paragraph (3) of this subsection, DDOT shall determine the order of priority for
139 installation based on criteria it publishes on its website. DDOT shall include a school's priority
140 ranking in the Safe Routes to School study required pursuant to subsection (f)(2) of this section.

141 (3) The following criteria are listed in descending order of importance, which
142 shall be reflected in DDOT's weighting of each criterion:

143 (A) The number of driver-involved crashes, fatalities, or major injuries
144 that occurred within a quarter mile of the school is within the top quintile of all public schools in
145 the preceding 3 years.

146 (B) In one or more of the last 2 years, the school is within a quarter mile of
147 one of the District's top 15 most dangerous corridors for pedestrians and cyclists, as determined
148 by DDOT.

149 (C) The school is within a quarter mile of an arterial street.

150 (D) 50% or more of the students attending the school qualify for
151 supplemental funding under § 38–2905.01.

152 (E) The school is in a census tract wherein 50% or more of the families
153 earn less than 50% of the median family income (MFI) for the Washington, D.C. Metropolitan
154 region.

155 (h) DDOT shall complete the assessment required in subsection (f) of this section for a
156 new school no later than 60 calendar days before the first day on which students begin classes at
157 the school and install necessary traffic safety measures within 90 calendar days following
158 completion of the assessment.

159 (i) No later than March 30, 2023, and every 5 years thereafter, DDOT shall prepare and
160 submit to the Council for its review and approval a Safe Routes to School Action Plan, which

161 shall include the Safe Routes to School study for every school, the weights DDOT assigned to
162 the priority ranking criteria set forth in subsection (g)(3) of this section and any other ranking
163 criteria DDOT used to determine school priority rank, and the priority rank DDOT assigned to
164 each school.

165 (j) Within 30 calendar days after the applicability date of this act, DDOT shall assign a
166 crossing guard to every public school, and for public schools with an arterial street within their
167 quarter mile walk shed, DDOT shall assign at least one additional crossing guard.

168 (k) Within 180 calendar days after the applicability date of this act, DDOT shall install at
169 least one Automated Traffic Enforcement (“ATE”) camera within each school zone in locations
170 where placement of an ATE camera is likely to maximize enforcement and compliance with
171 school zone signage, speed limits, and traffic control devices.

172 (h) The fine for speeding pursuant to 18 DCMR § 2600.1 shall be doubled when the
173 infraction occurs in a school zone.

174 Sec. 203. (a) Starting in School Year 2023-2024, DDOT shall collect the following data
175 for each school on an annual basis:

176 (1) Primary mode of travel to school for students and school staff, including the
177 number and percentage of each who walk, bicycle, ride public transit, ride a school or OSSE-
178 provided shuttle, ride in a carpool or carshare vehicle, or ride in a private vehicle;

179 (2) The number of off-street parking spaces available at each school for staff or
180 visitors;

181 (3) The percentage of staff participating in transit benefits or incentive programs;

182 (4) The number of bike racks within the school’s school zone and within the
183 school’s quarter-mile walk shed;

184 (5) The average distance traveled by students and the average distance traveled by
185 staff from home to school; and

186 (6) School-based efforts to reduce reliance on private vehicles as the primary
187 mode of travel for students and school staff.

188 (b) No later than March 30, 2024, DDOT shall post the data collected pursuant to
189 subsection (a) of this section on its website in an annual report and in Excel form.

190 (c) DDOT shall report annually on the following:

191 (1) A list of fulfilled and outstanding Traffic Safety Investigations and work in
192 each school zone and quarter mile walk shed;

193 (2) The current crossing guard deployment plan, including how many hours each
194 crossing guard is stationed per school assignment and whether any positions were vacant for
195 more than a month during the school year; and

196 (3) The deployment plan for traffic control officers, including efforts to address
197 parking enforcement in school zones, as well as a report on citations issued in school zones.

198 Sec. 5. Applicability.

199 (a) This bill shall apply upon the date of inclusion of its fiscal effect in an approved
200 budget and financial plan.

201 (b) The Chief Financial Officer shall certify the date of the inclusion of the fiscal effect in
202 an approved budget and financial plan and provide notice to the Budget Director of the Council
203 for certification.

204 (c)(1) The Budget Director shall cause the notice of the certification to be published in
205 the District of Columbia Register.

206 (2) The date of publication of the notice of the certification shall not affect the
207 applicability of the provisions identified in subsection (a) of this section

208 Sec. 6. Fiscal impact statement.

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

212 Sec. 7. Effective date.

213 This act shall take effect following approval by the Mayor (or in the event of veto by the
214 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
215 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
216 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
217 Columbia Register.