



**RESOLUTION SUPPORTING WITH PROPOSED AMENDMENTS
THE SAFE ROUTES TO SCHOOL EXPANSION REGULATION AMENDMENT ACT
OF 2021**

Whereas, Mayor Muriel Bowser implemented Vision Zero in 2015 to eliminate traffic fatalities and serious injuries in the District by 2024¹; and

Whereas, as part of Vision Zero, DDOT recently updated its moveDC plan, one goal of which is the “ability of pedestrians to move safely, efficiently, and comfortably in the District”²; and

Whereas, despite Vision Zero, 2021 was the District’s deadliest year on the roads since 2007, with 40 traffic fatalities, including 17 pedestrians³; and

Whereas, in one four-week span in 2021, four children were hit by cars, including 4-year-old Nathan Ballard-Means in Northwest, 5-year-old Allison Hart in Northeast, and two children aged 6 and 8 in Southeast⁴; and

Whereas, in response to these deaths, the Safe Routes to School Expansion Regulation Amendment Act of 2021⁵ was introduced in the Council in December 2021 and the Council will hold a hearing on it March 14, 2022; and

Whereas, based on its experience with eight schools within its boundaries,⁶ ANC 5D suggests the following revisions:

- (1) Amend the bill to apply not only to schools, but also to daycares, playgrounds, recreation centers, swimming pools, parks, and other areas where children play. While children go to and from school more often than other destinations, they are still vulnerable road users, and their safety should be prioritized wherever they congregate.
- (2) Amend Section 202 as follows:
 - a. Subsection (c). Amend this subsection, at lines 108–109, from “**At all intersections** adjacent to a public school campus,” to “**On all sides of all intersections** adjacent to a public school campus.” This clarification will ensure that intersections are completely

¹ DDOT, *Vision Zero Action Plan*, <https://bit.ly/3LLsoSO> (last visited Feb. 17, 2022).

² DDOT, *moveDC 2021 Update*, at 57 (Dec. 2021), <https://bit.ly/3gStWMn>.

³ Jordan Pascale, *2021 Was the Deadliest Year on the D.C. Roads Since 2007, Following Regional, National Trends*, DCIST (Jan. 7, 2022), <https://bit.ly/3uZaRR4>.

⁴ Theresa Vargas, *Children Should Be Able to Walk and Bike to School Safely. But, in D.C., Four Have Been Hit in Crosswalks in Less Than Four Weeks*, WASH. POST (Oct. 6, 2021), <https://wapo.st/3JEgGrg>.

⁵ B24-0565, 24th Council, Reg. Session (D.C. 2021).

⁶ See School Map, D.C. ARC GIS, <https://bit.ly/3HXLOkQ> (last visited Feb. 17, 2022).



protected, rather than giving DDOT textual wiggle room to install safety measures on only the side of the intersection closest to the public school.

- b. Paragraph (e)(1). Amend at line 122 from “All-way stop control at every local-to-local intersection,” to “All-way stop control at every local-to-local **and local-to-collector** intersection.” Within ANC 5D, collector roads often intersect local roads, including at two schools within Trinidad. The bill as it currently exists does not require intersection changes along all collector roads within a school’s quarter-mile walkshed. Amending paragraph (e)(1) accordingly would greatly improve safety at schools within neighborhoods near collector roads; be it

Resolved, ANC 5D supports the Safe Routes to School Expansion Regulation Amendment Act of 2021, with the changes proposed above.

This resolution presented by Commissioner Cobb came before ANC 5D at a duly noticed public meeting on March 8, 2022. ANC 5D is composed of 7 Commissioners, so that 4 Commissioners constitute a quorum. With 7 Commissioners present, ANC 5D voted 7 Yea, 0 Nay, and 0 Abstain.

Chairperson, ANC 5D

Secretary, ANC 5D