



**Government of the District of Columbia
Advisory Neighborhood Commission 5B
Website: www.anc5b.org**

**Resolution Urging Traffic Safety Improvements to the John
Burroughs Elementary School Campus**

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WHEREAS, in December of 2015 DC Mayor Muriel Bowser set a “Vision Zero” goal to get the District of Columbia down to zero roadway fatalities by 2024;

Whereas, 2023 was the District of Columbia’s highest single-year mortality rate since at least 2007, with 52 traffic fatalities, 15 of which were in/near Ward 5;

Whereas, vehicle, cyclist, and pedestrian safety problems are a critical equity issue for Ward 5, which has suffered from decades of neglect and disregard, resulting in an outsized share of DC’s lethal arterial roadways, above-ground railroad tracks which prevent east-west crossing, fenced off institutions and infrastructure, and roadway surface area;

Whereas, like much of Ward 5, the JBES community has experienced an uptick in poor driver behavior around its school building;

Whereas, John Burroughs Elementary School (JBES), operating under District of Columbia Public Schools (DCPS), is located at 1820 Monroe St NE in Single-Member District 5B06;

Whereas, JBES’s main entryway faces the 1800-1900 block of Monroe St NE, a 30’ wide minor arterial roadway and 920’ long block with a 2020 Annual Average Daily Traffic (AADT) of 7,088, two-way traffic, one parking lane on the far side of the roadway from the school, and a double-yellow center-line;

Whereas, JBES’s main entryway is adjacent to the 3500 block of 18th St NE, a 29’ wide collector roadway with two-way traffic (including the E2 Metrobus line), one parking lane on the far side of the roadway from the school, and a double-yellow center-line, with 18th St NE serving as a critical north-south route partially containing bicycle/mobility lanes and connecting nine schools, many daycares, six parks, two rec centers, a library, a public pool, a large senior assisted living facility, a pediatric rehabilitation center, two forest patches, large institutional facilities, and several anticipated large-scale developments;

Whereas, on January 24, 2023, a driver crashed into the side of the JBES building after a collision among northbound drivers in the vicinity of 18th St NE and Monroe St NE¹, disabling the heating unit in a Kindergarten classroom and forcing the school's two Kindergarten classes into one classroom;

Whereas, on August 31, 2023, a speeding driver passed through the intersection of 18th St NE and Monroe St NE and crashed into a JBES teacher's car door while she was stepping out of her parked car on Monroe St NE² causing her to miss the first day of Early Childhood Education (ECE) classes;

Whereas, also on August 31, 2023, in response to outcry from the JBES community, Ward 5 Councilmember Zachary Parker remarked *"I share your frustration that community requests continue to go unanswered by [DDOT]. My team has been in touch with DDOT to ensure that they are aware of this incident as well as previous TSI requests on 18th and Monroe."*³;

Whereas, several Traffic Safety Input (TSI) Service Request (SR) 311 entries have been opened for the intersection of 18th St NE and Monroe St NE, including TSI SRs **23-00044204** (opened January 26, 2023 with comment *"Requesting speed bumps or tables ASAP. A school with multiple drop points is on this corner and a driver recently careened their car INTO THE SCHOOL, damaging a classroom"*) and **23-00121715** (opened March 14, 2023 with opening comment *"Drivers routinely obstruct drive lanes while dropping children off in front of the school. The school community is hoping for new signage to make it clearer that this isn't allowed."*);

Whereas, on September 13, 2021, the 5B community suffered the devastating loss of Allison (Allie) Hart, a vivacious, loving, joyful, smart, curious, adventuresome, and thoughtful 5-year-old killed by a driver while riding her bike in an all-way stop crosswalk in front of Mary McLeod Bethune Public Charter School's Brookland campus (formerly Lucy Diggs Slowe Elementary School) in Single-Member District 5B03;

Whereas, on December 10, 2021, a driver fatally struck 9-year-old Kaidyn Green with a car, paralyzing him from the neck down for over six months before he succumbed to his injuries, on the 3300 block of Wheeler Rd SE, a 40-foot wide minor arterial (2020 AADT 7,599), in front of KIPP DC Public Charter School's Wheeler Campus (formerly Mary Church Terrell/McGogney Elementary School);

Whereas, DDOT subsequently installed many roadway improvements on Wheeler Rd SE as recommended by the Vision Zero Fatal Crash Follow-up Memo⁴, which noted conditions similar to Monroe St NE in front of JBES, a roadway with many similar characteristics, including installation of heavy center-line hardening and a new mid-block crosswalk in front of the school with curb extension and the installation of a pedestrian refuge mid-roadway⁵;

Whereas, on September 13, 2023, the second anniversary of Allie's death, Allie's parents visited the site of Kaidyn Green's fatal crash, with Allie's mother Jessica stating it's *"heavy to pass places where someone is killed and to see the changes made after the fact. After it was too late for that person, that family, that community. To see so clearly the infrastructure that can save lives - if we want to."*

¹ MPD CCN 23012884

² MPD CCN 23143324

³ <https://x.com/CMZParker5/status/1697268464874873121>

⁴ VZ memo D22-27 https://dcgovict-my.sharepoint.com/:b:/g/personal/vzero_ddot_dc_gov/EarcAUmbXcRCtFYShyX1Xd4BelW-vQQQ85HEUINJv7TN9Q?e=0yj5NQ

⁵ photos can be seen in a tweet by Jessica Hart here:
<https://twitter.com/jlrhart/status/1703159501128397303?s=20>

Whereas, DDOT installed raised crosswalks on another minor arterial, 13th St NE, in front of another school, Shining Stars PCS;

Whereas, most pickup/dropoff activity at JBES occurs on the 1800-1900 block of Newton St NE, a 32' wide local roadway and 975' long block with two-way traffic, the school's loading zone, a small parking lot with two curb cuts, and two alleyways, all of which creates unpredictable and unsafe traffic patterns in the vicinity of many children and families on foot and bike;

Whereas, driver right turn movements from the narrow northbound lane on 18th St NE onto Newton St NE frequently cause damage⁶ to the DC Water catch basin at this intersection, a condition requiring repair multiple times in 2023, a mitigable by eliminating eastbound driver traffic on Newton St NE;

Whereas, the JBES community has been advocating for one-way traffic on the 1800-1900 block of Newton similar to the condition of the 1800-1900 block of Evarts St NE adjacent to nearby Langdon Elementary School, as requested by TSI SR **23-00178671** (opened April 12, 2023 with opening comment *"Langdon Elementary has successfully deployed a one-way street system during drop off and pick up for years, and I am requesting that the same happen at Burroughs. It's a narrower street, so the need for it is even greater."* and incorrectly associated with an investigation location of 18th St NE and Monroe St NE, when an association with Newton St NE would be more appropriate);

Whereas, ANC 5C, in its *Resolution on Comprehensive Public Safety*⁷, noted shortcomings of the current impermanent nature of the Langdon Elementary condition, referencing *"dangerous circumstances and confrontations faced by the school's diligent safety technicians enforcing the intermittent/unexpected traffic pattern"*;

Whereas, the DC Department of Transportation (DDOT) Safe Routes To School (SRTS) component is tasked with promoting safe and active transportation options for students traveling to and from school and address concerns such as traffic safety, pedestrian infrastructure, and accessibility issues around schools;

Whereas, SRTS conducted a study on JBES in 2020-21 in which it recommended immediate mitigations including crosswalk restripings, school pavement markings, speedhumps on Newton St NE and 20th St NE, new 15 mile-per-hour speed limit signage, and flashing stop signs at 18th St NE and Newton St NE;

Whereas, the SRTS report additionally contained long-term recommendations for raised crosswalks on the long 1800-1900 blocks of Newton St NE and Monroe St NE, pending feasibility study by DDOT's Traffic Engineering and Signals Division (TESD), which does not appear to have evaluated these recommendations at that time;

Whereas, SRTS planner Regina Arlotto, AICP, submitted these recommendations as Traffic Safety Input (TSI) Service Request (SR) entries **23-00527723** for Newton St NE and **23-00527687** for Monroe St NE, with the former selected as prioritized for investigation in Fiscal Year 2024 Quarter 2 (FY24-Q2);

Whereas, MUTCD recommends consideration of mid-block crossings for use cases such as schools, but with safety enhancements such as curb extensions);

⁶ multiple instances documented here: <https://x.com/CapitolRomance/status/1733682145556599137>

⁷ <https://www.anc-5c.com/wp-content/uploads/2024/01/ANC-5C-Resolution-on-Comprehensive-Public-Safety.pdf>

Whereas, the same investigation location of 18th St NE and Newton St NE was prioritized under TSI SR **23-00327289** for FY24-Q1, with the requestor comment seeking speedhumps on the 1700 block of Newton St NE;

Whereas, the adjacent/overlapping investigation location of 17th St NE and Newton St NE was prioritized under TSI SRs **22-00575646** and **23-00010864** for FY24-Q1, with the requestor comment seeking speed-humps on the 1700 block of Newton St NE;

Whereas, the Fiscal Year 2023 Budget Support Act of 2022 (DC Law 24-167)⁸ requires the Mayor “to have operating at least... 29 stop sign automated enforcement cameras” by January 1, 2024, a requirement which was not met;

Whereas, TSI SR **24-00043182** (opened January 23, 2024) seeks a stop sign automated enforcement camera adjacent to the school at 20th St NE and Newton St NE, with an opening comment “Drivers do not stop at the all-way stop and it’s extremely unsafe for families coming and going from Burroughs. The construction of a new modular campus will exacerbate the issue if driver behavior doesn’t improve. We need stop sign automated enforcement (‘stop sign camera’) here.”;

Whereas, two blocks from JBES and adjacent to the nearby Taft Middle School building (currently leased to Perry Street Prep PCS and subleased to Sojourner Truth PCS, St. Jerome Institute, and Princess Mhoon Dance Institute), DDOT has had “Pending Field Installation” a new crosswalk under TSI SR **22-00212802**) to allow for safe crossing across 18th St NE at Perry St NE, where no crosswalk currently exists, with subsequently opened requests “pooled” at this location further detailing similar hopes (SRs **22-00449411** and **23-00283155**);

Whereas, JBES is slated to undergo full modernization soon, with construction occurring during SY25-26 and SY26-27 and an imminent design phase that should take into consideration the breadth of possible roadway changes in the vicinity of the school;

Whereas, on December 6, after strong advocacy from the JBES community as well as several nearby DCPS elementary school communities, DCPS announced they would build a temporary school facility on JBES’s school field for the initial use by JBES during its modernization, and subsequent use by a colocated school on the JBES campus, for a total on-site enrollment of anywhere from 500 to 600 elementary school students, every one of whom deserves to be safe from the threats posed by poor driver behavior;

THEREFORE, BE IT RESOLVED that Advisory Neighborhood Commission 5B requests DDOT, under the active FY2024 Q1 Traffic Safety Investigation (SR **23-00327289**) and FY2024 Q2 Traffic Safety Investigation (SR **23-00527723**), both for the investigation location at 18th St NE and Newton St NE, evaluate the following traffic safety mitigations:

- installing speedhumps on the 1700 block of Newton St NE
- installing a raised mid-block crosswalk with curb extensions on the middle of the long 1800-1900 block of Newton St NE
- installing curb extensions at the intersection of 18th St NE and Newton St NE
- implementing one-way westbound conversion on the 1800-1900 block of Newton St NE to reduce two-way traffic conflicts during at least pickup and dropoff, relieve issues with tight right turns onto Newton St NE from 18th St NE northbound, and otherwise minimize cut-through traffic on this local roadway (as captured by SR **23-00178671** misassociated with 18th St NE

⁸ <https://code.dccouncil.gov/us/dc/council/laws/24-167#%C2%A76071>

and Monroe St NE) and that any excess crosswidth be allocated to appropriate purposes such as a contraflow bicycle/mobility lane;

Be it further resolved that ANC 5B requests DDOT prioritize the investigation location of 18th St NE and Monroe St NE (pooled TSI SRs **23-00044204**, **23-00121715**, and **23-00527687**), and evaluate the following traffic safety mitigations

- installing a mid-block crosswalk the long 1800-1900 block of Monroe St NE
- maximally prioritizing safety in designing that crosswalk, to including consider raising and curb-extending (as prescribed by the SRTS report and TSI SR) and building a pedestrian refuge (as was done on the 3300 block of Wheeler Rd SE as prescribed by Kaidyn Green's Vision Zero Fatal Crash Follow-up Memo)
- center-line hardening on the 1800-1900 block of Monroe St NE with maximally sized implements similar to those installed on the 3300 block of Wheeler Rd SE

Be it further resolved that ANC 5B requests DDOT prioritize the investigation location of 20th St NE and Newton St NE (pooled TSI SR **24-00043182**), and evaluate this all-way stop controlled intersection for automated stop sign enforcement

Be it further resolved that ANC 5B urges DDOT to prioritize improved physical protection and consistency for the 18th St NE bicycle/mobility lanes to buffer pedestrians, offer an alternative and unobstructed facility for users of assistive devices such as wheelchairs, and constrain available crosswidth to drivers to encourage slower and more attentive driving, along this critical north-south corridor serving JBES and many other schools and institutions;

Be it further resolved that ANC 5B requests DDOT prioritize and expedite completing work orders related to TSI SR **22-00212802** for the investigation location at 18th St NE and Perry St NE, and/or reopen investigation at this location through the currently pooled SRs **22-00449411** and **23-00283155**, with due consideration and/or evaluation of:

- installing speedhumps on the 3700-3800 block of 18th St NE
- installing a raised crosswalk with curb extensions across 18th St NE at Perry St NE
- converting the existing crosswalk across 18th St NE at Otis Place NE to a raised crosswalk with curb extensions

Be it further resolved that ANC 5B acknowledges some adjustment will be necessary by adjacent residents to accommodate traffic safety improvements, and pledges to work with willing residents to find constructive solutions to mitigate these concerns while prioritization traffic safety and the safety of our neighborhood elementary school children, as consistently expressed by the 5B community;

The Commission designates Commissioners Nandini Sen (5B02), Colleen Costello (5B05), and Prita Piekara (5B06) to represent the Commission in all matters relating to this resolution, to include responses to DDOT Notice of Intent (NOI) issuances regarding the aforementioned.

Adopted on 3/20/2024 by a vote of 7-0, with four commissioners required for quorum, at a regularly scheduled and duly noticed public meeting with a quorum present.