

Government of the District of Columbia Advisory Neighborhood Commission 4B



[DRAFT] RESOLUTION #4B-23-0201

Calling for Traffic Control and Traffic Safety Plans in Establishing and Siting New DC Schools Adopted February 27, 2023

Advisory Neighborhood Commission 4B (Commission) takes note of the following:

- The District of Columbia has set a goal of having [zero fatalities](#) and serious injuries on its roadways by 2024. The District has “[fallen short](#)” of that goal, however, with [40 fatalities and 410 major injuries in 2021](#), the deadliest year on record since 2007, and [35 fatalities and 336 major injuries in 2022](#). These deaths and major injuries [have included children, disproportionately impacted lower-income neighborhoods](#), and “[highlight\[ed\] long-standing concerns](#)” that the District is failing to provide the attention and resources needed to reduce traffic fatalities and injuries.”
- Advisory Neighborhood Commission 4B has repeatedly advocated for traffic safety infrastructure, including around schools, and with the express goal of protecting children. This advocacy includes, but is not limited to:
 - [Resolution 4B-22-0101](#), Supporting and Providing Feedback on the Walk Without Worry Amendment Act of 2021 and the Safe Routes to School Expansion Regulation Amendment Act of 2021 (Jan. 24, 2022) (providing substantive feedback to the DC Council on proposed legislation related to traffic safety infrastructure around schools based on the Commission’s years of work on traffic safety issues);
 - [Letter](#) re Advisory Neighborhood Commission 4B’s Fiscal Year 2023 Budget Priorities (Apr. 25, 2022) (calling for “supplement[ing] the federal Safe Routes to Schools program with local funds to aggressively improve safety in the areas around the District’s schools with a focus on increased automated enforcement of school

zones with the proceeds reinvested directly into school safety programs”);

- [Letter](#) Requesting Information Regarding the District Department of Transportation’s School Crossing Guard Program (Nov. 22, 2021) (noting challenges obtaining school crossing guards necessary to ensure the safety of students and requesting additional information from the District Department of Transportation regarding the status of school needs, open requests for crossing guards, integrating the crossing guard program into Vision Zero efforts, and crossing guard recruitment, employment, and training);
 - [Resolution 4B-21-0505](#), Supporting Piney Branch Road Traffic Calming Improvements Project (NOI 2021-04-12) (May 24, 2021) (supporting traffic calming, in part due to the presence of an elementary school with an enrollment of 532, as well as a daycare licensed for 60 children, and because “[p]edestrian injuries are the leading cause of unintentional, injury-related death in children 5-14 and children are more likely to walk or bike to school when protected facilities exist”); and
 - [Resolution 4B-20-0104](#), Providing Feedback on the Comprehensive Plan (Jan. 27, 2020) (noting concerns regarding educational facilities moving into Production, Distribution, & Repair Zones and calling for “an emphasis on safe routes to schools” in siting new school facilities that “prioritize[s] student safety and accessibility,” as well as stating that “[n]ew facilities should be evaluated partially on student safe access to school before being constructed”).
- According to a recent analysis conducted by the [DC Policy Center](#), 72 percent of students use the common lottery each year to secure a seat in a charter school or a DC public school outside of their neighborhood and only 28 percent of students attend their by-right school. The significant number of students who must travel longer distances to get to school increases the likelihood of more drivers and more cars on the roads around schools, raising traffic control and traffic safety concerns. [Road safety data](#) in the District shows a correlation between drop-off and pick-up windows and aggressive driving crashes, distracted driving crashes, bicyclist-involved crashes, older driver-involved crashes, signalized intersection crashes, stop-controlled intersection crashes, large truck crashes, and bus crashes.
 - Representatives from the DC Public Charter School Board attended the Commission’s November 28, 2022, meeting to discuss the mission and work of the Board. Commissioners raised concerns over traffic control and traffic safety infrastructure at a public charter school within the Commission’s boundaries. One of the Board’s representatives responded that “traffic is not the purview” of the Board, indicating that they would

not or could not comprehensively address traffic control or traffic safety around schools. This discussion affirmed the Commission's previous experiences regarding the lack of comprehensive and coordinated traffic control and traffic safety planning around new schools throughout the Commission area and across the District. While the Commission regularly reviews and considers traffic control and traffic planning documents with regard to developments and other land use and zoning issues, the same structure does not appear to apply to schools.

- The DC Public Charter School Board's application for new public charter schools calls on applicants to "fully describe their plans for a proposed public charter school," including "Responding to Community Need," an "Education Plan," a "Management Plan," and a "Finance Plan." As noted above – and confirmed through the discussion at the Commission's November 2022 meeting – the application does not include consideration of traffic control or traffic safety.
- The Commission understands that there are several existing or possible "plans" that relate to traffic control and traffic safety around schools, but none of these plans – to the Commission's knowledge – relate to comprehensive and coordinated planning at the time of consideration of the establishment and siting of new schools. These plans include:
 - the "Action Plans" detailed in the [Safe Passage to School Expansion Act of 2021](#), which are comprehensive assessments of traffic safety infrastructure for existing schools, and the "Safe Streets for Students Master Plan," which is an ordered list of all public schools for which the District Department of Transportation plans to produce and implement an Action Plan during the five-year period covered by the Master Plan;
 - the "Safe Routes to School Plan" under the [DC Safe Routes to School Program](#), under which the District Department of Transportation provides planning assistance for DC schools that are interested in improving safety for student walkers and cyclists and helps schools create a plan; and
 - the "Sustainable Transportation Plan" supported by [goDCgo](#), which provides complimentary assistance and resources to help schools develop sustainable transportation plans providing checklists largely consisting of sharing information regarding nearby transit options.
- At-Large Councilmember Christina Henderson's [Attendance Zone Boundaries Amendment Act of 2022](#), as well as the [Master Facilities Plan](#) call for comprehensive and holistic consideration of the siting of schools, school boundaries, and feeder patterns based on several factors, including facilities conditions, enrollment, crime vulnerabilities, and community engagement. But neither mentions consideration of traffic

control or traffic safety in the siting of schools or the consideration of school boundaries and feeder patterns.

- In light of the Commission's experiences with the traffic control and traffic safety issues that arise from the establishment and siting of new schools, which are often concentrated in specific areas, the Commission strongly believes comprehensive and coordinated planning for traffic control and traffic safety should be part of the approval of new schools prior to their placement within communities.

RESOLVED:

- That Advisory Neighborhood Commission 4B calls on the DC Public Charter School Board to include a traffic control and traffic safety plan as a required part of its charter application process, as well as DC Public Schools to require a similar plan where new public schools are established.
- That Advisory Neighborhood Commission 4B calls on the DC Public Charter School Board and DC Public Schools to work with the District Department of Transportation (including possibly a greater role for the Department's Neighborhood Planning Branch, within the Planning and Sustainability Division), in developing uniform content and standards for the aforementioned traffic control and traffic safety plans, as well as the DC Council to ensure consistency with and utility as related to existing legislatively required plans.
- That Advisory Neighborhood Commission 4B calls on the Deputy Mayor for Education to consider traffic control and traffic safety plans in developing future Master Facilities Plans for educational facilities.
- That Advisory Neighborhood Commission 4B calls on the DC Council, including the Committee on Transportation and the Environment and the Committee of the Whole (with oversight of education issues) to exercise its oversight authority to ensure uniform content and standards and implementation of the aforementioned traffic control and traffic safety plans.
- That Advisory Neighborhood Commission 4B calls on the DC Council, including the Committee on Transportation and the Environment and the Committee of the Whole (with oversight of education issues) to consider the relationship of the aforementioned traffic control and traffic safety plans to existing legislatively required plans related to traffic safety to ensure consistency, utility, and cohesiveness.

FURTHER RESOLVED:

That the Commission designates Commissioner Erin Palmer, ANC 4B02, Commissioner Evan Yeats, ANC 4B04, and Commissioner Alison Brooks, ANC 4B08, to represent the Commission in all matters relating to this Resolution.

FURTHER RESOLVED:

That, in the event the designated representative Commissioners cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matter relating to this Resolution.

FURTHER RESOLVED:

That, consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions, and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

ADOPTED by voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of __ members was present) on February 27, 2023, by a vote of _ yes, _ no, _ abstentions.