

**COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE OF THE WHOLE
COMMITTEE REPORT**

1350 Pennsylvania Avenue, NW, Washington, DC 20004

DRAFT

TO: All Councilmembers

FROM: Chairman Phil Mendelson
Committee of the Whole

DATE: December 5, 2022

SUBJECT: Report on Bill 24-66, “Safe Streets for Students Amendment Act of 2022”

The Committee of the Whole, to which Bill 24-66, the “Safe Streets for Students Amendment Act of 2022” was sequentially referred, reports favorably thereon with amendments, and recommends approval by the Council.

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I. BACKGROUND AND NEED

On February 4, 2021, Bill 24-66, the “Safe Streets for Students Act of 2021” was introduced by Councilmembers Henderson, Lewis George, Nadeau, Cheh, Pinto, and R. White and co-sponsored by Councilmember Allen. The Bill was sequentially referred. As introduced and marked up by the Committee on Transportation and the Environment, Bill 24-66 amends the School Proximity Traffic Calming Act of 2000 to establish a Safe Passage program, a Safe Blocks program, a School Safety and Safe Passage Working Group to establish a Safe Routes to School program, and requires DDOT to implement a Pilot program at at least one public school per ward. Importantly, the bill would require the Mayor to submit a Safe Streets for Students Master Plan that would outline DDOT and DME’s intentions for safe routes and safe passage programming over the next five years and the Bill requires DDOT to produce Action Plans for 25 schools annually.

This report largely incorporates by reference the background and need in the Committee on Transportation and the Environment’s committee report (attached) and recommendations in the

committee print. However, the Committee of the Whole's committee print makes substantive changes to modify the legislation.

First, the print removes the requirement for the Office of the State Superintendent for Education (OSSE) to install automated traffic enforcement (ATE) cameras on all District school buses by December 31, 2026. ATE cameras on school buses engage in stop-arm photo enforcement. The cameras track and ticket vehicles that illegally pass stopped school buses with their stop-arm engaged. Based on the current request for proposal, the cost of installing cameras on the 600 busses in equal phases is \$66.5 million over the four-year financial plan period. In an effort to decrease the funding required to implement the bill, the Committee and the OSSE are supportive of the removal of this requirement at this time, though there is potential for future legislation and funding to cover this important traffic safety measure.

Second, the print expands the specific design elements in all Action Plans where doing so would increase safety. These Action Plans focus on individual schools and the Bill requires 25 of them annually. The Committee on Transportation and the Environment cited concerns that a lengthy list of required elements could not be universally applied at all schools or would be logistically challenging given the site-specific engineering requirements for their installation. Nevertheless, the attached Committee Print adds raised crosswalks and curb extensions at intersections adjacent to public school campuses, flashing school zone beacons on approaches within a school zone, and mid-block crossing protections to the Master Plan as types of safety infrastructure that DDOT should consider as part of the Action Plan for each school. The Committee believes that it is important that DDOT consider all types of infrastructure that can measurably increase safety, and provide the school community with justification, in writing, if the infrastructure is not necessary or will not significantly increase safety for students. This addresses community concern that there is currently little transparency into why certain safety infrastructure are installed at some schools and not others. The Committee understands that expanding the infrastructure list could increase the initial fiscal impact of the Print but is hopeful that these elements will increase protective measures for students.

Third, the Committee Print reduces some of the burden the earlier print would have put on the Deputy Mayor for Education and the schools. For instance, traffic counts and vehicle crash data are the business of DDOT, not schools. Crime statistical data is the purview of the Metropolitan Police Department, not the Deputy Mayor for Education. The Committee Print also removes a subsection from the earlier print requiring OSSE to conduct surveys of child development facilities concerning commute modes, crosswalks, etc. These changes were made after consultations with the affected agencies and in consideration of the bill's fiscal impact, which is unfunded.

The Committee supports the concept of expanded safety around our schools and establishing offices that would lead and maintain accountability for this work. The new Master Plan, established by the District Department of Transportation, will allow for a comprehensive review of the school zones for appropriate safety infrastructure investments.¹ The new Safe Passage program, Safe Blocks program, School Safety and Safe Passage Working Group, the Safe

¹ DDOT objected to having to provide written justifications, arguing that would be time consuming and therefore reduce actual work on traffic safety. But the Committee does not expect lengthy justifications.

Routes to School program, and the School Streets Pilot program will increase safety for students on their daily travels to and from school. Thus, the Committee of the Whole recommends adoption of the committee print as attached.

II. LEGISLATIVE CHRONOLOGY (ABBREVIATED)

- | | |
|-------------------|---|
| February 4, 2021 | Bill 24-66, the “Safe Streets for Students Amendment Act of 2022” is introduced by Councilmembers Henderson, Lewis George, Nadeau, Cheh, Pinto, and R. White and co-sponsored by Councilmember Allen. |
| February 16, 2021 | Bill 24-66 is officially read at a regular Legislative Meeting and the sequential referral to the Committee on Transportation and the Environment and Committee of the Whole is official. |
| October 12, 2021 | The Committee on Transportation and the Environment and the Committee of the Whole holds a public hearing on Bill 24-66. |
| October 20, 2022 | The Committee on Transportation and the Environment marks up Bill 24-66. |
| December 6, 2022 | The Committee of the Whole marks up Bill 24-66. |

III. SUMMARY OF TESTIMONY

On October 12, 2021, Paul Kihn, Deputy Mayor for Education, and Everett Lott, Acting Director of the District Department of Transportation, testified on behalf of the Executive before the Committee of Transportation and the Environment and the Committee of the Whole on Bill 24-66. That hearing also included public testimony broadly in support of the legislation. Testimony from that hearing is summarized in the attached Committee Report from the Committee on Transportation and the Environment.

IV. IMPACT ON EXISTING LAW

B24-66 would wholly rewrite Section 2 of the School Proximity Traffic Calming Act of 2000, adding ten new sections, greatly expanding the breadth of the current law. Further details on the impact is described in greater detail in the attached Committee Report from the Committee on Transportation and the Environment.

V. FISCAL IMPACT

A fiscal impact statement was issued by the Chief Financial Officer on October 20, 2022 and is attached to the Committee on Transportation and the Environment's report on the bill. The Chief Financial Officer concluded that funds are not sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill. The bill's implementation will cost \$3,371,000 in fiscal year 2023 and \$148,803,000 over the four-year financial plan period.

On December 5, 2022, the Office of the Chief Financial Officer issued an updated fiscal impact statement based upon the changes made in the Committee of the Whole print. The FIS concluded

VI. RACIAL EQUITY IMPACT

According to the December 6, 2022 Racial Equity Impact Analysis of the Council Office on Racial Equity,

VII. SECTION-BY-SECTION ANALYSIS

Refer to the Committee on Transportation and the Environment's report on the Bill for a more detailed analysis.

<u>Section 1</u>	States the short title of Bill 24-66
<u>Section 2</u>	Establishes the Safe Passage Program, the Safe Black program, the School Safety and Safe Passage Walking Group, a Safe Routes to School program, and a School Streets Pilot Program. Prescribes the timing, manner, and scope of Action Plans and spot safety assessments and prescribes the contents of the Master Plan and the agencies responsible for its development. Sets the speed limit within school zones to 15mph and allows DDOT to increase the speed limit or arterials within school zones.
<u>Section 3</u>	Makes conforming amendments to the School Safety and Security Contracting Procedures Act of 2004.
<u>Section 4</u>	Fiscal impact statement.
<u>Section 5</u>	Provides that applicability is upon inclusion of the measure's fiscal impact in an approved budget and financial plan.
<u>Section 6</u>	Effective date.

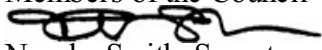
VIII. COMMITTEE ACTION

IX. ATTACHMENTS

1. Bill 24-66 as introduced.
2. Committee on Transportation and the Environment report on Bill 24-66 (without attachments).
3. Racial Equity Impact Assessment for Bill 24-66.
4. Fiscal Impact Statement for Bill 24-66.
5. Legal Sufficiency Determination for Bill 24-66.
6. Committee Print for Bill 24-66.

COUNCIL OF THE DISTRICT OF COLUMBIA
1350 Pennsylvania Avenue, N.W.
Washington D.C. 20004

Memorandum

To : Members of the Council

From : Nyasha Smith, Secretary to the Council
Date : Wednesday, February 10, 2021
Subject : Referral of Proposed Legislation

Notice is given that the attached proposed legislation was introduced in the Office of the Secretary on Thursday, February 04, 2021. Copies are available in Room 10, the Legislative Services Division.

TITLE: "Safe Passage to School Expansion Act of 2021", B24-0066

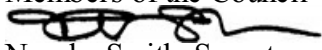
INTRODUCED BY: Councilmembers Henderson, Lewis George, Nadeau, Cheh, Pinto, and R. White

The Chairman is referring this legislation sequentially to the Committee on Transportation and the Environment and Committee of the Whole.

Attachment
cc: General Counsel
Budget Director
Legislative Services

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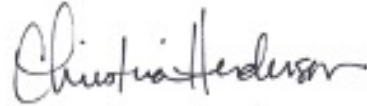
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Attachment
cc: General Counsel
Budget Director
Legislative Services

1 

2 Councilmember Mary M. Cheh



Councilmember Christina Henderson

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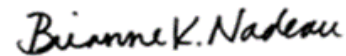
5
6 Councilmember Brooke Pinto



Councilmember Janeese Lewis George

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8 

9
10 Councilmember Robert C. White, Jr.



Councilmember Brianne K. Nadeau

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16 A BILL

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19 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

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21
22
23 To establish an Office of Safe Passage to ensure safe passage for students traveling to and from
24 LEAs between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Friday during
25 the school year and summer; and to require the Mayor to provide a shuttle bus from the
26 metro station to a DCPS and public charter school within a priority area with the fewest
27 public transportation options.

28
29 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
30 act may be cited as the “Safe Passage to School Expansion Act of 2021”.

31
32 Sec. 2. Definitions.

33 (a) For the purpose of this act, the term:

34 (1) “District Agencies” means District Department of Transportation, Department
35 of Behavioral Health, Department of Parks and Recreation, Department of Youth Rehabilitation
36 Services, Deputy Mayor for Education, Office of the Student Advocate, Office of the Deputy
37 Mayor for Public Safety and Justice, Office of the Deputy Mayor for Health and Human
38 Services, Fire and Emergency Medical Services, Metropolitan Police Department, Office of the

39 Chief Technology Officer, Mayor’s Office of Community Relations and Services, and the Office
40 of Neighborhood Safety and Engagement.

41 (2) “LEAs” means Local education agencies.

42 (3) “Office” means Office of Safe Passage.

43 (4) “Priority area” means a census block in ward 7 and ward 8 with the highest
44 incidence of violent crime as reported by the Metropolitan Police Department.

45 (5) “Safe route” means a designated route that is monitored by safe passage
46 personnel from 7:00 a.m. to 9:30 a.m. and from 3:00 p.m. to 7:00 p.m.

47 (6) “Safe Passage” means the ability of students to travel safely to and from LEAs
48 between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Friday during the school year
49 and summer.

50 Sec. 3. Office of Safe Passage; establishment.

51 (a) Pursuant to section 404(b) of the District of Columbia Home Rule Act, approved
52 December 24, 1973 (87 Stat. 787; D.C. Official Code § 1-204.04(b)), the Council establishes an
53 Office of Safe Passage within the District of Columbia that is subordinate to the Mayor.

54 (b) The mission of the Office is to ensure safe passage for students traveling to and from
55 LEAs between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Friday during the school
56 year and summer.

57 (c) The Office shall be headed by a director, who shall be appointed by, and serve at the
58 pleasure of, the Mayor.

59 Sec. 4. Office of Safe Passage; duties and authority.

60 (a) The duties of the Office shall be as follows:

61 (1) Create a District-wide and ward-specific five-year strategic plan for safe
62 passage that has measurable outcomes and submit it to the Council no later than October 1, 2021
63 and every five years thereafter;

64 (2) Gather and analyze data to improve safe passage and submit an annual report
65 to Council no later than December 31 each year;

66 (3) Improve collaboration, problem solving, and cooperation among District
67 agencies and community-based organizations, funding, and outcomes;

68 (4) Award grants on a competitive basis to community-based organizations that
69 participate in the Safe Routes to School program; and

70 (5) Provide recommendations, in conjunction with District Department of
71 Transportation, on how the District can enhance transportation options to improve safe passage.

72 Sec. 5. Office of Safe Passage; requirements for awarding grants.

73 (a) The Office shall publish rules to govern award of grants consistent with this section
74 and the Grant Administration Act of 2014, effective December 24, 2013 (D.C. Law 20-61; D.C.
75 Official Code § 1-328.11 *et seq.*).

76 (b) The Office shall award grants on a competitive basis to community-based
77 organizations that participate in the Safe Routes to School program.

78 (c) Grants shall be awarded in a manner consistent with the Office's strategic plan for
79 safe passage programming and funding with particular attention to the strategic plan's goals and
80 priorities, geographic distribution of safe passage programs and funding, and program quality.

81 (d)(1) The Office shall establish a review process for awarding grants, which shall
82 include the use of review panels to evaluate each grant application in an impartial manner.

83 (2) No more than half of a review panel's members may be employees or
84 contractors of the Office.

85 (3) No member of a review panel may have a conflict of interest that would
86 render the reviewer unable to be impartial.

87 (e) Grants shall be awarded for terms of at least 5 years, subject to the availability of
88 funding.

89 (f) The Office may not award a grant under this section in excess of \$1 million during a
90 12-month period, either singularly or cumulatively, unless the grant is first submitted to the
91 council for approval, in accordance with section 451(b) of the District of Columbia Home Rule
92 Act, approved December 24, 1973 (87 Stat. 803; D.C. Official Code § 1-204.51(b)), or by act.

93 (g) In addition to the reporting requirements in section 1097 of the Grant Administration
94 Act of 2013, effective December 24, 2013 (D.C. Law 20-61; D.C. Official Code § 1-328.16), on
95 or before November 1 of each year, the Office shall submit to the Council and make publicly
96 available an annual status report for all grants issued by, or on behalf of, the Office in the
97 previous fiscal year, which shall include, for each grant:

98 (1) Detailed information about the grantee;

99 (2) A description of the specific services provided by the grantee;

100 (3) The location of services; and

101 (4) The amount of grant funds dedicated to program costs and the amount
102 dedicated to other expenditures.

103 Sec. 6. Office of Safe Passage; implementation of the Safe Routes to School program.

104 (a) The Office shall implement a Safe Routes to School program. At minimum, the Office
105 shall:

- 106 (1) Designate 10 priority areas;
- 107 (2) Establish at minimum one safe route in each priority area; and
- 108 (3) Award grants on a competitive basis to community-based organizations in
109 accordance with section (5).

110 (b) Each community-based organization that is a recipient of a grant shall manage the
111 hiring of safe passage personnel to monitor the safe routes. Every safe passage personnel shall
112 meet the minimum requirements for employment:

- 113 (1) Submit an employment application;
- 114 (2) Physically stand for long periods of time and tolerate all weather conditions;
- 115 (3) Read and write incident reports;
- 116 (4) Commit to working a total of 6.5 hours per day for five days a week for
117 minimum wage;
- 118 (5) Demonstrate knowledge about the community they wish to serve;
- 119 (6) Attend all required safe passage meetings and trainings to ensure best
120 practices; and
- 121 (7) Reside near the priority area where they wish to serve, to the extent it is
122 possible.

123 (c) The safe passage personnel shall at minimum have the following duties:

- 124 (1) Conduct daily monitoring of a designated safe route;
- 125 (2) Ensure safety of students by identifying potential conflicts and working
126 collaboratively with District agencies and the community to peacefully diffuse situations;
- 127 (3) Support attendance by encouraging students to attend class daily and
128 on time; and

129 (4) Build relationships with school administrators, police personnel, parents,
130 community residents by increasing their awareness of the program whenever possible.

131 Sec. 7. Improving Transportation Options.

132 The Mayor shall provide a shuttle bus from the metro station to a DCPS and a public
133 charter school within a priority area with the fewest public transportation options.

134 Sec. 8. Safe Passage Expansion.

135 Nothing in this act shall preclude the Office from establishing safe routes or improving
136 transportation options in other wards in the District with a high incidence of violent crime as
137 reported by the Metropolitan Police Department.

138 Sec. 9. Fiscal impact statement.

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

142 Sec. 10. Effective date.

143 This act shall take effect following approval by the Mayor (or in the event of veto by the
144 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
145 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
146 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
147 Columbia Register.

**Council of the District of Columbia
Committee on Transportation and the Environment**

Committee Report

1350 Pennsylvania Avenue, N.W., Washington, DC 20004

To: Members of the Council of the District of Columbia
From: Mary M. Cheh, Chairperson
Committee on the Transportation and the Environment
Date: October 20, 2022
Subject: B24-66, the “Safe Streets for Students Amendment Act of 2022”



The Committee on Transportation and the Environment, to which B24-66, the “Safe Streets for Students Amendment Act of 2022” was referred, reports favorably on the legislation and recommends approval by the Council of the District of Columbia.

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STATEMENT OF PURPOSE AND EFFECT

B24-66, the “Safe Streets for Students Amendment Act of 2022,” was introduced by Councilmembers Henderson, Lewis George, Nadeau, Cheh, Pinto, and Robert White on February 4, 2021, as the “Safe Passage to School Expansion Act of 2021”; Councilmember Allen co-sponsored the legislation. The legislation was jointly referred to the Committee on Transportation and the Environment and the Committee of the Whole. The Committees held a joint hearing on the legislation on October 12, 2021.

The Committee Print incorporates language from B24-565, the “Safe Routes to School Expansion Regulation Amendment Act of 2021.” That legislation was introduced on December 16, 2021, by Councilmembers Lewis George, McDuffie, Pinto, Bonds, Allen, Henderson, Silverman, Gray, Trayon White, Cheh, Robert White, and Nadeau, and Chairman Mendelson, and referred to the Committee on Transportation and the Environment with comments from the Committee of the Whole. The Committee held a hearing on that legislation on March 14, 2022.

I. Background

a. Traffic Violence

In 2015, Mayor Bowser first announced the District’s commitment to Vision Zero, a cross-agency initiative intending to bring an end to traffic fatalities by 2024. Unfortunately, the number of traffic fatalities in the District has grown almost every year since the Mayor made this commitment. The District had 40 traffic fatalities in 2021, compared to 26 in 2015; and, in 2021, half of traffic fatalities were for non-drivers, including 17 pedestrians and three cyclists.¹ As of October, there have already been 25 fatalities in 2022. Absent significant changes to traffic safety policy and infrastructure, it appears unlikely the District will meet its 2024 goal.

In the years since the Mayor’s announcement of the District’s commitment to Vision Zero, the Council has worked to move that goal forward, including passing comprehensive omnibus Vision Zero legislation in 2020 and the Safer Streets Amendment Act earlier this year. Neither bill is effective as neither has been funded; through the Council’s efforts, however, future automated traffic enforcement (“ATE”) camera revenue will be dedicated to funding this important legislation. It is the Committee’s hope that this funding mechanism will allow these bills to be funded in the FY 2024 budget, and implementation can begin at the start of Fiscal Year 2024 next fall.

One critical portion of the District’s Vision Zero work not specifically addressed in this prior legislation is the safety of students during their commutes to and from school. In School Year 2021-2022, the District of Columbia Public Schools (“DCPS”) enrolled over 49,000 students;² District of Columbia Public Charter School (“PCS”) local education agencies enrolled nearly

¹ District of Columbia, “Vision Zero Data Dashboard,” <https://www.dcvisionzero.com/maps-data>.

² District of Columbia Public Schools, “DCPS at a Glance: Enrollment,” <https://dcps.dc.gov/page/dcps-glance-enrollment>.

44,000 students.³ Each of these approximately 94,000 students face some commute to get to school—whether to their neighborhood school down the block or a school on the opposite end of the District—with a median walk distance for DCPS students of 1.7 miles for elementary students, 2.2 miles for middle schoolers, and 4.1 miles for high school students.⁴ On that commute, students that walk, cycle, scoot, or drive are at risk of traffic violence each day. This risk of harm is not mere conjecture: during School Year 2021-2022, there were numerous incidents of traffic violence involving students traveling to and from their school. It is critical that the District do more to ensure all students have a safe and accessible commute to and from school each day.

i. *Safe Routes to School Program*

The District Department of Transportation (“DDOT”), which is the lead agency responsible for implementation of the District’s Vision Zero policies, has taken some steps to address the particular traffic safety risks facing students and school staff on their commutes to and from school. While traffic safety infrastructure, policies, and enforcement throughout the District can and do increase student safety, the main thrust of this work is through DDOT’s Safe Routes to School (“SRTS”) program. The SRTS program’s mandate is broad, including not only traffic safety planning and implementation, but also work to encourage students to walk and cycle to school. This includes efforts to enhance signage, crossings, and visibility for drivers and pedestrians, reduce the design speed of roads, and tailor the design of pickup and drop-off zones to improve safety.

Through the SRTS program, DDOT devises and implements traffic safety infrastructure in school zones – currently defined by DDOT to include any area (including any roadways and crossings) stretching 200 feet beyond the boundary of the school. DDOT initiates infrastructure installations following either a spot safety assessment or the creation of a SRTS Action Plan. Spot safety assessments are typically in response to a report of a specific traffic safety issue – for example, the need for traffic calming along a roadway in a school zone – and result in installation of traffic safety infrastructure specific to that request – per this example, perhaps installation of speed humps or a stop sign. SRTS Action Plans, on the other hand, are more comprehensive, and involve DDOT proactively assessing the entirety of a school zone and proposed a suite of interventions aimed at comprehensively addressing traffic safety concerns for that school. On average, DDOT has completed about eighteen Action Plans per year, but is able to undertake significantly more spot safety assessments each year. Importantly, both spot safety assessments and SRTS Action Plans are based on actual assessments by DDOT SRTS staff, and the infrastructure installed should be tailored to address the findings of those assessments.

Of note, in the FY 2023 budget, the Council provided DDOT with funding to accelerate this work, including \$3.6 million a year to support SRTS assessments and action plans; that funding is slated to allow DDOT to increase the number of schools receiving SRTS Action Plans from eighteen to approximately thirty each year. In addition, the SRTS program at DDOT is

³ Office of the State Superintendent of Education, “Bowser Administration Releases Preliminary DC Enrollment Numbers for the 2021-22 School Year,” 30 Nov. 2021, <https://osse.dc.gov/release/bowser-administration-releases-preliminary-dc-enrollment-numbers-2021-22-school-year>.

⁴ Office of the Deputy Mayor for Education, “Distance to School by Grade Band and Sector, SY 2021-2022,” <https://edscape.dc.gov/page/enrollment-patterns-distance-school-grade-band-and-sector>.

currently administered by just two FTEs; the Council also provided funding for two additional FTEs to support this work: a Safe Routes to School Transportation Planner and a Roadway Safety Branch Engineer. The Committee is excited to track the roll out of these new funds.

Given these incredible investments, the Committee is keen to ensure that these funds are put to best use by DDOT. The Committee has also heard concerns from residents and school communities that infrastructure installed pursuant to spot safety assessments and SRTS Action Plans may not fully effectuate the requests or needs of the community, in terms of the particular interventions selected by DDOT for installation. Furthermore, community members have sought clarity on why particular infrastructure was chosen (or not), and DDOT's standards for these installations. The Committee agrees that additional clarity on DDOT's decision-making process could provide transparency and consistency to these critical traffic safety programs.

ii. Crossing Guard Program

In addition to this critical traffic safety infrastructure work, DDOT also administers the District's crossing guard program; through this program, DDOT recruits, trains, deploys, and oversees the District's crossing guards on behalf of DCPS and PCS schools. During School Year 2021-2022, DDOT employed 249 part-time and 15 full time crossing guards (positions titled "safety technicians" in DDOT's employee database), short of the 286 total crossing guards requested by DCPS schools. (with DDOT unable to meet 21 outstanding requests from schools). Crossing guards fill a critical role in the District's Vision Zero efforts, ensuring students can safely cross hazardous intersections, and working in consult with other traffic safety divisions to broadly ensure the safety of students as they travel to and from school each day.

Although DDOT reports just 21 unmet crossing guard requests for School Year 2021-2022, the Committee has concerns that demand may actually be much higher. A school may only make a crossing guard request for intersections within one tenth mile of the school, although many school catchment areas extend far further (and, for both DCPS and charter schools, enrolled students may commute from anywhere in the District).

Schools have also reported issues with the process for requesting a crossing guard. The current process is quite ad hoc, without a formal database or application for schools to submit their requests. Requests must also be supported by a traffic count at the intersection in question during relevant school hours—a burden that falls on school staff, during pick-up and drop-off hours, when schools are *least* able to sacrifice staff to undertake a traffic count. Schools have reported to the committee that these hurdles may delay or prevent schools from making these requests—suggesting that, were it easier to request and receive a crossing guard, demand from schools may be higher than current levels.

The Committee is also aware of issues with recruitment for these positions. During School Year 2021-2022, DDOT reported 17 vacancies and 21 outstanding requests; while these numbers may not appear high in relation to total staffing levels for crossing guards, any vacancy or unmet crossing guard need means a hazardous intersection that students must traverse without this critical support. One issue with recruitment for these positions appears to be their part-time status. By design, crossing guards are on-the-clock during morning and evening commute hours when

students are traveling to and from school. As a result, crossing guard positions are unpaid during the middle of the day—a difficult gap to fill for employees seeking a full workday, and therefore need to supplement their crossing guard duties with another part-time position. DDOT has explored options within DDOT’s other divisions for crossing guards to take on other midday tasks, converting that part-time position to full-time. That said, those interagency opportunities are few and far between, and DDOT has not looked outside of the agency to identify other part-time roles these crossing guards could take on (perhaps, say, to identify opportunities with DCPS, the Department of Public Works, or the Department of Motor Vehicles). The Committee believes there are untapped cross-agency opportunities to transition at least some of these positions to full-time work.

b. Safe Passage Program

Unfortunately, traffic safety is not the only risk that students face as they travel to and from school. Students may experience bullying, harassment, fighting, gun violence, and other similar impediments during their school commute. A 2020 survey by the Office of the Student Advocate found that a staggering 36% of students reported feeling unsafe or uncomfortable during their commute to and from school, whether walking or on a metro train or bus.⁵ In that survey, 10% of respondents stated that their discomfort stemmed from perceived or observed violence; 25% reported feeling unsafe due to the presence of unknown adults the students perceived as a threat to their safety. These issues are likely exacerbated in parts of the District, such as in Wards 7 and 8, where students have a meaningfully longer average walk distance to and from schools.⁶ These experiences may prompt some students to skip school or arrive late, directly impacting their opportunity to learn.

The District has taken steps to address the risk of violence faced by students as they travel to and from school. In the Fiscal Year 2017 Budget Support Act of 2016, the Council required that the Deputy Mayor for Education (“DME”) produce a plan to address safe passage issues. The Mayor has established an interagency School Safety and Safe Passage Working Group (“Working Group”), made up of DME, DDOT, the Office of Neighborhood Safety and Engagement, the Metropolitan Police Department (“MPD”), the WMATA Metro Transit Police, individual schools, and others, to consider and plan for safe passage programs and services. To date, DME has led on execution of that work, include standing up a Safe Passage program within the DME’s office.

The DME and working group have launched several programs under the safe passage umbrella in recent years. In 2017, the working group first selected a slate of Safe Passage Priority Areas, specific areas of the District in which DME would target its safe passage programming. According to DME, these areas were selected based on the number of student-involved incidents in that area, per MPD and WMATA Metro Transit Police data, as well as anecdotal data on student experiences. For School Year 2022-2023, there are eight Safe Passage priority areas designated by

⁵ Office of the Student Advocate, “Safe Passage: a Student’s Perspective – Safe Passage Student Survey (Washington, DC) February – April 2020,” <https://studentadvocate.dc.gov/sites/default/files/dc/sites/sboe/Safe%20Passage%20Report%20SY%202019-20%20Final.pdf>.

⁶ Office of the Deputy Mayor for Education, “Trends in Distance to School by Where Student Lives,” <https://edscape.dc.gov/page/enrollment%20patterns-trends-distance-to-school-student-lives>.

DME, centered around the (1) Anacostia Metro Station, (2) Minnesota Avenue Metro Station, (3) L’Enfant Plaza and Waterfront Metro Stations, (4) NoMa-Gallaudet Metro Station, (5) Good Hope Road, SE, Corridor, (6) Congress Heights, (7) Columbia Heights, and (8) Petworth and Brightwood, which includes the Tenleytown Metro Station. Being designated as a Safe Passage priority area means these locations receive particular focus from school leaders, DDOT, MPD, and WMATA Metro Transit Police in terms of addressing student safety concerns and planning. DME also administers several programs in these priority areas.

First, DME administers a “Safe Blocks” initiative. Through Safe Blocks, DME engages with providers—typically, community-based organizations (“CBO”)—to recruit and oversee safe passage personnel stationed along student commute routes in priority areas. These personnel are tasked with serving as a safe and trusted adult resource for students, should they face bullying, harassment or violence, or feel unsafe on their commute. There are currently hundreds of safe passage personnel engaged across the eight priority areas.

Second, the Mayor has launched the “Safe Spots for Students” program; through that program, DME partners with businesses, government facilities, and faith-based organizations to provide students with access safe spaces—literal spaces, in the form of area businesses and storefronts—along routes within priority areas that students commonly use to commute to and from school.⁷ Similar to the Safe Blocks initiative, this program provides student with a trust resource—here, a business, there, an individual—that they can turn to for help and support where the student feels unsafe on their commute. DME has paired this program with an interactive map, which students and families can use to identify businesses participating in the Safe Spots for Students program, and potentially use to plan their route to and from school.⁸ Of note, this map does not include Safe Block safe passage personnel, as their locations may change from day to day.

While these programs are both still in effect, the Committee has concerns about the DME’s long-term investment in the Safe Blocks and Safe Spots programs, as well as the DME’s intentions for the Safe Passage Program more broadly. The Committee notes that, as of the filing of this report, portions of the DME’s website for the Safe Passage program have not been updated since School Year 2019-2020, before the start of the COVID-19 pandemic. While the priority area map has been updated more regularly, both to reflect new priority areas and Safe Spots participant businesses, other data has not. Even where the vast majority of the website is updated, that the website homepage is three years out of date suggests to visiting students and families that the program is defunct. In turn, during conversations with the Committee on B24-66, the DME’s office expressed a lack of long-term interest in administering the program, believing it would be better housed under a different agency with more experience executing programs that directly serve residents; DME did not, however, have a recommendation for another agency to best take on this work. These issues raise concerns to the Committee that this important program, which is currently

⁷ Office of the Mayor, “Mayor Bowser to Launch New Safe Passage Initiative to Enhance Student Safety Ahead of School Year 2019-20,” 22 Aug. 2019, <https://mayor.dc.gov/release/mayor-bowser-launch-new-safe-passage-initiative-enhance-student-safety-ahead-school-year>.

⁸ That map is available at: <https://dcgis.maps.arcgis.com/apps/webappviewer/index.html?id=c2cd40e6008d4b04a3a4fc8713b55c3e>.

operated by DME without a legislative directive to do so, could shrink, receive reduced funding, or be terminated without notice or a new “home” agency in place.

Separately, the Committee has received questions on how Safe Blocks CBOs are selected, their contract terms, and expected services. The Committee has also heard concerns that there is a lack of transparency in how Safe Passage priority locations are picked, with some raising whether anecdotal evidence, including volume of complaints, may be weighted over more objective data on students’ experience. The Committee has not seen evidence to suggest the working group’s selection of priority areas is ill-matched to need, or that grant awards are being made to CBOs in a manner that is improper or irregular, but supports additional transparency into these matters to clarify that they are being executed according to best practices.

c. Legislative history

B24-66 was introduced on February 4, 2021; however, an earlier version of the legislation had been previously introduced during Council Period 23 as B23-393, the “Safe Passage to School Expansion Act of 2019.” That legislation bill was introduced by Councilmembers Grosso, Todd, Trayon White, Nadeau, Cheh, and Robert White, and co-sponsored by Councilmembers Allen, Gray, and Silverman. The Committee held a hearing on that bill on November 25, 2019, with the intent to move the legislation to markup in 2020. However, as a result of the COVID-19 pandemic, the Council ceased regular meetings beginning in March 2020; more importantly, schools across the District shifted to virtual instruction at that time, and did not resume full, in-person instruction until School Year 2021-2022. Given the impacts of the COVID-19 pandemic and the then-ongoing public health emergency on the District’s budget, in-person instruction, employment rates, and traffic patterns, the Committee paused consideration of this legislation to ensure the language ultimately adopted accurately reflected students’ experiences traveling to and from school.

As introduced, B24-66 would codify the existence of an Office of Safe Passage, subordinate to the Mayor, and clarify the office’s responsibility for ensuring the safe passage of students traveling to and from school from 7:00 am through 7:00 pm on days that school is in session. The legislation as introduced also codifies the process by which the new office is to issue grants to Safe Blocks program CBOs, and sets standards for selected CBOs and safe passage personnel. Finally, the legislation requires that the Mayor run a shuttle bus between the nearest metro station and the DCPS and charter school within each priority area served by the fewest public transportation options.

B24-565, as introduced, would make SRTS program investments eligible expenses from the Vision Zero Enhancement fund. The bill as introduced would also make school zone speed limits effective seven days a week, and require DDOT to establish a plan to complete traffic infrastructure near all public schools based on need. The legislation, as introduced, also establishes specific traffic safety infrastructure that DDOT must install within all school zones.

II. Legislative Action

As noted, the Committee Print incorporates legislative language from both B24-66 and B24-565. The Committee Print makes significant changes to both bills, as introduced, while retaining the primary thrust of the underlying legislation: advancing students' safety as they travel to and from school. The changes adopted in the Committee Print are as follows:

a. Codifying the Safe Routes to School and Safe Passage Programs

First, the Committee Print updates the Code to explicitly codify the existence of DME's Safe Passage program and DDOT's Safe Routes to School program. To date, those two programs exist as agency programs but are not mandated in legislation or regulation; nor are the program's responsibilities described in the code in any permanent form. In their current form, either of these important programs could be discontinued at any moment by the Executive. Codifying these programs has another benefit—it ensures that the programs, at least to the extent they are described in the code, are fully and consistently funded.

The Committee felt this was particularly important for the Safe Passage program, as the Deputy Mayor's office made clear their interest in *not* codifying the program, so the agency would retain authority to transfer the program to another agency in the near future. As noted above, DME did not have recommendations on a better agency to administer this program; the Committee also cannot envision another agency better tailored to take on this work, given DME's oversight of both DCPS and the public charter sector, and its situs in the Mayor's cabinet, providing easier direct engagement with ONSE, MPD, and other public safety agencies. The Committee has concerns that DME may seek to shed this program in the future, possibly without identifying a best new home for these critical programs and services. By codifying the existing of a Safe Passage program within the DME's office, the Executive would need to present the Council with a legislative proposal to suspend or shift this program to another agency—providing the Council with more certainty that these safe passage programs will not be cancelled, suspended, or unfunded by the Executive without notice.

Of note, the Committee Print amends the existing language at D.C. Code § 38-3101. Several provisions in that language are retained in the Committee Print—though, given the extensive additions and amendments to that language, the order and location of those provisions have shifted from their current location in the code. Any existing provisions struck from D.C. Code § 38-3101 are discussed in this report.

b. Safer Streets for Students Master Plan

Between the DDOT's Safe Routes for School Program and DME's Safe Passage Program, the District current administers a wide range of programs and services focused on students' safety as they travel to and from school. There is currently no one location where families and school communities can track each of these programs, and—as was noted above, regarding the DME website—certain online information may be out of date or otherwise incomplete. It is critical that families, school leadership, and the Council have clarity on the range of programs and services offered via these two Programs, including standards used by DDOT and DME for implementation of various services, offerings, and safety interventions.

For example, school communities have raised concerns that they lack an understanding of why certain requested traffic safety infrastructure is not ultimately installed; while DDOT may convey to the school the reason for not installation that infrastructure (for example, if the agency determined that the traffic safety infrastructure in question would reduce safety), community members lack access to the standards DDOT used to come to those conclusions, and the actual data supporting their findings. Conversely, there have been instances in which community members disagree with DDOT's standards, but, given these standards are not codified or adopted via regulation, have lacked an avenue to petition for change.

In response to these concerns, the Committee Print proposes the creation of a Safer Streets for Students Master Plan ("Master Plan"). In the Master Plan, DDOT, DME, and other relevant Executive agencies would lay out their intentions for safe routes and safe passage programming over the next five years. The first Master Plan would be submitted to Council by June 1, 2024, with updates every five years, and include the following information:

For the Safe Passage Program:

- DME's and the Working Group's standards, including specific data elements used, for selecting priority areas;
- A listing of all Safe Passage Priority Areas for the upcoming year, and DME's rationale for selecting them, based on the aforementioned standards;
- A list of all services and programs to be offered under the Safe Passage Program during the upcoming five year period; and
- A list of all services and programs offered under the previous iteration of the Master Plan that are being discontinued, and the DME's rationale for discontinuing those programs.

For the Safe Routes to School Program:

- A list of all types of traffic safety infrastructure DDOT may install in school zones, and DDOT's standards, including specific data elements used, for determining whether or not to install that particular infrastructure type; and
- A list of all schools eligible to receive an Action Plan, ordered according to the prioritization rubric developed by DDOT and approved by the Council.

Below, the Committee provides additional details on several of the Master Plan elements listed above:

i. Action Plan Prioritization Rubric

As noted, one critical service provided by DDOT's Safe Routes to School program is the development and implementation Action Plans—comprehensive reviews of a school's school zone to identify traffic safety infrastructure interventions that will improve traffic safety. To date, dozens of schools have received these reviews; there is, however, limited information on how schools are selected to receive an Action Plan, and why one school may be selected before another. While DDOT works to identify schools with greatest need, the Committee is aware of a public

perception that better resourced school communities may be more successful in petitioning for Action Plans at their schools. While the Committee has not seen evidence that this is the case, this perception undercuts the work of DDOT’s Safe Routes to School Program. And, it raises the question of exactly how DDOT does prioritize schools for Action Plans. The Committee believes a more transparent process could benefit the program, and help ensure this work is done in the most safety-focused and equitable manner. Thus, the Committee Print requires DDOT to produce, in the Master Plan, an ordered list prioritizing schools for an Action Plan (similar to the modernization prioritization rankings produced in the Master Facilities Plan (“MFP”) pursuant to the Planning Actively for Comprehensive Education (“PACE”) Facilities Act of 2016).

The Committee Print does not explicitly prescribe (and therefore codify) how schools are to be ranked in the Master Plan; rather it requires DDOT to develop a rubric by which schools are to be ranked, and—a year before the Master Plan is to be submitted to the Council—submit that rubric to the Council for review and approval. The Committee Print specifically directs DDOT to consider inclusion of at least the following factors when developing the rubric:

- The number of reported traffic injury crashes that occurred within a quarter mile of the school in the preceding 5 years;
- Whether the school is within a quarter mile of one of the District's top 15 crash intersections;
- Whether the school zone includes a principal arterial, interstate, freeway, or expressway;
- The date of implementation of the last Safe Routes to School Action Plan for the school;
- The number of schools with ½ mile of the school facility; and
- The number of at-risk students enrolled in the school based on the current school year enrollment projection.

Once received, the Council would have forty-five days to review and approve the rubric, or send it back to DDOT for revision. The Council must also hold a hearing to receive testimony on the rubric before it can be voted on.

The Committee chose not to propose and codify its own rubric for several reasons. First, the Committee had concerns about codifying such a consequential standard without opportunity for public or expert comment; this rubric will guide when various schools will receive safety-critical upgrades, and deserves full and robust comment. Similarly, as DDOT is the District’s expert on traffic safety, the Committee felt that agency was well-equipped to develop a balanced rubric to equitably prioritize schools. Separately, codifying the rubric used to prioritize schools for Action Plans, the Council would indefinitely commit the District to that rubric, making it difficult to incorporate new and relevant data or best practices in terms of traffic safety (or, importantly, changes in land use, infrastructure, or technology that may raise risk to students at a particular campus that are not present today).

The Committee believes these concerns are best addressed by mandating DDOT submit a proposed rubric to the Council, which the Council, safety experts, and the public can provide comment on prior to approval. As framed in the Committee Print, DDOT will update the rubric

every five years (each time, a year before the Master Plan is due to be submitted to the Council), meaning by design the rubric will be updated to consider new, relevant data or best practices. Ideally, the rubric will stay mostly static over time, but the Committee felt it would best serve student safety to allow for a regular revisiting of the rubric without the need for introduction of new legislation.

As noted, per the Committee Print, the rubric will be submitted to the Council on a five-year rolling basis, always one year prior to DDOT and DME's submission of the Master Plan. The Committee intentionally separated approval of the rubric from approval of the Master Plan. The Committee had concerns that including the proposed rubric *in* the Master Plan could jeopardize the review process, as the rubric would be presented together with the list of schools ordered pursuant to the rubric. It is possible that school communities high on the list may oppose any changes to the proposed rubric, even where some changes were merited, to avoid losing their school's high ranking. Having the rubric submitted one year in advance of the Master Plan means the rubric can be reviewed wholly divorced from how it will be applied. Importantly, this also means that DDOT staff will be able to stagger these tasks, providing them with more time to complete the heavy lift of developing the rubric and Master Plan.

Finally, the print requires that DDOT post the raw data used to rank schools via the approved rubric in the Master Plan. This measure will further increase transparency in this process, providing school communities with a clear, data-driven understanding of how their school was scored. And, critically, making this data available can provide schools with the opportunity to identify errors, missed data, or other factors that should have been considered.

ii. Standards for Implementation of School Traffic Infrastructure

As touched on above, the Committee has received testimony raising concerns about DDOT's decision-making process for installing (or not installing) certain traffic safety infrastructure. Although the agency undertakes thorough studies of pedestrian and driver behavior to support their decisions regarding these installations, DDOT does not currently make that data publicly available on the agency website or otherwise. And, DDOT does not make publicly available its metrics for when and where infrastructure will be installed. As a result, school communities have little insight into the agency's decision-making process—and, understandably, where the agency elects not to install requested infrastructure, those school communities are frustrated.

To address these concerns and increase transparency in the spot safety assessment and Action Plan processes, the Master Plan requires DDOT to provide a list of all traffic safety infrastructure the agency will consider for installation within a school zone, and mandates that the agency list standards or measures that the agency will use to determine whether installation of that infrastructure type is appropriate (for example, if DDOT will utilize traffic counts of speeding vehicles to determine whether a particular infrastructure type is merited). This approach will effectively create a "design manual" for traffic safety infrastructure in school zones, which the community can use to better understand DDOT's infrastructure and design decisions. Importantly, as the Master Plan will undergo review by the Council and, subsequently, the public, this process

will provide a direct opportunity for communities to weigh in on DDOT’s standards and propose changes, where they are merited.

Of note, the print specifically mandates that DDOT include specific design elements in all Action Plans except where doing so would not increase safety or be in conflict with other engineering requirements; these elements include high visibility crosswalks at intersections and crossings; speed bumps, humps, tables, or cushions on roadways adjacent to school entrances, and all-way stops or, where deemed appropriate, traffic signals at intersections. This mandate flows from B24-565, as introduced, though narrows the list of required infrastructure. The Committee worked closely with DDOT to identify as broad as possible a list of traffic safety elements that could be universally mandated in the print; this list represents that list. The Committee had concerns that adding other required elements included in the bill, as introduced, could not be safely universally applied at all schools, or would be logistically challenging given the site-specific engineering requirements for their installation. Furthermore, not including all elements in this list does not mean they will not be installed; rather, they will be included in the Master Plan’s list of traffic safety infrastructure, and the Council and public will have opportunity to comment on the standards DDOT lays out for when and how they will install these elements; the Committee believes that that process is the best method to identify clear, appropriate standards for these other infrastructure elements.

iii. *Master Plan Review and Approval*

As touched on above, the Committee Print requires that DDOT and DME submit the Master Plan to the Council for review by June 1, 2024, and every five years thereafter. Prior to the Master Plan’s submission, the print requires that DDOT post a draft of the plan to the agency website and hold at least three public meetings to receive comment on the draft. That said, the submission of the Master Plan to the Council is far from the final step in the Master Plan’s ultimate approval. Once received, the Council must hold at least one public hearing on the Master Plan. The Master Plan is only effective if and when the Council votes to approve the plan.

Where the Council disapproves of the plan, the print provides the Council with authority to submit comments or questions to the Executive on the Master Plan. This will help provide the Executive with clear guidance on what the Council would need to see in a revised Master Plan to ultimately approve that later version. Importantly, the print mandates that the Mayor revise and resubmit the Master Plan within 180 days after the effective date of any disapproval resolution, ensuring that the Executive actually submits this updated version—hopefully circumventing issues seen in the 2018 MFP review process, in which the Executive failed to resubmit the MFP after the Council disapproved of the DME’s initial submission.

c. Safe Passage Program Changes

As noted, the Committee Print codifies the Safe Passage Program and several of that program’s constituent parts. First, the print codifies the existence of the School Safety and Safe Passage Working Group, and codifies and clarifies the focus of the working group’s work. The print also expands membership on the working group to include one parent or guardian of a current student and at least one teacher or administrator at a public school; the Committee believes that

these new members will provide essential, on-the-ground perspective to the working group, and better help guide the work of the working group. Finally, to increase transparency, the print requires that DME post minutes and materials from working group meetings.

The print explicitly codifies the Safe Blocks program, and lays out the responsibilities of DME, CBOs, and safe passage personnel under the program. The print retains language from B24-66, as introduced, outlining the method in which DME is to award grants to CBOs under the Safe Blocks program, including a three-year grant term length, and provides the DME with ongoing grant-making authority. The Committee believes this language is critical to the long-term success of this important program, while providing DME with the necessary flexibility to identify and select CBOs that can best serve Safe Passage program goals.

The Committee Print also requires DME, in consultation with DDOT, to develop a map of Safe Blocks Priority Areas that denotes certain traffic safety infrastructure. Currently, DME already offers a map on its website showing the bounds of the eight Safe Blocks Priority Areas, as well as businesses participating in the Safe Spots program; however, the map does not show the location of Safe Blocks safety personnel, as their location may change from week-to-week or even day-to-day. The language in the Committee Print codifies DME's posting and updating of that mapping tool, and expands on what must be included in the map to better assist students and families in planning a safe path to and from school. Specifically, the print requires DME to work with DDOT to update its maps to include the location of sidewalks, crosswalks, stop signs and signalized intersections, and crossing guard locations. This information will help students plan a safest route to school—by, for example, helping plan a route along only roadways with sidewalks. DDOT has told the Committee that it can easily provide this data to DME for use in the map, and the Committee believes these additions will greatly enhance the usefulness of the map tool for students and families.

Critically, the bill also provides funding for several new staff members to support the Safe Passage program, which is currently administered by a limited number of staff who share other duties outside of the program. This staffing will help ensure the program has the necessary support today and moving forward.

d. Safe Routes to School Program Changes

The Committee Print makes several changes to enhance the Safe Routes to School Program:

i. Action Plans and Spot Safety Assessments

As noted above, DDOT typically installs traffic safety infrastructure in a school zone following either a spot safety assessment, which focuses on a particular concern or issue, or an Action Plan, which involves a comprehensive review of the school zone for appropriate traffic safety infrastructure investments. Currently, DDOT defines “school zone” to include any roadway within 200 feet of the school property line, which typically means roadways and intersections directly adjacent to the school property and any intersecting roadways. While critical that roadways and crossings closest to a school receive enhanced consideration for traffic safety

interventions, the current range used by DDOT covers just a fraction of the roadways students actually use to travel to and from school. The Committee coordinated with the agency on how the definition of “school zone” could be expanded in a manner to enhance student safety. To that end, the Committee Print defines “school zone” to include any street, block, or intersection within 350 feet of the school property—greatly increasing the size of school zones. The print also directs DDOT to include utilized crossing points closest to that boundary, even where outside the 350-foot perimeter. DDOT has told the Committee it supports this expansion.

The print also requires that DDOT complete installation and implementation of all traffic safety infrastructure prescribed under a spot safety assessment or Action Plan within one year after the conclusion of the Action Plan or assessment. The Committee has heard concerns from school communities that certain traffic safety infrastructure installations have languished without explanation from DDOT. This language would require, where DDOT failed to adhere to this one year deadline, that the agency provide written notice of the basis of the delay to principals of all schools within 1/10th mile of the traffic safety installation, the Ward Councilmember, and the Chairs of the Council Committees with oversight of DCPS and public charter schools. While this language alone cannot ensure all traffic safety installations are completed in a timely manner, this new process will provide critical transparency to school communities and the Council on the cause for any delays and the status of the projects in question. DDOT did note for the Committee that certain infrastructure installations may, by their nature, take longer than one year to complete; the Committee recognizes this, but believes that, in those instances, the notice provided by DDOT pursuant to this bill can simply note this reasoning for the extended project timeline. That said, the Committee believes that notice, even those circumstances, is critical to keep the community updated on the agency’s progress toward installing critical safety infrastructure.

Last, the Committee Print requires that DDOT track spot safety assessment requests on the agency’s existing traffic safety infrastructure dashboard—a public-facing dashboard of traffic safety infrastructure requests—and clearly tag those requests as school-related. Currently, these requests may be received in a number of manners, including via 311, via email to DDOT staff, via Council submissions following “school readiness” tours, and other *ad hoc* methods; as a result, these submissions are not consistently included on DDOT’s dashboard, and, where listed, are typically lumped in with other, non-school specific requests. School leadership and the DME have shared difficulty in tracking requests after their submission due to these inconsistencies. This legislative language will make tracking those requests easier for schools and families, and increase transparency around the agency’s work to address traffic safety concerns in school zones.

ii. Crossing Guards

The Committee Print makes several amendments to the District’s school crossing guard program. That program, which is administered by DDOT in consultation with local education agencies across the District, stations crossing guards at hazardous intersections located within 1/10th of a mile of a school facility. Crossing guards are a critical element of the District’s safe routes programming, protecting the safety of students who walk, bike, or scoot to school. While neither bill, as introduced, proposed changes to the crossing guard program, the program is codified at D.C. Official Code § 38-3101(f) and (f-1), the section of code the Committee Print amends; in addition, the Committee received testimony on methods to enhance the crossing guard

program as part of any Safe Routes to School Program amendments. Thus, the print includes changes to enhance the school crossing guard program.

First, the Committee Print includes language to simplify the process by which schools can request crossing guards. Currently, school principals are able to request crossing guards via a relatively *ad hoc* email process. This process leaves principals with little clarity on the status of their request, including whether it has been actually received by DDOT. The print addresses this by requiring that DDOT develop a web form or other online tool for schools to submit these requests.

The Committee has also, over the years, received feedback from a number school principals on the difficulty of gathering the data necessary to support a crossing guard request. DDOT currently requires schools to submit a traffic count for the intersection in question during school commute hours—both morning and afternoon. The burden to undertake this count typically falls on school staff, who are needed during those hours to assist with student drop off and pick up; because of this, some schools report significant delays in submitting safety-critical crossing guard requests—and, the later a request, the later it can be reviewed and potential approved, meaning the later the crossing guard is assigned. The Committee Print addresses this issue by requiring that DCPS Central Office make staff available to undertake traffic counts on behalf of requesting schools. The Committee notes that this change will also help address inequities in our crossing guard request system: traffic counts can also be completed by Parent-Teacher Organization members or school families, meaning schools with more robust PTOs—which are often those PTOs in higher income, whiter communities—are more easily able to complete traffic counts and submit these requests. Requiring Central Office staff to provide this support, where needed, will help address those inequities. That said, recognizing not all schools may need this support, the print provides Central Office with the authority require a school to provide evidence that the school cannot reasonably administer the traffic count itself.

One other concern raised to the Committee was crossing guard hours. Currently, crossing guards operate during two specific windows: a first shift during morning drop-off hours and a second shift during pick-up. This means that the crossing guard may be off-duty during hours that students may be traveling to and from school. For example, students may travel outside normal hours for morning or evening extracurriculars and practices, for tutoring, or for regular after-hours school programming. With this in mind, the Committee Print includes language to explicitly allow schools to request a crossing guard outside of regular school hours.

The Committee Print also provides a list of trainings that school crossing guards must receive. These include all trainings that the DME requires Safe Blocks program personnel to receive, bystander intervention raining, and racial and implicit bias training. While school crossing guards are not officially a part of the Safe Blocks program, these staff similarly engage with students and families on a day-to-day basis, and must be trained to best respond to situations where students may face violence, harassment, or bullying. This is not a closed list, and other trainings can be required of crossing guards; the Committee, however, believes these trainings are essential as a baseline for all crossing guard staff.

The print also requires DDOT to provide recommendations to the Council by June 1, 2024, on how part-time crossing guard positions can be converted to full-time, including interagency employment opportunities. As noted above, for School Year 2021-2022, DDOT reported 17 vacancies and 21 outstanding requests in its school crossing guard program, and it possible that the other shifts in this bill—in particular, Central Office taking responsibility for crossing guard application traffic counts for schools and the expansion of crossing guard hours—could further increase demand. One critical issue facing DDOT in recruiting and hiring crossing guards is the limited, irregular hours of these jobs. Crossing guards are, by design, part-time positions with odd hours: staff are expected to work both morning and afternoon shifts, and are unpaid for the hours in-between. To date, DDOT has explored some in-agency opportunities to assign crossing guards other, mid-day responsibilities, converting those positions to full-time. The agency has not, however, explored opportunities within other agencies, claiming that it would be too difficult to track and pay staff employed by two agencies. The Committee does not agree; while cross-agency staffing would certainly require coordination and planning, this is not an unsurmountable hurdle. In fact, the Committee believes that the Office of the Deputy Mayor for Operation and Infrastructure (“DMOI”), which oversees the entire public works cluster, could be well-fit to lead on this coordination. What’s more, there are a number of responsibilities that crossing guards could take on within the DMOI cluster, such as supporting DPW’s seasonal crews with mowing, leaf collection, and snow removal services. These staff could also provide administrative support to DCPS schools. The Committee Print calls on DDOT to produce a report exploring this idea, including laying out any administrative or cost hurdles to implementation, and possible opportunities for cross-agency staffing.

Last, the Committee Print requires the Office of the State Superintendent of Education to administer a survey of child development facilities on their interest in receiving a crossing guard to serve their facility, as well as the need to add crosswalks and extend crosswalk wait times at intersections adjacent to their facilities. Although any elementary and middle school can request a crossing guard from DDOT, child development facilities are not eligible to apply, even though enrollees at these facilities are even younger and face the same risks of traffic violence at hazardous intersections on their commute. This survey would seek information on facilities’ interest in being eligible for a crossing guard via DDOT’s program, and in what volume, ideally to inform a potential expansion of program eligibility to include child development facilities. The Committee also received feedback that some child development facilities could benefit from mid-block crosswalks and enhanced crosswalk times at intersections near the facility, to assist enrollees and their families with safely traveling to and from the facility; thus, the survey also would include questions to assist DDOT in identifying where and how to add crosswalks and increase crosswalk timing near these facilities.

iii. School Streets Pilot

The print incorporates language requiring the Safe Routes to School program to launch a School Streets Pilot Program at at least one public school per ward by August 1, 2024; the pilot would run through June 2026. Under the pilot program, DDOT is required to close at least one⁹ roadway adjacent to a school entrance to vehicular traffic during at least pick-up and drop-off hours. DDOT would also assign at least one Traffic Control Officer or crossing guard to the closed

⁹ Multiple roadway closures could be appropriate at schools with multiple entrance points.

roadways. Through these roadway closures, schools can create a car-free space in front of the school, helping reduce opportunities for student and vehicle interactions while students are arriving at or leaving school. School Streets are a critical component of safe routes to school planning, complementing other traffic safety infrastructure installed throughout school zones.

School Street programs have been launched in a number of school districts across the globe, including market basket jurisdictions like Seattle;¹⁰ Portland;¹¹ Vancouver, Canada;¹² London; and¹³, and Paris.¹⁴ These programs vary in scope. For example, roadways subject to Seattle’s program are closed not just during pickup and drop off, but from 7:00 am to 5:00 pm each school day. Portland’s pilot was initially planned for just over six weeks in fall 2021, though participating schools have asked to run through the end of the year. And, data from these programs suggest, if implemented as intended, these programs can have a meaningful impact on not only safety but families’ decisions on their school commute mode: in London, an analysis found that walking was the primary method that 58% of children ages 5-11 used to get to school, and the study attributed those trends at least in part to the success of the city’s School Streets program.

Having reviewed these other programs, in the Committee Print, the Committee prescribes a two year pilot of eight schools, with closures just during school drop off and pick up hours. The Committee believes starting with eight schools will give DDOT the opportunity to not only identify best practices for street closures, signage, community messaging, and complementary safety measures, but to experiment with different approaches. Of note, the print sets a *minimum* of one school per ward, meaning DDOT could expand the pilot to a larger number of schools.

The print also sets a minimum duration of roadway closures under the pilot at one hour during each of drop-off and pick-up. Of note, one hour is the *minimum*, and DDOT could extend these hours to cover more hours, or even the entire school day—especially where they find doing so both increases safety and is more easily administrable. That said, the Committee was reluctant to mandate closure of these roadways for the entire school day at the outside. Jurisdictions, like Seattle, currently mandate full day closures. However, schools must commit to using that roadway space (for educational programming or other offerings); where schools do not, the roadway closure—and disruption to traffic patterns—is for naught. While DDOT could explore, through the pilot, longer closures, the Committee had concerns that mandating day-long closure without school community buy-in to use those spaces could harm the pilot overall, where the longer-term disruption prompts neighborhood opposition. Importantly, the print directs DDOT to coordinate with school leadership on hours the designated roadways are to be closed, meaning interested schools can (and should) affirmatively work with DDOT to select longer hours for roadway closures under the pilot, if they have an interest in doing so.

¹⁰ Seattle Department of Transportation, *School Streets*, <https://www.seattle.gov/transportation/projects-and-programs/safety-first/safe-routes-to-school/school-streets>.

¹¹ Bike Portland, ‘*School streets*’: *Portland versus Paris*, <https://bikeportland.org/2021/12/15/school-streets-portland-versus-paris-342334>.

¹² City of Vancouver, *School Streets*, <https://vancouver.ca/people-programs/school-streets.aspx>.

¹³ Mayor of London Press Release, *Mayor hails success of School Streets programme*, <https://www.london.gov.uk/press-releases/mayoral/mayor-hails-success-of-schools-streets-programme>.

¹⁴

DDOT supports this pilot, and has already held a one-day School Streets Pilot. On October 12, 2022, in celebration Walk, Bike, and Roll to School Day, and just a week before this legislation was considered by the Committee, DDOT's Safe Routes to school and Vision Zero programs launched a small, one-day school streets pilot. At eight schools, one per Ward, DDOT closed off blocks adjacent to school entrances to vehicle traffic during pick-up and drop-off. The Committee was pleased to see DDOT already taking on this pilot, and anticipates lessons learned from this single day pilot will inform the longer-term pilot required in the Committee Print.

iv. Other Traffic Safety Measures

The Committee Print includes language affecting a few other changes intended to improve traffic safety in school zones. First, the print statutorily sets the speed limit in school zones at 15 miles per hour at all times, echoing language in the bill as introduced. Currently, the speed limit in school zones is only decreased to 15 MPH during drop-off and pick-up hours, just a few hours each day—and, importantly, periods that may differ from school to school. While drivers may be compelled to reduce speeds during what they perceive to be school hours, the Committee is concerned that this approach requires drivers to be knowledgeable of actual school hours. What's more, this approach means that drivers are free to drive at higher speeds in school zones during other times that students may nevertheless be traveling to and from campus, such as students participating in afterschool programs or care, extracurriculars, practices, and evening and night programming. In response to these concerns, the Committee would reducing the speed limit to 15 MPH throughout school zones during all hours. While DDOT raised concerns to the Committee that this change could prompt drivers to be less cognizant of when students are most likely to be traveling to and from school, the Committee does not share these concerns. Reducing speeds consistently in these zones will help establish habits of driving more slowly in these areas, and prompt drivers to anticipate students at all hours. The Committee also anticipates that drivers will continue to exercise heightened diligence (and compliance with speed limits) in school zones during typical drop-off and pick-up hours, in line with when those drivers anticipate students to be traveling to or from school, meaning these changes should not decrease driver awareness (and, therefore, student safety) during those times. Of note, the print provides DDOT with authority to increase speeds to 25 MPH along arterials in school zones outside of drop-off and pick-up hours.

The Committee Print also requires that, by December 31, 2026, the Office of the State Superintendent for Education (“OSSE”) install automated traffic enforcement (“ATE”) cameras on all District school buses. Currently, OSSE has a school bus fleet of 640 buses; in the FY 2023 budget, DDOT included funding to procure ATE cameras for just 25 of those buses, less than 5% of the total fleet. ATE cameras on school buses engage in stop-arm photo enforcement: the cameras track and ticket vehicles that illegally pass stopped school buses with their stop-arm engaged. Buses only engage their stop-arm while students are actively boarding or debarking the bus, meaning students may be present in the roadway; thus, ensuring drivers stop as required is critical to ensuring student safety. Bus drivers report that drivers regularly pass stopped buses, and do so without consequence unless seen by an MPD officer, as there is no mechanism for bus drivers, school personnel, or families to report vehicles that illegally pass a bus. While DDOT has rolled out plans to install ATE cameras on some buses, the agency has not shared plans, let alone identified funding, to procure cameras beyond these first twenty-five. The Committee believes that the potential enhancement to students' safety from these cameras cannot wait: not only will these

cameras catch offenders and, through ticket fines, discourage future offenses, the knowledge that all buses are equipped with ATE cameras should more broadly encourage all drivers to drive more safely around buses—and, most importantly, obey buses’ stop-arm when activated.

Finally, the Committee Print includes significant reporting on school and student traffic safety data. The print requires that, by July 1st of each year, DDOT and DME publicly post on those agencies’ websites data on Safe Passage and Safe Routes to School program participation and outcomes, specific data on student experiences with violence, bullying, harassment, traffic safety, and traffic violence, student commute modes and distances, and results of student surveys, and other critical safe passage and safe routes data.

CHRONOLOGY OF ACTION

July 9, 2019	Council Period 23 Introduction of B23-393
July 9, 2019	Referral of B23-393 to the Committee on Transportation and the Environment and the Committee of the Whole
July 19, 2019	Notice of Intent to Act on B23-393 is published in the <i>District of Columbia Register</i>
October 25, 2019	Notice of Public Hearing on B23-393 is published in the <i>District of Columbia Register</i>
November 25, 2019	Public Hearing on B23-393 held by the Committee on Transportation and the Environment and Committee of the Whole
February 4, 2021	Re-introduction of B24-393 as B24-66
February 12, 2021	Notice of Intent to Act on B24-66 published in the <i>District of Columbia Register</i>
February 16, 2021	Referral of B24-66 to the Committee on Transportation and the Environment and Committee of the Whole
June 4, 2021	Notice of Public Hearing on B24-66 filed in the Office of the Secretary
June 11, 2021	Notice of Public Hearing on B24-66 is published in the <i>District of Columbia Register</i>
July 7, 2021	Revised Notice of Public Hearing on B24-66 filed in the Office of the Secretary
July 16, 2021	Notice of Public Hearing on B24-66 is published in the <i>District of Columbia Register</i>

- October 12, 2021 Public Hearing on B24-66 held by the Committee on Transportation and the Environment and Committee of the Whole
- October 20, 2022 Consideration and vote on B24-66 by the Committee on Transportation and the Environment

POSITION OF THE EXECUTIVE & DISTRICT GOVERNMENT ENTITIES

On October 12, 2021, Paul Kihn, Deputy Mayor for Education, and Everett Lott, Acting Director of the District Department of Transportation, testified before the Committee on Transportation and the Environment and Committee of the Whole on behalf of the Executive on B24-66.

Deputy Mayor Kihn provided testimony on the ongoing work of his office to support Safe Passage for students. He shared information on the School Safety and Safe Passage Working Group, which provides guidance to the Deputy Mayor and his staff on safe passage initiatives, and is made up of twenty representatives, including government representatives, LEA representatives, students, families, advocates, and others. He also shared testimony on the current state of several programs administered by his office, including the Safe Blocks program, which engages 215 Safe Passage Staff in seven priority areas and 47 schools. On the proposed legislation, the Deputy Mayor did note that he felt a new office was not necessary, though welcomed collaboration on how to strengthen the ongoing work of his office and DDOT on Safe Passage and Safe Routes, respectively. He noted that, while DME and DDOT coordinate on Safe Passage and Safe Routes work, they do not have a cross-agency strategic plan or similar collaborative planning document. The DME shared that his office collects data on incidents of harm to students (both from violence and crime, as well as traffic crashes) as well as students surveys and other qualitative feedback on safe passage.

Director Lott provides testimony on the Safe Routes to School program, which, through infrastructure investments and enhancements, works to provide safe routes for students to walk or bicycle to school. The Director shared information on ongoing safety studies that DDOT has completed at 36 schools across all eight wards, noting that DDOT planned to begin implementation of recommendations from those studies in FY 2022. Director Lott also provided an update on the District's crossing guard program, which DDOT oversees, noting that limitations in the program are largely due to unfilled vacancies; the Director shared that DDOT is working to identify additional ways to convert these positions from part-time to full-time, with benefits, with crossing guards taking on alternative duties between the times students are commuting to and from school.

In addition, several representatives of other District governmental entities testified at the hearing on B24-66

Lauren Haggerty, Assistant Attorney General, Office of the Attorney General, testified in support of the legislation. Assistant Attorney General Haggerty shared details on several OAG programs designed to reduce the risk of violence for students and encourage student attendance.

She noted the importance of data collection and analysis of collected data to inform the program moving forward, and shared that OAG collects data on its programs.

Dr. Carlene Reid, Ward 8 Member, D.C. State Board of Education, testified in support of the legislation. However, Dr. Reid provided the Committees with several recommendations to strengthen the legislation. She questioned whether a director was necessary to oversee this work, and whether, if so, a mayoral appointee was appropriate, or could result in inconsistent oversight of the office. Dr. Reid recommended that Safe Passage staff be hired through the District government, with CBO oversight. She also questioned whether there was a sufficient number of qualified CBOs in Wards 7 and 8 to oversee and provide staff for this work. Finally, Dr. Reid recommended that training for this program also be provided to crossing guards.

Jessica Sutter, Ward 6 Member, DC State Board of Education, testified in favor of the legislation. She recommended that any Safe Passage work be aligned with existing Vision Zero planning, and that overall planning incorporate crossing guards, traffic control officers, traffic diets, and other safety measures. Ms. Sutter requested that DDOT make the results of Traffic Safety Investigations available to the public. She also recommended that planning for this work more closely involved WMATA. Finally, Ms. Sutter recommended that schools and students be directly involved in the process of selecting CBO grantees.

Dan Davis, Chief Student Advocate, Office of the Student Advocate, testified in support of the legislation. He noted that crowded metro stops exacerbate safety issues, by making trains slower and harder to board. He noted that the Deanwood bridge still had not been replaced. Mr. Davis also expressed concerns that a number of bus shelters were not properly maintained, making it more difficult for students to use them. He also recommended that OHR's Bystander Intervention Training be provided to all Safe Passage staff.

Salim Adofo, Advisory Neighborhood Commission ANC 8C07, testified in support of the legislation. Commissioner Adofo expressed his support for an office to manage Safe Passage work. However, he encouraged the Committees to ensure that the grant program did not result in "double-dipping" by existing grantees, and that grantees had the bandwidth to meaningfully undertake Safe Passage work in addition to any other existing responsibilities.

RESOLUTIONS BY ADVISORY NEIGHBORHOOD COMMISSIONS

Two Advisory Neighborhood Commissions adopted resolutions concerning B24-66 prior to the close of the hearing record:

- ANC 4D, in support of the legislation and with recommended amendments; and
- ANC 7F, in support of the legislation.

Ten Advisory Neighborhood Commissions resolutions concerning B24-565 prior to the close of the hearing record:

- ANC 1C, in support of the legislation;

- ANC 2B, in support of the legislation;
- ANC 4B, in support of the legislation and with recommended amendments;
- ANC 4C, in support of the legislation;
- ANC 4D, in support of the legislation;
- ANC 5B, in support of the legislation;
- ANC 5D, in support of the legislation and with recommended amendments;
- ANC 6B, in support of the legislation;
- ANC 6C, in support of the legislation and with recommended amendments;
- ANC 6E, in support of the legislation and with recommended amendments; and
- ANC 7B, in support of the legislation.

LIST OF WITNESSES AND ROUNDTABLE RECORD

On October 12, 2021, the Committee on Transportation and the Environment held a public hearing on B24-66, the “Safe Passage to School Expansion Act of 2020.” The following public witnesses testified at the hearing:

Tyesha Andrews, Parents Amplifying Voices in Education (“PAVE”), testified in support of the legislation. Ms. Andrews shared testimony on her family’s experience with commuting to and from school, and her concern that no details were provided to her family after a safety incident occurred that involved her child. She also shared concerns about oversight of existing shuttle buses, including an incident where her child was dropped off at the wrong location.

Simone Scott, PAVE and member of the Ward 7 Education Board, testified in support of the legislation. Ms. Scott express concerns about safety at metro stations, noting that students at the stations are often unsupervised and at risk. She recommended that Safe Passage staff be present on buses and in metro stations. Ms. Scott also asked whether, like IEPs, 504 plans could be considered for purposes of transportation offerings.

Bre'Jane'e Gray-Williams, PAVE, testified in support of the legislation. She shared the experience of her family, including her two children, and the differences between their two commutes, one to Ward 2 and the other in Ward 7. She noted that the school in Ward 2 seemed to have more safety infrastructure and crossing guards than the school in Ward 7; she encouraged the Committees to ensure the program provided resources equitably.

Nicole D’Angelo, Democrats for Education Reform, testified in support of the legislation. She requested that the District hire more staff for the Safe Passage program, sharing details of her own experiences of feeling unsafe on her commute to and from school. She recommended that the Council provide stable funding, over more than a year, to CBOs, noting that it can take years for these kinds of staff to create relationships with students and families. Ms. D’Angelo also recommended that the legislation track the effectiveness of these programs.

Ron Thompson, DC Transportation Equity Network, testified in support of the legislation. Mr. Thompson raised concerns about the pay and hours offered to existing crossing guards, noting that they are barriers to finding additional personnel. He questioned whether the

Safe Passage office would be better at DDOT, given the agency's oversight of Traffic Control Officers and crossing guards.

Kyle Myers, Democrats for Education Reform, testified in support of the legislation. He requested an increase in the number of Safe Passage personnel at metro stations and along routes, sharing details of his family member's experience being harassed along her route to school.

Jacque Patterson, KIPP DC, testified in support of the legislation. Mr. Patterson shared details on KIPP DC's work to provide Safe Passage to its students, including running a shuttle for their college prep students, providing security at metro stations, and community representatives to help escort students and families. He encouraged better agency and LEA coordination on the work, and the expansion of and collaboration with the existing violence interrupter programs. Mr. Patterson also encourage the Safe Passage staff to coordinate directly with members of relevant communities.

ANALYSIS OF IMPACT ON EXISTING LAW

B24-66 would wholly rewrite Section 2 of the School Proximity Traffic Calming Act of 2000 and add about a dozen new sections, greatly expanding the breadth of the current law; details on the impacts is described in greater detail above. First, it would explicitly establish a Safe Passage Program within the Office of the Deputy Mayor for Education ("DME), and denote the responsibilities of that office. The bill would establish a Safe Blocks program run by the Safe Passage Program, and prescribe how grants are to be awarded to community-based organizations participating in the program, as well as detail the responsibilities of community-based organizations and their personnel participating the program. The bill would amend the 2000 law to establish a School Safety and Safe Passage Walking Group and prescribe the working group's membership. It would establish a Safe Routes to School program within the District Department of Transportation ("DDOT"), and lay out the timing, manner, and scope of Action Plans and spot safety assessments undertaken by DDOT to identify and plan for the installation of traffic safety infrastructure. The bill would set the speed limit within school zones at 15 miles per hour at all times, while authorizing DDOT to increase the speed limit within school zones to 25 miles per hour along arterials during hours school is not in session. The bill would amend the 200 law to require submission of monthly statistical reports from the District of Columbia Public Schools ("DCPS") and Metropolitan Police Department on student traffic safety, and require that, by December 31, 2026, the Office of the State Superintendent for Education equip all active schools busses with automated traffic enforcement cameras. The bill would amend the Act to require that DDOT implement a School Streets Pilot Program at at least one public school per ward by August 1, 2024. The bill amends the law to great expand on regulation of school crossing guards, including prescribing the placement, hours, and training received by school crossing guards, permitting schools to submit requests for crossing guards online, requiring that DCPS Central Office staff undertake traffic counts on behalf of a school requesting a crossing guard where necessary, require that DDOT transmit a plan to the Mayor and Council by June 1, 2024, identifying options to convert part-time crossing guard positions to full-time, and require that OSSE transmit to the Council the results of a survey of child development facilities. The bill amends the law to add new language requiring that the Mayor submit to the Council every five years, beginning on June 1, 2024, a Safe Streets for Students Master Plan, and prescribes the contents of the Master Plan, the agencies responsible for its development, and opportunities for the public to review and comment

on the draft plan. The bill also amends the law to require that DDOT every five years, beginning on June 1, 2023, DDOT produce a rubric to establish prioritization scores for public and private schools for Action Plans. Last, the bill amends the law to prescribe annual reporting for DME and DDOT on safe passage and the Safe Routes to School Program, and, to clarify that traffic safety infrastructure installed throughout the District shall not be deemed obstructions of the roadway, nor shall damage by traffic safety infrastructure be the basis for a cause of action.

B24-66 would also amend the School Safety and Security Contracting Procedures Act of 2004 to make conforming amendments.

SUMMARY OF FISCAL IMPACT

A fiscal impact statement issued by the Chief Financial Officer on October 20, 2022, is attached to this report. The Chief Financial Officer concluded that funds are not sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill. The bill's implementation will cost \$3,371,000 in fiscal year 2023 and \$148,803,000 over the four-year financial plan period.

SECTION-BY-SECTION ANALYSIS

Section 1 provides the short title of this legislation as the "Safe Streets for Students Act of 2022".

Section 2 amends the School Proximity Traffic Calming Act of 2000 to establish a Safe Passage Program within the Office of the Deputy Mayor for Education ("DME"), to establish a Safe Blocks program within the DME's Office, to prescribe how grants are to be awarded to community-based organizations participating in the program, to detail the responsibilities of community-based organizations and their personnel participating the program, and to provide DME with grant-making authority, to establish a School Safety and Safe Passage Walking Group and prescribe the working group's membership, to establish a Safe Routes to School program within the District Department of Transportation ("DDOT"), to prescribe the timing, manner, and scope of Action Plans and spot safety assessments undertaken by DDOT, to set the speed limit within school zones at 15 miles per hour, to provide that DDOT may increase the speed limit within school zones to 25 miles per hour along arterials during hours school is not in session, to double the fine for certain moving violations occurring in a school zone, and to require submission of monthly statistical reports from the District of Columbia Public Schools ("DCPS") and Metropolitan Police Department on student traffic safety, to require that, by December 31, 2026, the Office of the State Superintendent for Education ("OSSE") equip all active schools busses with automated traffic enforcement cameras, to require that DDOT implement a School Streets Pilot Program at at least one public school per ward by August 1, 2024, to prescribe the placement, hours, and training received by school crossing guards, to permit schools to submit requests for crossing guards online, to require that DCPS Central Office staff undertake traffic counts on behalf of a school requesting a crossing guard where necessary, to require that DDOT to transmit a plan to the Mayor and Council by June 1, 2024, identifying options to convert part-time crossing guard positions to full-time, and to require that OSSE transmit to the Council by January 1, 2024, the results of a survey

of child development facilities, to require that the Mayor submit to the Council every five years, beginning on June 1, 2024, a Safe Streets for Students Master Plan, to prescribe the contents of the Master Plan, the agencies responsible for its development, and opportunities for the public to review and comment on the draft plan, and to require that DDOT promulgate regulations every five years, beginning on June 1, 2023, with a rubric to establish prioritization scores for public and private schools for Action Plans, to prescribe annual reporting for DME and DDOT on safe passage and the Safe Routes to School Program, and, to clarify that traffic safety infrastructure installed throughout the District shall not be deemed obstructions of the roadway, nor shall damage by traffic safety infrastructure be the basis for a cause of action.

Section 3 makes conforming amendments to the School Safety and Security Contracting Procedures Act of 2004.

Section 4 contains the applicability statement.

Section 5 contains the fiscal impact statement.

Section 6 provides that the act shall take effect following approval by the mayor, a 30-day period of congressional review, and publication in the District of Columbia Register.

COMMITTEE ACTION

On October 20, 2022, the Committee on Transportation the Environment convened a mark-up at 4:02 p.m. on Bill 24-66, the “Safe Passage to School Expansion Act of 2021.” Present and voting were Chairperson Cheh and Councilmembers Allen, Henderson, and Lewis George. Chairperson Cheh gave a description of B24-66 before opening the floor for comments from the members. Chairperson Cheh then moved for block approval of the Committee Print and the Committee Report of B24-66. Councilmember Lewis George spoke to her support for the general bill, while expressing her with that the bill set more specific, stringent requirements on DDOT to install specific traffic safety infrastructure and interest in ensuring reviews under the bill include larger walksheds. Councilmember Lewis George asked Chairperson Cheh several questions about the bill, including when the bill mandate only 25 Action Plans a year when the Council funded 30 in the budget (Councilmember Cheh noted that DDOT has since clarified that the funding provided may not cover costs for 30 Action Plans), why the bill only requires flashers on arterials (Chairperson Cheh noted that the Master Plan will set standards more broadly on where flashers are most appropriate to increase safety, and that conversations with DDOT suggested that a more universal approach may not in fact increase safety), and why the area Action Plans would consider was being shrunk (Chairperson Cheh clarified that the bill does not shrink the area that Action Plans will consider; while it focuses on school zones, so does DDOT’s process, but the bill does not prevent DDOT for consider larger areas for school safety infrastructure). Councilmember Henderson spoke to thank the Committee for its work, and to express her support for the Safe Streets for Students Master Plan and rubric, which she noted mirrored the Master Facilities Plan process. She also noted the importance of the legislation, given the risk students face going to and from school each day; she also noted the Safe Streets Pilot DDOT ran the week prior, and noted its success. Finally, Councilmember Allen spoke to express his support for the bill, underscoring the importance of our Vision Zero work, especially in the context of school safety. He asked

Chairperson Cheh about funding for the bill, and Chairperson Cheh noted that ATE camera revenue could be used, at least in part, to support the costs to implement the legislation.

The Committee voted 4-0 to approve the Committee Print and the Committee Report with the members voting as follows:

YES: Cheh, Allen, Henderson, Lewis George

NO: 0

PRESENT: 0

The meeting was adjourned.

ATTACHMENTS

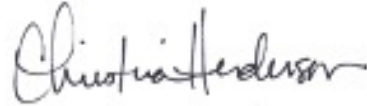
- (A) Bill 24-66, as introduced, with referral memorandum
- (B) Fiscal Impact Statement
- (C) Legal Sufficiency Determination
- (D) Comparative Print of Bill 24-66
- (E) Committee Print of Bill 24-66

ATTACHMENT

A

1 

2 Councilmember Mary M. Cheh



Councilmember Christina Henderson

4 

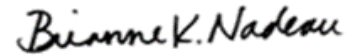
6 Councilmember Brooke Pinto



Councilmember Janeese Lewis George

8 

10 Councilmember Robert C. White, Jr.



Councilmember Brianne K. Nadeau

16 A BILL

18 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

23 To establish an Office of Safe Passage to ensure safe passage for students traveling to and from
24 LEAs between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Friday during
25 the school year and summer; and to require the Mayor to provide a shuttle bus from the
26 metro station to a DCPS and public charter school within a priority area with the fewest
27 public transportation options.

29 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
30 act may be cited as the “Safe Passage to School Expansion Act of 2021”.

32 Sec. 2. Definitions.

33 (a) For the purpose of this act, the term:

34 (1) “District Agencies” means District Department of Transportation, Department
35 of Behavioral Health, Department of Parks and Recreation, Department of Youth Rehabilitation
36 Services, Deputy Mayor for Education, Office of the Student Advocate, Office of the Deputy
37 Mayor for Public Safety and Justice, Office of the Deputy Mayor for Health and Human
38 Services, Fire and Emergency Medical Services, Metropolitan Police Department, Office of the

39 Chief Technology Officer, Mayor’s Office of Community Relations and Services, and the Office
40 of Neighborhood Safety and Engagement.

41 (2) “LEAs” means Local education agencies.

42 (3) “Office” means Office of Safe Passage.

43 (4) “Priority area” means a census block in ward 7 and ward 8 with the highest
44 incidence of violent crime as reported by the Metropolitan Police Department.

45 (5) “Safe route” means a designated route that is monitored by safe passage
46 personnel from 7:00 a.m. to 9:30 a.m. and from 3:00 p.m. to 7:00 p.m.

47 (6) “Safe Passage” means the ability of students to travel safely to and from LEAs
48 between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Friday during the school year
49 and summer.

50 Sec. 3. Office of Safe Passage; establishment.

51 (a) Pursuant to section 404(b) of the District of Columbia Home Rule Act, approved
52 December 24, 1973 (87 Stat. 787; D.C. Official Code § 1-204.04(b)), the Council establishes an
53 Office of Safe Passage within the District of Columbia that is subordinate to the Mayor.

54 (b) The mission of the Office is to ensure safe passage for students traveling to and from
55 LEAs between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Friday during the school
56 year and summer.

57 (c) The Office shall be headed by a director, who shall be appointed by, and serve at the
58 pleasure of, the Mayor.

59 Sec. 4. Office of Safe Passage; duties and authority.

60 (a) The duties of the Office shall be as follows:

61 (1) Create a District-wide and ward-specific five-year strategic plan for safe
62 passage that has measurable outcomes and submit it to the Council no later than October 1, 2021
63 and every five years thereafter;

64 (2) Gather and analyze data to improve safe passage and submit an annual report
65 to Council no later than December 31 each year;

66 (3) Improve collaboration, problem solving, and cooperation among District
67 agencies and community-based organizations, funding, and outcomes;

68 (4) Award grants on a competitive basis to community-based organizations that
69 participate in the Safe Routes to School program; and

70 (5) Provide recommendations, in conjunction with District Department of
71 Transportation, on how the District can enhance transportation options to improve safe passage.

72 Sec. 5. Office of Safe Passage; requirements for awarding grants.

73 (a) The Office shall publish rules to govern award of grants consistent with this section
74 and the Grant Administration Act of 2014, effective December 24, 2013 (D.C. Law 20-61; D.C.
75 Official Code § 1-328.11 *et seq.*).

76 (b) The Office shall award grants on a competitive basis to community-based
77 organizations that participate in the Safe Routes to School program.

78 (c) Grants shall be awarded in a manner consistent with the Office's strategic plan for
79 safe passage programming and funding with particular attention to the strategic plan's goals and
80 priorities, geographic distribution of safe passage programs and funding, and program quality.

81 (d)(1) The Office shall establish a review process for awarding grants, which shall
82 include the use of review panels to evaluate each grant application in an impartial manner.

83 (2) No more than half of a review panel's members may be employees or
84 contractors of the Office.

85 (3) No member of a review panel may have a conflict of interest that would
86 render the reviewer unable to be impartial.

87 (e) Grants shall be awarded for terms of at least 5 years, subject to the availability of
88 funding.

89 (f) The Office may not award a grant under this section in excess of \$1 million during a
90 12-month period, either singularly or cumulatively, unless the grant is first submitted to the
91 council for approval, in accordance with section 451(b) of the District of Columbia Home Rule
92 Act, approved December 24, 1973 (87 Stat. 803; D.C. Official Code § 1-204.51(b)), or by act.

93 (g) In addition to the reporting requirements in section 1097 of the Grant Administration
94 Act of 2013, effective December 24, 2013 (D.C. Law 20-61; D.C. Official Code § 1-328.16), on
95 or before November 1 of each year, the Office shall submit to the Council and make publicly
96 available an annual status report for all grants issued by, or on behalf of, the Office in the
97 previous fiscal year, which shall include, for each grant:

98 (1) Detailed information about the grantee;

99 (2) A description of the specific services provided by the grantee;

100 (3) The location of services; and

101 (4) The amount of grant funds dedicated to program costs and the amount
102 dedicated to other expenditures.

103 Sec. 6. Office of Safe Passage; implementation of the Safe Routes to School program.

104 (a) The Office shall implement a Safe Routes to School program. At minimum, the Office
105 shall:

- 106 (1) Designate 10 priority areas;
- 107 (2) Establish at minimum one safe route in each priority area; and
- 108 (3) Award grants on a competitive basis to community-based organizations in
109 accordance with section (5).

110 (b) Each community-based organization that is a recipient of a grant shall manage the
111 hiring of safe passage personnel to monitor the safe routes. Every safe passage personnel shall
112 meet the minimum requirements for employment:

- 113 (1) Submit an employment application;
- 114 (2) Physically stand for long periods of time and tolerate all weather conditions;
- 115 (3) Read and write incident reports;
- 116 (4) Commit to working a total of 6.5 hours per day for five days a week for
117 minimum wage;
- 118 (5) Demonstrate knowledge about the community they wish to serve;
- 119 (6) Attend all required safe passage meetings and trainings to ensure best
120 practices; and
- 121 (7) Reside near the priority area where they wish to serve, to the extent it is
122 possible.

123 (c) The safe passage personnel shall at minimum have the following duties:

- 124 (1) Conduct daily monitoring of a designated safe route;
- 125 (2) Ensure safety of students by identifying potential conflicts and working
126 collaboratively with District agencies and the community to peacefully diffuse situations;
- 127 (3) Support attendance by encouraging students to attend class daily and
128 on time; and

129 (4) Build relationships with school administrators, police personnel, parents,
130 community residents by increasing their awareness of the program whenever possible.

131 Sec. 7. Improving Transportation Options.

132 The Mayor shall provide a shuttle bus from the metro station to a DCPS and a public
133 charter school within a priority area with the fewest public transportation options.

134 Sec. 8. Safe Passage Expansion.

135 Nothing in this act shall preclude the Office from establishing safe routes or improving
136 transportation options in other wards in the District with a high incidence of violent crime as
137 reported by the Metropolitan Police Department.

138 Sec. 9. Fiscal impact statement.

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

142 Sec. 10. Effective date.

143 This act shall take effect following approval by the Mayor (or in the event of veto by the
144 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
145 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
146 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
147 Columbia Register.

Statement of Introduction
Safe Passage to School Expansion Act of 2021
Councilmember Christina Henderson
February 4, 2021

Today, along with Councilmembers Mary Cheh, Brianne Nadeau, Janeese Lewis George, Brooke Pinto, and Robert C. White, Jr., I am introducing the *Safe Passage to School Expansion Act of 2021*. This measure was previously offered as [B23-393](#) in Council Period 23 by Councilmember David Grosso. I am re-introducing this important legislation to ensure that we refocus our attention on the safety risks students face traveling to school as they return to in-person instruction in the midst of a gun violence epidemic.

In recent years, at least two independent entities have taken a deep dive into gunshot data from the ShotSpotter system and cross-referenced it with proximity to schools. In 2014, the Urban Institute found that 54% of the District's schools – both traditional and charter – had been within 1,000 feet of gunfire, and 30% had gunfire within 500 feet of the building. Schools experienced a total of 249 gunfire incidents that year, often requiring lockdowns.

Then, after the 2016-2017 school year, the Guns & America project found that at least 84 school campuses in the District experienced one or more gunshots within 1,000 feet of their campus. Five D.C. schools, all with elementary-aged students, experienced at least 10 shootings that year. And 82% of these shootings occurred at schools in the eastern end of the District of Columbia.

We have only seen the rates of gun violence in the city increase since then, with homicides hitting a 15-year high in 2020. Tragically, at least nine of the city's 198 homicide victims in 2020 were under the age of 18.

This data confirms heartbreaking stories we've heard from young people directly. At a hearing on the prior version of this bill in 2019, numerous brave students came forward to share their terrifying experiences with violence while traveling to or from school. For example, a then-12th grader at Maya Angelou Public Charter School in Ward 7 testified:

My friend and I stayed at school late that day to help my teacher clean up his classroom. When we left, we went to my house to drop my things off. Then I walk[ed] her home since it was dark outside. We ... talked in front of her building for a few minutes. A man in a ski mask came around the corner and got into an altercation with another boy near where we were standing. Shots were fired, and I ended up on the ground—shot in the leg. The bullet went through one leg and landed in the other. ... I missed so much school that I was behind a year and missed graduating last year with my friends. I still have pain and difficulty with my leg. I suffer from anxiety and have trust issues.

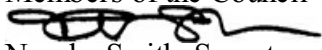
I'm involved [in] after-school activities, and think it is important to make sure students are safe not just until 7:00pm ... Our sports activities, tutoring programs and other activities don't end until after 7pm ... [T]he scariest part for me and my friends is thinking about getting home safely—especially now when it gets dark so early. There are many ways to help us get back and forth to school safely that include ... [s]huttles that can transport us to safe Metro Stations and Bus stops [and] security on the bus routes w[h]ere there has been a lot of violence.

We have to redouble our efforts to prevent this kind of violence as students return to school post-pandemic. The *Safe Passage to School Expansion Act of 2021* would elevate, expand and centralize various safe passage programs being led by the Deputy Mayor for Education, the Office of the Attorney General, the Office of Neighborhood Safety and Engagement, and the Office of the Student Advocate, among others. The bill would create a dedicated Office of Safe Passage reporting to the Mayor tasked with coordinating safe passage efforts across agencies, developing city-wide and ward-specific strategies for student safety, administering grants to community-based organizations implementing safe passage plans and hiring personnel to monitor routes in high-priority areas. It also calls for increased use of shuttles for student transportation to Metro stations in areas facing the greatest safety challenges.

This issue takes on renewed importance as our students return to in-person learning, and I believe we need continuous and sustained safe passage programming. I look forward to working with my Council colleagues and other stakeholders to advance and pass this measure in time for the 2021-2022 school year.

COUNCIL OF THE DISTRICT OF COLUMBIA
1350 Pennsylvania Avenue, N.W.
Washington D.C. 20004

Memorandum

To : Members of the Council

From : Nyasha Smith, Secretary to the Council
Date : Wednesday, February 10, 2021
Subject : Referral of Proposed Legislation

Notice is given that the attached proposed legislation was introduced in the Office of the Secretary on Thursday, February 04, 2021. Copies are available in Room 10, the Legislative Services Division.

TITLE: "Safe Passage to School Expansion Act of 2021", B24-0066

INTRODUCED BY: Councilmembers Henderson, Lewis George, Nadeau, Cheh, Pinto, and R. White

The Chairman is referring this legislation sequentially to the Committee on Transportation and the Environment and Committee of the Whole.

Attachment
cc: General Counsel
Budget Director
Legislative Services

ATTACHMENT

B

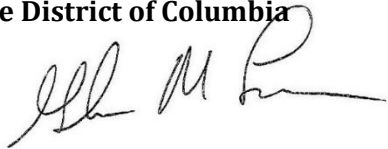
Government of the District of Columbia
Office of the Chief Financial Officer



Glen Lee
Chief Financial Officer

MEMORANDUM

TO: The Honorable Phil Mendelson
Chairman, Council of the District of Columbia

FROM: Glen Lee
Chief Financial Officer 

DATE: October 20, 2022

SUBJECT: Fiscal Impact Statement – Safe Streets for Students Amendment Act of 2022

REFERENCE: Bill 24-66, Draft Committee Print as provided to the Office of Revenue Analysis on October 12, 2022

Conclusion

Funds are not sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill. The bill's implementation will cost approximately \$3.4 million in fiscal year 2023 and \$148.8 million over the four-year financial plan period. The bill's implementation is subject to the inclusion of its fiscal impact in an approved budget and financial plan.

Background

The bill codifies three programs, or efforts, managed by the Deputy Mayor for Education (DME). First, the bill formally establishes the Safe Passage Program. The Safe Passage Program focuses on ensuring students can travel to and from school safe from threats of violence, intimidation, and other public safety concerns. Under the Safe Passage Program, DME should gather data on student transportation and safety, support the development of the Safe Streets for Students Master Plan (Master Plan), coordinate with other District agencies to support safe passage, and administratively support the School Safety and Safe Passage Working Group (Working Group). Second, the bill establishes the Safe Blocks Program within the Safe Passage Program and provides grant-making authority to DME for Safe Blocks. DME should partner with, and grant funds to, community-based organizations that will provide safe passage services to students in selected priority areas designated by DME. The bill outlines the responsibilities of a community-based organization and requires that personnel hired

by the organizations are properly trained,¹ daily monitor the designated areas, and work with schools and school staff. DME must annually report to Council the details of grants issued in support of the Safe Blocks Program. DME must work with the District Department of Transportation (DDOT) to develop an interactive map or digital tool to identify the priority areas and the safety infrastructure located within the Safe Blocks areas, such as crosswalks, sidewalks, and crossing guards. For the eleven-member Working Group,² DME is required to post meeting minutes and other meeting materials on the DME website within fourteen days of a meeting.

The bill requires DME to annually report, by July 1st, on the number and name of community-based organizations participating in safe passage programs, the number of reports on violence involving students during safe passage hours, a list of businesses participating in safe passage programs, a summary of any student surveys, commute modes and average distances, and off-street parking available for school staff and visitors.

The bill also codifies DDOT's federally-funded Safe Routes to School Program. Under the Safe Routes to School Program, DDOT will manage four efforts identified in the bill. These efforts include developing a Master Plan, producing Safe Routes to School Action Plans (Action Plan), conducting spot safety assessments in school zones, and implementing the School Streets Pilot Program. Each of these plans and efforts will be described in greater detail below. DDOT's Safe Routes to School Program ensures the safety of students from traffic violence, installs traffic safety infrastructure in school zones, performs overall community engagement regarding safe routes, and coordinates interagency efforts to support the Safe Routes to School Program.

In the Master Plan, DDOT must identify and prioritize schools that will receive Action Plans. DDOT must develop a rubric to establish the school priority list, which must be approved by Council by June 1, 2023. The rubric must consider traffic-related injuries that occurred within one quarter mile of the school; if the school is within one quarter mile of one of the District's top 15 crash intersections; the presence of principal arterials, interstates, freeways, or expressways in the school zone; the number of other schools within one half mile of the school; the date of the last implemented Action Plan; and the number of at-risk students attending the school. DDOT may also consider other traffic safety capital projects recently implemented or already planned within the school zone and immediate life and safety concerns. DDOT must also include in the Master Plan the types of safety infrastructure the agency will consider under Action Plans for school zones and the standards for implementing those infrastructure elements. However, the bill mandates that those standards require DDOT to install high-visibility crosswalks; speed humps, bumps, tables, and cushions (vertical deflection devices) at intersections adjacent to public school entrances; and all-way stop signs or traffic signals at all intersections in the school zone. DME must also include in the Master Plan details on the Safe Blocks Program priority areas, any related programs or pilots, and its reasoning for discontinuing any safe

¹ Community-based organization staff should be trained in bystander intervention, racial and implicit bias, and any other training required by the Mayor.

² The Working Group includes the director or a designee of DME, District of Columbia Public Schools, the Public Charter School Board, DDOT, the Deputy Mayor for Public Safety and Justice, the Metropolitan Police Department, the Washington Metropolitan Area Transit Authority (WMATA), WMATA Metro Transit Police Department, the Attorney General for the District of Columbia, at least one public school parent, and at least one public school teacher.

The Honorable Phil Mendelson

FIS: Bill 24-66, "Safe Streets for Students Amendment Act of 2022," Draft Committee Print as provided to the Office of Revenue Analysis on October 12, 2022

passage programs previously executed. The Mayor must submit the Master Plan³ by June 1, 2024 and every five years thereafter for approval by the Council.⁴

The bill requires DDOT to produce Action Plans for 25 schools annually. These Action Plans should include a comprehensive traffic safety assessment of the school zone, details of existing and to-be-installed traffic safety infrastructure, and the extent of required community engagement. DDOT should begin these Action Plans by June 1, 2024. DDOT must install any traffic safety infrastructure identified in the Action Plan within one year or provide written notice of the delay to affected school principals, the relevant Ward Councilmember, and the chairs of the Council committees with oversight over public education.

The bill authorizes DDOT to perform a spot safety assessment within a school zone and display requests for these assessments in its Traffic Safety Investigations Dashboard beginning October 1, 2023. Like an Action Plan, DDOT must install any traffic safety infrastructure called for under a spot safety assessment within one year or else the agency must notify affected school principals, the relevant Ward Councilmember, and the chairs of the Council committees with oversight over public education.

The bill establishes the Safe Streets Pilot Program to be implemented by August 1, 2024 and concluded by June 1, 2026. Under the pilot program, DDOT must work with one public school in each Ward to designate one street adjacent to the school as closed to unauthorized motor vehicles⁵ during specified hours. DDOT must assign a traffic control officer or crossing guard to the closed roadway, install relevant signage, and provide the school with the necessary equipment to close the street. By January 1, 2028, DDOT should report to the Mayor, Council, the District of Columbia Public Schools (DCPS) Chancellor, and Public Charter School Board assessing the Safe Streets Pilot Program and making recommendations on how to improve and expand the program.

The bill requires the Office of the State Superintendent for Education (OSSE) to work with DDOT to install automated traffic cameras on all school busses by December 31, 2026. These cameras should identify vehicles that pass a stopped school bus illegally and issue those drivers a citation by mail.

The bill makes several changes or enhancements to school zones. First, the bill expands a school zone from 200 feet of a school property to 350 feet from the property, including facility and outdoor spaces. Next, the bill ensures the 15 miles per hour speed limit in a school zone applies at all times, unless DDOT increases an arterial roadway speed limit to 25 miles per hour outside of designated school drop-off and pick-up times. DDOT must install signage with flashing lights in a school zone on arterial roadways to indicate when the 15 miles per hour speed limit is in effect. Next, the bill maintains that the fine for speeding in a school zone should be doubled. Finally, the bill enhances the monthly statistical report that public schools, working with the Metropolitan Police Department

³ The bill requires DCPS, the Public Charter School Board, public charter local education agencies, WMATA, the Deputy Mayor for Public Safety and Justice, the Department of Public Works, the Office of Neighborhood Safety and Engagement, and the Office of Planning to support DDOT and DME in developing the Master Plan.

⁴ The bill requires the Mayor to host three public meetings prior to submission to the Council and for Council to hold one public hearing prior to approval. The Mayor must resubmit the Master Plan within 180 days if the Council disapproves of the plan.

⁵ DDOT may only authorize vehicles to access the closed street that are vital to school functions or public safety.

(MPD), need to submit to DDOT, detailing the types of violations issued for crashes and the types of roadways where the crashes occurred.

The bill provides additional structure around the school crossing guard program. The bill reaffirms that school crossing guards should be placed at any DCPS or public charter school where DDOT deems them necessary, but prohibits DDOT from assessing that a crossing guard is not necessary due to a lack of funding or available staff. The bill requires DDOT to create an online system for a school to request a crossing guard by January 1, 2024. If DDOT requests traffic counts near the school to justify a crossing guard, DCPS should undertake the traffic count if a school can justify that it does not have the staff to complete the count. The bill also requires DDOT to provide crossing guards with the same trainings provided to community-based organizations under the Safe Blocks Program and any other trainings required by DDOT.⁶ DDOT must provide to the Mayor, Council, DCPS Chancellor, and the Public Charter School Board the planned deployment of school crossing guards by July 31st of each year.⁷

The bill requires DDOT to submit a plan to the Mayor and the Council by June 1, 2024, identifying options to convert part-time crossing guard positions into full-time positions.⁸ The plan should evaluate how many crossing guards are needed District-wide, how many positions should be retained as part-time positions, and a list of roles a crossing guard could reasonably undertake outside of crossing guard service hours both within DDOT and at other District agencies.

The bill requires DDOT to annually report on its website, by July 1st, on the number of crashes, fatalities, and injuries that occur in school zones; a list of fulfilled and outstanding spot safety assessments; the planned deployment of traffic control officers for the upcoming year; and the number of bicycle racks located within school zones.

The bill requires OSSE to survey child development facilities to understand how families commute to the facilities, if the facilities utilize paid or volunteer crossing guards, if the facility would take advantage of a District-provided crossing guard if it were available, and an assessment of current infrastructure, such as wait times at signalized crossings and available marked crosswalks. OSSE should submit the results of this survey by January 1, 2024.

Financial Plan Impact

Funds are not sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill. The bill's implementation will cost approximately \$3.4 million in fiscal year 2023 and \$148.8 million over the four-year financial plan period.

DME currently manages the Safe Passage Program (including the Safe Blocks Program and the Working Group) under a \$5.2 million federal grant. The bill codifies the program and plans for its extension beyond the expiration of the federal grant in fiscal year 2024. DME requires three new staffers to focus on and manage the Safe Passage Program, plan for its extension, and support the

⁶ DDOT should provide these trainings at least once every two years.

⁷ DCPS, the Public Charter School Board, MPD, WMATA, WMATA Metro Transit Police, and the Department of Public Works must provide any information to support DDOT's deployment determinations annually by May 31st.

⁸ The City Administrator, DME, and the Deputy Mayor for Operations and Infrastructure should support DDOT's efforts to develop the plan.

The Honorable Phil Mendelson

FIS: Bill 24-66, "Safe Streets for Students Amendment Act of 2022," Draft Committee Print as provided to the Office of Revenue Analysis on October 12, 2022

reporting needs. These staffers will cost \$418,000 in fiscal year 2023 and \$1.7 million over the four-year financial plan period. Once the federal grant expires, DME will also need to fund the Safe Passage Program's grants to community-based organizations and employ a grant manager. The required grant funding is \$5.1 million beginning in fiscal year 2025 for a total of \$10.2 million over the four-year financial plan period. The grant manager position requires approximately \$115,000 annually beginning in fiscal year 2025 for a total of \$230,000 over the four-year financial plan period. In total, DME requires \$418,000 in fiscal year 2023 and \$12.2 million over the four-year financial plan period.

The bill also requires an interactive map of Safe Passage priority areas where DDOT needs to gather and supply relevant information. DDOT requires \$460,000 in fiscal year 2023 to collect data on sidewalks, crosswalks, and intersection regulation within the priority areas to support the interactive map.

The bill codifies and enhances DDOT's existing Safe Routes to School Program. The Safe Routes to School Program ensures the safe travel of students to and from school through the installation of traffic safety infrastructure and other services and programs to support safe travel for students. The Safe Routes to School Program will have four main components: Master Plan, Action Plans, spot assessments, and the Safe Streets Pilot Program. The overall Safe Routes to School Program requires an additional staffer and associated technology systems and licenses at a cost of \$104,000 in fiscal year 2023 and \$426,000 over the four-year financial plan period. To develop the Master Plan, the associated rubric, and to support implementation of the Master Plan, DDOT requires an additional staffer at a cost of \$116,000 in fiscal year 2023 and \$476,000 over the four-year financial plan period.

The bill requires DDOT to implement Action Plans for 25 schools annually, as well as the spot safety assessments. These Action Plans and assessments will result in the installation of significant safety infrastructure within a school zone, including high visibility crosswalks, fully controlled intersections, and vertical deflection devices, beginning in fiscal year 2024. These capital costs will be approximately \$19.4 million in fiscal year 2024 and \$46.5 million over the four-year financial plan period.

DDOT requires three new staffers to manage the Safe Streets Pilot Program at a cost of \$366,000 in fiscal year 2023 and \$1.5 million over the four-year financial plan period. The bill also requires each pilot zone to have at least traffic control officer or school crossing guard at each zone. The cost of a traffic control officer at each of the eight pilot zones is \$635,000 beginning with the launch of the pilots in fiscal year 2024 and \$1.9 million over the four-year financial plan period. Implementation of the pilot will also require equipment and appropriate signage costing \$155,000 in fiscal year 2024 and \$175,000 over the four-year financial plan period. The ongoing data collection and ultimately the final report that is due by January 2028 will cost \$100,000 in fiscal year 2023 and \$1.4 million over the four-year financial plan period. The total cost of the Safe Streets Pilot Program is \$466,000 in fiscal year 2023 and \$5 million over the four-year financial plan period.

The combined resource needs under DDOT's Safe Routes to School Program, including the installation of traffic safety infrastructure, is \$686,000 in fiscal year 2023 and \$52.4 million over the four-year financial plan period.

The bill's provisions around school zones, including expansion and speed limits, will require DDOT to change out all the school signs, install new signs, and install flashing speed limit signs and lights on arterials. This effort will be overseen by a new staff member at a cost of \$134,000 in fiscal year 2024 and \$550,000 over the four-year financial plan period. DDOT estimates it will take two years to

The Honorable Phil Mendelson

FIS: Bill 24-66, "Safe Streets for Students Amendment Act of 2022," Draft Committee Print as provided to the Office of Revenue Analysis on October 12, 2022

design this effort and two years to install the necessary infrastructure. The installation of new signs and flashing signs will cost \$5.4 million in fiscal year 2025 and 2026. The total cost of the changes to school zones are \$134,000 in fiscal year 2023 and \$11.4 million over the four-year financial plan period.

The bill expands the school crossing guard program, eases the ability of a school to request a crossing guard, and requires the District to develop opportunities for crossing guards to transition to full-time positions. DDOT requires one staffer to support the school crossing guard program and oversee the school crossing guard planning and full-time employment efforts. This staffer will cost \$116,000 in fiscal year 2023 and \$476,000 over the four-year financial plan period. Based on requests for crossing guards that cannot currently be fulfilled and an expectation that the portal and new focus on the school crossing guard program, DDOT expects that it will need 50 new crossing guards to satisfy all locations where they are needed. The cost of 50 crossing guards is approximately \$1 million annually. The cost to develop an online portal for a school to request a crossing guard will be \$150,000 in fiscal year 2023 and \$218,000 over the four-year financial plan period. The total cost of the bill's school crossing guard program provisions is approximately \$1.3 million in fiscal year 2023 and \$4.8 million over the four-year financial plan period.

The bill's requirement for DDOT to annually report on crashes in school zones, fulfilled and outstanding spot safety assessments, traffic control officer deployment plan, and the location of bicycle racks in a school zone will cost \$41,000 in fiscal year 2023 and \$54,000 over the four-year financial plan period.

The bill requires the District to install automated traffic enforcement cameras on every school bus operated by OSSE by December 31, 2026. There are approximately 626 school busses, but DDOT currently has a request for proposal to install cameras on 25 busses. Based on the current request for proposal, the cost of installing cameras on the remaining 601 busses in equal phases over fiscal year 2024 through fiscal year 2026 is \$10.8 million in fiscal year 2024 and \$66.5 million over the four-year financial plan period. To support adjudication of potential tickets at the Department of Motor Vehicles (DMV), DMV requires a new examiner each year to correspond with the increase in camera deployments beginning in fiscal year 2024 until it reaches a need for three hearing examiners by fiscal year 2026. These hearing examiners will cost \$133,000 in fiscal year 2024 and \$819,000 over the four-year financial plan period. The total cost of adding automated traffic enforcement cameras and managing the ticket and adjudication processes is approximately \$11 million in fiscal year 2024 and \$67.3 million over the four-year financial plan period.

OSSE requires \$350,000 to survey child development facilities to better understand family commuter patterns and the potential need for crossing guards to support safe travel to the facilities.

The chart on the following page summarizes the combined fiscal impact of the bill's provisions.

Bill 24-66, Safe Streets for Students Amendment Act of 2022					
Implementation Costs					
Fiscal Year 2023 – Fiscal Year 2026					
(\$ thousands)					
	FY 2023	FY 2024	FY 2025	FY 2026	Total
DME Safe Passage Program					
Personnel ^a	\$418	\$427	\$549	\$561	\$1,955
Grants and Training ^b	\$0	\$0	\$5,100	\$5,100	\$10,200
DDOT Interactive Map Data	\$460	\$0	\$0	\$0	\$460
Subtotal	\$878	\$427	\$5,649	\$5,661	\$12,615
DDOT Safe Routes to School Program					
Program Administration	\$104	\$106	\$107	\$109	\$426
Master Plan Development	\$116	\$118	\$120	\$122	\$476
Safe Streets Pilot Program ^c	\$466	\$1,562	\$1,435	\$1,552	\$5,015
Traffic Safety Infrastructure	\$0	\$19,405	\$13,534	\$13,534	\$46,473
Subtotal	\$686	\$21,191	\$15,196	\$15,317	\$52,390
School Zone Updates ^d	\$134	\$136	\$5,539	\$5,541	\$11,350
School Crossing Guard Program	\$1,282	\$1,157	\$1,159	\$1,161	\$4,758
DDOT Annual Reporting	\$41	\$4	\$4	\$5	\$54
School Bus Cameras ^e					
Camera Leasing	\$0	\$10,818	\$22,069	\$33,581	\$66,468
DMV Personnel	\$0	\$133	\$271	\$415	\$819
Subtotal	\$0	\$10,951	\$22,340	\$33,996	\$67,287
Child Development Center Survey	\$350	\$0	\$0	\$0	\$350
TOTAL IMPLEMENTION COSTS	\$3,371	\$33,866	\$49,886	\$61,681	\$148,803

Table Notes

^a Includes 3 employees starting in fiscal year 2023 and an additional employee starting in fiscal year 2025.

^b These costs are federally funded through fiscal year 2024.

^c The pilot should begin by August 1, 2024 and run to June 2026.

^d Assumes that DDOT will need two years to plan the safety infrastructure prior to procurement and installation.

^e Assumes implementation begins in fiscal year 2024 and the required 601 cameras are leased in equal quantities over the three years from fiscal year 2024 to fiscal year 2026.

ATTACHMENT

C



OFFICE OF THE GENERAL COUNSEL

Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 4
Washington, DC 20004
(202) 724-8026

MEMORANDUM

TO: Councilmember Mary Cheh

FROM: Nicole L. Streeter, General Counsel *NLS/DPG*

DATE: October 19, 2022

RE: Legal sufficiency determination for Bill 24-66, the Safe Streets for Students Amendment Act of 2022

The measure is legally and technically sufficient for Council consideration.

The bill would amend the School Proximity Traffic Calming Act of 2000 to:

- Establish a Safe Passage Program within the Office of the Deputy Mayor for Education ("Deputy Mayor");
- Establish a Safe Blocks program within the Deputy Mayor's Office;
- Prescribe how grants are to be awarded to community-based organizations participating in the program;
- Detail the responsibilities of community-based organizations and their personnel participating the program and provide the Deputy Mayor with grant-making authority;
- Establish a School Safety and Safe Passage Walking Group and prescribe the working group's membership;
- Establish a Safe Routes to School program within the District Department of Transportation ("DDOT");
- Prescribe the timing, manner, and scope of Action Plans and spot safety assessments undertaken by DDOT;
- Set the speed limit within school zones at 15 miles per hour;
- Provide that DDOT may increase the speed limit within school zones to 25 miles per hour along arterials during hours school is not in session;
- Double the fine for certain moving violations occurring in a school zone;

- Require submission of monthly statistical reports from the District of Columbia Public Schools ("DCPS") and Metropolitan Police Department on student traffic safety;
- Require that, by December 31, 2026, the Office of the State Superintendent for Education ("OSSE") equip all active school buses with automated traffic enforcement cameras;
- Require that DDOT implement a School Streets Pilot Program at a minimum of one public school per ward by August 1, 2024;
- Prescribe the placement, hours, and training received by school crossing guards;
- Permit schools to submit requests for crossing guards online;
- Require that DCPS Central Office staff undertake traffic counts on behalf of a school requesting a crossing guard where necessary;
- Require that DDOT transmit a plan to the Mayor and Council by June 1, 2024, identifying options to convert part-time crossing guard positions to full-time;
- Require that OSSE transmit to the Council by January 1, 2024, the results of a survey of child-development facilities;
- Require that the Mayor submit to the Council every 5 years, beginning on June 1, 2024, a Safe Streets for Students Master Plan, to prescribe the contents of the Master Plan, the agencies responsible for its development, and opportunities for the public to review and comment on the draft plan;
- Require that every 5 years, beginning on June 1, 2023, DDOT transmit a rubric to the Council that produces scores to prioritize schools for Action Plans; and
- Prescribe annual reporting for the Deputy Mayor and DDOT on safe passage and the Safe Routes to School Program.

The bill would also amend the School Safety and Security Contracting Procedures Act of 2004 to make conforming amendments.

I am available if you have any questions.

ATTACHMENT

D

**Comparative Print B24-66
Committee on Transportation and the Environment
October 20, 2022**

D.C. Official Code § 5-132.02(d)

(d)(1) The School Safety Division shall develop a plan to be implemented before the beginning of each DCPS school year for protecting children walking to and from DCPS and public charter schools and for protecting children from gang and crew violence on, in, and around DCPS and public charter schools' property. Beginning in 2009, this plan shall be provided to the Mayor, the Council, and the Chancellor, by August 15th of each year.

(2) The plan shall include a description of:

(A) Safety issues children may face during passage to and from school, and recommended solutions to these issues; and

(B) A description of specific gang and crew conflicts and recommended solutions for the protection of children from gang and crew violence on, in, and around DCPS and public charter schools property.

(3) The plan shall incorporate the recommendations of the District Department of Transportation on the deployment of school crossing guards required under ~~section 2(f-1) of the School Proximity Traffic Calming Act of 2000, effective May 23, 2000 (D.C. Law 13-111; D.C. Official Code § 38-3101(f-1))~~ **under section 2i(d)(1) of the School Proximity Traffic Calming Act of 2000, as approved by the Committee on Transportation and the Environment on October 20, 2022 (Committee print of Bill 24-66).**

D.C. Official Code § 38-3101

~~(a) The District Department of Transportation ("DDOT") shall install traffic control devices, as deemed necessary, after completing an investigation of school zones.~~

~~(a-1)(1) Beginning July 31, 2016, the DDOT shall complete the investigation required in subsection (a) of this section for a new school no later than 60 days after the first day on which students begin classes at the school.~~

~~(2) The District of Columbia Public Schools and the Public Charter School Board shall notify the DDOT of a new school no later than 90 days before the first day on which students will begin classes at the school.~~

~~(3) For the purposes of this subsection, the term "new school" means:~~

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

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

~~(b) The DDOT shall, when conducting an investigation, consider the number of persons who have been struck by a vehicle, bicycle, or motorcycle in a school zone, the likelihood of these accidents occurring in the future and the volume of traffic.~~

~~(c) The District of Columbia Public Schools and the Metropolitan Police Department shall submit monthly statistical reports to the DDOT which shall include:~~

~~(1) The number of persons who were hit by a vehicle, bicycle or motorcycle in and around school zones; and~~

~~(2) The type of injuries suffered.~~

~~(d) The information in subsection (c) of this section shall be made available, within 15 days from the date of request from the DDOT.~~

~~(d-1) A public charter school shall coordinate with the Metropolitan Police Department to provide the DDOT with the information in subsection (c)(1) and (2) of this section no later than 15 days after the date of the request.~~

~~(e)(1) School zones shall have a speed limit posted at 15 miles per hour and signs erected warning of the presence of children. For those school zones that have a traffic control device, signs shall be erected warning of the presence of these devices.~~

~~(2) The DDOT shall place the traffic control device, deemed necessary under subsection (a) of this section, on every street within 100 yards of any school building within a school zone.~~

~~(f) Crossing guards shall be placed at elementary schools, middle or junior high schools, and high schools where considered necessary by the DDOT, working collaboratively with the District of Columbia Public Schools and with the affected local public school or public charter school.~~

~~(f-1) The DDOT shall provide, by July 31st of each year, recommendations to the Mayor, the Council, the Chancellor of the District of Columbia Public Schools, the Public Charter School Board, and the Chief of the Metropolitan Police Department on the deployment of school crossing guards, taking into account the impact of school closings and reconfigurations, projected enrollment, traffic conditions, investigations conducted pursuant to subsections (a) and (a-1) of this section, and all other relevant factors.~~

~~(g) Traffic control devices, where installed and posted throughout the city and made available as the budget allows, pursuant to this section or otherwise, shall not be deemed obstructions of the road or street. No cause of action at law or in equity, nor any administrative action shall be maintained against the District government for damages by traffic control devices.~~

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

~~(i) The Mayor shall submit a report to the Council which shall include the findings of the investigation and the type of traffic control devices that should be installed at all school zones within 60 days from May 23, 2000.~~

~~(j) For purposes of this chapter, "traffic control devices" includes traffic signals, flashing red and yellow signals, stop signs, signs that warn of the presence of children, markers, speed humps or bumps, rumble strips, or signs that reduce the speed limit.~~

For the purposes of this act, the term:

(1) "Action Plan" means a written assessment, posted on the District Department of Transportation ("DDOT") website prior to implementation of the Action Plan, that:

(A) Summarizes the actions taken by DDOT, including any data produced, to complete a comprehensive assessment of traffic safety needs in a school zone;

(B) Details the types of traffic safety infrastructure and the location, scope, and timing of installation of traffic safety infrastructure, by infrastructure element, to be installed throughout the school zones, pursuant to an assessment of traffic safety needs undertaken by DDOT; and

(C) Describes the nature and timing of community engagement on implementation of the recommendations in the Action Plan.

(2) “Community-based organization” means an organization operated by a nonprofit entity or faith-based organization that provides services, including violence interruption and deterrence and youth development.

(3) “Local education agency” means District of Columbia Public Schools (“DCPS”) or any individual public charter school or group of public charter schools operating under a single charter.

(4) “New school” means:

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

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

(5) “Priority area” means an area of the District, designated by the School Safety and Safe Passage Working Group, for receipt of safe passage services, and whose bounds include the full school zone for at least one public school.

(6) “Safe passage” means programs and services administered or otherwise overseen by the Deputy Mayor for Education, in collaboration with other relevant District and federal agencies, targeted at ensuring DCPS and public charter school students can travel to and from their school safe from the threat of physical violence, intimidation, and other public safety concerns.

(7) “School zone” includes any street, block, or intersection within 350 feet of a given school’s building or school grounds, and includes crossing points closest to that boundary; however, areas within school zones that are unused for crossings, such as along a highway without marked crossing points, may be excluded from the school zone.

(8) “Shared fleet device” shall have the same meaning as set forth in section 2(14D) of the District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat. 1119; D.C. Official Code § 50-2201.02(14D)).

(9) “Spot safety assessment” means a determination of whether traffic safety infrastructure should be installed to increase traffic safety at a specific location.

(10) “Traffic safety infrastructure” shall include speed humps, bumps, cushions, and tables; rumble strips; pavement markings; signs that warn of the presence of children; traffic signals and signage; raised crosswalks; raised intersections; continuous sidewalks; high-visibility crosswalks; curb extensions; pedestrian islands; bicycle lanes; bus islands and shelters; stops signs, including all way stops; automated traffic enforcement cameras and signage; and flashing signals and beacons.

New Section 2a:

Sec. 2a. Safe Passage Program.

(a)(1) The Mayor shall establish a Safe Passage Program within the Office of the Deputy Mayor for Education (“Deputy Mayor”), responsible for ensuring the safe passage of students traveling to and from local education agencies on days in which school is in session or other days, as determined by the Deputy Mayor.

(2) The Safe Passage Program shall be responsible for the following:

(A) Supporting development of the Safe Streets for Students Master Plan required by section 2j;

(B) Administering safe passing programming under this act;

- (C) Administering the School Safety and Safe Passage Working Group established pursuant to section 2c;
- (D) Gathering and analyzing data on student transportation, student safety, and other data related to safe passage, as available;
- (E) Producing an interactive map or similar digital tool pursuant to section 2b(f); and
- (F) Planning and implementing policies, programs, and services to support safe passage, in consultation with the District Department of Transportation, Department of Public Works, Office of Neighborhood Safety and Engagement, Office of Planning, and other relevant agencies.

New Section 2b:

Sec. 2b. Safe Blocks program.

(a) The Deputy Mayor for Education (“Deputy Mayor”) shall establish a Safe Blocks program. Under the Safe Blocks program, by June 1 of each year, the Deputy Mayor shall, for the upcoming school year:

(1) In consultation with the School Safety and Safe Passage Working Group, designate priority areas for the upcoming school year;

(2) In consultation with the District Department of Transportation (“DDOT”), produce on the program website an interactive map or similar digital tool as required by subsection (f) of this section; and

(3) Award grants to community-based organizations (“CBO”) in accordance with subsection (b) of this section;

(b)(1) The Deputy Mayor shall award 3-year grants on a competitive basis to CBOs for the purposes of providing safe passage services on behalf of the District.

(2) The Deputy Mayor shall not award a grant to a CBO under this section in excess of \$1 million during a 12-month period, either singularly or cumulatively, unless the grant is first submitted to the Council for approval.

(3) The Mayor shall issue rules to govern award of grants under this subsection consistent with this section and the Grant Administration Act of 2013, effective December 24, 2013 (D.C. Law 20-61; D.C. Official Code § 1-328.11 *et seq.*).

(c) Each CBO that is a recipient of a grant under this section shall be responsible for:

(1) The recruitment, hiring, training, and management of personnel to provide safe passage services in priority area; and

(2) Collection, tracking, and reporting of data, including incident reports, as required by the Deputy Mayor.

(d) Personnel hired by CBOs under this section shall:

(1) Be responsible for providing safe passage services for students traveling to and from school during designated hours, including the following:

(A) Daily monitoring of an assigned Safe Blocks priority area, including developing relationships with students, families, businesses, civic associational, institutional facilities, and community members within the priority area;

(B) Working collaboratively with schools, relevant District agency staff, and the surrounding community to identify and intervene to diffuse conflicts;

(C) Support attendance by encouraging students to attend class daily and on time; and

(D) Build relationships with school administrators, police personnel, parents, community residents by increasing their awareness of the Safe Blocks program whenever possible; and

(2) Receive at least the following trainings:

(A) Bystander intervention training;

(B) Training on racial and implicit bias; and

(C) Any other trainings required by the Deputy Mayor.

(e) In addition to the reporting requirements in section 1097 of the Grant Administration Act of 2013, effective December 24, 2013 (D.C. Law 20-61; D.C. Official Code § 1-328.16), on or before November 1 of each year, the Deputy Mayor shall submit to the Council and make publicly available an annual status report for grants issued by or on behalf of the Deputy Mayor under this act in the previous fiscal year, which shall include, for each grant:

(1) The name, business address, and primary point of contact for the CBO;

(2) A description of the specific services provided by the CBO;

(3) The priority areas served by the CBO; and

(4) The amount of grant funds dedicated to program costs and the amount dedicated to other expenditures.

(f) The Deputy Mayor, in consultation with DDOT, shall make available an interactive map or similar digital tool as part of the Safe Blocks program. The Deputy Mayor shall coordinate with DDOT to populate the following data within the map:

(1) The bounds of priority areas;

(2) Within priority areas, the location of sidewalks, marked crosswalks, and stops signs and signals; and

(3) All locations at which a crossing guard has been assigned.

(g) The Deputy Mayor shall have grant-making authority for the purpose of implementation of safe passage programming.

New Section 2c:

Sec. 2c. School Safety and Safe Passage Working Group.

(a) The Deputy Mayor for Education (“Deputy Mayor”) shall convene a School Safety and Safe Passage Working Group (“Working Group”) to facilitate interagency planning, coordination, and implementation of safe passage programming.

(b) The Working Group shall be comprised of at least the following members:

(1) The Deputy Mayor, or the Deputy Mayor’s designee;

(2) The Chancellor of the District of Columbia Public Schools (“DCPS”), or the Chancellor’s designee;

(3) The Chair of the Public Charter School Board, or the Chair’s designee;

(4) The Director of the District Department of Transportation (“DDOT”), or the Director’s designee;

(5) The Deputy Mayor for Public Safety and Justice, or the Deputy Mayor for Public Safety and Justice’s designee;

(6) The Chief of the Metropolitan Police Department (“MPD”), or the Chief’s designee;

(7) The General Manager of Washington Metropolitan Area Transit Authority (“WMATA”), or the General Manager’s designee;

(8) The Chief of the WMATA Metro Transit Police Department (“MTPD”), or the Chief’s designee;

(9) The Attorney General for the District of Columbia, or the Attorney General’s designee;

(10) At least one individual who is the parent or guardian of a DCPS or public charter school student; and

(11) At least one teacher or administrator at a DCPS or public charter school.

(c) Within 14 days after a meeting of the Working Group, the Deputy Mayor shall post on the Deputy Mayor’s website meeting minutes and copies of materials considered by the Working Group at the meeting.

New Section 2d:

Sec. 2d. Safe Routes to School Program.

“The District Department of Transportation (“DDOT”) shall establish a Safe Routes to School Program, which shall be responsible for:

(1) Developing the Safe Streets for Students Master Plan required under section 2j;

(2) Conducting spot safety assessments and other assessments or investigations within school zones that are focused on improving traffic safety;

(3) Producing Action Plans;

(4) Installing traffic safety infrastructure to enhance the safety and improve the experience of pedestrians and bicycle, shared fleet device, or other riders throughout school zones pursuant to an Action Plan, assessment, investigation, or as otherwise deemed necessary by DDOT to improve traffic safety;

(5) Implementation of the School Streets Pilot Program;

(6) Gathering and analyzing data to improve the safety of public school students, staff, and families from traffic violence as they travel to and from school;

(7) Coordinating with the Deputy Mayor for Education, Department of Public Works, Office of Neighborhood Safety and Engagement, Office of Planning, Metropolitan Police Department, Washington Metropolitan Area Transit Authority (“WMATA”), WMATA Metropolitan Transit Police Department, and other relevant agencies to plan for and implement policies, programs, and services to support the Safe Routes to School Program and measures intended to ensure the safety of public school students, staff, and families from traffic violence as they travel to and from school; and

(8) Community engagement on the Safe Routes to School Program.

New Section 2e:

Sec. 2e. Action Plans and spot safety assessments.

(a) Beginning June 1, 2024, the District Department of Transportation (“DDOT”) shall produce an Action Plan for at least 25 schools per school year, with schools prioritized in the order listed in the version of the Safe Streets for Students Master Plan or Master Plan modification most recently approved by the Council.

(b)(1) DDOT shall undertake spot safety assessments in school zones upon request.

(2)(A) DDOT may stipulate the manner in which requests for spot safety assessments in school zones (“requests”) are to be submitted to the agency, but shall provide a method to submit requests to the Safe Routes to School Program.

(B) Requests received by the Safe Routes to School Program shall be posted to DDOT’s Traffic Safety Investigation Dashboard (“dashboard”).

(C)(i) For requests submitted to the Safe Routes to School Program after October 1, 2023, the dashboard shall denote that the service request was submitted to the Safe Routes to School Program.

(ii) As of October 1, 2023, DDOT shall permit residents to sort service requests by those submitted to the Safe Routes to School Program.

(c)(1) DDOT shall install traffic safety infrastructure where called for under an Action Plan, spot safety assessment, or any other assessment or investigation focused on improving traffic safety within a school zone.

(2) Where a traffic safety installation called for under an Action Plan or spot safety assessment is not completed within one year after the conclusion of the Action Plan or spot safety assessment, DDOT shall provide written notice of the basis for the delay to the principals of schools within one tenth mile of the location of the traffic safety installation, the Ward Councilmember whose ward includes the location of the traffic safety installation, and the Chairs of the Council Committees with oversight of DCPS and the Public Charter School Board.

New Section 2f:

Sec. 2f. School zones.

(a)(1) School zones shall have a speed limit of 15 miles per hour; except, on arterials, the District Department of Transportation (“DDOT”) may increase the speed limit in school zones to 25 miles per hour at all times except for the hours designated for student drop-off and pick-up for the school day and regular afterschool programming.

(2) DDOT shall post signage on all roadways within a school zone that states the speed limit and warns that the area is a school zone. Signage on arterial roadways where school zone speed limits are in effect shall include flashers.

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

(c)(1) The District of Columbia Public Schools (“DCPS”) shall submit monthly statistical reports to DDOT that shall include:

(A) The number of crashes in school zones, where location data is available, listed both in total and, where the driver was cited for one or more moving violations, by moving violation type;

(B) The type of roadway users involved in the crash; and

(C) The type of injuries suffered.

(2) DCPS and Metropolitan Police Department (“MPD”) shall make the information required pursuant to this subsection available to DDOT by the 15th of each month.

(3) A public charter school shall coordinate with MPD to make the information required pursuant to this subsection available to DDOT by the 15th of each month.

New Section 2g:

Sec. 2g. School bus ATE cameras.

By December 31, 2026, the Office of the State Superintendent for Education, in consultation with the District Department of Transportation, shall ensure that all school busses actively in use by the District to transport students are equipped with an automated traffic enforcement camera or similar device to identify vehicles passing a stopped school bus.

New Section 2h:

Sec. 2h. School Streets Pilot Program.

(a)(1) By August 1, 2024, the District Department of Transportation (“DDOT”) shall implement a School Streets Pilot Program (“pilot program”) at at least one public school per Ward, and which shall conclude on June 1, 2026.

(2) DDOT, in consultation with the District of Columbia Public Schools, the Public Charter School Board, and school principals, shall identify public schools interested in participating in the pilot program, and notify schools of their selection for the pilot program by May 1, 2024.

(b) Under the pilot program, DDOT shall, at each participating school:

(1) Designate, in consultation with the school:

(A) At least one roadway adjacent to the school closed to unauthorized motor vehicles during designated hours;

(B) The hours that the roadway is to be closed to unauthorized motor vehicles; however, the designated roadway shall be closed to unauthorized motor vehicles for at least one hour before and one hour after both the start and end of the school day for all days that school is in session; and

(C) Which vehicles are authorized to access the roadways closed during designated hours pursuant to the pilot; DDOT, however, may only authorize access for motor vehicles that are vital to school functions or public safety, and shall endeavor to minimize, if not eliminate, all motor vehicle access on the designated roadways during designated hours;

(2) Assign at least one traffic control officer or crossing guard to the roadways closed to unauthorized motor vehicles during the designated hours at each school; provided, that sufficient staff is available;

(3) Install signage designating the roadway as participating in the pilot program and stating the hours during which the roadway is closed to unauthorized motor vehicle traffic; and

(4) Provide each school with the equipment DDOT deems necessary to prevent motor vehicle through traffic during the designated hours, including temporary bollards or other roadway obstructions.

(c) DDOT may temporarily suspend closure of a roadway closed pursuant to the pilot program where doing so is necessary to preserve public safety, and shall provide notice to the school and the LEA of any such temporary suspension.

(d) By January 1, 2028, DDOT shall provide a report to the Mayor, Council, Chancellor of the District of Columbia Public Schools, and Public Charter School Board on the pilot program. The report shall include:

(1) A summary of how the pilot program was implemented at each school, including a breakdown of any differences in design, scope, community engagement, cross-agency engagement, or other factors, at each school participating in the pilot program;

(2) An assessment of the effectiveness of the pilot program at each participating school on actual and perceived student, school, and community safety, including, where implementation of the pilot program meaningfully differed between the schools, an analysis of how those differences affected program effectiveness; and

(3) Recommendations on how the program could better enhance student safety, how inefficiencies or redundancies in the pilot program could be reduced, and on how the pilot program could best be expanded to other schools.

New Section 2i:

Sec. 2i. School crossing guards.

(a)(1) Crossing guards shall be placed at elementary schools and middle or junior high schools where considered necessary by the District Department of Transportation (“DDOT”), working collaboratively with the District of Columbia Public Schools (“DCPS”) and the affected local public school or public charter school

(2) Placement of a crossing guard shall not be deemed unnecessary due to a lack of available funds or crossing guard staff.

(b)(1) By January 1, 2024, DDOT shall make available an online system that schools may use to submit requests for crossing guards. The online system shall allow for the submission of all information and materials required by DDOT to support a request for a crossing guard.

(2) A school may request a crossing guard at any location within the further of school’s zone or one tenth mile of the school.

(3) A request for a crossing guard submitted pursuant to this subsection must include the time periods in a given day for which the school seeks a crossing guard. A school may request the crossing guard’s hours to extend earlier and later than a typical school day.

(4) Where DDOT requires a traffic count or other traffic data to support a request for a crossing guard, DCPS Central Office shall undertake that count on behalf of the requesting school., DCPS Central Office may require a school to provide evidence that school personnel are unable to complete the traffic count or other data request in a timely manner.

(c)(1) Prior to or within 2 months after initial placement, crossing guards shall receive the following training:

(A) Trainings provided or prescribed by the Deputy Mayor for Education for CBOs participating in the Safe Blocks program;

(B) Bystander intervention training;

(C) Training on racial and implicit bias; and

(D) Any other trainings required by DDOT.

(2) DDOT, in consultation with DCPS and the Public Charter School Board, shall prescribe a frequency at which crossing guards must receive trainings following their initial placements; provided that crossing guards shall receive the trainings required under paragraph (1) of this subsection at least once every 2 years.

(d)(1) DDOT shall provide, by July 31st of each year, recommendations to the Mayor, the Council, the Chancellor of the District of Columbia Public Schools, and the Public Charter School Board on the deployment of school crossing guards, taking into account the impact of school closings and reconfigurations, projected enrollment, traffic conditions, investigations conducted pursuant to section 2e, and all other relevant factors.

(2) DCPS, the Public Charter School Board, the Metropolitan Police Department, Washington Metropolitan Area Transit Authority (“WMATA”), WMATA Metro Transit Police Department, Department of Public Works, and any other agency holding data necessary to DDOT’s promulgation of the recommendations required under paragraph (1) of this subsection shall provide DDOT with the necessary data upon request. Data provided under this section shall be provided to DDOT in a timely manner, but no later than May 31st of each year.

(e) By June 1, 2024, DDOT, in consultation City Administrator, the Deputy Mayor for Education, and the Deputy Mayor for Operations and Infrastructure, shall transmit a plan to the Mayor and Council identifying options for converting existing part-time crossing guard positions to full-time. The plan shall include:

(1) An estimate of the total number of crossing guards needed to serve District schools, where funding and staff availability were not an issue;

(2) An analysis of how many crossing guard positions should be retained as part-time, where funding and staff availability were not an issue;

(3) A list of positions, roles, or services within DDOT and other District agencies that crossing guards could be assigned and reasonably take on during hours that they are not providing crossing guard services, to allow these positions to be converted to full time; and

(4) An analysis of what would be necessary for DDOT to coordinate with other agencies to allow crossing guards to take on these other positions, roles, or services in off-hours, including any barriers, agency concerns, or recommendations to establishing interagency positions.

(f) By January 1, 2024, the Office of the State Superintendent of Education shall transmit to the Council the results of a survey of child development facilities. The survey shall seek information on at least the following:

(1) The commute modes of enrollees at the child development facility;

(2) Whether the child development facility current utilizes crossing guards to assist students and families with safe travel to and from the facility, whether for pay or on a volunteer basis;

(3) Whether the child development facility would request a crossing guard if made available by the District;

(4) Whether wait times at crosswalks at signalized intersections adjacent to the child development facility are sufficient to allow enrollees to safely cross; and

(5) Whether the child development facility would, if offered, seek additional marked crosswalks, including a midblock crosswalk, on roadways adjacent to the facility to support the safe arrival of enrollees.

New Section 2j:

Sec. 2j. Safe Streets for Students Master Plan.

(a)(1) By June 1, 2024, and every 5 years thereafter, the Mayor shall prepare and submit to the Council for its review and approval a comprehensive 5-year Safe Streets for Students Master Plan (“Master Plan”). If approved by the Council, the Master Plan shall take effect on the first day of the succeeding fiscal year.

(2) The Council shall conduct at least one public hearing on the proposed Master Plan before approval.

(3) If, subsequent to Council’s approval of the 5-year Master Plan, material changes to the plan become necessary, the Mayor may modify the plan; provided, that any modification shall be submitted to the Council for review and approval along with the Mayor’s annual submission of a capital budget.

(4) Where the Council disapproves of the proposed Master Plan:

(A) The disapproval resolution shall include comments or questions from the Council on the proposed Master Plan; and

(B) The Mayor shall revise and resubmit the Master Plan to the Council for its review and approval within 180 days after the effective date of the disapproval resolution.

(b) The Master Plan shall include:

(1) To be produced by the District Department of Transportation (“DDOT”):

(A) An ordered list of all public schools for which DDOT plans to produce and implement an Action Plan during the 5-year period covered by the Master Plan, ordered in accordance with the rubric.

(B) A listing of all schools, ordered by the date that DDOT last produced and implemented an Action Plan for the school, and including the date of the Action Plan; and

(C) A list of the types of traffic safety infrastructure DDOT will consider for implementation at a school facility as part of Action Plan, and the thresholds or standards which DDOT will utilize to determine whether implementation of that infrastructure is appropriate; provided that, DDOT shall adopt standards in the Master Plan to require the installation of the following traffic safety infrastructure in a school zone as part of an Action Plan unless the agency determines such installation would not increase safety or be in conflict with other engineering requirements:

(i) High-visibility crosswalks at all intersections and crossings;

(ii) Speed bumps, speed humps, speed tables, or speed cushions on roadways adjacent to any public school entrances; and

(iii) All-way stops or, where deemed appropriate by DDOT, traffic signals at all intersections.

(2) To be produced by the Deputy Mayor for Education (“Deputy Mayor”), a list of priority areas designated under the Safe Blocks program for the upcoming school year, and the Deputy Mayor’s process, including any metrics, standards, or specific data used, to select priority areas; and

(3) To be produced by the Deputy Mayor and DDOT, in consultation with other District agencies involved in the development, design, or implementation of safe passage programming, the Safe Routes to School Program, or student transportation safety:

(A) A description of all services and programs, including pilot programs, executed as part of the Safe Routes to School program, by the Deputy Mayor, or that otherwise have a focus on students’ safe passage or student transportation safety:

(i) That were implemented during the preceding 5-year period;
and

(ii) That are to be offered during the 5-year period covered by the Master Plan; and

(B) Where a service or program offered during the preceding 5 year period will be discontinued, the rationale for discontinuing that service or program.

(c)(1)(A) By June 1, 2023, and every 5 years thereafter, DDOT shall submit to the Council for its review and approval the rubric that DDOT shall use in the upcoming Master Plan to determine the order that school facilities will receive an Action Plan pursuant to this act.

(B) The proposed rubric shall be submitted to the Council for a 45-day period of review, excluding Saturdays, Sundays, legal holidays, and days of Council recess. If the Council does not approve or disapprove the proposed rubric, in whole or in part, by resolution within this 45-day review period, the proposed rubric shall be deemed approved.

(C)(i) The Council shall conduct at least one public hearing on the proposed rubric before approval.

(ii) Prior to the submission of the rubric to the Council, DDOT shall post the rubric online in a location accessible to the public.

(2)(A) The rubric required under paragraph (1) of this subsection shall, for each public and private school facility in the District, assign the facility a prioritization score from one to 10 based on data obtained by DDOT for the school facility.

(B) In developing the rubric required under paragraph (1) of this subsection, DDOT shall consider inclusion of the following data:

(i) The number of reported traffic injury crashes that occurred within a quarter mile of the school in the preceding 5 years;

(ii) Whether the school is within a quarter mile of one of the District's top 15 crash intersections;

(iii) Whether the school zone includes a principal arterial, interstate, freeway, or expressway;

(iv) The date of implementation of the last Safe Routes to School Action Plan for the school;

(v) The number of schools within one half mile of the school facility; and

(vi) The number of at-risk students enrolled in the school based on the current school year enrollment projection.

(d) In addition to a facility's prioritization score, DDOT may consider the following factors when determining the prioritization and inclusion of school traffic safety projects in the annual budget and Capital Improvements Plan:

(1) Scope and sequence of projects due to other projects focused on traffic safety within the school zone of the school undertaken in the preceding 5 years or planned in the most recent enacted Capital Improvements Plan; and

(2) Immediate life and safety concerns.

(e)(1) The following agencies shall be responsible for development of the Master Plan:

- (A) The Deputy Mayor; and
- (B) DDOT.

(2) The following agencies shall provide support, as requested by the Mayor, for the development of the Master Plan:

- (A) The District of Columbia Public Schools ("DCPS");
- (B) The Public Charter School Board ("PCSB");
- (C) Public charter local education agencies;
- (D) The Washington Metropolitan Area Transit Authority ("WMATA") and WMATA Metro Transit Police;
- (E) The Deputy Mayor for Public Safety and Justice;
- (F) The Department of Public Works;
- (G) The Office of Neighborhood Safety and Engagement; and
- (H) The Office of Planning.

(f)(1) At least 90 days prior to the submission of the Master Plan to the Council, DDOT shall post the draft Master Plan online and conduct at least 3 public meetings on the draft Master Plan.

(2) Within 7 days after the submission of a Master Plan to Council, DDOT shall transmit to the Council and make the data available on the agency website in a location accessible to the public the raw data used to produce the prioritization scores for each school facility in the Master Plan.

(g) DCPS, PCSB, and individual private schools shall notify DDOT of a new school no later than 90 days before the first day on which students will begin classes at the school.

New Section 2k:

Sec. 2k. Data Collection and Reporting.

(a) By July 1 of each year, the Deputy Mayor for Education ("Deputy Mayor") shall publicly post on the Deputy Mayor's website the following information:

(1) The number and name of community-based organizations participating in safe passage programs;

(2) The number of reports to the Metropolitan Police Department and Washington Metropolitan Area Transit Authority Metro Transit Police Department, and made available to the Deputy Mayor, of violence involving students traveling to and from school during safe passage program hours;

(3) A list of private businesses and other entities participating in safe passage programs, by priority area;

(4) A summary of any student surveys administered by the Deputy Mayor or local education agencies on safe passage, and submitted to the Deputy Mayor;

(5) The commute mode and average distance traveled by students from home to school; and

(6) The number of off-street parking spaces available at each school for staff or visitors per data made available to DDOT and the Deputy Mayor by local education agencies.

(b) By July 1 of each year, DDOT shall publicly post on the DDOT website the following information:

(1) The number of driver-involved crashes, fatalities, or major injuries that occurred within a quarter mile of a public school in the preceding year, by school;

(2) A list of fulfilled and outstanding Spot safety assessments in each school zone and quarter mile walk shed;

(3) The deployment plan for traffic control officers for the upcoming year;
and

(4) The number of bike racks within the school zone.

New Section 2l:

Sec. 2l. Liability.

Traffic safety infrastructure, where installed and posted throughout the District and made available as the budget allows, pursuant to this section or otherwise, shall not be deemed obstructions of the road or street. No cause of action at law or in equity, nor any administrative action shall be maintained against the District government for damages by traffic safety infrastructure.

ATTACHMENT

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4
5 **A BILL**
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7

8 **IN THE COUNCIL OF THE DISTRICT OF COLUMBIA**
9

10
11
12 To amend the School Proximity Traffic Calming Act of 2000 to establish a Safe Passage
13 Program within the Office of the Deputy Mayor for Education ("Deputy Mayor"), to
14 establish a Safe Blocks program within the Deputy Mayor's Office, to prescribe how
15 grants are to be awarded to community-based organizations participating in the program,
16 to detail the responsibilities of community-based organizations and their personnel
17 participating the program, and to provide the Deputy Mayor with grant-making authority,
18 to establish a School Safety and Safe Passage Walking Group and prescribe the working
19 group's membership, to establish a Safe Routes to School program within the District
20 Department of Transportation ("DDOT"), to prescribe the timing, manner, and scope of
21 Action Plans and spot safety assessments undertaken by DDOT, to set the speed limit
22 within school zones at 15 miles per hour, to provide that DDOT may increase the speed
23 limit within school zones to 25 miles per hour along arterials during hours school is not in
24 session, to double the fine for certain moving violations occurring in a school zone, and
25 to require submission of monthly statistical reports from the District of Columbia Public
26 Schools ("DCPS") and Metropolitan Police Department on student traffic safety, to
27 require that, by December 31, 2026, the Office of the State Superintendent for Education
28 ("OSSE") equip all active schools busses with automated traffic enforcement cameras, to
29 require that DDOT implement a School Streets Pilot Program at at least one public school
30 per ward by August 1, 2024, to prescribe the placement, hours, and training received by
31 school crossing guards, to permit schools to submit requests for crossing guards online, to
32 require that DCPS Central Office staff undertake traffic counts on behalf of a school
33 requesting a crossing guard where necessary, to require that DDOT to transmit a plan to
34 the Mayor and Council by June 1, 2024, identifying options to convert part-time crossing
35 guard positions to full-time, and to require that OSSE transmit to the Council by January
36 1, 2024, the results of a survey of child development facilities, to require that the Mayor
37 submit to the Council every five years, beginning on June 1, 2024, a Safe Streets for
38 Students Master Plan, to prescribe the contents of the Master Plan, the agencies
39 responsible for its development, and opportunities for the public to review and comment
40 on the draft plan, and to require that, every five years, beginning on June 1, 2023, DDOT
41 transmit a rubric to the Council that produces scores to prioritize schools for Action
42 Plans, to prescribe annual reporting for the Deputy Mayor and DDOT on safe passage
43 and the Safe Routes to School Program, and, to clarify that traffic safety infrastructure
44 installed throughout the District shall not be deemed obstructions of the roadway, nor
45 shall damage by traffic safety infrastructure be the basis for a cause of action; and, to

46 make conforming amendments to the School Safety and Security Contracting Procedures
47 Act of 2004.

48
49 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
50 act may be cited as the “Safe Streets for Students Amendment Act of 2022”.

51 Sec. 2. The School Proximity Traffic Calming Act of 2000, effective May 23, 2000 (D.C.
52 Law 13-111; D.C. Official Code § 38-3101), is amended as follows:

53 (a) Section 2 (D.C. Official Code § 38-3101) is amended to read as follows:

54 “Sec. 2. Definitions.

55 “For the purposes of this act, the term:

56 “(1) “Action Plan” means a written assessment, posted on the District Department
57 of Transportation (“DDOT”) website prior to implementation of the Action Plan, that:

58 “(A) Summarizes the actions taken by DDOT, including any data
59 produced, to complete a comprehensive assessment of traffic safety needs in a school zone;

60 “(B) Details the types of traffic safety infrastructure and the location,
61 scope, and timing of installation of traffic safety infrastructure, by infrastructure element, to be
62 installed throughout the school zones, pursuant to an assessment of traffic safety needs
63 undertaken by DDOT; and

64 “(C) Describes the nature and timing of community engagement on
65 implementation of the recommendations in the Action Plan.

66 “(2) “Community-based organization” means an organization operated by a
67 nonprofit entity or faith-based organization that provides services, including violence
68 interruption and deterrence and youth development.

69 “(3) “Local education agency” means District of Columbia Public Schools
70 (“DCPS”) or any individual public charter school or group of public charter schools operating
71 under a single charter.

72 “(4) “New school” means:

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

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

77 “(5) “Priority area” means an area of the District, designated by the School Safety
78 and Safe Passage Working Group, for receipt of safe passage services, and whose bounds include
79 the full school zone for at least one public school.

80 “(6) “Safe passage” means programs and services administered or otherwise
81 overseen by the Deputy Mayor for Education, in collaboration with other relevant District and
82 federal agencies, targeted at ensuring DCPS and public charter school students can travel to and
83 from their school safe from the threat of physical violence, intimidation, and other public safety
84 concerns.

85 “(7) “School zone” includes any street, block, or intersection within 350 feet of a
86 given school’s building or school grounds, and includes crossing points closest to that boundary;
87 however, areas within school zones that are unused for crossings, such as along a highway
88 without marked crossing points, may be excluded from the school zone.

89 “(8) “Shared fleet device” shall have the same meaning as set forth in section
90 2(14D) of the District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat. 1119;
91 D.C. Official Code § 50-2201.02(14D)).

92 “(9) “Spot safety assessment” means a determination of whether traffic safety
93 infrastructure should be installed to increase traffic safety at a specific location.

94 “(10) “Traffic safety infrastructure” shall include speed humps, bumps, cushions,
95 and tables; rumble strips; pavement markings; signs that warn of the presence of children; traffic
96 signals and signage; raised crosswalks; raised intersections; continuous sidewalks; high-visibility
97 crosswalks; curb extensions; pedestrian islands; bicycle lanes; bus islands and shelters; stops
98 signs, including all way stops; automated traffic enforcement cameras and signage; and flashing
99 signals and beacons.”.

100 (b) New sections 2a, 2b, 2c, 2d, 2e, 2f, 2g, 2h, 2i, 2j, 2k, and 2l are added to read as
101 follows:

102 “Sec. 2a. Safe Passage Program.

103 “(a)(1) The Mayor shall establish a Safe Passage Program within the Office of the Deputy
104 Mayor for Education (“Deputy Mayor”), responsible for ensuring the safe passage of students
105 traveling to and from local education agencies on days in which school is in session or other
106 days, as determined by the Deputy Mayor.

107 “(2) The Safe Passage Program shall be responsible for the following:

108 “(A) Supporting development of the Safe Streets for Students Master Plan
109 required by section 2j;

110 “(B) Administering safe passing programming under this act;

111 “(C) Administering the School Safety and Safe Passage Working Group
112 established pursuant to section 2c;

113 “(D) Gathering and analyzing data on student transportation, student
114 safety, and other data related to safe passage, as available;

115 “(E) Producing an interactive map or similar digital tool pursuant to
116 section 2b(f); and

117 “(F) Planning and implementing policies, programs, and services to
118 support safe passage, in consultation with the District Department of Transportation, Department
119 of Public Works, Office of Neighborhood Safety and Engagement, Office of Planning, and other
120 relevant agencies.

121 “Sec. 2b. Safe Blocks program.

122 “(a) The Deputy Mayor for Education (“Deputy Mayor”) shall establish a Safe Blocks
123 program. Under the Safe Blocks program, by June 1 of each year, the Deputy Mayor shall, for
124 the upcoming school year:

125 “(1) In consultation with the School Safety and Safe Passage Working Group,
126 designate priority areas for the upcoming school year;

127 “(2) In consultation with the District Department of Transportation (“DDOT”),
128 produce on the program website an interactive map or similar digital tool as required by
129 subsection (f) of this section; and

130 “(3) Award grants to community-based organizations (“CBO”) in accordance
131 with subsection (b) of this section;

132 “(b)(1) The Deputy Mayor shall award 3-year grants on a competitive basis to CBOs for
133 the purposes of providing safe passage services on behalf of the District.

134 “(2) The Deputy Mayor shall not award a grant to a CBO under this section in
135 excess of \$1 million during a 12-month period, either singularly or cumulatively, unless the grant
136 is first submitted to the Council for approval.

137 “(3) The Mayor shall issue rules to govern award of grants under this subsection
138 consistent with this section and the Grant Administration Act of 2013, effective December 24,
139 2013 (D.C. Law 20-61; D.C. Official Code § 1-328.11 *et seq.*).

140 “(c) Each CBO that is a recipient of a grant under this section shall be responsible for:

141 “(1) The recruitment, hiring, training, and management of personnel to provide
142 safe passage services in priority area; and

143 “(2) Collection, tracking, and reporting of data, including incident reports, as
144 required by the Deputy Mayor.

145 “(d) Personnel hired by CBOs under this section shall:

146 “(1) Be responsible for providing safe passage services for students traveling to
147 and from school during designated hours, including the following:

148 “(A) Daily monitoring of an assigned Safe Blocks priority area, including
149 developing relationships with students, families, businesses, civic associational, institutional
150 facilities, and community members within the priority area;

151 “(B) Working collaboratively with schools, relevant District agency staff,
152 and the surrounding community to identify and intervene to diffuse conflicts;

153 “(C) Support attendance by encouraging students to attend class daily and
154 on time; and

155 “(D) Build relationships with school administrators, police personnel,
156 parents, community residents by increasing their awareness of the Safe Blocks program
157 whenever possible; and

158 “(2) Receive at least the following trainings:

159 “(A) Bystander intervention training;

160 “(B) Training on racial and implicit bias; and

161 “(C) Any other trainings required by the Deputy Mayor.

162 “(e) In addition to the reporting requirements in section 1097 of the Grant Administration
163 Act of 2013, effective December 24, 2013 (D.C. Law 20-61; D.C. Official Code § 1-328.16), on
164 or before November 1 of each year, the Deputy Mayor shall submit to the Council and make
165 publicly available an annual status report for grants issued by or on behalf of the Deputy Mayor
166 under this act in the previous fiscal year, which shall include, for each grant:

167 “(1) The name, business address, and primary point of contact for the CBO;

168 “(2) A description of the specific services provided by the CBO;

169 “(3) The priority areas served by the CBO; and

170 “(4) The amount of grant funds dedicated to program costs and the amount
171 dedicated to other expenditures.

172 “(f) The Deputy Mayor, in consultation with DDOT, shall make available an interactive
173 map or similar digital tool as part of the Safe Blocks program. The Deputy Mayor shall
174 coordinate with DDOT to populate the following data within the map:

175 “(1) The bounds of priority areas;

176 “(2) Within priority areas, the location of sidewalks, marked crosswalks, and
177 stops signs and signals; and

178 “(3) All locations at which a crossing guard has been assigned.

179 “(g) The Deputy Mayor shall have grant-making authority for the purpose of
180 implementation of safe passage programming.

181 “Sec. 2c. School Safety and Safe Passage Working Group.

182 “(a) The Deputy Mayor for Education (“Deputy Mayor”) shall convene a School Safety
183 and Safe Passage Working Group (“Working Group”) to facilitate interagency planning,
184 coordination, and implementation of safe passage programming.

185 “(b) The Working Group shall be comprised of at least the following members:

186 “(1) The Deputy Mayor, or the Deputy Mayor’s designee;

187 “(2) The Chancellor of the District of Columbia Public Schools (“DCPS”), or the
188 Chancellor’s designee;

189 “(3) The Chair of the Public Charter School Board, or the Chair’s designee;

190 “(4) The Director of the District Department of Transportation (“DDOT”), or the
191 Director’s designee;

192 “(5) The Deputy Mayor for Public Safety and Justice, or the Deputy Mayor for
193 Public Safety and Justice’s designee;

194 “(6) The Chief of the Metropolitan Police Department (“MPD”), or the Chief’s
195 designee;

196 “(7) The General Manager of Washington Metropolitan Area Transit Authority
197 (“WMATA”), or the General Manager’s designee;

198 “(8) The Chief of the WMATA Metro Transit Police Department (“MTPD”), or
199 the Chief’s designee;

200 “(9) The Attorney General for the District of Columbia, or the Attorney General’s
201 designee;

202 “(10) At least one individual who is the parent or guardian of a DCPS or public
203 charter school student; and

204 “(11) At least one teacher or administrator at a DCPS or public charter school.

205 “(c) Within 14 days after a meeting of the Working Group, the Deputy Mayor shall post
206 on the Deputy Mayor’s website meeting minutes and copies of materials considered by the
207 Working Group at the meeting.

208 “Sec. 2d. Safe Routes to School Program.

209 “The District Department of Transportation (“DDOT”) shall establish a Safe Routes to
210 School Program, which shall be responsible for:

211 “(1) Developing the Safe Streets for Students Master Plan required under section
212 2j;

213 “(2) Conducting spot safety assessments and other assessments or investigations
214 within school zones that are focused on improving traffic safety;

215 “(3) Producing Action Plans;

216 “(4) Installing traffic safety infrastructure to enhance the safety and improve the
217 experience of pedestrians and bicycle, shared fleet device, or other riders throughout school
218 zones pursuant to an Action Plan, assessment, investigation, or as otherwise deemed necessary
219 by DDOT to improve traffic safety;

220 “(5) Implementation of the School Streets Pilot Program;

221 “(6) Gathering and analyzing data to improve the safety of public school students,
222 staff, and families from traffic violence as they travel to and from school;

223 “(7) Coordinating with the Deputy Mayor for Education, Department of Public
224 Works, Office of Neighborhood Safety and Engagement, Office of Planning, Metropolitan Police
225 Department, Washington Metropolitan Area Transit Authority (“WMATA”), WMATA
226 Metropolitan Transit Police Department, and other relevant agencies to plan for and implement
227 policies, programs, and services to support the Safe Routes to School Program and measures

228 intended to ensure the safety of public school students, staff, and families from traffic violence as
229 they travel to and from school; and

230 “(8) Community engagement on the Safe Routes to School Program.

231 “Sec. 2e. Action Plans and spot safety assessments.

232 “(a) Beginning June 1, 2024, the District Department of Transportation (“DDOT”) shall
233 produce an Action Plan for at least 25 schools per school year, with schools prioritized in the
234 order listed in the version of the Safe Streets for Students Master Plan or Master Plan
235 modification most recently approved by the Council.

236 “(b)(1) DDOT shall undertake spot safety assessments in school zones upon request.

237 “(2)(A) DDOT may stipulate the manner in which requests for spot safety
238 assessments in school zones (“requests”) are to be submitted to the agency, but shall provide a
239 method to submit requests to the Safe Routes to School Program.

240 “(B) Requests received by the Safe Routes to School Program shall be
241 posted to DDOT’s Traffic Safety Investigation Dashboard (“dashboard”).

242 “(C)(i) For requests submitted to the Safe Routes to School Program after
243 October 1, 2023, the dashboard shall denote that the service request was submitted to the Safe
244 Routes to School Program.

245 “(ii) As of October 1, 2023, DDOT shall permit residents to sort
246 service requests by those submitted to the Safe Routes to School Program.

247 “(c)(1) DDOT shall install traffic safety infrastructure where called for under an Action
248 Plan, spot safety assessment, or any other assessment or investigation focused on improving
249 traffic safety within a school zone.

250 “(2) Where a traffic safety installation called for under an Action Plan or spot
251 safety assessment is not completed within one year after the conclusion of the Action Plan or
252 spot safety assessment, DDOT shall provide written notice of the basis for the delay to the
253 principals of schools within one tenth mile of the location of the traffic safety installation, the
254 Ward Councilmember whose ward includes the location of the traffic safety installation, and the
255 Chairs of the Council Committees with oversight of DCPS and the Public Charter School Board.

256 Sec. 2f. School zones.

257 “(a)(1) School zones shall have a speed limit of 15 miles per hour; except, on arterials,
258 the District Department of Transportation (“DDOT”) may increase the speed limit in school
259 zones to 25 miles per hour at all times except for the hours designated for student drop-off and
260 pick- up for the school day and regular afterschool programming.

261 “(2) DDOT shall post signage on all roadways within a school zone that states the
262 speed limit and warns that the area is a school zone. Signage on arterial roadways where school
263 zone speed limits are in effect shall include flashers.

264 “(b) The fine for speeding pursuant to 18 DCMR § 2600.1 shall be doubled when the
265 infraction occurs in a school zone.

266 “(c)(1) The District of Columbia Public Schools (“DCPS”) shall submit monthly
267 statistical reports to DDOT that shall include:

268 “(A) The number of crashes in school zones, where location data is
269 available, listed both in total and, where the driver was cited for one or more moving violations,
270 by moving violation type;

271 “(B) The type of roadway users involved in the crash; and

272 “(C) The type of injuries suffered.

273 “(2) DCPS and Metropolitan Police Department (“MPD”) shall make the
274 information required pursuant to this subsection available to DDOT by the 15th of each month.

275 “(3) A public charter school shall coordinate with MPD to make the information
276 required pursuant to this subsection available to DDOT by the 15th of each month.

277 “Sec. 2g. School bus ATE cameras.

278 “By December 31, 2026, the Office of the State Superintendent for Education, in
279 consultation with the District Department of Transportation, shall ensure that all school busses
280 actively in use by the District to transport students are equipped with an automated traffic
281 enforcement camera or similar device to identify vehicles passing a stopped school bus.

282 “Sec. 2h. School Streets Pilot Program.

283 “(a)(1) By August 1, 2024, the District Department of Transportation (“DDOT”) shall
284 implement a School Streets Pilot Program (“pilot program”) at at least one public school per
285 Ward, and which shall conclude on June 1, 2026.

286 “(2) DDOT, in consultation with the District of Columbia Public Schools, the
287 Public Charter School Board, and school principals, shall identify public schools interested in
288 participating in the pilot program, and notify schools of their selection for the pilot program by
289 May 1, 2024.

290 “(b) Under the pilot program, DDOT shall, at each participating school:

291 “(1) Designate, in consultation with the school:

292 “(A) At least one roadway adjacent to the school closed to unauthorized
293 motor vehicles during designated hours;

294 “(B) The hours that the roadway is to be closed to unauthorized motor
295 vehicles; however, the designated roadway shall be closed to unauthorized motor vehicles for at

296 least one hour before and one hour after both the start and end of the school day for all days that
297 school is in session; and

298 “(C) Which vehicles are authorized to access the roadways closed during
299 designated hours pursuant to the pilot; DDOT, however, may only authorize access for motor
300 vehicles that are vital to school functions or public safety, and shall endeavor to minimize, if not
301 eliminate, all motor vehicle access on the designated roadways during designated hours;

302 “(2) Assign at least one traffic control officer or crossing guard to the roadways
303 closed to unauthorized motor vehicles during the designated hours at each school; provided, that
304 sufficient staff is available;

305 “(3) Install signage designating the roadway as participating in the pilot program
306 and stating the hours during which the roadway is closed to unauthorized motor vehicle traffic;
307 and

308 “(4) Provide each school with the equipment DDOT deems necessary to prevent
309 motor vehicle through traffic during the designated hours, including temporary bollards or other
310 roadway obstructions.

311 “(c) DDOT may temporarily suspend closure of a roadway closed pursuant to the pilot
312 program where doing so is necessary to preserve public safety, and shall provide notice to the
313 school and the LEA of any such temporary suspension.

314 “(d) By January 1, 2028, DDOT shall provide a report to the Mayor, Council, Chancellor
315 of the District of Columbia Public Schools, and Public Charter School Board on the pilot
316 program. The report shall include:

317 “(1) A summary of how the pilot program was implemented at each school,
318 including a breakdown of any differences in design, scope, community engagement, cross-
319 agency engagement, or other factors, at each school participating in the pilot program;

320 “(2) An assessment of the effectiveness of the pilot program at each participating
321 school on actual and perceived student, school, and community safety, including, where
322 implementation of the pilot program meaningfully differed between the schools, an analysis of
323 how those differences affected program effectiveness; and

324 “(3) Recommendations on how the program could better enhance student safety,
325 how inefficiencies or redundancies in the pilot program could be reduced, and on how the pilot
326 program could best be expanded to other schools.

327 “Sec. 2i. School crossing guards.

328 “(a)(1) Crossing guards shall be placed at elementary schools and middle or junior high
329 schools where considered necessary by the District Department of Transportation (“DDOT”),
330 working collaboratively with the District of Columbia Public Schools (“DCPS”) and the affected
331 local public school or public charter school

332 “(2) Placement of a crossing guard shall not be deemed unnecessary due to a lack
333 of available funds or crossing guard staff.

334 “(b)(1) By January 1, 2024, DDOT shall make available an online system that schools
335 may use to submit requests for crossing guards. The online system shall allow for the submission
336 of all information and materials required by DDOT to support a request for a crossing guard.

337 “(2) A school may request a crossing guard at any location within the further of
338 school’s zone or one tenth mile of the school.

339 “(3) A request for a crossing guard submitted pursuant to this subsection must
340 include the time periods in a given day for which the school seeks a crossing guard. A school
341 may request the crossing guard’s hours to extend earlier and later than a typical school day.

342 “(4) Where DDOT requires a traffic count or other traffic data to support a request
343 for a crossing guard, DCPS Central Office shall undertake that count on behalf of the requesting
344 school., DCPS Central Office may require a school to provide evidence that school personnel are
345 unable to complete the traffic count or other data request in a timely manner.

346 “(c)(1) Prior to or within 2 months after initial placement, crossing guards shall receive
347 the following training:

348 “(A) Trainings provided or prescribed by the Deputy Mayor for Education
349 for CBOs participating in the Safe Blocks program;

350 “(B) Bystander intervention training;

351 “(C) Training on racial and implicit bias; and

352 “(D) Any other trainings required by DDOT.

353 “(2) DDOT, in consultation with DCPS and the Public Charter School Board,
354 shall prescribe a frequency at which crossing guards must receive trainings following their initial
355 placements; provided that crossing guards shall receive the trainings required under paragraph
356 (1) of this subsection at least once every 2 years.

357 “(d)(1) DDOT shall provide, by July 31st of each year, recommendations to the Mayor,
358 the Council, the Chancellor of the District of Columbia Public Schools, and the Public Charter
359 School Board on the deployment of school crossing guards, taking into account the impact of
360 school closings and reconfigurations, projected enrollment, traffic conditions, investigations
361 conducted pursuant to section 2e, and all other relevant factors.

362 “(2) DCPS, the Public Charter School Board, the Metropolitan Police
363 Department, Washington Metropolitan Area Transit Authority (“WMATA”), WMATA Metro
364 Transit Police Department, Department of Public Works, and any other agency holding data
365 necessary to DDOT’s promulgation of the recommendations required under paragraph (1) of this
366 subsection shall provide DDOT with the necessary data upon request. Data provided under this
367 section shall be provided to DDOT in a timely manner, but no later than May 31st of each year.

368 “(e) By June 1, 2024, DDOT, in consultation City Administrator, the Deputy Mayor for
369 Education, and the Deputy Mayor for Operations and Infrastructure, shall transmit a plan to the
370 Mayor and Council identifying options for converting existing part-time crossing guard positions
371 to full-time. The plan shall include:

372 “(1) An estimate of the total number of crossing guards needed to serve District
373 schools, where funding and staff availability were not an issue;

374 “(2) An analysis of how many crossing guard positions should be retained as part-
375 time, where funding and staff availability were not an issue;

376 “(3) A list of positions, roles, or services within DDOT and other District
377 agencies that crossing guards could be assigned and reasonably take on during hours that they
378 are not providing crossing guard services, to allow these positions to be converted to full time;
379 and

380 “(4) An analysis of what would be necessary for DDOT to coordinate with other
381 agencies to allow crossing guards to take on these other positions, roles, or services in off-hours,
382 including any barriers, agency concerns, or recommendations to establishing interagency
383 positions.

384 “(f) By January 1, 2024, the Office of the State Superintendent of Education shall
385 transmit to the Council the results of a survey of child development facilities. The survey shall
386 seek information on at least the following:

387 “(1) The commute modes of enrollees at the child development facility;

388 “(2) Whether the child development facility current utilizes crossing guards to
389 assist students and families with safe travel to and from the facility, whether for pay or on a
390 volunteer basis;

391 “(3) Whether the child development facility would request a crossing guard if
392 made available by the District;

393 “(4) Whether wait times at crosswalks at signalized intersections adjacent to the
394 child development facility are sufficient to allow enrollees to safely cross; and

395 “(5) Whether the child development facility would, if offered, seek additional
396 marked crosswalks, including a midblock crosswalk, on roadways adjacent to the facility to
397 support the safe arrival of enrollees.

398 “Sec. 2j. Safe Streets for Students Master Plan.

399 “(a)(1) By June 1, 2024, and every 5 years thereafter, the Mayor shall prepare and submit
400 to the Council for its review and approval a comprehensive 5-year Safe Streets for Students
401 Master Plan (“Master Plan”). If approved by the Council, the Master Plan shall take effect on the
402 first day of the succeeding fiscal year.

403 “(2) The Council shall conduct at least one public hearing on the proposed Master
404 Plan before approval.

405 “(3) If, subsequent to Council’s approval of the 5-year Master Plan, material
406 changes to the plan become necessary, the Mayor may modify the plan; provided, that any

407 modification shall be submitted to the Council for review and approval along with the Mayor’s
408 annual submission of a capital budget.

409 “(4) Where the Council disapproves of the proposed Master Plan:

410 “(A) The disapproval resolution shall include comments or questions from
411 the Council on the proposed Master Plan; and

412 “(B) The Mayor shall revise and resubmit the Master Plan to the Council
413 for its review and approval within 180 days after the effective date of the disapproval resolution.

414 “(b) The Master Plan shall include:

415 “(1) To be produced by the District Department of Transportation (“DDOT”):

416 “(A) An ordered list of all public schools for which DDOT plans to
417 produce and implement an Action Plan during the 5-year period covered by the Master Plan,
418 ordered in accordance with the rubric.

419 “(B) A listing of all schools, ordered by the date that DDOT last produced
420 and implemented an Action Plan for the school, and including the date of the Action Plan; and

421 “(C) A list of the types of traffic safety infrastructure DDOT will consider
422 for implementation at a school facility as part of Action Plan, and the thresholds or standards
423 which DDOT will utilize to determine whether implementation of that infrastructure is
424 appropriate; provided that, DDOT shall adopt standards in the Master Plan to require the
425 installation of the following traffic safety infrastructure in a school zone as part of an Action Plan
426 unless the agency determines such installation would not increase safety or be in conflict with
427 other engineering requirements:

428 “(i) High-visibility crosswalks at all intersections and crossings;

429 “(ii) Speed bumps, speed humps, speed tables, or speed cushions
430 on roadways adjacent to any public school entrances; and

431 “(iii) All-way stops or, where deemed appropriate by DDOT,
432 traffic signals at all intersections.

433 “(2) To be produced by the Deputy Mayor for Education (“Deputy Mayor”), a list
434 of priority areas designated under the Safe Blocks program for the upcoming school year, and the
435 Deputy Mayor’s process, including any metrics, standards, or specific data used, to select
436 priority areas; and

437 “(3) To be produced by the Deputy Mayor and DDOT, in consultation with other
438 District agencies involved in the development, design, or implementation of safe passage
439 programming, the Safe Routes to School Program, or student transportation safety:

440 “(A) A description of all services and programs, including pilot programs,
441 executed as part of the Safe Routes to School program, by the Deputy Mayor, or that otherwise
442 have a focus on students’ safe passage or student transportation safety:

443 “(i) That were implemented during the preceding 5-year period;
444 and

445 “(ii) That are to be offered during the 5-year period covered by the
446 Master Plan; and

447 “(B) Where a service or program offered during the preceding 5 year
448 period will be discontinued, the rationale for discontinuing that service or program.

449 “(c)(1)(A) By June 1, 2023, and every 5 years thereafter, DDOT shall submit to the
450 Council for its review and approval the rubric that DDOT shall use in the upcoming Master Plan
451 to determine the order that school facilities will receive an Action Plan pursuant to this act.

452 “(B) The proposed rubric shall be submitted to the Council for a 45-day
453 period of review, excluding Saturdays, Sundays, legal holidays, and days of Council recess. If
454 the Council does not approve or disapprove the proposed rubric, in whole or in part, by
455 resolution within this 45-day review period, the proposed rubric shall be deemed approved.

456 “(C)(i) The Council shall conduct at least one public hearing on the
457 proposed rubric before approval.

458 “(ii) Prior to the submission of the rubric to the Council, DDOT
459 shall post the rubric online in a location accessible to the public.

460 “(2)(A) The rubric required under paragraph (1) of this subsection shall, for each
461 public and private school facility in the District, assign the facility a prioritization score from one
462 to 10 based on data obtained by DDOT for the school facility.

463 “(B) In developing the rubric required under paragraph (1) of this
464 subsection, DDOT shall consider inclusion of the following data:

465 “(i) The number of reported traffic injury crashes that occurred
466 within a quarter mile of the school in the preceding 5 years;

467 “(ii) Whether the school is within a quarter mile of one of the
468 District's top 15 crash intersections;

469 “(iii) Whether the school zone includes a principal arterial,
470 interstate, freeway, or expressway;

471 “(iv) The date of implementation of the last Safe Routes to School
472 Action Plan for the school;

473 “(v) The number of schools within one half mile of the school
474 facility; and

475 “(vi) The number of at-risk students enrolled in the school based
476 on the current school year enrollment projection.

477 “(d) In addition to a facility’s prioritization score, DDOT may consider the following
478 factors when determining the prioritization and inclusion of school traffic safety projects in the
479 annual budget and Capital Improvements Plan:

480 “(1) Scope and sequence of projects due to other projects focused on traffic safety
481 within the school zone of the school undertaken in the preceding 5 years or planned in the most
482 recent enacted Capital Improvements Plan; and

483 “(2) Immediate life and safety concerns.

484 “(e)(1) The following agencies shall be responsible for development of the Master Plan:

485 “(A) The Deputy Mayor; and

486 “(B) DDOT.

487 “(2) The following agencies shall provide support, as requested by the Mayor, for
488 the development of the Master Plan:

489 “(A) The District of Columbia Public Schools (“DCPS”);

490 “(B) The Public Charter School Board (“PCSB”);

491 “(C) Public charter local education agencies;

492 “(D) The Washington Metropolitan Area Transit Authority (“WMATA”)

493 and WMATA Metro Transit Police;

494 “(E) The Deputy Mayor for Public Safety and Justice;

495 “(F) The Department of Public Works;

496 “(G) The Office of Neighborhood Safety and Engagement; and

497 “(H) The Office of Planning.

498 “(f)(1) At least 90 days prior to the submission of the Master Plan to the Council, DDOT
499 shall post the draft Master Plan online and conduct at least 3 public meetings on the draft Master
500 Plan.

501 “(2) Within 7 days after the submission of a Master Plan to Council, DDOT shall
502 transmit to the Council and make the data available on the agency website in a location
503 accessible to the public the raw data used to produce the prioritization scores for each school
504 facility in the Master Plan.

505 “(g) DCPS, PCSB, and individual private schools shall notify DDOT of a new school no
506 later than 90 days before the first day on which students will begin classes at the school.

507 “Sec. 2k. Data Collection and Reporting.

508 “(a) By July 1 of each year, the Deputy Mayor for Education (“Deputy Mayor”) shall
509 publicly post on the Deputy Mayor’s website the following information:

510 “(1) The number and name of community-based organizations participating in
511 safe passage programs;

512 “(2) The number of reports to the Metropolitan Police Department and
513 Washington Metropolitan Area Transit Authority Metro Transit Police Department, and made
514 available to the Deputy Mayor, of violence involving students traveling to and from school
515 during safe passage program hours;

516 “(3) A list of private businesses and other entities participating in safe passage
517 programs, by priority area;

518 “(4) A summary of any student surveys administered by the Deputy Mayor or
519 local education agencies on safe passage, and submitted to the Deputy Mayor;

520 “(5) The commute mode and average distance traveled by students from home to
521 school; and

522 “(6) The number of off-street parking spaces available at each school for staff or
523 visitors per data made available to DDOT and the Deputy Mayor by local education agencies.

524 “(b) By July 1 of each year, DDOT shall publicly post on the DDOT website the
525 following information:

526 “(1) The number of driver-involved crashes, fatalities, or major injuries that
527 occurred within a quarter mile of a public school in the preceding year, by school;

528 “(2) A list of fulfilled and outstanding Spot safety assessments in each school
529 zone and quarter mile walk shed;

530 “(3) The deployment plan for traffic control officers for the upcoming year; and

531 “(4) The number of bike racks within the school zone.

532 “Sec. 21. Liability.

533 “Traffic safety infrastructure, where installed and posted throughout the District and
534 made available as the budget allows, pursuant to this section or otherwise, shall not be deemed
535 obstructions of the road or street. No cause of action at law or in equity, nor any administrative
536 action shall be maintained against the District government for damages by traffic safety
537 infrastructure.”.

538 Sec. 3. Section 102(d)(3) of the School Safety and Security Contracting Procedures Act
539 of 2004, effective April 13, 2005 (D.C. Law 15-350; D.C. Official Code § 5-132.02(d)(3)), is
540 amended by striking the phrase “under section 2(f-1) of the School Proximity Traffic Calming
541 Act of 2000, effective May 23, 2000 (D.C. Law 13-111; D.C. Official Code § 38-3101(f-1))” and
542 inserting the phrase “under section 2i(d)(1) of the School Proximity Traffic Calming Act of

543 2000, as approved by the Committee on Transportation and the Environment on October 20,
544 2022 (Committee print of Bill 24-66)” in its place.

545 Sec. 4. Applicability.

546 (a) This act shall apply upon the date of inclusion of its fiscal effect in an approved
547 budget and financial plan.

548 (b) The Chief Financial Officer shall certify the date of the inclusion of the fiscal effect in
549 an approved budget and financial plan, and provide notice to the Budget Director of the Council
550 of the certification.

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

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

555 Sec. 5. Fiscal impact statement.

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

559 Sec. 6. Effective date.

560 This act shall take effect following approval by the Mayor (or in the event of veto by the
561 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
562 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
563 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
564 Columbia Register.

10 A BILL

11 24-66
12
13

14 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
15
16
17

18 To amend the School Proximity Traffic Calming Act of 2000 to establish a Safe Passage
19 Program within the Office of the Deputy Mayor for Education ("Deputy Mayor"), to
20 establish a Safe Blocks program within the Deputy Mayor's Office or agency designee, to
21 prescribe how grants are to be awarded to community-based organizations participating
22 in the program, to detail the responsibilities of community-based organizations and their
23 personnel participating the program, and to provide the Deputy Mayor with grant-making
24 authority, to establish a School Safety and Safe Passage Walking Group and prescribe the
25 working group's membership, to establish a Safe Routes to School program within the
26 District Department of Transportation ("DDOT"), to prescribe the timing, manner, and
27 scope of Action Plans and spot safety assessments undertaken by DDOT, to set the speed
28 limit within school zones at 15 miles per hour, to provide that DDOT may increase the
29 speed limit within school zones to 25 miles per hour along arterials during hours school is
30 not in session, to double the fine for certain moving violations occurring in a school zone,
31 and to require submission of monthly statistical reports from the District of Columbia
32 Public Schools ("DCPS") and Metropolitan Police Department on student traffic safety,
33 to require that, by December 31, 2026, the Office of the State Superintendent for
34 Education ("OSSE") equip all active schools busses with automated traffic enforcement
35 cameras, to require that DDOT implement a School Streets Pilot Program at at least one
36 public school per ward, to prescribe the placement, hours, and training received by school
37 crossing guards, to permit schools to submit requests for crossing guards online, to
38 require that DDOT to transmit a plan to the Mayor and Council by June 1, 2024,
39 identifying options to convert part-time crossing guard positions to full-time, to require
40 that the Mayor submit to the Council every five years, a Safe Streets for Students Master
41 Plan, to prescribe the contents of the Master Plan, the agencies responsible for its
42 development, and opportunities for the public to review and comment on the draft plan,
43 and to require that, every five years, DDOT transmit a rubric to the Council that produces
44 scores to prioritize schools for Action Plans, to prescribe annual reporting for the Deputy
45 Mayor and DDOT on safe passage and the Safe Routes to School Program, and, to clarify
46 that traffic safety infrastructure installed throughout the District shall not be deemed

47 obstructions of the roadway, nor shall damage by traffic safety infrastructure be the basis
48 for a cause of action; and, to make conforming amendments to the School Safety and
49 Security Contracting Procedures Act of 2004.

50
51 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
52 act may be cited as the “Safe Streets for Students Amendment Act of 2022”.

53 Sec. 2. The School Proximity Traffic Calming Act of 2000, effective May 23, 2000 (D.C.
54 Law 13-111; D.C. Official Code § 38-3101), is amended as follows:

55 (a) Section 2 (D.C. Official Code § 38-3101) is amended to read as follows:

56 “Sec. 2. Definitions.

57 “For the purposes of this act, the term:

58 “(1) “Action Plan” means a written assessment, posted on the District Department
59 of Transportation (“DDOT”) website prior to implementation of the Action Plan, that:

60 “(A) Summarizes the actions taken by DDOT, including any data
61 produced, to complete a comprehensive assessment of traffic safety needs for a school, including
62 the school zone;

63 “(B) Details the types of traffic safety infrastructure and the location,
64 scope, and timing of installation of traffic safety infrastructure, by infrastructure element, to be
65 installed, pursuant to an assessment of traffic safety needs undertaken by DDOT; and

66 “(C) Describes the nature and timing of community engagement on
67 implementation of the recommendations in the Action Plan.

68 “(2) “Community-based organization” means an organization operated by a
69 nonprofit entity or faith-based organization that provides services, including violence
70 interruption and deterrence and youth development.

71 “(3) “Deputy Mayor” means Deputy Mayor for Education.

72 “(4) “Local education agency” means District of Columbia Public Schools
73 (“DCPS”) or any individual public charter school or group of public charter schools operating
74 under a single charter.

75 “(5) “New school” means:

76 “(A) A school located in a never-before-occupied structure, except for a
77 structure erected in an existing school zone; or

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

80 “(6) “Priority area” means an area of the District, designated by the School Safety
81 and Safe Passage Working Group, for receipt of safe passage services, and whose bounds include
82 at least the full school zone for at least one public school.

83 “(7) “Safe passage” means programs and services administered or otherwise
84 overseen by the Deputy Mayor, in collaboration with other relevant District and federal agencies,
85 targeted at ensuring DCPS and public charter school students can travel to and from their school
86 safe from the threat of physical violence, intimidation, and other public safety concerns.

87 “(8) “School zone” includes any street, block, or intersection within 350 feet of a
88 given school’s building or school grounds and includes crossing points closest to that boundary;
89 however, areas within school zones that are unused for crossings, such as along a highway
90 without marked crossing points, may be excluded from the school zone.

91 “(9) “Shared fleet device” shall have the same meaning as set forth in section
92 2(14D) of the District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat. 1119;
93 D.C. Official Code § 50-2201.02(14D)).

94 “(10) “Spot safety assessment” means a determination of whether traffic safety
95 infrastructure should be installed to increase traffic safety at a specific location.

96 “(11) “Traffic safety infrastructure” shall include speed humps, bumps, cushions,
97 and tables; rumble strips; pavement markings; signs that warn of the presence of children; traffic
98 signals and signage; raised crosswalks; raised intersections; continuous sidewalks; high-visibility
99 crosswalks; curb extensions; pedestrian islands; bicycle lanes; bus islands and shelters; stops
100 signs, including all way stops; automated traffic enforcement cameras and signage; and flashing
101 signals and beacons.”.

102 (b) New sections 2a, 2b, 2c, 2d, 2e, 2f, 2g, 2h, 2i, 2j, and 2k are added to read as follows:

103 “Sec. 2a. Safe Passage Program.

104 “(a)(1) The Mayor shall establish a Safe Passage Program within the Office of the Deputy
105 Mayor, responsible for ensuring the safe passage of students traveling to and from local
106 education agencies on days in which school is in session or other days, as determined by the
107 Deputy Mayor.

108 “(2) The Safe Passage Program shall be responsible for the following:

109 “(A) Supporting development of the Safe Streets for Students Master Plan
110 required by section 2j;

111 “(B) Administering safe passage programming under this act;

112 “(C) Administering the School Safety and Safe Passage Working Group
113 established pursuant to section 2c;

114 “(D) Gathering and analyzing data on student transportation, student
115 safety, and other data related to safe passage, as available;

116 “(E) Producing an interactive map or similar digital tool pursuant to
117 section 2b(f); and

118 “(F) Planning and implementing policies, programs, and services to
119 support safe passage, in consultation with the District Department of Transportation, Department
120 of Public Works, Office of Neighborhood Safety and Engagement, Office of Planning, and other
121 relevant agencies.

122 “Sec. 2b. Safe Blocks program.

123 “(a) The Deputy Mayor for Education (“Deputy Mayor”) or agency designee shall
124 establish a Safe Blocks program. Under the Safe Blocks program, by June 1 of each year, the
125 Deputy Mayor shall, for the upcoming school year:

126 “(1) In consultation with the School Safety and Safe Passage Working Group,
127 designate priority areas for the upcoming school year;

128 “(2) In consultation with the District Department of Transportation (“DDOT”),
129 produce on the program website an interactive map or similar digital tool as required by
130 subsection (f) of this section; and

131 “(3) Award grants to community-based organizations (“CBO”) in accordance
132 with subsection (b) of this section;

133 “(b)(1) The Deputy Mayor shall award annual and multi-year grants on a competitive
134 basis to CBOs for the purposes of providing safe passage services on behalf of the District.

135 “(2) The Mayor shall issue rules to govern award of grants under this subsection
136 consistent with this section and the Grant Administration Act of 2013, effective December 24,
137 2013 (D.C. Law 20-61; D.C. Official Code § 1-328.11 *et seq.*).

138 “(c) Each CBO that is a recipient of a grant under this section shall be responsible for:

139 “(1) The recruitment, hiring, training, and management of personnel to provide
140 safe passage services in priority area; and

141 “(2) Collection, tracking, and reporting of data, including incident reports, as
142 required by the Deputy Mayor.

143 “(d) Personnel hired by CBOs under this section shall:

144 “(1) Be responsible for providing safe passage services for students traveling to
145 and from school during designated hours, such as the following:

146 “(A) Daily monitoring of an assigned Safe Blocks priority area, including
147 developing relationships with students, families, businesses, civic associational, institutional
148 facilities, and community members within the priority area;

149 “(B) Working collaboratively with schools, relevant District agency staff,
150 and the surrounding community to identify and intervene to diffuse conflicts;

151 “(C) Support attendance by encouraging students to attend class daily and
152 on time; and

153 “(D) Build relationships with school administrators, police personnel,
154 parents, community residents by increasing their awareness of the Safe Blocks program
155 whenever possible; and

156 “(2) Receive at least the following trainings:

157 “(A) Bystander intervention training;

158 “(B) Training on racial and implicit bias; and

159 “(C) Any other trainings required by the Deputy Mayor.

160 “(e) In addition to the reporting requirements in section 1097 of the Grant Administration
161 Act of 2013, effective December 24, 2013 (D.C. Law 20-61; D.C. Official Code § 1-328.16), on

162 or before November 1 of each year, the Deputy Mayor shall submit to the Council and make
163 publicly available an annual status report for grants issued by or on behalf of the Deputy Mayor
164 under this act in the previous fiscal year, which shall include, for each grant:

165 “(1) The name, business address, and primary point of contact for the CBO;

166 “(2) A description of the specific services provided by the CBO;

167 “(3) The priority areas served by the CBO; and

168 “(4) The amount of grant funds dedicated to program costs and the amount
169 dedicated to other expenditures.

170 “(f) The Deputy Mayor, in consultation with DDOT, shall make available an interactive
171 map or similar digital tool as part of the Safe Blocks program. The Deputy Mayor shall
172 coordinate with DDOT to populate the following data within the map:

173 “(1) The bounds of priority areas;

174 “(2) Within priority areas, the location of sidewalks, marked crosswalks, and
175 stops signs and signals; and

176 “(3) All locations at which a crossing guard has been assigned.

177 “(g) The Deputy Mayor shall have grant-making authority for the purpose of
178 implementation of safe passage programming.

179 “Sec. 2c. School Safety and Safe Passage Working Group.

180 “(a) The Deputy Mayor shall convene a School Safety and Safe Passage Working Group
181 (“Working Group”) to facilitate interagency planning, coordination, and implementation of safe
182 passage programming.

183 “(b) The Working Group shall be comprised of at least the following members:

184 “(1) The Deputy Mayor, or the Deputy Mayor’s designee;

185 “(2) The Chancellor of the District of Columbia Public Schools (“DCPS”), or the
186 Chancellor’s designee;

187 “(3) The Chair of the Public Charter School Board, or the Chair’s designee;

188 “(4) The Director of the District Department of Transportation (“DDOT”), or the
189 Director’s designee;

190 “(5) The Deputy Mayor for Public Safety and Justice, or the Deputy Mayor for
191 Public Safety and Justice’s designee;

192 “(6) The Chief of the Metropolitan Police Department (“MPD”), or the Chief’s
193 designee;

194 “(7) The General Manager of Washington Metropolitan Area Transit Authority
195 (“WMATA”), or the General Manager’s designee;

196 “(8) The Chief of the WMATA Metro Transit Police Department (“MTPD”), or
197 the Chief’s designee;

198 “(9) The Attorney General for the District of Columbia, or the Attorney General’s
199 designee;

200 “(10) At least one individual who is the parent or guardian of a DCPS or public
201 charter school student; and

202 “(11) At least one teacher or administrator at a DCPS or public charter school.

203 “(c) Within 14 days after a meeting of the Working Group, the Deputy Mayor shall post
204 on the Deputy Mayor’s website meeting minutes and copies of materials considered by the
205 Working Group at the meeting.

206 “Sec. 2d. Safe Routes to School Program.

207 “The District Department of Transportation (“DDOT”) shall establish a Safe Routes to
208 School Program, which shall be responsible for:

209 “(1) Developing the Safe Streets for Students Master Plan required under section
210 2j;

211 “(2) Conducting spot safety assessments and other assessments or investigations
212 that are focused on improving traffic safety;

213 “(3) Producing Action Plans;

214 “(4) Installing traffic safety infrastructure to enhance the safety and improve the
215 experience of pedestrians and bicycle, shared fleet device, or other riders pursuant to an Action
216 Plan, assessment, investigation, or as otherwise deemed necessary by DDOT to improve traffic
217 safety;

218 “(5) Implementation of the School Streets Pilot Program;

219 “(6) Gathering and analyzing data to improve the safety of public school students,
220 staff, and families from traffic violence as they travel to and from school;

221 “(7) Coordinating with the Deputy Mayor for Education, Department of Public
222 Works, Office of Neighborhood Safety and Engagement, Office of Planning, Metropolitan Police
223 Department, Washington Metropolitan Area Transit Authority (“WMATA”), WMATA
224 Metropolitan Transit Police Department, and other relevant agencies to plan for and implement
225 policies, programs, and services to support the Safe Routes to School Program and measures
226 intended to ensure the safety of public school students, staff, and families from traffic violence as
227 they travel to and from school; and

228 “(8) Community engagement on the Safe Routes to School Program.

229 “Sec. 2e. Action Plans and spot safety assessments.

230 “(a) Beginning June 1, 2024, the District Department of Transportation (“DDOT”) shall
231 produce an Action Plan for at least 25 schools per school year, with schools prioritized in the
232 order listed in the version of the Safe Streets for Students Master Plan or Master Plan
233 modification most recently approved by the Council.

234 “(b)(1) DDOT shall undertake spot safety assessments upon request.

235 “(2)(A) DDOT may stipulate the manner in which requests for spot safety
236 assessments (“requests”) are to be submitted to the agency but shall provide a method to submit
237 requests to the Safe Routes to School Program.

238 “(B) Requests received by the Safe Routes to School Program shall be
239 posted to DDOT’s Traffic Safety Investigation Dashboard (“dashboard”).

240 “(C)(i) For requests submitted to the Safe Routes to School Program after
241 October 1, 2023, the dashboard shall denote that the service request was submitted to the Safe
242 Routes to School Program.

243 “(ii) As of October 1, 2023, DDOT shall permit residents to sort
244 service requests by those submitted to the Safe Routes to School Program.

245 “(c)(1) DDOT shall install traffic safety infrastructure where called for under an Action
246 Plan, spot safety assessment, or any other assessment or investigation focused on improving
247 traffic safety for a school.

248 “(2) Where a traffic safety installation called for under an Action Plan or spot
249 safety assessment is not completed within one year after the conclusion of the Action Plan or
250 spot safety assessment, DDOT shall provide written notice of the basis for the delay to the
251 principals of schools within one tenth mile of the location of the traffic safety installation, the

252 Ward Councilmember whose ward includes the location of the traffic safety installation, and the
253 Chairs of the Council Committees with oversight of DCPS and the Public Charter School Board.

254 Sec. 2f. School zones.

255 “(a)(1) School zones shall have a daytime speed limit of 15 miles per hour; except, on
256 arterials, the District Department of Transportation (“DDOT”) may increase the speed limit in
257 school zones to 25 miles per hour at all times except for the hours designated for student drop-off
258 and pick- up for the school day and regular afterschool programming.

259 “(2) DDOT shall post signage on all roadways within a school zone that states the
260 speed limit and warns that the area is a school zone. ~~Signage on arterial roadways where school
261 zone speed limits are in effect shall include flashers.~~

262 “(b) The fine for speeding pursuant to 18 DCMR § 2600.1 shall be doubled when the
263 infraction occurs in a school zone.

264 “Sec. 2g. School Streets Pilot Program.

265 “(a)(1) No later than 18 months after the applicability date of the Safe Streets For
266 Students Amendment Act of 2022 (Bill 24-66), the District Department of Transportation
267 (“DDOT”) shall implement a 2-year (school year) School Streets Pilot Program (“pilot
268 program”) at at least one public school per Ward, and which shall conclude on June 1, 2026.

269 “(2) DDOT, in consultation with the District of Columbia Public Schools, the
270 Public Charter School Board, and school principals, shall identify public schools interested in
271 participating in the pilot program, and notify schools of their selection for the pilot program at
272 least 3 months prior to the implementation date specified in this subsection.

273 “(b) Under the pilot program, DDOT shall, at each participating school:

274 “(1) Designate, in consultation with the school:

275 “(A) At least one roadway adjacent to the school closed to unauthorized
276 motor vehicles during designated hours;

277 “(B) The hours that the roadway is to be closed to unauthorized motor
278 vehicles; however, the designated roadway shall be closed to unauthorized motor vehicles for at
279 least one hour before and one hour after both the start and end of the school day for all days that
280 school is in session; and

281 “(C) Which vehicles are authorized to access the roadways closed during
282 designated hours pursuant to the pilot; DDOT, however, may only authorize access for motor
283 vehicles that are vital to school functions or public safety, and shall endeavor to minimize, if not
284 eliminate, all motor vehicle access on the designated roadways during designated hours;

285 “(2) Assign at least one traffic control officer or crossing guard to the roadways
286 closed to unauthorized motor vehicles during the designated hours at each school; provided, that
287 sufficient staff is available;

288 “(3) Install signage designating the roadway as participating in the pilot program
289 and stating the hours during which the roadway is closed to unauthorized motor vehicle traffic;
290 and

291 “(4) Provide each school with the equipment DDOT deems necessary to prevent
292 motor vehicle through traffic during the designated hours, including temporary bollards or other
293 roadway obstructions.

294 “(c) DDOT may temporarily suspend closure of a roadway closed pursuant to the pilot
295 program where doing so is necessary to preserve public safety, and shall provide notice to the
296 school and the LEA of any such temporary suspension.

297 “(d) No later than 18 months after conclusion of the pilot program, DDOT shall provide a
298 report to the Mayor, Council, Chancellor of the District of Columbia Public Schools, and Public
299 Charter School Board. The report shall include:

300 “(1) A summary of how the pilot program was implemented at each school,
301 including a breakdown of any differences in design, scope, community engagement, cross-
302 agency engagement, or other factors, at each school participating in the pilot program;

303 “(2) An assessment of the effectiveness of the pilot program at each participating
304 school on actual and perceived student, school, and community safety, including, where
305 implementation of the pilot program meaningfully differed between the schools, an analysis of
306 how those differences affected program effectiveness; and

307 “(3) Recommendations on how the program could better enhance student safety,
308 how inefficiencies or redundancies in the pilot program could be reduced, and on how the pilot
309 program could best be expanded to other schools.

310 “Sec. 2h. School crossing guards.

311 “(a) Crossing guards shall be placed at elementary schools and middle or junior high
312 schools where considered necessary by the District Department of Transportation (“DDOT”),
313 working collaboratively with the District of Columbia Public Schools (“DCPS”) and the affected
314 local public school or public charter school.

315 “(b)(1) By January 1, 2024, DDOT shall make available an online system that schools
316 may use to submit requests for crossing guards. The online system shall allow for the submission
317 of all information and materials required by DDOT to support a request for a crossing guard.

318 “(2) A school may request a crossing guard at any location within the further of
319 school’s zone or one tenth mile of the school.

320 “(3) A request for a crossing guard submitted pursuant to this subsection must
321 include the time periods in a given day for which the school seeks a crossing guard. A school
322 may request the crossing guard’s hours to extend earlier and later than a typical school day.

323 “(c)(1) Crossing guards shall receive the following training:

324 “(A) Relevant trainings provided or prescribed by the Deputy Mayor for
325 Education for CBOs participating in the Safe Blocks program;

326 “(B) Bystander intervention training;

327 “(C) Training on racial and implicit bias; and

328 “(D) Any other trainings required by DDOT.

329 “(2) DDOT, in consultation with DCPS and public charter local education
330 agencies, shall prescribe a frequency at which crossing guards must receive trainings following
331 their initial placements; provided that crossing guards shall receive the trainings required under
332 paragraph (1) of this subsection at least once every 2 years.

333 “(e) By June 1, 2024, DDOT, in consultation City Administrator, the Deputy Mayor for
334 Education, and the Deputy Mayor for Operations and Infrastructure, shall transmit a plan to the
335 Mayor and Council identifying options for converting existing part-time crossing guard positions
336 to full-time. The plan shall include:

337 “(1) An estimate of the total number of crossing guards needed to serve District
338 schools, where funding and staff availability were not an issue;

339 “(2) An analysis of how many crossing guard positions should be retained as part-
340 time, where funding and staff availability were not an issue;

341 “(3) A list of positions, roles, or services within DDOT and other District
342 agencies that crossing guards could be assigned and reasonably take on during hours that they

343 are not providing crossing guard services, to allow these positions to be converted to full time;
344 and

345 “(4) An analysis of what would be necessary for DDOT to coordinate with other
346 agencies to allow crossing guards to take on these other positions, roles, or services in off-hours,
347 including any barriers, agency concerns, or recommendations to establishing interagency
348 positions.

349 “Sec. 2i. Safe Streets for Students Master Plan.

350 “(a)(1) No later than 12 months after the applicability date of the Safe Streets for
351 Students Amendment Act of 2022 (Bill 24-66), and every 5 years thereafter, the Mayor shall
352 prepare and submit to the Council for its review and approval a comprehensive 5-year Safe
353 Streets for Students Master Plan (“Master Plan”). If approved by the Council, the Master Plan
354 shall take effect on the first day of the succeeding fiscal year.

355 “(2) The Council committee with jurisdiction shall conduct at least one public
356 hearing on the proposed Master Plan before approval.

357 “(3) If, subsequent to Council’s approval of the 5-year Master Plan, material
358 changes to the plan become necessary, the Mayor may modify the plan; provided, that any
359 modification shall be submitted promptly to the Council for review and approval.

360 “(4) Where the Council disapproves of the proposed Master Plan, the Mayor shall
361 revise the Master Plan based on any comments adopted by the Council and resubmit it to the
362 Council for its review and approval within 180 days after the effective date of the disapproval
363 resolution.

364 “(b) The Master Plan shall include:

365 “(1) To be produced by the District Department of Transportation (“DDOT”):

366 “(A) An ordered list of all public schools for which DDOT plans to
367 produce and implement an Action Plan during the 5-year period covered by the Master Plan,
368 ordered in accordance with the rubric.

369 “(B) A listing of all schools, ordered by the date that DDOT last produced
370 and implemented an Action Plan for the school, and including the date of the Action Plan; and

371 “(C) A list of the types of traffic safety infrastructure DDOT will consider
372 for implementation at a school facility as part of Action Plan, and the thresholds or standards
373 which DDOT will utilize to determine whether implementation of that infrastructure is
374 appropriate; provided that, DDOT shall adopt standards in the Master Plan to require the
375 installation of the following traffic safety infrastructure for a school as part of an Action Plan
376 unless the agency determines and explains in writing how such installation would not
377 measurably increase safety or would be in conflict with other enumerated engineering
378 requirements:

379 “(i) High-visibility crosswalks at all intersections and crossings;

380 “(ii) Speed bumps, speed humps, speed tables, or speed cushions
381 on roadways adjacent to any public school entrances;

382 “(iii) All-way stops or, where deemed appropriate by DDOT,
383 traffic signals at all intersections;

384 “(iv) Raised crosswalks and curb extensions at intersections
385 adjacent to public school campuses;

386 “(v) Flashing school zone beacons on approaches within a school
387 zone; and

388 “(vi) Mid-block crossing protections such as pylons or flashing
389 pedestrian signs.”

390 “(2) To be produced by the Deputy Mayor a list of priority areas designated under
391 the Safe Blocks program for the upcoming school year, and the Deputy Mayor’s process,
392 including any metrics, standards, or specific data used, to select priority areas; and

393 “(3) To be produced by the Deputy Mayor and DDOT, in consultation with other
394 District agencies involved in the development, design, or implementation of safe passage
395 programming, the Safe Routes to School Program, or student transportation safety:

396 “(A) A description of all services and programs, including pilot programs,
397 executed as part of the Safe Routes to School program, by the Deputy Mayor, or that otherwise
398 have a focus on students’ safe passage or student transportation safety:

399 “(i) That were implemented during the preceding 5-year period;
400 and

401 “(ii) That are to be offered during the 5-year period covered by the
402 Master Plan; and

403 “(B) Where a service or program offered during the preceding 5 year
404 period will be discontinued, the rationale for discontinuing that service or program.

405 “(c)(1)(A) No later than 12 months after the applicability date of the Safe Streets for
406 Students Amendment Act of 2022 (Bill 24-66), and every 5 years thereafter, DDOT shall submit
407 to the Council for its review and approval the rubric that DDOT shall use in the upcoming
408 Master Plan to determine the order that school facilities will receive an Action Plan pursuant to
409 this act.

410 “(B) The proposed rubric shall be submitted to the Council for a 45-day
411 period of review, excluding Saturdays, Sundays, legal holidays, and days of Council recess. If
412 the Council does not approve or disapprove the proposed rubric, in whole or in part, by
413 resolution within this 45-day review period, the proposed rubric shall be deemed approved.

414 “(C) Prior to the submission of the rubric to the Council, DDOT shall post
415 the rubric online in a location accessible to the public.

416 “(2)(A) The rubric required under paragraph (1) of this subsection shall, for each
417 public and private school facility in the District, assign the facility a prioritization score from one
418 to 10 based on data obtained by DDOT for the school facility.

419 “(B) In developing the rubric required under paragraph (1) of this
420 subsection, DDOT shall consider inclusion of the following data:

421 “(i) The number of reported traffic injury crashes that occurred
422 within a quarter mile of the school in the preceding 5 years;

423 “(ii) Whether the school is within a quarter mile of one of the
424 District's top 15 crash intersections;

425 “(iii) Whether the school zone includes a principal arterial,
426 interstate, freeway, or expressway;

427 “(iv) The date of implementation of the last Safe Routes to School
428 Action Plan for the school;

429 “(v) The number of schools within one half mile of the school
430 facility; and

431 “(vi) The number of at-risk students enrolled in the school based
432 on the current school year enrollment projection.

433 “(d) In addition to a facility’s prioritization score, DDOT may consider the following
434 factors when determining the prioritization and inclusion of school traffic safety projects in the
435 annual budget and Capital Improvements Plan:

436 “(1) Scope and sequence of projects due to other projects focused on traffic safety
437 within the walk and bike shed of the school undertaken in the preceding 5 years or planned in the
438 most recent enacted Capital Improvements Plan; and

439 “(2) Immediate life and safety concerns.

440 “(e)(1) The following agencies shall be responsible for development of the Master Plan:

441 “(A) The Deputy Mayor; and

442 “(B) DDOT.

443 “(2) The following agencies shall provide support, as requested by the Mayor, for
444 the development of the Master Plan:

445 “(A) The District of Columbia Public Schools (“DCPS”);

446 “(B) The Public Charter School Board (“PCSB”);

447 “(C) Public charter local education agencies;

448 “(D) The Washington Metropolitan Area Transit Authority (“WMATA”)

449 and WMATA Metro Transit Police;

450 “(E) The Deputy Mayor for Public Safety and Justice;

451 “(F) The Department of Public Works;

452 “(G) The Office of Neighborhood Safety and Engagement; and

453 “(H) The Office of Planning.

454 “(f)(1) At least 90 days prior to the submission of the Master Plan to the Council, DDOT
455 shall post the draft Master Plan online and conduct at least 3 public meetings on the draft Master
456 Plan.

457 “(2) Within 7 days after the submission of a Master Plan to Council, DDOT shall
458 transmit to the Council and make the data available on the agency website in a location
459 accessible to the public the raw data used to produce the prioritization scores for each school
460 facility in the Master Plan.

461 “(g) DCPS, PCSB, and individual private schools shall notify DDOT of a new school no
462 later than 90 days before the first day on which students will begin classes at the school.

463 “Sec. 2j. Data Collection and Reporting.

464 “(a) By July 1 of each year, the Deputy Mayor shall publicly post on the Deputy Mayor’s
465 website the following information:

466 “(1) The number and name of community-based organizations participating in
467 safe passage programs;

468 “(2) A list of private businesses and other entities participating in safe passage
469 programs, by priority area;

470 “(3) A summary of any student surveys administered by the Deputy Mayor or
471 local education agencies on safe passage, and submitted to the Deputy Mayor; and

472 “(4) The average distance traveled by students from home to school.

473 “(b) By July 1 of each year, DDOT shall publicly post on the DDOT website the
474 following information:

475 “(1) The number of driver-involved crashes, fatalities, or major injuries that
476 occurred within a quarter mile of a public school in the preceding year, by school;

477 “(2) A list of fulfilled and outstanding Spot safety assessments in each school
478 zone and quarter mile walk shed;

479 “(3) The deployment plan for traffic control officers for the upcoming year; and

480 “(4) The number of bike racks within the school zone.

481 “Sec. 2k. Liability.

482 “Traffic safety infrastructure, where installed and posted throughout the District and
483 made available as the budget allows, pursuant to this act, shall not be deemed obstructions of the
484 road or street. No cause of action at law or in equity, nor any administrative action shall be
485 maintained against the District government for damages by traffic safety infrastructure.”.

486 Sec. 3. Section 102(d)(3) of the School Safety and Security Contracting Procedures Act
487 of 2004, effective April 13, 2005 (D.C. Law 15-350; D.C. Official Code § 5-132.02(d)(3)), is
488 amended by striking the phrase “under section 2(f-1) of the School Proximity Traffic Calming
489 Act of 2000, effective May 23, 2000 (D.C. Law 13-111; D.C. Official Code § 38-3101(f-1))” and
490 inserting the phrase “under section 2i(d)(1) of the School Proximity Traffic Calming Act of
491 2000, as approved by the Committee on Transportation and the Environment on October 20,
492 2022 (Committee print of Bill 24-66)” in its place.

493 Sec. 4. Applicability.

494 (a) This act shall apply upon the date of inclusion of its fiscal effect in an approved
495 budget and financial plan.

496 (b) The Chief Financial Officer shall certify the date of the inclusion of its fiscal effect in
497 an approved budget and financial plan, and provide notice to the Budget Director of the Council
498 of the certification.

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

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

503 Sec. 5. Fiscal impact statement.

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

507 Sec. 6. Effective date.

508 This act shall take effect following approval by the Mayor (or in the event of veto by the
509 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
510 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
511 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
512 Columbia Register.