

A BILL

23-288

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To amend the District of Columbia Administrative Procedure Act to provide that the Mayor shall provide 10 days’ notice when proposing to install, modify, or amend a statement for guiding, directing, or otherwise regulating vehicular or pedestrian traffic, if the proposed installation, modification, or removal of the statement will increase safety at a location identified as a high-risk intersection or corridor in the Multimodal Long-Range Transportation Plan; to amend the Priority Sidewalk Assurance Act of 2010 to require the Mayor to install sidewalks on both sides of a street, to connect new sidewalks to existing sidewalks, to make crosswalks high-visibility crosswalks, and to make conforming amendments; to amend the Department of Transportation Establishment Act of 2002 to provide that the District Department of Transportation (“DDOT”) shall not construct certain capital projects over \$1 million without publishing a report on its website describing how the project relates to Vision Zero or other District goals, to provide that DDOT shall not issue a public space permit for certain projects over \$1 million unless the plans include appropriate installations for new sidewalks or high-visibility crosswalks for unmarked crosswalks where appropriate, and the applicant has met the requirements of previous permits and restored crosswalks to be high-visibility and bike lanes to their pre-construction condition or as a protected bike lane, to require DDOT to maintain a webpage that makes all data collected pursuant to the Bicycle and Pedestrian Safety Amendment Act of 2016 publicly available and easily searchable, and to provide that each day a bike lane is not restored to its pre-construction condition or each day a crosswalk is not restored after construction to the condition called for in the Standard Specifications used by DDOT shall be a Class 1 infraction; to amend the District of Columbia Comprehensive Bicycle Transportation and Safety Act of 1984 to add the Director of the Department of Public Works to the Bicycle Advisory Council, and to require DDOT to construct a protected bike lane or cycle track on a road segment where called for in the District of Columbia’s Multimodal Long-Range Transportation Plan when DDOT is otherwise engaged in road

41 reconstruction on that road segment; to amend the Distracted Driving Safety
42 Act of 2004 to prohibit drivers from using headphones or earbuds that cover
43 both ears while operating a motor vehicle, and to eliminate the provision that
44 bars points from being assessed for a violation of the Distracted Driving
45 Safety Act of 2004 when the violation does not contribute to an accident; to
46 amend the Bicycle and Pedestrian Safety Amendment Act of 2016 to require
47 DDOT to publish requests for all-way or signalized stops at intersections and, if
48 the request is denied, to explain the agency's reasoning as to why it denied the
49 request, to require DDOT to submit to the Council a Vision Zero infrastructure
50 progress report on the District's top 15 most dangerous corridors for
51 pedestrians and cyclists including how proposed projects in those corridors
52 increase safety, increase equitable access to public transportation, contribute
53 to reaching the mode share goals in the Multimodal Long-Range
54 Transportation Plan, and decrease the speed of motor vehicles in the corridor,
55 to require that DDOT adopt an updated Complete Streets Policy, to require
56 DDOT to update the Council on the progress of implementing the Complete
57 Streets policy every 4 years; to require DDOT to update the Multimodal
58 Long-Range Transportation Plan and then update the plan every 5 years, to
59 require DDOT to post an incident report on its website within 60 days after a
60 collision that causes a death or serious injury describing planned design
61 changes to the site, and to add the Director of the Department of Motor
62 Vehicles to the Major Crash Review Task Force; to amend the District of
63 Columbia Traffic Act, 1925 to require applicants to convert an out-of-state
64 license to take an examination of the applicant's knowledge of certain traffic
65 rules and regulations, to require DDOT, in coordination with other agencies,
66 to conduct a public outreach campaign on Vision Zero; to prohibit right turns
67 when facing a red traffic control signal in intersections within 400 feet of a
68 school, recreation center, library, playground, Metrorail station entrance, or
69 with a bike lane running through it, unless DDOT publishes an explanation
70 as to why the prohibition would not increase safety, to reduce the speed limit
71 on District roads classified by DDOT as local or collector to 20 miles per
72 hour, and to provide for the revocation of a person's license and vehicle
73 registration if the person fails to enroll in the Ignition Interlock Program
74 when required; to amend the Fiscal Year 1997 Budget Support Act of 1996 to
75 require the Mayor to send warnings to drivers caught going 8 or more miles
76 per hour over the speed limit by an automated traffic enforcement camera
77 when the Mayor does not issues a summons and notice of infraction; to
78 amend the Safety-Based Traffic Enforcement Amendment Act of 2012 to
79 require the Mayor to have at least 75 operating red light cameras in the
80 District by January 1, 2022, at least 10 operating bus lane enforcement

81 cameras in the District by January 1, 2022, at least 30 operating stop sign
82 cameras in the District by January 1, 2024, and at least 125 operating red
83 light cameras in the District by January 1, 2024; to amend the District of
84 Columbia Traffic Adjudication Act of 1978 to permit the Mayor to establish
85 reciprocal agreements with states and other jurisdictions that provide for the
86 suspension of vehicle registrations or driver’s licenses that accrue more than
87 a certain amount of traffic fines in the District, to require the Mayor to enter
88 into negotiations with Virginia and Maryland to establish such reciprocal
89 agreements, and to require the Mayor to submit a report to the Council on the
90 progress or result of such negotiations; to amend the Commercial Curbside
91 Loading Zone Implementation Act of 2009 to require DDOT to issue rules to
92 ensure certain new developments have appropriate loading and unloading
93 zones; and to amend Title 18 of the District of Columbia Municipal
94 Regulations to require bicycles in the District to have a light on the rear, and
95 to prohibit trailers from parking alongside an unprotected bike lane.

96
97 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA,
98 That this act may be cited as the “Vision Zero Enhancement Omnibus Amendment Act of
99 2020”.

100 Sec. 2. The District of Columbia Administrative Procedure Act, approved October
101 21, 1968 (82 Stat. 1203; D.C. Official Code § 2-501 *et seq.*), is amended as follows:

102 (a) Section 102(6)(B)(iv) (D.C. Official Code § 2-502(6)(B)(iv)) is amended by
103 striking the phrase “30-days written notice via electronic delivery, excluding Saturdays,
104 Sundays and legal holidays” and inserting the phrase “30 days’ written notice, or 10
105 days’ written notice if the District Department of Transportation has published brief
106 reasoning on its website describing how the proposed installation, modification, or
107 removal will increase safety at a location identified as a high-risk intersection or corridor
108 in the Multimodal Long-Range Transportation Plan, via electronic delivery, excluding

109 Saturdays, Sundays and legal holidays” in its place.

110 (b) Section 301(e)(2)(D) (D.C. Official Code § 2-551(5)(B)(iv)) is amended by
111 striking the phrase “30-days written notice, via electronic delivery, excluding Saturdays,
112 Sundays and legal holidays” and inserting the phrase “30 days’ written notice, or 10
113 days’ written notice if the District Department of Transportation has published brief
114 reasoning on its website describing how the proposed installation, modification, or
115 removal will increase safety at a location identified as a high risk intersection or corridor
116 in the Multimodal Long-Range Transportation Plan, via electronic delivery, excluding
117 Saturdays, Sundays and legal holidays” in its place.

118 Sec. 3. The Priority Sidewalk Assurance Act of 2010, effective September 24,
119 2010 (D.C. Law 18-227; D.C. Official Code § 9-425.01 *et seq.*), is amended as follows:

120 (a) Section 2 (D.C. Official Code § 9-425.01) is amended as follows:

121 (1) Subsection (a) is amended to read as follows:

122 “(a)(1) For road segments that lack sidewalks on both sides of the street, road
123 reconstruction or major repair, installation of a curb and gutter, or curb and gutter
124 replacement shall include installation of a sidewalk on the side of the street that lacks a
125 sidewalk.

126 “(2) When installing a new sidewalk pursuant to this subsection, the new
127 sidewalk shall connect to an existing sidewalk if there is an existing sidewalk within 0.1
128 miles from the road segment where the construction of the new sidewalk is taking place,

129 on either end, and is on the same side of the street as the new sidewalk.”.

130 (2) The lead-in language of subsection (b) is amended by striking the
131 phrase “major construction” and inserting the phrase “road reconstruction or major repair,
132 installation of a curb and gutter, or curb and gutter replacement” in its place.

133 (b) A new section 2a is added to read as follows:

134 “Sec. 2a. Crosswalk installation requirements.

135 “For a road segment that has a crosswalk that is not marked, road reconstruction
136 or major repair, installation of a curb and gutter, or curb and gutter replacement shall
137 include installation of a high-visibility, marked crosswalk that complies with the Manual
138 on Uniform Traffic Control Devices, unless DDOT has published a brief reasoning on its
139 website describing why installing a high-visibility, marked crosswalk would reduce
140 pedestrian safety.”.

141 (c) Section 3 (D.C. Official Code § 9-425.02) is amended as follows:

142 (1) Subsection (a) is amended as follows:

143 (A) The lead-in language is amended by striking the phrase “new
144 sidewalks.” and inserting the phrase “new sidewalks or crosswalks.” in its place.

145 (B) Paragraph (1) is amended by striking the phrase “new
146 sidewalk” and inserting the phrase “new sidewalk or crosswalk” in its place.

147 (C) Paragraph (2) is amended by striking the phrase “the proposed
148 sidewalk” both times it appears and inserting the phrase “the proposed sidewalk or

149 crosswalk” in its place.

150 (2) Subsection (f) is amended to read as follows:

151 “(f) For the purposes of this act, the term:

152 “(1) “Affected parties” means residents with property abutting the road
153 segment under consideration.

154 “(2) “Crosswalk” shall have the same meaning as provided in 18 DCMR §
155 9901.1.”.

156 Sec. 4. The Department of Transportation Establishment Act of 2002, effective
157 May 21, 2002 (D.C. Law 14-137; D.C Official Code § 50-921.01 *et seq.*), is amended as
158 follows:

159 (a) Section 5(a) (D.C. Official Code § 50-921.04(a)) is amended as follows:

160 (1) A new paragraph (2A) is added to read as follows:

161 “(2A) The Project Delivery Administration shall not construct a capital
162 project described in paragraph (1)(D) of this subsection if the cost of work that is done in
163 the public space is greater than \$1 million and the project will require any road
164 reconstruction or major repair, installation of a curb and gutter, or curb and gutter
165 replacement, unless DDOT has published a report on its website describing how the
166 capital project:

167 “(A) Implements a project or recommendation listed in the
168 Multimodal Long-Range Transportation Plan (“Transportation Plan”);

169 “(B) Increases safety for users of modes of transportation other
170 than motor vehicles, as that term is defined in section 8 of An Act To provide for the
171 annual inspection of all motor vehicles in the District of Columbia, effective March 15,
172 1985 (D.C. Law 5-176; D.C. Official Code § 50-1108);

173 “(C) Increases equitable access to public transportation by
174 furthering the Transportation Plan’s goal of 50% of all commuter trips by public
175 transportation by 2032, including a description of whether the capital project improves
176 equitable access to public transportation in an area identified as a transit priority need
177 area in the Transportation Plan;

178 “(D) Fulfills a public safety goal of the District; or

179 “(E) Is required by law or as a condition of a federal grant.”.

180 (2) A new paragraph (3A) is added to read as follows:

181 “(3A) The Operations Administration shall not issue a public space permit
182 described in paragraph (3)(E) of this subsection if the work that is done in the public
183 space has an aggregate cost greater than \$1 million and the project will require any road
184 reconstruction or major repair, installation of a curb and gutter, or curb and gutter
185 replacement, unless:

186 “(A) The applicant’s project plan includes:

187 “(i) If the project is on a road segment that lacks a
188 sidewalk on the side of the street where the project for which a permit is requested will

209 “(B) DDOT certifies that, for any past project that required any
210 road reconstruction or major repair, installation of a curb and gutter, or curb and gutter
211 replacement for which the applicant received a public space permit described in
212 paragraph (3)(E) of this subsection after the applicability date of the Vision Zero
213 Omnibus Enhancement Amendment Act of 2020, as approved by the Committee on
214 Transportation and the Environment on DATE, 2020 (Committee print of Bill 23-288),
215 the applicant has complied with all requirements of past project plans, as required by
216 subparagraph (A) of this paragraph.”.

217 (3) Paragraph (5) is amended as follows:

218 (A) Subparagraph (A) is amended by striking the phrase “; and” and
219 inserting a semicolon in its place.

220 (B) Subparagraph (B) is amended by striking the period and
221 inserting a semicolon in its place.

222 (C) New subparagraphs (C) and (D) are added to read as follows:

223 “(C) Maintain a webpage that makes publicly available and easily
224 searchable:

225 “(i) All data the Mayor is required to collect pursuant to
226 sections 101 through 107 of the Bicycle and Pedestrian Safety Amendment Act of 2016,
227 effective October 8, 2016 (D.C. Law 21-155; D.C. Official Code §§ 50-1951.01 – 50-
228 1951.07); and

229 “(ii) Data in the Department of Health’s annual Trauma
230 Registry Report that is anonymized as to specific individuals.

231 “(D) Develop and maintain a tutorial maintained on the webpage
232 required by subparagraph (C) of this paragraph describing how to access the data
233 published on the webpage required by subparagraph (C) of this paragraph.”.

234 (b) Section 9k (D.C. Official Code § 50-921.19) is amended by adding a new
235 subsection (g) to read as follows:

236 “(g)(1) Failure to comply with the requirements described in section
237 5(a)(3A)(A)(iii) or (iv) shall be a Class 1 infraction under Chapter 32 of Title 16 of the
238 District of Columbia Municipal Regulations.

239 “(2) For a violation described in paragraph (1) of this subsection,
240 beginning on the first full day that is at least 48 hours after the completion of a project for
241 which DDOT has issued a permit pursuant to section 5(a)(3)(E), the Director shall issue a
242 unique notice of infraction each calendar day until the applicant cures the violation. For
243 the purposes of a notice of infraction issued pursuant to this paragraph, evidence of a
244 violation described in paragraph (1) of this subsection on any date shall create a
245 rebuttable presumption that the same violation occurred on every prior day beginning on
246 the first full day that is at least 48 hours after the completion of the project.

247 “(3) Nothing in this subsection shall be construed to limit the Director’s
248 authority to set and enforce fines for other infractions.”.

249 Sec. 5. The District of Columbia Comprehensive Bicycle Transportation and
250 Safety Act of 1984, effective March 16, 1985 (D.C. Law 5-179; D.C. Official Code § 50-
251 1601 *et seq.*), is amended as follows:

252 (a) Section 5(b)(1) (D.C. Official Code § 50-1604(b)(1)) is amended as follows:

253 (1) The lead-in language is amended by striking the number “17” and
254 inserting the number “18” in its place.

255 (2) A new subparagraph (C-i) is added to read as follows:

256 “(C-i) The Director of the Department of Public Works or his or
257 her designee;”.

258 ~~(b) A new section 9a is added to read as follows:~~ (b) New sections 9a and 9b are
259 added to read as follows:

260 “Sec. 9a. Protected bicycle lane installation requirements.

261 “(a) ~~Except as provided in subsection (c) of this section,~~ Except as provided in
262 subsection (d) of this section, beginning September 30, 2021, for road segments that were
263 included in the Recommended Bicycle Network in the Multimodal Long-Range
264 Transportation Plan as described in section 302(b) of the Bicycle and Pedestrian Safety
265 Amendment Act of 2016, as approved by the Committee on Transportation and the
266 Environment on DATE, 2020 (Committee print of Bill 23-288), DDOT shall construct a
267 protected bicycle lane or cycle track on that road segment when DDOT engages in any
268 road reconstruction or major repair, installation of a curb and gutter, or curb and gutter

269 replacement on that road segment. To the greatest extent feasible, DDOT shall make
270 efforts to ensure the protected bicycle lanes and cycle tracks constructed are contiguous
271 with other bicycle lanes and cycle tracks that are already completed.

272 “(b) Except as provided in subsection (d) of this section, beginning September 30,
273 2021, DDOT shall construct a transit lane or multimodal priority street on a street
274 designated in the Multimodal Long-Range Transportation Plan as described in section
275 302(a)(3) of the Bicycle Safety Pedestrian Safety Amendment Act of 2016 ,as approved
276 by the Committee on Transportation and the Environment on July 10, 2020 (Committee
277 print of Bill 23-288), when DDOT engages in any road reconstruction or major repair,
278 installation of a curb and gutter, or curb and gutter replacement on that street.

279 “(b)(1) At least 30 days before construction begins on a protected bicycle ~~lane or~~
280 ~~eye track,~~ lane, cycle track, transit lane, or multimodal priority street, the Mayor shall
281 provide notice to affected parties, the affected Advisory Neighborhood Commissions, and
282 the Councilmembers of the affected Wards. At a minimum, this notice shall include:

283 “(A) A statement of intent to construct a new protected bicycle
284 ~~lane or eye track,~~ lane, cycle track, transit lane, or multimodal priority street, including
285 the proposed design;

286 “(B) A statement describing a 30-day period for public comment
287 on the proposed protected bicycle ~~lane or eye track~~ lane, cycle track, transit lane, or
288 multimodal priority street, and how affected parties can comment on the proposed

289 protected bicycle ~~lane or cycle track~~, lane, cycle track, transit lane, or multimodal priority
290 street, including a statement on how Advisory Neighborhood Commissions can submit
291 resolutions on the potential impact of the proposed protected bicycle ~~lane or cycle track~~
292 lane, cycle track, transit lane, or multimodal priority street; and

293 “(C) A construction schedule.

294 “(2) The Mayor shall maintain for public review comments from affected
295 parties received pursuant to paragraph (1)(B) of this subsection and responses thereto.

296 “(3) A resolution of an affected Advisory Neighborhood Commission
297 shall be given great weight, as described in section 13(d)(3)(A) of the Advisory
298 Neighborhood Commissions Act of 1975, effective March 26, 1976 (D.C. Law 1-58;
299 D.C. Official Code § 1-309.10(d)(3)(A)).

300 “(ed)(1) The requirements of this section shall not apply if the Director of DDOT
301 determines, in writing, that it is impractical or unnecessary to install a protected bicycle
302 ~~lane or cycle track~~ lane, cycle track, transit lane, or multimodal priority street, because:

303 “(A) The physical site conditions would make it unduly
304 expensive to construct the protected bicycle ~~lane or cycle track~~ lane, cycle track, transit
305 lane, or multimodal priority street; or

306 “(B) The District would be required to acquire an easement or
307 property interest to establish the protected bicycle ~~lane or cycle track~~ lane, cycle track,
308 transit lane, or multimodal priority street.

309 “(2) The written determination required by paragraph (1) of this
310 subsection shall be posted on the DDOT website.

311 “~~(d)~~ DDOT shall not forgo meeting the goals of DDOT’s Paving Plan in order to
312 avoid the requirements of the section.

313 “~~(e)~~ For the purposes of this section, the term:

314 “(1) “Affected parties” means residents with property abutting the road
315 segment on which the road reconstruction or major repair, installation of a curb and
316 gutter, or curb and gutter replacement will occur.

317 “(2) “Cycle track” means an exclusive bike facility that is a separate path
318 from the street and apart from on-street infrastructure.

319 “(3) “Protected bicycle lane” means a lane designated as exclusive space
320 for bicyclists with pavement markings and signage, and includes physical barriers that
321 separate the user from adjacent motor vehicle traffic.

322 “(4) Reconstruction” means any construction work done that requires
323 designing a new layout of the road, but shall not include repaving by itself.

324 “(5) “Transit lane” means:

325 “(A) A vehicle travel lane for use exclusively by public
326 transportation; or

327 “(B) A dedicated transitway.

328 “(6) “Multimodal priority street” means a street fully or partially closed to

329 traffic by motor vehicles.”

330 “Sec. 9b. Proper bicycle equipment enforcement restrictions.

331 “A law enforcement officer, as identified in section 3003 of Title 18 of the

332 District of Columbia Municipal Regulations, shall not stop an individual for a violation,

333 or a perceived violation, of the bicycle safety equipment requirements under section 1204

334 of Title 18 of the District of Columbia Municipal Regulations.”.

335 Sec. 6. The Distracted Driving Safety Act of 2004, effective March 30, 2004

336 (D.C. Law 15-124; D.C. Official Code § 50-1731.01 *et seq.*), is amended as follows:

337 (a) Section 4 (D.C. Official Code § 50-1731.04) is amended as follows:

338 (1) The lead-in language of subsection (b) is amended by striking the
339 phrase “this section’ and inserting the phrase “subsection (a) of this section” in its place.

340 (2) A new subsection (c) is added to read as follows:

341 “(c) No person shall use headphones that cover both ears or earbuds in both ears
342 while operating a motor vehicle in the District, except if the headphones or earbuds are
343 being used to assist a hearing-impaired driver.”.

344 (b) Section 6(b) (D.C. Official Code § 50-1731.06(b)) is amended by striking the
345 phrase “; provided, that no points shall be assessed for a violation of this act that does not
346 contribute to an accident.” and inserting a period in its place.

347 Sec. 7. The Bicycle and Pedestrian Safety Amendment Act of 2016, effective
348 October 8, 2016 (D.C. Law 21-155; D.C. Official Code § 50-1951.01 *et seq.*), is amended

349 as follows:

350 (a) Section 102(a) (D.C. Official Code § 50-1951.02(a)) is amended as follows:

351 (1) Paragraph (6)(C) is amended by striking the period and inserting a
352 semicolon in its place.

353 (2) Paragraph (7) is amended by striking the period and inserting the
354 phrase “; and” in its place.

355 (3) A new paragraph (8) is added to read as follows:

356 “(8) The speed of any motor vehicle involved in the collision, if known.”.

357 (b) Section 103(a) (D.C. Official Code § 50-1951.03(a)) is amended as follows:

358 (1) Paragraph (6) is amended by striking the phrase “; and” and inserting a
359 semicolon in its place.

360 (2) Paragraph (7) is amended by striking the period and inserting the
361 phrase “; and” in its place.

362 (3) A new paragraph (8) is added to read as follows:

363 “(8) The speed of the motor vehicle that committed the moving infraction,
364 if known.”.

365 (c) Section 105 (D.C. Official Code § 50-1951.05) is amended as follows:

366 (1) The section heading is amended by striking the phrase “calming
367 measures” and inserting the phrase “calming measures and all-way stop or signalized
368 intersections” in its place.

369 (2) A new subsection (a-1) is added to read as follows:

370 “(a-1) DDOT shall publish on its website, at least once per month, the following
371 information related to citizen petitions, submitted to DDOT in the preceding 3 months
372 and for which information has not already been published pursuant to this subsection, to
373 convert an intersection of local, collector, or minor arterial streets to an all-way stop or
374 signalized intersection:

375 “(1) The location of the intersection;

376 “(2) The date that the citizen petition was submitted to DDOT;

377 “(3) The change or modification requested under the citizen petition; and

378 “(4) For a request to convert an intersection to a signalized intersection,
379 DDOT’s reasoning as to why it approved or denied the request for that particular

380 intersection; or

381 “(5) For a request to convert an intersection to an all-way stop:

382 “(A) If the request is approved, an estimated timeline for the
383 conversion; or

384 “(B) If the request is denied, a brief description of why approving
385 the request would decrease pedestrian safety.”.

386 (3) Subsection (b) is amended by striking the phrase “calming measures”
387 and inserting the phrase “calming measures and all-way or signalized stops” in its place.

388 (d) Section 106 (D.C. Official Code § 50-1951.06) is amended to read as follows:

389 “Sec. 106. Annual report on the most dangerous corridors for pedestrians and
390 cyclists.

391 “Within ten days of the date the Mayor submits the annual proposed budget to the
392 Council, DDOT shall submit to the Council a Vision Zero infrastructure progress report
393 that includes:

394 “(1) A list of the top 15 most dangerous corridors in the District for
395 pedestrians and cyclists, as identified by DDOT;

396 “(2) For each corridor listed pursuant to paragraph (1) of this section, a
397 description of projects for which funding is included in the Mayor’s proposed budget that
398 would:

399 “(A) Reduce fatalities and serious injuries in that corridor;

400 “(B) Increase equitable access to public transportation in that
401 corridor;

402 “(C) Contribute to reaching the mode share goals in the
403 Multimodal Long-Range Transportation Plan; and

404 “(D) Decrease the speed of motor vehicles in the corridor.

405 “(3) For each project described in paragraph (2) of this section, a
406 description of and the expected delivery date for the project.

407 “(4) For each project described in paragraph (2) of this section that is not
408 projected to be completed within 2 years after the submission of the Vision Zero

409 infrastructure progress report, a description of measures that will be implemented during
410 the next fiscal year in furtherance of the goals described in paragraph (2) of this section.”.

411 (e) Title III (D.C. Official Code § 50-2381 *et seq.*) is amended as follows:

412 (1) The title heading is amended by striking the phrase “policy” and
413 inserting the phrase “policy and Multimodal Long-Range Transportation Plan” in its
414 place.

415 (2) Section 301 (D.C. Official Code § 50-2381) is amended as follows:

416 (A) A new subsection (b-1) is added to read as follows:

417 “(b-1) In addition to the goals set out in subsection (b) of this section, by
418 September 30, 2021, the Complete Streets policy shall include the following:

419 “(1) A recognition of the need to create a comprehensive, integrated, and
420 connected network for all modes of transportation;

421 “(2) Recommendations for the use of the latest and best design criteria and
422 guidelines;

423 “(3) A recognition that there must be sensitivity to the current and planned
424 context of where projects will go, including buildings, land use, transportation, and
425 community needs;

426 “(4) Performance standards with measurable outcomes; and

427 “(5) Specific next steps for implementing the policy as described.”.

428 (B) Subsection (d) is amended to read as follows:

429 “(d) By September 30, 2022, and every 4 years thereafter, DDOT shall report to
430 the Council on DDOT’s progress towards implementing the Complete Streets policy
431 during the previous 4 fiscal years, as well as plans for further implementation of the
432 Complete Streets policy during the upcoming 4 fiscal years. These reports shall
433 incorporate performance measures established by DDOT to determine how well streets
434 are serving all users and identify barriers to implementing the Complete Streets policy.”.

435 (3) New sections 302 and 303 are added to read as follows:

436 “Sec. 302. Multimodal Long-Range Transportation Plan.

437 “(a) By September 30, 2021, and every 5 years thereafter, the Mayor shall
438 submit to Council a Multimodal Long-Range Transportation Plan that includes:

439 “(1) A plan to ensure that by 2032, 50% of all commuter trips in the
440 District are on public transportation and an additional 25% of commuter trips in all wards
441 are by a mode of transportation other than motor vehicle;

442 “(2) A plan to ensure equitable access to public transportation in the
443 District, including a list of transit priority need areas that DDOT has identified as having
444 a higher than average reliance on public transportation;

445 ~~“(3) A list of streets on which, or Metrobus or DC Circulator lines for~~
446 ~~which, DDOT plans to designate a vehicle travel lane for use exclusively by public~~
447 ~~transportation, including at least one street in, or Metrobus or DC Circulator line that~~
448 ~~serves, each ward; and~~ “(3) A list of streets on which, or Metrobus or DC Circulator lines

449 for which, DDOT plans to designate a vehicle travel lane for use exclusively by public
450 transportation or as a multimodal priority street. The list shall include at least one street
451 for use exclusively by public transportation in, or Metrobus or DC Circulator line that
452 serves, each ward; and

453 “(4) A list of high-risk intersections and corridors DDOT has identified as
454 having an above average number of crashes leading to a death or serious injury in the
455 previous 2 years, or that DDOT certifies as being at high risk of a crash that could lead to
456 death or serious injury in the future.

457 “(b) For the purposes of this section, the term “public transportation” means any
458 publicly owned or operated commercial vehicle, including DC Circulator, DC Streetcar,
459 MetroAccess, Metrobus, or Metrorail.

460 “Sec. 303. Incident report required.

461 “Within 30 days after a collision, as that term is defined in section 2(3) of the
462 District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat. 1119; D.C.
463 Official Code § 50-2201.02(3)), that causes a death or an injury likely to result in death,
464 the District Department of Transportation (“DDOT”) shall inspect the site of the
465 collision. Within 30 days after the inspection, DDOT shall publish on its website an
466 incident report describing:

467 “(1) Interim design elements that, after the collision, DDOT has installed
468 at the site of the collision, if any;

469 “(2) Permanent or interim design elements that DDOT plans to install at
470 the site of the collision, if any;

471 “(3) Whether the site of the collision is within one of the high-risk
472 corridors identified by DDOT in the Multimodal Long-Range Transportation Plan; and

473 “(4) A detailed explanation as to why no interim or permanent design
474 changes are warranted, should DDOT determine that no changes are warranted.”.

475 (f) Section 802(a) (D.C. Official Code § 50-1831(a)) is amended as follows:

476 (1) Paragraph (5) is amended by striking the phrase “; and” and inserting a
477 semicolon in its place.

478 (2) Paragraph (6) is amended by striking the period and inserting the
479 phrase “; and” in its place.

480 (3) A new paragraph (7) is added to read as follows:

481 “(7) The Director of the Department of Motor Vehicles, or the Director’s
482 designee.”.

483 Sec. 8. The District of Columbia Traffic Act, 1925, approved March 3, 1925 (43
484 Stat. 1119; codified in scattered cites of the D.C. Official Code), is amended as follows:

485 (a) Section 7(a)(1) (D.C. Official Code § 50-1401.01(a)(1)) is amended as
486 follows:

487 (1) Subparagraph (B)(i) is amended by striking the phrase “in the District”
488 and inserting the phrase “, including giving bicyclists 3 feet of space, employing the

489 Dutch reach method to open a car door, and yielding to bicyclists when turning” in its
490 place.

491 (2) A new subparagraph (B-i) is added to read as follows:

492 “(B-i)(i) For the purposes of subparagraph (B) of this paragraph,
493 the term “Dutch reach method” means using the hand furthest from a car door handle to
494 open the car door and, at the same time, looking over one’s shoulder to ensure the door
495 may be opened safely.

496 “(ii) The examination required by subparagraph (B)(i) of
497 this paragraph shall be required for all persons who are converting an out-of-state license
498 who have not taken the exam within the past 5 years. The requirement of this sub-
499 subparagraph shall not be waived for any reason, except that holders of a commercial
500 driver license shall not be required to take the exam A person converting an out-of-state
501 license may take the examination required by this sub-subparagraph as many times as
502 needed to pass.”.

503 (b) A new section 7d is added to read as follows:

504 “Sec. 7d. Public outreach program.

505 “(a) Within one year after the applicability date of the Vision Zero Omnibus
506 Enhancement Act of 2020, as approved by the Committee on Transportation and the
507 Environment on DATE, 2020 (Committee print of Bill 23-288), the District Department
508 of Transportation (“DDOT”), in conjunction with the Metropolitan Police Department,

509 the Department of Motor Vehicles, the Department of Public Works, and the Washington
510 Area Bicyclist Association, shall establish a public outreach campaign (“campaign”) that:

511 “(1) Emphasizes zero-tolerance for automobile-bicycle related injuries and
512 fatalities;

513 “(2) Includes information about traffic safety, sharing the road, and the
514 danger that opening motor vehicle doors poses to bicyclists; and

515 “(3) Includes education forums in each ward, aimed at educating the
516 public and raising awareness related to automobile-bicycle related injuries and fatalities.

517 “(b) In establishing the campaign, DDOT shall seek the input of community
518 organizations, nonprofit organizations, and advocacy groups whose work relates to
519 automobile-bicycle related injuries and fatalities.”.

520 (c) Section 9(a) (D.C. Official Code § 50-2201.04(a)) is amended as follows:

521 (1) The existing text is designated as paragraph (1).

522 (2) A new paragraph (2) is added to read as follows:

523 “(2) The speed limit on a street classified by the District Department of
524 Transportation as local or collector shall be 20 miles per hour or less.”.

525 (d) A new section 9e is added to read as follows:

526 “Sec. 9e. Traffic control at intersections.

527 “(a) Except as provided in subsection (b) of this section, DDOT shall erect
528 signage prohibiting right turns when facing a red traffic control signal at an intersection

529 that:

530 “(1) Is within 400 feet of a playground;

531 “(2) Is within 400 feet of an elementary, middle or high school;

532 “(3) Has a bike lane running through it;

533 “(4) Is within 400 feet of a recreation center;

534 “(5) Is within 400 feet of a library; or

535 “(6) Is within 400 feet of a Metrorail station entrance.

536 “(b) DDOT may elect not to erect signage prohibiting right turns when facing a
537 red traffic control signal at an intersection as required by subsection (a) of this section if
538 it publishes an explanation on its website as to why such signage would not contribute to
539 safety at that particular intersection.”.

540 (e) Section 10a (D.C. Official Code § 50-2201.05a) is amended by adding a new
541 subsection (b-2) to read as follows:

542 “(b-2) If a person fails to enroll in the Program within 30 days after notification
543 by the Department of Motor Vehicles of the requirement that the person enroll in the
544 Program, the person’s license, permit, or privilege to drive in the District shall be revoked
545 and the person’s vehicle registration, if any, shall be suspended, until the person enters
546 the Program. The period of time the person is required to enroll in the Program may be
547 extended, pursuant to regulations, for failure to comply with the requirements of the
548 Program.”.

549 Sec. 9. Section 902 of the Fiscal Year 1997 Budget Support Act of 1996, effective
550 April 9, 1997 (D.C. Law 11-198; D.C. Official Code § 50-2209.02), is amended as
551 follows:

552 (a) Subsection (b) is amended by striking the phrase “When a violation is detected
553 by an automated traffic enforcement system” and inserting the phrase “When a violation
554 is detected by an automated traffic enforcement system and the Mayor enforces the
555 violation” in its place.

556 (b) A new subsection (b-1) is added to read as follows:

557 “(b-1) When a speeding violation is detected by an automated traffic enforcement
558 system in an amount of 8 miles per hour or more over the applicable speed limit and the
559 Mayor does not enforce the violation, the Mayor shall mail a warning to the name and
560 address of the registered owner of the vehicle on file with the Department of Motor
561 Vehicles or the appropriate state motor vehicle agency, except that the Mayor need only
562 issue one warning per calendar year to each registered owner for each location of
563 detection. The warning shall include the date, time, and location of the violation, the type
564 of violation detected, the license plate number, and state of issuance of the vehicle
565 detected, a copy of the photo or digitized image of the violation, and wording stating that
566 the Mayor retains the right to enforce any future speeding violations detected.”.

567 Sec. 10. Section 103 of the Safety-Based Traffic Enforcement Amendment Act
568 of 2012, effective May 1, 2013 (D.C. Law 19-307; D.C. Official Code § 50-2209.11), is

569 amended as follows:

570 (a) The existing text is designated as subsection (a).

571 (b) A new subsection (b) is added to read as follows:

572 “(b)(1) By January 1, 2022, the Mayor shall have operating in the District at least:

573 “(A) 75 red light automated enforcement cameras; and

574 “(B) 10 bus lane automated enforcement cameras.

575 “(2) By January 1, 2024, the Mayor shall have operating in the District at
576 least:

577 “(A) 30 stop sign automated enforcement cameras; and

578 “(B) 125 red light automated enforcement cameras.”.

579 Sec. 11. Title I of the District of Columbia Traffic Adjudication Act of 1978,
580 effective September 12, 1978 (D.C. Law 2-104; D.C. Official Code § 50-2301.01 *et seq.*),
581 is amended by adding a new section 112 to read as follows:

582 “Sec. 112. Reciprocity for non-moving and ATE fines.

583 “(a)(1) The Mayor may establish reciprocal agreements with states or other
584 jurisdictions that provide for the suspension of vehicle registrations or driver’s licenses
585 for vehicles registered in that state or jurisdiction that accrue more than an amount, to be
586 determined in negotiations with the states or other jurisdictions, of non-moving violation
587 fines and automated traffic enforcement fines in the District.

588 “(2) The Mayor may permit a percentage of the money recovered from the

589 payment of citations and fines due to suspended vehicle registrations or driver’s licenses
590 be paid to the state or jurisdiction in which the vehicle is registered or the driver is
591 licensed as payment for the state or jurisdiction’s cooperation in the reciprocal
592 agreement.

593 “(b)(1) The Mayor shall enter into negotiations with Virginia and Maryland to
594 establish reciprocal agreements as described in subsection (a) of this section.

595 “(2) The Mayor shall transmit a report to the Council by September 30,
596 2021, which describes the results or progress of the negotiations required by this
597 subsection, the contents of any reciprocal agreement agreed upon, and the expected
598 financial gain or loss resulting from any reciprocal agreement agreed upon.”.

599 Sec. 12. The Commercial Curbside Loading Zone Implementation Act of 2009,
600 effective October 22, 2009 (D.C. Law 18-66; D.C. Official Code § 50-2651 *et seq.*), is
601 amended as follows:

602 (a) Section 2 (D.C. Official Code § 50-2651) is amended by adding a new
603 subsection (a-1) to read as follows:

604 “(a-1) In order to ensure that residential developments have adequate commercial
605 and passenger vehicle loading and unloading zones to eliminate the need for illegal
606 parking by commercial vehicles, the program rules shall establish a process by which the
607 owner of a building with 50 or more residential units shall submit, to the District
608 Department of Transportation for approval, plans to reduce or prevent congestion caused

609 by:

610 “(1) Loading vehicles; and

611 “(2) Private vehicles-for-hire and public vehicles for-hire, as those terms

612 are defined in section 4(16A) and (17) of the Department of For-Hire Vehicles

613 Establishment Act of 1985, effective March 25, 1986, (D.C. Law 6-97; D.C. Official

614 Code § 50-301.03(16A) and (17)).”.

615 (b) Section 3(a) (D.C. Official Code § 50-2652(a)) is amended by striking the

616 phrase “Within 120 days of the effective date of this act, the” and inserting the word

617 “The” in its place.

618 Sec. 13. Title 18 of the District of Columbia Municipal Regulations is amended as

619 follows:

620 (a) Section 1204 is amended as follows:

621 (1) Subsection 1204.2 is amended by striking the phrase “with a red

622 reflector on the rear which shall be visible from all distances from fifty feet (50 ft.) to

623 three hundred feet (300 ft.) to the rear when directly in front of upper beams of head

624 lamps on a motor vehicle.” and inserting the phrase “with a lamp on the rear which shall

625 emit a steady or flashing red light visible from a distance of at least five hundred feet

626 (500 ft.) to the rear.” in its place.

627 (2) Subsection 1204.3 is repealed.

628 (b) The lead-in language of section 2405.5 is amended to read as follows:

629 “2405.5 The following may not be parked on any public thoroughfare alongside a
630 bike lane that does not have a barrier between the bike lane and the road, or in front of,
631 alongside, or in the rear of any private dwelling or apartment, house of worship, school,
632 playground, or hospital, except while engaged in work at such place for which the vehicle
633 is reasonably necessary.”.

634 Sec. 14. Applicability.

635 (a) ~~This act~~ Sections 3, 4, 5(b), 7(a), 7(b), 7(c), 7(d), 7(e), 8, 9, 10, and 12 of this
636 act shall apply upon the date of inclusion of its fiscal effect in an approved budget and
637 financial plan.

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

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

643 (2) The date of publication of the notice of the certification shall not affect
644 the applicability of ~~this act~~ the provisions identified in subsection (a) of this section.

645 Sec. 15. Fiscal impact statement.

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

ENGROSSED ORIGINAL

649 Sec. 16. Effective date.

650 This act shall take effect following approval by the Mayor (or in the event of veto
651 by the Mayor, action by the Council to override the veto), a 30-day period of
652 congressional review as provided in section 602(c)(1) of the District of Columbia Home
653 Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-
654 206.02(c)(1)), and publication in the District of Columbia Register.