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2 Councilmember David Grosso


Councilmember Charles Allen

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5 A BILL
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10 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
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14 To amend the District of Columbia Traffic Act, 1925 to reduce the speed limit in residential
15 areas to 20 miles per hour and to prohibit a motor vehicle operator making right turn
16 when facing a red traffic control signal near schools, in the downtown area, and at an
17 intersection where at least one street contains a bike lane; to amend the District of
18 Columbia Traffic Adjudication Act of 1978 to authorize towing or impounding of a
19 vehicle that is obstructing a bicycle lane; and to amend the District of Columbia
20 Comprehensive Bicycle Transportation and Safety Act of 1984 to establish the Citizen
21 Bike Safety Enforcement Pilot Program.
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23 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
24 act may be cited as the "Vision Zero Enhancement Amendment Act of 2018".

25 Sec. 2. The District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat.
26 1119; D.C. Official Code § 50-2201.01 *et seq.*), is amended as follows:

27 (a) Section 9(a) (D.C. Official Code § 50-2201.04(a)) is amended by striking the
28 phrase "under the authority of this act." and inserting the phrase "under the authority of
29 this act; provided, that no vehicle shall be operated at a rate of speed greater than 20 miles
30 per hour in any area zoned pursuant to Subtitles D-F of Title 11 of the District of Columbia
31 Municipal Regulations, or in any area of the District zoned pursuant to Subtitle K of Title
32 11 of the District of Columbia Municipal Regulations that allows for residential use." in its
33 place.

34 (b) A new section 9e is added to read as follows:

35 "Sec. 9e. Right on red prohibited near schools, downtown, and where there is a
36 bicycle lane.

37 "A motor vehicle operator shall not make a right turn when facing a red traffic
38 control signal that is:

39 "(1) Within one-half mile of a school;

40 "(2) In an area zoned pursuant to Subtitle I of Title 11 of the
41 District of Columbia Municipal Regulations; or

42 "(3) At an intersection where one or more of the streets entering the
43 intersection has a bicycle lane."

44 Sec. 3. Section 505 of the District of Columbia Traffic Adjudication Act of 1978,
45 effective September 12, 1978 (D.C. Law 2-104; D.C. Official Code § 50-2201.21), is amended
46 by striking the phrase "a vehicle conveyance fee." and inserting the phrase "a vehicle
47 conveyance fee; provided, that a vehicle that is obstructing a bicycle lane may be towed or
48 impounded pursuant to 18 DCMR § 2421." in its place.

49 Sec. 4. The District of Columbia Comprehensive Bicycle Transportation and Safety
50 Act of 1984, effective March 16, 1985 (D.C. Law 5-179; D.C. Official Code § 50-1601 *et seq.*),
51 is amended by adding a new section 4a to read as follows:

52 "Sec. 4a. Citizen Bike Safety Enforcement Pilot Program.

53 "(a) The District Department of Transportation ("Department") shall establish a
54 Citizen Bike Safety Enforcement Pilot Program to authorize a District resident, other than
55 an employee of an agency of the District of Columbia, who has been trained pursuant to
56 subsection (e) of this section, to document a vehicle obstructing a bicycle lane in violation of
57 18 DCMR § 2405.1(g).

58 "(b) The Department shall create a mobile application ("the app") that allows a
59 District resident who has been trained pursuant to subsection (e) of this section to submit

60 to the Department a photograph of a vehicle obstructing a bicycle lane in violation of 18
61 DCMR § 2405.1(g).

62 “(c) A photograph taken with the app shall indicate the time and location that the
63 photograph was taken.

64 “(d) A photograph and the accompanying information submitted through the app
65 shall be treated as a notice of infraction issued pursuant to title III of the District of
66 Columbia Traffic Adjudication Act of 1978, effective September 12, 1978 (D.C. Law 2-104;
67 D.C. Official Code § 50-2303.01 *et seq.*).

68 “(e)(1) The Department shall develop a pilot training program for up to 10 District
69 residents that shall provide training in:

70 “(A) Bicycle safety;

71 “(B) Laws and regulations related to issuing notices of infraction for
72 parking violations;

73 “(C) Proper use of the app; and

74 “(D) Conflict resolution techniques.

75 “(2) The Department shall provide 60 days for District residents to apply to
76 participate in the training program.

77 “(3) If more than 10 District residents apply to join the training program, the
78 Department shall choose 10 residents by lottery.

79 “(f) If the Department determines that a resident has successfully completed the
80 training program described in subsection (e) of this section, the Department shall provide
81 the resident with access to the app.

82 “(g) Anyone who knowingly submits false information through the app, or who
83 provides anyone not authorized by the Department with access to the app, shall be subject
84 to a civil fine of up to \$100.

85 “(h) One year after the Department ends the pilot training program created
86 pursuant to subsection (e), the Department shall transmit a report to the Council assessing
87 whether the Citizen Bike Safety Enforcement Pilot Program should continue and
88 describing:

89 “(1) The number of District residents trained pursuant to subsection (e) of
90 this section;

91 “(2) The number of District residents provided access to the app pursuant to
92 subsection (f) of this section;

93 “(3) The number of notices of infraction documented through the app;

94 “(4) The number of notices of infraction documented through the app that
95 were dismissed;

96 “(5) Any evidence of confrontations attributable to the Citizen Bike Safety
97 Enforcement Pilot Program; and

98 “(6) Recommendations for improvements to or expansions of the Citizen Bike
99 Safety Enforcement Pilot Program.”.

100 Sec. 5. Fiscal impact statement.

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

104 Sec. 6. Effective date.

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