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2 Councilmember Brianne K. Nadeau


Councilmember Charles Allen

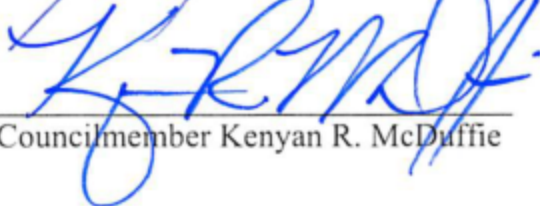
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6 Councilmember David Grosso


Councilmember Anita Bonds

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Councilmember Elissa Silverman


Councilmember Robert C. White, Jr.

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Councilmember Brandon T. Todd


Councilmember Kenyan R. McDuffie

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19 A BILL
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24 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
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29 To amend the District of Columbia Administrative Procedure Act to provide that the
30 Mayor shall provide 10 days' notice when proposing to install, modify, or amend
31 a statement for guiding, directing, or otherwise regulating vehicular or pedestrian
32 traffic, if the proposed installation, modification, or removal of the statement will
33 increase safety at a location identified as a high-risk intersection in the
34 Multimodal Long-Range Transportation Plan; to amend the Construction Codes
35 Approval and Amendments Act of 1986 to provide that the Building Code
36 Official shall not issue a permit if certain conditions are not met; to amend the
37 Priority Sidewalk Assurance Act of 2010 to require the Mayor to install sidewalks
38 on both sides of a street, to connect new sidewalks to existing sidewalks, to mark
39 unmarked crosswalks, and to make conforming amendments; to amend the
40 Department of Transportation Establishment Act of 2002 to require the District
41 Department of Transportation ("DDOT") to submit to the Council a Vision
42 Zero infrastructure progress report, to require DDOT to make certain
43 information publicly available and easily searchable, to require DDOT to
44 issue reports describing how certain capital projects implement projects or
45 recommendations in the Multimodal Long-Range Transportation Plan,
46 increase safety for users of modes of transportation other than motor

vehicles, increase equitable access to public transportation, or fulfill public safety goals or requirements of law or a federal grant, to provide that DDOT shall not issue a public space permit for certain projects unless the plans include installing new sidewalks, bicycle lanes or cycle tracks, or marked crosswalks and the applicant has met the requirements of previous permits and returned crosswalks and bike lanes to their pre-construction condition, and to provide for fines for each day that crosswalks and bike lanes are not returned to pre-construction condition; to amend the Bicycle and Pedestrian Safety Amendment Act of 2016 to collect information about the speed of motor vehicles involved in a collision or that receive moving violations, to require that DDOT adopts a transparent standard project delivery process, to require DDOT to update every two years the Multimodal Long-Range Transportation Plan and to require Council approval of the Multimodal Long-Range Transportation Plan, and to require DDOT to submit an incident report to the Council if a collision causes a death or serious injury; to amend the District of Columbia Traffic Act of 1925 to require all applicants for a new or renewal motor vehicle operator's permit take a written test of knowledge, to reduce the speed limit on District roads classified by DDOT as local, collector, minor arterial, and principal arterial, to prohibit right turns when facing a red traffic control signal, and to require a traffic control signal or stop signs in all directions at all intersections between two or more streets classified by DDOT as local, collector, or minor arterial; to amend the District of Columbia Traffic Adjudication Act of 1978 to authorize towing, to a street where parking is not prohibited, of a motor vehicle that is obstructing a bicycle lane or crosswalk, and to authorize the Mayor to mail citations of certain moving and non-moving violations; to amend the District of Columbia Comprehensive Bicycle Transportation and Safety Act of 1984 to create a Citizen Safety Enforcement Pilot Program; and to amend section 2421.1 of title 18 of the District of Columbia Municipal Regulations to authorize the Department of Public Works or the Metropolitan Police Department to tow or impound a vehicle that has more than 5 outstanding citations for exceeding the speed limit by more than 30 miles per hour or for overtaking a vehicle stopped for a pedestrian.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA,

That this act may be cited as the "Vision Zero Enhancement Omnibus Amendment Act of 2019".

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

(a) Section 3(6)(B)(iv) (D.C. Official Code § 2-502(6)(B)(iv)) is amended by

87 striking the phrase “30-days written notice, via electronic delivery, excluding Saturdays,
88 Sundays and legal holidays” and inserting the phrase “30 days’ written notice, or 10
89 days’ written notice if the District Department of Transportation has published on its
90 website a report describing how the proposed installation, modification, or removal of the
91 statement will increase safety at a location identified as a high-risk intersection in the
92 Multimodal Long-Range Transportation Plan approved by the Council pursuant to
93 section 302(b) of the Bicycle and Pedestrian Safety Amendment Act of 2016, effective
94 October 8, 2016 (D.C. Law 21-155; D.C. Official Code § 50-2381, *et seq.*), via electronic
95 delivery, excluding Saturdays, Sundays and legal holidays” in its place.

96 (b) Section 301(e)(2)(D) (D.C. Official Code § 2-551(5)(B)(iv)) is amended by
97 striking the phrase “30-days written notice, via electronic delivery, excluding Saturdays,
98 Sundays and legal holidays” and inserting the phrase “30 days’ written notice, or 10
99 days’ written notice if the District Department of Transportation has published on its
100 website a report describing how the proposed installation, modification, or removal of the
101 statement will increase safety at a location identified as a high risk intersection in the
102 Multimodal Long-Range Transportation Plan approved by the Council pursuant to
103 section 302(b) of the Bicycle and Pedestrian Safety Amendment Act of 2016, effective
104 October 8, 2016 (D.C. Law 21-155; D.C. Official Code § 50-2381, *et seq.*), via electronic
105 delivery, excluding Saturdays, Sundays and legal holidays” in its place.

106 Sec. 3. Section 6a of the Construction Codes Approval and Amendments Act
107 of 1986, effective March 21, 1987 (D.C. Law 6-126; D.C. Official Code § 6-1405.01) is
108 amended by adding a new subsection (d) to read as follows:

109 “(d) The Building Code Official shall not issue a permit required by the

110 Construction Codes for a project that will include 10 or more dwelling units unless the
111 District Department of Transportation (“DDOT”) provides a report, published on
112 DDOT’s website, describing how the design of the project:

113 “(1) Ensures that pick-up and drop-off by private vehicles-for-hire and
114 public vehicles for-hire, as those terms are defined in (D.C. Official Code § 50-301.03),
115 within 0.1 miles of the project will not create unsafe conditions for users of the public
116 right of way; and

117 “(2) Ensures that deliveries of commercial products or services made to any
118 building that is part of the project by motor vehicles, as that term is defined in section 8
119 of An Act To provide for the annual inspection of all motor vehicles in the District of
120 Columbia, effective March 15, 1985 (D.C. Law 5-176; D.C. Official Code § 50-1108),
121 will not create unsafe conditions for users of the public right of way.

122 Sec. 4. The Priority Sidewalk Assurance Act of 2010 (D.C. Law 18-227; D.C.
123 Official Code § 9-425.01 *et seq.*) is amended as follows:

124 (a) Section 2(a) is amended by striking the phrase “on at least one side of the street”
125 and inserting the phrase “on the side of the street that lacks a sidewalk” in its place.

126 (b) A new section (a-1) is added to read as follows:

127 “(a-1) When installing a new sidewalk pursuant to subsection (a), the new sidewalk
128 shall connect to an existing sidewalk if there is an existing sidewalk within 0.1 miles of
129 the new sidewalk, on either end, that allows travel in the same direction and is on the
130 same side of the street as the new sidewalk.”.

131 (c) A new section 2a is added to read as follows:

132 “Sec. 2a. Crosswalk installation requirements

“For a road segments that have a crosswalk, as that term is defined in 18 DCMR § 9901.1, that is not marked, road reconstruction, major repair, or curb and gutter replacement shall include installation of a marked crosswalk, unless the Mayor publishes a report on the District Department of Transportation’s website certifying that a marked crosswalk would be unsafe for pedestrians; provided, that if the road segment includes a location that meets the standards for high-visibility crosswalk markings or an elevated crosswalk in the District Department of Transportation’s Design and Engineering Manual, the project plans shall include installation of high-visibility crosswalk markings or an elevated crosswalk

(d) Section 3 is amended as follows:

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

(2) Paragraph (1) is amended by striking the phrase “construct a new sidewalk no less than 60 days before construction is scheduled” and inserting the phrase “construct a new sidewalk or crosswalk no less than 60 days before construction is scheduled” in its place.

(3) Paragraph (2) is amended by striking the phrase “the proposed sidewalk” both times it appears and inserting the phrase “the proposed sidewalk or crosswalk” in its place.

Sec. 5. The Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-137; D.C Official Code § 50-921.01, *et seq.*), is amended as follows:

(a) Section 3 (D.C. Official Code § 50-921.02) is amended by adding a new subsection (h) to read as follows:

“(h) On the date the Mayor makes the annual budget submission to the Council, the Director shall submit to the Council a Vision Zero infrastructure progress report that includes:

“(1) A list of all projects and recommendations in the Multimodal Long-Range Transportation Plan as approved by the Council pursuant to section 302(b) of the Bicycle and Pedestrian Safety Amendment Act of 2016, effective October 8, 2016 (D.C. Law 21-155; D.C. Official Code § 50-2381, *et seq.*) (“Transportation Plan”), including the ward or wards that each project is located in, and for each project or recommendation, a description of how the project or recommendation would:

“(A) Reduce fatalities and serious injuries;

“(B) Increase equitable access to public transportation;

“(C) Contribute to reaching the mode share goals in the Transportation Plan; and

“(D) Decrease the speed of motor vehicles;

“(2) A description of and the expected delivery date for all projects listed in the Transportation Plan, or projects that implement a recommendation in the Transportation Plan, for which funds have been allocated in the capital improvements plan (“CIP”).

“(3) For each project or recommendation listed in the Transportation Plan that is funded in the CIP at least 2 years after the current fiscal year, a description of interim measures that will be installed during the following fiscal year to provide an

impact, measured by the factors listed in paragraph (1), substantially similar to the project or recommendation; and

“(4) For any project that is not funded in the CIP, or any recommendation in the Transportation Plan for which there is no funded project that would implement the recommendation, a detailed description of why the project or recommendation was not funded, including for each project or recommendation that is not funded:

“(A) An analysis of the factors listed in subparagraph (A);

“(B) An explanation of how funding or not funding the project or recommendation would make the allocation of capital funds to DDOT more equitable across all 8 wards; and

“(C) A description of any projects funded in the CIP, or current DDOT policies, that provide an impact, measured by the factors listed in subparagraph (A), substantially similar to the project or recommendation.”.

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

(1) Subsection (a)(5) is amended as follows:

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

(B) Subparagraph (B) is amended by striking the semicolon and inserting the phrase “; and” in its place.

(C) A new subparagraph (C) is added to read as follows:

“(C) Maintain a webpage that makes publicly available and easily

202 searchable:

203 “(i) All data the Mayor is required to collect pursuant to
204 sections 101 – 106 of the Bicycle and Pedestrian Safety Amendment Act of 2016,
205 effective October 8, 2016 (D.C. Law § 21-155; D.C. Official Code § 50-1951.01 – § 50-
206 1951.06);

207 “(ii) Data in the Department of Health’s annual Trauma
208 Registry report;

209 “(iii) All data collected by the Mayor measuring the speed of
210 motor vehicles, including the time, date, and location on which the data was collected;
211 provided, that the data shall be disaggregated and anonymized before it is made publicly
212 available.”.

213 (2) New subsections (a-1) and (a-2) are added to read as follows:

214 “(a-1) The Project Delivery Administration shall not construct a capital project
215 pursuant to subsection (a)(1)(D) if the project will require any reconstruction, major
216 repair, or curb and gutter replacement on a segment of road or sidewalk unless DDOT has
217 published a report on its website describing how the project:

218 “(1) Implements a project or recommendation listed in the Multimodal Long-
219 Range Transportation Plan approved by the Council pursuant to section 302(b) of the
220 Bicycle and Pedestrian Safety Amendment Act of 2016, effective October 8, 2016 (D.C.
221 Law 21-155; D.C. Official Code § 50-2381, *et seq.*) (“Transportation Plan”);

222 “(2) Increases safety for users of modes of transportation other than motor
223 vehicles, as that term is defined in section 8 of An Act To provide for the annual
224 inspection of all motor vehicles in the District of Columbia, effective March 15, 1985

225 (D.C. Law 5-176; D.C. Official Code § 50-1108);

226 “(3) Increases equitable access to public transportation by furthering
227 Transportation Plan’s goal of 50% of all commuter trips by public transportation by
228 2032; provided, that the report shall describe whether the project improves access to
229 transit in an area identified as a transit priority need area in the Transportation Plan;

230 “(4) Fulfills a public safety goal of the District of Columbia; or

231 “(5) Fulfills a requirement of law or a federal grant.

232 “(a-2) The Operations Administration shall not approve a request for or issue a
233 permit pursuant to subsection (a)(3)(E) if the project will require any reconstruction,
234 major repair, or curb and gutter replacement on a segment of road or sidewalk unless:

235 “(1) The project plan includes:

236 “(A) For a road segment that lacks a sidewalk on the side of
237 the street where the project for which a permit is requested will occur, installation of a
238 new sidewalk and connection to an existing sidewalk if there is an existing sidewalk
239 within 1/10 of one mile of the new sidewalk, on either end, that allows travel in the same
240 direction and is on the same side of the street as the new sidewalk;

241 “(B) For a road segment that was included in the
242 Recommended Bicycle Network in the District of Columbia’s Multimodal Long-Range
243 Transportation Plan, installation of a new protected bicycle lane or cycle track and a
244 connection to an existing bike lane if there is an existing bike lane within 1/10 of one
245 mile of either end of the new protected bicycle lane or cycle track; provided that, DDOT
246 may waive this requirement if DDOT makes a showing that construction of a protected
247 bicycle lane or cycle track on the road segment will begin during the period during which

the permit requested pursuant to subsection (a)(3)(E) is valid, or within 6 months of the expiration of the permit requested pursuant to subsection (a)(3)(E); and

“(C) For a road segment that includes a crosswalk, as that term is defined in 18 DCMR § 9901.1, that is not marked, a marked crosswalk, unless the Director certifies that a marked crosswalk would be unsafe for pedestrians; provided, that if the road segment includes a location that meets the standards for high-visibility crosswalk markings, or an elevated crosswalk, in DDOT’s Design and Engineering Manual, the project plans shall include installation of high-visibility crosswalk markings or an elevated crosswalk; and

“(2) For any completed project for which DDOT issued a permit pursuant to subsection (a)(3)(E), DDOT certifies that:

“(A) The applicant has installed all elements of project plans required by paragraph (1) of this subsection; or

“(B) The applicant has returned the markings for all crosswalks and bicycle lanes to their pre-construction condition.”.

(c) Section 9k(b) (D.C. Official Code § 50-921.19(b)) is amended by striking the phrase “penalties may be imposed for each day that the violation continues” and inserting the phrase “penalties may be imposed for each day that the violation continues; provided, that, beginning 24 hours after the completion of a project for which DDOT has issued a permit pursuant to section 5(a)(3)(E) of this act, the Director shall impose a fine of at least \$10,000 per calendar day until the applicant has returned all markings for crosswalks and bicycle lanes to their pre-construction condition, unless the project plans required installation of a new bicycle lane, high-visibility crosswalk markings, or an

271 elevated crosswalk” in its place.

272 Sec. 6. The District of Columbia Comprehensive Bicycle Transportation and
273 Safety Act of 1984, effective March 16, 1985 (D.C. Law 5-179; D.C. Official Code § 50-
274 1601 *et seq.*), is amended by adding a new section 4a to read as follows:

275 “Sec. 4a. Citizen Safety Enforcement Pilot Program.

276 “(a) The District Department of Public Works (“Department”) shall establish a
277 Citizen Safety Enforcement Pilot Program to authorize a District resident, other than an
278 employee of an agency of the District of Columbia, who has been trained pursuant to
279 subsection (e) of this section, to document a vehicle obstructing:

280 “(1) A bicycle lane in violation of 18 DCMR § 2405.7;

281 “(2) A crosswalk, in violation of 18 DCMR § 2405.1(b);

282 “(3) A bus lane, in violation of 18 DCMR § 2405.1(i); or

283 “(4) The streetcar guideway, in violation of 18 DCMR § 2405.1(h).

284 “(b) The Department shall create a mobile application (“the app”) that allows a
285 District resident who has been trained pursuant to subsection (e) of this section to submit
286 to the Department a photograph of a vehicle obstructing a bicycle lane in violation of 18
287 DCMR § 2405.7.

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

290 “(d) A photograph and the accompanying information submitted through the app
291 shall be treated as a notice of infraction issued pursuant to title III of the District of
292 Columbia Traffic Adjudication Act of 1978, effective September 12, 1978 (D.C. Law 2-
293 104; D.C. Official Code § 50-2303.01 *et seq.*).

294 “(e)(1) The Department shall develop a pilot training program for up to 10
295 residents of each ward that shall provide training in:
296 “(A) Bicycle and pedestrian safety;
297 “(B) Laws, regulations, policies, and best practices related to
298 issuing notices of infraction for parking violations;
299 “(C) Proper use of the app; and
300 “(D) Conflict resolution techniques.
301 “(2) The Department shall provide 60 days for District residents to apply
302 to participate in the training program.
303 “(3) If more than 10 District residents in each ward apply to join the
304 training program, the Department shall choose 10 residents from each ward by lottery.
305 “(f) If the Department determines that a resident has successfully completed the
306 training program described in subsection (e) of this section, the Department shall provide
307 the resident with access to the app.
308 “(g) Anyone who knowingly submits false information through the app, or who
309 provides anyone not authorized by the Department with access to the app, shall be subject
310 to a civil fine of up to \$100.
311 “(h) One year after the Department ends the pilot training program created
312 pursuant to subsection (e), the Department shall transmit a report to the Council
313 describing:
314 “(1) The number of District residents trained pursuant to subsection (e) of
315 this section;
316 “(2) The number of District residents provided access to the app pursuant

317 to subsection (f) of this section;

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

319 “(4) The number of notices of infraction documented through the app that

320 were dismissed;

321 “(5) Any evidence of confrontations attributable to the Citizen Bike Safety

322 Enforcement Pilot Program; and

323 “(6) Recommendations for improvements to or expansions of the Citizen

324 Bike Safety Enforcement Pilot Program.”.

325 Sec. 7. The Bicycle and Pedestrian Safety Amendment Act of 2016, effective

326 October 8, 2016 (D.C. Law 21-155; D.C. Official Code § 50-1951.01 *et seq.*) is amended

327 as follows:

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

329 (1) Paragraph (6) is amended by striking the phrase “; and” and inserting a

330 semicolon in its place.

331 (2) Paragraph (7) is amended by striking the period and inserting the phrase

332 “; and” in its place.

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

334 “(8) The speed of any motor vehicle involved in the collision.”.

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

336 (1) Paragraph (9) is amended by striking the phrase “; and” and inserting a

337 semicolon in its place.

338 (2) Paragraph (10) is amended by striking the period and inserting the phrase

339 “; and” in its place.

340 (3) A new paragraph (11) is added to read as follows:

341 “(11) The speed of the motor vehicle that committed the moving infraction.”.

342 (c) A new section 301(c-1) is added to read as follows:

343 “(c-1) The Complete Streets Policy shall describe a standard project delivery
344 process for projects DDOT manages or constructs, pursuant to section 5(a)(1)(D) of the
345 Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C.
346 Law 14-137; D.C. Official Code § 50-921.04(a)(1)(D)), or issues a permit for, pursuant to
347 section 5(a)(3)(E) of the Department of Transportation Establishment Act of 2002,
348 effective May 21, 2002 (D.C. Law 14-137; D.C. Official Code § 50-921.04(a)(3)(E)),
349 including:

350 “(1) Descriptions of all project phases, including identification,
351 planning, construction, and operation;

352 “(2) A chart listing all projects DDOT manages or constructs, pursuant
353 to section 5(a)(1)(D) of the Department of Transportation Establishment Act of 2002,
354 effective May 21, 2002 (D.C. Law 14-137; D.C. Official Code § 50-921.04(a)(1)(D)), or
355 issues a permit for, pursuant to section 5(a)(3)(E) of the Department of Transportation
356 Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-137; D.C. Official
357 Code § 50-921.04(a)(3)(E)), describing the steps to complete each project phase, and
358 whether, for each project, a given step is required, optional, or inapplicable;

359 “(3) A decision tree showing how street typology, existing and planned
360 land use, modal hierarchy, and any additional factors determine street design, and
361 whether various elements are required, recommended, optional, or not required based on

the Transportation Strategic Plan, the Pedestrian Master Plan, the Bicycle Master Plan, Multimodal Long Range Transportation plan as adopted in , and other DDOT plans"

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

"Sec. 302. Multimodal Long-Range Transportation Plan.

"(a) By September 30, 2020, and every two years thereafter, the Mayor shall submit to Council a Multimodal Long-Range Transportation Plan that includes:

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

"(2) A plan to ensure equitable access to public transportation in all wards, including a list of transit priority need areas that DDOT has identified as having a below average transit access rating;

"(3) A list of streets on, or Metrobus lines for which, DDOT plans to designate a vehicle travel lane for use exclusively by public transportation, including at least one street in, or Metrobus line that serves, each ward;

"(4) A list of high-risk intersections DDOT has identified as having an above average number of crashes leading to a death or serious injury in the previous two years, or that DDOT certifies as being at high risk of a crash that could lead to death or serious injury in the future;

"(5) Any elements the Council, in an approval resolution for the current plan, has directed DDOT to include.

"(b) The Council shall, by resolution, approve or disapprove the plan; provided, that if the Council does not pass a disapproval resolution within 60 days, the plan shall be

385 deemed approved.

386 “(c) Until the Council approves the first plan submission required by subsection (a),
387 the Multimodal Long-Range Transportation Plan published by the District Department of
388 Transportation on October 21, 2014 is deemed approved by the Council.

389 “(d) For purposes of this subsection, the term:

390 “(1) “Public transportation” means any publicly owned or operated
391 commercial vehicle, including DC Circulator, DC Streetcar”, MetroAccess, Metrobus, or
392 Metrorail; and

393 “(2) “Transit access rating” means a neighborhood’s average transit score,
394 using the formula available on www.walkscore.com, or another formula that DDOT has
395 created.

396 “Sec. 303. Incident report required.

397 “Within 30 days of a collision, as that term is defined in section 2(3) of the District
398 of Columbia Traffic Act of 2915, approved March 3, 1925 (43 Stat. 1119; D.C. Official
399 Code § 50-2201.02(3)), that causes a death or serious injury, the District Department of
400 Transportation (“DDOT”) shall transmit to the Council and publish on its website an
401 incident report describing:

402 “(1) Interim design elements that, after the collision, DDOT has installed at
403 the site of the collision;

404 “(2) Permanent or interim design elements that DDOT plans to install at the
405 site of the collision; and

406 “(3) Whether the site of the collision is identified as a high-risk intersection
407 in the Multimodal Long-Range Transportation Plan approved by the Council pursuant to

408 section 302(b).”.

409 Sec. 8. The District of Columbia Traffic Act, 1925, approved March 3, 1925 (43
410 Stat. 1119; D.C. Official Code § 50-2201.01 *et seq.*), is amended as follows:

411 (a) Section 7(a)(1)(B)(i) (D.C. Official Code § 50-1401.01(a)(1)(B)(i)) is
412 amended by striking the phrase “An examination of the applicant’s knowledge of the
413 traffic regulations” and inserting the phrase “A written examination, that shall not be
414 waived for any reason, measuring, for all applicants for a new or renewed motor vehicle
415 operator’s permit, the applicant’s knowledge of the traffic regulations” in its place.

416 (b) Section 9(a) (D.C. Official Code § 50-2201.04(a)) is amended by striking the
417 phrase “under the authority of this act.” and inserting the phrase “under the authority of
418 this act; provided, that no vehicle shall be operated at a rate of speed greater than 20
419 miles per hour on a street classified by the District Department of Transportation as local,
420 collector, or minor arterial; and provided further, that no vehicle shall be operated at a
421 rate of speed greater than 25 miles per hour on a street classified by the District
422 Department of Transportation as a principal arterial.” in its place.

423 (c) A new section 9e is added to read as follows:

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

425 “(a) A motor vehicle operator shall not make a right turn when facing a red traffic
426 control signal.

427 “(b)(1) At all intersections between two or more streets classified by the District
428 Department of Transportation as local, collector, or minor arterial, the intersection shall
429 be controlled by a traffic control signal or stop signs in all directions.

430 “(2) The Mayor may install alternate traffic controls, that do not comply with

subsection (a), at intersections between two or more streets classified by the District Department of Transportation as local, collector, or minor arterial if the District Department of Transportation has published on its website a report describing how the alternate traffic controls provide safer conditions for users of modes of transportation other than motor vehicles, as that term is defined in section 8 of An Act To provide for the annual inspection of all motor vehicles in the District of Columbia, effective March 15, 1985 (D.C. Law 5-176; D.C. Official Code § 50-1108).”.

Sec. 9. The District of Columbia Traffic Adjudication Act of 1978, effective September 12, 1978 (D.C. Law 2-104; D.C. Official Code § 50-2301.01 *et seq.*) is amended as follows:

(a) Section 303(c-1) (D.C. Official Code § 50-2303.03(c-1)), is amended by striking the phrase “When a violation is detected by an automated parking enforcement system, the Mayor shall” and inserting the phrase “When a violation is detected by an automated parking enforcement system, when the operator of a motor vehicle leaves the site of a violation before personal service or service by affixing the notice to the vehicle can be effectuated, or when evidence of a violation is transmitted pursuant to section 4a(b), (c), and (d) of The District of Columbia Comprehensive Bicycle Transportation and Safety Act of 1984, effective March 16, 1985 (D.C. Law 5-179; D.C. Official Code § 50-1601 *et seq.*), the Mayor may” in its place.

(b) Section 505 (D.C. Official Code § 50-2201.21) is amended by striking the phrase “a vehicle conveyance fee.” and inserting the phrase “a vehicle conveyance fee; provided, that a vehicle that is obstructing a bicycle lane or crosswalk may be towed and conveyed to any street where parking is not prohibited, pursuant to 18 DCMR § 2421.1.”

454 in its place.

455 Sec. 10. Section 2421.1 of Title 18 of the District of Columbia Municipal
456 Regulations is amended by striking the phrase “Any unattended vehicle found parked in
457 violation of any traffic regulation, except overtime parking of less than twenty-four (24)
458 hours, may, by or under the direction of a member or members of the Metropolitan Police
459 force or employees of the Department of Public Works” and inserting the phrase “Any
460 unattended vehicle found parked in violation of any traffic regulation, except overtime
461 parking of less than twenty-four (24) hours, or an unattended vehicle that has more than 5
462 outstanding citations for violations of 22 DCMR § 2200.12 or § 2221.5, may, by or under
463 the direction of a member or members of the Metropolitan Police Department or
464 employees of the Department of Public Works” in its place.

465 Sec. 11. Fiscal impact statement.

466 The Council adopts the fiscal impact statement in the committee report as the fiscal
467 impact statement required by section 4a of the General Legislative Procedures Act of
468 1975, approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

469 Sec. 12. Effective date.

470 This act shall take effect following approval by the Mayor (or in the event of veto
471 by the Mayor, action by the Council to override the veto), a 30-day period of
472 congressional review as provided in section 602(c)(1) of the District of Columbia Home
473 Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-
474 206.02(c)(1)), and publication in the District of Columbia Register.