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3 Councilmember Mary M. Cheh
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Councilmember Brianne K. Nadeau

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7 Councilmember Charles Allen
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Councilmember Jack Evans

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10 A PROPOSED RESOLUTION

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12 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
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17 To declare the existence of an emergency with respect to the need to complete design and
18 advance construction of the Eastern Downtown Cycletrack Project.
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20 RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That
21 this resolution may be cited as the “Eastern Downtown Cycletrack Project Completion
22 Emergency Declaration Resolution of 2019”.

23 Sec. 2.

24 (a) The District Department of Transportation (DDOT) included improved bicycle
25 facilities in the north-south corridor on the eastern side of Downtown as part of
26 the 2014 Long-Range Multimodal Transportation Plan, MoveDC. 6th Street NW
27 between Pennsylvania Avenue NW and Rhode Island Ave NW was identified as a
28 potential corridor for a new cycletrack and prioritized as a “Tier 1”
29 recommendation. According to MoveDC, “Tier 1” investments “are assumed to
30 be the highest priorities for implementation.”

31 (b) In order to move forward on this recommendation, in 2015 DDOT commissioned
32 the Eastern Downtown Protected Bike Lane Feasibility Study (“study”), with the
33 intent of connecting neighborhoods to downtown and filling a critical gap in the

1 District's protected bicycle infrastructure network. The study area was defined as
2 the eastern side of Downtown bound by 4th Street, 9th Street, and Florida and
3 Constitution Avenues NW. The study identified and evaluated four alternative
4 alignments for dedicated bicycle infrastructure: 5th Street, 6th Street, 7th Street and
5 9th Street NW.

6 (c) DDOT convened the first public meeting on the Eastern Downtown Protected
7 Bike Lane Project ("project") on October 22, 2015, which was attended by
8 approximately 270 people. A second meeting was convened on February 6, 2016,
9 attended by approximately 350 people. In total, DDOT received nearly 5,000
10 comments on the project, a majority of which supported dedicated bicycle
11 infrastructure on one of the proposed alignments in opposition to a "no-build"
12 option.

13 (d) In February of 2017, DDOT released the Eastern Downtown Protected Bike Lane
14 Feasibility Study. The study stressed the need for protected bicycle infrastructure
15 in this part of the District, saying: "These protected lanes would enhance the grid
16 network of cycling infrastructure by adding a continuous north-south protected
17 bike lane route midway between the 15th Street protected bike lanes and the
18 Metropolitan Branch Trail, where no other comparable low-stress bicycling
19 facility exists. Protected bike lanes have been shown to have vastly higher usage
20 than unprotected lanes, and will provide a vital and safe bicycle connection from
21 growing residential neighborhoods and the Howard University campus to retail,
22 employment and institutional centers in the District's Central Business District
23 (CBD), as well as the heavily-used Pennsylvania Ave bike lanes."

- 1 (e) The study thoroughly evaluated the design and effect of each alignment, including
2 cyclist safety, impacts on parking, loading and special events, travel times, bus
3 operations, pedestrian safety, emergency vehicle access, social and community
4 effects, economic effects, historic preservation, streetscape aesthetics, and
5 construction costs. The study concluded by designating two alternatives to
6 advance for 30 percent design and further evaluation: “Alternative 3,” a two-way
7 north-south bike lane on the east side of 6th Street NW from S Street to
8 Pennsylvania Ave, and “Alternative 4,” a two-way north-south bike lane on the
9 east side of 9th Street NW from Florida Ave to Pennsylvania Ave.
- 10 (f) 30 percent designs were completed on April 25, 2018 by Rummel, Klepper &
11 Kahl, LLP under contract from DDOT. Following the 30 percent designs and
12 additional evaluation, a Decision Point Memo was sent to the Executive Office of
13 the Mayor from the director of DDOT on July 12, 2018, which recommended the
14 selection of the 9th Street NW alternative.
- 15 (g) The Council has repeatedly asked DDOT for updates on the project, including in
16 the Committee on Transportation and the Environment’s performance oversight
17 questions in calendar years 2016, 2017, 2018 and 2019.
- 18 (h) On September 27, 2018, the Director of DDOT was asked to provide an update at
19 a Committee on Transportation and the Environment and Committee on Judiciary
20 and Public Safety Joint Public Roundtable on the Implementation of the Vision
21 Zero Initiative and the Bicycle and Pedestrian Safety Amendment Act of 2016.
22 No substantial update was given.

- 1 (i) On October 24, 2019, the Director of DDOT was again asked to provide an
2 update on the project's progress at a Committee on Transportation and the
3 Environment Public Hearing regarding a number of transportation and Vision
4 Zero-related measures. The Director was once again unable to provide a
5 substantial update on the project's progress.
- 6 (j) In the Committee Markup for the Committee on Transportation and the
7 Environment's FY2020 budget, \$300,000 of capital funds were set aside to be
8 used exclusively for the Eastern Downtown Cycletrack Project, in an effort to
9 accelerate the project and ensure adequate funds. To date, the executive has not
10 indicated an intent to use those funds.
- 11 (k) In December of 2015, the Mayor announced the District's commitment to Vision
12 Zero, to eliminate traffic fatalities and serious injuries on the District's streets. As
13 experience in the District and globally has shown, installation of protected bicycle
14 infrastructure and the related improvements to pedestrian infrastructure are
15 effective at reducing fatalities and injuries for all road users, including pedestrians
16 and motorists as a result of lower vehicle speeds.
- 17 (l) According to crash data from the Metropolitan Police Department, there have
18 been nearly 5,000 crashes in the study area of the Eastern Downtown Protected
19 Bike Lane Feasibility Study since the need for improvements were identified by
20 DDOT in 2014, including over 250 crashes involving pedestrians 200 crashes
21 involving cyclists.
- 22 (m) Based on the results of the study as well as the 30 percent designs completed, it is
23 clear that the preferred alternative on 9th Street NW would make the corridor

1 considerably safer for those walking, biking, and driving and advance DC's
2 transportation mode share goals while minimizing adverse impacts, including no
3 net change in Sunday angled parking and minimal changes to travel time.

4 (n) The project is a critical gap in the District's transportation network and would
5 advance the District's overall safety and sustainability goals; based on repeated
6 Council action and oversight since the project's initiation in 2015, it seems clear
7 that further action is necessary to ensure that the project is completed.

8 Sec. 3. The Council of the District of Columbia determines that the circumstances
9 enumerated in section 2 constitute emergency circumstances making it necessary that the
10 Eastern Downtown Cycletrack Project Completion Emergency Amendment Act of 2019
11 be adopted after a single reading.

12 Sec. 4. This resolution shall take effect immediately.