

1  
2 Councilmember Mary M. Cheh

Councilmember Brianne K. Nadeau

3  
4  
5  
6  
7 Councilmember Charles Allen

Councilmember Robert C. White, Jr.

8  
9  
10  
11  
12 Councilmember David Grosso

13  
14  
15  
16  
17 A PROPOSED RESOLUTION

18  
19  
20 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

21  
22  
23  
24 To declare the existence of an emergency with respect to the need to amend section 47-  
25 362 of the District of Columbia Official Code to require Council approval of  
26 capital reprogrammings made by the District Department of Transportation if  
27 certain conditions relating to the Eastern Downtown Cycletrack Project are not  
28 met.

29  
30 RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That  
31 this resolution may be cited as the “Eastern Downtown Cycletrack Project Transparency  
32 Emergency Declaration Resolution of 2020”.

33 Sec. 2. (a) The District Department of Transportation (DDOT) included improved  
34 bicycle facilities in the north-south corridor on the eastern side of downtown as part of  
35 the 2014 Long-Range Multimodal Transportation Plan, MoveDC. 6th Street, N.W.  
36 between Pennsylvania Avenue, N.W. and Rhode Island Ave, N.W. was identified as a  
37 potential corridor for a new cycletrack and prioritized as a “Tier 1” recommendation.

38 According to DDOT, “Tier 1” investments “are assumed to be the highest priorities for  
39 implementation.”

40 (b) In 2015, the District Department of Transportation (“DDOT”) commissioned  
41 the Eastern Downtown Protected Bike Lane Feasibility Study (“study”) to assess the  
42 feasibility of building protected bicycle lanes on , with the intent of connecting  
43 neighborhoods to downtown and filling a critical gap in the District’s protected bicycle  
44 infrastructure network. The study area was defined as the eastern side of downtown,  
45 bound by 4th Street, N.W., 9th Street, N.W., Florida Avenue, N.W., and Constitution  
46 Avenue, N.W.

47 (c) In February 2017, DDOT released the study, which stressed the need for  
48 protected bicycle infrastructure in this part of the District, saying: “These protected lanes  
49 would enhance the grid network of cycling infrastructure by adding a continuous north-  
50 south protected bike lane route midway between the 15th Street protected bike lanes and  
51 the Metropolitan Branch Trail, where no other comparable low-stress bicycling facility  
52 exists. Protected bike lanes have been shown to have vastly higher usage than  
53 unprotected lanes, and will provide a vital and safe bicycle connection from growing  
54 residential neighborhoods and the Howard University campus to retail, employment and  
55 institutional centers in the District’s Central Business District (“CBD”), as well as the  
56 heavily-used Pennsylvania Avenue bike lanes.” (d) The study thoroughly evaluated the  
57 design and effect of each alignment, including cyclist safety, impacts on parking, loading  
58 and special events, travel times, bus operations, pedestrian safety, emergency vehicle  
59 access, social and community effects, economic effects, historic preservation, streetscape  
60 aesthetics, and construction costs. The study identified two alternatives for further

61 evaluation: a two-way north-south bike lane on the east side of 6th Street, N.W., from S  
62 Street, N.W. to Pennsylvania Ave, N.W., and a two-way north-south bike lane on the east  
63 side of 9th Street N.W., from Florida Avenue, N.W. to Pennsylvania Avenue, N.W.

64 (e) On July 12, 2018, DDOT recommended the selection of the 9th Street N.W.  
65 alternative (“project”) based on “longer continuous protection for cyclists, fewer turning  
66 conflicts with motor vehicle [and] the number of Sunday only back in angle spaces  
67 [remaining] equivalent to existing.”

68 (f) The Council has repeatedly asked DDOT for updates on the project, including  
69 in the Committee on Transportation and the Environment’s performance oversight  
70 questions in 2016, 2017, 2018 and 2019, but DDOT has not reported any significant  
71 progress. (g) On September 27, 2018, DDOT was asked to provide an update at a  
72 Committee on Transportation and the Environment and Committee on Judiciary and  
73 Public Safety Joint Public Roundtable on the Implementation of the Vision Zero Initiative  
74 and the Bicycle and Pedestrian Safety Amendment Act of 2016. No substantial update  
75 was given by the agency.

76 (h) On October 24, 2019, DDOT was again asked to provide an update on the  
77 project’s progress at a Committee on Transportation and the Environment Public Hearing  
78 regarding a number of transportation and Vision Zero-related measures. The agency was  
79 once again unable to provide a substantial update on the project’s progress.

80 (i) The Council has also allocated \$300,000 of capital funds to be used  
81 exclusively for the project, in an effort to accelerate the project and to ensure adequate  
82 funds, but the Executive has not indicated an intent to use those funds. In January 2020,

83 DDOT released a schedule of protected bicycle infrastructure planned to be installed  
84 through 2022, which did not include any facilities in the Eastern Downtown study area.

85 (j) According to crash data from the Metropolitan Police Department, there have  
86 been nearly 5,000 crashes in the study area since the need for safety improvements were  
87 identified by DDOT in 2014, including over 250 crashes involving pedestrians and 200  
88 crashes involving cyclists. The project would make the corridor considerably safer for  
89 those walking, biking, and driving, and advance the District's transportation mode share  
90 goals while minimizing adverse impacts, including no net change in Sunday angled  
91 parking and minimal changes to travel time.

92 (k) In December 2015, the Mayor announced the District's commitment to Vision  
93 Zero, to eliminate traffic fatalities and serious injuries on the District's streets.  
94 Experience has shown that installation of protected bicycle infrastructure and related  
95 improvements to pedestrian infrastructure are effective at reducing fatalities and injuries  
96 for all road users, including pedestrians and motorists as a result of lower vehicle speeds.  
97 Delays to infrastructure improvements, such as this project, will impede reaching the  
98 District's Vision Zero goals.

99 (l) There also exists an ongoing streetscape reconstruction on Florida Avenue  
100 N.W., which connects to the 9th Street, N.W. corridor. As both the streetscape  
101 reconstruction and this project were designed in coordination with each other, there exists  
102 a time constraint on the construction of a protected bicycle lane and streetscape  
103 improvements on 9th Street, N.W. that would ensure cohesive traffic operations for the  
104 corridor.

105 (m) Emergency legislation is necessary to provide the Council an opportunity to  
106 review any proposed capital reprogrammings from DDOT if, by November 1, 2020,  
107 DDOT has not met certain conditions that would ensure the completion of this project.  
108 This legislation would ensure that no funds are reprogrammed out of activities that will  
109 protect District residents on our roads and that DDOT prioritizes infrastructure  
110 improvements that protects our residents.

111 Sec. 3. The Council of the District of Columbia determines that the circumstances  
112 enumerated in section 2 constitute emergency circumstances making it necessary that the  
113 Eastern Downtown Cycletrack Project Transparency Emergency Amendment Act of  
114 2020 be adopted after a single reading.

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