



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

September 19, 2018

Mayor Muriel Bowser
Mayor
Government of the District of Columbia
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Chairman Phil Mendelson
Chairman
Council of the District of Columbia
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Mr. Jeff Marootian
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Mr. Christopher Shorter
Director
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Chief Peter Newsham
Chief of Police
Metropolitan Police Department
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RE: Proposed Bicyclist and Pedestrian Safety Improvements Within ANC 2B

Dear Mayor Bowser, Chairman Mendelson, Director Marootian, Director Shorter, and Chief Newsham,

At its regular meeting on September 12, 2018, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 7 of 8 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (7-0-0):

WHEREAS, there are more than 40,000 fatalities and over 3 million people injured annually in motor vehicle crashes, with an estimated 70,000 resulting injuries to pedestrians and bicyclists annually (2016),

WHEREAS, more than 50% of all crashes involving motor vehicles cited driver inattention or distraction as a contributing factor,

WHEREAS, ANC 2B is a densely-populated, downtown area, bustling every day with tens of thousands of pedestrians, significant vehicular traffic, and ever-growing ranks of bicycles and other personal mobility devices,

WHEREAS, there is a crucial need to eliminate infrastructure deficiencies that expose pedestrians, bicyclists, and other personal mobility device users to conditions that imperil their safety,

WHEREAS, DC laws and programs do not provide adequate flexibility, incentive, or penalty for enforcement of pedestrian, traffic, and curbside safety rules,

WHEREAS, public awareness and outreach efforts to promote a safety culture for pedestrians, bicycles, mobility devices, and automobiles are still falling short of desired results,

WHEREAS, the District Department of Transportation (DDOT), the Department of Public Works (DPW), and the Metropolitan Police Department (MPD) have inconsistent policies and procedures that result in uncoordinated, unwilling, or non-existent enforcement of pedestrian, traffic, and curbside safety rules, and

WHEREAS, these issues present clear challenges to, and even contradictions of, the District's Vision Zero and moveDC initiatives.

THEREFORE, BE IT RESOLVED that ANC 2B requests that the District Department of Transportation:

- Engages with ANC 2B and residents to identify all hazardous locations for pedestrians, cyclists, mobility devices, and vehicles,
- Expedites remedies for high-risk and substantial-risk intersections and road segments within ANC 2B to improve safety and reduce the opportunities for bicycle or pedestrian incidents,
- Requires that all construction, road, and utility work permits (including for District agencies) incorporate an effective Safe Accommodation Plan for pedestrians and bicyclists for the duration of the project which only closes a sidewalk or bicycle lane without providing an alternative on the same side of the street if removing a travel lane or parking lane is not possible,
- Issues stop-work orders and attaches meaningful penalties for failure to adhere to a Safe Accommodation Plan during construction and road work,
- Prohibits use of bicycle lanes as staging areas for vehicle loading or unloading, or using a "ramp" across a bicycle lane, even temporarily,
- Enhances exposure and promotion of the agency's bicycle and pedestrian safety projects to increase public awareness,
- Collaborates with the DC Public Schools (DCPS) to devise an updated and uniform education program for all grades that reinforces the correct habits and rules for pedestrians, bicyclists, users of personal mobility devices, and eventually drivers that are never outgrown and are applicable to all ages, and

- Substantially improves response time to requests for restoration of damaged or degraded infrastructure, such as missing signs, faded roadway markings, and damaged or missing cycletrack dividers.

BE IT FURTHER RESOLVED that ANC 2B requests that the Department of Public Works:

- Ensures that all enforcement agents are trained to identify, and directed to issue citations for, vehicular violations of crosswalks, bicycle lanes, and protected bikeways. This includes direct violations such as parking, using the lane as a staging area for loading or unloading, or traversing with a ramp,
- Substantially improves response time to 30 minutes or less for requests for enforcement, and
- Provides ANC 2B with a quarterly summary of the number of parking violation tickets issued by type and location (block).

BE IT FURTHER RESOLVED that ANC 2B requests that the DC Council and the Executive Office of the Mayor:

- Review existing traffic and public space laws and regulations to ensure current-day uses and policies are uniformly included and enforcement authority is specified,
- Issue specific rules or guidance on matters such as which traffic laws cyclists are required to obey,
- Establish a uniform zone for where bicycles or other mobility devices are not allowed on sidewalks (other than wheelchairs or other mobility aids) that all agencies adhere to,
- Revise penalties to discourage present-day types of violations,
- Revise traffic enforcement laws to no longer require police officers who issue citations for parking infractions be present at a hearing if clear photographic evidence is submitted by the officer,
- Revise traffic enforcement laws to implement cameras mounted on DC Circulator and Metrobus buses to generate photo-enforced traffic violation citations for vehicles obstructing bus stops, bus lanes, or bike lanes,
- Amend the Fleet Reconciliation Program (DCC § 50–2303.04a) to include requirements that more than two violations of rush hour no parking, crosswalk or bicycle lane incursion, double-parking, or obstructing driveways or entrances in any 90 day period are grounds for expulsion from the program,
- Establish requirements that all DC-recognized driver education programs and schools include up-to-date comprehensive units for “sharing the road” in a dense urban environment and respecting the safety of non-automobile users,
- Require that all new construction or renovations must incorporate a Safe Accommodation Plan in its design, as well as requisite infrastructure to accommodate parking of bicycles and other personal mobility devices, and

- Revise DC’s residential parking permit program to include a penalty of being denied a residential parking permit citywide for X-years if a driver incurs at least Y-violations for incursion into bicycle lanes within a period of Z-months.

BE IT FURTHER RESOLVED that ANC 2B requests that the Metropolitan Police Department:

- Ensures that all patrol officers and supervisors are adequately educated about traffic laws, including pedestrian, bicycle, bicycle lane, and protected cycletrack regulations,
- Ensures that all patrol officers and supervisors are instructed to respond to citizen complaints about traffic or parking violations and issue warnings or citations as appropriate,
- Ensures that all patrol officers “know their beat,” including rush hour lane restrictions and what the official “no parking” (signed building entrances, alleys, bus stops, etc.) areas are,
- Ensures that all patrol officers are directed to issue parking violation citations in signed areas and bicycle lanes upon seeing them and not requiring a citizen complaint to do so,
- Ensures that all patrol officers are instructed that they are required to issue moving violation citations to drivers using phones or who are otherwise distracted, and
- Conducts at least an annual public outreach and education campaign at the police district and/or police service area level to improve community awareness of pedestrian and bicycle laws and safety.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,



Daniel Warwick
Chair