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2 Councilmember Mary M. Cheh

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Councilmember Brianne K. Nadeau

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6 Councilmember Charles Allen

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Councilmember Jack Evans

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10 Councilmember Robert C. White, Jr.

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Councilmember David Grosso

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14 Councilmember Anita Bonds

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18 A PROPOSED RESOLUTION

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21 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

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25 To declare the existence of an emergency with respect to the need to complete design and  
26 advance construction of the Eastern Downtown Cycletrack Project.

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28 RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That  
29 this resolution may be cited as the “Eastern Downtown Cycletrack Project Completion  
30 Emergency Declaration Resolution of 2019”.

31 Sec. 2. (a)

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

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

39 (b) In order to move forward on this recommendation, in 2015 DDOT  
40 commissioned the “Eastern Downtown Protected Bike Lane Feasibility Study” (“study”),  
41 with the intent of connecting neighborhoods to downtown and filling a critical gap in the  
42 District’s protected bicycle infrastructure network. The study area was defined as the  
43 eastern side of downtown bound by 4<sup>th</sup> Street, N.W., 9<sup>th</sup> Street, N.W., and Florida and  
44 Constitution Avenues, N.W.. The study identified and evaluated four alternative  
45 alignments for dedicated bicycle infrastructure: 5<sup>th</sup> Street, N.W., 6<sup>th</sup> Street, N.W., 7<sup>th</sup>  
46 Street, N.W., and 9<sup>th</sup> Street, N.W.

47 (c) DDOT convened the first public meeting on the Eastern Downtown Protected  
48 Bike Lane Project (“project”) on October 22, 2015, which was attended by approximately  
49 270 people. A second meeting was convened on February 6, 2016, attended by  
50 approximately 350 people. In total, DDOT received nearly 5,000 comments on the  
51 project, a majority of which supported dedicated bicycle infrastructure on one of the  
52 proposed alignments as opposed to a “no-build” option.

53 (d) In February of 2017, DDOT released the study, which stressed the need for  
54 protected bicycle infrastructure in this part of the District, saying: “These protected lanes  
55 would enhance the grid network of cycling infrastructure by adding a continuous north-  
56 south protected bike lane route midway between the 15th Street protected bike lanes and  
57 the Metropolitan Branch Trail, where no other comparable low-stress bicycling facility  
58 exists. Protected bike lanes have been shown to have vastly higher usage than  
59 unprotected lanes, and will provide a vital and safe bicycle connection from growing

60 residential neighborhoods and the Howard University campus to retail, employment and  
61 institutional centers in the District’s Central Business District (“CBD”), as well as the  
62 heavily-used Pennsylvania Avenue bike lanes.”

63 (e) The study thoroughly evaluated the design and effect of each alignment,  
64 including cyclist safety, impacts on parking, loading and special events, travel times, bus  
65 operations, pedestrian safety, emergency vehicle access, social and community effects,  
66 economic effects, historic preservation, streetscape aesthetics, and construction costs. The  
67 study concluded by designating two alternatives to advance for 30 percent design and  
68 further evaluation: “Alternative 3,” a two-way north-south bike lane on the east side of 6<sup>th</sup>  
69 Street, N.W. from S Street, N.W. to Pennsylvania Ave, N.W., and “Alternative 4,” a two-  
70 way north-south bike lane on the east side of 9<sup>th</sup> Street N.W. from Florida Avenue, N.W.  
71 to Pennsylvania Avenue, N.W..

72 (f) 30 percent designs were completed on April 25, 2018 by Rummel, Klepper &  
73 Kahl, LLP under contract from DDOT. Following the 30 percent designs and additional  
74 evaluation, a Decision Point Memorandum was sent to the Executive Office of the Mayor  
75 from DDOT on July 12, 2018, which recommended the selection of the 9<sup>th</sup> Street N.W.  
76 alternative.

77 (g) The Council has repeatedly asked DDOT for updates on the project, including  
78 in the Committee on Transportation and the Environment’s performance oversight  
79 questions in calendar years 2016, 2017, 2018 and 2019.

80 (h) On September 27, 2018, DDOT was asked to provide an update at a  
81 Committee on Transportation and the Environment and Committee on Judiciary and  
82 Public Safety Joint Public Roundtable on the Implementation of the Vision Zero Initiative

83 and the Bicycle and Pedestrian Safety Amendment Act of 2016. No substantial update  
84 was given by the agency.

85 (i) On October 24, 2019, DDOT was again asked to provide an update on the  
86 project's progress at a Committee on Transportation and the Environment Public Hearing  
87 regarding a number of transportation and Vision Zero-related measures. The agency was  
88 once again unable to provide a substantial update on the project's progress.

89 (j) In the Committee Markup for the Committee on Transportation and the  
90 Environment's FY2020 budget, \$300,000 of capital funds were set aside to be used  
91 exclusively for the Eastern Downtown Cycletrack Project, in an effort to accelerate the  
92 project and ensure adequate funds. To date, the Executive has not indicated an intent to  
93 use those funds.

94 (k) In December of 2015, the Mayor announced the District's commitment to  
95 Vision Zero, to eliminate traffic fatalities and serious injuries on the District's streets. As  
96 experience in the District and globally has shown, installation of protected bicycle  
97 infrastructure and the related improvements to pedestrian infrastructure are effective at  
98 reducing fatalities and injuries for all road users, including pedestrians and motorists as a  
99 result of lower vehicle speeds.

100 (l) According to crash data from the Metropolitan Police Department, there have  
101 been nearly 5,000 crashes in the study area of the Eastern Downtown Protected Bike  
102 Lane Feasibility Study since the need for improvements were identified by DDOT in  
103 2014, including over 250 crashes involving pedestrians 200 crashes involving cyclists.

104 (m) Based on the results of the study as well as the 30 percent designs completed,  
105 it is clear that the preferred alternative on 9<sup>th</sup> Street N.W. would make the corridor

106 considerably safer for those walking, biking, and driving and advance the District's  
107 transportation mode share goals while minimizing adverse impacts, including no net  
108 change in Sunday angled parking and minimal changes to travel time.

109 (n) The project is a critical gap in the District's transportation network and would  
110 advance the District's overall safety and sustainability goals. Based on repeated Council  
111 action and oversight since the project's initiation in 2015, it seems clear that further  
112 action is necessary to ensure that the project is completed.

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

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