

Vision Zero Enhancement Omnibus Amendment Act of 2019

Below is a summary of the proposals included in the Vision Zero Enhancement Omnibus Act of 2019, collected into three themes. Each item includes the line where it can be found in the legislation.

Better Infrastructure Faster

- Requires DDOT to certify plans for private developments that include new sidewalks, marking unmarked crosswalks, and adding protected bike lanes that are in the Transportation Plan (line 213)
- Requires new developments of 10 or more units plan for ride-share and deliveries that do not block the right-of-way of sidewalks or bicycle lanes (line 109)
- Requires sidewalks on both sides of all streets and connections be made to any existing sidewalks within .1 of a mile (line 122)
- Amends the Priority Sidewalk Assurance Act to require sidewalks on both sides of the street and to include marking unmarked crosswalks (line 142)
- For residential intersections of two-way streets, all-way stops are the starting point for design (line 427)
- Speeds up approval process for DDOT to make critical infrastructure repairs at high-risk areas (line 86)
- All DDOT Capital Projects must increase traffic safety or transit equity (line 161)
- Requires annual progress report on all projects or recommended projects in the Transportation plan, including explaining recommended projects were not advanced (181)
- Creates space to ensure prioritization of projects based on equity needs for underserved neighborhoods or ones experiencing high traffic injuries and fatalities (line 188)

Stronger Enforcement of Existing Law

- Bans right-on-red turns in the District of Columbia (line 425)
- Creates a Citizen Traffic Safety Enforcement Pilot program to test training and empowering citizens to enforce parking laws in crosswalks, bicycle lanes, fire lanes, and bus stops (line 275)
- Limits speed limits to 25 mph on most minor arterial roads and 20 mph on local roads (line 416)
- Clarifies the Mayor can impound cars parked illegally in crosswalks and bicycle lanes (line 450) and allows parking enforcement staff to mail tickets when a driver leaves before receiving the ticket (line 441)
- Allows parking enforcement to target repeat reckless drivers by impounding parked cars with five speeding violations at 31+ mph over the speed limit or violations for passing a stopped car yielding to pedestrians in a crosswalk (line 455)
- Requires all applicants for a new or renewal driver's license to take a written test (line 411)
- Levies a \$10,000 daily fine on contractors who do not restore crosswalks and bicycle lanes within 24 hours of completing work (line 257)

Planning for a More Equitable Future with Fewer Car Trips

- Requires DDOT to update the Transportation Plan every two years, that will be approved by the Council, and include (line 366)
 - A plan to get to 50% of commutes by public transit and an additional 25% by bike/ped by 2032
 - Identify areas in need of improved transit access
 - Identify high-risk intersections
 - A list of one street or one bus line in each ward that will get a dedicated transit lane
 - Allows the Council to direct additional elements for the next plan in an approval resolution
- Requires Complete Streets Policy laying out standard project delivery processes for projects managed by DDOT (line 343)