

AN ACT

Bill 20-140
Act 20-188
effective
October 17,
2013

Codification
District of
Columbia
Official Code
2001 Edition

To amend the District of Columbia Traffic Act, 1925, to require an applicant for a motor vehicle operator's permit to demonstrate knowledge of safely sharing roadways with pedestrians and bicyclists, and to allow bicyclists to use pedestrian traffic control devices to cross an intersection unless otherwise indicated; to amend the Fiscal Year 1997 Budget Support Act of 1996 to require that public space permit holders blocking a sidewalk, bicycle lane, or other pedestrian or bicycle path provide a safe accommodation for pedestrians and bicyclists; and to amend Title 18 of the District of Columbia Municipal Regulations to establish driving record points and civil fines for failure to yield the right-of-way to a bicycle and colliding with a bicycle, to modify the requirement for bicycles to have an audible warning device, and to remove restrictions on where a warning device may be used.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the "Bicycle Safety Amendment Act of 2013".

Bicycle Safety
Amendment
Act of 2013

Sec. 2. The District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat. 1119; codified in scattered cites of the D.C. Official Code), is amended as follows:

(a) Section 7(a)(1)(B)(i) (D.C. Official Code § 50-1401.01(a)(1)(B)(i)) is amended by striking the phrase "of the District;" and inserting the phrase "and regulations for safely sharing roadways with pedestrians and bicyclists in the District;" in its place.

Amend
§ 50-1401.01

(b) A new section 9d (D.C. Official Code § 50-2201.04d) is added to read as follows:

New
§ 50-2201.04d

"Sec. 9d. Bicyclists' use of leading pedestrian intervals.

"(a) A bicyclist may cross at an intersection while following the pedestrian traffic control signal for the bicyclist's direction of travel unless otherwise directed by traffic signs or traffic control devices.

"(b) A bicyclist may cross an intersection where a leading pedestrian interval is used."

Sec. 3. The Fiscal Year 1997 Budget Support Act of 1996, effective April 9, 1997 (D.C. Law 11-198; codified in scattered cites of the D.C. Official Code), is amended as follows:

(a) Section 603 (D.C. Official Code § 10-1141.03) is amended by adding a new subsection (f) to read as follows:

Amend
§ 10-1141.03

"(f) The Mayor shall require permittees blocking a sidewalk, bicycle lane, or other pedestrian or bicycle path to provide a safe accommodation for pedestrians and bicyclists."

(b) Section 604 (D.C. Official Code § 10-1141.04) is amended as follows:

Amend
§ 10-1141.04

(1) Paragraph (4) is amended by striking the phrase "; and" and inserting a semicolon in its place.

(2) Paragraph (5) is amended by striking the period and inserting a semicolon in its place.

(3) New paragraphs (6), (7), and (8) are added to read as follows:

“(6) Treat the blockage of a sidewalk, bicycle lane, or other pedestrian or bicycle path the same as the closure of a lane of traffic, and in these cases apply similar regulations as that of a closure of a lane of traffic for each permit issued under section 603;

“(7) Define “safe accommodation,” as it appears in paragraph (8) of this section and in section 603, in consultation with the Bicycle Advisory Council and the Pedestrian Advisory Council, which definition shall apply to all permittees and shall ensure the safe and expedient passage of pedestrians and bicyclists; and

“(8) Require permittees to submit for approval by the Mayor a traffic management plan that addresses safe accommodation for pedestrians and bicyclists before the issuance of a permit by the Mayor under section 603.”.

Sec. 4. Title 18 of the District of Columbia Municipal Regulations (18 DCMR) is amended as follows:

DCMR

(a) Section 303.2 (18 DCMR § 303.2) is amended by adding to the table new infractions (dd) and (ee) to read as follows:

“(dd) Failing to yield right-of-way to a person operating a bicycle 3 points

“(ee) Colliding with a person operating a bicycle in the process of failing to yield right-of-way 6 points”.

(b) Section 1204.5 (18 DCMR § 1204.5) is amended to read as follows:

“1204.5 A bicyclist riding within the District must be capable of making a warning noise, either with a bell or mechanical device, or with his or her voice, audible for a distance of at least one hundred feet (100 ft.).”.

(c) Section 1204.7 (18 DCMR § 1204.7) is repealed.

(d) Section 2600.1 (18 DCMR § 2600.1) is amended as follows:

(1) A new infraction is added to the table under the caption “Colliding” to read as follows:

“With a person operating a bicycle (§ 2200.4) 500.00”.

(2) A new infraction is added to the table under the caption “Right-of-way” to read as follows:

“Failure to yield right-of-way to a person operating a bicycle (§§ 2207, 2208) 75.00”.

Sec. 5. Fiscal impact statement.

The Council adopts the fiscal impact statement in the committee report as the fiscal impact statement required by section 602(c)(3) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(3)).

Sec. 6. Effective date.

This act shall take effect following approval by the Mayor (or in the event of veto by the Mayor, action by the Council to override the veto), a 30-day period of Congressional review as provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of Columbia Register.