

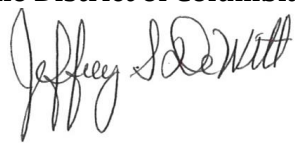
Government of the District of Columbia  
Office of the Chief Financial Officer



Jeffrey S. DeWitt  
Chief Financial Officer

**MEMORANDUM**

**TO:** The Honorable Phil Mendelson  
Chairman, Council of the District of Columbia

**FROM:** Jeffrey S. DeWitt  
Chief Financial Officer 

**DATE:** January 5, 2017

**SUBJECT:** Fiscal Impact Statement – Bicycle and Pedestrian Safety Technical  
Amendment Act of 2017

**REFERENCE:** Draft Bill as shared with the Office of Revenue Analysis on January 4,  
2017

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**Conclusion**

Funds are sufficient in the fiscal year 2017 through fiscal year 2020 budget and financial plan to implement the bill.

**Background**

In 2016, the Council approved the Bicycle and Pedestrian Safety Act, a comprehensive pedestrian and bicycle safety effort.<sup>1</sup> Among other things, the Act imposed reporting requirements for crashes and violations on various District agencies and tightened the restrictions on all-terrain vehicle use in the District. The bill amends these provisions from the Act.

First, the bill reduces the frequency<sup>2</sup> and amends the required elements of the regular report the Mayor must submit on moving violations, ensures that demographic data in the monthly collision report excludes any personally identifiable information, and makes various technical changes to other reporting and notification requirements. Second, the bill allows an all-terrain vehicle on public space while it is loaded onto another vehicle for transport. The Act bans these vehicles from public space.

The bill also clarifies that the Department of Motor Vehicles will double a moving violation fine or increase by one category any criminal penalties in any work zone, whether or not workers are present in the zone.

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<sup>1</sup> Bicycle and Pedestrian Safety Act of 2015, effective October 8, 2016 (D.C. Law 21-155; 63 DCR 12927).

<sup>2</sup> The bill decreases the frequency of the moving infractions report from monthly to quarterly.

The Honorable Phil Mendelson

FIS: "Bicycle and Pedestrian Safety Technical Amendment Act of 2017," Draft Bill as shared with the Office of Revenue Analysis on January 4, 2017

### **Financial Plan Impact**

Funds are sufficient in the fiscal year 2017 through fiscal year 2020 budget and financial plan to implement the bill. There are no costs associated with reducing the frequency or items included in the moving violation reports or clarifying the terminology in other reports. The proposed changes to the all-terrain vehicle restrictions impose no new costs.

Currently, the District subjects a driver to double the moving violation penalty in a work zone when workers are present. Eliminating the requirement will reduce some staff time reviewing contested tickets, but the impact will be minimal.