



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

December 3, 2012

District Department of Transportation  
Terry Bellamy, Director

Re: Resolution on Pedestrian and Bicycle Infrastructure Safety Improvements

Dear Director Bellamy,

At its regular meeting on November 14, 2012, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered a resolution on bicycle and pedestrian safety improvements, with specific recommendations for action.

With all of the Commissioners present, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (9-0):

WHEREAS the Dupont Circle Advisory Neighborhood Commission (ANC 2B) held a public listening session on June 20, 2012 and heard from the community about issues broadly concerning pedestrian and bicycle safety; and

WHEREAS ANC 2B also held a public listening session on September 27, 2012 in conjunction with Logan Circle Advisory Neighborhood Commission 2F (ANC 2F) where it heard from the community about issues concerning bicycle lanes, signage, bicycling on sidewalks, and pedestrian safety; and

WHEREAS ANC 2B supports a system of traffic safety that includes enhancements to safety engineering in the neighborhood, a focus on education of safe driving, bicycling, and walking behaviors, proper enforcement of the rules of the road, and a strong emergency response system in case of a traffic incident; and

WHEREAS ANC 2B is committed to continuing this vital conversation with residents and business owners on how best to assure a safe traveling public; and

WHEREAS progress on traffic safety issues is only possible through a neighborhood-wide and city-wide approach; and

WHEREAS ANC 2B values its strong relationships with the Metropolitan Police Department, the District Department of Transportation, ANC 2F, the Executive Office of the Mayor, and the Office of Councilmember Jack Evans and the Council of the District of Columbia,

BE IT RESOLVED that ANC 2B requests the following infrastructure improvements in the Dupont Circle neighborhood in order to further encourage safe walking, biking and driving:

- 1) Modify the timing of pedestrian signals at the intersections of Dupont Circle in order to assure that pedestrians who follow the signals are not stranded on the median between two lanes of moving traffic.
- 2) Repave and repaint the 15th St Cycle Track from U St. to H St. and add additional signage for drivers, bikers, and pedestrians making it more clear who has the right of way at all times.
- 3) Better maintain the surface and visibility of all the bike lanes in the neighborhood to keep them attractive and safe options for bikers.
- 4) Paint clearly visible symbols on the ground near or on the curb ramps at intersections on the northern border of the Downtown Business District indicating that it is against city regulation to bike on sidewalks.

We would be more than willing to walk through the pedestrian walkways at Dupont Circle, as well as specific portions of the 15th Street bike lane where signage could be improved, in order to show DDOT officials more clearly what we are suggesting.

With respect to Dupont Circle, there is a very thin median that separates the inner circle of automobile traffic from the outer circle of automobile traffic. The lighting is timed such that pedestrians get trapped there at every light cycle, unless they jay-walk. With the volume of pedestrians that cross these intersections, this is dangerous.

With respect to the 15th Street bike lane, we heard from residents, bikers, pedestrians, business owners, and representatives from other institutions about where signage could be improved. The lane is also wearing away in many places and needs resurfacing. In addition, leaf collection does not seem to occur regularly along the bike lane, which narrows the available lane space.

With respect to biking on the sidewalks, we have learned from our public meetings that it is not commonly known what is the “Downtown Business District” where sidewalk biking is prohibited. We suggest an icon right at the crosswalk ramps that clearly indicate “no biking” — such as a bike with an “x” or line through it — so that bikers and pedestrians can easily see which areas are precluded.

Please let us know how we could move forward with DDOT on these discrete issues. Thank you.

Commissioners Kevin O’Connor([kevin.oconnor@dupontcircleanc.net](mailto:kevin.oconnor@dupontcircleanc.net)), Mike Feldstein ([mike.feldstein@dupontcircleanc.net](mailto:mike.feldstein@dupontcircleanc.net)), and Will Stephens ([will.stephens@dupontcircleanc.net](mailto:will.stephens@dupontcircleanc.net)) are the Commission’s representative in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,



Will Stephens, Chair