



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

July 18, 2018

Mr. Sam Zimbabwe
Chief Project Delivery Officer
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
sam.zimbabwe@dc.gov

RE: The District Department of Transportation's Proposed Pedestrian, Cyclist, and Curbside Management Safety Improvements Along 17th Street NW

Dear Mr. Zimbabwe:

At its regular meeting on July 11, 2018, the Dupont Circle Advisory Neighborhood Commission ("ANC 2B" or "Commission") considered the above-referenced matter. With 9 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (9-0-0):

WHEREAS, ANC 2B represents a very diverse neighborhood of both residents and businesses which rely upon many modes of transportation, including rail, bus, cars, scooters, bicycles, and walking,

WHEREAS, cycling is most popular in the neighborhoods and tourist areas closest to downtown and in the northwest quadrant of the city, with DC ranking third in the nation for bicycle commuting among large cities and first on the East Coast,

WHEREAS, ANC 2B has a long-standing record of supporting walking, biking, carsharing, and the use of public transit to become one of the most walkable, bikeable, and accessible neighborhoods in the District and the country,

WHEREAS, the population density in the Dupont Circle neighborhood has continued to increase, with an increasing percentage of the population choosing to utilize the vast network of bike lanes for commuting as well as recreation,

WHEREAS, increasing bicycle and vehicle traffic congestion has created the need to expand the network of protected bike lanes in the Dupont Circle neighborhood,

WHEREAS, the 15th Street NW protected bike lanes are increasingly congested during rush hour, creating unsafe conditions,

WHEREAS, ANC 2B recognizes that the grid of one-way streets can present traveling challenges for cyclists, resulting in a substantial amount of resident, commuter, and visitor bicyclists who regularly ride northbound, against traffic, on 17th Street NW,

WHEREAS, ANC 2B supports access for all users to the businesses along 17th Street NW, which forms one of the commercial backbones of our neighborhood,

WHEREAS, ANC 2B recognizes that cyclists and pedestrians are an especially vulnerable group of road users,

WHEREAS, the District Department of Transportation (DDOT) is in the process of introducing traffic calming measures throughout the District as part of its Vision Zero initiative to improve pedestrian, cyclist, and motorist safety,

WHEREAS, design elements to foster these safety efforts include such elements as protected and unprotected bike lanes, pedestrian islands, dedicated bus lanes, restrictive traffic crossing lanes, and dedicated commercial and rideshare zones,

WHEREAS, ANC 2B supports traffic calming tools to increase pedestrian, cyclist, and motorist safety, and

WHEREAS, at the regular and duly-noticed public meeting of ANC 2B's Transportation and Public Infrastructure (TPI) Committee on May 16th, 2018, the District Department of Transportation presented further-conducted studies and design developments regarding the proposed 17th Street NW two-way protected bike lanes and pedestrian and curbside management safety improvements, including:

- First draft design of the Protected Bike Lane Concept Signage and Striping Layout Plan (New Hampshire Avenue to Massachusetts Avenue NW)
- Measures of Effectiveness (MOEs) Model
- 17th Street NW Traffic Analysis Study
- 17th Street NW Supplemental Analyst Memo

THEREFORE, BE IT RESOLVED that ANC 2B supports the District Department of Transportation's further study and focused community engagement of the proposal to install pedestrian, cyclist, and curbside management safety improvements along 17th Street between New Hampshire Avenue and Massachusetts Avenue NW and encourages the study of the following elements:

- the impact and study of commercial properties, service deliveries, and residential parking
- additional traffic studies, consultations, and consideration of additional locations that are reserved for loading during portions or all of the day for commercial loading, retail customers, and local residents
- pick up and drop off zones for taxis and transportation network companies such as Uber and Lyft

- consideration of one-side-of-street-only commercial loading
- extending the studied area and protections to Farragut Square
- consideration of the conversion of 17th Street south of Massachusetts Avenue NW into a two-way roadway at all times by eliminating the one-way southbound configuration that exists during the morning peak period to eliminate potential confusion caused by switching access
- signage advising cyclists that they must stop/yield for pedestrians at all times
- signage advising pedestrians that they must cross only at the crosswalk
- painted curb bulb-outs
- consideration of angled parking options
- a shared street / woonerf / parklet concept along the commercial corridor of 17th Street NW
- should protected bike lanes be installed, a barrier, such as a raised curb, to more effectively separate the cyclist and pedestrians from traffic and parking and to be difficult for drivers to violate
- should protected bike lanes be installed, signal phasing at locations where traffic may turn right across the bike lanes to separate turning vehicles from through cyclists and protect against crashes
- should protected bike lanes be installed, corner islands where viable to reduce turning speeds across the bike lanes and shorten the crossing distance for pedestrians
- should protected bike lanes be installed, bike signals where such use would not overly limit the amount of signal phase time given to cyclists, rather than forcing cyclists to rely on pedestrian signals
- should protected bike lanes be installed, treatments such as bike boxes and two-stage turn queue boxes at intersections to enable cyclists to safely transition onto and off of the protected bike lanes at cross streets
- should the protected bike lanes end at New Hampshire Avenue NW, consideration of how cyclists wishing to continue north beyond New Hampshire Avenue will be able to complete their trip

BE IT FURTHER RESOLVED that ANC 2B requests and expects that the District Department of Transportation and the project team will continue to engage and consult with the ANC, Historic Dupont Circle Main Streets, residents, merchants, business workers, business distributors, and other community stakeholders on the continued development of the project, including a stakeholder consultation plan and timeline to be presented to the ANC no later than August 15th, 2018.

BE IT FURTHER RESOLVED that ANC 2B requests and expects that the District Department of Transportation will be timely, transparent, and accountable to the community concerning issues that could cause delay or alteration of the project.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Warwick". The signature is written in a cursive style with a large initial 'D'.

Daniel Warwick
Chair