



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

February 12, 2019

Mr. Jeff Marootian
Director
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
jeff.marootian@dc.gov

RE: The District Department of Transportation's 20th Street / 21st Street / 22nd Street
NW Protected Bike Lanes Project

Dear Director Marootian:

At its special meeting on February 5, 2019, 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 approximately 20,000 residents and a multitude of businesses, both of which rely upon many modes of transportation, including rail, bus, cars, for-hire vehicles, 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, car-sharing, 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 over half of Dupont residents living without owning a vehicle, and with an increasing percentage of the population choosing to utilize bike lanes for commuting as well as recreation,

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

WHEREAS, there currently is no protected north-south bicycle infrastructure connecting Dupont Circle with the National Mall,

WHEREAS, the lack of protected infrastructure poses significant safety risks and hazards to cyclists, scooter riders, pedestrians, and vehicles, and is inconsistent with DC's Vision Zero goals,

WHEREAS, the implementation of protected bicycle infrastructure increases the number of people who are willing to bicycle (studies show between 20% and 180%), further reducing the reliance of District residents on cars and furthering DC's goals to reduce the city's impacts on climate change,

WHEREAS, a protected bicycle connection between Foggy Bottom, the George Washington University, and Dupont Circle will enable students and residents to safely access the many businesses in greater Dupont,

WHEREAS, the District Department of Transportation (DDOT) launched a project in 2018 to evaluate and select 20th Street, 21st Street, or 22nd Street NW as the route for protected two-way bike lanes,

WHEREAS, there are challenges associated with each of the corridors, and ANC 2B appreciates the opportunity to comment on our preferences at the current early stage of 10% design,

WHEREAS, challenges associated with 22nd Street NW include, but are not limited to, the lack of east/west and north/south connectivity,

WHEREAS, challenges associated with 21st Street NW include, but are not limited to, the challenging intersection at Connecticut Avenue and Florida Avenue NW and significant opposition among neighbors and business owners along the corridor primarily due to the project's impact on residential parking spaces and temporary loading/unloading,

WHEREAS, challenges associated with 20th Street NW include, but are not limited to, the lack of connectivity to the R Street NW and Columbia Road NW bike lanes and accommodating the FRESHFARM Dupont Circle Farmers Market between Massachusetts Avenue and Connecticut Avenue NW — FRESHFARM's oldest and the region's largest farmers market,

WHEREAS, ANC 2B believes that protected bike lanes are most valuable when they are built as part of a network and that there are network effects on usage, making connections among bike infrastructure vital,

WHEREAS, the 20th Street NW alternative would provide a protected bike lane from Connecticut Avenue south and will connect Dupont Circle and Foggy Bottom/GWU, but will not provide a direct connection to the National Mall, and

WHEREAS, according to DDOT data, the 20th Street NW alternative will result in the least number of driveway crossings and the lowest reduction in total parking, residential parking spaces, and taxi or loading spaces, as compared to the 21st Street or 22nd Street NW options.

THEREFORE, BE IT RESOLVED that ANC 2B supports the installation of a protected bicycle lane in western Dupont with further study focused on the 20th Street NW alternative within ANC 2B.

BE IT FURTHER RESOLVED that ANC 2B urges DDOT's protected bike lanes project team to coordinate with DDOT's Connecticut Avenue Deckover and Streetscape Project team to connect a 20th Street NW protected bike lane with protected bike lanes to Columbia Road NW.

BE IT FURTHER RESOLVED that ANC 2B urges and expects DDOT to work with FRESHFARM to determine mutually-agreeable design and operational expectations for the protected bike lanes during market hours.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT expedite the consultation and design timeline of the project, completing the installation by the end of 2019.

BE IT FURTHER RESOLVED that ANC 2B urges and expects that DDOT and the project team will continue to engage and consult with the ANC, residents, merchants, business workers, business distributors, and other community stakeholders on the continued development of the project.

Commissioners Randy Downs (2B05@anc.dc.gov), Mike Silverstein (2B06@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, flowing style.

Daniel Warwick
Chair