



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

August 18, 2022

Ms. Anna Chamberlin
Associate Director, Planning and Sustainability Division
District Department of Transportation
250 M Street SE
Washington, DC 20003
anna.chamberlin@dc.gov

RE: Requesting that the District Department of Transportation Studies Upgrading the Q Street and R Street NW Roadways and Bike Lanes to Current Safety Standards

Dear Ms. Chamberlin,

At its regular meeting on August 10, 2022, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 7 of 8 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (7-0-0):

WHEREAS, since the District Department of Transportation (DDOT) launched the bike lane network in the District in the early 2000s, bicycle riding has elevated from a recreational or sightseeing activity to a de facto principal transportation mode,

WHEREAS, the safety of pedestrians, bicyclists, and all users of the District's streets has become a major concern, with multiple stakeholders citywide calling for major upgrades and design improvements to provide a positive safety environment that eliminates injury or fatality,

WHEREAS, the Q Street and R Street NW east-west bike lanes are among the oldest in the network and DDOT has stated that they do not meet current safety standards for bike lanes on minor arterial roads,

WHEREAS, the number of protected north-south bike lanes installed to date substantially outnumbers protected east-west bike lanes,

WHEREAS, the lack of protected crosstown bicycle infrastructure, combined with deficient crosstown public transit options, perpetuates dependency upon personal vehicles to travel around the city, conflicting with the District’s policies calling for reduction of personal vehicle trips and corresponding reduction of the effects of automobiles on the environment, as well as undermining Vision Zero objectives, and

WHEREAS, ANC 2B's Mobility Committee held two public discussion sessions at its regular June and July meetings where the majority sentiment was for DDOT to prioritize the study of options and making the Q Street and R Street NW bike lanes compliant with current standards.

THEREFORE, BE IT RESOLVED that ANC 2B supports the multiple stakeholder community effort and requests that DDOT expedites study of Q Street and R Street NW from their western termini in ANC 2B and eastward through the ANC, and to present viable solutions for improved safety for pedestrians and other road users, in addition to upgrading the bike lanes to the current DDOT low-stress standards.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT undertakes this effort in conjunction with ANC 2B, our neighboring ANCs, and other community stakeholders between Dupont Circle and the Metropolitan Branch Trail (MBT) to arrive at solution alternatives for connecting all with a unified, full-length safe street design with low-stress bike route(s).

BE IT FURTHER RESOLVED that since addressing safety concerns is a very high priority, ANC 2B requests that DDOT works with the ANC, other ANCs, and community stakeholders to identify and implement intermediate low- or no-effort safety improvements where possible.

BE IT FURTHER RESOLVED that ANC 2B expects and requests that DDOT broadly and effectively engages the public throughout the study process with regular meetings and two-way communication, and that any design solution(s) presented be fully discussed and agreed upon before advancing to a final design or Notice of Intent (NOI).

Commissioners Jeffrey Rueckgauer (2B02@anc.dc.gov) and Meg Roggensack (2B01@anc.dc.gov) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in black ink, appearing to read "Meg Roggensack". The signature is fluid and cursive, with a long horizontal stroke at the end.

Meg Roggensack
Chair