



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

November 14, 2025

Sharon Kershbaum
Director
District Department of Transportation
1100 4th Street SW, Third Floor
Washington, DC 20004
Sharon.Kershbaum@dc.gov

Councilmember Charles Allen
Ward 6 Councilmember
Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 106
Washington, DC 20004
callen@dccouncil.gov

Councilmember Brooke Pinto
Ward 2 Councilmember
Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 106
Washington, DC 20004
bpinto@dccouncil.gov

**RE: Nomination of the 1500-1600 Blocks of 17th St NW for Pedestrian Experience
Improvements under the PLAZA Act**

Dear Director Kershbaum, Councilmember Allen, and Councilmember Pinto,

At its regular meeting on November 12, 2025, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 7 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (6-0-1):

WHEREAS, DC Law 25-312, the Public Life and Activity Zones Act (“PLAZA Act”), provides for establishing 3 corridors of at least $\frac{1}{8}$ of a mile (660 feet) in length that are closed to thru personal vehicular traffic for a minimum of 24 hours per week in the District (one of which must be in Ward 5, Ward 7, or Ward 8).

WHEREAS, the 1500-1600 blocks of 17th Street NW between P Street NW and R Street NW (“the Corridor”) are regarded by many as the “town square” of the Dupont Circle community, with restaurants and shops among the classic charm of a thriving and vibrant “old DC” neighborhood.

WHEREAS, the Corridor is narrow a one-way southbound street, approximately 1,025 feet in length with interior street crossings of Corcoran Street NW, Q Street NW, Church Street NW; several alleys have access points at 17th Street NW.

WHEREAS, sidewalks in the Corridor tend to be narrow to very narrow at points, imposing substantial constraints on sidewalk-based activities, impeding ADA clearances.

WHEREAS, the Corridor is easily accessed from public transportation (Dupont Circle Red Line and D7x buses at Connecticut Ave & Q St; C91 bus in P Street; D90 bus in Massachusetts Ave at 17th Street; D6x buses in 16th Street at P Street).

WHEREAS the Corridor is directly accessible by pedestrians and bicycles; a Capital Bikeshare station and bicycle lanes are provided in the Corridor.

WHEREAS, the Corridor hosts several streaterly parklets; and an approved “Pride Parklet” that is awaiting funding for construction.

WHEREAS, The Corridor, is home to the annual High Heel Race every October for nearly 40 years; the Pride Block Party in June; and the 17th Street Festival (which was suspended during the pandemic and has not yet resumed).

WHEREAS, the nature of the major events held in The Corridor have required considerable financial and resource commitments from District as they are large-scale “destination events” and also require special attention to contain possession and consumption of alcoholic beverages within the event footprints.

WHEREAS, ANC 2B, residents, and businesses have long sought less complex, less restrictive, less costly, ways to utilize the Corridor for regular, smaller scale neighborhood-centric activities that showcase the restaurants and merchants of the Corridor and the Dupont Circle community, as well providing a space for seasonal festivities and events.

WHEREAS, ANC 2B and the community have several times asked DDOT to consider improving the pedestrian experience and safety of the corridor, through either permanent closure to thru traffic or conversion to a woonerf design.

WHEREAS, making the Corridor car-free initially for weekends (Friday-Sunday night) would provide an ideal starting point for expanding pedestrian movement, dining, entertainment options and exploring the potential for longer or permanent closure to through traffic.

WHEREAS, the PLAZA Act contains requirements for accessibility for multimodal users and persons with disabilities or mobility challenges, maintaining access for emergency vehicles and local deliveries; the Corridor will additionally require resident access to their parking, alleys, and cross streets, all of which can be satisfied through the design and planning processes.

WHEREAS, DDOT had previously planned to implement a one-side-only commercial loading zone along the Corridor’s east curb lane, with a 2-way cycletrack along the west curb lane (rather than the split sharrow and protected contraflow lane), which if implemented would greatly

enhance pedestrian-centric uses and satisfy the need for local deliveries and resident parking access.

WHEREAS, the Corridor's location in the heart of one of the District's best known destination neighborhoods, easily accessible by transit, walking, cycling, micromobility, assisted mobility, having a consistently low volume of vehicular traffic, filled with popular restaurants, bars, and shops, makes it an ideal candidate for pedestrianization.

THEREFORE BE IT RESOLVED that ANC 2B nominates the 1500-1600 blocks of 17th Street NW as a candidate corridor under the PLAZA Act.

Commissioner Zach Adams (2B08@anc.dc.gov) is the Commission's representative for this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in black ink, appearing to read 'Zach Adams', with a stylized flourish at the end.

Zachary Adams
Chair