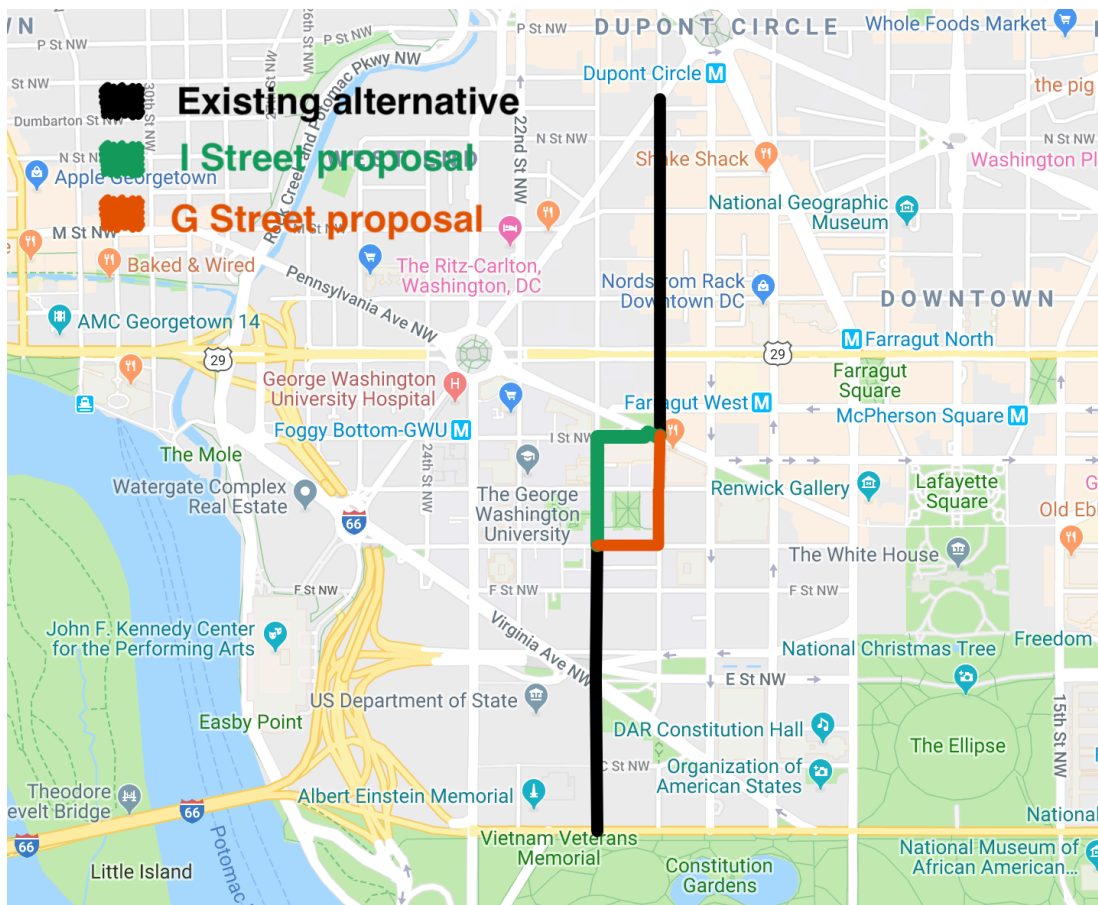




# Advisory Neighborhood Commission 2A

“Serving the Foggy Bottom and West End communities of Washington, D.C.”

## Summary Statement of Position\*



ANC 2A recommends that the District Department of Transportation (DDOT):

- Continue advancing two-way protected bike lanes on the west side of 20<sup>th</sup> Street NW between New Hampshire Avenue and I Street on the south side of Pennsylvania Avenue NW OR between New Hampshire Avenue and G Street,
- Advance two-way protected bike lanes on the east side of 21<sup>st</sup> Street NW between I Street OR G Street and Constitution Avenue NW,
- Advance two-way protected bike lanes to connect 20<sup>th</sup> Street and 21<sup>st</sup> Street NW on the north side of the southern leg of I Street OR on G Street NW. The ANC recommends these possible “jogs” between 20<sup>th</sup> Street and 21<sup>st</sup> Street NW to better connect to George Washington University campus buildings and Capital Bikeshare stations along 21<sup>st</sup> Street NW and to avoid the challenges one-way protected bike lanes present, and
- Engage with ANC 2A about implementing east-west two-way protected bike lanes along G Street NW.

\* ANC 2A supports engaging with DDOT on the implementation of an east-west two-way protected bike lane along G Street NW, though it is not shown on this map.



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May 9, 2019

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

**RE: Recommended Alternative for the District Department of Transportation’s 20<sup>th</sup> Street / 21<sup>st</sup> Street / 22<sup>nd</sup> Street NW Protected Bike Lanes Project**

Dear Director Marootian,

At its regular meeting on April 17, 2019, Advisory Neighborhood Commission 2A (“ANC 2A” or “Commission”) considered the above-referenced matter. With seven of eight commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously (7-0-0), after a motion made by Commissioner Harnett and seconded by Commissioner Kennedy, to adopt the following resolution:

WHEREAS, the District Department of Transportation (DDOT) is currently soliciting comment on the alternative identified for the 20<sup>th</sup> Street / 21<sup>st</sup> Street / 22<sup>nd</sup> Street NW Protected Bike Lanes Project,

WHEREAS, the Commission, in a resolution dated May 23<sup>rd</sup>, 2018, previously requested that the 22<sup>nd</sup> Street NW alternative not be carried forward for consideration,

WHEREAS, the Commission, in a resolution dated February 13<sup>th</sup>, 2019, requested that the following alternatives be advanced: 21<sup>st</sup> Street south of E Street NW, 20<sup>th</sup> Street north of I Street on the south side of Pennsylvania Avenue NW, and four possible “jog” alternatives between the north-south streets, and

WHEREAS, the Commission wishes to comment further now that DDOT has released designs of the alternative, except for the proposed jogs, as they stand at “10% design.”

THEREFORE, BE IT RESOLVED that the Commission makes the following recommendations to DDOT:

- ANC 2A supports implementing the “jog” as two-way protected bike lanes on the north side of the southern leg of I Street NW or on G Street NW. This change would enable the facility to better connect to George Washington University (GWU) campus and residential buildings and Capital Bikeshare



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stations along 21<sup>st</sup> Street NW. The implementation of continuous two-way protected bike lanes would eliminate the common problem of cyclists going the wrong way on one-way protected segments (e.g., on L Street and M Street NW). In addition to concerns about one-way protected bike lanes and the use of F Street NW for a bicycle facility, I Street and G Street NW offer the following advantages:

- Closer to the core of the GWU campus and residential buildings, providing a more convenient commuting option for most students and university employees,
  - Do not impact curbside loading for any large multifamily residential buildings,
  - Perceived as a more tranquil and comfortable setting for bicycle riders due to the lack of interface with the E Street Expressway and the commuter traffic funneled off of it during the morning rush hour.
- The Commission maintains its support for the alignments that it had previously recommended on 20<sup>th</sup> Street and 21<sup>st</sup> Street NW and thanks DDOT for advancing an alternative in harmony with that position.

BE IT FURTHER RESOLVED that ANC 2A supports engaging DDOT about implementing an east-west two-way protected bike lane along G Street and not F Street NW given the dangerous intersection at the western terminus of F Street and the longer access that G Street would provide. The Commission also supports engaging DDOT about other goals outlined in the 2005 DC Bicycle Master Plan and subsequent updates in order to advance long-term strategic priorities.

Commissioners James Harnett ([2A08@anc.dc.gov](mailto:2A08@anc.dc.gov)), Patrick Kennedy ([2A01@anc.dc.gov](mailto:2A01@anc.dc.gov)), and William Kennedy Smith ([2A04@anc.dc.gov](mailto:2A04@anc.dc.gov)) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

William Kennedy Smith, MD  
Chairperson

CC: Megan Kanagy, District Department of Transportation  
Jim Sebastian, District Department of Transportation  
Mike Goodno, District Department of Transportation



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Will Handsfield, District Department of Transportation

Brant Miller, District Department of Transportation

ANC 2B Commissioners