



Advisory Neighborhood Commission 2A

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

March 31, 2020

Ms. Cynthia Lin
Transportation Planner
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
Cynthia.Lin@dc.gov

RE: The District Department of Transportation’s G Street NW Protected Bicycle Lane Project

Dear Ms. Lin,

At its regular meeting on March 25, 2020, Advisory Neighborhood Commission 2A (“ANC 2A” or “Commission”) considered the above-referenced matter. With eight of eight commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously (8-0-0), after a motion made by Commissioner Harnett and seconded by Commissioner Kennedy, to adopt the following resolution:

WHEREAS, ANC 2A has urged the District Department of Transportation (DDOT) to build an east-west two-way protected bike lane connecting 17th Street NW and Virginia Avenue NW on G Street NW, ¹

WHEREAS, this segment of east-west connectivity was called for in the 2014 moveDC Bike Element ²—with one-way configurations on F Street NW and G Street NW—and would fill a gap in the existing and planned bike lane network, connecting Virginia Avenue NW to the White House with protected infrastructure for cyclists and micromobility riders,

WHEREAS, the Commission thanks DDOT for advancing designs of a two-way protected bike lane on the south side of G Street NW, as called for in a resolution passed by the Commission on July 19, 2019, ³ due to substantially fewer curb cuts which would keep greater stretches of this bike lane protected, the lack of a need to find a new block to position the GW Shuttle’s Foggy Bottom–Mount Vernon stop, and having substantially fewer and narrower parking garage/alley entrances/exits,

WHEREAS, at a public meeting on March 3, 2020, DDOT shared two alternatives for consideration on G Street NW to build a two-way protected bike lane on the south curbside of the roadway,

¹ [2019 Bikeways Work Plan](#) and [2019 Bikeways Work Plan Map](#). District Department of Transportation.

² [2014 moveDC Bike Element Plan](#), Figure B.4. District Department of Transportation.

³ [“RE: Proposed Installation of a Two-Way Protected Bike Lane on G Street Between 17th Street and Virginia Avenue NW.”](#) ANC 2A. July 19, 2019.



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WHEREAS, Alternative A:

1. Provides for a 10-foot protected bicycle lane facility and retains two sides of parking and a travel lane,
2. Retains parking on both sides of the street, as the design of all roadway elements are constrained to the minimum width in this scenario. There are several service delivery and shuttle vans along this corridor which will need to utilize the proposed 8-foot parking lanes. This design alternative provides a minimum width two-way protected bicycle lane facility,
3. Results in an approximately 30 percent loss in parking on the south side of G Street NW, in order to provide adequate sight lines and vehicle turning storage lanes at intersections,

WHEREAS, Alternative B:

1. Provides for a 15-foot protected bicycle lane facility and creates a full time north side parking lane and travel lane,
2. Results in a 15-foot bike lane that is design guidance-recommended and provides a more comfortable protected facility for people on bikes,
3. Provides an adequate 10-foot parking lane to adequately accommodate delivery service and shuttle van parking,
4. Requires trading off south side parking along G Street NW, where approximately 100 spaces will need to be removed, and

WHEREAS, the Commission has consistently put the safety of pedestrians, cyclists, and users of micromobility transit first in evaluating the effectiveness of protective measures to keep people safe on our roads and sidewalks.

THEREFORE, BE IT RESOLVED that ANC 2A supports DDOT advancing Alternative B as the preferred alternative for its G Street NW Protected Bike Lane Project.

BE IT FURTHER RESOLVED that ANC 2A strongly supports a two-way bike lane on the 1700 block of G Street NW, including, if necessary to the safety of roadway users, the construction of a signalized intersection and crosswalks at 17th Street NW and G Street NW, to connect cyclists and micromobility users to and from the 1600 block of Pennsylvania Avenue NW.

BE IT FURTHER RESOLVED that ANC 2A supports moving existing residential parking permit (RPP) spaces and motorcycle spaces on the south side of the roadway to the north side of the roadway along the corridor, to replace meter-only parking spaces, as this change would preserve all RPP spaces between the 2200 and 2400 blocks of G Street NW and 12 motorcycle parking spaces on the 1700 block of G Street NW.



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BE IT FURTHER RESOLVED that ANC 2A continues to support the proposed Capital Bikeshare station at 21st Street NW and G Street NW, called for in a resolution dated April 2, 2019 ⁴, to be located on the south curbside of the streetscape, east of the intersection, which DDOT’s Capital Bikeshare team supports and has placed into the station procurement pipeline, and shall be installed as part of the construction of this protected bike lane.

Commissioners James Harnett (2A08@anc.dc.gov) and Patrick Kennedy (2A01@anc.dc.gov) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

Patrick Kennedy
Chairperson

CC: Jeff Marootian, Director, DDOT
Kenny Marable, Program Analyst, DDOT
Jim Sebastian, Associate Director, Planning and Sustainability Division, DDOT
Will Handsfield, Transportation Planner, DDOT
Nicole Goines, Mayor’s Office of Community Relations and Services

⁴ [“RE: Expansion of Capacity of Existing Capital Bikeshare Stations in Foggy Bottom and the West End and the Requested Addition of a Station at the Intersection of 21st Street and G Street NW.”](#) ANC 2A. April 2, 2019.