



# Advisory Neighborhood Commission 2A

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

September 29, 2017

Mr. Sam Zimbabwe  
Chief Project Delivery Officer  
District Department of Transportation  
55 M Street SE, Suite 400  
Washington, DC 20003  
[sam.zimbabwe@dc.gov](mailto:sam.zimbabwe@dc.gov)

## **RE: DDOT’s Downtown West Transportation Planning Study**

Dear Mr. Zimbabwe,

At its regular meeting on September 19, 2017, Advisory Neighborhood Commission 2A (“ANC 2A” or “Commission”) considered the above-referenced matter. With six of eight commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously (**6-0-0**), after a motion made by Commissioner Kennedy and seconded by Commissioner Coder, to adopt the following resolution:

WHEREAS, the District Department of Transportation (DDOT) proposes a contraflow bus lane on H Street NW between Pennsylvania Avenue and New York Avenue, and protected bike lanes on Pennsylvania Avenue NW between 17th Street and Washington Circle,

WHEREAS, 20% of bus trips in Downtown DC are along H Street and I Street NW, and this project would dramatically speed up these trips and trips throughout the District of Columbia,

WHEREAS, the increased speed of these bus trips will result in the same amount of bus service with fewer service hours, allowing DDOT to further expand bus service with the reinvestment of these saved service hours, and

WHEREAS, ANC 2A recognizes that there are concerns from local businesses and hotels along H Street regarding the impact that the proposed contraflow bus lane would have on their loading, ingress, and egress activities.

THEREFORE, BE IT RESOLVED that ANC 2A takes the following positions with respect to the Downtown West Transportation Planning Study:

1. The Commission supports the improvements envisioned for Pennsylvania Avenue NW, in particular the pedestrian and bicycle amenities envisioned. It encourages DDOT to work through the design process to further refine concepts for curbside space management, particularly with a view to accommodating short-term vehicular loading and unloading needs safely and efficiently where needed along the corridor.



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2. During the construction phase of this project, when substantial portions of the roadway will be disrupted for rebuilding, ANC 2A encourages DDOT to pilot traffic pattern changes in the vicinity of Murrow Park in order to evaluate the feasibility of closing Pennsylvania Avenue through the park between 18<sup>th</sup> Street and 19<sup>th</sup> Street NW on a longer-term basis – a possibility envisioned previously in a study of this corridor conducted by the Golden Triangle Business Improvement District.

The Commission sees merit in simplifying the light cycle and turning movements at the intersection of 19<sup>th</sup> Street, H Street, and Pennsylvania Avenue NW in order to give more time to vehicles proceeding eastbound onto H Street NW from Pennsylvania Avenue, a movement which is now one of the predominant west-to-east vehicular travel patterns in the District since the closure of Pennsylvania Avenue in front of the White House.

The Commission believes that simplifying the turning movements here could potentially create a safer intersection for all users while establishing a more inviting public space in the neighborhood – at the same time that travel times would be improved for the majority of users traversing the intersection. The Commission further believes that those trips that would need to be altered based on the closure can be accommodated via available capacity on the southern leg of H Street NW in the 1800 block and on other surface streets in the vicinity.

3. ANC 2A recognizes the potential of the contraflow bus lane concept on H Street NW to speed travel times for transit users along the corridor. However, the Commission has serious concerns regarding the impacts on ingress, egress, and loading for affected property interests on the H Street corridor. The Commission encourages DDOT to continue intensive outreach efforts with affected property interests and explore creative solutions in order to mitigate adverse impacts that irregular operation might cause for loading and building ingress and egress. The Commission looks forward to hearing from DDOT about its efforts to work with affected property interests to mitigate these impacts.

Above all else, the Commission supports the creation of a bus lane to serve the bus riders traversing this corridor, and on that basis, we encourage DDOT to reconsider the feasibility of placing a more traditional bus lane on I Street NW if proceeding with the contraflow lane on H Street NW proves infeasible.

Commissioner Patrick Kennedy ([2A01@anc.dc.gov](mailto:2A01@anc.dc.gov)) is the Commission’s representative in this matter.



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ON BEHALF OF THE COMMISSION.

Sincerely,

Patrick Kennedy  
Chairperson

CC: Megan Kanagy, Transportation Planner, DDOT  
Aaron Rhones, Systems Project Manager, DDOT  
Richard Livingstone, Mayor's Office of Community Relations and Services  
David Suls, Director, Planning & Economic Development, Golden Triangle BID