



# Advisory Neighborhood Commission 2A

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

May 23, 2018

Mr. Jim Sebastian  
Associate Director, Planning and Sustainability Division  
District Department of Transportation  
55 M Street SE, Suite 400  
Washington, DC 20003  
[jim.sebastian@dc.gov](mailto:jim.sebastian@dc.gov)

## **RE: Proposed Bike Lanes on 20<sup>th</sup> Street, 21<sup>st</sup> Street, and/or 22<sup>nd</sup> Street NW**

Dear Mr. Sebastian,

At its regular meeting on May 16, 2018, Advisory Neighborhood Commission 2A (“ANC 2A” or “Commission”) considered the above-referenced matter. With seven of seven commissioners present, a quorum at a duly-noticed public meeting, the Commission voted (**5-2-0**), after a motion made by Commissioner Kennedy and seconded by Commissioner Guzman, to adopt the following resolution:

ANC 2A supports the District Department of Transportation’s (DDOT) objective of creating a protected, north-south bicycle route connecting the Northwest Rectangle employment core and the National Mall with Dupont Circle by way of Foggy Bottom and the West End. ANC 2A also expresses its appreciation to DDOT for agreeing to expand the scope of its study by examining the possibility of using 20<sup>th</sup> Street NW for this purpose, rather than just the originally-proposed 21<sup>st</sup> Street and 22<sup>nd</sup> Street NW options.

However,

Whereas, 22<sup>nd</sup> Street is the shortest in length of the three roadway alignments under study,

Whereas, both 20<sup>th</sup> Street and 21<sup>st</sup> Street provide superior connectivity to the federal employment core and the GWU campus, the primary trip generators in the southern portion of the study area – an area with no bicycle infrastructure at-present,

Whereas, commissioners and residents suggest that existing bike traffic counts are higher on 20<sup>th</sup> Street and 21<sup>st</sup> Street than on 22<sup>nd</sup> Street,

Whereas, 22<sup>nd</sup> Street south of Pennsylvania Avenue is a relatively tranquil artery with low levels of vehicular traffic moving at slow speeds and therefore improvements to cycling comfort attained by installing a protected lane on this street are not as great as they would be elsewhere,



# Advisory Neighborhood Commission 2A

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

Whereas, the large number of hotels near the intersection of 22<sup>nd</sup> Street and M Street, along with a heavily-used gas station and sizable condominium buildings, have generated a significant number of curb cuts that are used frequently for pick-up, drop-off, deliveries, trash collection, and other purposes that would need to be accommodated in the design of a dedicated bicycle lane,

Whereas, double-parking is endemic to this area of roadway on 22<sup>nd</sup> Street and that – combined with the lane breaks needed to accommodate access to curb cuts – would invite a situation where any bicycle lane would be regularly blocked by cars, thereby reducing its quality and usability and, further, experience elsewhere in the District suggests that engineered solutions and available enforcement resources would be insufficient to overcome these impediments,

Whereas, 20<sup>th</sup> Street and 21<sup>st</sup> Street are more convenient for those travelling to the corridor area from the north or east – which likely constitutes the majority of would-be users due to the established bicycle network in these areas, demographic factors, and various geographic, topographic, and roadway design impediments to cycling to or from areas west of the study area,

Whereas, in any event, cyclists travelling from or to the west would be better served by protected bike lanes on Virginia Avenue – tying into the Rock Creek Parkway trail, the protected bikeway on K Street and Water Street, and the Capitol Crescent Trail – a project called for in the 2005 D.C. Bicycle Master Plan and the 2014 moveDC Plan, and

Whereas, over the past five years the West End has experienced a significant loss of on-street parking associated with the installation of the L Street bikeway, which, combined with perceived congestion impacts associated with this and other nearby development and roadway projects, has generated a significant, latent level of frustration and fatigue at the prospect of additional such projects in proximity to residential areas at this time.

Therefore, for the above-mentioned reasons, ANC 2A requests that DDOT remove 22<sup>nd</sup> Street from further study and focus on evaluating 20<sup>th</sup> Street and 21<sup>st</sup> Street, as well as any connections between these two streets that might be necessary in order to establish a contiguous bicycle corridor throughout the study area.

ANC 2A further requests that DDOT consider alternatives to F Street as a possible point of connection by which the bicycle facility can “jog” between the two primary north-south streets, as necessary.

Commissioners 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.



# Advisory Neighborhood Commission 2A

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

ON BEHALF OF THE COMMISSION.

Sincerely,

William Kennedy Smith, MD  
Chairperson

CC: Megan Kanagy, Transportation Planner, District Department of Transportation  
Richard Livingstone, Mayor's Office of Community Relations and Services