



# Advisory Neighborhood Commission 2A

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

September 24, 2019

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

## **RE: Proposed Installation of a Two-Way Protected Bike Lane on G Street Between 17<sup>th</sup> Street and Virginia Avenue NW**

Dear Mr. Sebastian,

At its regular meeting on July 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 (**5-1-1**), after a motion made by Commissioner Harnett and seconded by Commissioner Campbell, to adopt the following resolution:

WHEREAS, the Commission supports the District Department of Transportation’s (DDOT) objective of creating an east-west protected bike lane connecting 17<sup>th</sup> Street NW and Virginia Avenue NW,<sup>1</sup>

WHEREAS, this segment of east-west connectivity is called for in the 2014 moveDC Bike Element<sup>2</sup> and would fill a gap in the existing and planned bike lane or cycle track network, connecting Virginia Avenue NW to the White House with protected infrastructure for cyclists,

WHEREAS, the existing alternative with split bike lanes on F Street and G Street NW should not be advanced due to the existence of a better east-west two-way protected bike lane proposal for G Street NW and the following reasons:

1. Conditions of bike safety on F Street NW as of 2019 are rated as “Good,”<sup>3</sup> the highest of three scores for streets without protected bike lanes or a cycle track,
2. Conditions of bike safety on G Street NW as of 2019 are rated as “Fair,”<sup>4</sup> the middle of three scores for streets without protected bike lanes of a cycle track,
3. Safety concerns about the use of F Street and 23<sup>rd</sup> Street as a safe terminus of an F Street protected bike lane and as the connection to a future Virginia

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

<sup>2</sup> [2014 moveDC Bike Element Plan](#). Figure B.4. District Department of Transportation.

<sup>3</sup> [Washington, DC Bike Map 2019](#). District Department of Transportation.

<sup>4</sup> [Washington, DC Bike Map 2019](#). District Department of Transportation.



# Advisory Neighborhood Commission 2A

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

Avenue cycle track,

4. Two-way protected bike lanes are generally preferred over one-way due to wrong-way bike traffic, as is common on the L Street and M Street NW protected bike lanes, which is a hazard to bikers that are properly operating along the corridor,

WHEREAS, on the north side of the roadway along G Street NW, there are a number of significant challenges to protecting vulnerable road users through the installation of a protected bike lane, including:

1. Wide curb cuts on the 1700, 1800, and 1900 blocks would significantly limit the number of protective bollards that could be used to protect people on bikes along those stretches of road, with only up to 50 to 60 percent of the roadway being able to be protected,
2. George Washington University (GW) operates a shuttle stop on the 2200 block which occupies most of the block, and if this side of the street were to be selected for the two-way protected bike lane, the shuttle stop would need to be displaced to another block in the neighborhood,
3. Associated with the wide curb cuts are a significant number of underground parking garage entrances that would present potential conflicts between people driving and with people on bikes, as drivers are not used to looking two ways before pulling out of a garage on what is otherwise a one way street,
4. Traffic signals would need to be installed on both ends of the roadway on Virginia Avenue and 17<sup>th</sup> Street to allow people on bikes to connect to existing or future protected bike lane facilities due to a lack of existing crosswalks or requirements for other vehicles to stop to allow bikers to cross the street,
5. Signal adjustments to a limited number of intersections along the corridor would be necessary,

WHEREAS, on the south side of the roadway along G Street NW, there are less significant challenges to protecting vulnerable road users through the installation of a protected bike lane, including:

1. Traffic signals would need to be installed on both ends of the roadway on Virginia Avenue and 17<sup>th</sup> Street to allow people on bikes to connect to existing or future protected bike lane facilities due to a lack of existing crosswalks or requirements for other vehicles to stop to allow bikers to cross the street,
2. Signal adjustments to a limited number of intersections along the corridor would be necessary,

WHEREAS, the south side of G Street NW represents the better of the two aforementioned proposals, due to substantially less curb cuts which keep greater



# Advisory Neighborhood Commission 2A

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

stretches of this proposed protected bike lane protected with plastic safety bollards or other protective equipment, the lack of a need to find a new block to position the GW Shuttle stop, and having substantially fewer and narrower parking garage and alley entrances, and

WHEREAS, under the District’s commitment to the Paris Agreement under the United Nations Framework Convention on Climate Change to reduce the public’s dependence on cars and Mayor Bowser’s commitment to eliminate pedestrian fatalities and serious injuries by 2024, it is the Commission’s responsibility to highlight where significant work remains to be done to advance those goals in Foggy Bottom and the West End, including through the instillation of new protected bike lanes or cycle track.

THEREFORE, BE IT RESOLVED that ANC 2A supports DDOT designing alternatives for an east-west two-way protected bike lane on the south side of G Street NW, and the north side of G Street NW, between 17<sup>th</sup> Street and Virginia Avenue NW.

BE IT FURTHER RESOLVED that ANC 2A, reiterating its prior positions from resolutions dated on May 23<sup>rd</sup>, 2018,<sup>5</sup> February 13<sup>th</sup>, 2019,<sup>6</sup> and May 9<sup>th</sup>, 2019,<sup>7</sup> does not support the use of F Street NW for a protected bike lane, given the Commission’s support for two-way protected bike lanes over one-way protected bike lanes due to wrong-way bike traffic, existing ratings used to classify existing F Street conditions as a safer than G Street, and the conflict intersection on the western terminus of the F Street proposal at 23<sup>rd</sup> Street 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.

BE IT FURTHER RESOLVED that given the upcoming renovation project at 1700 Pennsylvania Avenue and the impact it will have to public space beginning in about October of 2019, ANC 2A supports DDOT permanently repositioning the existing Capital Bikeshare station at 17<sup>th</sup> Street and G Street NW into the south side of the curb lane across from the entrance to the Consumer Financial Protection Bureau (CFPB) when at such a time it is necessary for construction, which would require the loss of one or two metered parking spaces, and be parallel to its current location.

<sup>5</sup> [“RE: Proposed Bike Lanes on 20th Street, 21st Street, and/or 22nd Street NW.”](#) ANC 2A. May 23, 2018.

<sup>6</sup> [“RE: Proposed Alternatives for 20th/21st/22nd Street Protected Bike Lanes.”](#) ANC 2A. February 13, 2019.

<sup>7</sup> [“RE: Recommended Alternative for the District Department of Transportation’s 20th Street / 21st Street / 22nd Street NW Protected Bike Lanes Project.”](#) ANC 2A. May 9, 2019



# Advisory Neighborhood Commission 2A

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

BE IT FURTHER RESOLVED that ANC 2A supports the proposed Capital Bikeshare station at 21<sup>st</sup> Street and G Street NW, called for in a resolution dated April 2, 2019,<sup>8</sup> to be located on the south curb side of the streetscape, east of the intersection, which DDOT’s Capital Bikeshare team supports and has placed into the station planning pipeline.

Commissioners James Harnett ([2A08@anc.dc.gov](mailto:2A08@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: Jeff Marootian, Director, District Department of Transportation  
Will Handsfield, Transportation Planner, DDOT  
Mike Goodno, Transportation Planner, DDOT  
Megan Kanagy, Transportation Planner, DDOT  
Greg Matlesky, Bicycle Program Specialist, DDOT  
Aaron Goldbeck, Bicycle Program Specialist, DDOT  
Brant Miller, Community Engagement Specialist, DDOT  
Nicole Goines, Mayor’s Office of Community Relations and Services  
Kevin Days, Director of Community Relations, GW  
Susi Cora, Director of Campus Planning, GW  
David Tuchmann, Vice President of Development, Akridge

<sup>8</sup> [“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.