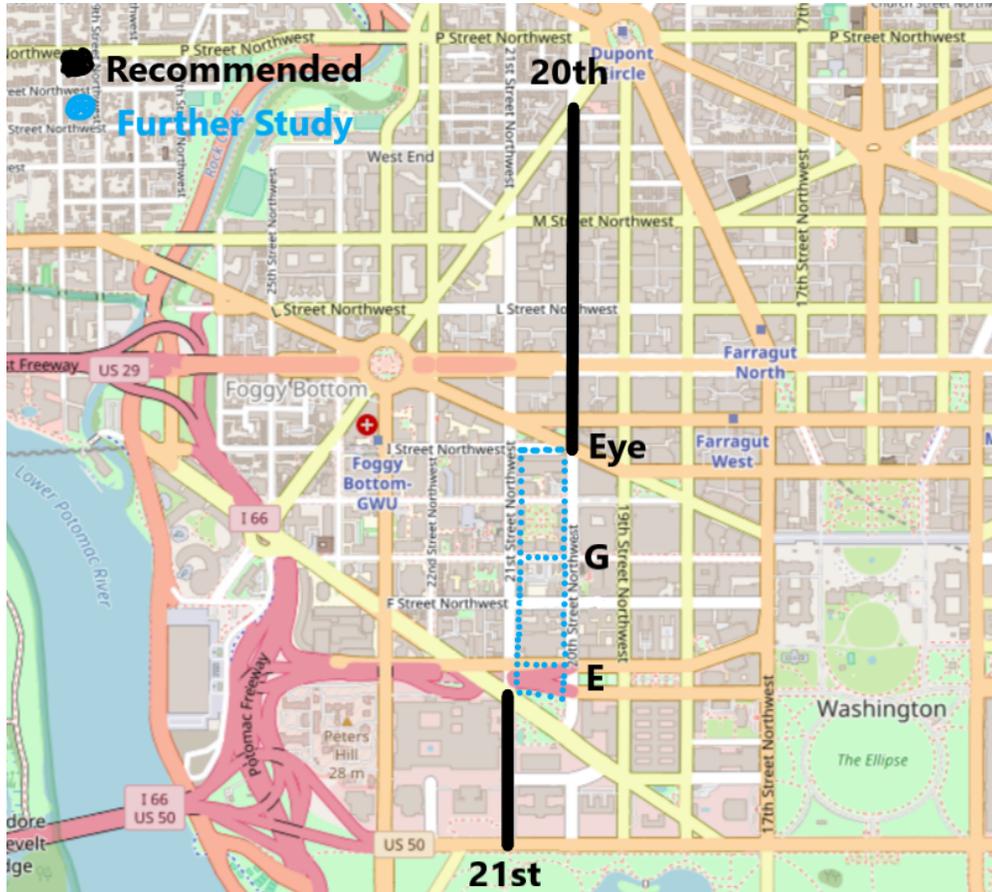




Advisory Neighborhood Commission 2A

“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):

- Advance 20th Street as the preferred alternative for a protected bike lane in the segment between New Hampshire Avenue and I Street south of Pennsylvania Avenue;
- Advance 21st Street as the preferred alternative for a protected bike lane in the segment between Virginia Avenue and Constitution Avenue.
- Carry forward both the 20th Street and 21st Street alternatives to 30% design south of I Street and provide additional detail on possible mitigation measures for design challenges articulated in the full ANC resolution; the ANC is unable to recommend either as its preferred alternative at this time, but suggests four possible means for the protected bike lane to “jog” in-between arteries:
 - The 2000 block of I Street adjacent to the 2000 Pennsylvania Avenue development,
 - The 2000 block of G Street,
 - The 2000 block of E Street (north service road),
 - The sidewalk south of the E St. Expressway which connects 20th Street to 21st Street.



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February 13, 2019

Mr. Jeff Marootian
Director
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
Jeff.Marootian@dc.gov

RE: Proposed Alternatives for 20th/21st/22nd Street Protected Bike Lanes

Dear Director Marootian,

At its regular meeting on January 16, 2019, 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) to adopt the following resolution on a motion by Commissioner Patrick Kennedy, and seconded by Commissioner James Harnett:

WHEREAS, the District Department of Transportation (DDOT) is currently soliciting comment on three alternatives identified for study in the 20th/21st/22nd Protected Bike Lanes Project,

WHEREAS, ANC 2A, in a resolution dated May 23, 2018¹, previously requested that the 22nd Street alternative not be carried forward for consideration and the Commission wishes to reiterate that position here, and

WHEREAS, the Commission wishes to comment further now that DDOT has released preliminary schematic designs of the alternatives as they stand at “10% design.”

THEREFORE, BE IT RESOLVED that ANC 2A takes the following additional positions in regard to this project:

- Based on consultation with commissioners in ANC 2B (Dupont Circle), it is ANC 2A’s understanding that our neighboring colleagues are unlikely to support the utilization of 21st Street north of New Hampshire Avenue for this project – and that they are instead likely to recommend the use of 20th Street for the segment in question. This being the case, ANC 2A wishes to coordinate our recommendation to the greatest extent possible with this likelihood.
- Proceeding southward from the intersection of 20th Street and New Hampshire Avenue on the basis of the above, ANC 2A supports the utilization of 20th Street for the Protected Bike Lane as designed by DDOT to a point at least as far as I Street south of Pennsylvania Avenue. The Commission notes that 20th Street has a wider right-of-way in this section than 21st Street does – four lanes of width as compared to three. The presence of a cycletrack on 20th Street would

¹ See http://docs.wixstatic.com/ugd/554760_f26ef8b575884265b223649271c50883.pdf



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effectively narrow the roadway, resulting in safer conditions for all users while the more generous right-of-way ensures no substantial adverse impact on vehicular throughput. Utilizing 20th Street in this stretch would also enable the preservation of more on-street parking spaces and curbside commercial/passenger loading facilities relative to 21st Street, factors particularly important in the vicinity of the Lafayette Center office complex in the 1100 block – which contains a large concentration of medical offices for MedStar and other healthcare providers. Because of its narrower width, DDOT’s design alternative for 21st Street necessarily contemplates the elimination of all areas for vehicular stopping and standing on the east side of the roadway.

Finally, given that the schematics depict facilities of equivalent quality on both streets, the Commission sees little compelling rationale to privilege one street over another on the basis of cyclist preference; both roadways feature the same basic mix of uses in this segment (largely office and institutional) and existing protected (L and M Streets) and unprotected (New Hampshire Avenue) bicycle facilities intersect with the 20th Street corridor to serve points west.

- The Commission sees the utilization of 21st Street south of Virginia Avenue as a key component of fulfilling two major objectives for bicycle travel associated with this project: facilitating access by visitors down to the National Mall and serving commuter travel to the major concentration of federal office buildings located in the Northwest Rectangle. Because 20th Street is interrupted between Virginia Avenue and C Street by a fountain plaza adjacent to the Federal Reserve campus, continuous travel to the Mall on this artery is not possible and the detour required to bridge the two segments of 20th Street is less-than-straightforward. Twenty-First Street is the only roadway that provides a continuous connection in-between 19th Street and 23rd Street.

ANC 2A therefore deems it important that DDOT work with federal authorities to the greatest extent possible to secure use of the 21st Street right-of-way between Virginia and Constitution Avenues in order to establish a bicycle facility as contemplated in the 10% design documents. While establishing alternative pathways via Virginia Avenue, C Street, and 20th Street may be desirable in any event, ANC 2A believes that this facility will be most successful if the connection in this area is as straightforward as possible.

- Between these two segments in an area that is colloquially considered The George Washington University’s Foggy Bottom campus (roughly I Street to Virginia Avenue), both 20th and 21st Streets are of equivalent width (three travel lanes). The Commission acknowledges a number of compelling arguments for the use of either artery, but it also sees potential complications for either one as well. Overall, four east-west pathways stand out as possible means by which the protected bike lane could “jog” from 20th to 21st Streets due to width and/or available capacity:
 - The 2000 block of I Street adjacent to the 2000 Pennsylvania Avenue complex
 - The 2000 block of G Street
 - The 2000 block of E Street (north service road)
 - The sidewalk south of the E Street Expressway which connects 20th to 21st Streets



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- Depending on which of these “jogs” is selected, the length to which 20th or 21st Street is utilized will vary. Based on the 10% designs, the Commission notes the following advantages and disadvantages of both alternatives:
 - 20th Street:
 - Advantages -
 - Locates the facility closer to large federal and institutional office buildings in the eastern section of Foggy Bottom, while remaining equidistant to the core of GWU’s campus,
 - Has the potential to significantly calm commuter traffic exiting the E Street Expressway and traversing a pedestrian-heavy environment along the eastern edge of GWU’s campus,
 - Avoids any reduction in residential parking spaces.
 - Disadvantages -
 - Displacement of parking and loading uses on the west curb presents a substantial inconvenience to residents of the York Apartments and Francis Scott Key Hall,
 - Due to secure setback requirements associated with the International Monetary Fund’s office buildings, curbside uses are restricted on the east side of the 700 and 800 blocks – meaning that on-street parking spaces would likely need to be eliminated entirely on these blocks to facilitate the bike lane,
 - Possible lack of cyclist comfort due to direct interface with the terminus of the E Street Expressway.
 - 21st Street:
 - Advantages –
 - Closer to the core of the GWU campus, providing more convenient commuting option for most students and University employees,
 - Does not impact curbside loading for any large multifamily residential buildings,
 - Perceived as a more tranquil and comfortable setting for bicycle riders due to lack of interface with E Street Expressway and the commuter traffic funneled off of it.
 - Disadvantages –
 - A large number of Metrobus vehicles make the hard right turn from eastbound F Street to southbound 21st Street, a turning movement which may necessarily violate the right-of-way for the protected bike lane as designed – to the detriment of cyclist safety, facility usability, and/or Metrobus operations,
 - Design would eliminate more on-street parking spaces than 20th Street alternative, including one or more “red top” metered spaces for persons with disabilities,



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- Strong objections have been raised by residents of the Monroe House condominium building on the 500 block concerning the possible loss of metered on-street and residentially-zoned parking spaces which are often used by visiting guests,
- The east side of 21st Street contains more curb cuts and more heavily-used curb cuts than does the west side of 20th Street. In particular, very wide (almost continuous) curb cuts between the 2000 Pennsylvania Avenue complex and the GWU School of Media and Public Affairs building (800 block) and on either side of the Statesman Apartments (500 block) would necessitate substantial gaps in the protected bicycle facility in order to facilitate vehicular ingress/egress. This was a major concern for the Commission in its earlier resolution, commenting on the proposed 22nd Street alternative.

For the foregoing reasons, the Commission is unable to provide a recommendation at this time as to where it would prefer that the protected bike lane “jog” from 20th to 21st Streets in order to complete the facility.

Therefore, in this segment, ANC 2A requests that DDOT advance both the 20th and 21st Street alternatives south of I Street to 30% design and provide possible mitigating solutions to address the deficiencies for each that have been listed above for the Commission’s future consideration.

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

ON BEHALF OF THE COMMISSION.

Sincerely,

William Kennedy Smith
Chairperson

Cc: Megan Kanagy, District Department of Transportation
Jim Sebastian, District Department of Transportation
Mike Goodno, District Department of Transportation
Brant Miller, District Department of Transportation
ANC 2B Commissioners