



Advisory Neighborhood Commission 1C
PO Box 21009, NW, Washington, DC 20009
anc1c.org
Representing Adams Morgan

Amir Irani (1C01)

August 7, 2020

Vacant (1C02)

Ted Guthrie (1C03)

District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003

John Zottoli (1C04)

RE: ANC 1C Resolution in Favor 17th Street NW Protected Bike Lane

Damiana Dendy (1C05)

Michaela Wright (1C06)

Dear District Government Colleagues:

Japer Bowles (1C07)

Christopher Jackson (1C08)

At a duly-noticed public meeting held on 8/5/2020, with a quorum present, Advisory Neighborhood Commission 1C passed the attached resolution in favor of protected bike lanes on 17th Street NW by a vote of 7-0-0.

Warm regards,

Amir Irani
Chairperson, ANC 1C

cc:

ANC 1C Resolution in Favor of 17th Street NW Protected Bike Lane

Whereas, ANC1C believes it is in the best interest in the community to support the construction of protected and connected bike-lanes throughout ward 1 and the district;

Whereas, since June, 2020, ANC 1C has passed numerous resolutions in favor of providing more safe space for pedestrians and cyclist, within Adams Morgan and throughout the entire district, including:

- [Resolution in Support of Pedestrian and Cyclist Safety Bills](#)
- [ANC 1C comments on the Comprehensive Plan](#);
- [ANC 1C Resolution in Favor of Emergency Legislation to Complete the 9th Street NW protected bike lane](#);
- [Resolution requesting that DDOT conduct a traffic study and consider community feedback on the intersection of 18th Street and Florida Ave](#);
- [Resolution in favor of opening and expanding uses of public space on 18th street in Adams Morgan](#)

Whereas, the DC Department of Transportation has promised to build 20 additional miles of protected bike lanes citywide by 2022, or three times more than the current number; and

Whereas, the District Department of Transportation (DDOT)'s Notice of Intent (NOI) 20-69-PSD refers to the Installation of Protected Bike Lanes on 17th Street NW between K Street NW and T Street NW, fully within the boundary of Advisory Neighborhood Commission (ANC) 2B, which is immediately to the south of ANC 1C;

Whereas; ANC 1C is in favor of connected and protected bike lanes; especially those that lead into Adams Morgan and/or support safety for the residents and visitors of Adams Morgan; and

Whereas, the NOI is in response to 17th Street NW being in the Bicycle Master Plan, a prior bike lane plan presented in 2017, and feedback provided to DDOT in 2017 and formally by the ANC 2B 2018 on a prior concept for a two-way protected bike lane;

Whereas, in June and July of 2020, many ANC 2B commissioners engaged residents and 17th Street businesses directly, and received over three dozen written testimonies, dozens of verbal testimonies, over 100 signatures of support from 2B residents on a petition, and over 400 signatures of support on a petition from residents regionally;

Whereas, ANC 1C recognizes that in many areas across the district, a more bike-friendly street will help many businesses, in this case on 17th Street, but also raises legitimate concerns with some businesses that do not benefit as much from additional foot and bike traffic and supports ANC 2B's specific recommendations to curtail those potentially negative effects;

THEREFORE, BE IT RESOLVED ANC 1C supports the NOI 20-69-PSD as amended by [ANC 2B](#), specifically:

1. DDOT provides an update on their progress to neighbors in autumn of 2020, prior to Installation.
2. DDOT provides additional longer-term recommendations to ANC 2B so that neighbors can work together to create more opportunities for safe pedestrian passage and other safety-related interventions along the 17th Street NW corridor through a project with a larger budget and scope through capital expenditures such as a streetscape.
3. Businesses on 17th Street NW between P Street NW and Riggs Street NW must continue to be engaged regarding the programming of the specifics of curbside space dedicated to parking, pick up and drop off areas for taxis, ridehailing, and deliveries, and loading zones.
4. In particular, businesses that sell heavy or bulky items that necessitate vehicular use, including hardware stores, frame shops, and grocery stores, must have their input weighed appropriately on the programming of parking and loading zones, and be directly engaged by DDOT.
5. The weekday needs of freight unloading for businesses must be appropriately accommodated so the through traffic lane is not blocked.
6. Additional traffic calming measures for all vehicle types should be implemented to slow speeds on this mixed-use street to help ensure the safety of the most vulnerable users of the road.
7. Incorporation of recommendations from the DDOT Safe Routes to School Team for the school zone surrounding Ross Elementary, including better signage, a flashing beacon, and crosswalk repainting and/or enhancements occur so as to make certain people are aware they are approaching a school zone in time for the start of the new school year.
8. DDOT installs additional bicycle parking at designated locations along the route where sufficient public space allows to accommodate such additional traffic and further encourage use.

BE IT FURTHER RESOLVED, ANC 1C supports the extension of the 17th street protected bike lane to Florida NW and into ANC1C.