



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

February 21, 2020

*Amir Irani (1C01)*

*Celeste Carano (1C02)*

*Peter Wood (1C03)*

*Meghan Faulkner (1C04)*

*Zack Gold (1C05)*

*Benjamin Butz (1C06)*

*Japer Bowles (1C07)*

*Fiona Clem (1C08)*

District Department of Transportation  
Customer Service Clearinghouse  
55 M Street SE – 7th Floor  
Washington, DC 20003

RE: Resolution on study and design of Columbia Road to accommodate protected bicycle lanes from 16th Street NW to Connecticut Avenue NW

Dear District Government Colleague(s):

At a duly-noticed public meeting held on 2/3/2021, with a quorum present, Advisory Neighborhood Commission 1C voted 8-0-0 in support of the attached resolution in favor of a study and design of Columbia Road NW that includes protected bicycle lanes between 16th Street and Connecticut Ave NW.

Warm regards,

Amir Irani  
Chairperson, ANC 1C

cc:



**Resolution on study and design of Columbia Road to accommodate protected bicycle lanes from 16th Street NW to Connecticut Avenue NW**

**WHEREAS**, Columbia Road NW from 16th Street NW to the intersection of Connecticut Avenue NW and T Street NW (“Columbia Road”) is the main arterial road through Adams Morgan, crossing through and bordering six of eight Single Member Districts in ANC 1C; and

**WHEREAS**, The DC Department of Transportation (DDOT) classifies Columbia Road as a Minor Arterial with a 50-foot roadway right-of-way from 16th Street NW to California Street NW; and

**WHEREAS**, The 65% Intermediate Design of DDOT's Connecticut Avenue Streetscape and Deckover Project includes a protected bike lane to Columbia Road NW and California Street NW connected to protected bike lanes on Connecticut Avenue NW and through the Dupont, West End, and Foggy Bottom neighborhoods; and

**WHEREAS**, Federal Highway Administration (FHWA) design guidance recommends: "Collector and arterial streets shall typically have a minimum of a four foot wide striped bicycle lane, however wider lanes are often necessary in locations with parking, curb and gutter, heavier and/or faster traffic"; and

**WHEREAS**, The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide: recommends installation of a protected cycle track on "Streets on which bike lanes would cause many bicyclists to feel stress because of factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover"; and

**WHEREAS**, Further, NACTO's "Contextual Guidance for Selecting All Ages & Abilities Bikeways" recommends protected bike lanes as the appropriate bicycle facility for all ages and abilities on roadways with "Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts"; and

**WHEREAS**, An identified policy goal of DDOT's draft 2021 moveDC update is to "Achieve 75% of all commute trips in the District by non-auto modes by 2030 to realize safety and mobility benefits for all users," including a 25% share for biking and walking



as targeted by the Sustainable DC 2.0 plan, and achieving this goal will require commuters to feel safe choosing non-auto modes such as bicycles and scooters; and

**WHEREAS**, DDOT’s 2020 Bikeways Map displays Columbia Road as maintaining an “Existing on-street bikeway”; and

**WHEREAS**, Despite DDOT’s 2020 Bikeways Map, the striped Columbia Road bike lanes are a) unprotected and unbuffered from vehicular traffic, b) gapped for approximately 260 feet to 275 feet from 16th Street NW, gapped between Ontario Road NW and 18th Street NW for approximately 635 feet and 845 feet, and gapped westbound between Belmont Road NW and Kalorama Road NW for 160 feet, and c) in worse physical condition than the remaining roadway; and

**WHEREAS**, CapitalBikeshare stations are located at 16th Street NW & Harvard Street NW; Columbia Road NW & Ontario Road NW; Adams Mill Road NW & Columbia Road NW; Columbia Road NW & Belmont Street NW; and Columbia Road NW & 20th Street NW; and

**WHEREAS**, In 2017, DDOT counted 22,400 vehicles in its daily average of traffic on on Columbia Road; and

**WHEREAS**, Columbia Road is a busy corridor for public bus transit, including WMATA routes 42, 43, and L2 and DDOT’s Circulator Woodley Park-Adams Morgan-McPherson Square Metro route; and

**WHEREAS**, Businesses on Columbia Road frequently receive deliveries via box trucks, and residents on Columbia Road are served by delivery and ride-share vehicles, whose operators regularly stop and park in and otherwise block the existing striped bike lane; and

**WHEREAS**, In July 2019, ANC 1C unanimously passed a resolution requesting that DDOT implement bike safety and traffic calming measures at the intersections of Columbia Road NW, Harvard Street NW, and 16th Street NW; and

**WHEREAS**, In June 2019, ANC 1C unanimously passed a resolution in support of the installation of protected bicycle lanes connecting Adams Morgan to other bike corridors



throughout the city, and that resolution included a request that DDOT explore protected bike lanes along Columbia Road; now, therefore, be it

**RESOLVED**, That ANC 1C requests DDOT conduct a study of Columbia Road and design a new plan for the roadway that includes protected bicycle facilities in line with FHWA guidance from 16th Street NW to Connecticut Avenue NW.

**RESOLVED**, That DDOT's plan for protected bicycle facilities on Columbia Road should remove street parking as necessary while considering the requirements of bus service on the street and the loading/unloading needs of businesses and residences.

**RESOLVED**, That the ANC 1C chair shall write a letter inviting DDOT bicycle specialists to present before a meeting of its Planning, Zoning & Transportation Committee on bike facilities projects near Adams Morgan--which would be used by Adams Morgan residents, employees, and patrons--in order to discuss how ANC 1C can support efforts to connect its jurisdiction to these facilities and to the larger connected, protected bike network.