



October 12, 2022

District Department of Transportation
Customer Service Clearinghouse
55 M Street SE – 7th Floor
Washington, DC 20003
Submitted to: <https://resolutions.anc.dc.gov/Documents.aspx>

RE: Resolution on proposed Columbia Rd Bus Priority Lanes Concepts

Dear District Government Colleague(s):

At a duly noticed public meeting held on 10/5/2022, with a quorum present, Advisory Neighborhood Commission 1C passed the attached resolution on proposed Columbia Rd Bus Priority Lanes Concepts, by a vote of 5-0-0.

The ANC1C strongly supports DDOT's preferred concept #1 for the Columbia Rd bus priority project, which includes protected bike lanes and a bus lane with a protected bike lane at the 16th St end of the corridor and a shared bus/bike line at the Connecticut Ave end of the corridor. And ANC1C strongly urges DDOT to modify the concept as little as possible, only mitigating the resulting displacement of current activities through loading or parking accommodations that preserve the intended protected bike lanes and the bus priority lane.

Sincerely,

A handwritten signature in black ink, appearing to be 'Fiona Clem', is written over a light blue rectangular background.

Fiona Clem
Chairperson, ANC 1C

cc: Kevin Harrison, kevin.harrison@ddot.dc.gov

Commissioners: Howard Bauleke, 1C01; Vacant, 1C02; Peter Wood, 1C03; Meghan Faulkner, 1C04;
Deb Felsenthal, 1C05; Ben Butz, 1C05; Jake Faleschini, 1C07; Fiona Clem, 1C08



Resolution on proposed Columbia Rd Bus Priority Lanes Concepts

WHEREAS Columbia Rd NW from 16th St to Connecticut Ave NW is the main arterial road in Adams Morgan, with thousands of pedestrians, cyclists, bus riders and motorists using it every day;

WHEREAS moveDC's 2021 update has a goal of the District achieving 75% of all commute trips by non-auto modes by 2032; and

WHEREAS the Columbia Rd corridor has the 2nd slowest roadway speed for buses in the District while serving about 6,000 passengers per day; and

WHEREAS MPD reported 112 crashes along Columbia Rd from 2018 to 2020, with 28 resulting in injuries to vulnerable road users; and

WHEREAS [studies show](#) that as many as 30% of crashes involving a collision with a pedestrian or bicyclist may go officially unreported in Washington, DC, and many minor collisions may not be reported to the police at all, meaning the actual number of crashes may be significantly higher; and

WHEREAS, loading and picking up and dropping off of passengers along Columbia Rd frequently occurs in the existing striped and unprotected bike lane, presenting a serious safety hazard; 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

WHEREAS, in February 2021, ANC 1C unanimously passed a resolution in favor of a study and design of Columbia Road NW that includes protected bicycle lanes between 16th Street and Connecticut Ave NW; now, therefore, be it



Advisory Neighborhood Commission 1C
PO Box 21009, NW, Washington, DC 20009

RESOLVED that ANC1C strongly urges DDOT to modify the concept as little as possible, only mitigating the resulting displacement of current activities through loading or parking accommodations that preserve the intended protected bike lanes and the bus priority lane;

RESOLVED that ANC1C strongly supports DDOT's preferred concept #1 for the Columbia Rd bus priority project, which includes protected bike lanes and a bus lane with a protected bike lane at the 16th St end of the corridor and a shared bus/bike line at the Connecticut Ave end of the corridor.