

Government of the District of Columbia

Department of Transportation



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Washington, DC 20013

Kirsten Oldenburg
Chair, ANC 6B
921 Pennsylvania Avenue, SE
Washington, DC 20003

September 15, 2015

Re: The Installation of Bicycle Lanes on 11th and 13th Streets, NE

Dear Chairpersons,

DDOT is proposing bicycle lanes on the periphery of Lincoln Park along 11th and 13th Streets, NE. The lanes would be installed on the west and east sides of the park. On 11th Street the limits would be North Carolina Avenue to Constitution Avenue. On 13th St, the lanes would extend from Massachusetts Avenue to Constitution Avenue. These few blocks are existing gaps in the East Capitol Street bicycle lane that extends from 2nd St to 19th Street. Installing the lanes would provide a seamless bicycling connection around the park. Like the existing lanes on the north and south of the park, they would include a symbol of a bicycle and an arrow pointing in the direction of travel. *Parking would not be affected, nor would travel lanes be removed for this project.* The roadway around the park is 48' wide with four 12' wide existing travel lanes. Space for the 5' bike lanes would be created by narrowing three of existing travel lanes to 11' and the fourth lane to 10'. DDOT completed a similar installation of bicycle lanes around Stanton Park this summer on 4th and 6th Streets, NE (see attached photo of 6th Street, NE).

11th Street, NE between East Capitol Street and Constitution Avenue would be a little bit different. This block is one-way southbound. Essentially, the roadway would become two-way for bikes while remaining one-way for cars. Bikes traveling contra-flow (north) would use the bicycle lane while southbound bike traffic would share the travel lane with cars. This northbound bike connection would make it easier for bicycles to travel north from East Capitol St and the park. There are similar contraflow lanes in place, including those on G and I Streets, NE (see attached photo of G Street, NE).

Bicycle lanes have proven popular with motorists, residents and bicyclists since they safely organize travel patterns that are already occurring. There are several benefits of installing bicycle lanes:

- They clearly delineate the space for bicycles and cars, allowing both to move in a straighter, more predictable manner.
- They encourage bicyclists to ride on the right side of the road (wrong way riding is against the law and a common cause of bicycle crashes).
- They help separate parked cars from moving cars and may calm traffic.

The purpose of this letter is to inform you of this project and to answer any questions or concerns that you may have. It is not a substitution for the Notice of Intent with its required 30-day comment period, which I will send in the near future. My intention is to install these lanes later this spring or summer. Again, I would appreciate the opportunity to discuss any concerns that you or your members may have and/or attend one of your meetings. Please contact me at 202-671-0681, or mike.goodno@dc.gov.

Sincerely,



Mike Goodno,
Bicycle Program Specialist

Cc: Hon. Charles Allen, DC Councilmember, Ward 6
Chris Ward, ANC 6A03
Matt Levy, ANC 6A04
Steve Hagedorn, ANC 6B05
Chander Jayaraman, ANC 6B08
Sam Zimbabwe, DDOT Associate Director
Jim Sebastian, DDOT Supervisory Transportation Planner
Gabe Onyeador, Eastern DDOT Planner
Darren Buck, DDOT Bicycle Program Specialist
Gregg Steverson, DDOT Safety Manager
Vanessa Winfield, DDOT Program Analyst
Frank Maduro, Executive Office of the Mayor
Seth Shapiro, Executive Office of the Mayor



6th Street, NE at Massachusetts Avenue (Stanton Park)



G Street, NE at 2nd Street