



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington DC 20013



October 18, 2021

Acting Director Everett Lott
District Department of Transportation
250 M Street SE
Washington, DC 20003

Re: ANC 6A Rank-ordered preference for 1300 North Carolina Ave NE Concept Designs

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on October 14, 2021, our Commission voted 8-0-0 to send a letter to your agency indicating that the ANC preferred rank ordered options of the DDOT bike lane designs for the 1300 block of North Carolina Ave NE are Alternatives B, E and then C. Concept 1 for the intersection at 14th St NE is the preferred initial design option. Below we include additional comments and requests with respect to each of the design options presented.

Option B. One Way with East and Westbound Protected Bike Lanes. Option B will physically and visually narrow the vehicle travel lane, which would be helpful in reducing vehicle speeds, a primary concern of the community. This option also has the advantage of fully protected cycle track in each direction, would remove all driver-cyclist conflicts and would go the furthest in encouraging all-ages-and-abilities cycling. Option B also most closely matches the final design for the C Street project installation and minimizes use of temporary materials such as flexposts. We request that DDOT secure funding for a curb-level installation as is planned for the C Street project on both C Street and North Carolina Avenues directly in front of more than 12 residential blocks and 120 row houses. If curb-level installation is not possible, we would welcome additional community discussion around a preference for planters (which could be maintained by neighbors as tree boxes currently are) versus concrete delineators as well as plans for maintenance, including leaf and snow clearing. Plans for setbacks at intersections and driveways and

¹ ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.

space for delivery vehicles (pick up/drop off spaces) at the middle and/or end of the block should also be considered to improve safety and avoid blocking the route while minimizing the impact on parking.

Alternative B – One-Way + WB PBL + EB PBL



Alternative E – One-Way + WB PBL + EB Buffered BL



- Alternative E Summary:
- Retains parking throughout
 - Provides WB protected bike lane, EB buffered bike lane
 - Matches inbound/outbound bike facilities from C St Project

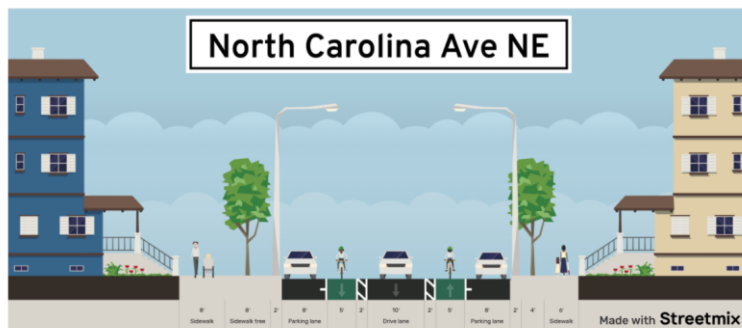


Option E. One Way with Westbound PBL and Eastbound buffered bike lane. If B is unable to be selected due to the need to maintain a wider pavement width, Option E is the next preferred option. Westbound cyclists, moving in the same direction as traffic, would be in the fully protected bike lanes. Eastbound cyclists in the buffered lane would be riding facing vehicle traffic and would not be at risk of being hit blindly from behind. In the Eastbound buffered lane, cyclists and other micromobility users would also be more visible to

drivers and people entering or exiting parked cars, as they would be facing each other and not traveling in the same direction (reducing dooring risks, similar to the experience of a contraflow lane).

Option C. One Way with Buffered Bike lanes in each Direction. If B or E are unable to be selected, Option C is our third preferred option. As we have seen on nearby streets such as 14th St and 17th St NE,

Alternative C – One-Way + Buffered Bike Lane



- Alternative C Summary:
- Retains curbside parking throughout
 - Provides buffered bike lanes – safer than typical bike lanes
 - Retains wider unobstructed cross section – important for events like marathons/ parades/ marching bands



traditional paint-only bike lanes that are not physically separated by vehicles, planters or concrete delineators encourage speeding by drivers as the visual space is larger and they are able to drift into the bike lane space and increase their speeds--and in some cases use the bike lane as a passing lane. While the buffered bike lanes provides greater protection than a standard bike lane, in lacking any separation other than paint, this design also risks driver and cyclist

conflict and persistent illegal standing, stopping or parking in the bike lane. While this option is preferable to the rejected A and D options, we would select this option only if Options B or E were not allowable/feasible. Traffic calming is even more essential for this option.

Traffic Calming and Other Requests for All Designs

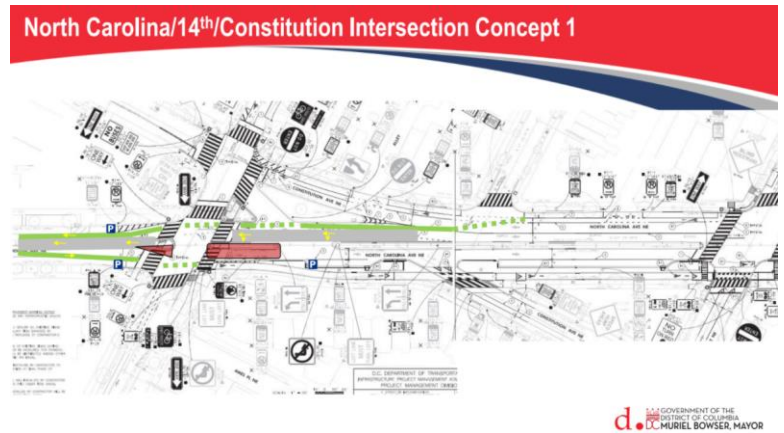
For all of the above options, our community is also requesting that DDOT consider:

- Installation of a mid-block raised crosswalk at the triangle park and raised crosswalks at all intersections, matching the safety features of the rest of the C Street installation project;

- Installation of at least two additional speed humps in this double long block, east and west of the mid-block raised crosswalk;
- Designs should also ensure sufficient setbacks so that drivers can see pedestrians and cyclists at intersections;
- Curb extensions and bulbouts at intersections, including at the corner with A Street to ensure that drivers seeking to head west on North Carolina are aligned perpendicular to North Carolina vehicle traffic to facilitate that they look left for pedestrians and cyclists headed east on either the sidewalk or in the bike facility;
- Monitoring and evaluation of impact on both Constitution and East Capitol Streets and installation of additional traffic calming measures as needed;
- Continued dialogue with both churches at the ends of the block to minimize impact on their current parking configurations; and
- Expedited installation of previously requested and approved speed humps in the 100 and 200 blocks of 13th St NE and raised crosswalks at the intersections of 14th/A, 15th/A and 15th/Constitution NE, locations where our prior requests for all-way stops were denied.

Concepts for 14th Street at North Carolina

While preliminary, Concept 1 seems the safest as it provides a clear bike facility for the westbound cyclist. We would ask that any additional design conversations with the community include discussion of traffic calming measures such as curb extensions and bulbouts to slow drivers turning onto Constitution (similar to those recently installed at Kentucky, 13th and Independence SE) and ensure that drivers slow and look for cyclists headed westbound on North Carolina Ave NE. A reexamination of light timing to allow for leading pedestrian intervals and other adjustments to increase safety would be welcome.



Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber K. Gove

Amber Gove
Chair, Advisory Neighborhood Commission 6A