

Director Everett Lott  
District Department of Transportation

July 25, 2022

Dear Director Lott:



We urge the prompt issuance of a Notice of Intent (NOI) for DDOT's planned cycletrack along New Mexico Ave. and Tunlaw St., from Nebraska Ave. to Calvert St. Both affected ANCs (3D and 3B) have passed resolutions in support of DDOT's plans. On July 6, ANC3D issued a [letter](#) of support for DDOT's planned cycletrack on the northern New Mexico Ave. portion, requesting only that DDOT evaluate two aspects of the plan that do not directly touch the cycletrack. Likewise, on July 14, ANC3B issued a [resolution](#) supporting the cycletrack, along with several requests. We are writing to address and support several points in the ANC3B resolution and urge that DDOT reject any changes that would compromise the timing and safe configuration of the cycletrack.

While we hoped that the ANCs would have made quicker decisions, we appreciate that both have come to see this project's merits and unanimously support it. We are hopeful that after its successful installation, ANC3B, as well as ANC2E, will reverse their opposition to the original cycletrack design and support its extension to Reservoir Rd. We will support future DDOT efforts to push for a complete connection that facilitates safe cycling for Glover Park residents to Georgetown and vice-versa.

We strongly support many of ANC3B's additional requests for safety enhancements that will serve to slow drivers and improve pedestrian safety and access, including high visibility crosswalks, improved speed limit signage, and wider sidewalks. We also look forward to the proposed pedestrian improvements, including the planned removal of the slip lane at 39th St. and the reconfiguration of the Watson Pl. / Fulton St. / Tunlaw Rd. crosswalk and intersection. We urge DDOT to incorporate all possible requests during the cycletrack installation and encourage DDOT to prioritize the requests with longer lead time in future work, such as sidewalk changes that require utility relocation.

However, we want to express our concerns over some suggestions included in ANC3B's resolution and "additional considerations" document attached to it that would compromise the safety of cyclists and threaten the cycletrack's effectiveness.

1. Full installation of the cycletrack should begin as soon as feasible while accommodating some of ANC3B's concerns about parking. The existing bicycle lanes were removed during a repaving project in 2021, leaving Tunlaw Rd. with no bicycle facility for over a

year. In response to a W3BA request for restriping, DDOT deemed restriping too inefficient and costly on the assumption that this cycletrack would be installed this year. Using those same criteria, the ANC3B suggestion is also too inefficient and costly to entertain because it, too, would require removal of some striping and installation of alternative striping in the near future.. DDOT should proceed to install the cycletrack with its best final design as soon as possible.

2. We are alarmed by ANC3B's suggestion in their 'additional considerations' document proposing to use the cycletrack for parking during nighttime hours. This is a dangerous and unrealistic approach that - once again - prioritizes driver convenience over cyclist safety. It assumes that cyclists would not use the cycletrack at night, a time when cyclists are at higher risk because of reduced visibility. Moreover, there are no other cycletracks with this accommodation in the city so no road users would anticipate such a configuration. Cyclists would suddenly be forced into the roadway with ill-prepared drivers, creating additional safety risks.

It is hard to imagine how DDOT could accommodate this request as it seems to preclude the installation of protective curbing and flexposts contained in the 65% designs that prevent moving cars from encroaching on the cycletrack. Without those physical protections, cyclist safety would also be compromised during daytime hours. Finally, this approach relies on parking enforcement in DC to clear the cycletrack, which will likely result in cars left in the cycletrack during the day and prevent its use even during daylight hours. We urge DDOT to reject this proposal and follow DDOT and other published safety guidelines and standards when installing the protected cycletrack.

3. We urge DDOT to reject the ANC's suggestion to separate the bike lanes (one in each direction) on Tunlaw to allow for parking on the south/west side of the street. When DDOT presented different designs to ANC3B, your team mentioned that this configuration put cyclists at risk by forcing them to cross a busy roadway. ANC3B also noted that this part of Tunlaw is unsafe. DDOT's design of a single, same-side cycletrack for its full length is the most sensible and safest approach.
4. We strongly urge DDOT to consider hardened and permanent barriers to protect cyclists. Glover Park is already littered with destroyed pedestrian crossing signs and damaged bollards and speed bumps that demonstrate drivers' lack of regard for these protections and signage. We suggest that DDOT consider using planters as the barrier, which would complement Glover Park's residential character and proximity to green space.

We request that DDOT issue a NOI in August, which will provide time to allow DDOT to complete installation of the cycletrack before cold weather limits the ability to install striping and complete other work. W3BA appreciates DDOT's persistence in advancing this project that will help build a protected bicycle network in Ward 3. In fact, this will be the first protected bicycle infrastructure in Ward 3 outside of two blocks that Georgetown Day School installed at their own expense. We look forward to using this cycletrack in the near future.

Thank You,  
Ward 3 Bicycle Advocates