

Government of the District of Columbia

Department of Transportation



d. Planning & Sustainability Division

February 6, 2019

Commissioner Nancy MacWood 3C-09
Chair, Advisory Neighborhood Commission 3C
3417 Woodley Road, NW
Washington, DC 20016
3C09@anc.dc.gov

Re: Notification for the Proposed Installation of Contra-Flow Bicycle Lane on Woodley Place, NW Notice # 19-34-PSD

Dear Chairperson MacWood,

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of our intent to modify traffic and /or parking requirements. This letter is being forwarded to you for the purpose of notification and solicitation of comments on our intent to implement the following in your jurisdiction.

DDOT proposes to:

- Reduce the travel lane from 17-feet to a standard 11-foot lane along the corridor.
- Install a contra-flow bicycle lane on Woodley Place, NW between Cathedral Avenue and Calvert Street

The bicycle lane *will not alter existing curbside parking*. The result will provide a designated space for bicyclists to legally travel in the opposite direction of vehicular traffic.

We have installed similar contra-flow bicycle lanes in the District such as on Champlain Street NW, G and I Streets NE, and New Hampshire Ave. NW. This style of lane usage is an effective and safe measure. It also organizes travel patterns that are already occurring to reduce conflicts.

Where appropriate, shared lane markings or “sharrows” will be installed in the direction of travel for cyclists and motorists to advise motorists to share the travel lane. While a dedicated, properly marked and striped “contra-flow” bike lane will be provided for cyclists against the direction of vehicular travel. Please refer to the attached diagram.

We anticipate the following benefits:

- Clear delineation of space for bicycles and cars, allowing each to move predictably.
- Will allow cyclists to travel on the correct side of the road on an established pattern.
- Traffic calming - reduced vehicles speeds along the corridor.

All Comments on this subject matter must be filed in writing, not later than March 21, 2019, thirty (30) business days after the date of this notice, with the District Department of Transportation Planning and Sustainability Division, 55 M Street, SE, 5th Floor, Washington, DC, 20003 or via email at will.handsfield@dc.gov. If you would like to check the status of this Notice of Intent (NOI), please visit DDOT’s website at <http://ddot.dc.gov/service/ddot-notice-intent>. In addition, if you have questions, have trouble accessing the NOI site or are unable to do so, please contact me at 202-671-3378.

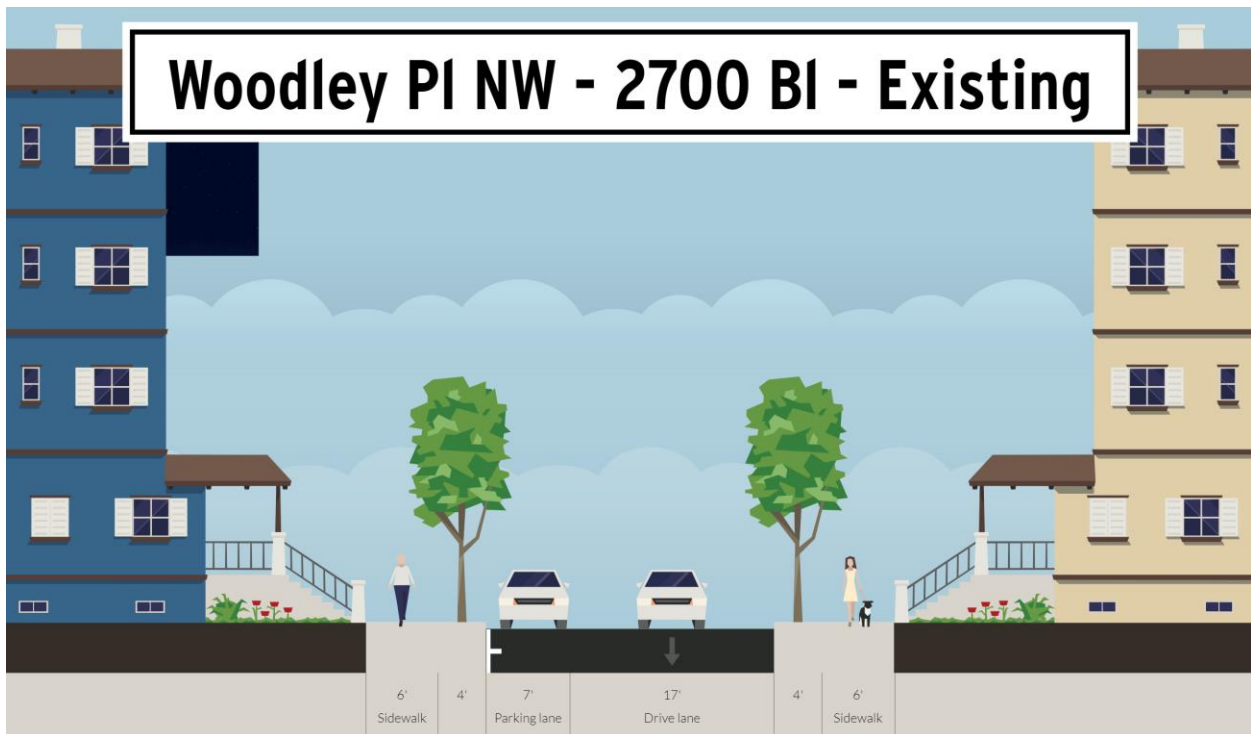
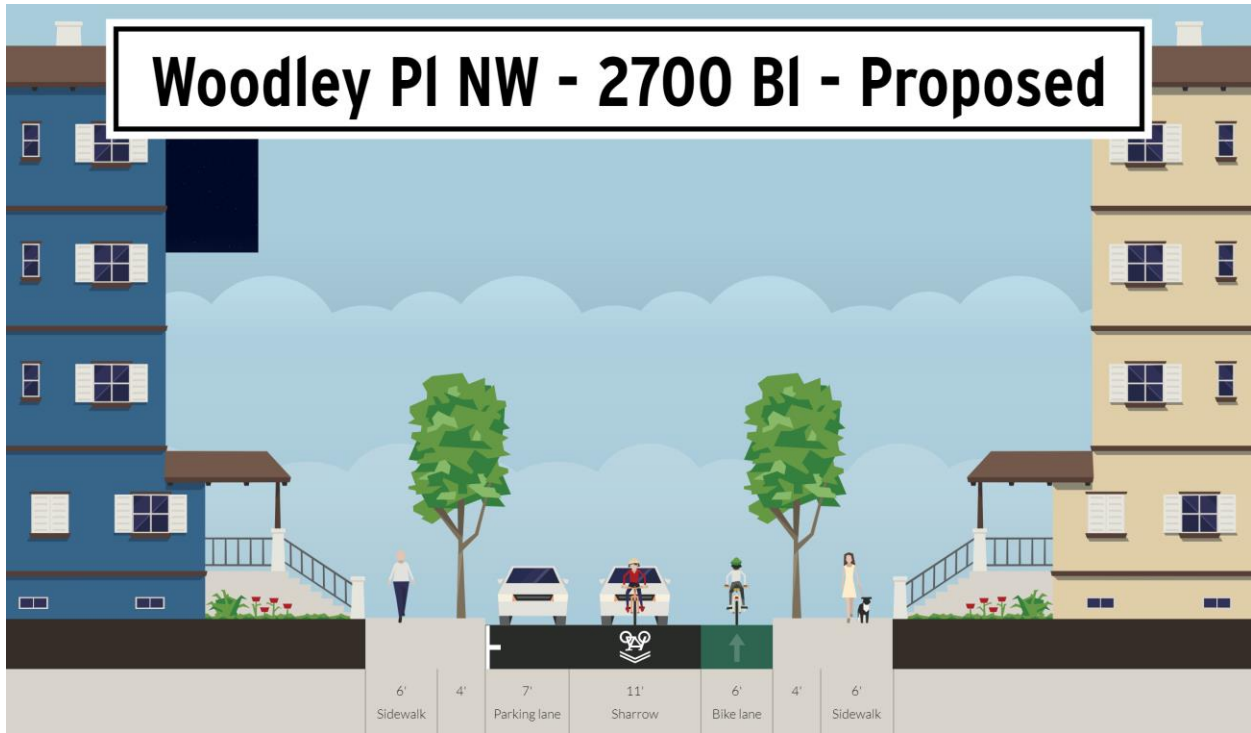
Sincerely,



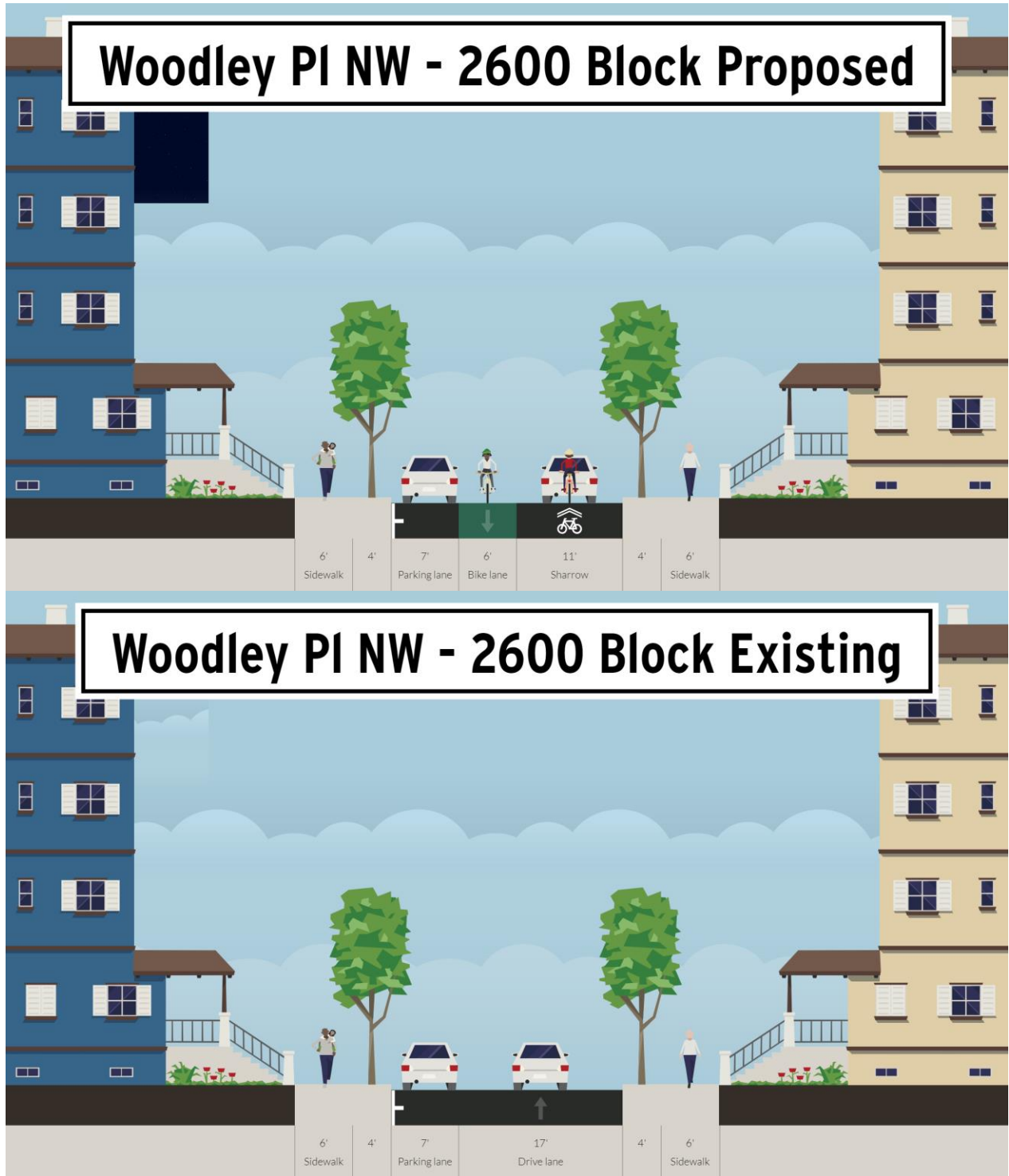
Will Handsfield
Bicycle Program Specialist

Cc: Hon. Mary Cheh, DC Councilmember, Ward 3
Commissioner Lee Brian Reba, 3C-01
Jim Sebastian, DDOT Associate Director
George Branyan, DDOT Active Transportation Branch Manager
Garrett Hennigan, WABA Community Organizer
Lee Goodall, DDOT Community Engagement Manager
Donise Jackson, DDOT Wards 2 and 3 Community Engagement Specialist
Leon Anderson, DDOT Safety Manager
Jessica Wertheim, Ward 3 Liaison
Rich Harrington, Ward 3 Liaison

Lane Cross Sections – 2700 Block



Lane Cross Sections - 2600 Block



Example: G Street NE – Contraflow Bike Lane – 1100 block

