Government of the District of Columbia
Department of Transportation

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October 9, 2015

Re: The Installation of a Contra-flow Bicycle Lane on 39th Street, NW

Notice# 15-223-PPSA

Dear Chairmen,

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 written notice of our intent to implement the following in your jurisdiction:

Installation of a contra-flow bicycle lane on 39th Street, NW

DDOT is proposing a contra-flow bicycle lane on 39th Street, NW between Van Ness Street/Wisconsin Avenue and Albemarle Street. This road is one-way north bound. Essentially, the roadway would become two-way for bikes while remaining one-way for cars. Bikes traveling contra-flow (south) would use the bicycle lane while northbound bike traffic would share the travel lane with cars. This lane would provide an important connection between Van Ness Street (an existing shared bicycle lane) to the Tenleytown Metro Station, and the existing neighborhood bikeway north of Albemarle on 40th and 41st Streets. *Parking would not be affected by this proposal.* The 5' contra-flow bicycle lane would occupy 5' to the outside of the west side parking lane. This would be achieved by narrowing the existing wide northbound travel lane.

Bicycle lanes, including contra-flow lanes, have proven popular with motorists, residents and bicyclists since they safely organize travel patterns that are already occurring. There are similar contraflow lanes in place, including one on 41st St, NW (see attached picture).

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.

All comments on this subject matter must be filed in writing, not later than thirty days (30) after the date of this notice, with the District Department of Transportation. Comments should be submitted by post mail to Mike Goodno, DDOT/ PPSA, 55 M Street, S.E., 5th Floor, Washington, D.C. 20003, or by email to mike.goodno@dc.gov.

If you have any questions, please contact me at 202-671-0681 or mike.goodno@dc.gov.

Sincerely,

Mike Goodno

Mike Goodno,
Bicycle Program Specialist

Cc: Hon. Mary Cheh, DC Councilmember, Ward 3
Anne Wallace, ANC 3E01
Jonathan McHugh, ANC 3E05
Sam Zimbabwe, DDOT Associate Director
Jim Sebastian, DDOT Supervisory Transportation Planner
Ted Van Houten, DDOT Western Planner
Darren Buck, DDOT Bicycle Program Specialist
Gregg Steverson, DDOT Safety Manager
Yvette Conley, DDOT Special Assistant to the Director
Mike Matthews, Executive Office of the Mayor

41st Street, NW at Davenport Street