

Government of the District of Columbia

Department of Transportation



Jonathan Bender
Chair, ANC 3E
c/o Lisner Home
5425 Western Avenue, NW
Suite 219
Washington, DC 20015

October 9, 2015

Re: The Installation of a Bicycle Lane on 44th Street, NW

Notice# 15-224-PPSA

Dear Chairman Bender,

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 bicycle lane on 44th Street, NW between Jenifer and Harrison Streets

DDOT is proposing a bicycle lane on 44th Street, NW between Jenifer and Harrison Streets. The lane would be installed on the west side of the road in the direction of travel (south). Bikes going north would share the lane with other traffic. Installing the lane would provide a bicycling connection between the Jenifer Street neighborhood bikeway (AKA bike boulevard) and the neighborhood to the south. 44th Street is a good low-speed and lower traffic alternative to biking on Wisconsin Avenue and is a proposed bike boulevard in the Rock Creek West II Livability Study. The bicycle lane would include a symbol of a bicycle and an arrow pointing in the direction of travel. It would be striped to the outside of the parking lane, be 5’ wide, and include two parallel lines delineating this space. The shared lane would include a symbol of a bicycle and chevrons to indicate to bicyclists the safest positioning on the roadway – outside of the “dooring” zone – and remind drivers to expect bicyclists on the roadway. *Parking would not be affected, nor would travel lanes be removed for this project.* Please see attached photo of a similar lane on Butternut Street, NW.

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:

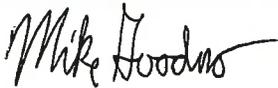
- They clearly delineate the space for bicycles and cars, allowing both to move in a straighter, more predictable manner.

- 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.

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,
Bicycle Program Specialist

Cc: Hon. Mary Cheh, DC Councilmember, Ward 3
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



Butternut Street, NW at 5th Street