

# Government of the District of Columbia

## Department of Transportation



Kent C. Boese  
Chair, ANC 1A  
3400 11<sup>th</sup> Street NW (Suite #200)  
Washington, DC 20010

September 18, 2015

**Re: The Installation of a Contra-flow Bicycle Lane on 11<sup>th</sup> Street, NW**

**Notice# 15-204-PPSA**

Dear Chairman Boese,

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 11<sup>th</sup> Street, NW**

DDOT is proposing a contra-flow bicycle lane on 11<sup>th</sup> Street, NW between Monroe Street and Spring Road. This block is one-way southbound. Essentially, the roadway would become two-way for bikes while remaining one-way for cars. Bikes traveling contra-flow (north) would use the bicycle lane while southbound bike traffic would share the travel lane with cars. This lane would provide an important connection between the existing 11<sup>th</sup> Street bike lanes south of Monroe Street and popular biking routes to the north on 14<sup>th</sup> Street and Kansas Avenue. *Parking would not be affected by this proposal.* The 5' contra-flow bicycle lane would occupy 5' to the outside of the east side parking lane. This would be achieved by narrowing the existing wide southbound 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 those on G and I Streets, NE (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](mailto:mike.goodno@dc.gov).

If you have any questions, please contact me at 202-671-0681 or [mike.goodno@dc.gov](mailto:mike.goodno@dc.gov).

Sincerely,



Mike Goodno,  
Bicycle Program Specialist

Cc: Hon. Brianne Nadeau, DC Councilmember, Ward 1  
Darwain Frost, ANC 1A07  
Sam Zimbabwe, DDOT Associate Director  
Jim Sebastian, DDOT Supervisory Transportation Planner  
Kelly Peterson, DDOT Northern Planner  
Darren Buck, DDOT Bicycle Program Specialist  
Gregg Steverson, DDOT Safety Manager  
Yvette Conley, DDOT Program Analyst  
Ben Case, Executive Office of the Mayor  
Gabriel Rojo, Executive Office of the Mayor



**G Street, NE at 2<sup>nd</sup> Street**