



Government of the District of Columbia
**Advisory Neighborhood
Commission 6C**

October 16, 2017

Mike Goodno, Bicycle Program Specialist
District Department of Transportation
55 M Street SE, Suite 500
Washington, DC 20003

Re: Bicycle Infrastructure on M St. and 4th St. NE

Dear Mr. Goodno:

We write to provide observations and recommendations for the recently installed bicycle infrastructure on the 1200 block of 4th St. NE and the 200 – 300 blocks of M St. NE. On October 11, 2017, at a duly noticed regularly scheduled monthly meeting of ANC 6C, with a quorum of 6 out of 6 commissioners and the public present, ANC 6C voted unanimously (6: 0) to provide the following comments.

We greatly appreciate the efforts of DDOT to improve the safety of our streets for the District's cyclists. The infrastructure installed this past summer on M St. NE and 4th St. NE is another needed step in having a cohesive, comprehensive bicycle network across the District. We have observed, however, consistent problems with the utilization of the bicycle infrastructure that we feel can be at least partially mitigated through some design modifications. The two primary problems we see are (1) motorists parking in the cycle-track, including parents dropping off or picking up children at Two Rivers school and vehicles for hire waiting in front of the REI at Uline Arena; and (2) confusion arising from the cycle-track crossing M St. at 3rd St. NE. We believe the following actions and design modifications could help prevent these issues.

On 4th Street NE:

- Remove the existing loading sign near the sidewalk or move it closer to the new loading zone (i.e., between the loading zone and the cycle-track).
- Add center flexi-posts to areas of the cycle track where solid green paint begins and ends. For example, 4th Street NE has many driveways where the green paint is striped. Center flexi-posts need to be added to deter cars from entering the cycle track for loading and unloading purposes.
- Add a concrete bollard or other more substantial barrier to the north end of the cycle track at Florida Ave to deter cars from entering the cycle track.
- Work with DPW for enforcement to ensure cars do not drive or park in the cycle track.

On M Street NE:

- At M and 4th Streets NE: Add additional flexi-posts closer to the crosswalk, and a center flexi-post.
- At M Street and Delaware Ave NE: Consider implementing no right turn for cars from eastbound M Street NE onto Delaware Ave.
- At M Street and Delaware Ave NE: Add flexi-posts to the southeast corner of the intersection to prevent cars from blocking the crosswalk and entrance to the cycle-track.
- At M and 3rd Streets NE: As a short-term solution, consider painting two-stage bike boxes with green paint to better facilitate people who bike to switch from the south to north sides of the cycle track (or vice versa). As a long-term solution, consider introducing a signalized light with a special green signal for people who bike to safely switch sides of the cycle track.

Thank you for considering our comments. Please let us know if you or your staff would like additional details or clarification on any of the points above.

Thank you for giving great weight to the views of ANC 6C.

Sincerely,



Karen Wirt
Chair, ANC 6C

cc: Jim Sebastian, Associate Director for Planning
Sam Zimbabwe, Chief Project Delivery Officer