



ADVISORY NEIGHBORHOOD COMMISSION 1E

RESOLUTION REQUESTING DDOT TO STUDY BIKE LANES ALONG BRYANT STREET

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The District Department of Transportation’s (DDOT) approved moveDC plan lays out the long-term goals and strategies for transportation in the District of Columbia. One of the major goals is to expand the multi-modal network in the District and Strategy 21 specifically focuses on installing more protected bike lanes. Within the Bicycle Priority Network, the Pleasant Plains and Cardozo/Shaw neighborhoods were identified as opportunities to increase bike lanes partially due to the large increase in residential density. ANC 1E welcomes these policies, as well as the completion of protected bike lanes on Sherman Avenue up to Barry Place NW and the plans for Florida Avenue bike lanes.

Residential density will continue to increase within and just east of Pleasant Plains with the redevelopment of McMillan Park and several areas around Howard University. The Build Back Better Infrastructure Task Force report outlines plans for a redesign of North Capitol Street to include protected bike lanes¹. This will increase safe north-south multi-modal transportation opportunities to the McMillan Park redevelopment project.

However, east-west bike lanes are needed to link the density rich areas of North Capitol Street, LeDroit Park, and Bloomingdale with Lower-Georgia Avenue and the U Street corridor.

Pleasant Plains and Lower-Georgia Avenue is reliant on multi-modal transportation options. According to [DC Health Matters](#), roughly 40 percent of residents do not own a vehicle. Additionally, according to DDOT’s [2022 DC Bike Map](#), the District does not have east-west connections between R Street NW and Kenyon/Irving Street NW (about 1.4 miles from north to south), and between 4th Street NE and Georgia Avenue NW (about 1.5 miles from east to west).

ANC 1E has identified Bryant Street as a prime candidate for bike lanes due to the width of Bryant Street and connection to important and growing regions of the District. The below table shows the current width information as well as travel and parking lane width throughout the area on Bryant Street NW.

Bryant Street NW Road Data Between Georgia Ave NW and North Capitol St NW

Segment Start	Segment End	Travel Width (ft)	Parking Width (ft)	Travel Lanes	Parking Lanes
Georgia Ave	6 th St	14	16	1	2
6 th St	4 th St	14	16	1	2
4 th St	2 nd St	24	16	2	2
2 nd St	1 st St	22	8	2	1
1 st St	N. Capitol St	14	16	1	2

Source: [Roadway Block Data - OpenDataDC](#)

Bryant Street has a functional class of collector between Georgia Ave NW and North Capitol Street NW². [Section 30.10.1 \(Table 30-13\)](#) in [DDOT’s Design and Engineering Manual](#) (DEM) describes the width requirements (in feet) of various lanes for collector streets. An excerpt is included below for reference.

Street Operation Type	Vehicular Travel Lanes	Bike Lanes	Parking Lane	Roadway Width (Curb to Curb)
Two-Way, Parking Both Sides	10		8	36
Two-Way, Parking One Side	10	0 or 5	8	28
Two-Way, No Parking	11		0	22

Given the various width requirements and to start a conversation as to potential bike lane options for Bryant Street NW, the table below is a potential redesign in terms of widths:

Segment Start	Segment End	Travel Width (ft)	Parking Width (ft)	Travel Lanes	Parking Lanes	Bike Lane Width	Sides with Residences
Georgia	6th	11	8	1	1	11	1
6th	4th	11	8	1	1	11	0
4th	2nd	21	8	2	1	11	1
2nd	1st	11	8	1	1	11	1
1 st	North Cap	11	8	1	1	11	2

Additionally, Howard University’s redevelopment plans include expanding east-west connection opportunities by reconnecting Bryant Street NW from Georgia Avenue to at least 8th Street NW.

Note that for most of the length of this proposal, the number of parking lanes would match the number of sides with residences. This would require turning Bryant St NW into an east running one-way between 2nd and 1st St NW. [DDOT has previously mentioned that it is policy to only provide](#) residentially zoned parking on the sides of streets with residences, which would bring this road in line with DDOT’s policy preferences. Further, the Design and Engineering Manual 30.10.1 states that every effort should be made to upgrade the existing streets to bring them to current DDOT standards as much as practical.

ANC 1E requests that DDOT complete a feasibility study for a bike lane on Bryant Street from Georgia Avenue to North Capitol Street, which will increase the bicycle lane linkages in an important corridor of the city. Additionally, ANC 1E requests that DDOT coordinate with Howard University to extend the bike lane further west to 9th Street NW, or Sherman Avenue if possible.

Furthermore, ANC 1E prefers that the bike lane be protected. This aligns with DDOT design standards according to Table 1 in the [DDOT Bicycle Facility Design Guide, Version 2](#), which states that collector streets with bike lanes being installed should utilize either a buffered bicycle lane or a protected bicycle lane.

Finally, ANC 1E encourages DDOT to present any proposed bike infrastructure at an ANC 1E meeting.

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Certification:

After providing sufficient notice for and with a quorum of 6 present at its February 22, 2023 meeting, Advisory Neighborhood Commission 1E voted, with 6 Yeas, 0 Nos and 0 Abstentions, to adopt the above resolution.



Brian Footer
Chairperson, ANC 1E



Josh Jacobson
Secretary, ANC 1E