



June 11, 2024

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Ms. Sharon Kershbaum  
Interim Director  
Department of Transportation  
250 M Street, SE  
Washington, DC 20003

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VIA EMAIL: [sharon.kershbaum@dc.gov](mailto:sharon.kershbaum@dc.gov);

Re: Support of Multimodal Street Design on Principal Arterials

Dear Director Kershbaum:

*At a properly noticed general meeting on June 11, 2024, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted 8-1-0, based on the recommendation of its Transportation Committee, to submit the following request to the Department of Transportation (DDOT).*

During the June 5, 2024 meeting of our Transportation Committee, Commissioner Adam Prinzo (3C02) presented ANC 3C’s engaging with DDOT regarding the proposed redesign of Connecticut Ave. NW. He shared that ANC 3C passed resolutions on [September 19, 2022 \(2022-014\)](#), [September 20, 2021 \(2021-013\)](#), and [April 19th, 2021 \(2021-005\)](#) and letters from [September 18, 2023](#) and [February 20, 2024](#) in support of “Concept C” which would add protected bicycle infrastructure and enhanced bus stops to make the road safer for pedestrians, bicyclists, and drivers. ANC 3E, 3F, and 3/4G have also supported this proposal.

Commissioner Prinzo stated that ANC 3C has yet to receive a response from DDOT or the Executive Office of the Mayor, and that we are now past the required deadline for response to ANCs. During the Council Budget Oversight hearing on April 11th, 2024, you indicated that Concept C was no longer under consideration.

ANC 6B takes no position on the best design for the Connecticut Ave. NW project.

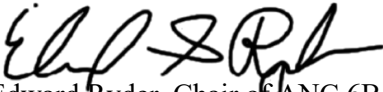
However, we write to note our experience with a similar project on Pennsylvania Ave. SE. The addition of rush hour priority bus lanes and protected bike lanes has made a notable impact in calming traffic between the Capitol and 14<sup>th</sup> St. SE. While we worked with DDOT to address challenges related to supply chain shortages and miscommunication during construction, *we believe that the end state of this project clearly demonstrates that multimodal street design on a principal arterial can significantly improve safety for all road users.*

*Additionally, we urge DDOT to fulfill its legal obligation to give “great weight” to the recommendations of ANC 3C, 3E, 3F, and 3/4G related to the redesign of Connecticut*

Ave. NW. Advisory Neighborhood Commissions are democratically elected representatives of their community. While DDOT is not obligated to agree with each ANC's position, it is required to acknowledge and give specific responses to "issues and concerns raised in the recommendations of the Commission" which in this case is a clear preference for Concept C, including bike lanes on Connecticut Avenue. ANC 6B will always support the legal right of other commissions to be fully heard by District agencies.

Thank you in advance for considering and granting great weight to our recommendations. We look forward to your response.

Sincerely,

  
Edward Ryder, Chair of ANC 6B