

November 1, 2022

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

Re: Notice # 22-243-PSD Tunlaw Road NW and New Mexico Avenue NW Multimodal Facility and Safety Improvements

Mr. Goodno,

On behalf of the Washington Area Bicyclist Association and its more than 7,000 members in the Washington Region, I am pleased to write in enthusiastic support of the proposed multimodal accessibility and safety improvements on New Mexico Ave and Tunlaw Rd NW.

After years of building networks of protected bike lanes and expanding traffic calming interventions in DC, we know that they work. Residents, visitors and families across the city are choosing to make trips by bicycle and by scooter as their preferred and primary choice for transportation because networks of interconnected protected bike lanes reduce the stress of riding a bike next to automobile traffic. Like sidewalks and transit lines, protected bike lanes and other low-stress bike streets are essential for getting people to the places they need to go, driving commerce, social activity, health, learning, and economic mobility. After so many years of high-level planning, we are thrilled to see the first substantial protected bike lane segment proposed and nearing the finish line in Ward 3.

Protected bike lanes are a proven safety intervention for reducing fatal and injury crashes. They reduce opportunities for conflicts and improve visibility where conflicts occur. They visually and physically narrow the road, making it less comfortable to speed, thus reducing the chances of a severed injury or fatality if a crash does occur. Pedestrian refuge islands, curb extensions, narrowing driving lanes, striping crosswalks and closing slip lanes too have a proven record of

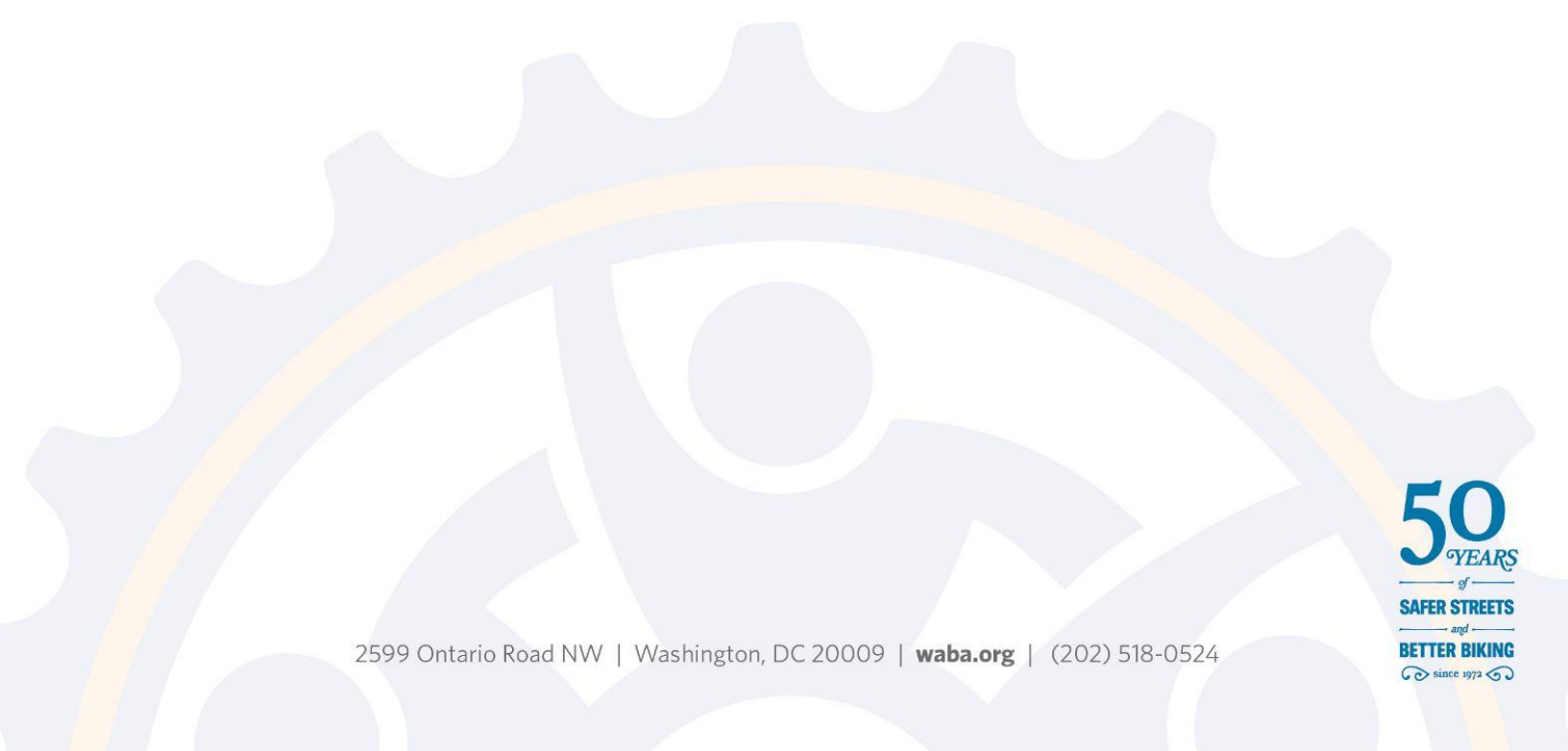
reducing vehicle speeds, reducing crashes, and reducing injuries to pedestrians and drivers. These safety interventions should be deployed on every major and minor corridor across the city.

Over the past two years, DDOT staff expended considerable time and effort engaging the community in ANCs 3B, 3D, and 3E through presentations, community walks, and thorough comment sessions which collected and condensed substantial input from members of the public and stakeholders. With the endorsement of both ANC 3B and 3D and so many more community voices, we believe DDOT has substantially exceeded its duty to engage the public on this issue. WABA enthusiastically adds our support for the project and leaves the questions of parking designation to those most directly impacted.

Thank you for your hard work bringing this project forward.

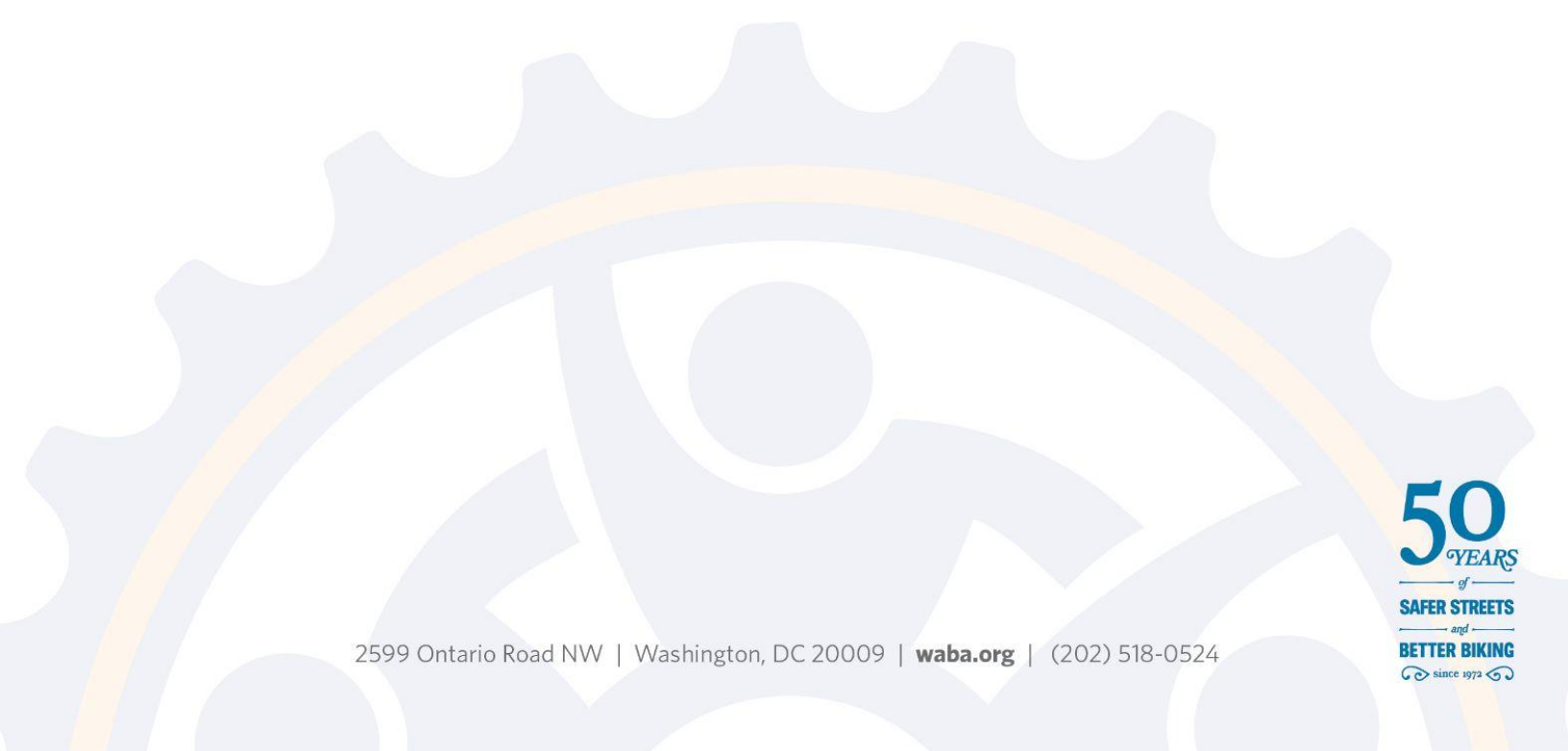
Sincerely,

Garrett Hennigan
Organizing Manager



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