



**2021 – 2022  
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September 1, 2021

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Regina Arlotto  
DDOT  
55 M Street, S.E.  
Washington, D.C. 20003  
[Regina.Arlotto@dc.gov](mailto:Regina.Arlotto@dc.gov)

Dear Gina,

As you know, DCCA has worked with DDOT over the past few years about both our long-range goals for the blocks of 17<sup>th</sup> Street between P Street and Riggs Place and the current redesign, which is now mostly complete. While we thank you for sending us the interim plans last February, we noted that this was the first we knew of the new plan to accommodate the streateries and adjust the loading zones, the northbound PBL and the southbound sharrow accordingly. This was frustrating, because although you had apparently been discussing these plans with some ANC Commissioners and with the bicycle community, the ANC had not communicated any of this information about the new plans to the other stakeholders in the neighborhood or the wider community.

In your email in February, you said you expected to have final plans in a about 2 weeks, but no final plans were shared with us, or with the ANC's Mobility Committee, until the final construction plans were released in June 2021, shortly before construction began. The plans had drastically changed since the NOI was conditionally approved by the ANC in July 2020, **with the request for an update in autumn 2020**. There was no community-wide engagement after July 2020.

Furthermore, DDOT is obligated to engage stakeholders in planning for major projects. In projects such as the 16<sup>th</sup> Street bus improvement project, DCCA was formally included as a stakeholder. Yet, despite our clear interest in these blocks of 17<sup>th</sup> Street, DDOT did not consult with us as a stakeholder on this project. We would like to know why that was.

Because of the lack of previous stakeholder and community engagement, and our knowledge that DDOT is apparently still working on curbside management to address the current chaos on 17<sup>th</sup> Street, the DCCA Board voted to enlist our members who frequent 17<sup>th</sup> Street to monitor these blocks for such problems as listed below, to collect information over the next few months and then request a

meeting with DDOT to ensure there is a plan for a timely resolution of the observed problems.

Since the bike lane's installation, we have noted the existing and potential problems listed below:

- Repeated traffic jams when the single travel lane is blocked for a variety of reasons;
- Missing, unclear, or partially obscured signage;
- Frequent parking infractions as customers seek to patronize neighborhood businesses, which greatly concerns the merchants on whom the quality of life in this neighborhood depends;
- Inadequate disabled parking spots and measures for ADA compliant accessibility;
- Lack of enforcement of biking and traffic rules, including non-observation of traffic lights and stop signs;
- Too much wasted public space, including space between steateries, etc.;
- Potential risks to pedestrians due to vastly increased and fast-moving bicycle traffic on these pedestrian-focused blocks and potential for conflicts between pedestrians and bicyclists; and
- The proximity of the S Street Dog Park means that these blocks have great numbers of dog-walkers (who often detour onto the street/bike lane to avoid other dogs, etc.), making this location a particularly risky spot for heavy, fast-moving bicycle traffic.

Given that this stretch of 17<sup>th</sup> Street is a vital aspect of our neighborhood, we expect that going forward DDOT will consult with us on this matter and take our views into account.

Sincerely,



Susan Volman  
President, DCCA  
[president@dupont-circle.org](mailto:president@dupont-circle.org)

CC:

Brook Pinto, Councilmember Ward 2

Joe Florio, Ward 2 Liaison, Mayor's Office of Community Relations and Services

Andrew DeFrank, Community Engagement Specialist, DDOT