A Resolution to Implement Pedestrian and Bicycle Infrastructure Safety Improvements in Dupont Circle

WHERAS the Dupont Circle Advisory Neighborhood Commission (ANC 2B) held a public listening session on June 20, 2012 and heard from the community about issues broadly concerning pedestrian and bicycle safety; and

WHERAS ANC 2B also held a public listening session on September 27, 2012 in conjunction with Logan Circle Advisory Neighborhood Commission 2F (ANC 2F) where it heard from the community about issues concerning bicycle lanes, signage, bicycling on sidewalks, and pedestrian safety; and

WHEREAS ANC 2B supports a system of traffic safety that includes enhancements to safety *engineering* in the neighborhood, a focus on *education* of safe driving, bicycling, and walking behaviors, proper *enforcement* of the rules of the road, and a strong *emergency* response system in case of a traffic incident; and

WHEREAS ANC 2B is committed to continuing this vital conversation with residents and business owners on how best to assure a safe traveling public; and

WHEREAS progress on traffic safety issues is only possible through a neighborhood-wide and city-wide approach; and

WHEREAS ANC 2B values its strong relationships with the Metropolitan Police Department, the District Department of Transportation, ANC 2F, the Executive Office of the Mayor, and the Office of Councilmember Jack Evans and the Council of the District of Columbia,

BE IT RESOLVED that ANC 2B requests the following infrastructure improvements in the Dupont Circle neighborhood in order to further encourage safe walking, biking and driving:

1. Modify the timing of pedestrian signals at the intersections of Dupont Circle in order to assure that pedestrians who follow the signals are not stranded on the median between two lanes of moving traffic.
2. Repave and repaint the 15th St Cycle Track from U St. to H St. and add additional signage for drivers, bikers, and pedestrians making it more clear who has the right of way at all times.
3. Better maintain the surface and visibility of all the bike lanes in the neighborhood to keep them attractive and safe options for bikers.
4. Paint clearly visible symbols on the ground near or on the curb ramps at intersections on the northern border of the Downtown Business District indicating that it is against city regulation to bike on sidewalks.