

Government of the District of Columbia  
Department of Transportation



January 27, 2022

Tiffany L. Brown, Chairperson, ANC 7B  
3200 S Street SE  
Washington, DC 20020  
7B02@anc.dc.gov

Tyrell M. Holcomb, Chairperson, ANC 7F  
100 Stoddert Place SE  
Washington, DC 20019  
7F01@anc.dc.gov

NOI# 22-08-TDD

Re: Bus Priority and safety improvements on Minnesota Ave SE from 27th St SE to A St SE

Dear Chairperson Brown and Holcomb,

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of our intent (NOI) to modify traffic and/or parking requirements. This letter is being forwarded to you for the purpose of notification and solicitation of comments on our intent to implement the following in your jurisdiction:

- Relocation of bus stops
- Conversion of rush hour restricted to full-time for most parking
- Removal of parking in selected locations
- Installation of protected bike lane
- Installation of traffic calming measures
- Revisions to traffic operations

## OVERVIEW

Minnesota Ave SE from 27<sup>th</sup> St SE to A St SE has been identified as part of the transit and bicycle priority networks in moveDC, the District of Columbia’s statewide long-range transportation plan, and is also a Vision Zero high injury corridor. The corridor has arisen as a priority for safety and transit improvements for several reasons including:

- The roadway currently has a four-lane configuration with rush hour restricted parking in the two curbside lanes and parking utilization is very low on many blocks. This results in drivers weaving between lanes to avoid parked cars and speeding, which leads to “rear end” and “failure to stay in lane” crashes that are the most common in the corridor.
- Boarding delays from closely spaced bus stops and congestion on the southbound approach to Pennsylvania Ave SE slow down buses.
- Neighborhood streets end at Fort Dupont Park, resulting in Minnesota Ave SE being the only route for people bicycling between neighborhoods on the north and south sides of the park.

Planning for these improvements took place through the Far Southeast III Livability Study<sup>1</sup> and the Minnesota Ave SE bus priority project<sup>2</sup>. **NOTE:** *The recommended alternative for the Minnesota Ave SE bus priority project also includes a southbound, morning rush hour bus lane south of Nelson St, but that is planned for implementation in 2023, following the planned reconstruction of the intersection of Pennsylvania Ave SE and Minnesota Ave SE, and is not included in this NOI.*

## PROPOSED ACTION

The proposed action to address these issues are:

- Curb extensions and median refuges: proven traffic calming measures to improve safety for drivers and pedestrians (see figure 1).



Figure 1: Examples of curb extensions (left, source: NACTO.org) and a median refuge (right, source: NACTO.org);

- Standard lane widths: The current lanes are narrower than DDOT’s engineering standard for buses. A general-purpose lane that is eleven feet wide is easier for bus drivers to use and can reduce sideswipe crashes.
- Bus bulb-outs: Widening the sidewalk at bus stops reduces bus boarding delay and eliminates the pull-in/pull-out maneuver, which is a leading cause of bus crashes (see figure 2).
- Protected bike lanes: Bicycle facilities between M St SE and Ely Pl SE will connect the gap in the neighborhood street grid for people bicycling. Through all intersections and along most of the corridor the lane will be protected (see figure 2).



<sup>1</sup> Far Southeast III Livability Study website: <https://fse3live-dcgis.hub.arcgis.com/>

<sup>2</sup> Minnesota Ave SE bus priority project: <https://ddot.dc.gov/page/minnesota-avenue-se-bus-priority>

Figure 2: Examples of a protected bike lane (left, source: DDOT) and a bus bulb-out (right, source: NACTO.org)

### Parking Changes

DDOT is proposing several changes to parking on the corridor that will result in a net reduction of parking spaces from approximately 310 to 200:

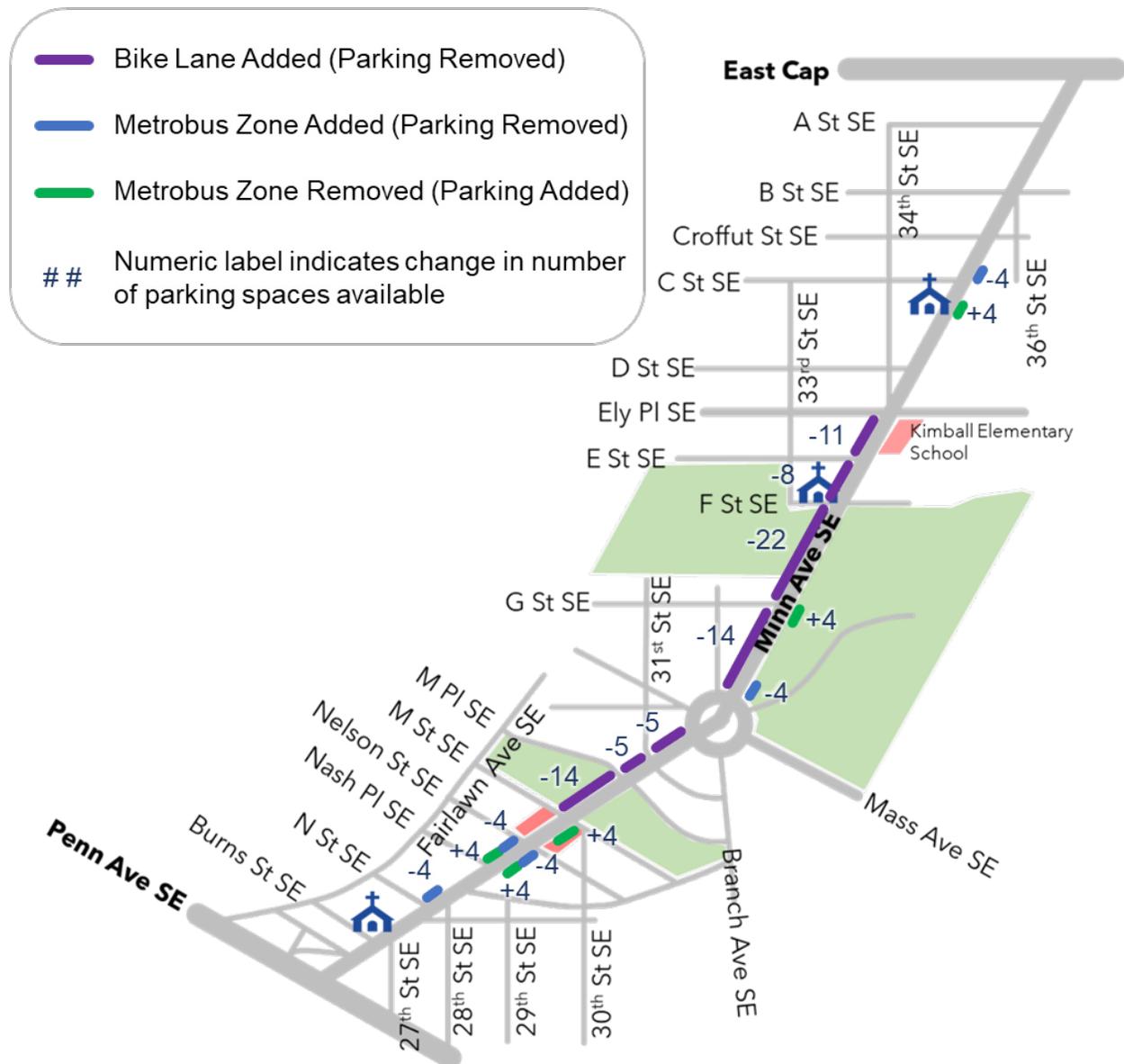


Figure 3: Proposed changes to parking availability on Minnesota Ave SE.

1. Rush hour restrictions on approximately 180 parking spaces will be removed so parking will be available full time on most of the corridor. School loading zone restrictions and restrictions on summer evening parking related to the Fort Dupont Park will remain in place. The AM rush hour restriction on parking will remain in place on the west side of Minnesota Ave SE, south of Nelson St SE.
2. The construction of protected bike lanes from M St SE to Ely Pl SE will require removal of approximately 100 parking spaces. In DDOT site visits, less than five percent of parking spaces were occupied along this stretch and approximately 45 percent of the parking will remain available. This will not affect the school loading zone near Kimball Elementary School. Most of the parking removal will be on the west side of street, except

for between G St SE and F St SE, through Fort Dupont Park, where parking will be removed from both sides of the street (see figure 3).

3. Bus stop rebalancing in the corridor will require the repositioning of Metrobus zones where parking is not permitted (see figure 3). Each Metrobus zone is approximately 100' long, which is typically long enough for four parking spaces. These changes do not result in any change to the total number of parking spaces.
4. Small adjustments to the length of parking zones will also be made to be consistent with engineering standards to ensure improved visibility for turning vehicles and pedestrians and to accommodate traffic calming measures such as curb extensions and median refuges.

### Traffic Operations

DDOT is proposing four primary changes to traffic operations:

1. Convert 34<sup>th</sup> St SE south of D St SE to two-way operation and close access to 34<sup>th</sup> St SE from Minnesota Ave SE and Ely Pl SE (see figure 4).



Figure 4: Proposed changes to intersection of 34<sup>th</sup> St SE, Ely Pl SE, and Minnesota Ave SE near Kimball Elementary School.

2. Reverse the existing one-way operation of 36th Street SE from one-way southbound to one-way northbound, and signalize this movement, with No Turn on Red as part of the existing traffic signal at Minnesota Avenue and B Street SE.
3. Reduce the number of travel lanes from two to one during rush hour, southbound from 7:00 AM to 9:30 AM and northbound from 4:00 PM to 6:30 PM. There are two exceptions:
  - a. Southbound, south of Nelson St SE from 7:00 AM to 9:30 AM parking will remain restricted
  - b. Northbound, south of 27<sup>th</sup> St SE from 4:00 PM to 6:30 PM parking will remain restricted
4. Prohibit southbound left turns from Minnesota Ave SE to Randle Cir SE. Instead southbound traffic should make a right at the northern intersection with Randle Cir SE (see figure 5).

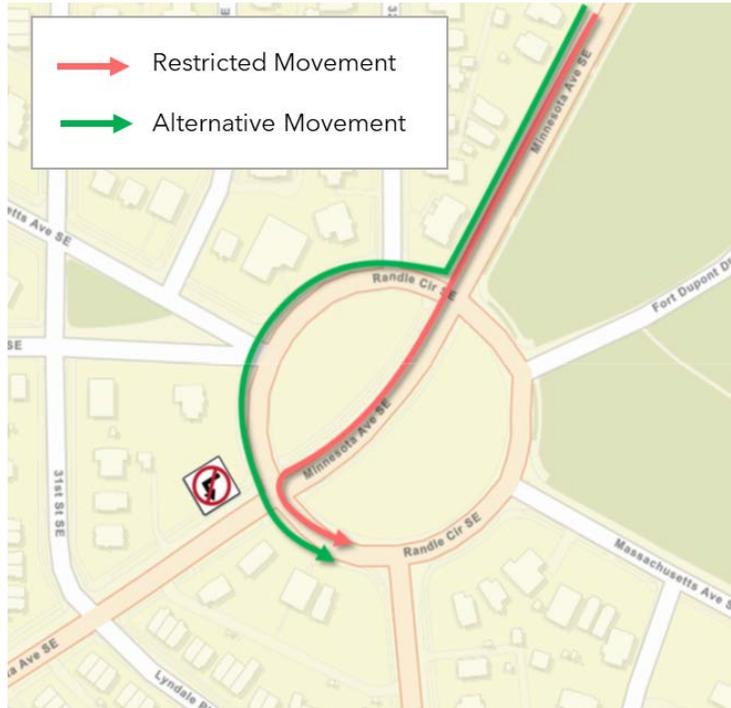


Figure 5: Illustration of restricted movement and alternative movement resulting from left turn prohibition.

**BUS STOP REBALANCING**

As part of the bus priority project, DDOT is working with WMATA to relocate bus stops on Minnesota Ave SE for two primary reasons:

1. Locating bus stops nearer to signalized intersections will increase pedestrian safety by encouraging bus riders to use crosswalks.
2. Rebalancing the distance between bus stops allows for faster, more reliable, and more efficient bus service.

WMATA stop spacing guidelines recommend an average of five stops per mile (a stop every 0.2 miles or 1,056’). The number of bus stops along the corridor will change from ten stops to eight stops in each direction to improve safety and reliability. The total distance from the bus stops at B St SE to the bus stops on Twining Square is about 7,000’. Table 1 provides a summary of how the distance between stops will change because of this reduction.

Table 1: Current and proposed distance between bus stops on Minnesota Ave SE between B St SE and Pennsylvania Ave SE.

	Average		Maximum	
	Southbound	Northbound	Southbound	Northbound
Current	700	700	1,310'	890'
Proposed	875	875	1,770'	1,340'

The longest distance between proposed stops is between F St SE and Randle Cir SE at 1,770’ in the southbound direction and 1,340’ northbound. This segment includes a stretch of about 560’ that is a heavily forested portion of Fort Dupont Park where there is minimal demand for

transit. The stop at G St SE that is being removed from this stretch has by far the lowest ridership of any stop in the corridor.

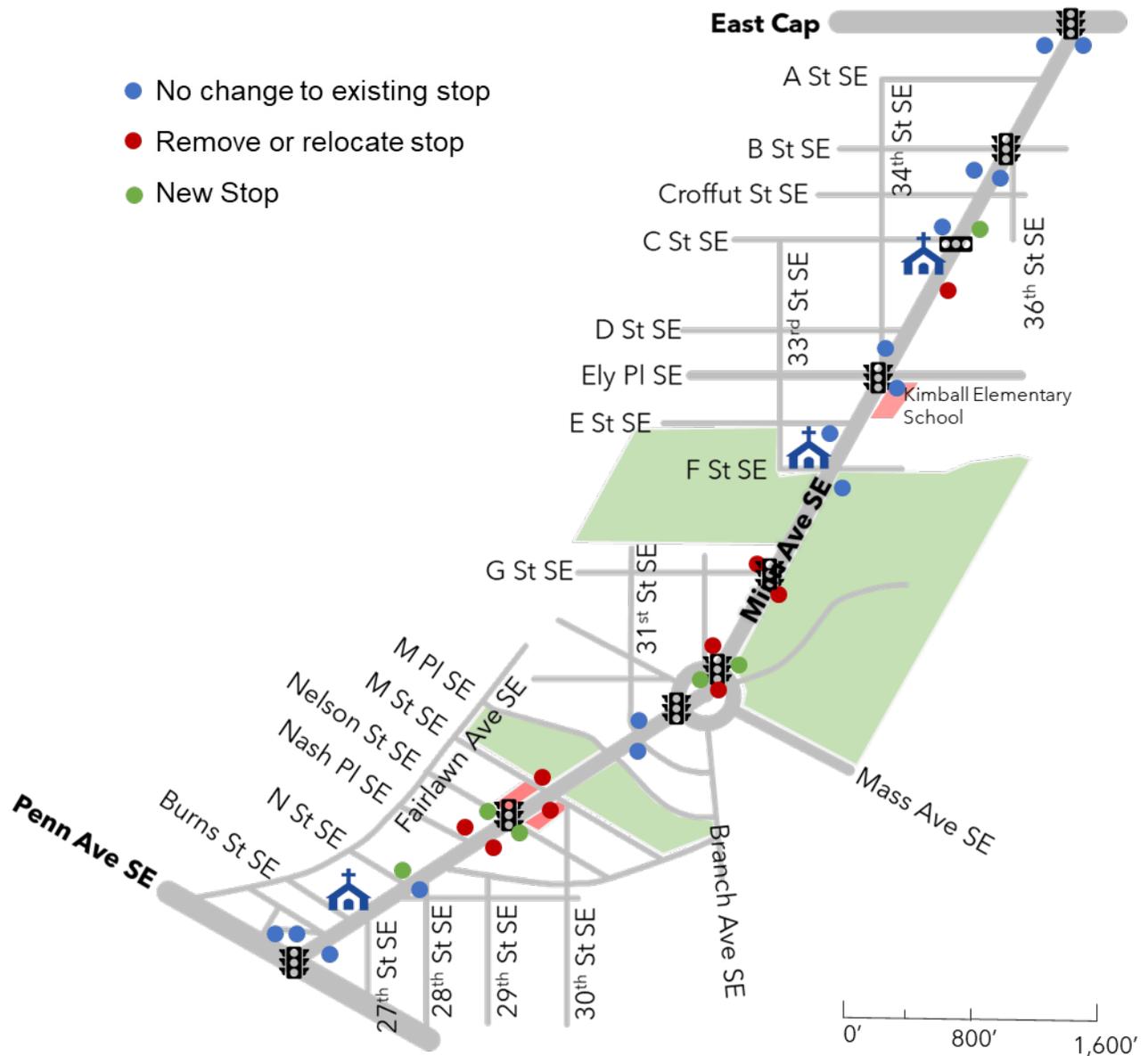


Figure 6: Proposed changes in stop locations on Minnesota Ave SE.

**PREVIOUS PUBLIC OUTREACH**

Public outreach was conducted to assist DDOT in identifying opportunities improve safety and mobility on this segment of Minnesota Ave SE through the Far Southeast III Livability Study and the Minnesota Ave SE Bus Priority. Below is a list of public outreach activities for each project:

**Far Southeast III Livability Study**

Traffic operations changes to 34<sup>th</sup> St SE and 36<sup>th</sup> St SE (Numbers three and four in the “Proposed Actions” section) were developed as part of the Far Southeast III Livability Study:

- June 15, 2016 - Engagement Event
- June 25, 2016 - Public Workshop #1
- July 26, 2016 - Citizens Engagement Group Meeting #1
- November 2, 2016 - Citizens Engagement Group Meeting #2
- November 19, 2016 - Public Workshop #2

- February 22, 2017 - Citizens Engagement Group Meeting #3
- March 4, 2017 - Public Workshop #3

**Minnesota Ave SE Bus Priority**

All proposed actions included in the NOI, except the operational changes to 34<sup>th</sup> St SE and 36<sup>th</sup> St SE, were developed as part of the Minnesota Ave SE Bus Priority project:

- May 18, 2021 – ANC 7F Monthly Meeting Presentation (Needs Assessment)
- May 20, 2021 – ANC 7B Monthly Meeting Presentation (Needs Assessment)
- June 7, 2021 – Hang posters and meet riders
- September 16, 2021 – ANC 7B Monthly Meeting (Alternatives Analysis)
- September 21, 2021 – ANC 7F Monthly Meeting (Alternatives Analysis)
- November 1, 2021 – Deliver flyers to residences and businesses

**COMMENTS**

All comments on this subject matter must be filed in writing by March 14, 2022 (thirty business days after the date of this notice), with the District Department of Transportation, Kevin Harrison, Transit Delivery Division, 250 M Street, S.E. Washington, D.C. 20003 or by email to [kevin.harrison@dc.gov](mailto:kevin.harrison@dc.gov).

If you would like to check the status of this Notice of Intent (NOI), please visit DDOT's website at: <https://ddot.dc.gov/service/ddot-notice-intent>. If you are having any trouble accessing the NOI site or are unable to do so, please contact the DDOT Customer Service Clearinghouse at 202-671-2800.

Sincerely,



**Kevin Harrison**  
 Transportation Planner  
 Transit Delivery Division  
 Project Delivery Administration

CC:

Chioma J. Iwuoha, ANC Commissioner, 7B01  
 Travis R. Swanson, ANC Commissioner, 7B03  
 Cydne Smith Nash, ANC Commissioner, 7B04  
 Racquel Codling, ANC Commissioner, 7F04  
 Betty J. Diggs, ANC Commissioner, 7F06  
 Nyasha Smith, Secretary to the Council of the District of Columbia  
 Tamika Finnell, Constituent Services Deputy Director for Councilmember Gray  
 D.L. Humphrey, Constituent Services Deputy Director for Councilmember Gray  
 Osha Daniels, Ward 7 Liaison, Mayor's Office of Community Relations and Services  
 Saudia Jenkins, Ward 7 Liaison, Mayor's Office of Community Relations and Services  
 Carla Longshore, Associate Director, Transit Delivery Division, DDOT  
 Linda Bailey, Director, Vision Zero, DDOT  
 Tanya Powell, Community Engagement Specialist, DDOT  
 Megan Kanagy, Mass Transit Branch Manager, DDOT

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If you need special accommodations or language assistance services (translation or interpretation) please contact Cesar Barreto at 202-671-2829 or Cesar.Barreto@dc.gov.

If you need language assistance services (translation or interpretation), please contact Karen Randolph at 202-671-2620 or Karen.Randolph@dc.gov.

### AYUDA EN SU IDIOMA

Si necesita ayuda en Español, por favor llame al 202-671-2700 para proporcionarle un intérprete de manera gratuita.

### AVISO IMPORTANTE

Este documento contiene información importante. Si necesita ayuda en Español o si tiene alguna pregunta sobre este aviso, por favor llame al 202-671-2620. Infórmele al representante de atención al cliente el idioma que habla para que le proporcione un intérprete sin costo para usted. Gracias.

### AIDE LINGUISTIQUE

Si vous avez besoin d'aide en Français appelez-le 202-671-2700 et l'assistance d'un interprète vous sera fournie gratuitement.

### AVIS IMPORTANT

Ce document contient des informations importantes. Si vous avez besoin d'aide en Français ou si vous avez des questions au sujet du présent avis, veuillez appeler le 202-671-2700. Dites au représentant de service quelle langue vous parlez et l'assistance d'un interprète vous sera fournie gratuitement. Merci.

## GIÚP ĐỠ VỀ NGÔN NGỮ

Nếu quý vị cần giúp đỡ về tiếng Việt, xin gọi 202-671-2700 để chúng tôi thu xếp có thông dịch viên đến giúp quý vị miễn phí.

## THÔNG BÁO QUAN TRỌNG

Tài liệu này có nhiều thông tin quan trọng. Nếu quý vị cần giúp đỡ về tiếng Việt, hoặc có thắc mắc về thông báo này, xin gọi 202-671-2700. Nói với người trả lời điện thoại là quý vị muốn nói chuyện bằng tiếng Việt để chúng tôi thu xếp có thông dịch viên đến giúp quý vị mà không tốn đồng nào. Xin cảm ơn.

### የቋንቋ እርዳታ

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### 언어 지원

한국어로 언어 지원이 필요하신 경우 202-671-2700로 연락을 주시면 무료로 통역이 제공됩니다.

### 안내

이 안내문은 중요한 내용을 담고 있습니다. 한국어로 언어 지원이 필요하시거나 질문이 있으실 경우 202-671-2700 로 연락을 주십시오. 필요하신 경우, 고객 서비스 담당원에게 지원 받고자 하는 언어를 알려주시면, 무료로 통역 서비스가 제공됩니다. 감사합니다.

### 語言協助

如果您需要用（中文）接受幫助，請電洽202-671-2700，將免費向您提供口譯員服務

### 重要通知

本文件包含重要資訊。如果您需要用（中文）接受幫助或者對本通知有疑問，請電洽202-671-2700。請告訴客戶服務部代表您所說的語言，會免費向您提供口譯員服務。謝謝！

