



# 17<sup>th</sup> & 19<sup>th</sup> Streets (NE+SE) Lane Reduction, Pedestrian Safety & Protected Bike Lanes

December 9th, 2021

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# Agenda

- Background
- Purpose and Need
- Concept Alternatives
- Discussion

# 17<sup>th</sup> & 19<sup>th</sup> NE/SE Schedule

- **Concept Planning**
  - MoveDC (2013)
  - MoveDC Update (2021)
- **Traffic Study (2021/22)**
- **Preferred Concept Design and Engineering**
  - Winter/Spring 2022
- **Public Comment Period- 30 business days from NOI**
  - Spring/Summer 2022
- **Construction**
  - Fall 2022
- **C St Project – related**
  - Construction start in June 2021 – 1.5 yr construction timeline

# Benefits of a Bikeway Network

- **Individual Benefits**
  - Safety
  - Reduced transportation costs
  - Exercise and health
- **Economic Development**
  - Tourism
  - Increases foot traffic/local spending
- **Environmental Benefits**
  - Reduced CO<sub>2</sub> emissions
- **System Management Benefits**
  - Reduced wear and tear
  - Fewer cars on road
- **Resiliency**
  - Bikes keep people & goods moving when other options & systems fail



HE  
BIA  
2, MAYOR

# Why is DC Installing Bicycle Lanes?

## 2005 Bicycle Master Plan Goals

- 2000: 1% of commute trips by bike ✓
- 2010: 3% of commute trips by bike ✓
- 2015: 5% of commute trips by bike ✓



## Sustainable DC goals

- Second largest source of emissions (21%) is transportation
- Sustainable DC Goal: 25% of commuter trips in each ward by walking and biking by 2032
- Reduce Automobile trips from 43% to 25% of all trips



## Vision Zero Goals

- Zero Traffic Fatalities
- Create safe conditions through design
- Safe & accessible streets for all users

## Safe Routes to School

- Building Safe Routes



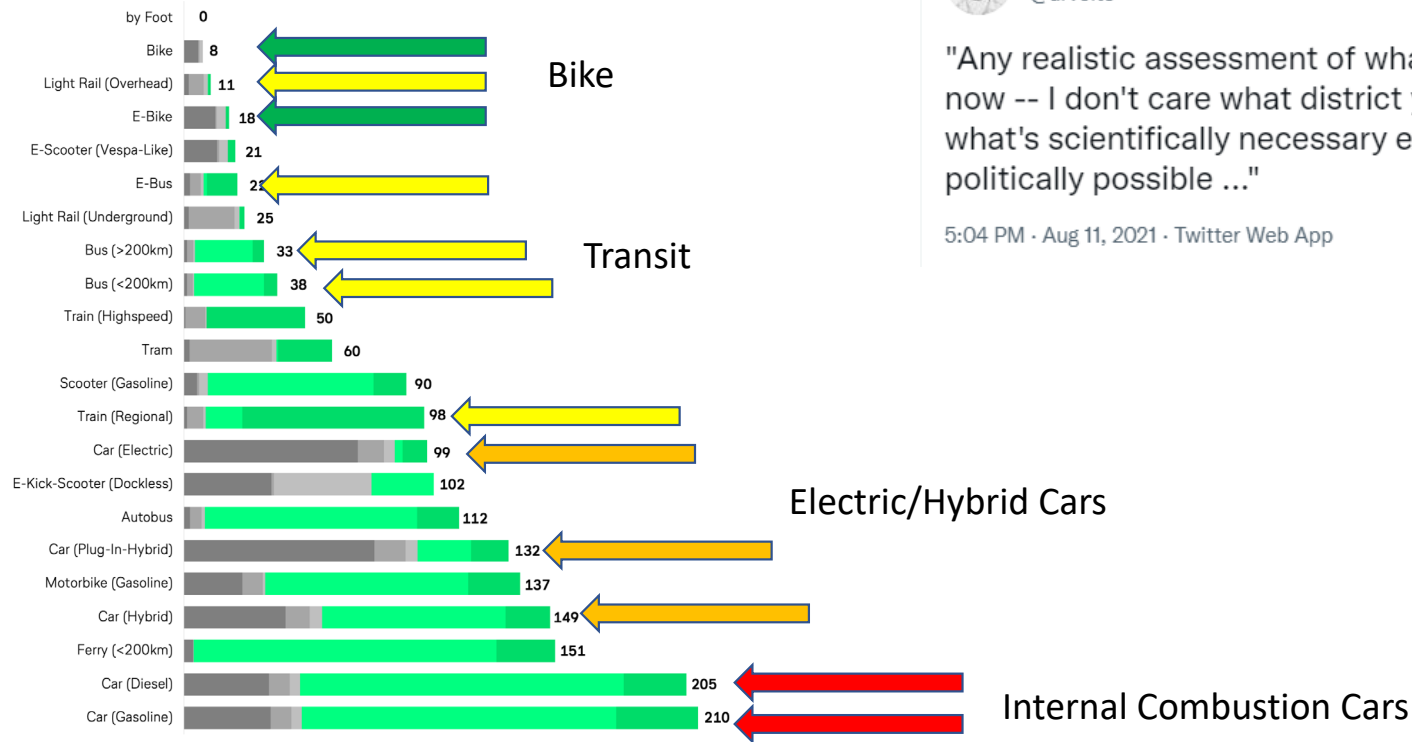
# Why Bike Lanes Are Important as a Climate Response

TNMT

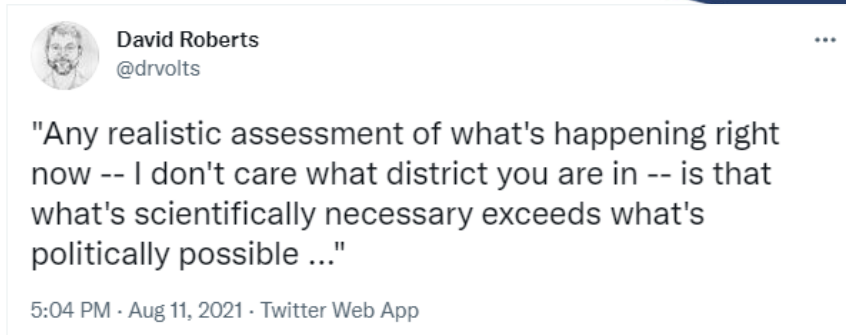
## Ranking urban transport modes

### Average carbon emissions by transport type (in gram per pkm)

■ Manufacture & Disposal ■ Roadway ■ Maintenance ■ Operation (Direct) ■ Operation (Indirect)



Sources: Lufthansa Innovation Hub Analysis, TNMT.com, press and various research studies — see extra Airtable



# Why Protected Lanes?

FUTURE

TODAY



LOW STRESS  
TOLERANCE

HIGH STRESS  
TOLERANCE

## BICYCLIST DESIGN USER PROFILES

### Interested but Concerned

51%-56% of the total  
population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

### Somewhat Confident

5-9% of the total  
population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

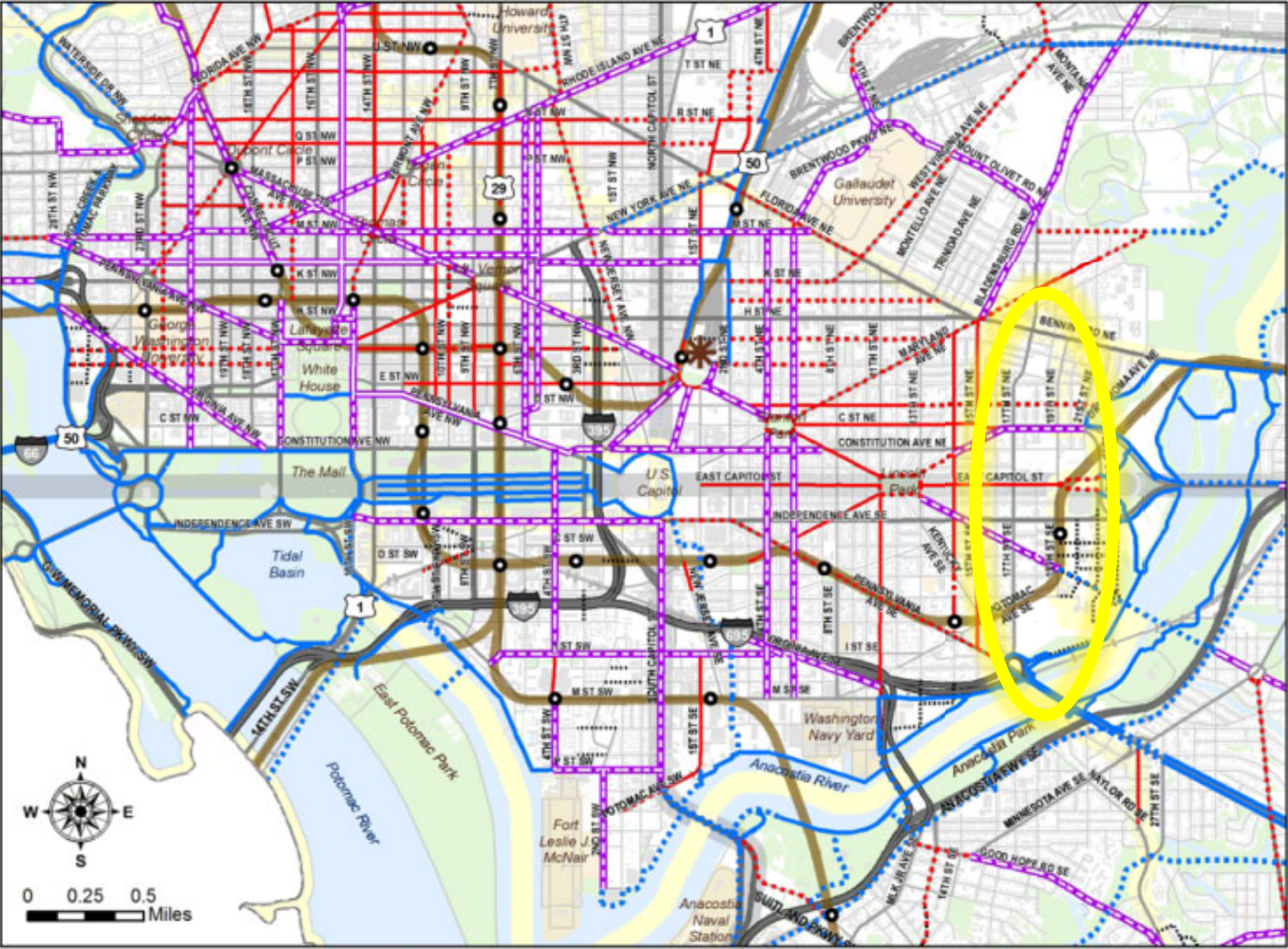
### Highly Confident

4-7% of the total  
population

Comfortable riding with traffic; will use roads without bike lanes.



# moveDC Bicycle Plan

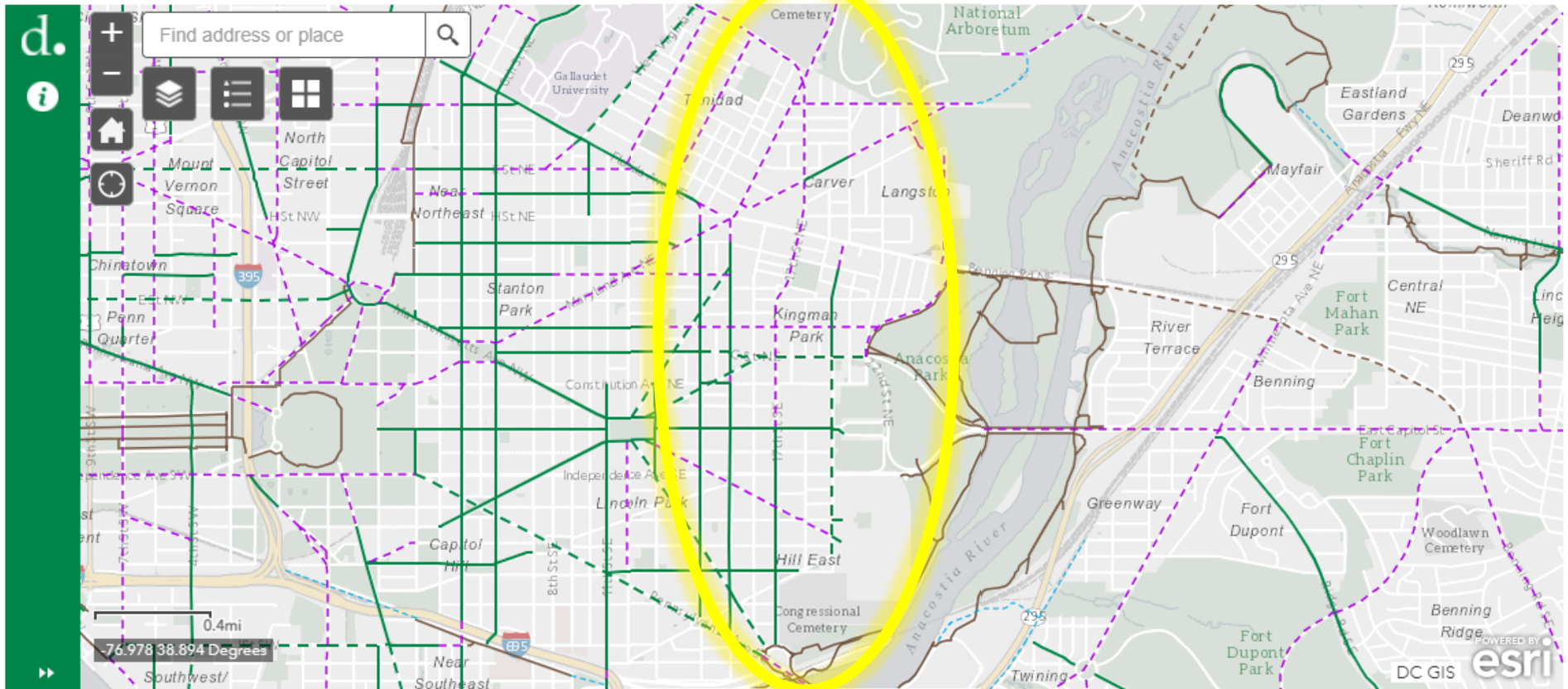


**moveDC Plan Elements (Future)**

- - - Trail
- - - Bicycle Lane
- - - Cycle Track
- - - Street
- ★ Union Station Improvements

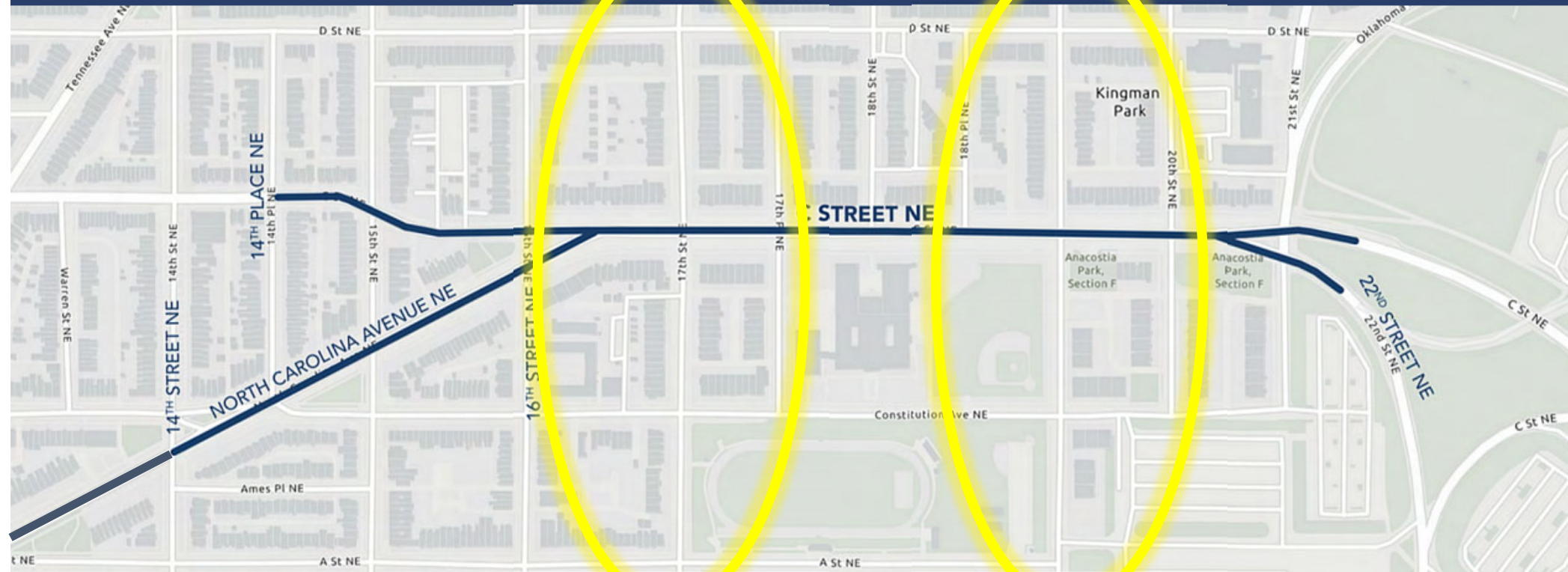








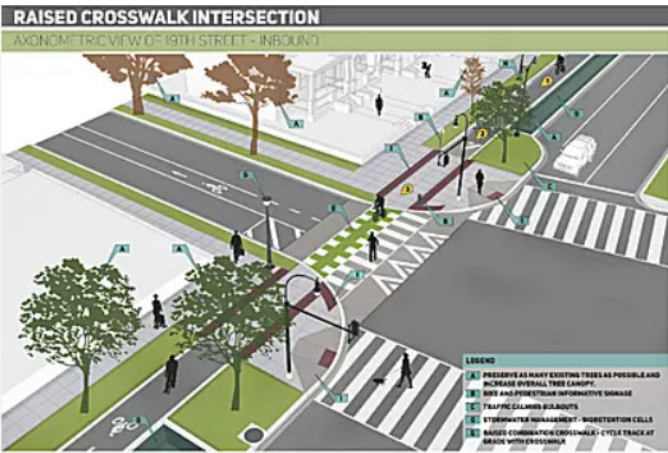
# C St NE Implementation



# C Street NE Project – High level of protection/quality



Volkert Engineering, P.C. d. DC



Volkert Engineering, P.C. d. DC

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
MURIEL BOWSER, MAYOR

# DDOT Active Transportation Branch Equipment options

18" – 24" wide Concrete Delineators



Planters



Flex Posts



# Why is DDOT considering changing this corridor now?

District-wide objective to create a connected, protected network of bicycle routes usable by all ages and abilities of cyclists.

TSA requests from community related to intersection of 17<sup>th</sup>/D SE, 19<sup>th</sup>/Constitution, 17<sup>th</sup> from Benning to East Cap.

Overall interest in diminishing traffic dangers from these two minor arterial streets as they traverse the residential neighborhood.

Desire for continuous connections between RFK Fields, Elliott Hine, Eastern HS, Reservation 13 development, and larger Hill community

Improve bicycle access to/from the Anacostia River Trail

DDOT interest in addressing safety issues along the larger Mt. Olivet/17<sup>th</sup> Street corridor

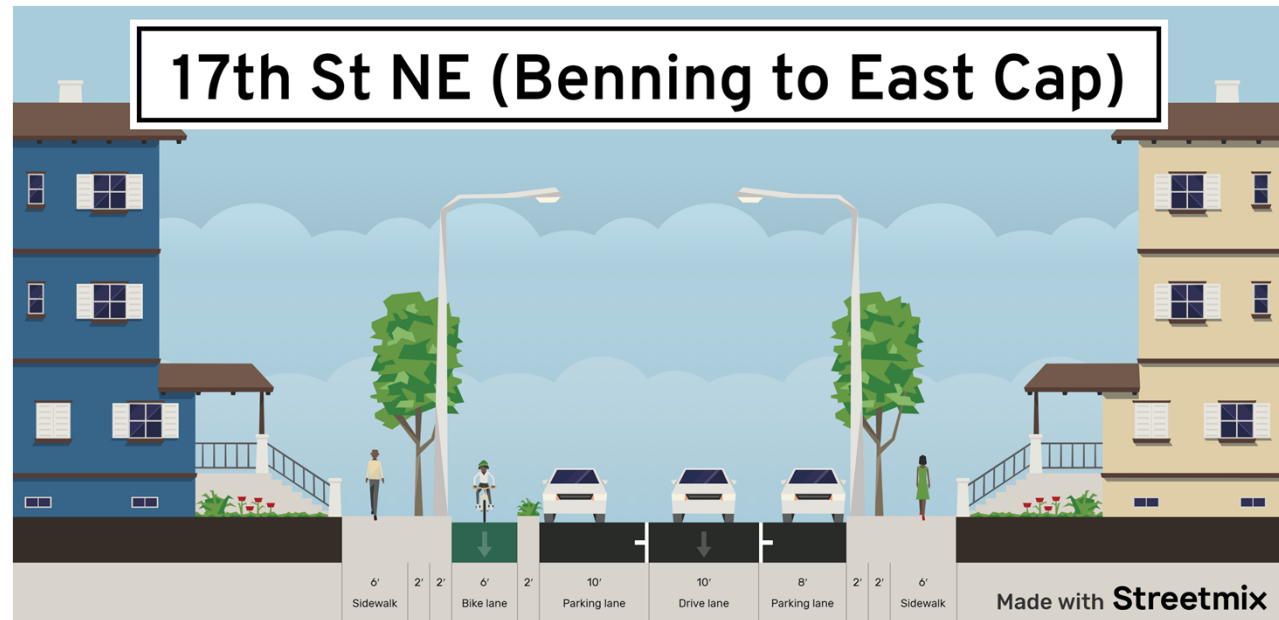
# 17<sup>th</sup> & 19<sup>th</sup> NE/SE Modifications



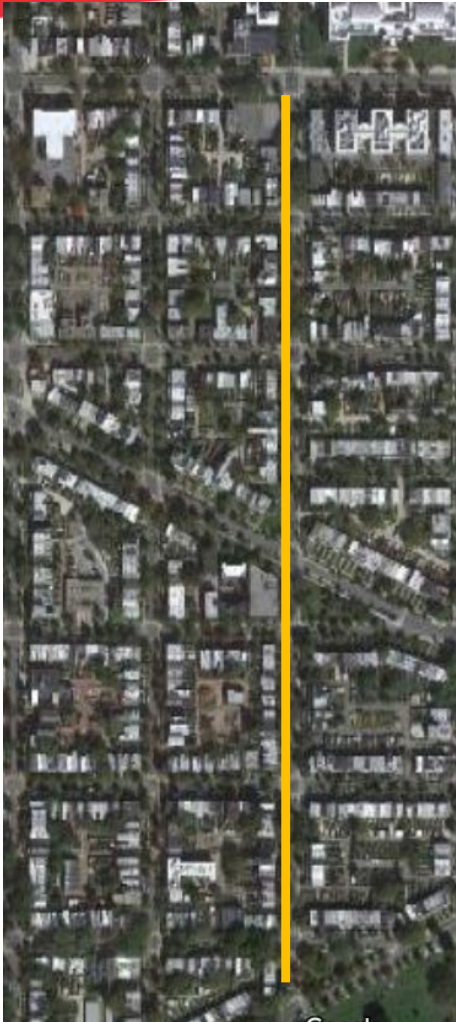
# 17<sup>th</sup> St NE Benning to East Capitol Section

Segment between Benning Rd and East Capitol would be reconfigured.

- Place bike lane behind parked cars
- Allows for possible rush-hour travel lane (11,000 AADT)

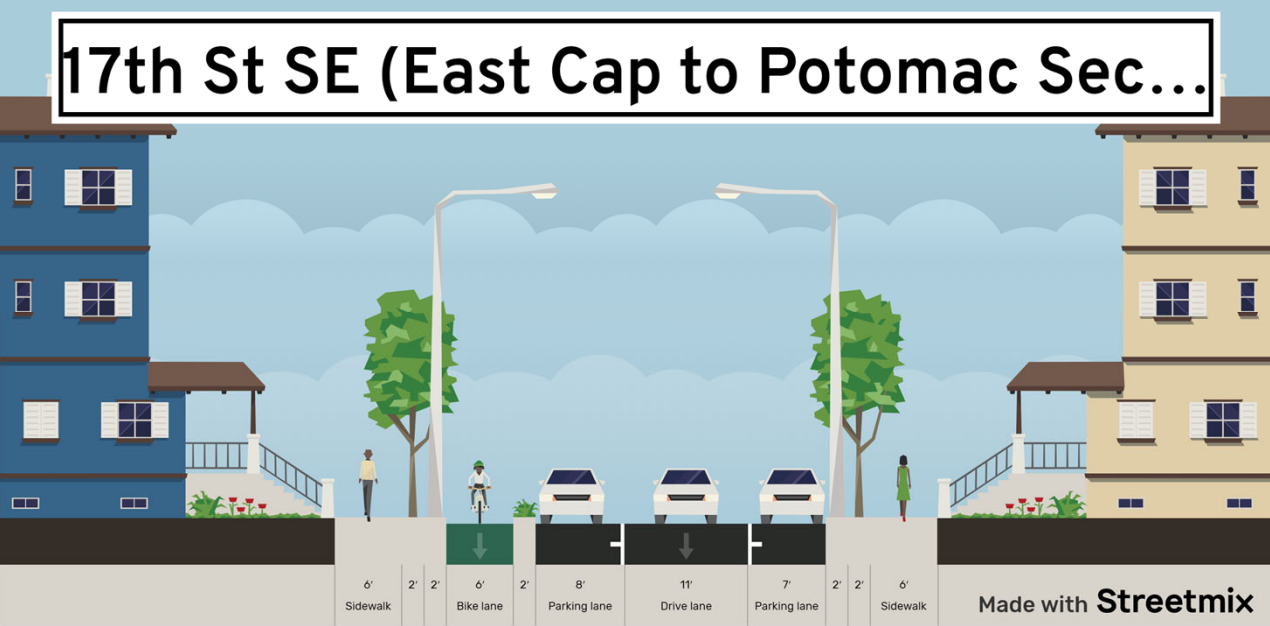


# 17<sup>th</sup> St SE East Capitol to Potomac Section



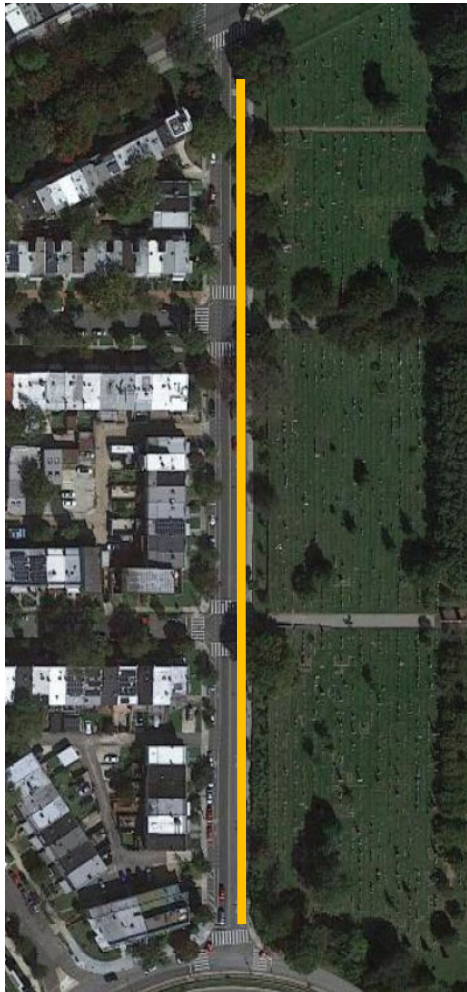
Segment between East Capitol and Potomac would be reconfigured.

- Place bike lane behind parked cars
- 8,100 AADT



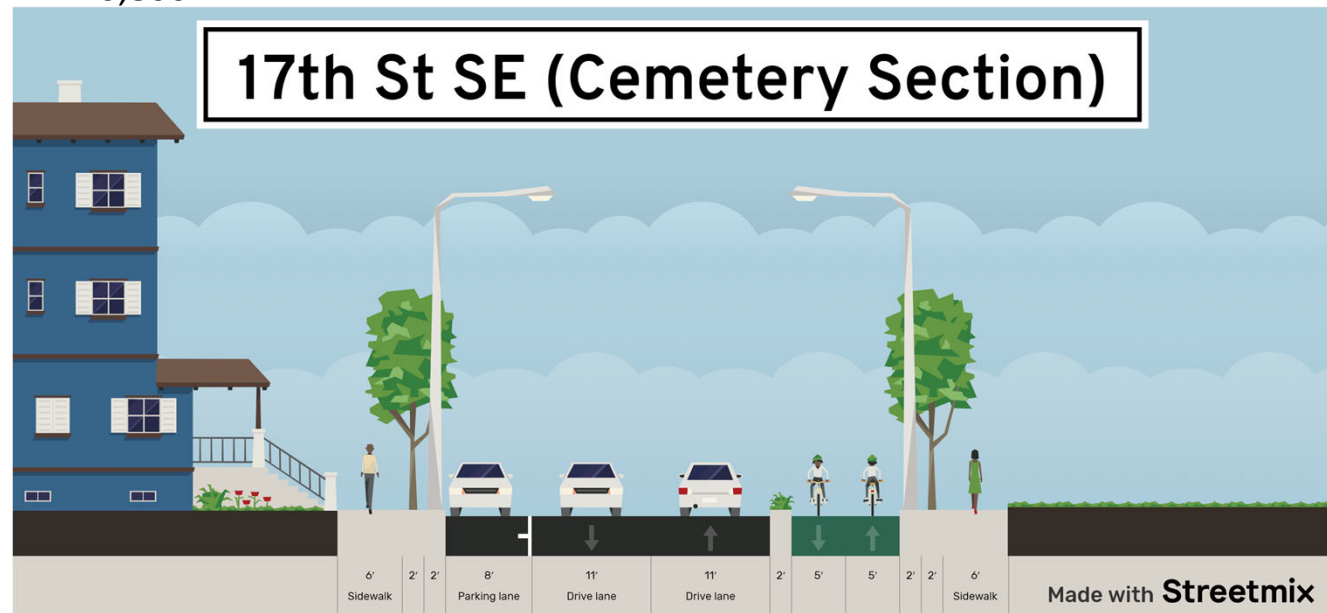


# 17<sup>th</sup> St SE Two-Way Cycletrack along Congressional Cemetery

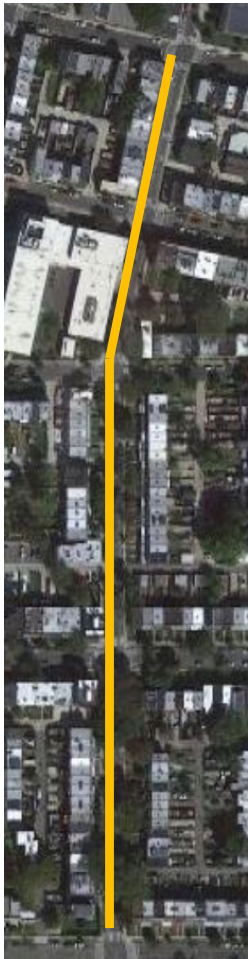


Segment between Potomac and Barney Circle would be reconfigured.

- 2-way cycletrack on cemetery side
- Remove existing SB bike lane and NB sharrows
- 10,800 AADT

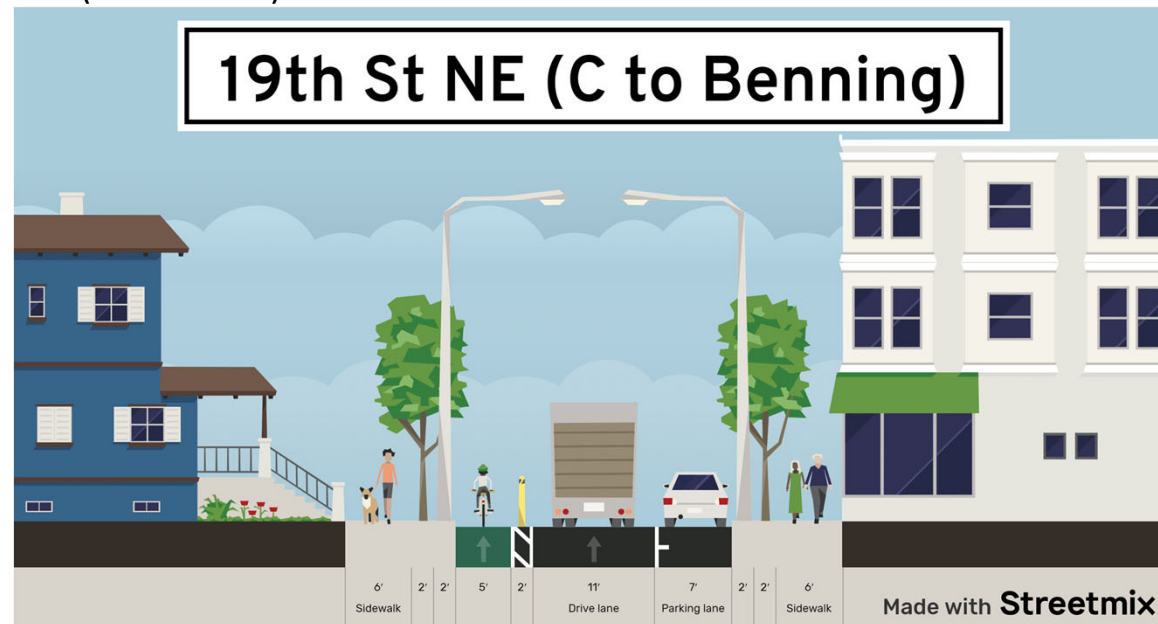


# 19<sup>th</sup> St NE Buffered Bike Lane from C NE to Benning Rd NE



Segment between C St and Benning Rd NE would be reconfigured.

- Revise existing bike lane to include a 2' buffer
- Switch parking to east side
- (5300 AADT)

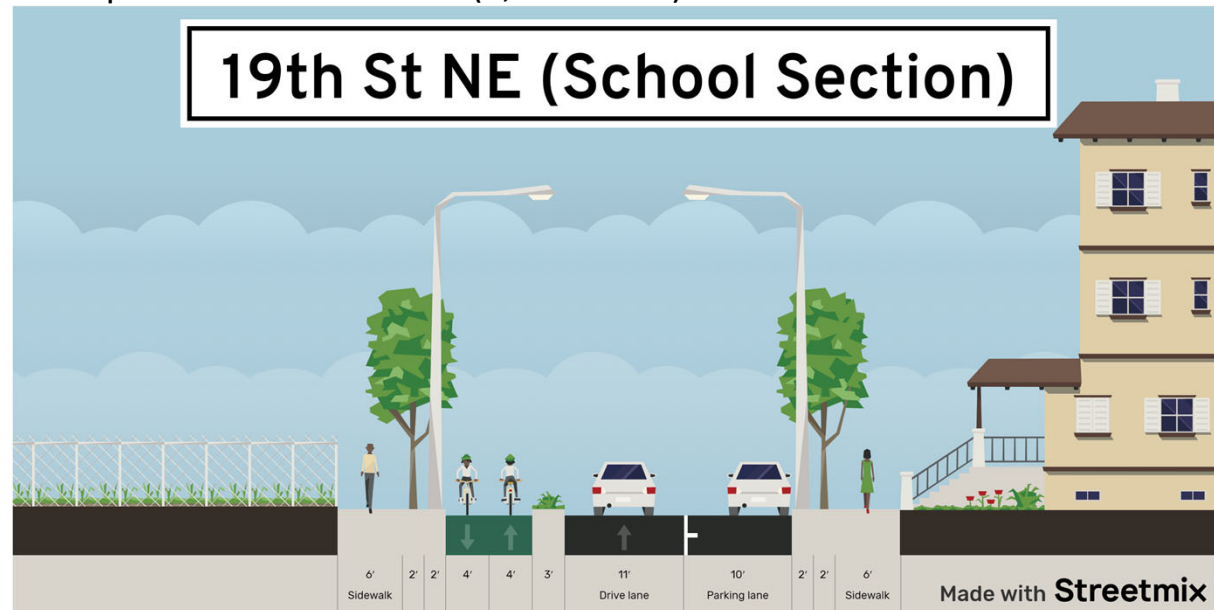


# 19<sup>th</sup> St NE Two-Way Cycletrack along Eastern HS & Eliot Hine MS

Segment between East Capitol and C St NE would be reconfigured.

- 2-way cycletrack on School side
- Remove existing SB sharrows
- Optional rush hour lane (5,300 AADT)

## 19<sup>th</sup> St NE (School Section)

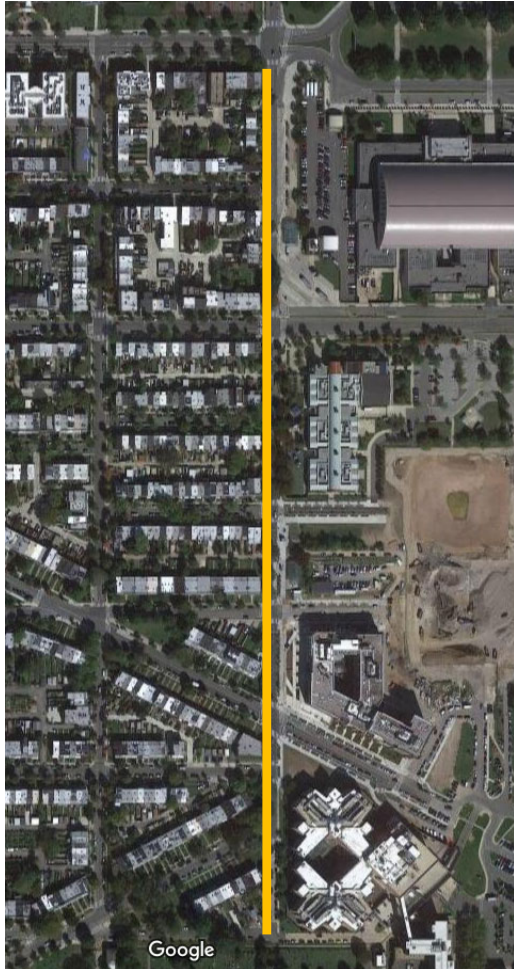
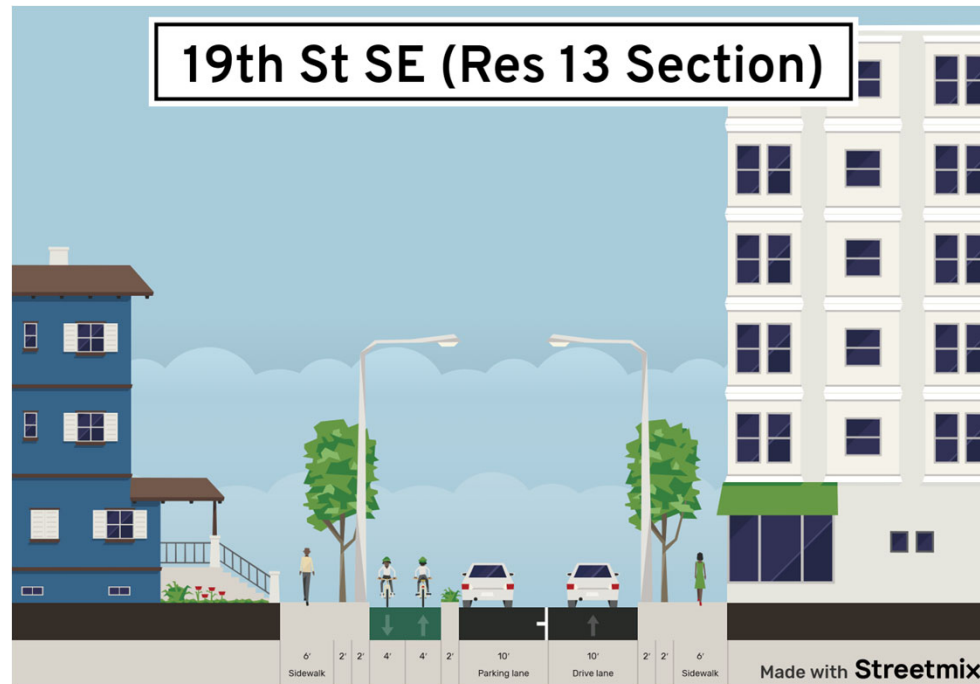


# Two-Way Cycletrack along Eastern HS & Eliot Hine MS

Segment between Potomac or E and East Capitol would be reconfigured.

- 2-way cycletrack on West side
- Remove existing SB sharrows
- Optional rush hour lane (8,300 AADT)

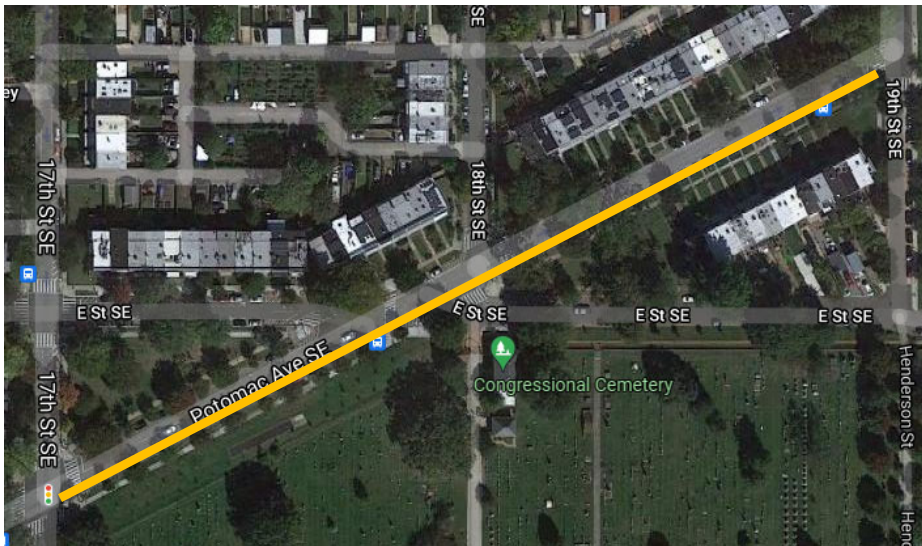
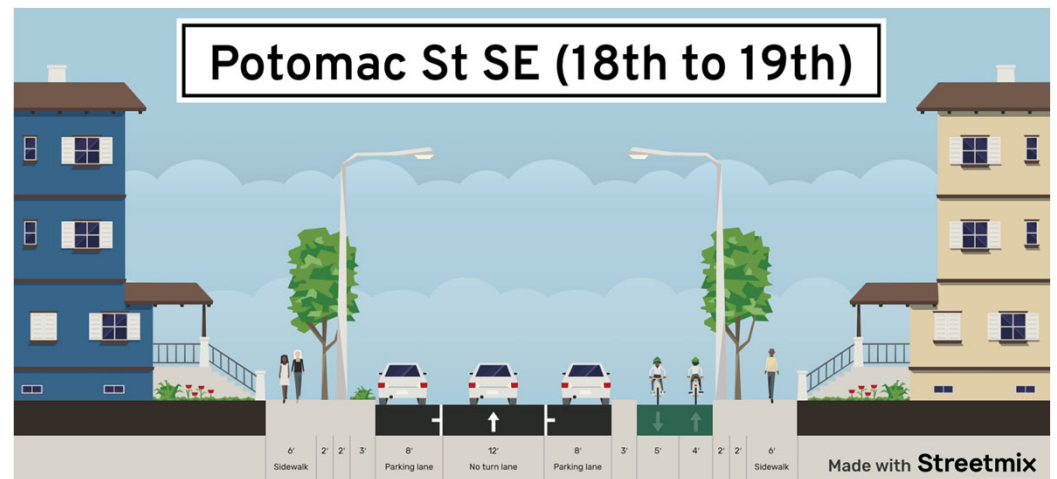
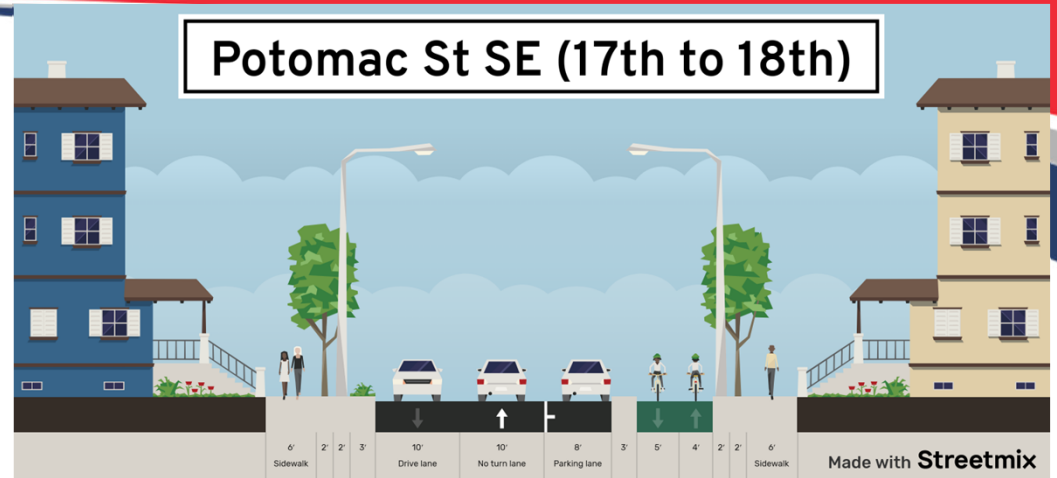
## 19th St SE (Res 13 Section)



# Two-Way Cycletrack between 17<sup>th</sup> & 19<sup>th</sup> Streets SE

Segment between Potomac or E and East Capitol would be reconfigured.

- 2-way cycletrack on West side
- Remove existing SB sharrow
- Optional rush hour lane (8,300 AADT)



# Trade-Offs to Consider

## Neighborhood Considerations

- Relative need for parking
- Rush Hour Lane trade offs
- Comfort level with vehicle setbacks

## Big Picture

- Contribution to Sustainable DC / MoveDC / Climate Adaptation plans
- Contribution to Vision Zero (eliminating traffic injuries/fatalities citywide)
- Rush Hour Lane trade offs

## Did We Miss Anything?

- What else is important to consider here?
- What is the right balance of tradeoffs between the goals the city is committed to achieving and issues on the ground?

## Contact Information

Please reach out with any comments or questions:

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District Department of Transportation