

# Government of the District of Columbia

## Department of Transportation



### **d.** Planning & Sustainability Division

September 21, 2022

Commissioner Brian G. Turmail  
Chair, Advisory Neighborhood Commission (ANC) 3B  
4001 Calvert Street NW  
Washington, DC 20007  
Via Email: [3B05@anc.dc.gov](mailto:3B05@anc.dc.gov)

Commissioner Benjamin Bergmann  
Chair, ANC 3D  
P.O. Box 40846 Palisades Station  
Washington, DC 20016  
Via Email: [3D08@anc.dc.gov](mailto:3D08@anc.dc.gov)

### **Notice # 22-243-PSD**

#### **Re: Tunlaw Road NW and New Mexico Avenue NW Multimodal Facility and Safety Improvements**

Dear Chairpersons,

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 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:

#### **Multimodal Facility and Safety Improvements on Tunlaw Road NW and New Mexico Avenue NW between Calvert Street and Nebraska Avenue**

#### **Overview:**

DDOT intends to make changes to Tunlaw Road NW and New Mexico Avenue NW to provide a two-way protected bike lane and pedestrian crossing improvements along the 1.5-mile corridor between Calvert Street and Nebraska Avenue. The project is driven by a need to better serve the safety and comfort of people biking and walking. It is an objective of the Rock Creek Far West Livability Study, and moveDC, the District’s long-range transportation plan. Currently, there are seven uncontrolled crosswalks, bicycle wayfinding and an inconsistent mixture of shared lane markings and unprotected bike lanes on one or both sides of the road.

DDOT began community engagement in January of 2021 and has met several times with the affected Advisory Neighborhood Commissions (ANCs) and community groups. Initially, the project was intended to continue south on Tunlaw Road and 37<sup>th</sup> Street to Reservoir Road. However, installing the protected bike lanes south of Calvert Street required the removal of all the parking in this section. The community consensus was that elimination of these 91 spaces was deemed too great a trade-off at this time, so DDOT removed the section south of Calvert Street from the project.

### **Proposed Alternatives**

Multiple alternatives were considered for the bike lanes. Those options were:

- Bike lanes on each side of the road
- Two-way north/east side protected bike lanes
- Two-way south/west side protected bike lanes.

Each of the alternatives require the removal of parking on one side of the road to accommodate the bikeway. Also, some additional parking must be removed near intersections, driveways, and alleys to ensure adequate visibility for all users. DDOT analyzed the amount of parking that would remain by placing it adjacent to, or on the opposite side of the street from the two-way protected bike lane and presented that information to both ANCs.

### **Traffic and Operations Analysis**

DDOT studied the safety and operational impacts of the three alternatives. This effort consisted of reviewing intersection traffic counts to determine where traffic signal modifications would be necessary. At lower volumes, turning vehicles and through bikes can navigate potential conflicts. However, above certain nationally established thresholds, turning cars must be separated from through bikes to eliminate conflicts. Usually, this requires the installation of dedicated turn lanes and traffic signal hardware. The analysis demonstrated that a north/east side bike lane would have the most potential conflicts between bikes and motor vehicles and, therefore, require the greatest number of traffic signal modifications and, consequently, have the greatest degradation to traffic flow.

### **Chosen Alternative**

After consideration of the parking, traffic, operations analysis and community feedback, both ANCs provided resolutions in support of a two-way protected bike lane on the south/west side of the road. The project team concurs with this choice as it has the least operational impacts, and the least potential conflicts with turning vehicles. Traffic signal modifications will be made at Macomb and Newark Streets to ensure safe operations of the two-way protected bike lane. These modifications will separate northbound left-turning cars from through bicyclists.

In addition to the placement of the bikeway, DDOT sought ANC input on which side of the roadway to retain parking. ANC 3D, in their July 2021 letter to DDOT, asked us to retain the parking lane on the opposite side of the street (east side). The plans reflect this request within ANC 3D's boundaries – essentially along the entirety of New Mexico Avenue.

ANC 3B requested, in their November 2021 resolution to DDOT, to retain the parking on the south/west side of Tunlaw Road between 39<sup>th</sup> Street and 3850 Tunlaw Road. Between 3850 Tunlaw Road and Calvert Street they requested to retain the parking on the north/east side of the street. The attached plans show this scenario.

### **Pedestrian Safety Improvements**

The project includes pedestrian safety enhancements at five of the seven uncontrolled crosswalks. Pedestrian refuge islands will be installed at three of the uncontrolled intersections:

1. Tunlaw Road at Davis Place
2. New Mexico Avenue at Garfield Street
3. New Mexico Avenue at Lowell Street

Pedestrian refuge islands have been proven to reduce pedestrian crashes by up to 56%. The safety benefits result from a narrower roadway, which limits pedestrian exposure and calms traffic. Additionally, the island allows people to cross one leg of traffic at a time and store in the refuge area before crossing the second leg.

The project includes striping additional crosswalks on New Mexico Avenue at the intersections of Klinge and Lowell Streets. Currently, only one of the two legal crossings are marked. Similarly, at 39<sup>th</sup> Street and at Fulton Street, the project proposes second crossings of Tunlaw Road. The additional high visibility painted crosswalks will increase the visibility to drivers of the pedestrian crossings.

The project team is still investigating the feasibility of installing a crossing of Fulton Street. The width, slope, storm drains, and the Colonnade entrance make this a challenging endeavor without a full reconstruction of the intersection.

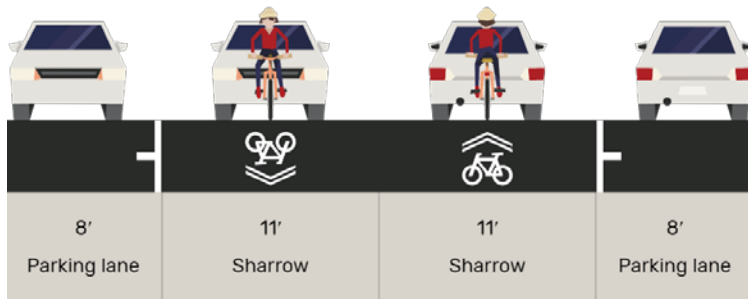
### **Plan Overview**

The following diagrams depict the proposed cross sections of the project. They are divided into three distinct sections, based upon the width of the roadway.

### **Section 1: Tunlaw Road, NW – Calvert Street to 39<sup>th</sup> Street**

This section is 38-feet wide. The space for the two-way protected bicycle lane will be obtained by removing one of the parking lanes. See existing cross section below:

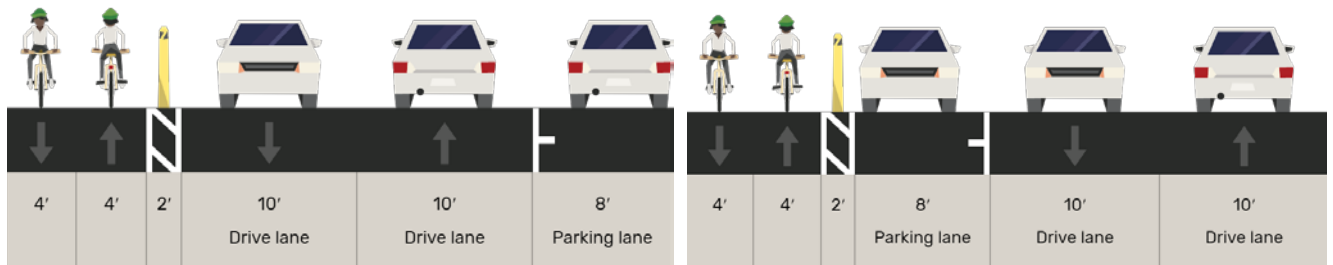
**Existing Cross Section**



The following two proposed cross sections show that the parking switches from one side of the street to the other at 3850 Tunlaw Road. This was done at the request of ANC 3B in their November 18, 2021 resolution. However, we have provided information on the number of parking spaces that would be retained by keeping the parking along the bikeway for all of Tunlaw Road. *DDOT requests the public's preference for the placement and type of parking (RPP, unregulated or a mixture) between Calvert Street and 3850 Tunlaw Road.*

**Proposed Cross Section – Calvert Street to 3850 Tunlaw Road**

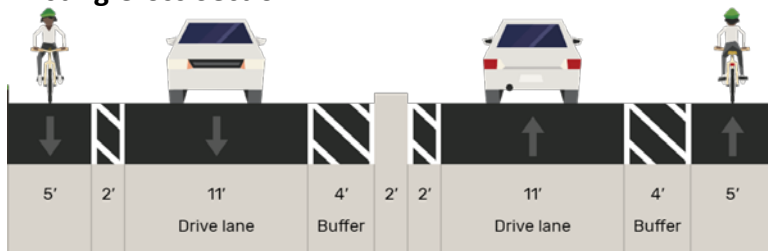
**Proposed Cross Section – 3850 Tunlaw Road to 39<sup>th</sup> Street**



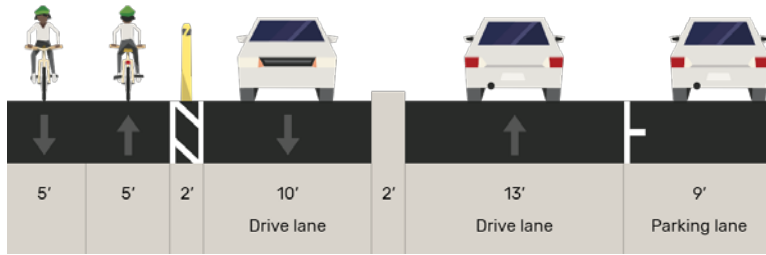
**Section 2: Tunlaw Road, NW – 39<sup>th</sup> Street to 42<sup>nd</sup> Street**

This section is 46-feet wide and includes a 2-foot median. Until the recent resurfacing, curbside bike lanes were present in each direction as seen below. With the proposed south/west side bikeway, space would be available on the opposite side to install approximately sixteen to nineteen parking spaces. In addition, the 39<sup>th</sup> Street slip lane will be closed since free right-turns cannot be made safely across a two-way bikeway. Right turns from Tunlaw Road will now be

**Existing Cross Section**



**Proposed Cross Section**



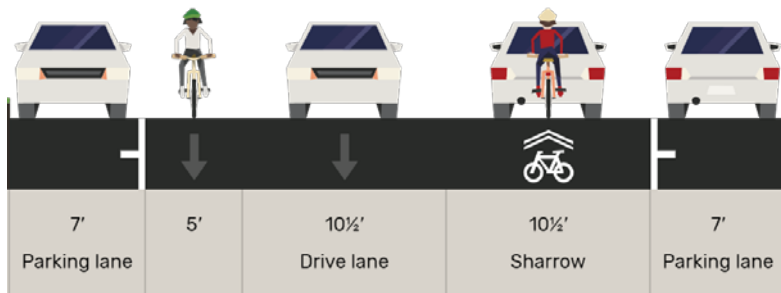
made at the all-way stop. This slip lane closure allows for the inclusion of approximately five additional RPP parking spaces along the edge of the roadway closure on 39<sup>th</sup> Street.

*DDOT requests the public’s preference for the type of parking (RPP, unregulated or a mixture) for the sixteen to nineteen spaces to be added between 39<sup>th</sup> and 42<sup>nd</sup> Streets.*

**Section 3: New Mexico Avenue, NW – 42<sup>nd</sup> Street to Nebraska Avenue**

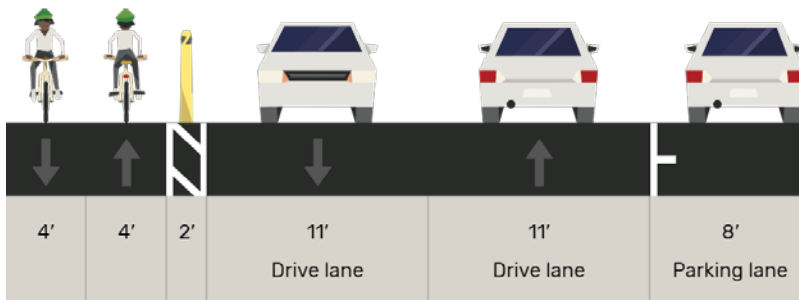
New Mexico Avenue is 40-feet wide with parking on both sides of the street. Generally, there is an unprotected bicycle lane in the uphill direction. Downhill bicyclists share the travel lane with motor vehicles. The northernmost block – Newark Street to Nebraska Avenue – is 44-feet wide and has bike lanes on both sides of the street.

**Existing Cross Section**



In the proposed condition, the same pattern on Tunlaw Road would continue along New Mexico Avenue. The bikeway would be located on the south/west side of the road, and the parking would be on the north/east side.

**Proposed Cross Section**



DDOT is investigating the removal of the approximately 180-foot concrete median to the northwest of 42<sup>nd</sup> Street. In this wider 46-foot section, approximately seven RPP parking spaces could potentially be preserved on the south/west side of the road, adjacent to the bikeway.

Twelve metered parking spaces must be removed on the east side of New Mexico Avenue between Lowell and Macomb Streets for the new northbound left turn lane and pedestrian crosswalk at Lowell Street. One block north, on the east side of New Mexico Avenue south of Newark Street, three metered parking spaces must be removed for a new northbound left turn lane. Also, three metered parking spaces must be removed on the section of 44th Street between Macomb Street and New Mexico Avenue due to the proposed closure of this leg of the intersection with New Mexico Avenue.

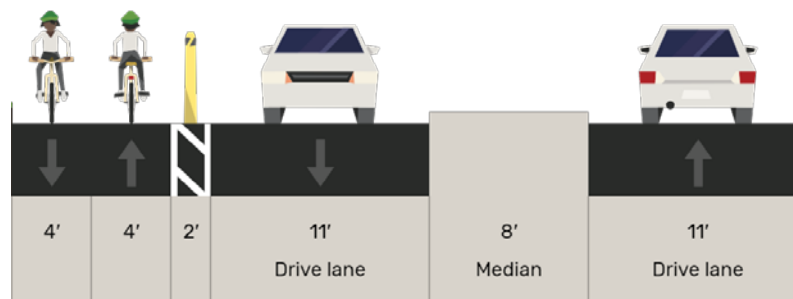
Due to the necessity to remove these eighteen metered parking spaces along New Mexico Avenue, DDOT is investigating the conversion of existing time and day-limited parking to metered along the eastern end of the north side of the 4400-block of Macomb Street; the northern end of the east side of 44th Street between Lowell and Macomb Street, and the east side of 44th street between Macomb Street and New Mexico Avenue.

*DDOT requests the public's preference for the type and time limits of parking along the north side of the 4400-block of Macomb Street; 44th Street between Lowell Street and New Mexico Avenue; and 44th Street between Macomb Street and New Mexico Avenue.*

### **Pedestrian Safety**

As previously mentioned, the plan includes enhancements for the safety of people crossing the street. New crosswalks will be added on Tunlaw Road at 39<sup>th</sup> and Fulton Streets, and on New Mexico Avenue at Klinge and Lowell Streets. Pedestrian refuge islands will be included at three of the seven uncontrolled crosswalks. The islands will allow people to cross one direction of traffic at a time, storing in the median before proceeding across the other direction of traffic. Note that this treatment requires removing two to three parking spaces on either side of the refuge island. The diagram below shows the pedestrian refuge island (labeled median) between the two travel lanes.

### **Proposed Pedestrian Refuge Island**



## **Transit**

There are six existing bus stops along New Mexico Avenue (N2 and N6). In consultation with WMATA and DDOT's Transit Delivery Division, the two bus stops at Macomb Street will be eliminated since there are two bus stops one block to the south at Lowell Street. Fewer stops decrease bus delay, making transit a more appealing option.

## **DDOT Requested Feedback**

In addition to specific design comments and the general consideration of the project, DDOT requests feedback on the following items that were mentioned in sections one through three above.

### **ANC 3B**

#### *Section 1 – Tunlaw Road, NW – Calvert Street to 39<sup>th</sup> Street*

- The public's preference on the designation of the parking spaces (RPP, unregulated, or a mixture) between Calvert Street and 3850 Tunlaw Road.
- The public's preference for the placement of the parking between Calvert Street and 3850 Tunlaw Road – the south/west or north/east side of the road.

#### *Section 2: Tunlaw Road, NW – 39<sup>th</sup> Street to 42<sup>nd</sup> Street*

- The public's preference for the type of parking (RPP, unregulated, or a mixture) for the sixteen to nineteen spaces to be added between 39<sup>th</sup> and 42<sup>nd</sup> Streets.

### **ANC 3D**

#### *Section 3: New Mexico Avenue, NW – 42<sup>nd</sup> Street to Nebraska Avenue*

- The public's preference for the type and time limits of parking along the north side of the 4400-block of Macomb Street; 44th Street between Lowell Street and New Mexico Avenue; and 44th Street between Macomb Street and New Mexico Avenue.

## **Anticipated Benefits of the Project**

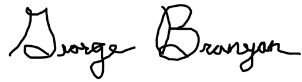
DDOT anticipates the following safety benefits with this project:

- A protected and comfortable north-south biking / scooter route for people traveling in upper northwest.
- A protected bicycling connection to American University and the new widened sidewalk along Nebraska Avenue.
- Slower vehicular speeds and improved compliance with traffic control devices.
- Improved comfort and safety due to the reduction of potential conflicts.
- Shorter pedestrian crossings at all intersections due to the inclusion of the bikeway and pedestrian refuge islands at select locations.
- Reduction in sidewalk riding by bicyclists and scooters.
- Reduction in motor vehicle trips due to faster and safer alternatives.

All comments on this subject matter must be filed in writing, no later than November 3, 2022, thirty (30) business days after the date of this notice, with the District Department of Transportation Planning and Sustainability Division, 250 M Street SE, Washington, DC, 20003

or via email at [mike.goodno@dc.gov](mailto:mike.goodno@dc.gov). If you would like to check the status of this Notice of Intent (NOI), please visit DDOT's website at <https://wiki.ddot.dc.gov/display/NOI>. In addition, if you have questions, have trouble accessing the NOI site or are unable to do so, please contact me at 202-671-0681.

Sincerely,



George Branyan  
Active Transportation Branch Manager  
DDOT Planning & Sustainability Division

Cc: Ann Mladinov, Commissioner, ANC 3B01  
Jackie Blumenthal, Commissioner, ANC 3B02  
Elizabeth Elson, Commissioner, ANC 3B04  
Chuck Elkins, Commissioner, ANC 3D01  
Christian Damiana, Commissioner, ANC 3D07  
Nyasha Smith, Secretary to the Council of the District of Columbia  
Emir Gur-Ravantab, Ward 3 Liaison, Mayor's Office of Community Relations & Services  
Theodore Wren, Ward 3 Liaison, Mayor's Office of Community Relations & Services  
Dee Smith, Deputy Chief of Staff & Constituent Services Director, Office of Councilmember Cheh  
Amy Sinnenberg, Constituent Services Coordinator, Office of Councilmember Cheh  
Andrew Grinberg, Legislative Assistant, Office of Councilmember Mary M. Cheh  
Kelly Jeong-Olson, Community Engagement Manager, DDOT  
Anna Chamberlin, Associate Director of Planning & Sustainability Division, DDOT  
Gilberto Solano, Transportation Planner, DDOT  
Mike Goodno, Bicycle Program Specialist, DDOT  
Christian Piñeiro, Ward 3 Community Engagement Specialist, DDOT



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If you need special accommodations or language assistance services (translation or interpretation) please contact Karen Randolph at 202-446-4083 or Karen.Randolph@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

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## 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 ĐỖ 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

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## የቋንቋ እርዳታ

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## ጠቃሚ ማስታወቂያ

ይህ ሰነድ ጠቃሚ መረጃ ይዟል። በአማርኛ እርዳታ ከፈለጉ ወይም ስለዚህ ማስታወቂያ ጥያቄ ካለዎት በ 202-671-2700 ይደውሉ። የትኛውን ቋንቋ እንደሚናገሩ ለደንበኞች አገልግሎት ተወካይ ይንገሩ። ያለምንም ክፍያ አስተርጓሚ ይመደብልዎታል። እናመሰግናለን።

## 언어 지원

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

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### 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

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