



North Carolina Ave NE – 1300 Block Pedestrian Safety & Bike Lane Gap

Monday, January 25th, 2021

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Agenda

- Background
- North Carolina Ave NE - Project Vehicle Circulation Overview
- Consideration of Alternatives
- Discussion

North Carolina Ave NE Schedule

- **Concept Planning**

- MoveDC (2013)
- MoveDC Update (2021)

- **Circulation Study (2020/21)**

- **Preferred Alternatives Design and Engineering**

- ~~Winter/Spring 2021~~ Summer 2021

- **Public Comment Period- 30 business days from NOI**

- ~~March 2021~~ Fall 2021

- **Construction**

- ~~Summer 2021~~ Spring 2022

- **C St Project – related**

- Construction start in ~~March~~ 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 CO₂ emissions
- **System Management Benefits**
 - Reduced wear and tear
 - Fewer cars on road
- **Resiliency**
 - Bikes keep people & goods moving when other options & systems fail



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

- 75% of all trips by walk, bike, transit by 2032
- 150 more bike share stations
- Carbon Neutrality by 2050

Vision Zero Goals

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



Why Protected Lanes?

ANC 6A FUTURE

ANC 6A 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.

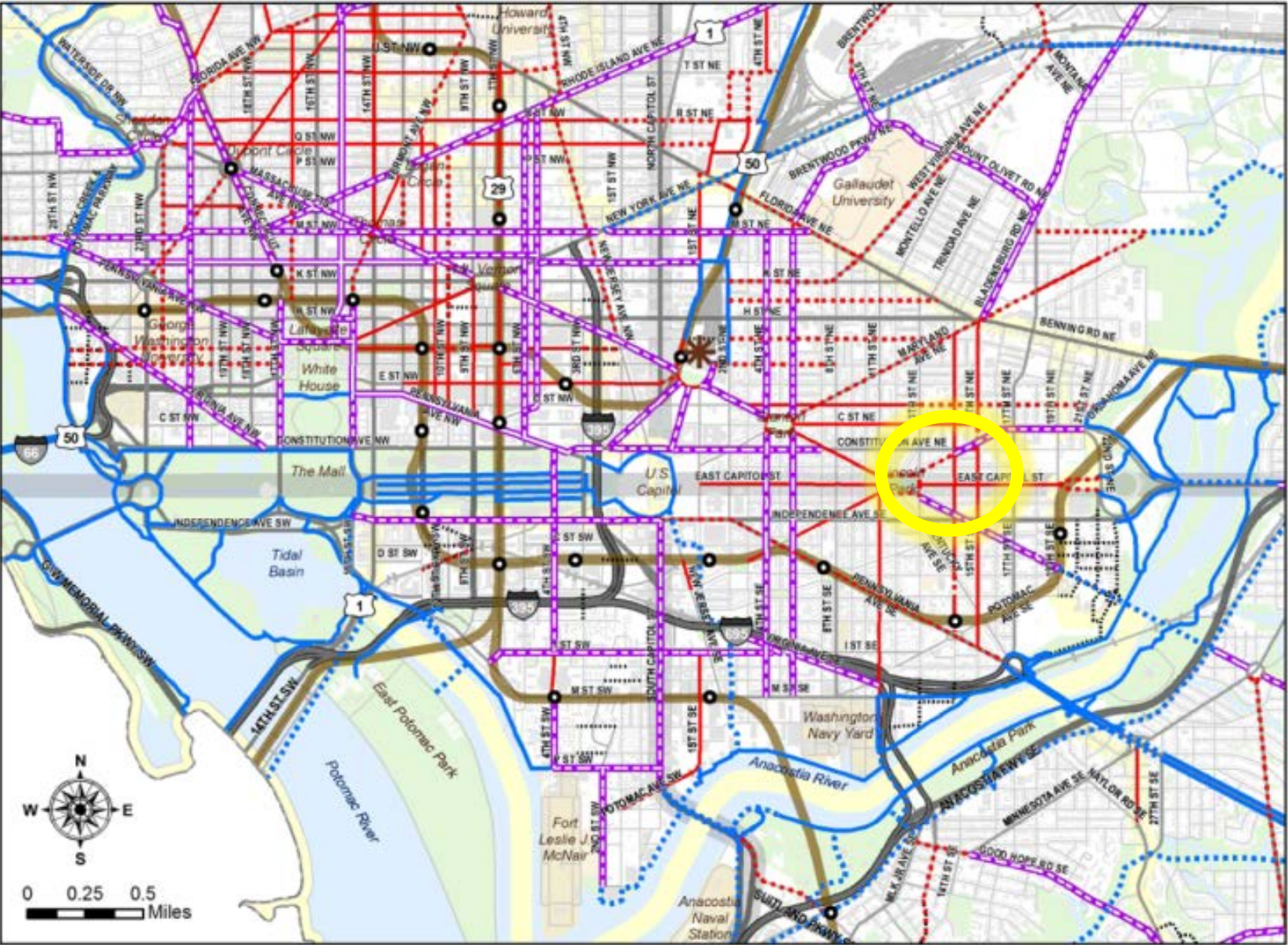
**Highly
Confident**

4-7% of the total
population

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

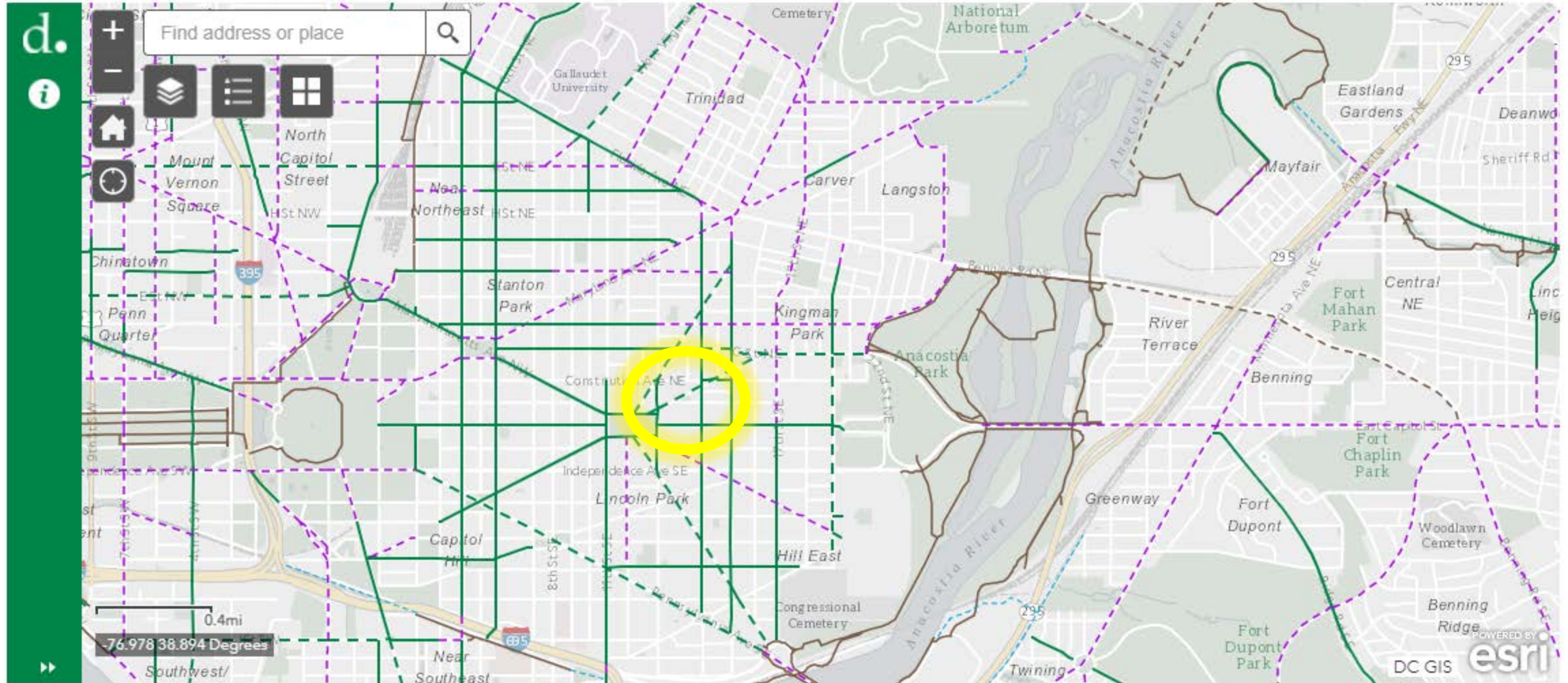


moveDC Bicycle Plan



moveDC Plan Elements (Future)

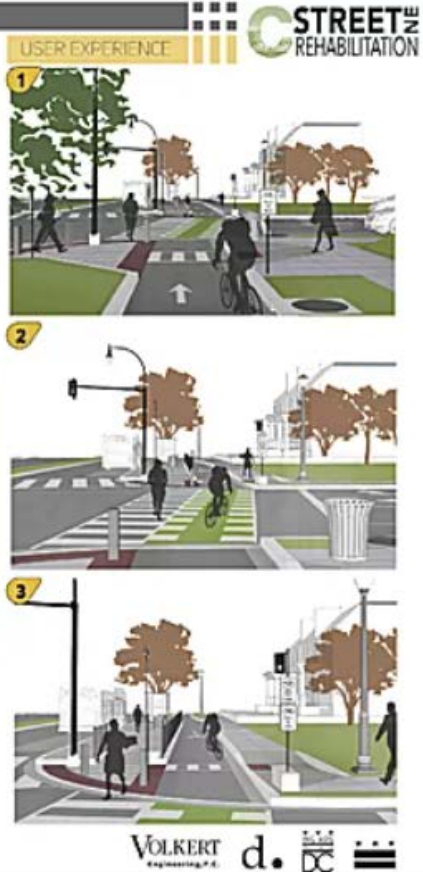
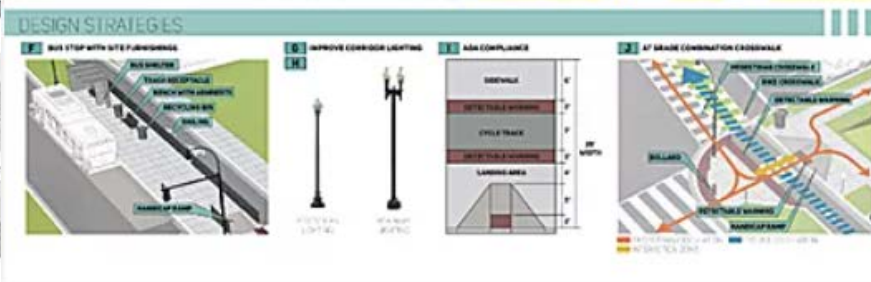
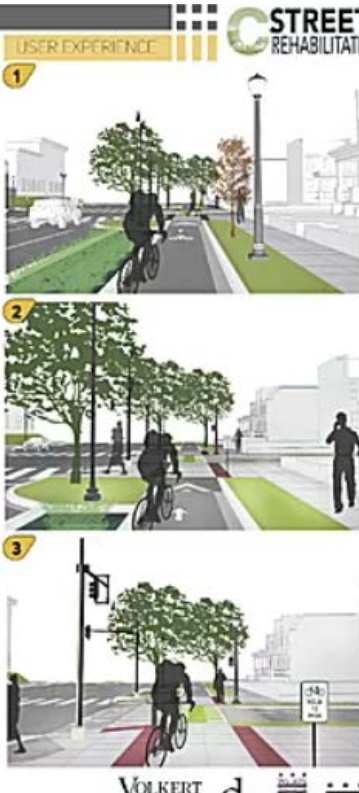
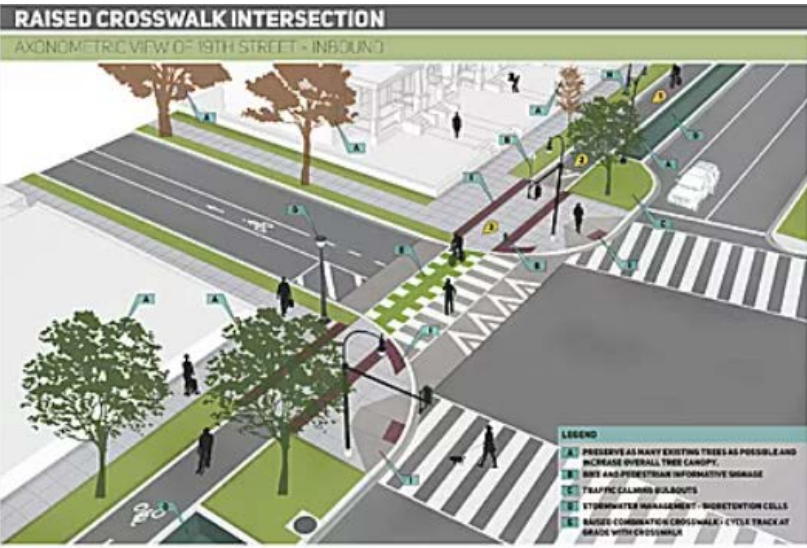
- Trail
- Bicycle Lane
- Cycle Track
- Street
- Union Station Improvements



C St NE Implementation



C Street NE Project – High level of protection/quality



DDOT Active Transportation Branch Equipment options

18" wide Concrete Delineators



Planters



Flex Posts



Why is DDOT Changing This Block Now?

Missing block in the larger C Street Project (under construction)

TSA requests from community related to intersection of 14th/Constitution/North Carolina

Desire for continuous connection between RFK Fields, Elliott Hine, and larger Hill community

Existing Conditions



Existing Conditions Summary:

- Missing block on high-volume bike corridor
- Route to/from RFK Fields, Elliot Hine MS, Eastern HS
- Wider-than recommended travel lanes

Alternative A1 – Two-Way + PBL / BL



Alternative A1 Summary:

- Retains 2-way traffic
- South side parking eliminated
- Protected bike lane on North side, regular bike lane on South side

Alternative A2 – Two-Way + PBL / BL



Alternative A2 Summary:

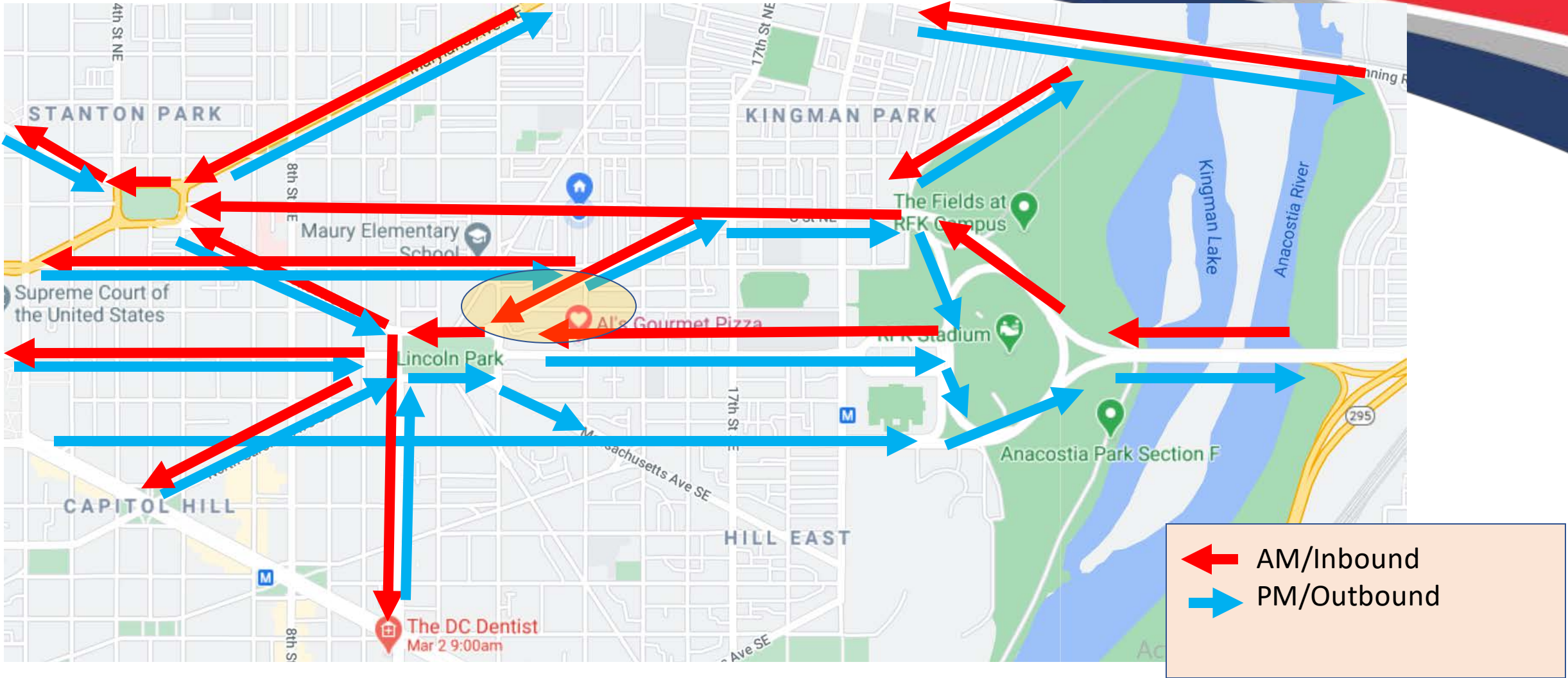
- Retains 2-way traffic
- South side parking eliminated
- Protected bike lane on South side, regular bike lane on North side

One Way Concept 1300 blk NC Ave NE

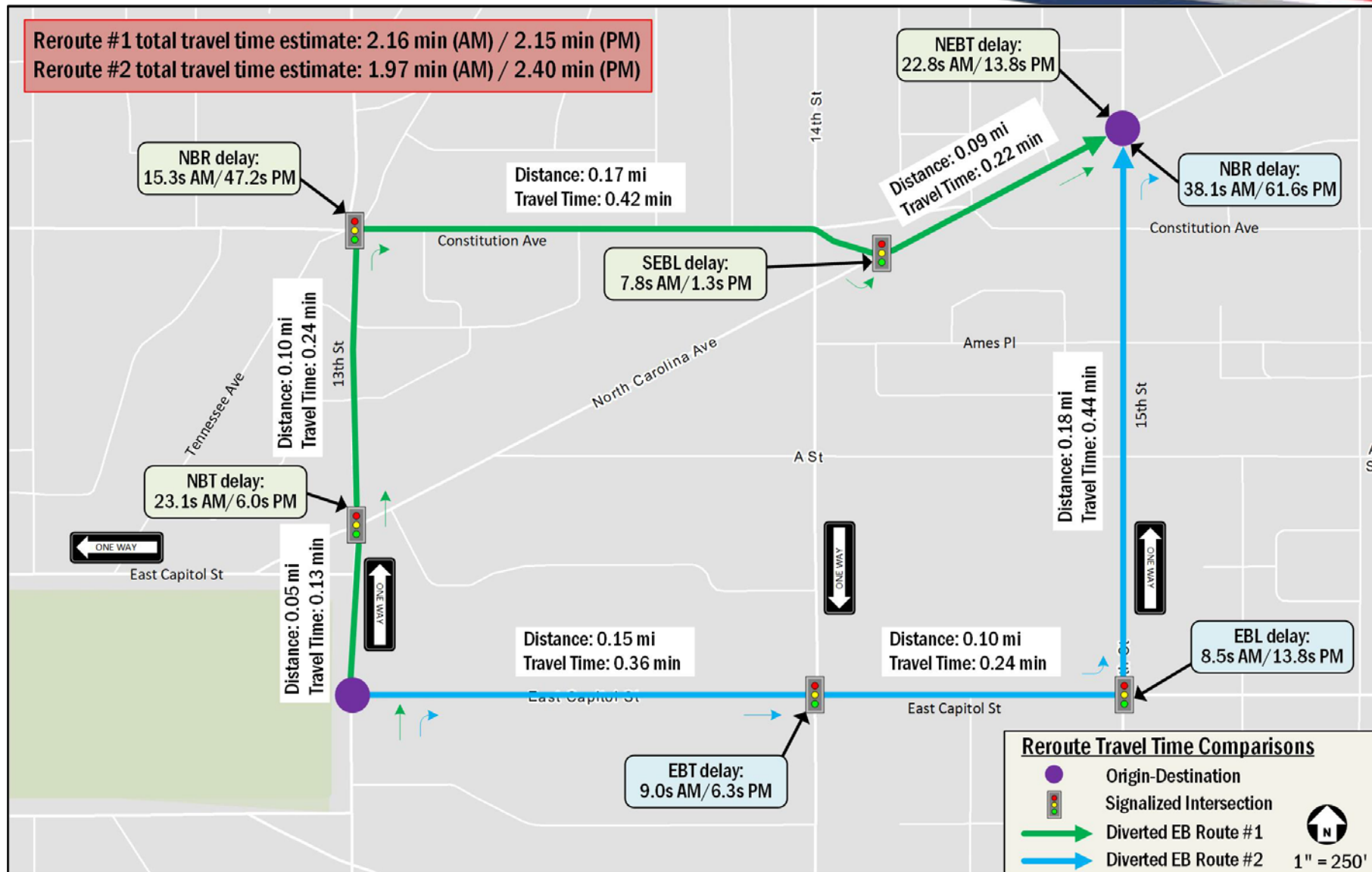
- Maximizes Parking
- Allows for protected or buffered bike lanes
- Additional complexity and time for neighborhood vehicular circulation
- Eliminates lower volume direction
- Eliminated direction fed by NB 13th St NE and WBA St NE
- Recovers Large SE corner at NC & 14th for bumpout/ ped area



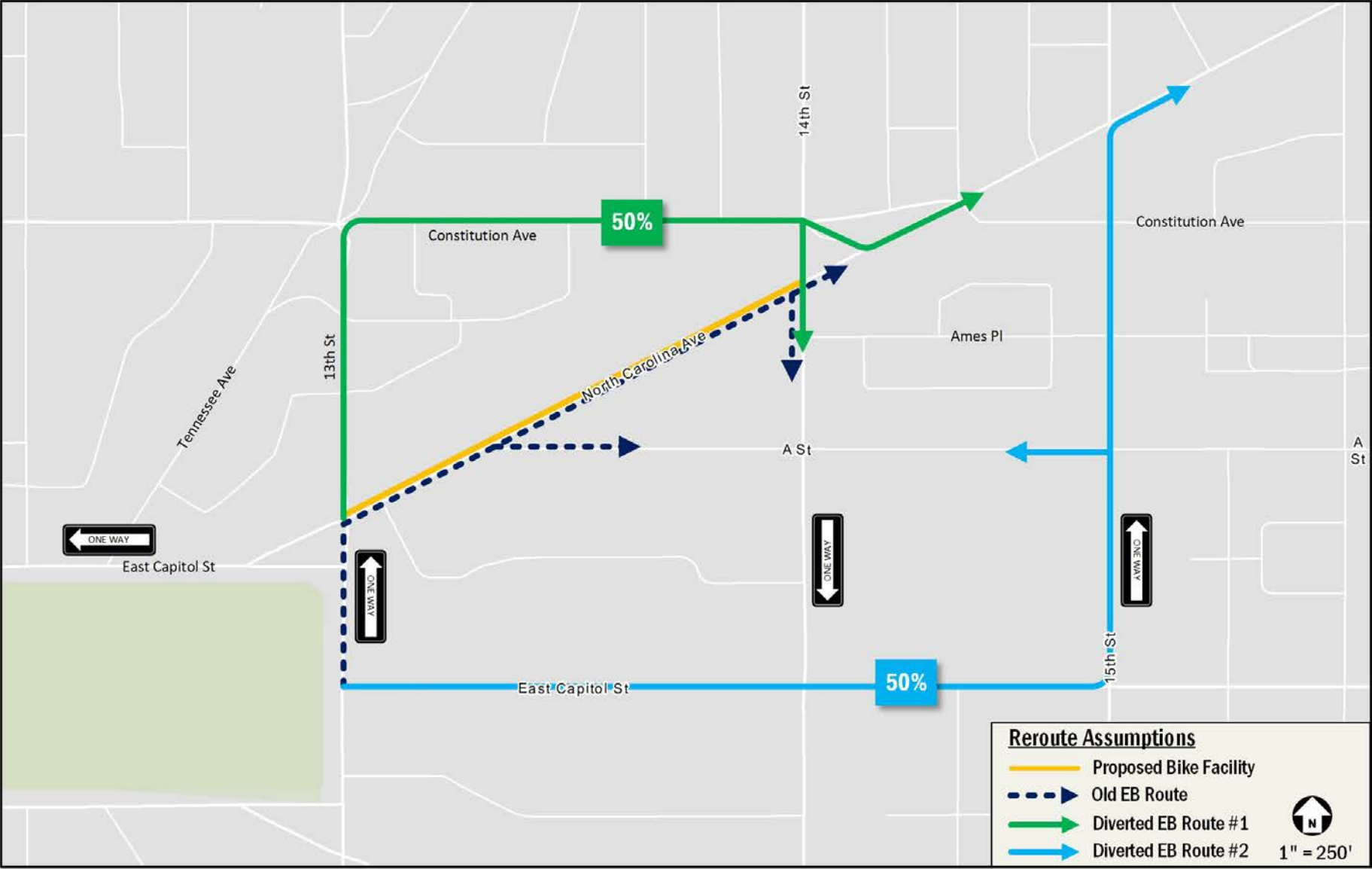
Macro Area Circulation – AM/PM Flows



Travel Time Analysis



Reroute Assumptions



Alternative B – One-Way + WB PBL + EB PBL



Alternative B Summary:

- Retains parking throughout – adds a bit more on 13th St., needs parking setback at driveway/intersection
- Provides EB & WB protected bike lane
- Matches inbound/outbound bike facilities from C St Project

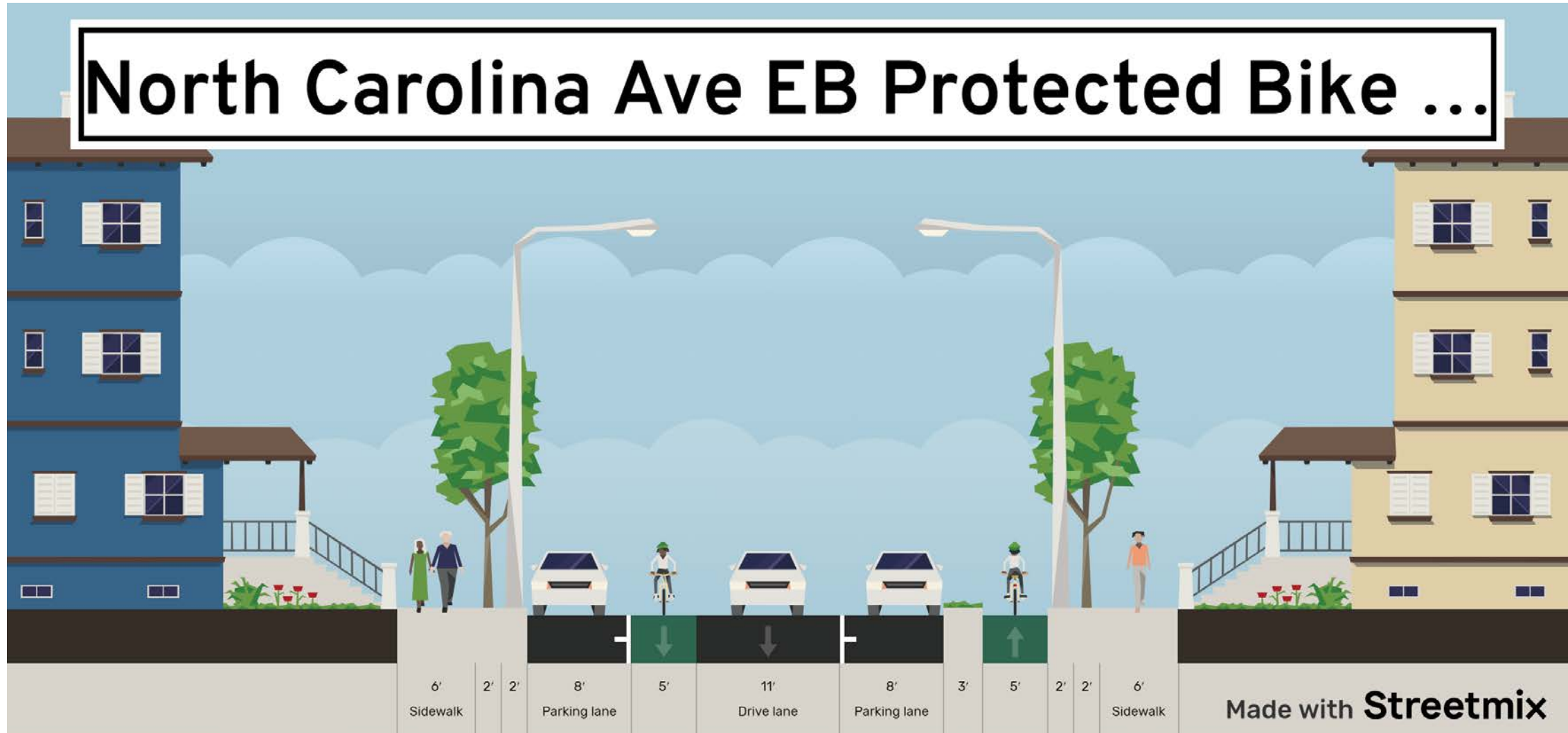
Alternative C – One-Way + Buffered Bike Lane



Alternative C Summary:

- Retains curbside parking throughout – adds a bit more on 13th St.
- Provides buffered bike lanes – safer than typical bike lanes
- Retains wider unobstructed cross section – important for events like marathons/ parades/ marching bands

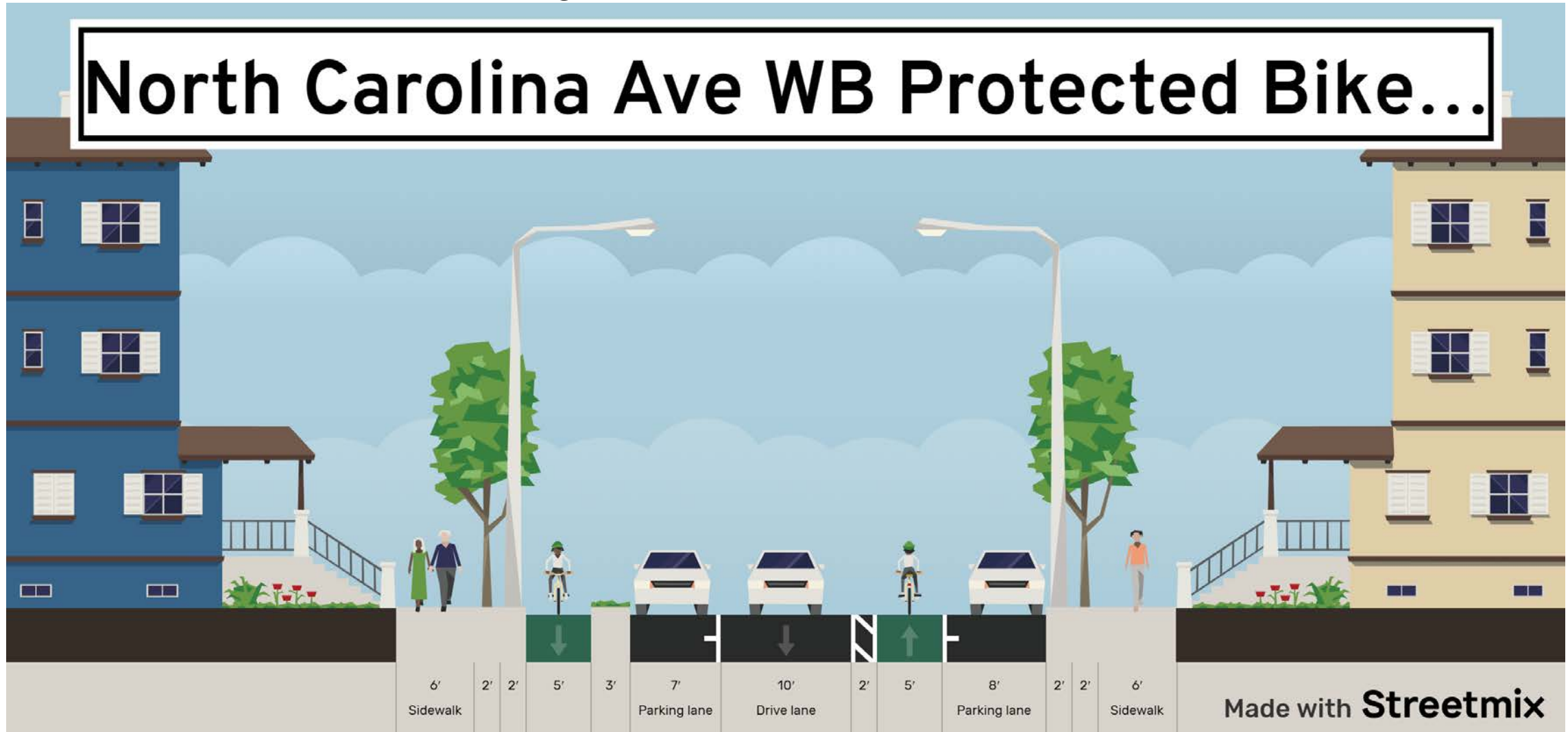
Alternative D – One-Way BL+ EB PBL



Alternative D Summary:

- Retains parking throughout – adds a bit more on 13th St.
- Provides EB protected bike lane, WB bike lane
- Matches inbound/outbound bike facilities from C St Project

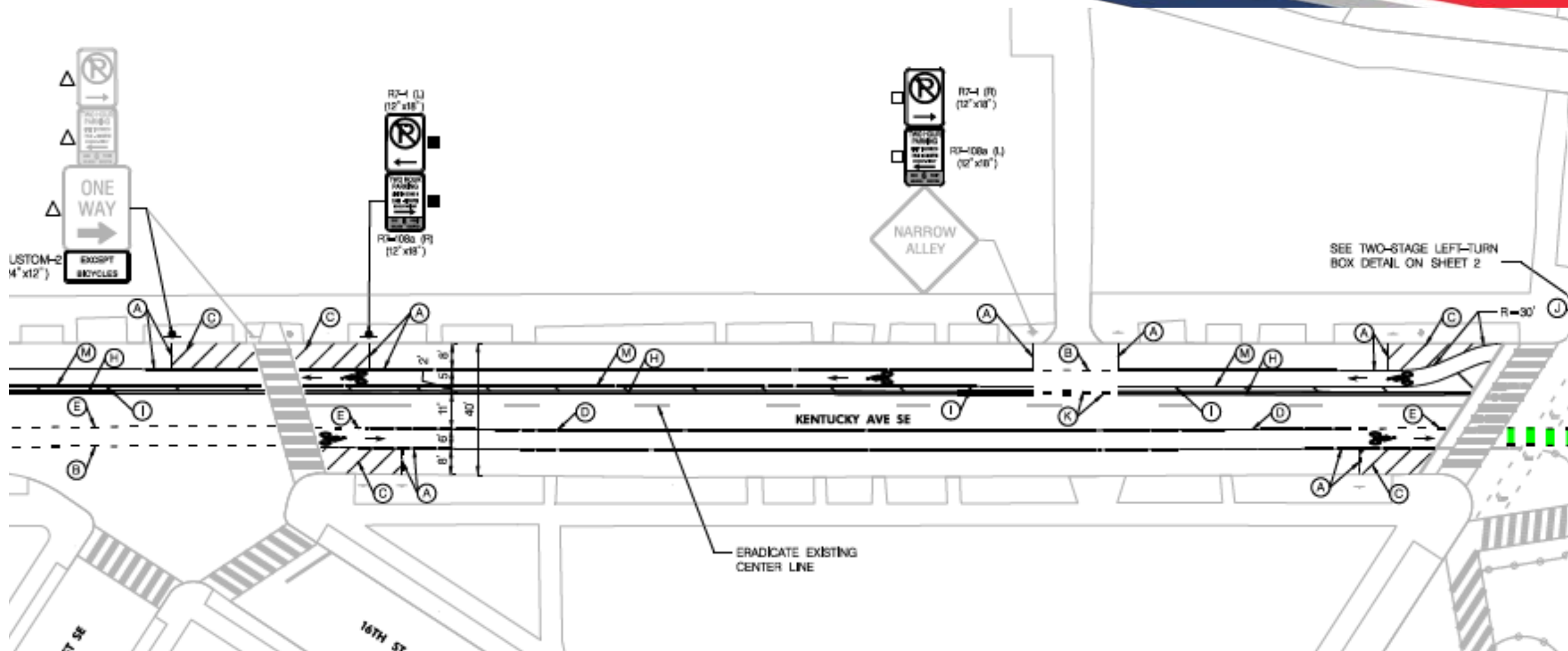
Alternative E – One-Way + WB PBL + EB Buffered BL



Alternative E Summary:

- Retains parking throughout – adds a bit more on 13th St.
- Provides WB protected bike lane, EB buffered bike lane
- Matches inbound/outbound bike facilities from C St Project

Buffered Bike Lane Example: Kentucky Ave SE



NC Corridor sketch marking plan

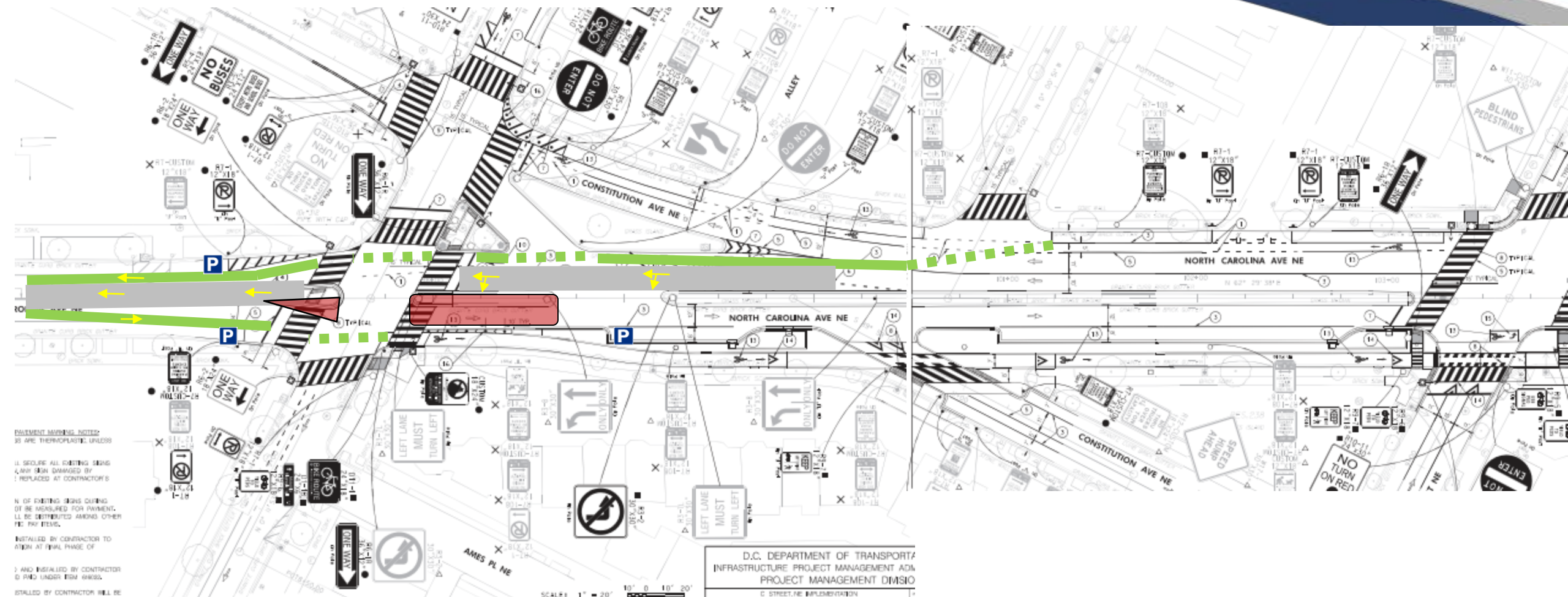


13th / NC Intersection

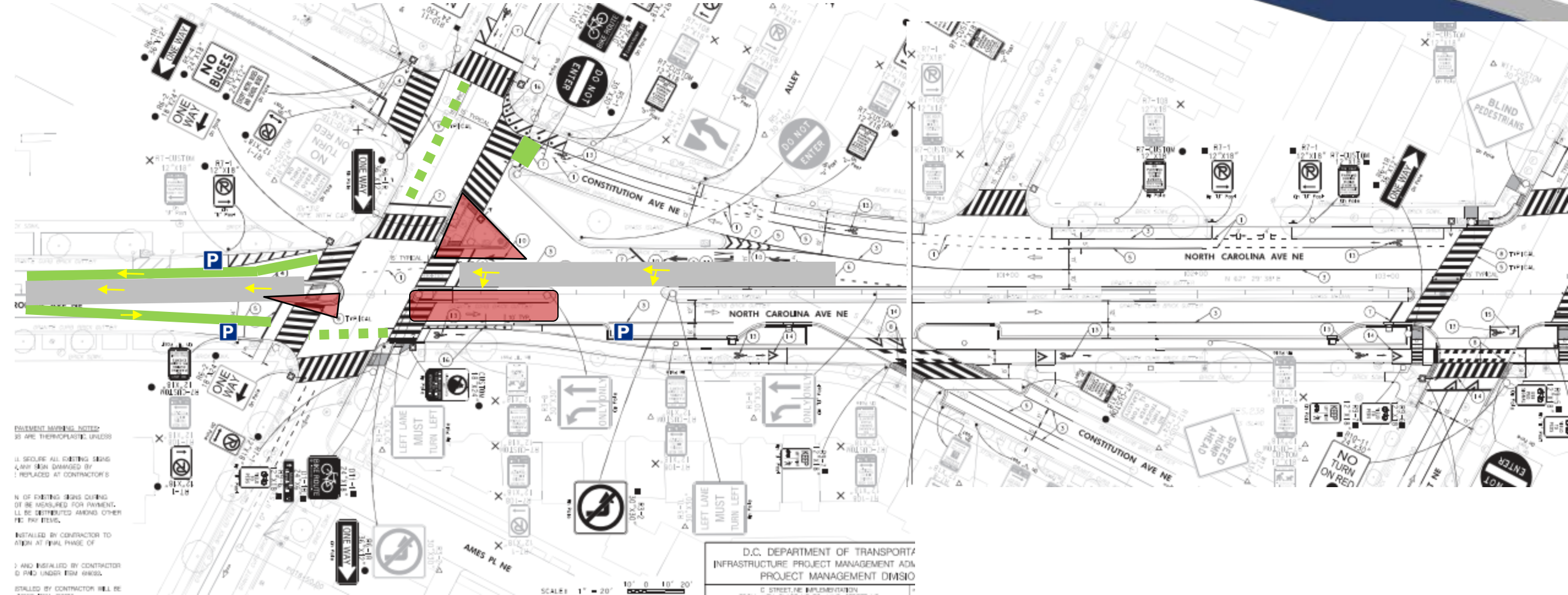
- Full time parking on 13th added
- No Right Turn at NC Ave



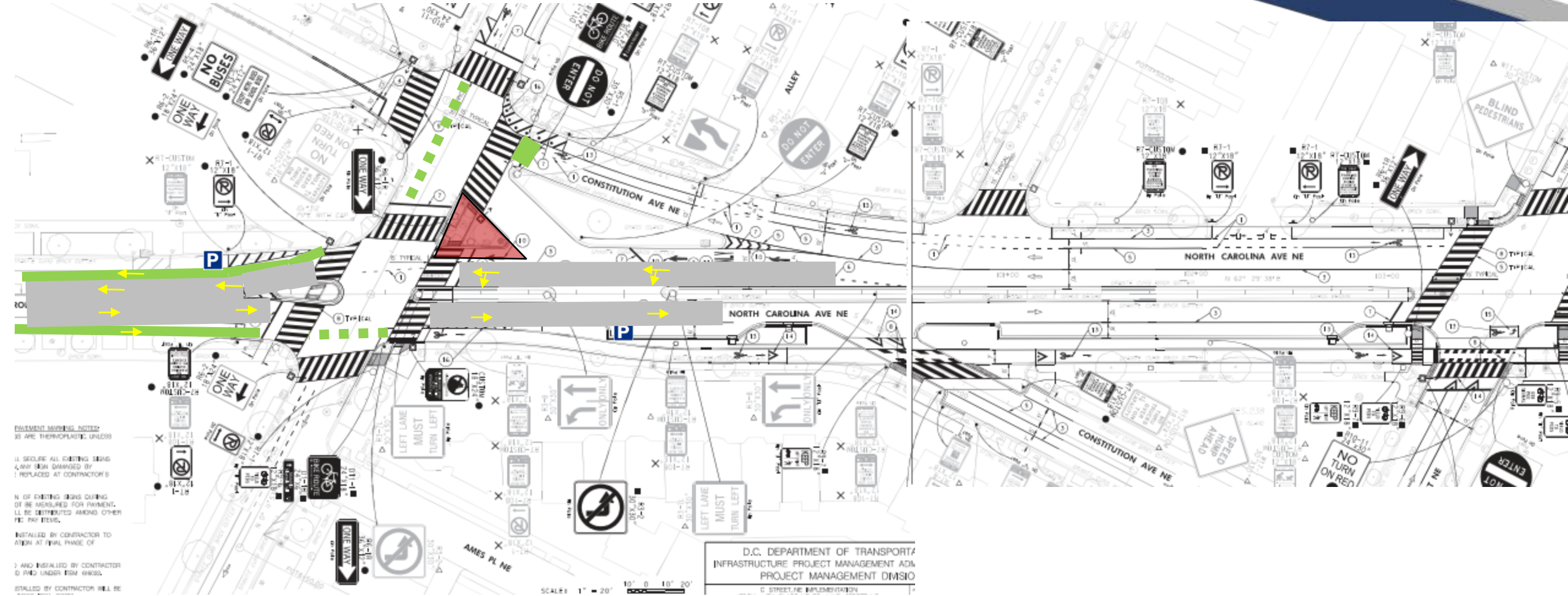
North Carolina/14th/Constitution Intersection Concept 1



North Carolina/14th/Constitution Intersection Concept 2



North Carolina/14th/Constitution Intersection Concept 3



Alternatives A, B, C Trade-Offs to Consider

Neighborhood Considerations

- Relative need for parking
- Micro-area circulation
- Comfort level with vehicle setbacks

Big Picture

- Contribution to Sustainable DC / MoveDC / Climate Adaptation plans
- Contribution to Vision Zero (eliminating traffic injuries/fatalities citywide)
- Macro-area traffic circulation

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?

Wrap-Up

DDOT is committed to completing this missing section of the bike network

Help DDOT decide which option to pursue

Contact Information

Please reach out with any comments or questions:

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District Department of Transportation