



Council of the District of Columbia

John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, DC 20004

Brianne K. Nadeau
Councilmember, Ward 1

January 31, 2023

Transmitted electronically

Dear Director Lott,

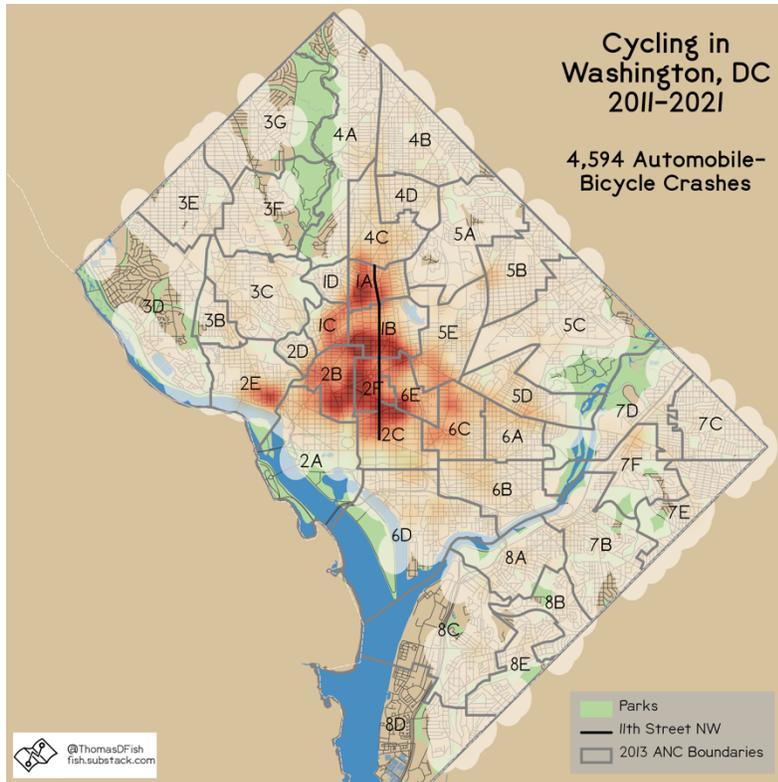
I write in strong support of DDOT's planning efforts for a comprehensive safety update to the 11th Street NW corridor, and I thank you for initiating this project. Along with this letter, I am attaching resolutions from all (pre-2023) ANCs along this corridor in support of protected bike facilities.

With construction starting this year on bus lanes and protected bike lanes on 11th Street south of Massachusetts Avenue, we are presented with an incredible opportunity to continue that momentum northwards and establish 11th Street as a core component to the District's growing network of all-ages bike facilities.

Residents are already showing us what they need on 11th Street by going about their lives. It is one of the busiest north-south corridors for bike trips in the District, despite it not being a protected facility; at many times, bike/scooter volumes on 11th Street meet or surpass those of the 15th Street cycle track.

That level of activity is easy to explain: Many experience 11th Street as the easiest hill to tackle to get up the escarpment that runs along Florida Avenue.¹ Save for Georgia Avenue, it is the most contiguous north-south street connecting downtown and Columbia Heights that is not interrupted by a traffic circle. As a result, 11th Street serves as a "trunk line" (to borrow a term from public transit) for longer north-south trips, even if origin and destination are not on 11th. This is especially true now that the Crosstown cycle track extends to 11th Street, providing a near-contiguous connection all the way to Brookland and the Met Branch Trail. Almost anyone cycling from those neighborhoods in Northeast will ultimately find themselves at 11th Street NW.

¹ While Sherman Avenue has a lower uphill grade, it is a consistent grade over many blocks on a road with only sharrows. 13th Street is so steep as to pose a problem for cyclists both uphill and down. 11th Street, with its moderately steep but short climb, ends up being the "not-to-hot, not-too-cold" option to travel between U Street and Columbia Heights.



Credit: Tom Fish, fish.substack.com

More than just a route to downtown, 11th Street also connects many public facilities, including 10 schools² and two major recreation facilities.³ The last few years have seen a significant growth in parents biking their children to and from school, particularly along this corridor – myself and my family included.

We are clearly far from meeting the demand for safe (and dignified, and enjoyable) bicycle infrastructure along this central spine of the District. Despite the addition and expansion of Capital Bikeshare stations in Columbia Heights and

adjacent neighborhoods, stations are still frequently left completely empty, with every bike being used up. Less anecdotally, recent analysis found that between 2019 and 2022, bicycle trips increased by **53 percent** in Ward 1.⁴

Conveniently, we already have what amounts to a DDOT feasibility study identifying the need for this project on 11th Street. The recently completed *Near Northwest III Safety and Mobility Study* covers a study area that includes all of 11th Street NW between Massachusetts Avenue and Spring Road, as well as several blocks to its east and west.⁵ Within that study area, a between **70 and 94 percent** of residents (depending on neighborhood) use something other than a car for most of their trips.

While 11th Street NW is not a part of DDOT’s identified high-injury network, it cuts through a significant swath of the District that sees very high bike crashes with vehicles. When superimposed on a heatmap of these crashes, 11th stands out as a clear candidate for providing a safer route through these neighborhoods.

11th Street NW is a minor arterial road between Pennsylvania and Rhode Island Avenues, where it is also contiguous with State Route 29. Between Rhode

² Raymond Education Campus, Tubman ES, Carlos Rosario PCS, Meyer ES (swing space), Cardozo Education Campus, Roosevelt STAY @ Garnet-Patterson, Garrison ES, Banneker HS, Seaton ES, Thomson ES.

³ Raymond Recreation Center, Shaw Dog Park/Skate Park/Playground.

⁴ See attachment 5.

⁵ <https://nnwiii-dcgis.hub.arcgis.com/>

Avenue and where 11th terminates at Spring Road, it is classified as a collector.⁶ As such, the existing unprotected bike lanes (where they exist at all) are not in compliance with DDOT's facility standards as articulated in the MoveDC plan and informed by FHWA and NACTO guidance.⁷

I do not agree with the assertion that a bike facility on 11th street is obviated by the recent completion of the Eastern Downtown cycle track on 9th Street NW. While relatively close, these are two different streets serving different needs and neighborhoods. There is no way to meaningfully shift trips from 11th to 9th beyond what has already been built. People will continue to ride on – and at times, get hurt on – 11th Street.

Thank you again for committing to the planning for a project on 11th Street, one that I know will benefit many Ward 1 residents and people across the District.

Sincerely,



Brianne K. Nadeau
Councilmember, Ward 1

cc:

Ward 2 Councilmember Brooke Pinto

Dieter Lehmann Morales, Chair, ANC 1A

Stephen Kenny, Transportation Committee Chair, ANC 1A

Sabel Harris, Chair, ANC 1B

Santiago Lakatos, Transportation Committee Chair, ANC 1B

⁶ https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/FunctionalClass_2016.pdf

⁷ <https://movedc-dcgis.hub.arcgis.com/pages/df65b344bc434951b7f9b2446ef5d202>

Comments on Ward 1 Segments

11th Street through Ward 1 can be divided roughly into three different segments:

1. Vermont Avenue to Florida Avenue – This is likely the most difficult portion of the entire corridor, as the width of the street narrows considerably, but is the biggest gap in bike facilities on 11th and should be a priority for DDOT to address.

Thankfully, the 64 Metrobus line, which previously ran all the way up 11th Street, now runs on a route that circumvents this segment. The elimination of bus traffic on this segment expands the design options to close this existing gap in bicycle infrastructure.

Input from ANC 1B and residents should inform the design alternative selected for this segment. I recommend consideration of a conversion to one-way vehicle traffic to create more space for bike facilities. Making 11th one-way southbound between Florida and U, and northbound between U and Vermont would have the added benefit of prioritizing local traffic and reducing traffic diverting off U Street. Since the summer of 2022, the U Street Nightlife Task Force has used temporary closures and one-way traffic diversions to manage nightlife activity; I have received a significant amount of positive feedback from residents on these traffic diversions. DDOT should consider learning from these temporary measures in the design alternatives for 11th Street.

2. Florida Avenue to Kenyon Street – This segment can likely see a more straightforward treatment compared to the first. The curb-to-curb width should allow for a standard conversion to parking-protected bicycle lanes with very little impact on available parking. Due to the 63/64 Metrobus' status as a high-frequency line, this segment will require floating bus islands.⁸
3. Kenyon Street to Monroe Street – While the street width and layout of this segment is identical to the previous segment, the curbside needs are substantially different, due to loading and pick-up/drop-off demands from bars and restaurants as well as a concentration of streateries that take up a majority of some blocks. I believe the added outdoor dining has contributed to the vibrancy and economic sustainability of the businesses on this stretch, and would advocate for them to remain. While I do not have specific recommendations, the design for this segment should prioritize these needs.

⁸ See attachments for a design recommendation from a Ward 1 constituent.

Additional considerations:

If we're to approach 11th Street as a core element of the all-ages bike network in this part of the District, DDOT should consider what a bike priority network means above and beyond protected lanes – I encourage your team to explore other quality-of-life improvements as part of this project. For example: bike lanes in the uphill direction north of Florida Avenue could include a passing lane, in order to accommodate riders' different abilities and speeds travelling uphill (as well as e-bikes); signal timing should consider a green wave for speeds of 10-15 miles per hour; as much as possible, intersections themselves should be protected, similar to DDOT's treatment at New Jersey Avenue and I Street SE, and those intersections could include features like a leaning rail for additional convenience.⁹

As funding allows, DDOT should remove the old streetcar rails still present under most of 11th Street, which accelerate the degradation of the road surface.

⁹ <https://www.google.com/maps/@38.8792684,-77.005368,3a,75y,74.81h,81.23t/data=!3m6!1e1!3m4!1s3VCtBcsHyNKBbxHWotSg5g!2e0!7i16384!8i8192>

ATTACHMENT 1: Resolution from ANC 1A, passed June 8, 2022

ATTACHMENT 2: Resolution from ANC 1B, passed June 2, 2022

ATTACHMENT 3: Resolution from ANC 6E, passed November 5, 2022

ATTACHMENT 4: Resolution from ANC 2F, passed September 7, 2022

ATTACHMENT 5: D.C. Travel Trends Report

ATTACHMENT 6: Proposed Design for 11th and Irving Streets NW



ADVISORY NEIGHBORHOOD COMMISSION 1A

SMD 1A01 – Layla Bonnot
SMD 1A04 – Chris Hall
SMD 1A07 – Mukta Ghorpadey
SMD 1A10 – Rashida Brown

SMD 1A02 – Dieter Lehmann Morales
SMD 1A05 – Christine Miller
SMD 1A08 – Kent C. Boese
SMD 1A11 – Dotti Love Wade

SMD 1A03 – Carlo Perri
SMD 1A06 – Brandolon Barnett
SMD 1A09 – Michael Wray
SMD 1A12 – Vacant

Commissioner Michael Wray

A RESOLUTION IN SUPPORT OF ADDING 11TH STREET NW TO DDOT'S LIST OF PRIORITY PROJECTS FOR SAFETY AND MOBILITY IMPROVEMENTS

WHEREAS; 11th Street NW within ANC1A is an important corridor with Bus Routes, Bike Infrastructure, Str'eat'eries, commercial and residential concerns.

WHEREAS; DDOT has plans to extend the Irving/Kenyon Street Crosstown Infrastructure to 11th Street NW in the coming months and it is a DDOT goal to have a connected network.

BE IT RESOLVED THAT; ANC1A requests that DDOT add this important corridor to its list of priority safety and mobility projects for review within the next year.

BE IT FURTHER RESOLVED THAT; The project review scope should look at all of the 11th Street NW from Spring Road to at least Florida Avenue as a primary phase.

###

Certification:

After providing sufficient notice for and with a quorum of 7 present at its June 8th, 2022 meeting, Advisory Neighborhood Commission 1A voted, with 7 Yeas, 0 Nos and 0 Abstentions, to adopt the above resolution.

Michael Wray
Chairperson, ANC 1A

Mukta Ghorpadey
Secretary, ANC 1A

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11th Street Protected Bike Lane Request

WHEREAS, "[moveDC](#) is the long-range transportation plan for the District of Columbia," which "establishes goals, policies, strategies and metrics for District Department of Transportation (DDOT) to invest in transportation facilities and programs that address the future needs"¹;

WHEREAS, DDOT approved the moveDC plan in January 2022 including a bicycle priority network on 11th Street NW from Florida Avenue NW to Logan Circle,

WHEREAS the K Street Transitway connecting downtown east-west between 10th Street NW and 21st Street NW is scheduled to begin construction in 2022,

WHEREAS "In developing moveDC, DDOT did not conduct project-level planning for the modal priority maps. However, DDOT will adhere to federal requirements and national best practices throughout the project development process and is committed to creating a District-wide bicycle network";

WHEREAS DC Law 23-158, the Vision Zero Enhancement Omnibus Amendment Act of 2020, requires "DDOT to construct a protected bike lane or cycle track on a road segment where called for in the District of Columbia's Multimodal Long-Range Transportation Plan";

WHEREAS the Transit Priority Network map "does not specify what treatment will be made on a given street";

THEREFORE, BE IT RESOLVED that ANC 1B endorses moveDC's plan to include connected bicycle lanes on 11th Street NW from Monroe Street NW to Pennsylvania Avenue NW and urges that said lanes be converted to protected bicycle facilities,

BE IT FURTHER RESOLVED that ANC 1B requests that DDOT evaluate and create plans for converting existing bicycle facilities on 11th Street NW to protected bicycle facilities from Monroe Street NW to Pennsylvania NW,

BE IT FURTHER RESOLVED that ANC 1B encourages DDOT to present any bike infrastructure proposals at an ANC 1B meeting, or similarly sized public meeting that overlaps with the entire 11th Street NW area.

#####

Certification:

After providing sufficient notice for and with a quorum of 8 of 11 present at its June 02, 2022, meeting, Advisory Neighborhood Commission 1B voted, with 8 Yeas, 0 Nos, and 0 Abstentions, to adopt the above resolution.



James A. Turner
Chair, ANC 1B



Sabel Harris
Secretary, ANC 1B

¹ DDOT, *moveDC 2021 update*, <https://movedc-dcgis.hub.arcgis.com/>. All subsequently quoted moveDC text sourced from the moveDC website.



November 5, 2022

Everett Lott
Director
District Department of Transportation
250 M Street SE
Washington, DC 20003

RE: Resolution Supporting Concept Plans for the 11th Street NW Protected Bike Lane Project

Dear Director Lott:

On November 1, 2022, at the duly noticed and regularly scheduled meeting of the Advisory Neighborhood Commission 6E (“ANC 6E” or “Commission”) and with a quorum of 4 out of 7 Commissioners and the public present, ANC 6E approved the following resolution by a vote of 6 for, 0 against, and 0 abstentions:

WHEREAS, the segment of 11th Street NW between S Street NW and P Street NW is located within the jurisdictional boundary of ANC 6E in Single Member District 6E01;¹

WHEREAS, 11th Street NW currently has a mix of unprotected bicycle facilities between Pennsylvania Avenue NW and Monroe Street NW, including unprotected bike lanes and shared lane markings (“sharrows”);

WHEREAS, unprotected lanes and sharrows create higher stress bicycling experiences, which may discourage their use by less confident riders. Furthermore, unprotected bike lanes increase conflict points between bicyclists and drivers, create dooring hazards for bicyclists, and can be easily blocked by drivers;

WHEREAS, the moveDC Plan adopts national best practices established by the Federal Highway Administration (“FHWA”) and the the National Association of City Transportation Officials (“NACTO”) that assert that any bicycle facilities planned for major or minor arterials should be fully protected facilities;²

WHEREAS, on October 4, 2022, the Commission unanimously adopted a resolution requesting that DDOT study and make plans and publish for public comment designs for fully protected bike lanes on 11th Street NW between Pennsylvania Avenue NW and Spring Road NW;

¹ <http://anc6e.org/wp-content/uploads/2022/09/6E-2022-10-Item-17-Resolution-requesting-DDOT-study-conversion-of-unprotected-bike-lanes-on-11th-Street-NW-to-protected-bike-lanes.pdf>

² 2021 Update to the moveDC Plan p.60. Available: <https://movedc-dcgis.hub.arcgis.com/>

WHEREAS, DDOT presented Concept Plans for protected bike lanes on 11th Street NW between Pennsylvania Avenue NW and Monroe Street NW to the ANC 6E Transportation Advisory Committee on October 25, 2022, and to ANC 6E on November 1, 2022;

THEREFORE, BE IT RESOLVED that ANC 6E supports the Concept Plans for the 11th Street NW Protected Bike Lane Project, which include curbside protected bike lanes and parallel parking lanes;

THEREFORE, BE IT FURTHER RESOLVED that ANC 6E requests that DDOT move expeditiously to the design phase for the 11th Street NW Protected Bike Lane Project;

THEREFORE, BE IT FURTHER RESOLVED that ANC 6E strongly request that DDOT do more to actively engage all residents along this and future bike lane and/or road diet corridors throughout the planning, design, implementation stages of the projects.

ON BEHALF OF THE COMMISSION,

Respectfully submitted,



Michael Eichler,
Chair

CC: Brooke Pinto, Ward 2 Councilmember
Donovan Boyd, Ward 2 Community Engagement Specialist, DDOT



ADVISORY NEIGHBORHOOD COMMISSION 2F
Government of the District of Columbia
5 Thomas Circle, NW, Washington, D.C. 20005
Telephone: (202) 642-3168 www.anc2f.org

Commissioners

2F01 **Brian Romanowski**, *Vice-Chair* 2F05 --
2F02 **John Guggenmos**, *Chair* 2F06 **Maxime Devilliers**, *Secretary*
2F03 **Michelle Yan**, *Treasurer* 2F07 --
2F04 **John Fanning** 2F08 **Alexandra Bailey**
Allison McManus, *Executive Director*

**A RESOLUTION
OF ADVISORY NEIGHBORHOOD COMMISSION 2F
Resolution to Request a Study to Prioritize Improvements on 11TH Street
September 7, 2022**

WHEREAS, moveDC is the long-range transportation plan for the District of Columbia, which “establishes goals, policies, strategies and metrics for District Department of Transportation (DDOT) to invest in transportation facilities and programs that address the future needs,”

WHEREAS, DDOT approved the moveDC plan in January 2022, including a bicycle priority network on 11th Street NW from Florida Avenue NW to Logan Circle,

WHEREAS, the K Street Transitway connecting downtown east-west between 10th Street NW and 21st Street NW is scheduled to begin construction in 2022,

WHEREAS, DDOT is currently in the process of implementing safety improvements and bus prioritization on 11th Street NW between Pennsylvania Avenue and Massachusetts Avenue,

WHEREAS, the portion of 11th Street NW between Massachusetts Avenue and S Street NW has significant space for safety improvements,

WHEREAS, ANCs 1A and 1B have called on DDOT to prioritize making safety improvements for all road users on 11th Street NW north of ANC 2F,

THEREFORE, BE IT RESOLVED that ANC 2F requests that DDOT add the 11th Street NW corridor to their list of priority safety and mobility projects for review within the next year.

BE IT FURTHER RESOLVED that ANC 2F requires that DDOT broadly and effectively engages the public throughout the study process with regular attendance of community meetings, and that any design solution(s) presented be fully discussed and agreed upon before advancing to a final design or Notice of Intent (NOI).

RESPECTFULLY SUBMITTED ON BEHALF OF THE COMMISSION,

Commissioner John Guggenmos
Chair, ANC 2F

September 7, 2022

Page 2

cc: (Via Email only)

Commissioner Brian Romanowski, Co-Chair Public Safety and Transportation Committee, ANC2F

Commissioner Maxime Devilliers, Co-Chair Public Safety and Transportation Committee, ANC2F

Donovan Boyd, District Department of Transportation

Councilmember Brianne Nadeau

Councilmember Brooke Pinto



DC Travel Trends Report

Changes from 2019 to 2022

**DC Sustainable Transportation
Coalition Meeting**

January 25, 2023

DC Travel Trends Report

- 1 Overview
- 2 Geographic travel changes
- 3 Overall takeaways



Credit: wusa9.com, "448 businesses moved from Downtown DC in three months - how many more are next?" (March 2021); Nathan Baca, Haleigh Purvis

OVERVIEW

**How did travel change?
How do we know?**



1

Notable trends

**changes vary by geography*

Across the region, peak hours are less pronounced, with activity across all hours.



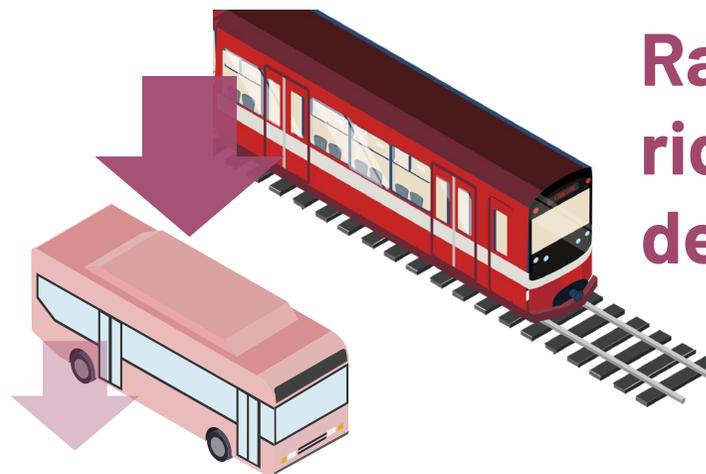
In most parts of D.C.,

cycling trips increased



Across the region,

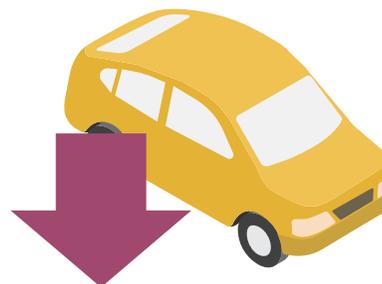
walking trips decreased *



Rail ridership declined

much more than bus ridership

Across the region, vehicle trips went down by...



37%

What data did we use?



Streetlight Data - TRIPS

Origin-Destination Travel

- **Data source:** Location-based services (LBS)
- **Travel mode:** Vehicle Trips, Bicycle Trips, Walking Trips *
- **Study area:** DC & nine surrounding jurisdictions
- **Time period:** Average trip volumes for Wednesdays in March 2019 and Wednesdays in March 2022 (*and average trip volumes for all days of the week in March 2019 and 2022*)
- **Data limitations:** 1) Marks LBS data by what the mode "acts like", 2) calibrated by roadway counters and adjusted based on estimated sample size



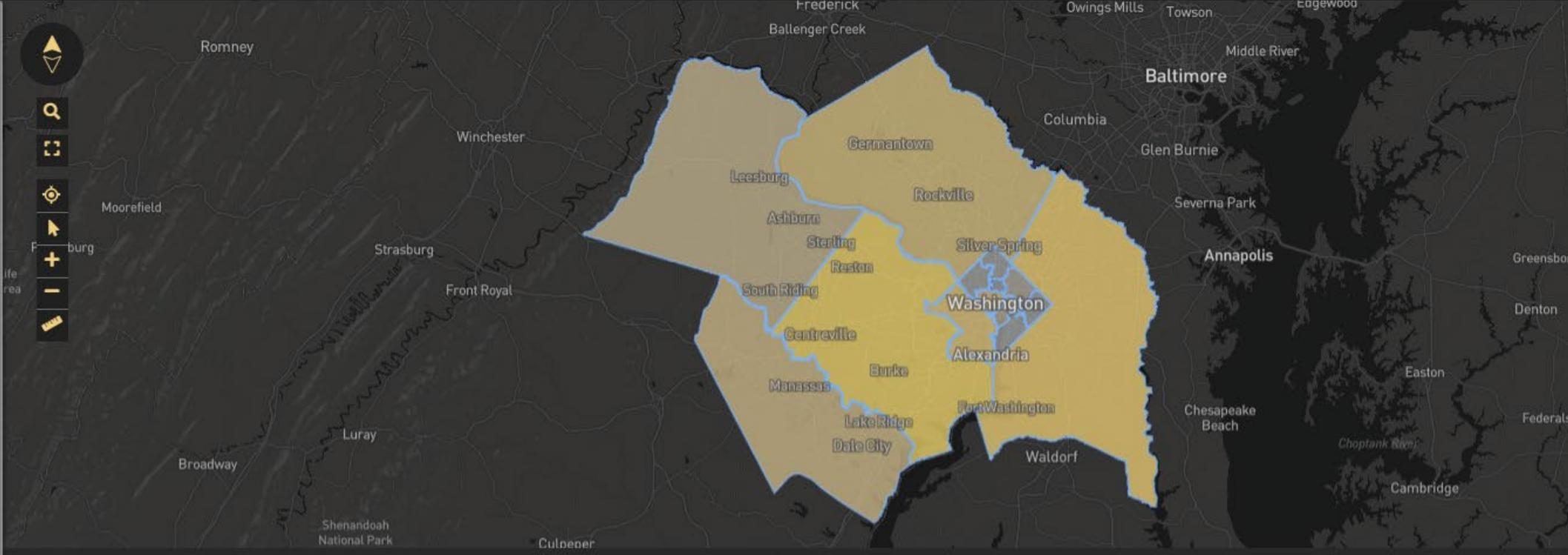
WMATA Data - RIDERSHIP

"Boardings" & "Alightings" and "Enters" & "Exits"

- **Data source:** WMATA fare counters
- **Travel mode:** Transit ridership (Metrorail and Metro bus "ons" and "offs")
- **Study area:** DC only, Metrorail stations and Metrobus stops
- **Time period:** Average weekday, average Saturday, and average Sunday in March 2019 and March 2022
- **Data limitations:** 1) Does not account for transfers, 2) cannot be directly compared to O-D trips



- Type
- Origin-Destination
- Add-Ons
- Trip Attributes, Traveler Attributes
- Mode of Travel
- All Vehicles LBS+



Time Distribution Metrics

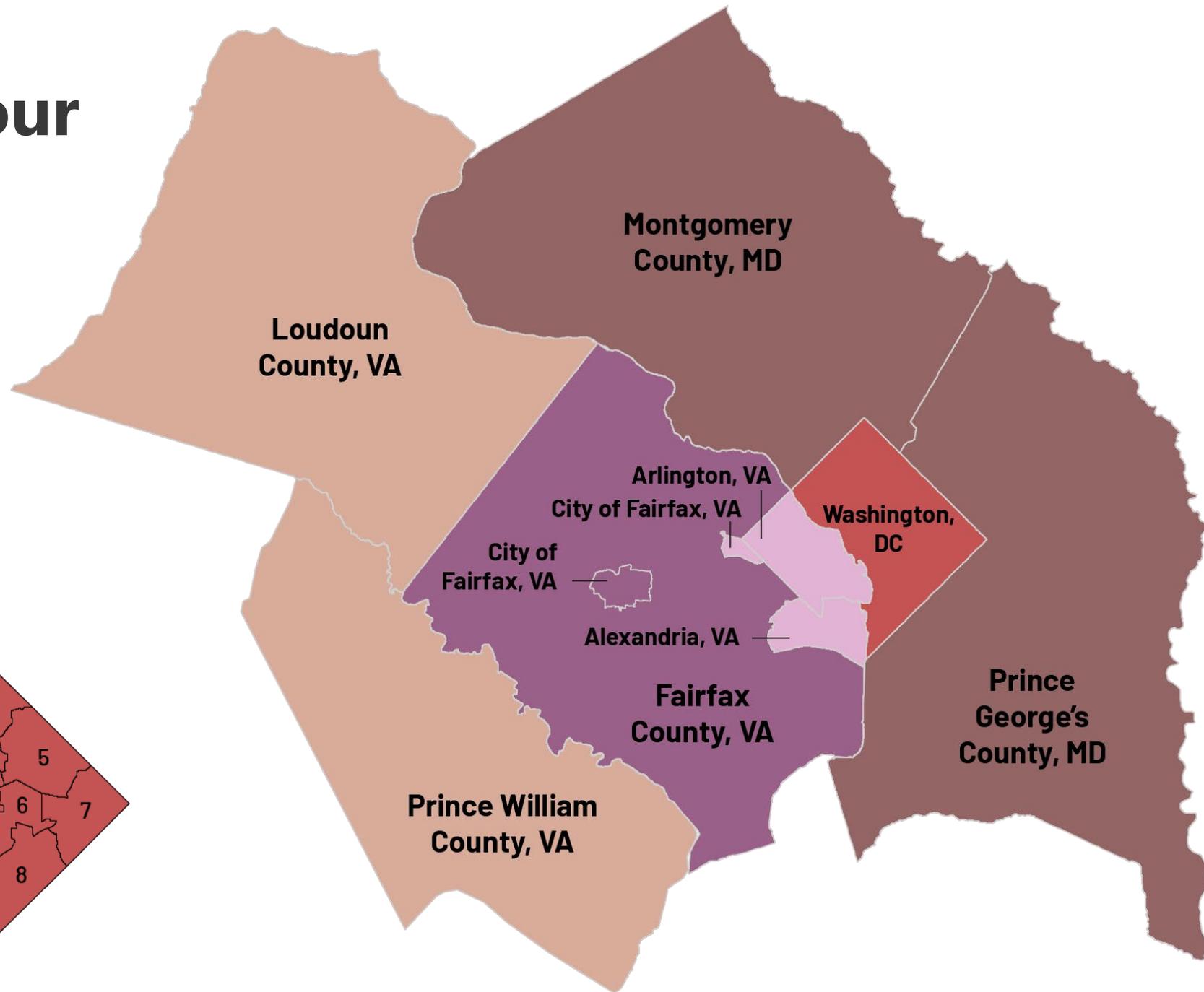
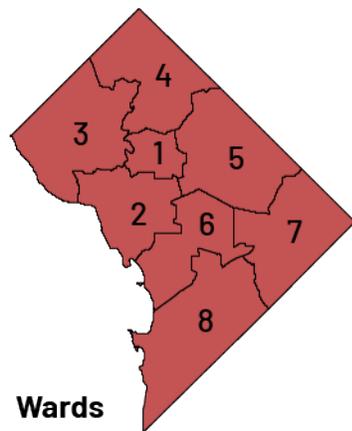
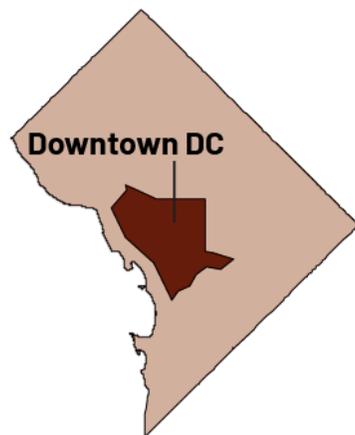
Volume Distribution Sum of 14 Zones (7 Day Avg)



A glimpse into Streetlight Insight Dashboard

What defined our study area?

- Region = DC + 9 jurisdictions
- Ward-level = 8 DC wards
- Downtown DC as defined for proposed pricing zone in moveDC 2014



GEOGRAPHIC TRAVEL CHANGES

Where were the most notable changes?



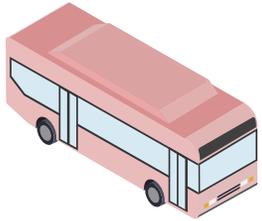
2

How was Downtown DC impacted?



Vehicle trips in Downtown down by 49%

- More than the overall decline of 37% in the study area
- Steepest decline in trips is within Downtown (54%)



Transit ridership in DC declined most at Downtown Metrorail stations.

- Metrorail decreased by **72%** downtown vs. 60% at other DC stations
- Metrobus decreased by **52%** downtown vs. 42% at other DC stops

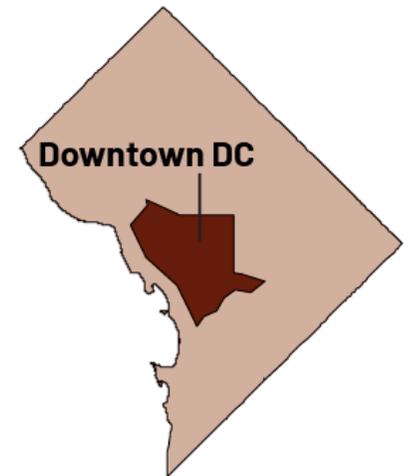


Walking trips decreased by about **51%** within Downtown *



Bike trips varied, with more short trips and fewer long trips

- Trips between Downtown and areas outside DC decreased
- Trips between Downtown and other parts of DC down by 38%
- Trips within Downtown DC **increased** by 3%



Area based on 2014
moveDC plan's "small
downtown area"
(CBD+)

How were the Wards impacted?

- **Wards 2, 6, and 8** had largest decreases in vehicle trips and Metro ridership
- **Ward 1** (the densest ward) had less significant declines in vehicle trips and transit ridership, and had **increased** bike trips
- Changes in the least-dense Wards (3 & 5) were quite different
 - Both wards had similar decreases in vehicle travel
 - **Ward 5** saw **increases** in bicycle trips and less severe decreases in bus and rail ridership
 - **Ward 3** saw **decreases** in bicycle trips and more severe decreases in Metrorail and Metrobus ridership



Columbia Heights

Src: Green Spaces for DC
<https://greenspacesfordc.org/civic-plaza-partners>



Navy Yard

Src: Joshua Ajayi, Google Maps

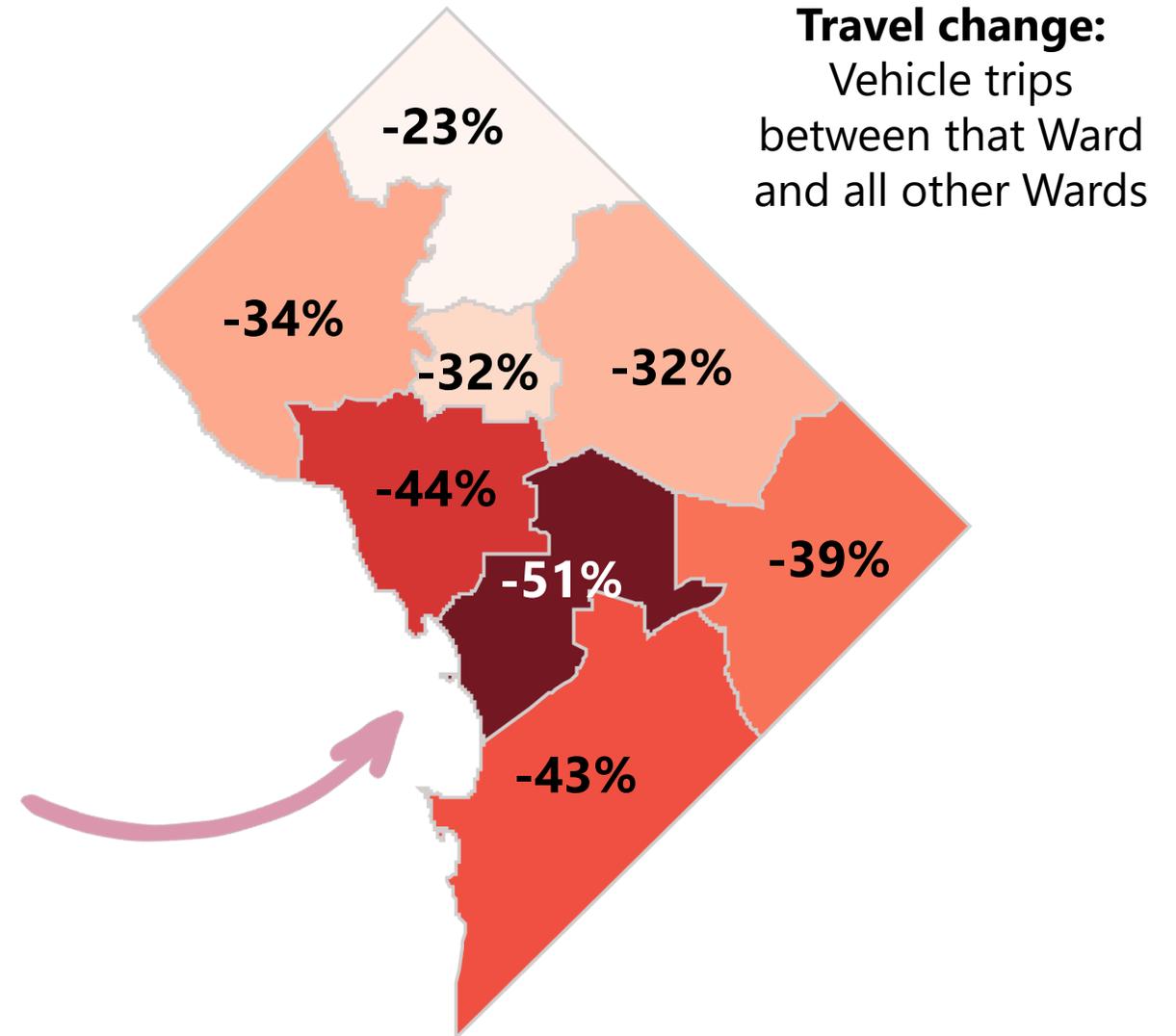


Gallery Place/Chinatown

src: Oxford Urban Retail <https://www.oxfordurbanretail.com/gallery>

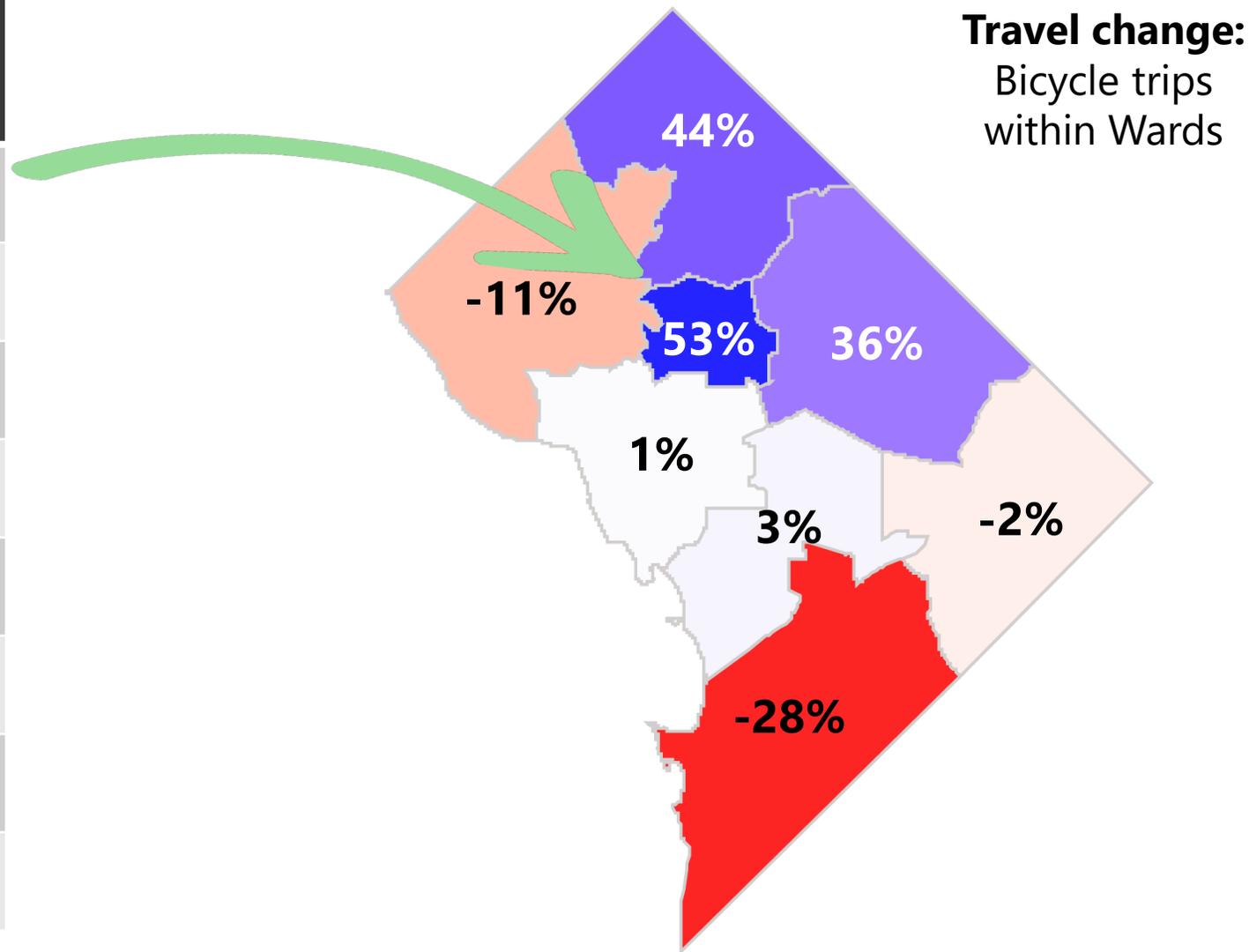
Here's how vehicle trips across Wards changed:

	Travel change Vehicle trips within Ward	Travel change Vehicle trips to/from all other Wards <i>(also on map)</i>
1	-5%	-32%
2	-36%	-44%
3	-30%	-34%
4	-5%	-23%
5	-24%	-32%
6	-57%	-51%
7	-38%	-39%
8	-44%	-43%



Here's how bicycle trips across Wards changed:

	Travel change Bicycle trips within Ward
1	+53%
2	+1%
3	-11%
4	+44%
5	+36%
6	+3%
7	-2%
8	-28%



Here's how Metro ridership across Wards changed:

- Ward-level trends in transit ridership varied
 - Wards 2, 6, & 8 saw largest decreases in Metrorail
- Across each ward, Metrobus had less drastic declines than Metrorail
 - The share of transit ridership on Metrobus **grew from 59% to 72%**
 - In March 2022 after 7pm, over **9 of every 10 Metro riders in DC was on the bus**

	Ridership change by Ward, ranked by lowest change	
	Metrorail	Metrobus
1	-54%	-42%
2	-70%	-51%
3	-64%	-47%
4	-61%	-44%
5	-55%	-41%
6	-72%	-41%
7	-69%	-39%
8	70%	-44%

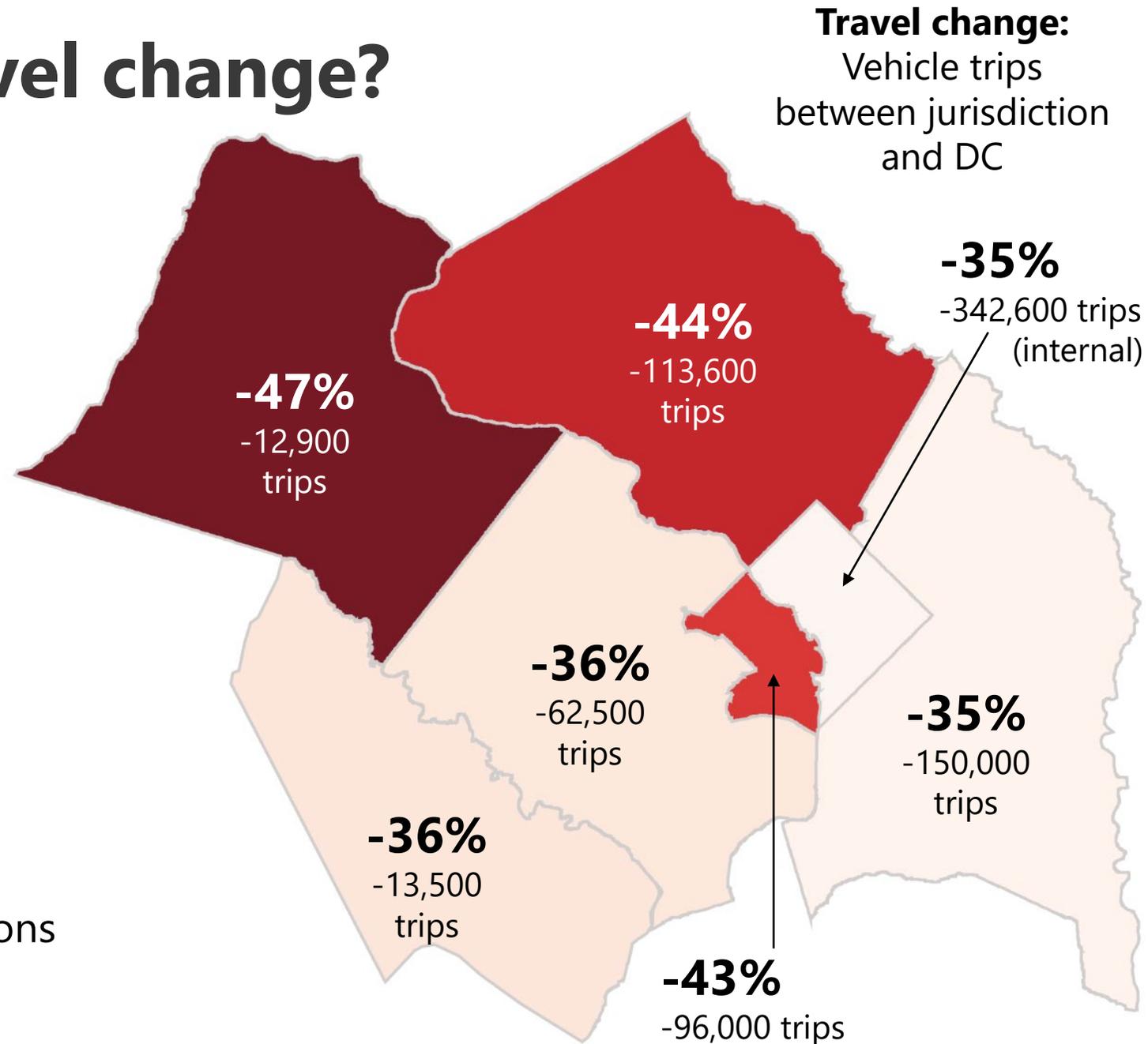
How did regional travel change?

In DC:

- Vehicle travel decreased by **35%**
- Metrorail ridership declined more than Metrobus (**69%** vs. **44%**)
- Walking trips decreased by **41% ***
- Biking trips increased by **4%**

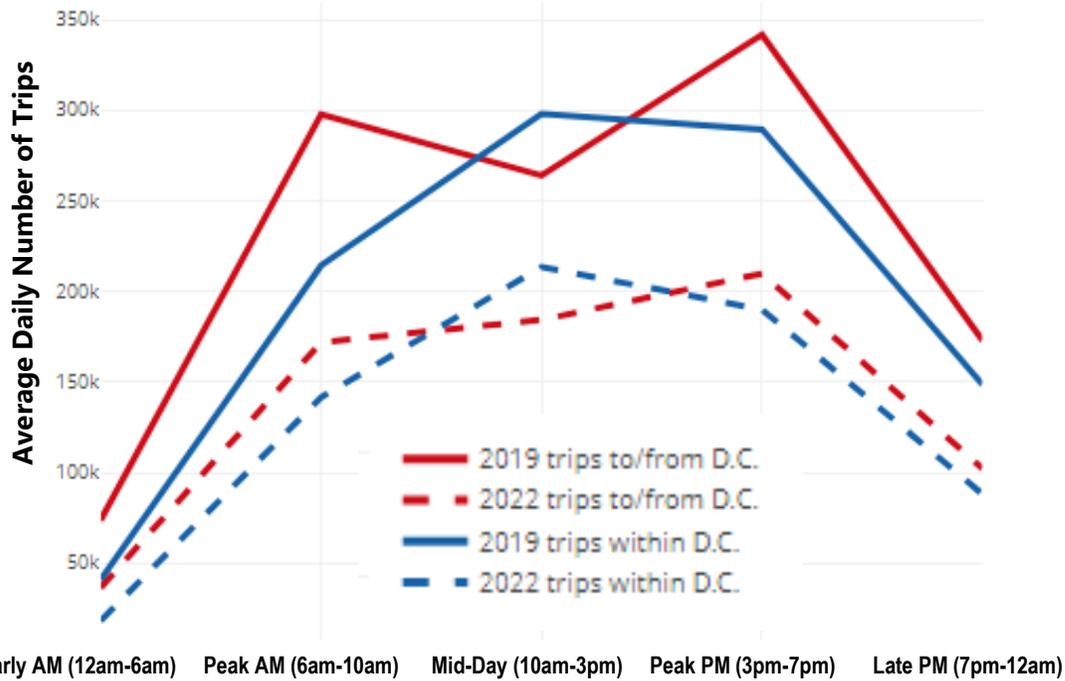
Regionally:

- Vehicle travel between DC and all jurisdictions decreased, but unevenly
- Bike trips between DC and all jurisdictions decreased **63%**

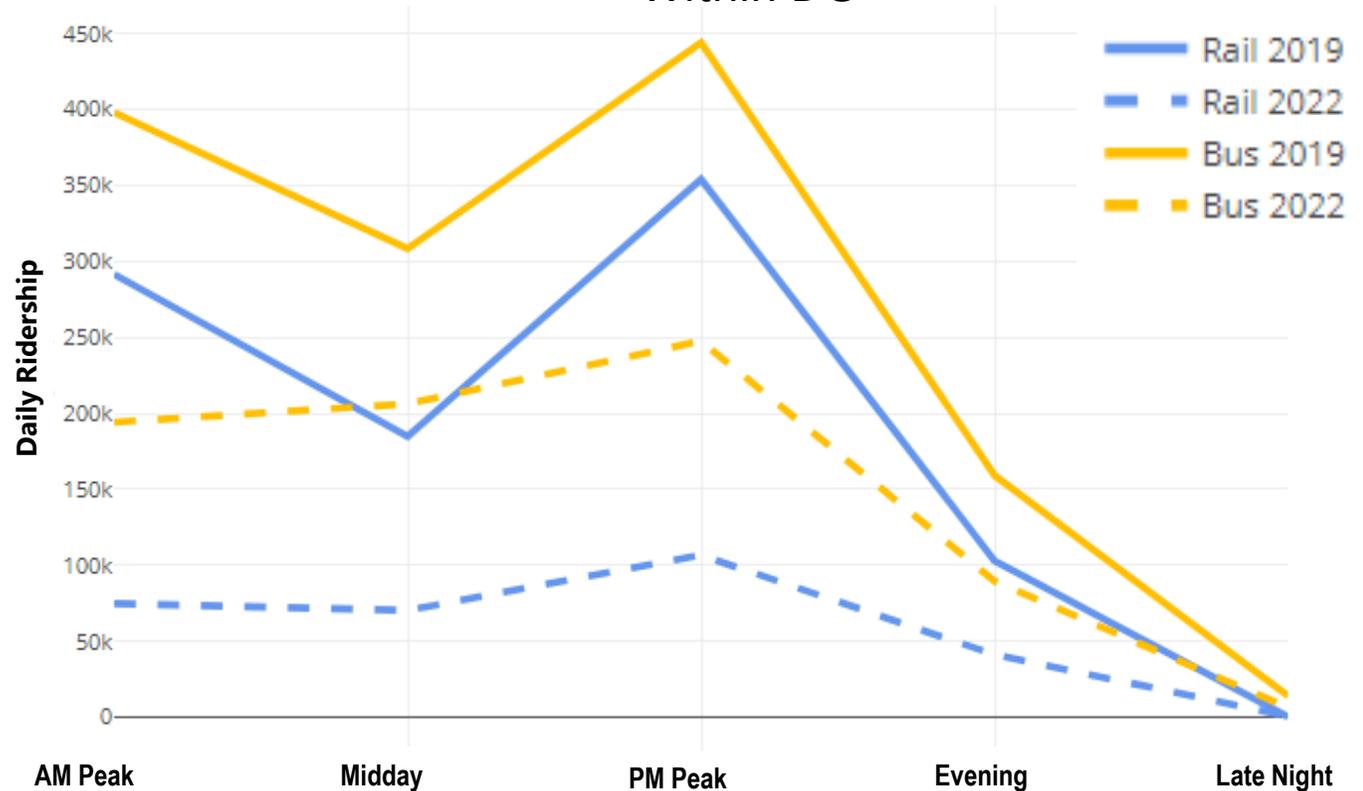


How did travel change by time of day?

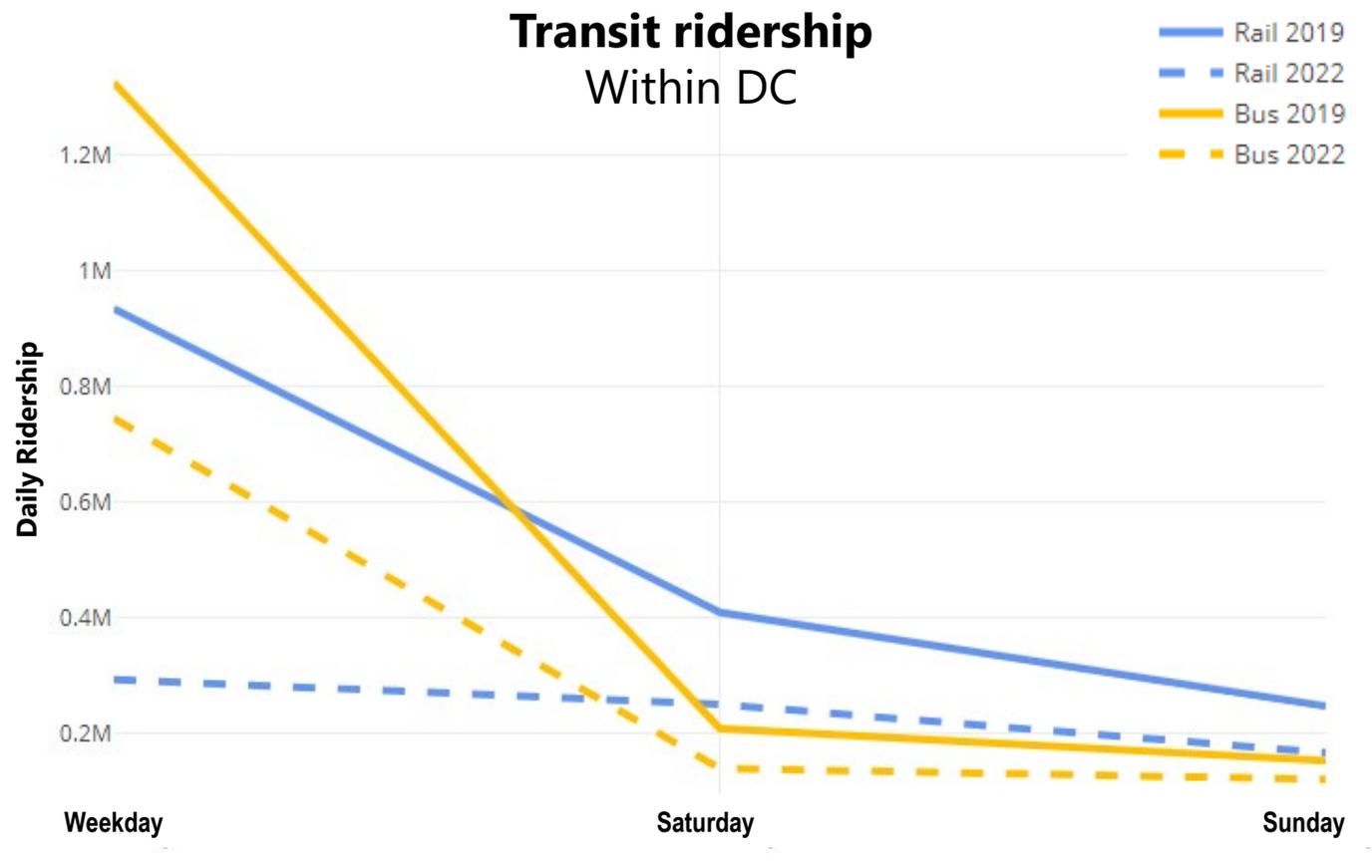
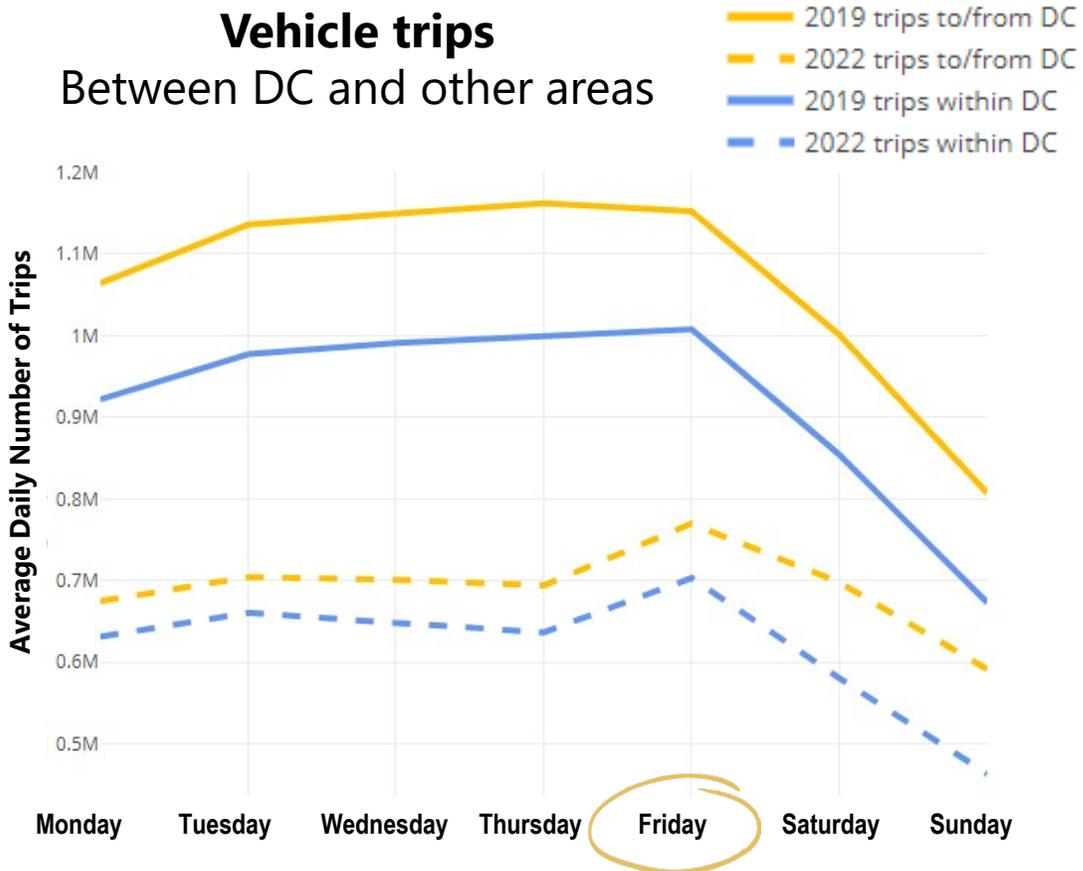
Vehicle trips
Between DC and other areas



Transit ridership
Within DC



How did travel change by day of the week?



**OVERALL TAKEAWAYS &
POTENTIAL POLICY IMPLICATIONS**

Where do we go from here?



3

Transit

- **People rely on the bus**
 - Reliable bus service is important for essential workers and people's other travel needs
 - *Priority bus lanes*
- **Less peak-heavy ridership**
 - Keep frequency of service high mid-day and on the weekends
 - Launch more mobility options like shuttles or on-demand transit (first/last mile solutions)
 - *WMATA's Better Bus project*
- **Most evening rides are happening on the bus**
 - *24/7 buses*



Biking

- **Unlike other modes, biking increased in DC**
- Biking works within DC
 - **22%** of trips are by bike now
 - Up from 15% in 2019

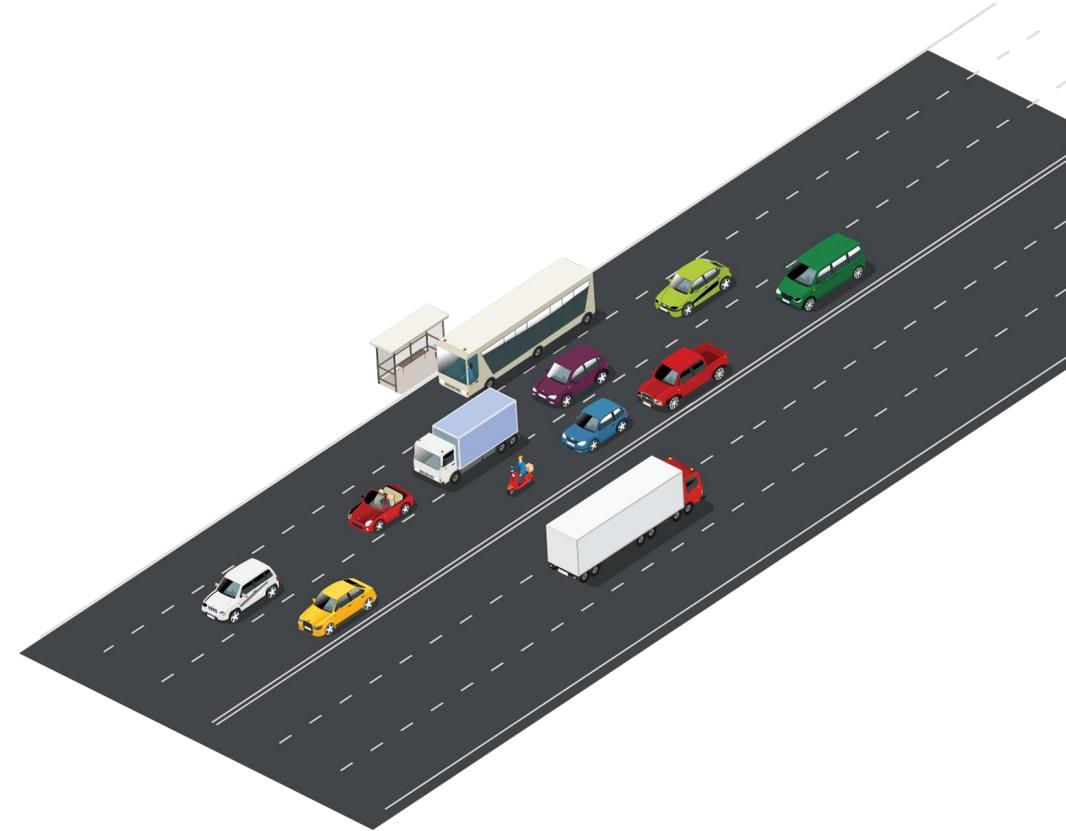


DC has built a connected network and people are using it

- Make the case for road reallocation
- Continue expanding the network
- Resolve issues with curbside uses that were exacerbated in the pandemic

Vehicles

- **Daily travel patterns changed**
- **Approach to congestion pricing should change**
 - Move away from peak hour charging concepts
 - Roadway reallocation could be an interim step
 - Continue study process to lay groundwork for future
- **Strong travel relationships between certain areas**
 - Coordinate between jurisdictions to build competitive alternatives to driving



Thank you!



Christopher Forinash

Emily Oaksford

An aerial photograph of a residential neighborhood. In the center, a street intersection is visible with several crosswalks marked with white stripes. To the left of the intersection, there is a green tennis court. The surrounding area is filled with houses of various sizes, some with dark roofs and others with lighter roofs. There are also trees and a few cars parked on the streets.

Irving Street NW and 11th Street NW:
Safety and Congestion Issues,
Proposed Solutions

Peter Van Valkenburgh, Local Resident

EXISTING CONDITIONS ARE A PROBLEM

Irving is a one-way eastbound street with no lane markings and essentially three lanes. The north lane is parking except for Tuesdays (street cleaning) while the south lane is a weekday travel lane between 7am and 7pm. Towing parked vehicles is costly to the city and inconsistent. Rarely are both travel lanes clear during peak travel hours.

11th is a two-way street with unprotected bikes lanes. Vehicles are frequently stopped in the bike lane and buses and bikes must switch places at every bus stop. The perceived width of the road because of the adjacent bike lanes (which are not even painted a distinct color) leads drivers to speed causing many accidents.

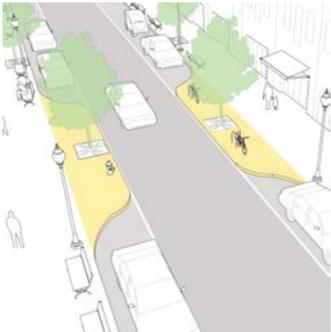
According to NACTO.org: "An undifferentiated traveled way encourages higher speeds. Crash rates have been shown to increase as lane width increases." In the Winter of '21-'22 three major multi-car accidents occurred at 11th and Irving because drivers race each other through the intersection as the lanes converge because of parked cars.



April 20, 2022

TRANSIT PRIORITY WITH TRAFFIC CALMING

This design speeds up bus transit on Irving Street with priority signal and queue-jumping bus lane at signal approach. Also increases parking by dedicating remaining right lane to parking/uses 24/7 (formerly a high-time parking lane).



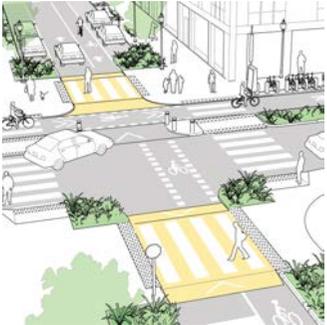
This design also increases bike lane safety on 11th Street by protecting lanes behind parked car space, and by narrowing the two-way traffic on 11th.

PARKING LANE
TRAVEL LANE
BUS PRIORITY QUEUE / PARKING
LANE BUS

Bus signal priority. If present, bus goes first.



Narrowing of road at intersection signals to drivers that they must slow down. Single lane and bus priority prevents drag racing at light change.



Traffic calming curb extensions, can include planting spaces.



QUEUE JUMP LANES

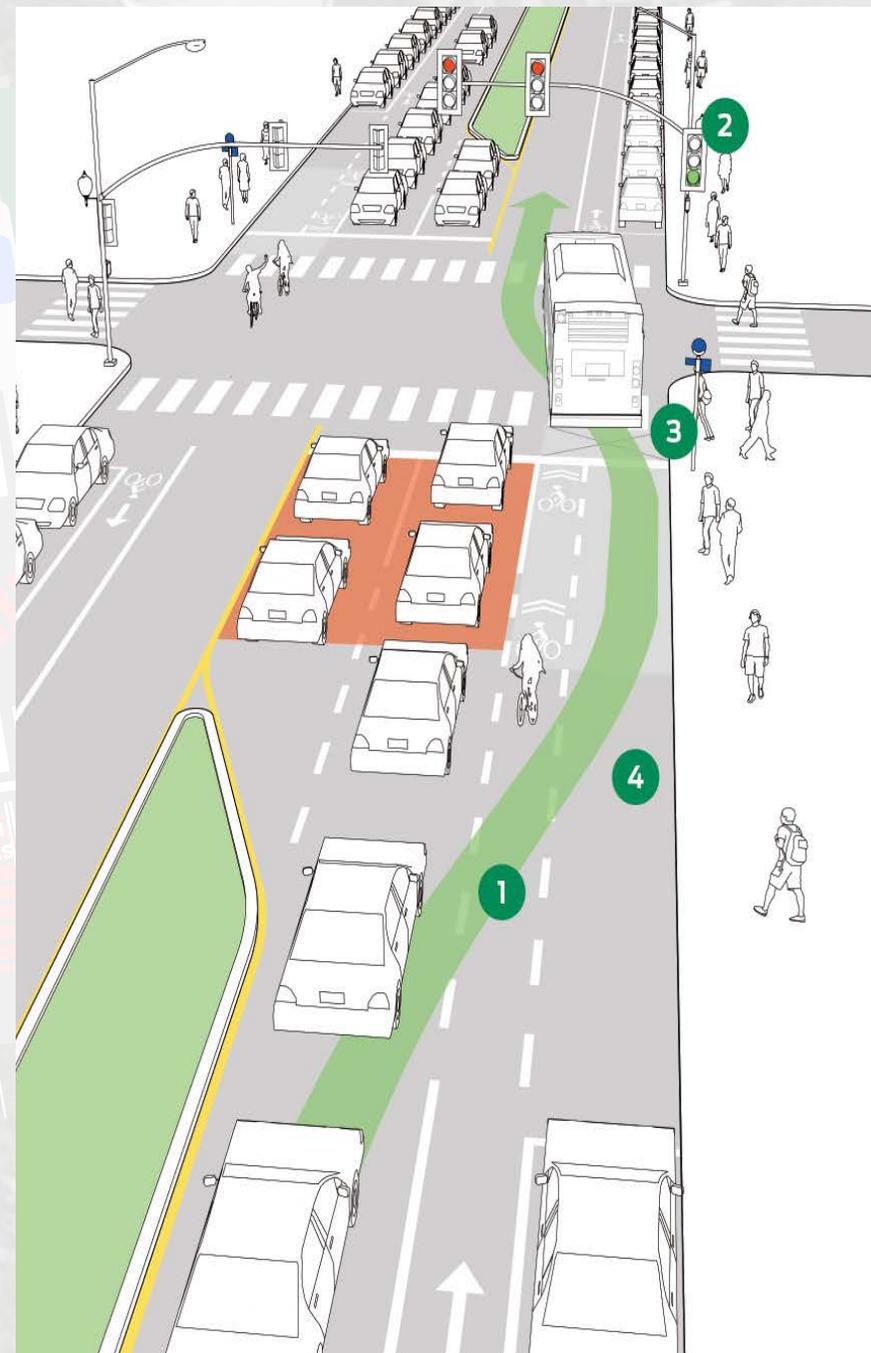
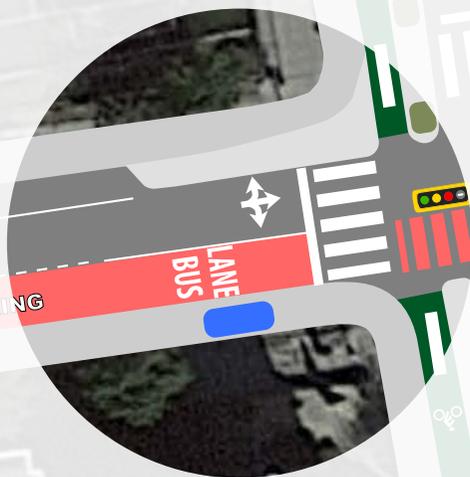
From NACTO.org: Queue jump lanes combine short dedicated transit facilities with either a leading bus interval or active signal priority to allow buses to easily enter traffic flow in a priority position. Applied thoughtfully, queue jump treatments can reduce delay considerably, resulting in run-time savings and increased reliability.

NACTO.org describes queue jump lanes as one of the best solutions for “signalized streets with low or moderately frequent bus routes, especially where transit operates in a right lane with high peak hour volumes but relatively low right turns.” This is a very close match with Irving Street whose H2 and H4 routes are moderately frequent with high peak hour volumes.

While NACTO typically recommends far-side bus stops, a queue jump lane with signal priority combined with a near-side stop is even better according to NACTO-cited research: “MicroSim modeling showed a 3-17% reduction in delay combining queue jump lane and near-side stop with active TSP compared to a far-side stop with TSP with no queue jump.”

“Queue jumps can be applied at near-side, far-side, or non-stop configurations. At near-side pull-out stops, the bus completes loading before rolling forward onto a loop detector that gives priority.”

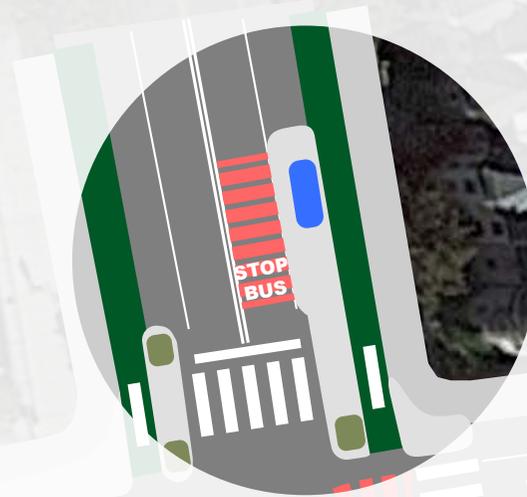
In this design the signal priority is combined with a reduction in travel lanes at the far-side down to only one lane. This is critical to reduce speeding through the intersection and racing by competing non-transit vehicles to beat the bus or other cars. That behavior has led to no fewer than three multi-car accidents on Irving and 11th in 2021-2022 alone.



BUS BOARDING ISLAND

From NACTO.org: In-lane stop style reduces transit vehicle dwell times; on busy streets, in-lane stops may reduce stop delay between 5 and 20 seconds per location.

Delay reductions are amplified as traffic congestion increases. Boarding islands eliminate bus-bike "leapfrogging" conflict at stops, in which buses merge across the bicycle travel path at stops, causing bicycles to merge into general traffic to pass the stopped bus, only to be passed again as the bus accelerates. At boarding islands, both buses and bicycles can move straight at the stop, in their own dedicated space.



Islands provide more space for transit passengers and amenities while maintaining a clear pedestrian path on the sidewalk. Operators are able to deploy ramps or bridge plates, as needed, onto the island without disrupting pedestrian flow.



SHARED STREET ALTERNATIVE



This alternative is known as a **shared street** plan. It does not utilize transit priority signals. Instead it focuses on road dieting and the creation of more mixed pedestrian/transit spaces to reduce non-transit vehicular traffic.

From NACTO.org: "While traffic speeds are considerably reduced on shared streets, average transit speeds are typically appropriate for short sections of local service. Shared streets have the potential to improve transit speed or reliability if general traffic volumes are reduced, or if intersection traffic controls can be eliminated as part of the shared street design."

While Irving St NW is a key transit-way for the eastbound H2 and H4 bus lines, it is still a neighborhood street. If transit speed can be increased by simultaneously decreasing non-local car traffic, everyone wins.

