

AGENDA
SPECIAL JOINT MEETING
of
ANC 6A Transportation and Public Space Committee (TPS)
and
ANC 6B Transportation Committee (TC)
on
17th. and 19th Streets Northeast and Southeast (From Benning Road to Barney Circle)

Monday, November 15, 2021 at 7:00 pm
Call-in Number: 1 301 715 8592
Webinar ID (access code): 883 8206 2086
For those attending via Zoom: <https://us06web.zoom.us/j/88382062086>
One tap mobile: +13017158592,,88382062086#

Public Meeting – All are welcome

- I. Call meeting to order.
- II. Introductions & Announcements (5 minutes)
- III. Discussion of DDOT proposed changes to 17th Street from Benning Road NE to Barney Circle SE, 19th Street from C Street NE to Potomac Avenue SE and Potomac Avenue SE from 17th to 19th Street SE
- IV. Community Comment (time permitting; may be limited to 3 minutes)
- V. Adjourn meeting.



17th & 19th Streets (NE+SE) Pedestrian Safety & Bike Lane Gaps

Date, 2021

d.

Agenda

- Background
- Purpose and Need
- Concept Alternatives
- Discussion

17th & 19th 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

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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



THE
BIA
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
- Every resident within 1/4 mile of a bikeshare station



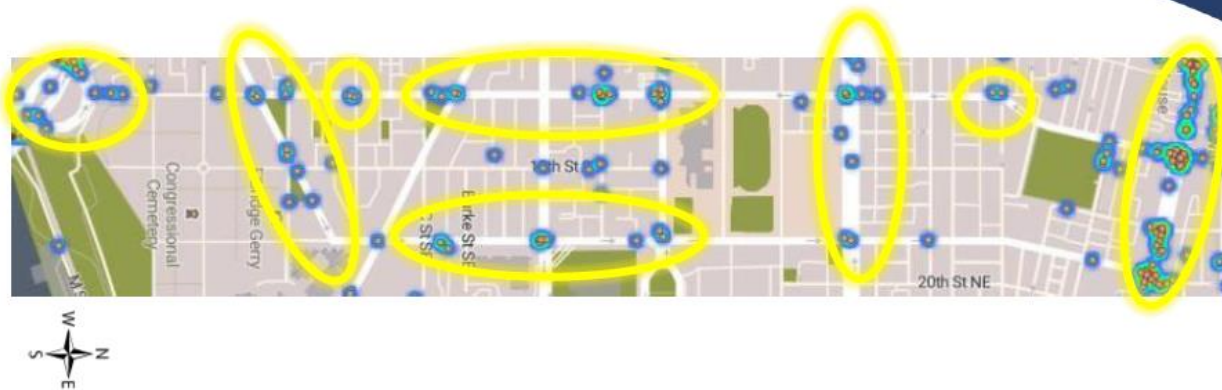
Vision Zero Goals

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



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High Crash Locations



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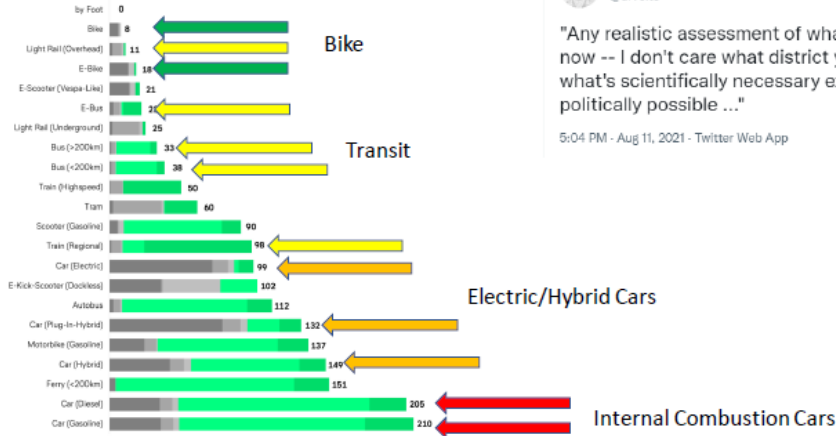
Why Bike Lanes Are Important as a Climate Response

THINK/ACT

Ranking urban transport modes

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

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



Sources: Luftplan Innovation Hub Analysis, THM Learn, press and various research studies — see extra Article



David Roberts
@drvolts

"Any realistic assessment of what's happening right now -- I don't care what district you are in -- is that what's scientifically necessary exceeds what's politically possible ..."

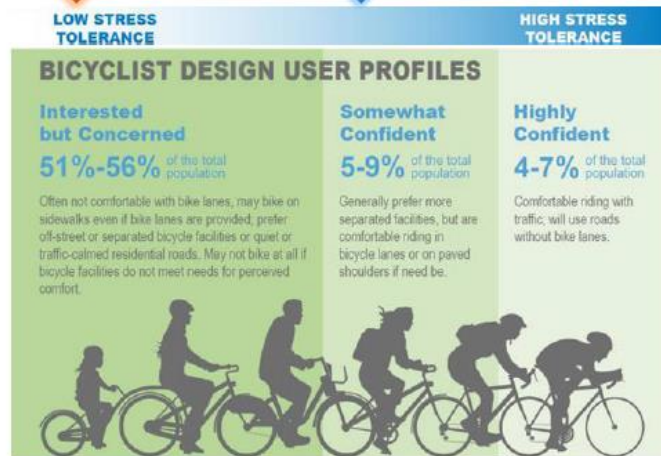
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Why Protected Lanes?

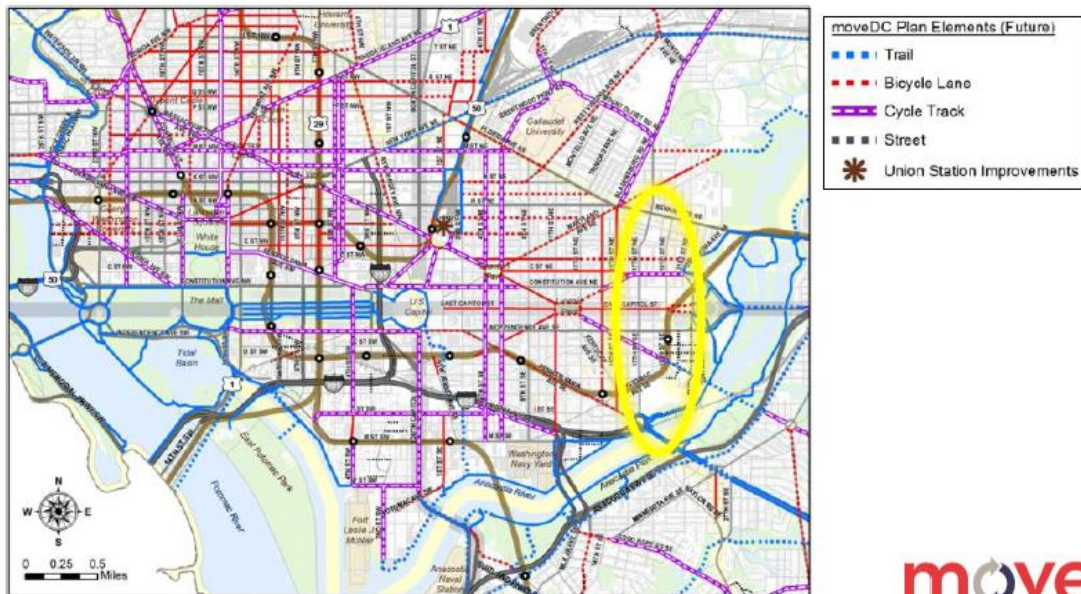
ANC 6A/6B FUTURE

ANC 6A/6B TODAY



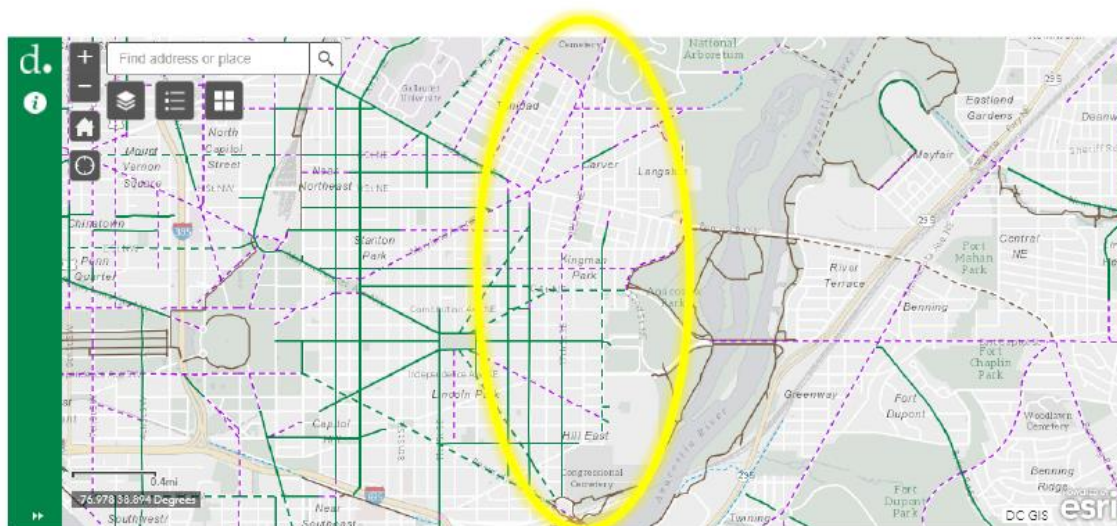
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moveDC Bicycle Plan



move dc

move dc Home Equity Goals, Policies & Strategies DC STIP Resources Get Involved Site Map



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C St NE Implementation



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C Street NE Project
– High level of
protection/quality



C Street NE Project
– High level of
protection/quality



DDOT Active Transportation Branch Equipment options

18" – 24" wide Concrete Delineators



Planters



Flex Posts



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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 17th/D SE, 19th/Constitution, 17th from Benning to East Cap.

Safe Routes to Rosedale Rec, Miner ES, Eliot Hine MS, Eastern HS

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, Eliot Hine MS, 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/17th Street corridor

17th & 19th NE/SE Modifications



17th St NE Benning to East Capitol Section



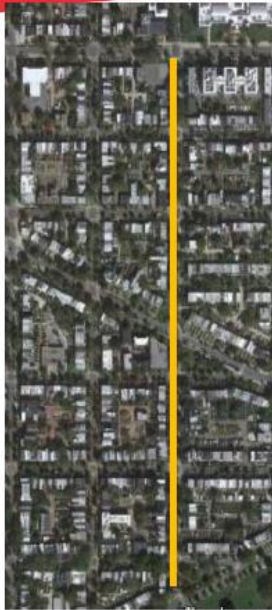
Segment between Benning Rd and East Capitol would be reconfigured.

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



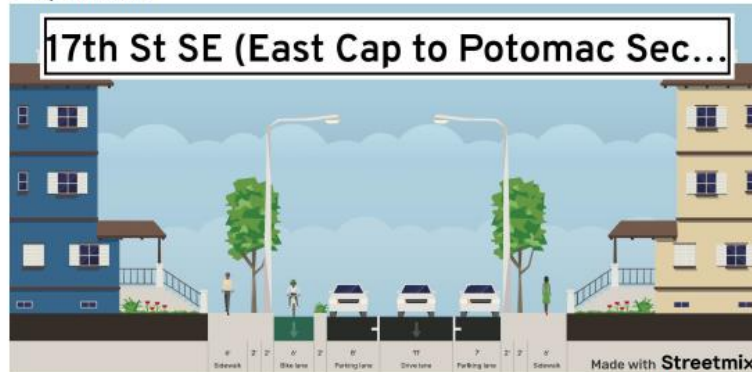
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17th St SE East Capitol to Potomac Section



Segment between East Capitol and Potomac would be reconfigured.

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



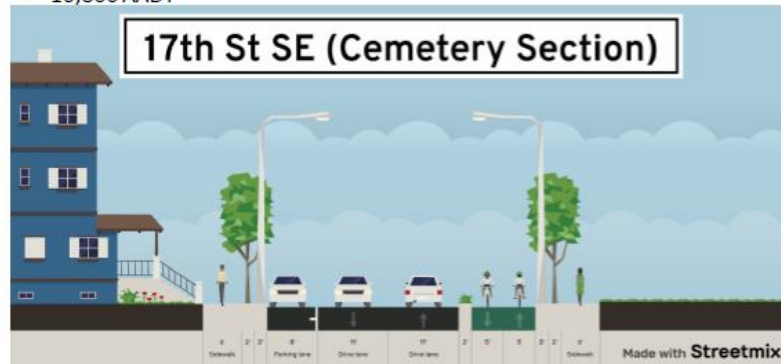
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17th St SE Two-Way Cycletrack along Congressional Cemetery



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



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19th St NE Buffered Bike Lane from C St to Benning Rd NE



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

- Revise existing bike lane to include a 2' buffer
- (5300 AADT)



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19th 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)



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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)

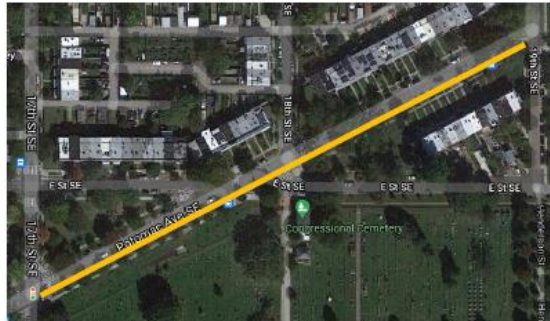


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Two-Way Cycletrack between 17th & 19th Streets SE

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)



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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?

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Contact Information

Please reach out with any comments or questions:

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