



9th Street NW Protected Bike Lane Project

ANC 6E

July 6, 2021

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Agenda

- DDOT's Bikeway Program
- Project Planning Background
- Project History
- Key Project Features, Benefits, and Impacts
- Project Plans
- Timeline for Next Steps



9th Street in 1915

Why Bike Lanes?

- (Note: bike lanes may be used by scooters, skateboards, electric “wheels” of all kinds)
- **Safety**
 - For all road users
- **Individual Benefits**
 - 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
- **Network is critical in supporting biking**



What is a Protected Bike Lane?

- 15th St./NH Ave./W St. NW



Sidewalk

One-Way or Two-Way Bike Lane

Buffer

Driving or Parking Lane



Google

Why Protected Bike Lanes?

9th St. NW
FUTURE



LOW 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.

9th St. NW
TODAY



HIGH STRESS
TOLERANCE

**Highly
Confident**

4-7% of the total
population

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



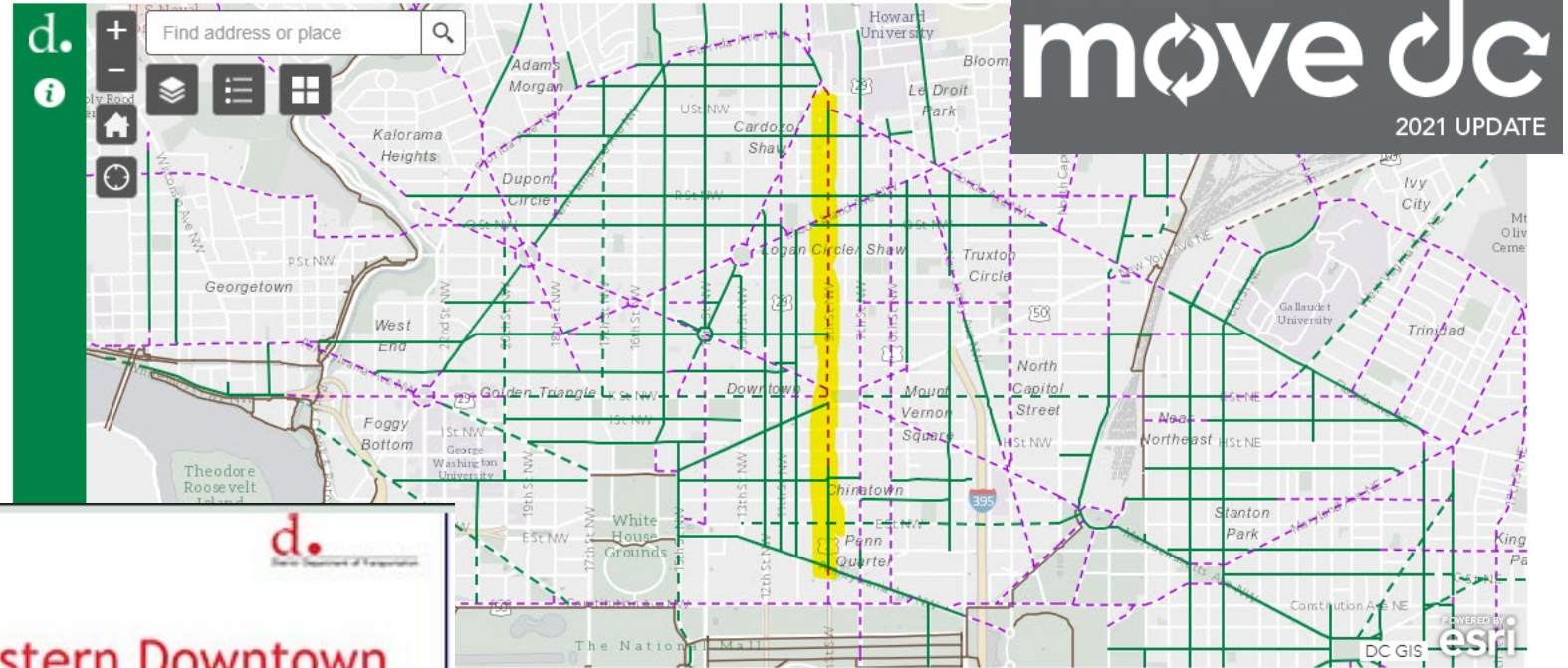
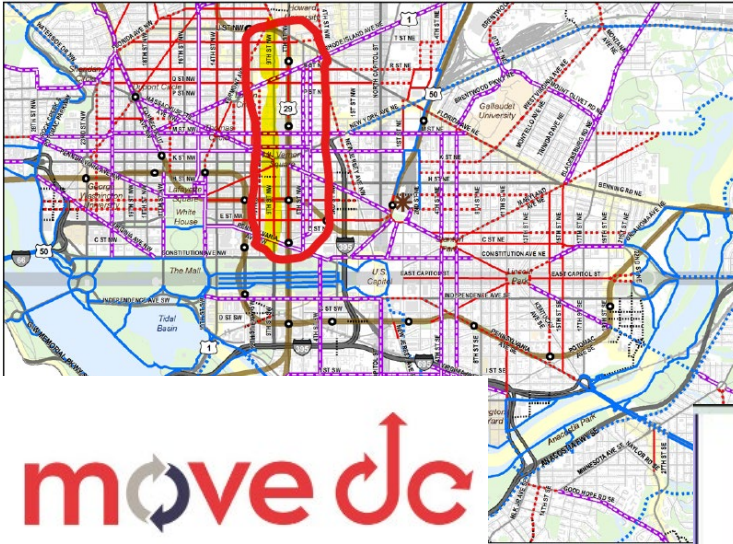
Sustainable DC goals (2032)

- 75% of all trips by walk, bike, or transit by 2032
- 15th St. and K St. NW

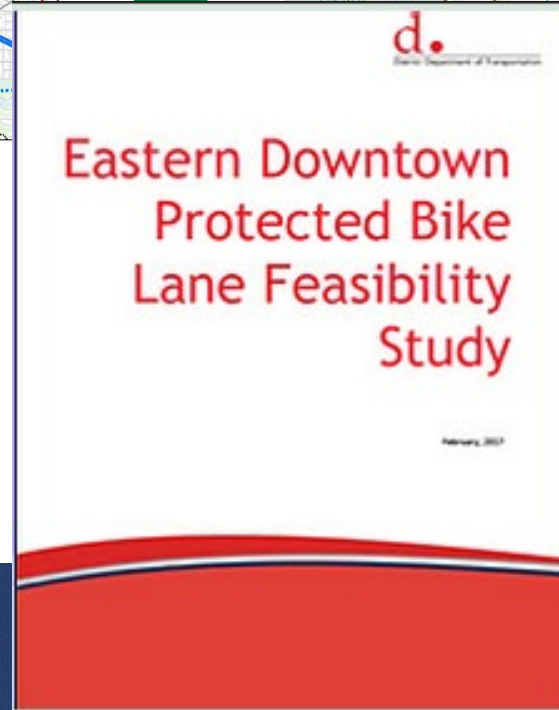


Project Planning Background

- moveDC, 2016 and 2021

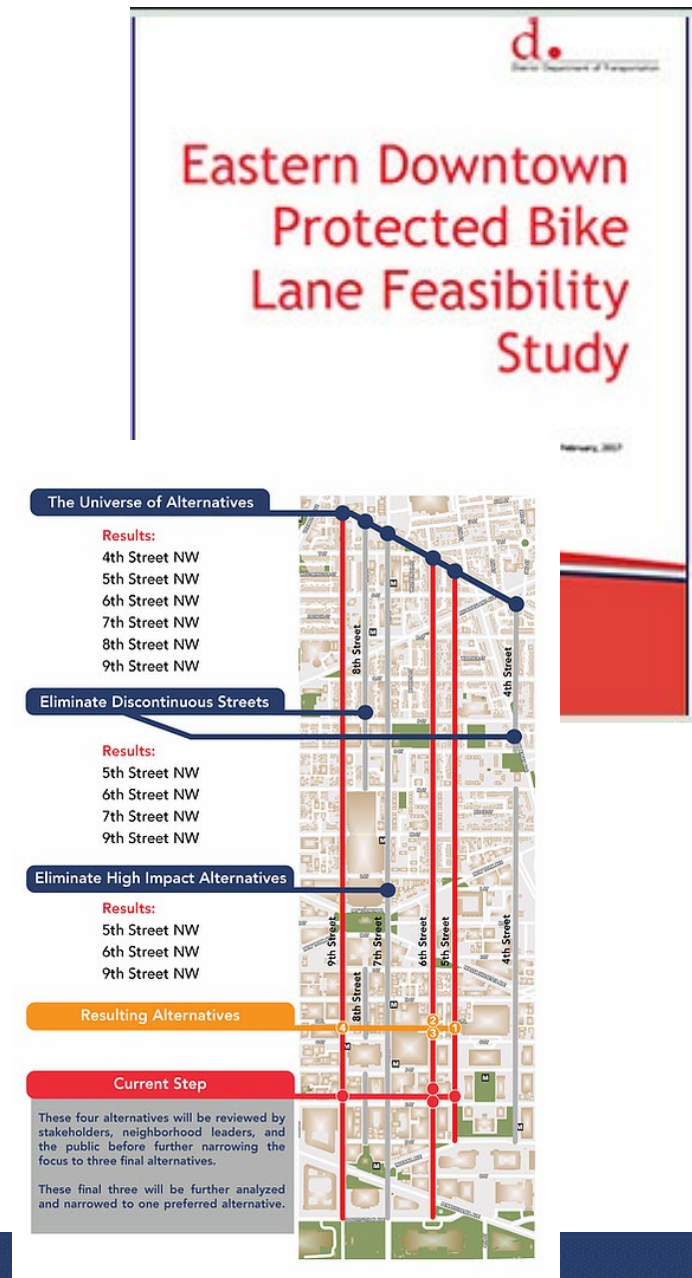


- Eastern Downtown Protected Bike Lane Feasibility Study, 2017



Project History

- Between 2015 and 2017, DDOT conducted the Eastern Downtown Protected Bike Lane Study to evaluate four (4) alternatives to connect central DC neighborhoods to downtown as well as existing bike facilities.
- The study area of the project was defined as the eastern side of Downtown bounded by 4th Street, 9th Street, and Florida and Constitution Avenues NW.
- DDOT identified two potential corridors for advancement to preliminary (30%) design: Alternative 3 (6th Street NW) and Alternative 4 (9th Street NW).
- In 2018, DDOT selected 9th St. as the preferred corridor to advance for a protected bike lane on the east side and completed 30% design.
- In 2018 DDOT planners conducted outreach to major stakeholders on 9th Street, including Events DC (Convention Center), Shaw Main Street, Shiloh Baptist Church, New Bethel Baptist Church, Penn Quarter Neighborhood Assoc.
- The project was put on hold in late 2018
- The Mayor announced the re-start of the project in May 2021

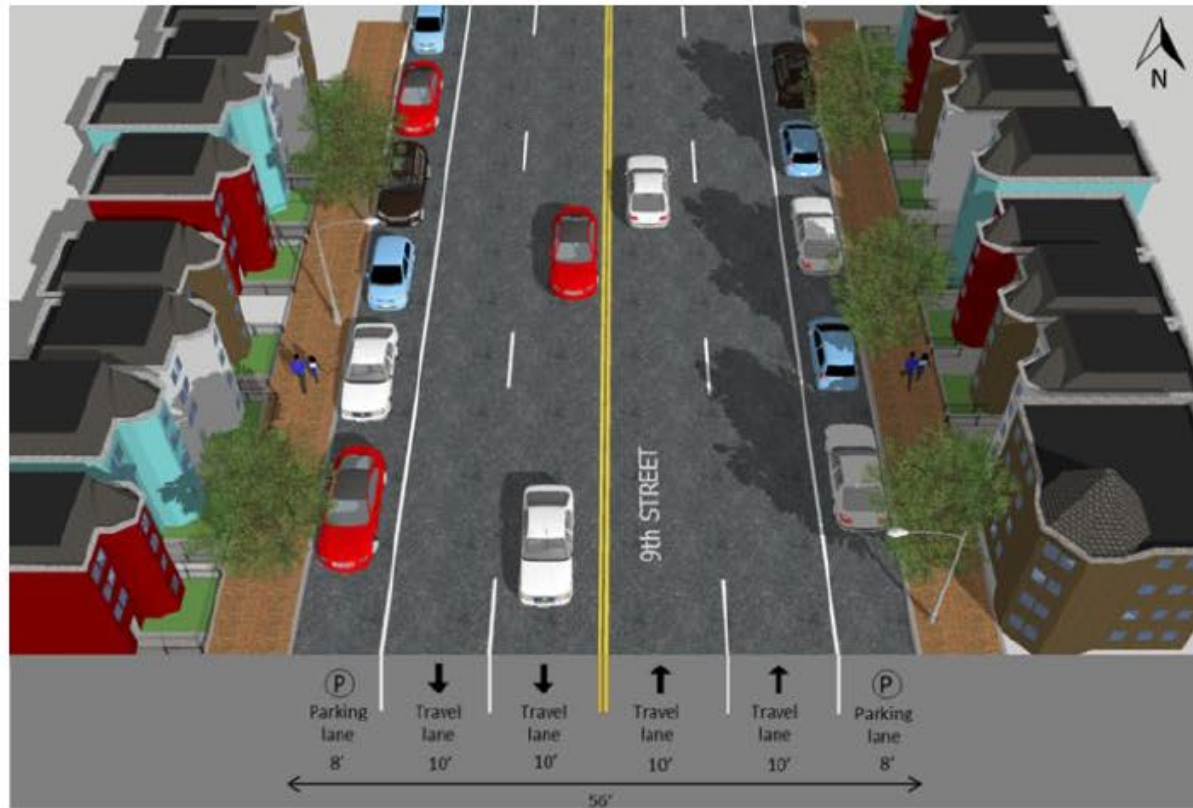


Eastern Downtown Study Comparison Matrix

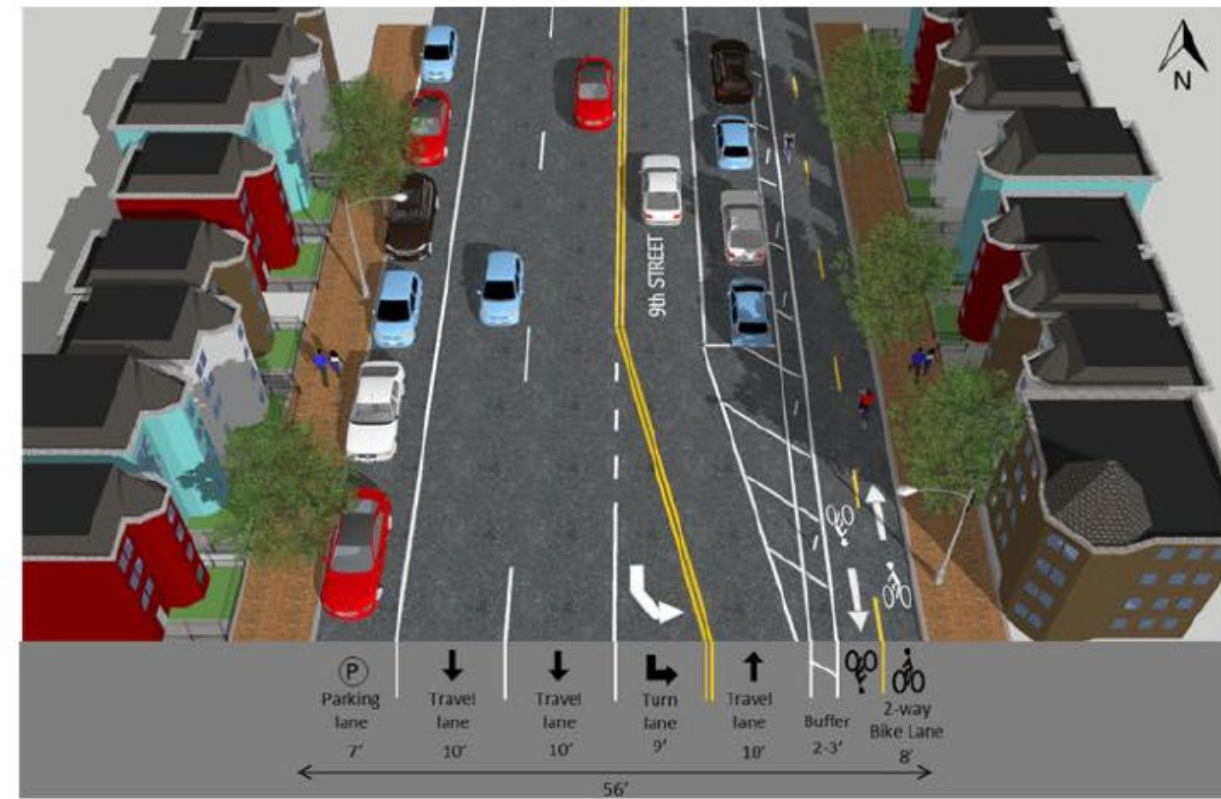
	Alternative Description	Continuous Protection of Bike Lane	Cyclist Conflicts with Turning Vehicles at Intersections	Potential Pedestrian Conflicts (PM peak hour crossings)	Intersection Level of Service (LOS) (% of Corridor intersections at "E" or "F")	Estimated Travel Time: AM Peak Individual Travel Times for the Entire Corridor	Estimated Travel Time: PM Peak Individual Travel Times for the Entire Corridor	Potential Large Event Space Conflicts (on same side of street)	Street Parking (metered and residential spaces)	Sunday Angled Parking
No Build - Existing Conditions	No Change There will be no change in traffic configurations and travel patterns. Also no protection for bicyclists.	0% of corridor protected	Not Applicable	Not Applicable	2% (AM peak) / 11% (PM peak)	5th St: 6 min NB / 5 min SB 6th St: 8 min NB / 12 min SB 9th St: 4 min NB / 10 min SB	5th St: 22 min NB / 8 min SB 6th St: 12 min NB / 10 min SB 9th St: 5 min NB / 17 min SB	No Change	About 1800 spaces on Study Area north-south streets	About 230 parking spaces
1	5th & 6th Street Couplet A protected bike lane would travel northbound on the east side of 5th street and southbound on west side of 6th Street	About 70% of corridor protected	2,300 conflicts	About 8,200 conflicts mostly near the Verizon Center and Chinatown	2% (AM peak) / 11% (PM peak)	Traveling North: +9 min Traveling South: No change	Traveling North: +27 min Traveling South: +4 min	2 potential conflicts	About 190 spaces impacted	About 10 parking spaces impacted
2	6th Street Separated A protected bike lane would travel northbound and southbound in the direction of traffic in both curb-side lanes on 6th Street	About 90% of corridor protected	3,200 conflicts	About 4,500 conflicts mostly near the Verizon Center and Chinatown	2% (AM peak) / 11% (PM peak)	Traveling North: +6 min Traveling South: -1 min	Traveling North: +8 min Traveling South: +7 min	2 potential conflicts	No spaces impacted	About 10 spaces impacted
3	6th Street east side A protected bike lane would operate two-way traffic on the east side of 6th Street.	About 90% of corridor protected	2,000 conflicts	About 4,500 conflicts mostly near the Verizon Center and Chinatown	4% (AM peak) / 7% (PM peak)	Traveling North: +1 min Traveling South: -3 min	Traveling North: +1 min Traveling South: +2 min	No conflicts	3 spaces added or converted to full-time	About 10 spaces impacted
4	9th Street east side A protected bike lane would operate two-way traffic on the east side of 9th Street.	100% of corridor protected	No conflicts	About 5,600 conflicts mostly near the Convention Center and in Downtown.	0% (AM peak) / 12% (PM peak)	Traveling North: +2 min Traveling South: +11 min	Traveling North: +3 min Traveling South: +7 min	1 potential conflict	About 60 spaces impacted	No spaces impacted



9th Street PBL North of Mass Ave. to Florida Ave./U St.



EXISTING

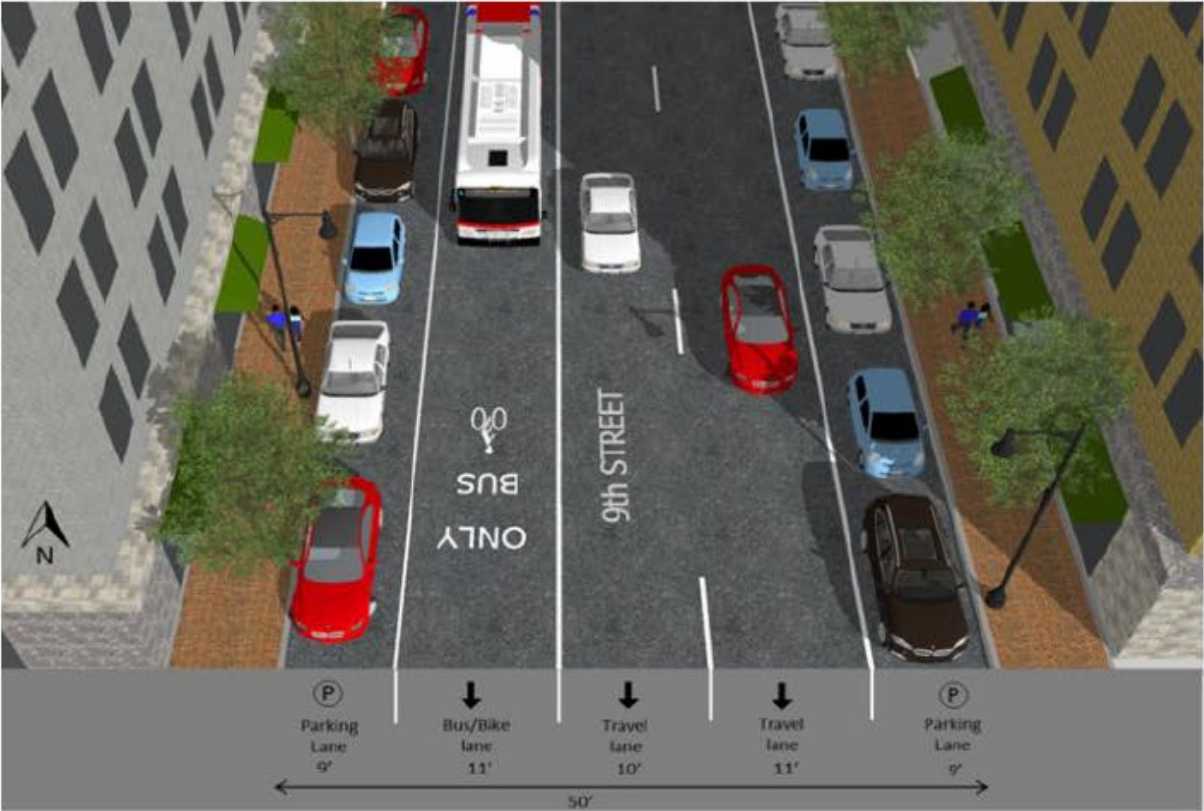


PROPOSED

Figure 35: Existing and Proposed Cross-Section for Alternative 4 along 9th Street

9th Street PBL South of Mass Ave. to Pennsylvania Ave.

EXISTING



PROPOSED

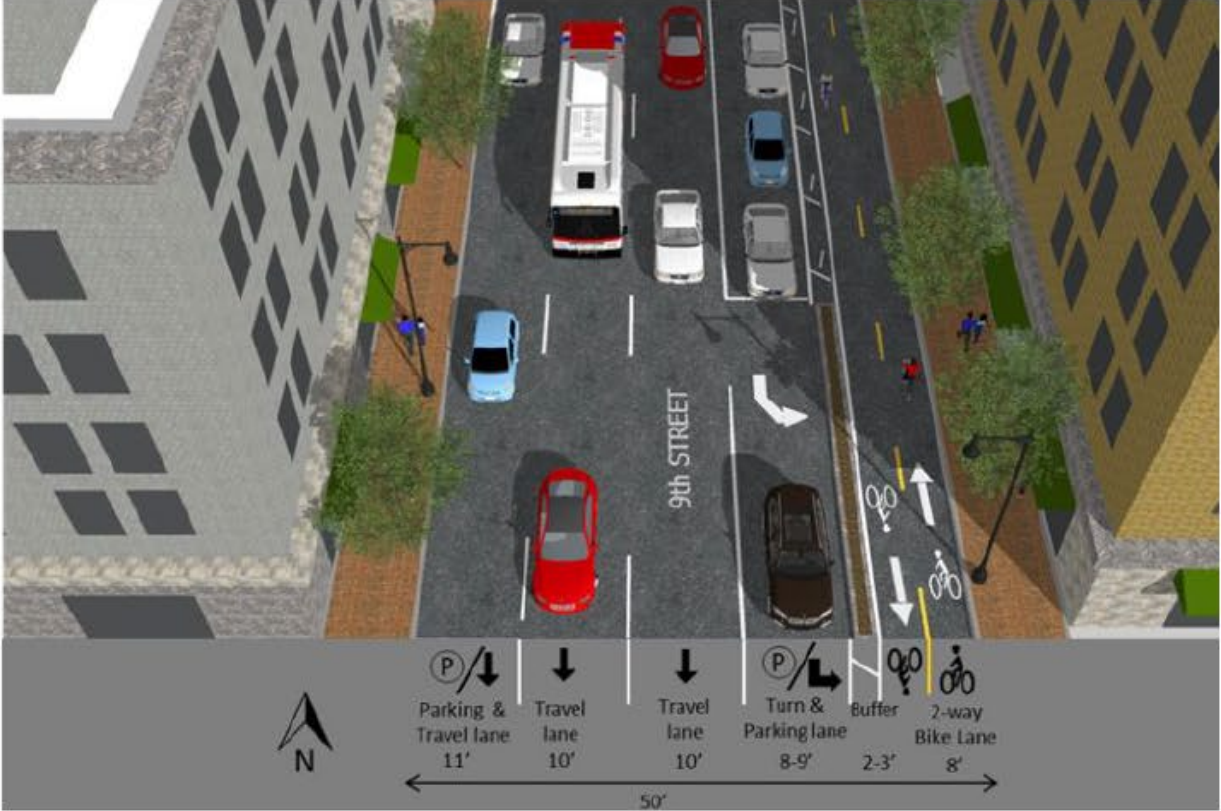


Figure 35: Existing and Proposed Cross-Section for Alternative 4 along 9th Street

Key Project Features, Benefits, and Impacts

Factor	No Build (existing condition)	9 th Street Protected Bike Lane
	No change from existing conditions	Continuous two-way north-south bike lane on east side of 9 th Street from Florida Ave. to Constitution Ave.
Safety and continuity of bike facility	<ul style="list-style-type: none">- High stress and unsafe existing condition. No continuous north-south bike lane in study area.	<ul style="list-style-type: none">- 1.6 miles protected bike lane- 6 of 6 heavy turn movements protected or prohibited
Vehicular traffic (Level of Service ^{1} and Travel Times)	<ul style="list-style-type: none">- 0 intersections at LOS E/F;- 3 AM and 2 PM approaches at LOS E/F	<ul style="list-style-type: none">- 2 intersections at LOS E in the PM peak hour;- All other intersections at LOS D or better- Southbound AM peak travel times decrease from 11 minutes to 8 minutes.- Northbound PM peak travel times increase from 4.5 minutes to 5 minutes
Geometric Concerns	<ul style="list-style-type: none">- Lack of dedicated turn lanes contributes to high number of rear-end and sideswipe crashes	<ul style="list-style-type: none">- Addition of 10 dedicated left lanes
Curbside parking	<ul style="list-style-type: none">- Approx. 1,800 total spaces in study area	<ul style="list-style-type: none">- 5 ROP space lost (for Shiloh Day Care Ctr PUDO)- 4 RPP spaces lost- 20 metered spaces converted from full time to peak-hour restricted (South of Mass Ave)- 76 metered spaces removed completely (Full corridor)- Sunday back-in angle parking moved to other side of the street between R and S Streets
Sunday Angled Parking	<ul style="list-style-type: none">- 117 spaces existing on 9th Street	<ul style="list-style-type: none">- 2 congregations on 9th Street- Switch from east side to west side at New Bethel, net reduction of 1 space (59 vs. 60)- Shiloh remains unchanged at 57 spaces
Convention Center	<ul style="list-style-type: none">- For large events, semi trucks stage in parking lane between L and M Streets.- Media vehicle park on 9th St north of M Street.	<ul style="list-style-type: none">- Convention Center bus, truck, and media staging areas on 9th Street will be minimally impacted- Parking lane from L to M Streets will be 9 ft. wide to accommodate semi truck staging

Segment within ANC 6E – N St. to P St.

PARKING LEGEND

 CAB

 ACCESSIBLE

 HOURLY

 LOADING

 METERED

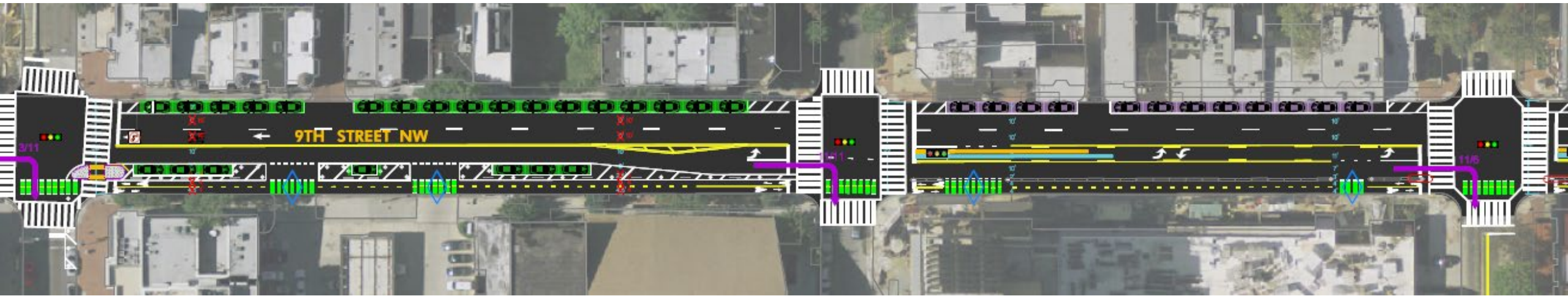
 OFF-PEAK

 RESIDENT ONLY PARKING (ROP)

 RESIDENT PERMIT PARKING (RPP)

 SHUTTLE

 VALET



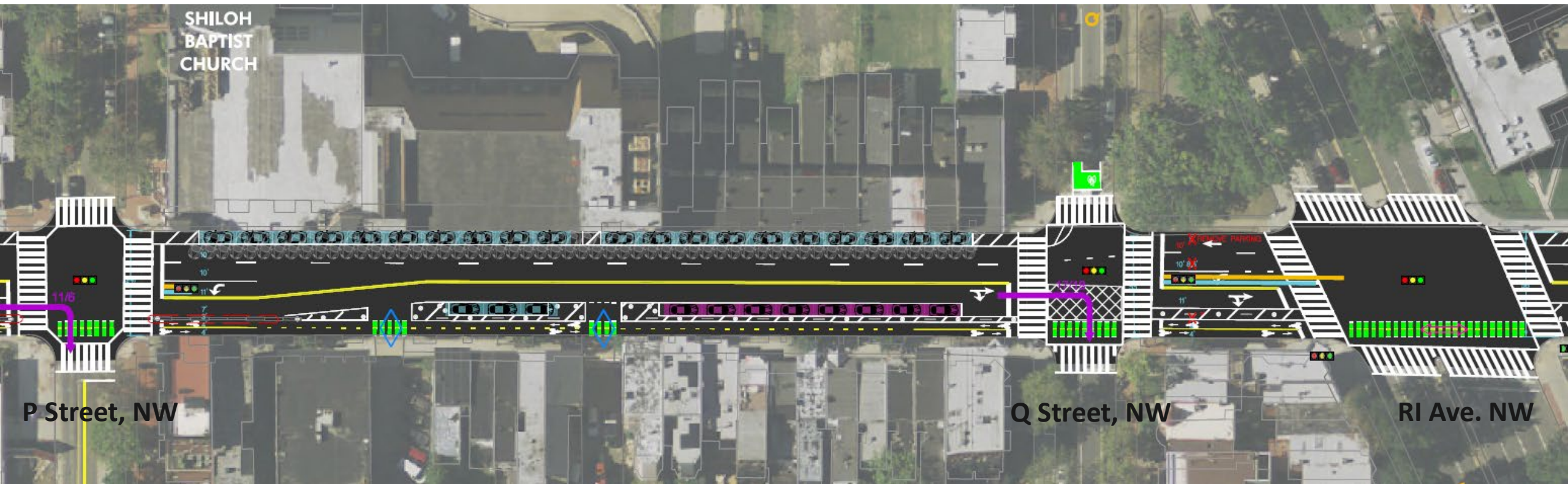
N Street, NW

O Street, NW

P Street, NW

P St. to Rhode Island Ave.

	CAB
	ACCESSIBLE
	HOURLY
	LOADING
	METERED
	OFF-PEAK
	RESIDENT ONLY PARKING (ROP)
	RESIDENT PERMIT PARKING (RPP)
	SHUTTLE
	VALET



Rhode Island Ave. to S St.

PARKING LEGEND

- CAB
- ACCESSIBLE
- HOURLY
- LOADING
- METERED
- OFF-PEAK
- RESIDENT ONLY PARKING (ROP)
- RESIDENT PERMIT PARKING (RPP)
- SHUTTLE
- VALET



Outside of ANC 3E – S St. to U St./Florida Ave.

PARKING LEGEND

 CAB

 ACCESSIBLE

 HOURLY

 LOADING

 METERED

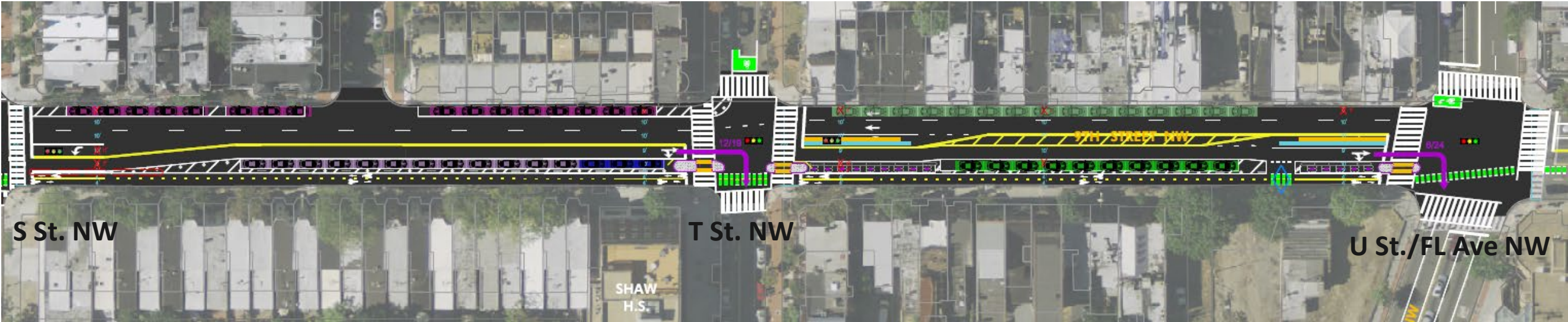
 OFF-PEAK

 RESIDENT ONLY PARKING (ROP)

 RESIDENT PERMIT PARKING (RPP)

 SHUTTLE

 VALET



Timeline for Next Steps

- Continue community outreach in summer 2021 (4 ANCs and many other stakeholders)
- DDOT-hosted Open House, late July
- Make final refinements to 30% design plans by end of summer 2021
- Present final plans and Notice of Intent to ANCs and community in late fall 2021
- Construction tentatively planned for fall 2022



District Department of Transportation