

# DISTRICT DEPARTMENT OF TRANSPORTATION



***11<sup>th</sup> St NW***

***Protected Bike Lane Project – ANC 6E Segment***

*Date: October 25, 2022*

*Presented by: Victoria Caudullo*

[\*Victoria.Caudullo@dc.gov\*](mailto:Victoria.Caudullo@dc.gov)

# 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
- Few serious injuries
- Create safe conditions through design
- Safe & accessible streets for all users

## Safe Routes to School

- Building Safe Routes



# Why is the District installing protected bike lanes?

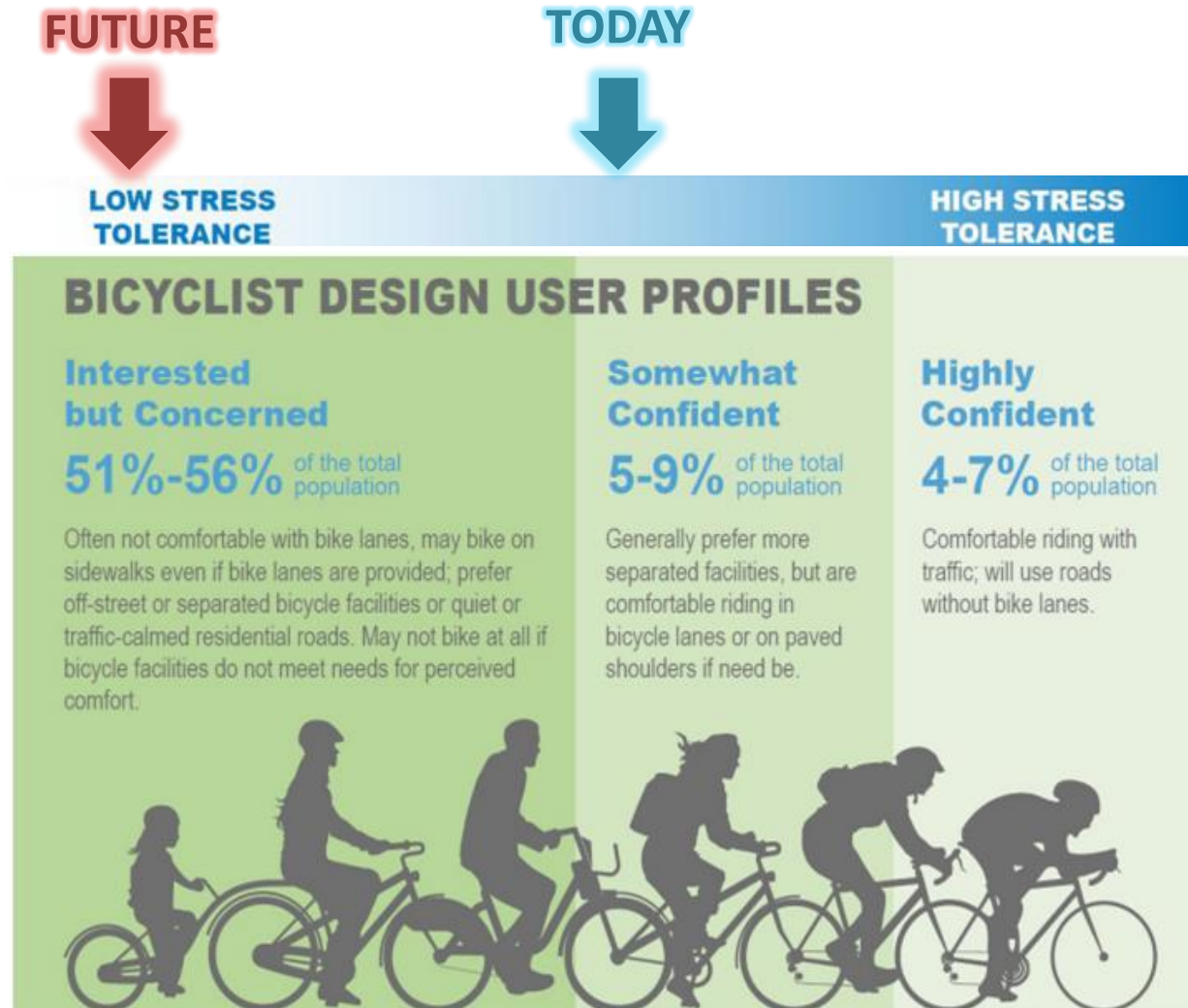
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
	≤ 500 – 1,500			
	≤ 1,500 – 3,000			Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
≤ 25 mph		Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Bicycle Lane
	≤ 3,000 – 6,000			Buffered or Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
	Any	Multiple lanes per direction		

NACTO. Building for All Ages and Abilities





# Why is the District installing protected bike lanes?



US DOT, FHWA.

# How can the District allocate space in a fair way & encourage non-auto travel?



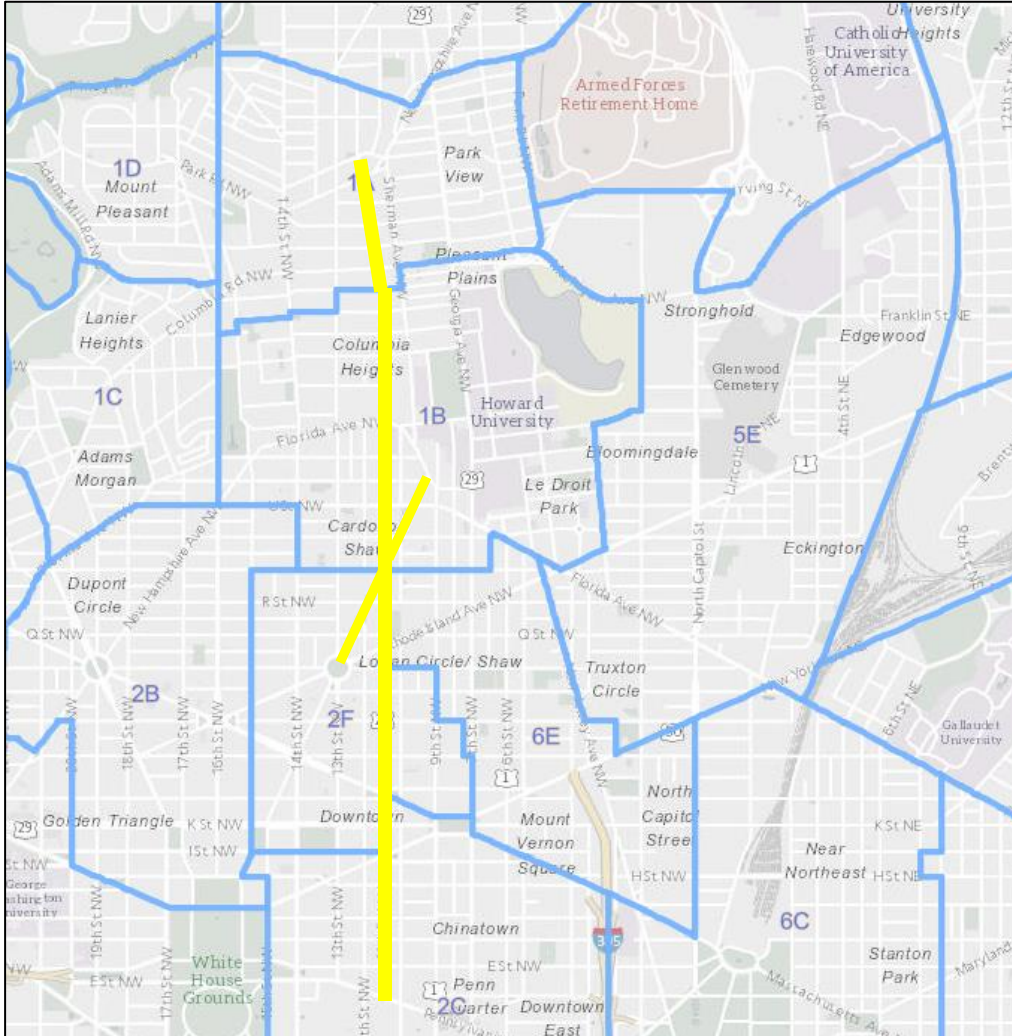


# What is DDOT's track record of successful cycletrack projects?

- 17<sup>th</sup> St NW
- 15<sup>th</sup> St NW
- Virginia Ave NW
- Irving St NW
- G St NW
- K St NW
- Pennsylvania Ave NW
- Brentwood Parkway NE
- 4<sup>th</sup> St NE
- 2<sup>nd</sup> St SW
- P St SW
- Potomac St SW
- Maine Ave SW



# What is the project scope?



## Vermont Ave NW

- Logan Circle to 11<sup>th</sup> St NW / S St NW
- 11<sup>th</sup> St NW/S St NW to Florida Ave NW

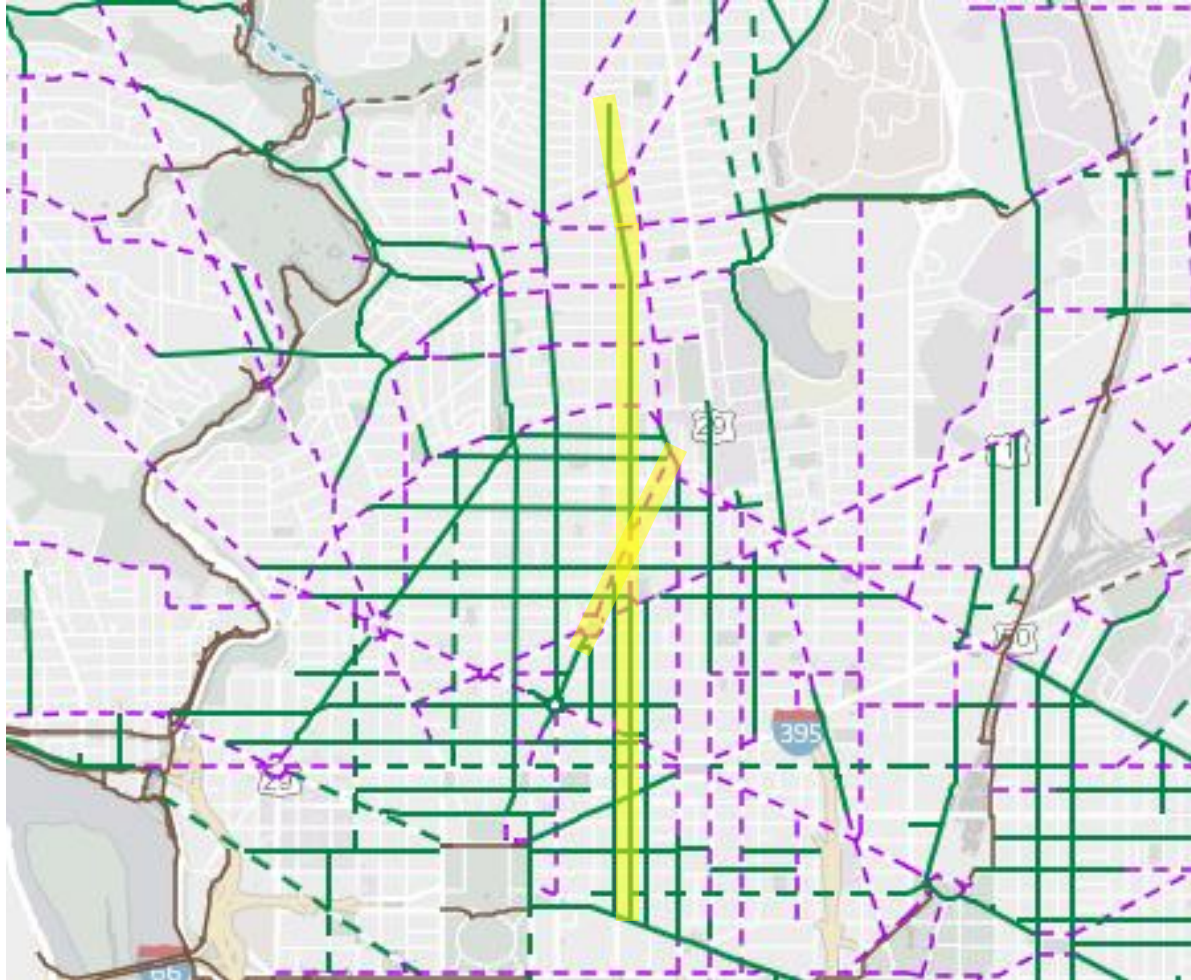
## 11<sup>th</sup> St NW

- Pennsylvania to L Street NW
- L Street NW to S St NW
- S St NW to Florida Ave NW
- Florida Ave NW to Harvard St NW
- Harvard St NW to Monroe St NW



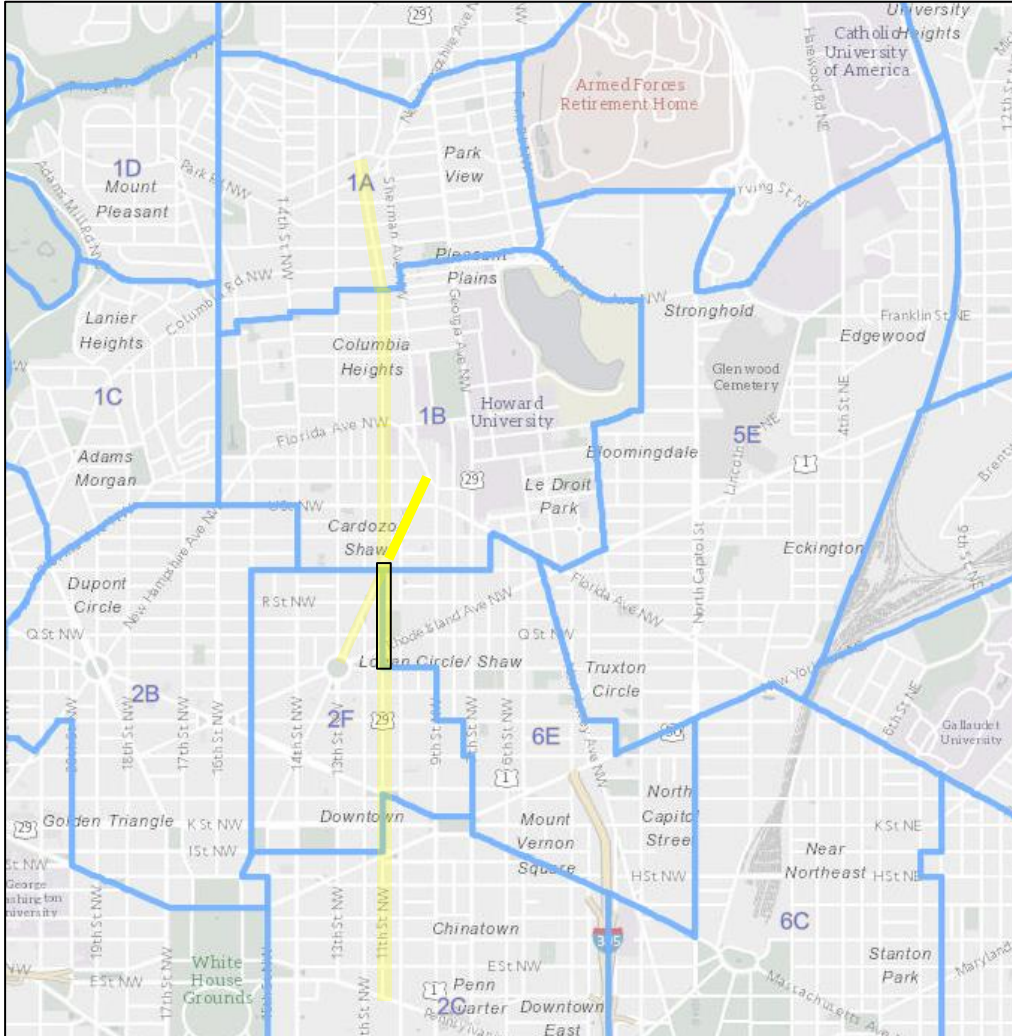


# Are these corridors on the MoveDC Plan?





# 11<sup>th</sup> Ave NW in ANC 6E



## Vermont Ave NW

- Logan Circle to 11<sup>th</sup> St NW / S St NW
- 11<sup>th</sup> St NW/S St NW to Florida Ave NW

## 11<sup>th</sup> St NW

- Pennsylvania Ave to L St NW
- L St NW to P St NW
- **P St NW to S St NW**
- S St NW to Florida Ave NW
- Florida Ave NW to Harvard St NW
- Harvard St NW to Monroe St NW



# 11<sup>th</sup> St NW, P St to S St NW



## Key:

- Blue - transit stop
- Orange - on-street parking
- Green - protected bike lane on curb

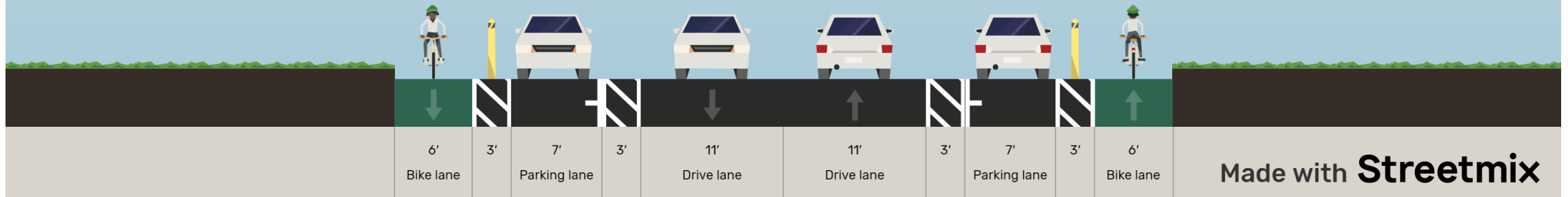
## Notes:

- Parallel parking on 11<sup>th</sup> between Q and S
- Corridor intersections to be designed by TESD
- TDD review of bus stops in project design phase
- 11<sup>th</sup> from P to S St NW also in ANC 2F



# 11<sup>th</sup> St NW, P St to S St NW

## Protected Bike Lanes, Two Way, Parking



# Big Picture

- Necessary improvements for existing facility for bicycle network
- New bike facilities built in the District today are built with protection whenever possible
- This project will bring previously built project up to today's standards

What elements does the community think are important at this stage, and want to see incorporated or changed?





# Contact Information

Please reach out with any comments or questions:

Victoria Caudullo

Transportation Planner

[victoria.caudullo@dc.gov](mailto:victoria.caudullo@dc.gov)



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# District Department of Transportation

**250 M St SE | Washington, DC 20003 | 202.673.6813**