

Government of the District of Columbia

Department of Transportation



Daniel Warwick
Chair, ANC 2B
#9 Dupont Circle, NW
Washington, DC 20036

June 5, 2020

Notice# 20-69-PSD

Dear Chairman Warwick,

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give written notice of our intent to implement the following in your jurisdiction:

Installation of Protected Bike Lanes on 17th Street NW between K Street NW and T Street NW

Background

In 2010, in accordance with the 2005 Bicycle Master Plan, DDOT installed a one-way, unprotected bike lane on 17th Street NW between New Hampshire Avenue and Massachusetts Avenue. The facility proved popular, but did not extend downtown, and some cyclists rode northbound (the wrong way) on 17th Street.

In 2017, ANC2B came to DDOT with a suggestion to upgrade the bike lane to a two-way protected facility that extended downtown. That kicked off a robust community engagement process incorporating stakeholder input through multiple community walk-throughs, a Greater Washington poll, and meetings with ANC2B committees and 17th Street business owners. This resulting proposal features separated protected bike lanes—designed for cyclists from 8 to 80 years old—to reduce conflicts between drivers, pedestrians and cyclists; shorter crossing distances to improve pedestrian safety; and additional commercial loading zones to reduce delivery impacts.

Proposal

The current roadway configuration of 17th Street has three distinct sections, with proposed conditions varying accordingly:

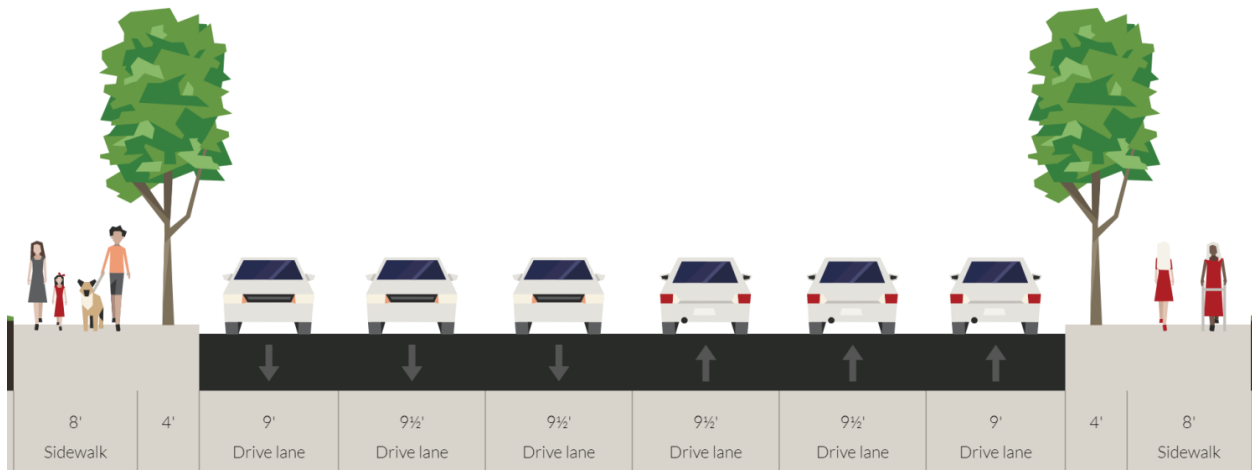
1. K Street NW to Massachusetts Avenue
2. Massachusetts Avenue to New Hampshire Avenue
3. New Hampshire Avenue to T Street NW

1. 17th St NW from K Street NW to Massachusetts Avenue

Existing Condition:

Between K Street NW and Massachusetts Avenue, 17th Street NW is a 56'-wide roadway with three lanes of southbound traffic in peak period (two lanes of southbound in off-peak period), three lanes of northbound traffic in peak period (two lanes of northbound traffic in off-peak period) and off-peak parking/loading. This section lacks a bicycle facility.

Figure 1: Cross Section of Existing Condition (Peak Period) – 17th St NW from K St NW to Massachusetts Ave

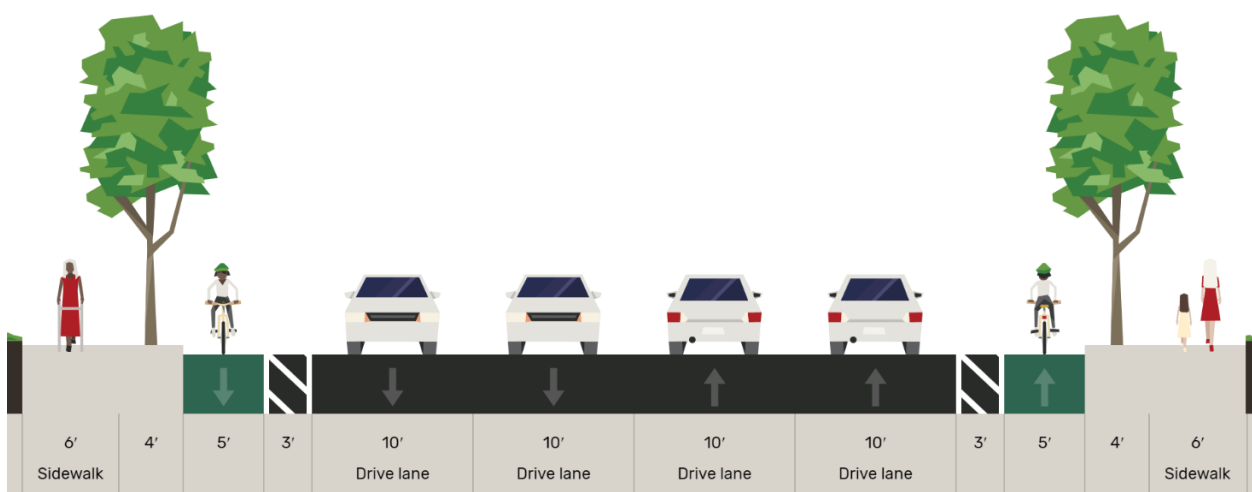


Proposed Condition:

The proposed condition will include two curbside protected bike lanes and two peak period travel lanes in each direction, with the potential for off-peak loading or parking. In addition, several intersections will need traffic signal phase adjustments to accommodate separated bike lanes:

- 17th St NW and Rhode Island Ave: Southbound and northbound left turns to be restricted and new exclusive northbound and southbound right turn phases to be installed.
- 17th St NW and M St NW: Exclusive northbound left turn phase to be installed.
- 17th St NW and L St NW: Exclusive southbound left turn phase to be installed.

Figure 2: Cross Section of Proposed Condition (Peak Period) – 17th St NW from K St NW to Massachusetts Ave



Parking/Curbside Impacts:

The following design criteria were used for the separated bike lane parking impact analysis along the two-way vehicular portion of 17th St NW:

- Departure clearance from driveway: 20 feet
- Clearance for residential driveway: 30 feet
- Clearance for commercial driveway: 40 feet
- Clearance for intersection: 50 feet

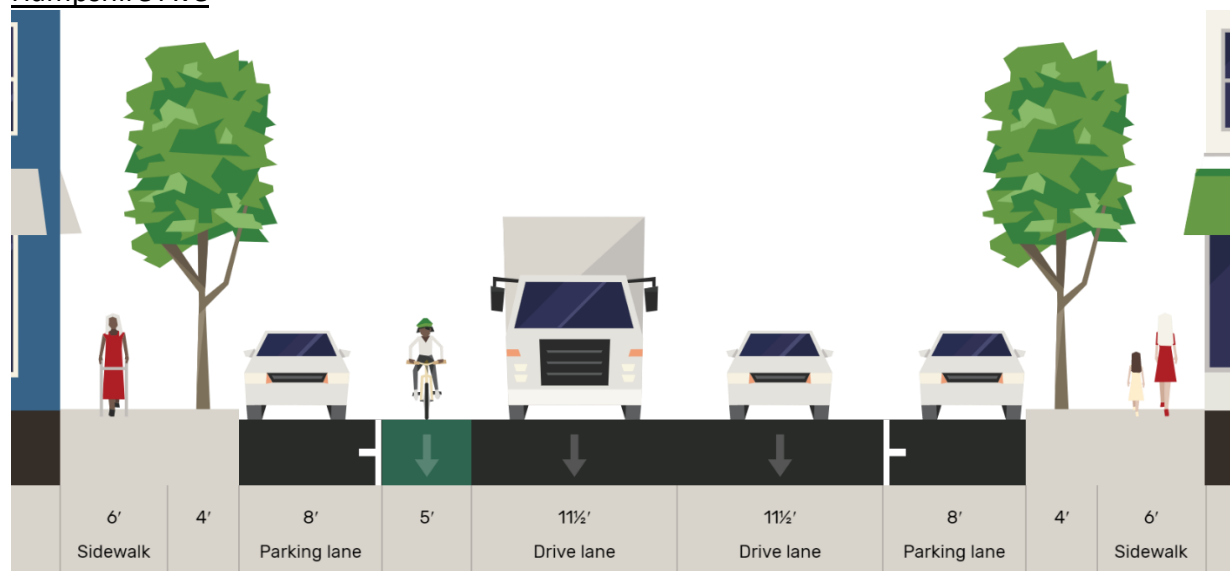
Based on these criteria, and the additional space needed for new turn lanes, the number of potential off-peak loading/parking spaces will be reduced from 85 to 38.

2. 17th Street NW from Massachusetts Avenue to New Hampshire Avenue

Existing Condition:

Between Massachusetts Avenue and New Hampshire Avenue, 17th Street NW is a 44'-wide roadway with two lanes of southbound vehicular traffic, a southbound bike lane, and curbside parking on both sides of the street. This section of the corridor is adjacent to apartment complexes, residential townhouses, and neighborhood commercial center.

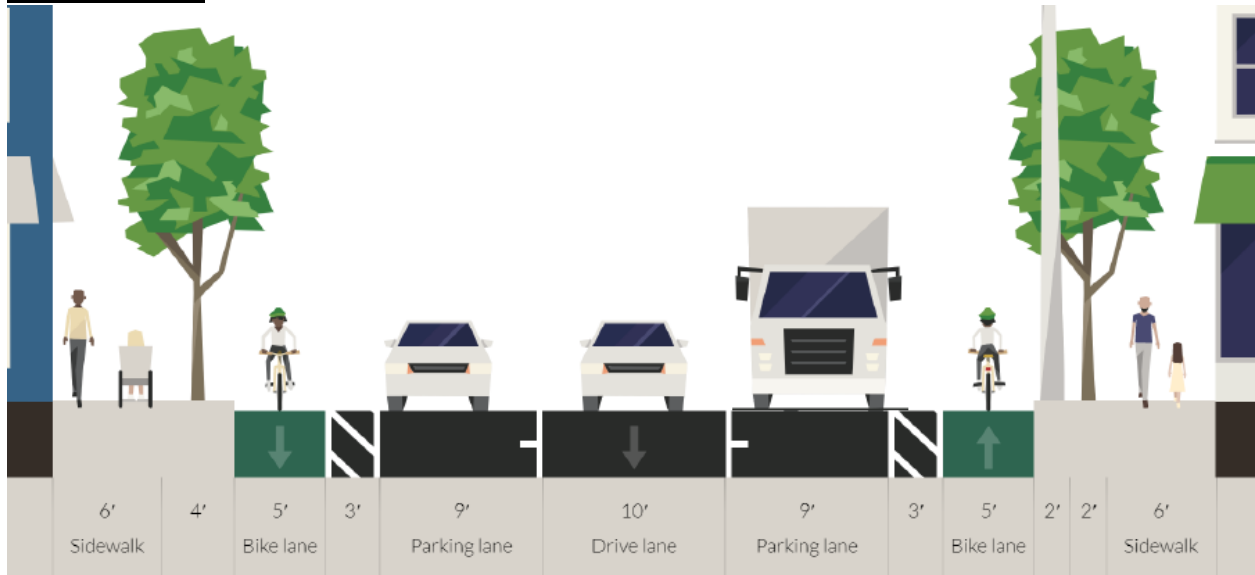
Figure 3: Cross Section of Existing Condition – 17th St NW from Massachusetts Ave to New Hampshire Ave



Proposed Condition:

The proposed condition will remove one southbound travel lane in order to include two curbside protected bike lanes, parking and loading zones on both sides of the street, and one southbound travel lane. These separated protected curbside bike lanes help simplify bike/vehicle movements for crossing pedestrians and reduce crossing distances to increase pedestrian safety. At intersections, the design will include buffered pedestrian refuge zones on either side of the travel lane. Some existing parking will be reduced at alleys, driveways, and intersections to increase visibility between cyclists, drivers, and pedestrians. Additional parking will be removed to accommodate commercial delivery needs as identified where necessary.

Figure 4: Cross Section of Proposed Condition – 17th St NW from Massachusetts Ave to New Hampshire Ave



Parking/Curbside Impacts:

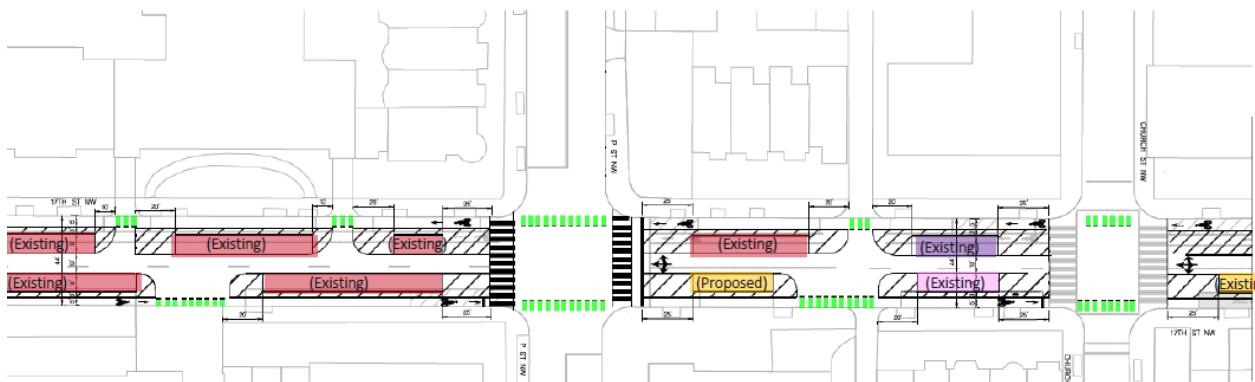
The following design criteria were used for the separated bike lane parking impact analysis along the one-way vehicular portion 17th St NW corridor:

- Departure clearance from driveway/ alley: 20 feet upstream / 10 feet downstream
- Clearance for intersection: 25 feet

Based on these criteria, and the additional space needed for new turn lanes, the number of parking spaces will be reduced from 124 to 94. DDOT is also proposing to repurpose some of these parking spaces for new commercial loading zones, as depicted in the curbside plans below, though exact locations and length of loading zones will be finalized through additional community feedback, business input, and observations of curbside operations.

Figure 5: Plan View of Proposed Curbside Regulations – 17th St NW from O St NW to Church St NW

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- Commercial Loading Zone
- Commercial Loading Zone (to remove)
- Metered / Time Restricted Parking
- Residential / Time Restricted Parking
- No Parking Entrance

Figure 6: Plan View of Proposed Curbside Regulations – 17th St NW from Church St NW to Corcoran St NW

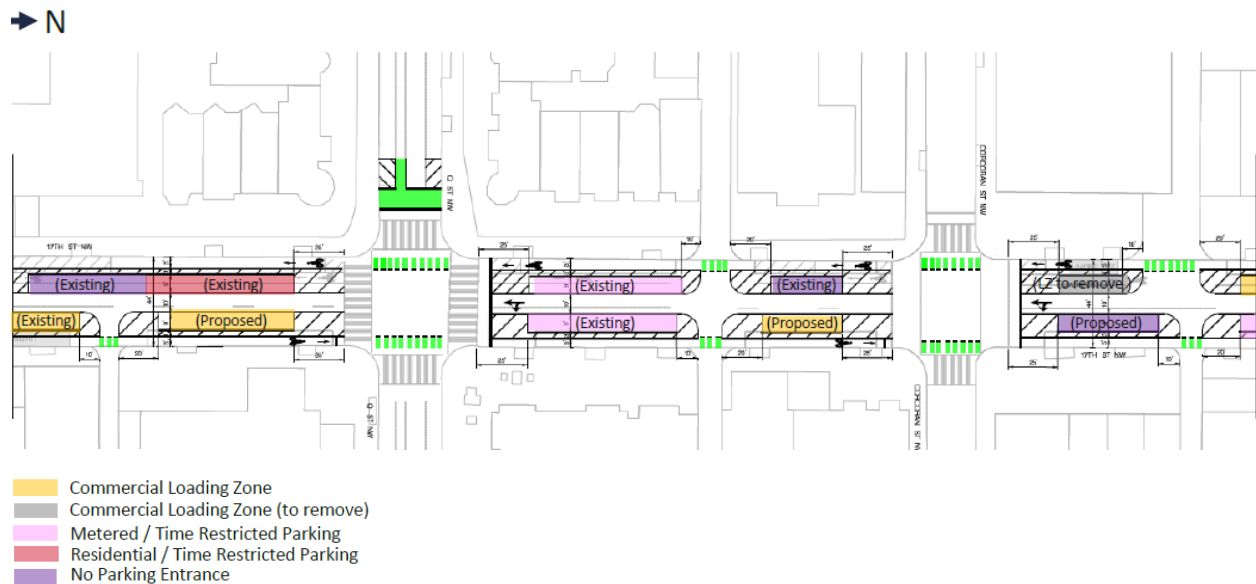
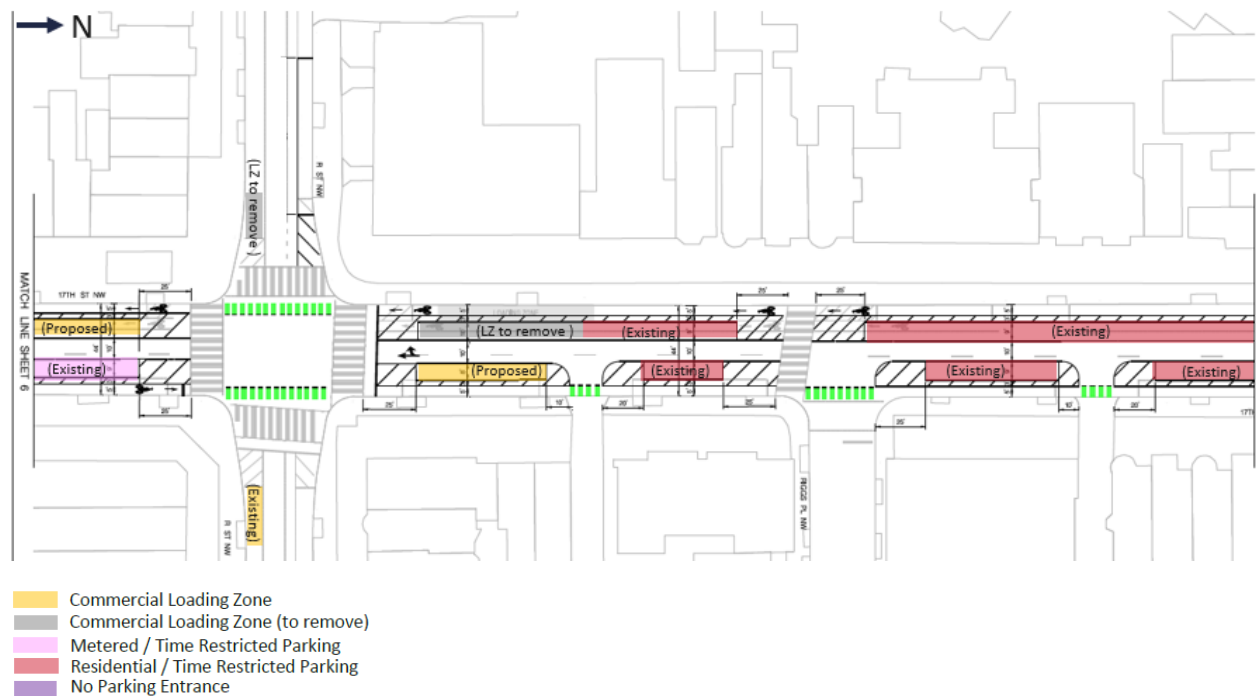


Figure 7: Plan View of Proposed Curbside Regulations – 17th St NW from Corcoran St NW to Riggs PI NW

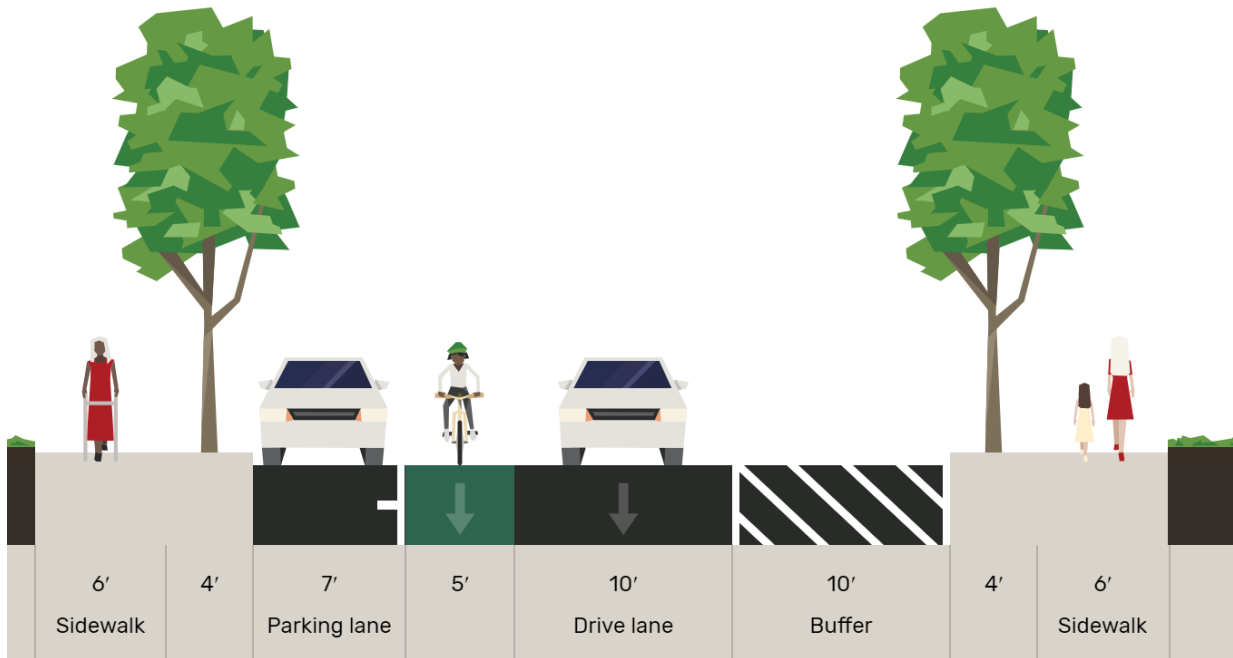


3. 17th Street NW from New Hampshire Avenue to T Street NW

Existing Condition:

Between New Hampshire Avenue and T Street NW, 17th Street NW is a 32'-wide roadway with one southbound lane traffic, a southbound bike lane, parking on the west curb, and no parking on the east curb. This section is adjacent to a triangle park and residential townhouses.

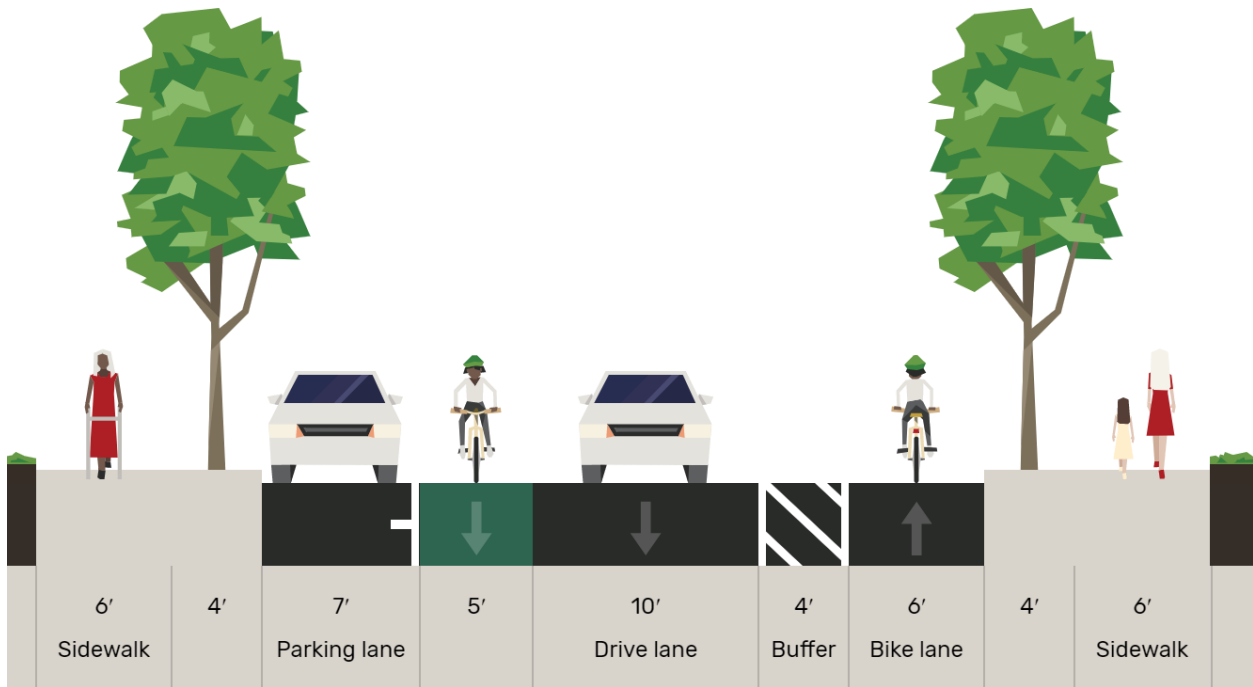
Figure 8: Cross Section of Existing Condition – 17th St NW from New Hampshire Ave to T St NW



Proposed Condition:

The proposed condition will install a contra-flow bike lane in the no-parking zone along the east curb to connect cyclists to the existing bike share station at T Street NW. No further changes to existing conditions are proposed as part of this project.

Figure 9: Cross Section of Proposed Condition – 17th St NW from New Hampshire Ave to T St NW



DDOT anticipates the following benefits from this project:

- Expanded biking / scooter route for people traveling to and through the 17th Street neighborhood commercial corridor.
- A substantially safer bikeway designed around users between 8 and 80 years old
- Substitution of automobile trips for walking, biking, and scooting trips in this area
- Reduction of conflicts between drivers, trucks, and bikeway users
- Reduction of sidewalk conflicts between people walking and people on bikes and scooters
- Improved pedestrian safety due to reduced number of travel lanes and shorter crossing distances
- Improved safety due to reduction of existing conflicts

During this time period for which a public health emergency has been declared by the Mayor pursuant to [§ 7-2304.01](#), the 30-day written notice requirement shall be a 51-day written notice requirement. Therefore, all comments on this subject matter must be filed in writing, not later than fifty-one (51) days, excluding weekends and holidays, after the date of this notice, with the District Department of Transportation. Comments should be submitted by post mail to Laura MacNeil, DDOT/ PSD, 55 M Street, S.E., 5th Floor, Washington, D.C. 20003, or by email to laura.macneil@dc.gov. If you would like to check the status of this Notice of Intent (NOI), please visit DDOT's website at: <http://ddot.dc.gov/service/ddot-notice-intent>

Sincerely,

Laura MacNeil
Freight & Urban Delivery Planner, DDOT

Cc: Randy Downs, ANC 2B05
Aaron Landry, ANC 2B04
David Suls, Golden Triangle BID
Bill McLeod, Executive Director, Historic Dupont Circle Main Streets
Glenn Englemann, President, Dupont Circle Citizens Association
Colleen Hawkinson, Executive Director, Dupont Circle BID
Ellen Jones, DDOT Chief Project Delivery Officer
Jim Sebastian, DDOT Associate Director, Planning & Sustainability
Anna Chamberlin, DDOT Neighborhood Planning Manager, Planning & Sustainability
George Branyan, DDOT Active Transportation Branch Manager
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Wasim Raja, DDOT Associate Director, Traffic Engineering & Signals Division
Trey Dickerson, DDOT Supervisory Civil Engineer, Traffic Engineering & Signals Division
Julianna Wilson, DDOT Supervisory Civil Engineer, Traffic Engineering & Signals Division
Anovia Daniels, DDOT Community Engagement Manager
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Evian Patterson, DDOT Associate Director, Parking & Ground Transportation
Leon Anderson, DDOT Safety Manager, Traffic Operations & Safety Division