



District of Columbia Bicycle Advisory Council

To: Terry Bellamy, Director
District Department of Transportation
Suite 500, 55 M Street SE
Washington DC 20003

Re: Comments regarding the Florida Avenue Multimodal Transportation Study

Date: April 15, 2014

Upon review of the alternatives presented at the [Florida Avenue Multimodal Transportation Study](#), the D.C. Bicycle Advisory Council (BAC) recommends the following:

- **Station #3: Florida Avenue Concepts**
 - **Alternative 3**

- **Station #4: 6th Street and West Virginia Avenue Concepts**
 - **Alternative 3 for 6th Street**
 - **Alternative 2 for West Virginia Avenue**

Regarding **Station #6: Virtual Circle** - (The intersection of New York and Florida Avenues, O, 1st and Eckington Place), BAC had concerns regarding the presented solutions. BAC's concerns about the virtual circle and other issues with other alternatives are discussed in the Areas of Concern section at the end of this document.

Several members of BAC attended the April 2, 2014 Florida Avenue Multimodal Transportation Study at the Two Rivers Charter School. BAC members discussed the alternatives with presenters, District Department of Transportation (DDOT) staff, residents, and concerned individuals. In the days after the meeting, BAC members discussed the presented alternatives and concerns.

This document presents a review of the alternatives supported by BAC. All images, unless otherwise noted, are from DDOT. All streets are in Northeast (NE) unless noted.

Recommended: Station #3: Florida Avenue – Alternative 3 Concepts

While each alternative offers an improvement over the current conditions along this corridor, **Station #3: Florida Avenue – Alternative 3** provided the safest options for bicyclists, while balancing the needs of pedestrians, motorists, and residents.

Florida Avenue – NoMa - 3rd to 6th: Alternative 3 provides an 8' buffered green lane from 3rd to 6th Street NE and bike boxes at intersections where turns are expected. The addition of trees and other amenities like bus stops make Florida Avenue more inviting and safer to traverse.

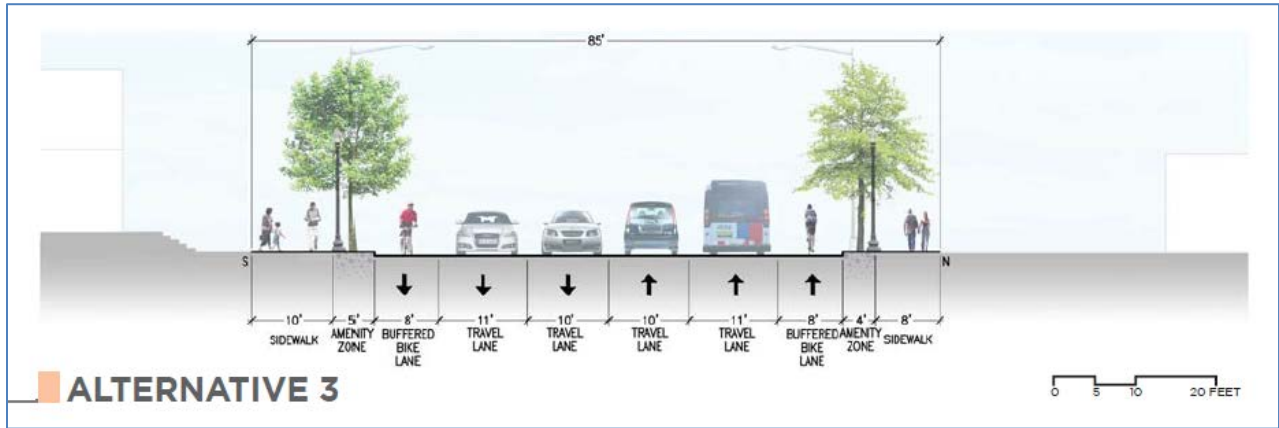


Figure 1 - Florida Ave. (3rd - 6th)

Florida Avenue – 6th to West Virginia – Alternative 3A: While Florida Avenue loses buffered bike lanes from 6th street to West Virginia Avenue, the retention of bike lanes in alternative 3A still allows bicyclists to use the street safely and compete less with traffic moving at speed. Since cars are moving at speed, bollards, zebras, or green road paint may be helpful.

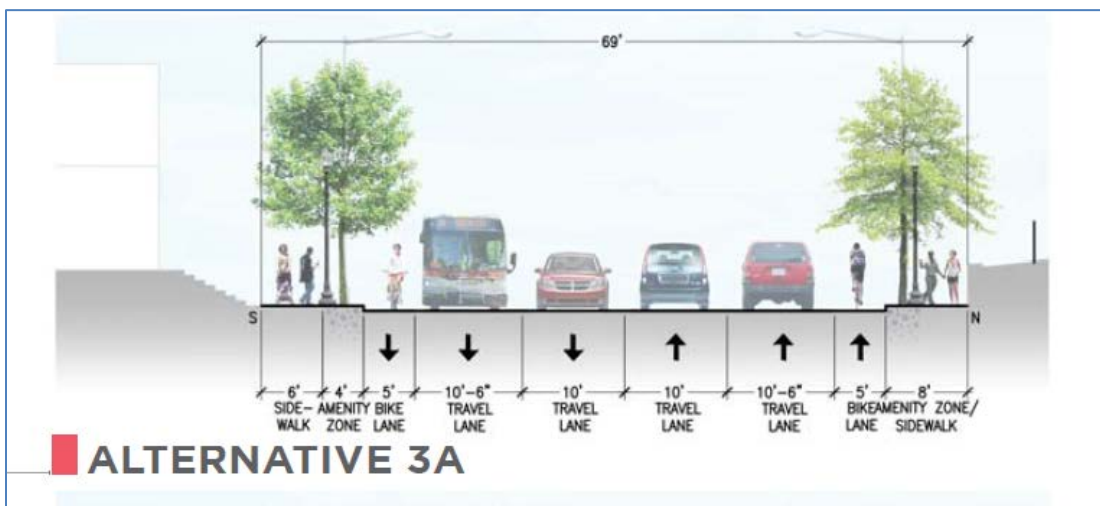


Figure 2 - Florida Ave. (6th - West Virginia - 3A)

Florida Avenue – West Virginia to 14th: Between West Virginia Avenue and 14th Street, BAC supports the reduction of the travel lanes to two and the inclusion of two 5’ foot bike lanes. The ‘road diet’ will like help reduce automotive speeds and help to recreate Florida Avenue as a neighborhood street instead of its current function as a default highway.

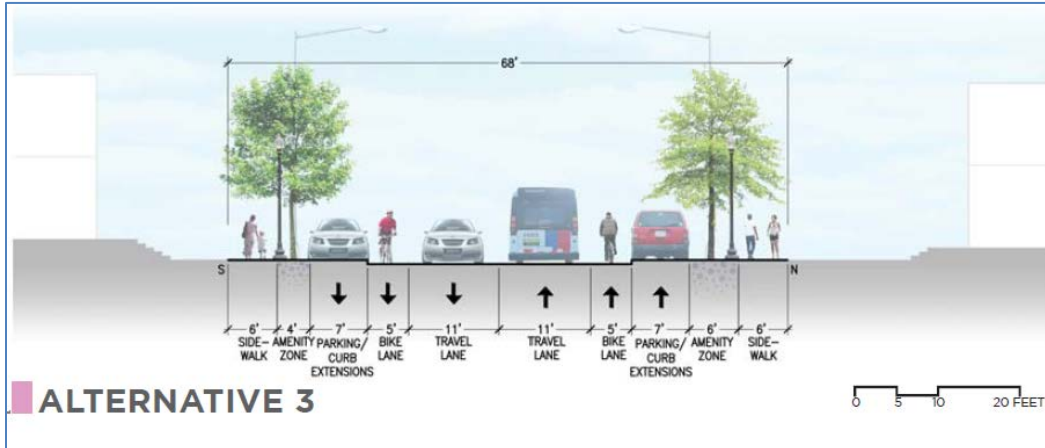


Figure 3 - Florida Ave. (West Virginia - 14th)

BAC’s preferred alternative presents some concerns. Streets that intersect with Florida diagonally and are without signalization (9th, 10th, 11th, N, M, L, and K) are problematic for bicyclists. Motorists and bicyclists on these streets approach at an angle, which potentially hinders a clear view of Florida Avenue, especially in areas with sightlines block by parked cars or amenities.



Figure 4 - Florida Ave @ M Street. Image from Google Maps

This is also an issue for bicyclists traveling westbound on Florida Avenue who wish to turn left on these streets. Signage or green lane striping may mitigate this issue.

Recommended: Station #4: 6th Street and West Virginia Avenue Concepts

6th Street - Alternative 3: The 6th Street alternative 3 plan offers a travel experience similar to that of the 15th Street cycle track. This option provides for an eleven-foot buffered two-way cycle track from M Street to Penn Street and queuing spaces for turns onto and from Florida Avenue. An improvement on the MoveDC proposed plan, which recommends a series of bike lanes that connect to sharrows north of 12th Street and Rhode Island Avenue, the cycle track addition links 6th Street with M Street, which connects with the planned bike lanes and the M Street cycle track.

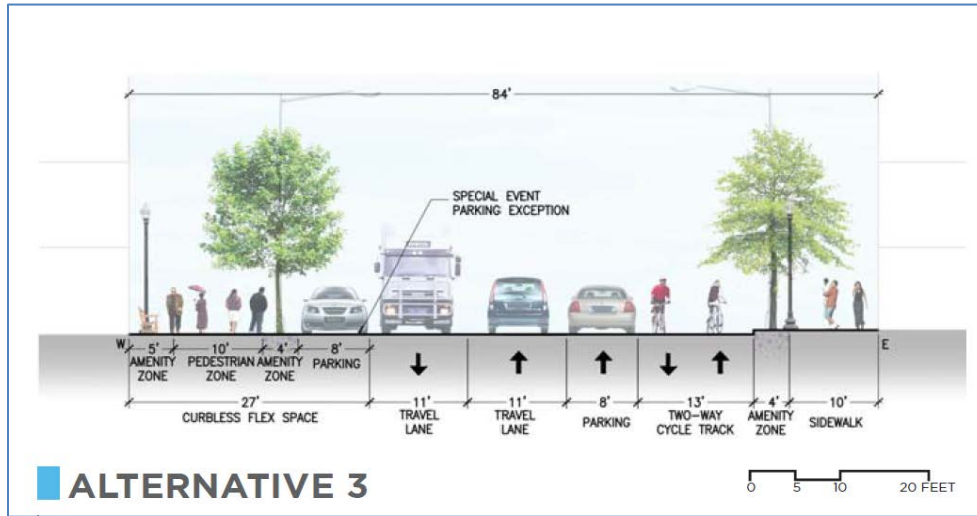


Figure 5- 6th Street (Alternative 3)

West Virginia - Alternative 2: The BAC’s recommended alternative removes automobile parking on the Gallaudet University side (west) of West Virginia Avenue, from Corcoran Street to Florida Avenue, and includes bike lanes on both sides. The installation of bike lanes on West Virginia Avenue is consistent with the proposed MoveDC plan.

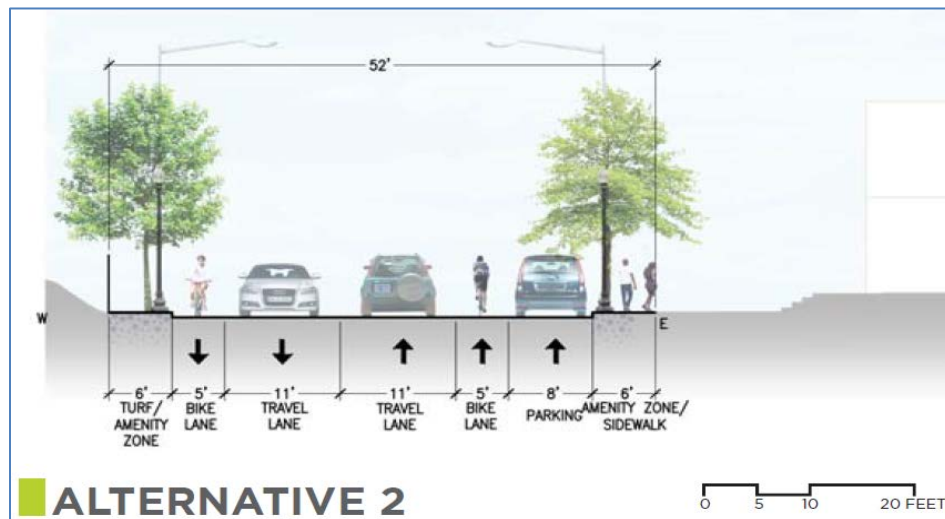


Figure 6 - West Virginia (Alternative 2)

As part of its seasonal ride / meeting April 20, 2013, BAC traveled West Virginia Avenue to determine the safest way to the Fort Lincoln area from NoMa. The image below shows the current condition of the street looking north on the west side.

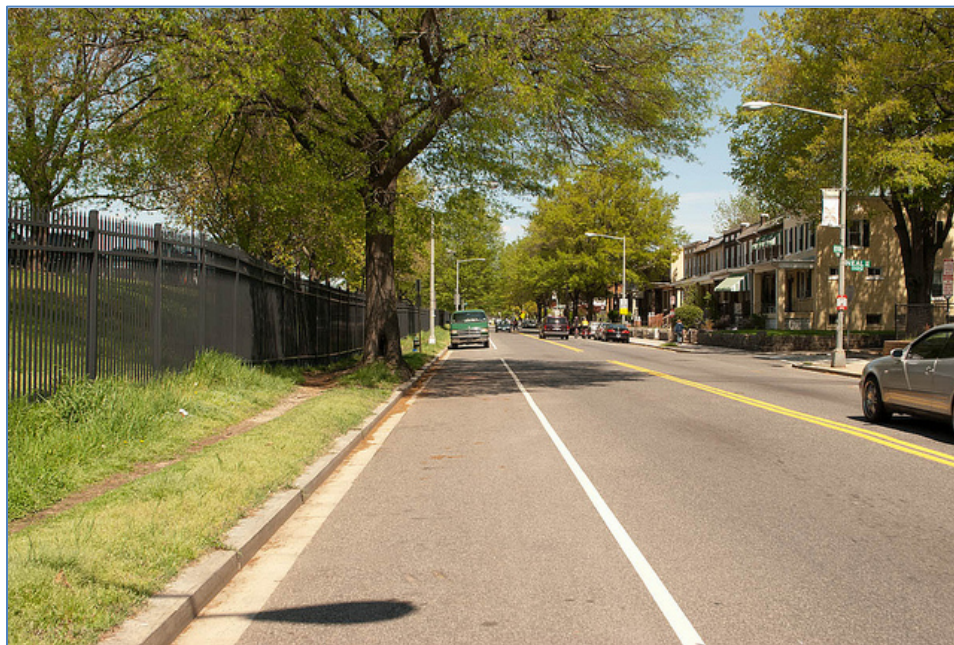


Figure 7 - BAC-FAC Ride April 2013 Ride - West Virginia Avenue. Image from DCBAC

According to a presenter at the Study meeting, this section of West Virginia Avenue is one of the longest sections of straight road without signals or stop signs in the District. This presents a safety concern for bicyclists who currently share the road with vehicles traveling at speed. Alternative 2 does not provide a buffer but it does move bicyclists out of the direct path of motorists.

As a minor addition, sharrows or green lane markings would offer additional protection to bicyclists at the West Virginia/Florida Avenue intersection. A sharrow on the northbound side of West Virginia Avenue but protective bicycle road markings are not present on the southbound side.

Alternatives Not Selected / Areas of Concern

The following provides justification for Stations / Alternatives not selected as well as general observations and concerns.

Stations #1 and #2 Alternative Concepts: *Alternatives 1A/1B and Alternative 2:* These options focus more on moving motorists through the corridor. While alternative 2 includes bike lanes along Florida Avenue from 3rd to 6th Streets, they are not included from 6th to 14th streets.

Florida Avenue – 6th to West Virginia – Alternative 3B: Alternative 3B allows for more sidewalk space but it requires bicyclists to use sharrows to share the road with motorists. In this section of the corridor, BAC had concerns regarding the potential for increased speeds as motorists travel at speed to reach the signaled intersections.

6th Street - Alternatives 1 and 2: BAC supports certain aspects of 6th Street alternatives 1 and 2 but alternative 3 provided a safe route for bicyclists, representing the preferred option going forward for streets of this type.

Alternative 1: In the north of Florida Avenue section, the 5' bike lane is adjacent to the 8' automobile parking. This orientation does not provide sufficient space to avoid the possibility of 'dooring' (when a motorist opens a door as a bicyclist rides by, causing a crash). While the median is attractive, it also can impair sightlines making it somewhat more difficult for road users to see each other. In the south of Florida Avenue section, this alternative allows for bicyclists to travel with AND against traffic. This orientation may present a safety risk, as motorists driving northbound may crash into bicyclists traveling southbound.

Alternative 2: The north of Florida Avenue section is a good example of a 'complete street'. It provides for a protected cycle track on either side of the street with integrated curb extensions and wide sidewalks. South of Florida however, the bike lanes become sharrows which are not as safe for bicyclists.

West Virginia - Alternative 1: As stated above, this section of West Virginia Avenue is one of the longest sections of straight road without signals or stop signs in the District. This alternative would essentially retain the existing condition but add sharrow markings.

Alternatives 1 and Alternative 2: Neither alternative addresses the bicycling facilities between Corcoran Street and Mt Olivet Road. The street narrows, restricting the inclusion of bike lanes without removing parking, but cars typically travel greater than the posted speed limit.

Station #6: Virtual Circle: The intersection of New York and Florida Avenues, O, 1st and Eckington Place is a complicated combination of roads and man-made barriers. The presentation offered short-term solutions that include green lanes that help bicyclists turn from Eckington Place to 1st Street. Long-term options call for the elimination of the Wendy's, the expansion of 'unused right-of-way', and the aligning of Eckington Place so that it connects directly with 1st

Street and the closer of O Street. Each has some marginal benefit, but it does not appear that the Study focused on this intersection. Recommendations considered at the meeting included a new traffic circle.

MoveDC Coordination: Although BAC is pleased with the recommended alternatives, we were also concerned that this study was separate from the wide-ranging MoveDC comprehensive plan, which is currently under review.

Recent MoveDC documents envision Florida Avenue as a “*high-ridership transit corridor*”, which provides frequent transit services 7-days a week. The plan called for bikes to be accommodated on parallel routes. BAC members were concerned that the DDOT may disregard the recommendations and the planning processes associated with the MoveDC plan and instead return to a piecemeal approach to street construction. Conversely, BAC would not be pleased if the Florida Avenue Study recommendations were constructed only to have the bicycling facilities removed or severely altered due to expanded busing or the full implementation of the 37-mile streetcar system.



Figure 8 - Area Bike Facilities in the Proposed MoveDC Plan

Conclusion

BAC recommends the transformation of Florida Avenue corridor into an example for multimodal transportation. The inclusion of bicycle facilities allows cyclists to safely travel from NoMa to the Atlas District. The recommended alternatives also support expanded sidewalks and allows for parking for Florida Avenue residents. Lastly, the recommended alternatives provide safer bicycling facilities for 6th Street and West Virginia Avenue while connecting them to the current and planned bicycling network. BAC hopes that the bicycling components of the Florida Avenue Study are included in the MoveDC plan.

TESTIMONY OF RANDALL MYERS
BEFORE THE DC COUNCIL COMMITTEE ON ENVIRONMENT, PUBLIC
WORKS AND TRANSPORTATION
DISTRICT DEPARTMENT OF TRANSPORTATION FY 2015 BUDGET
OVERSIGHT HEARING
APRIL 29, 2014

Chairman Cheh, and members of the Committee, my name is Randall Myers and I am a Ward 5 resident and an At-Large member of the DC Bicycle Advisory Council (Catania) I am also on the board of the Washington Area Bicyclists Association (WABA). I am unable to attend this hearing but I would like to submit comments as a private person regarding the potential to expand bicycle parking by creating bike parking grant program for small businesses.

NEW BICYCLE PARKING REGULATIONS

The District Department of Transportation (DDOT) has issued proposed rules, “Long term bicycle parking in residential buildings”, which would require all existing residential buildings with eight (8) or more units to provide secure bicycle parking spaces for the storage of bicycles in operable condition. I applaud DDOT for creating these rules that will expand bicycling opportunities for District residents. Currently, there is a deficit of safe, secure bicycle parking for residents in apartments and condominiums as well as in certain commercial corridors. That notwithstanding, I have also heard the concerns of small residential and commercial property managers and owners who are interested in purchasing and installing bicycle parking but are concerned about the cost of racks (which can range from \$200 to \$400 and up each) and the expertise needed to install the racks properly on their property or in public space. While DDOT does have a program that installed bicycle parking in public space, it appears to both unable to keep up with the demand for bicycle parking and does not appear to provide specific assistance businesses wishing to install parking in “semi-private” space.

A PILOT BICYCLE PARKING GRANT

I request that Council consider allocating funding for a pilot to enable small and medium sized residential buildings, as well as small businesses, to request bicycle parking grants. Similar to the rain barrel grant program that the District Department of the Environment operates for residents and small businesses, DDOT would have a program that enables small businesses to reduce the cost of bicycle rack purchases and provide recommendations for bicycle parking installation best practices. While small residential buildings and businesses could be the initial focus of the pilot, eventually adding Business Improvement Districts to the program could greatly expand bicycle parking in commercial areas.

FUNDING AND OPERATION

I recommend a pilot totaling \$500,000 for the first year. Some of the funding could be derived from penalties assessed from the “Bicycle Safety Amendment Act of 2013”. Of the total amount, 1.0 FTE and \$70,000 in salary and benefits would support a position to manage the program and review applications and approximately \$30,000 for operational support. The remaining \$400,000 would provide grant match funding, which would defray some of the cost of bicycle rack purchasing and installation. For example, if the average cost of a bicycle rack is \$250, the program could provide a matching grant that reduces the eligible business’ cost in half to \$125. Businesses could be required to purchase a minimum of 4 racks to qualify for a grant.

The grant program could be operated in two ways: (1) DDOT would purchase bicycle racks and then those businesses would purchase the racks from DDOT at a reduced cost, up to a specific amount; or (2) eligible businesses would purchase bicycle parking on their own and the program would issue a rebate based on the amount and total number of racks purchased. The eligible businesses would work with an approved contractor (or its own) to install bicycle parking. This program would help the District and businesses by sharing the cost of bicycle parking while also providing an incentive for small businesses that would otherwise be unable to purchase or install bicycle parking.

CONCLUSION

This program would hopefully enable smaller businesses to purchase and install more bicycle parking than what would otherwise have been installed. By sharing the cost of bicycle parking purchasing, this \$500,000 program could add 3,200 new racks or more for District residents and visitors.

Thank you.

Randall Myers

Email: uno000@yahoo.com

Twitter: @ranpuba



District of Columbia Bicycle Advisory Council

To: Matthew Brown, Director
District Department of Transportation
Suite 500, 55 M Street SE
Washington DC 2000

Re: Comments regarding 18-1605

Date: September 26, 2014

The District of Columbia Bicycle Advisory Council (BAC) is concerned about the treatment of bicycles within the amendments to Title 18, Chapter 16 “DC Streetcar” of the DCMR proposed on August 29, 2014.

Our greatest concern relates to section 1605.3 (e) which prohibits “Riding a bicycle within a streetcar guideway, except to cross the street.” The BAC recognizes that riding a bicycle on streetcar tracks can be risky in some situations, but we feel that banning bikes wherever there are streetcars is unnecessary and contrary to the District’s own 2010 Complete Streets Policy. In fact, many cities throughout the world, such as San Francisco, Copenhagen, Toronto and Amsterdam allow cyclists to ride in the streetcar guideway without undue burden on system speed or cyclist safety. Even in Washington, DC, streetcars and bicycles were legally able to safely and conveniently share track space until the old streetcar system was removed. BAC would support a DDOT policy that encouraged the cautious use of roads with streetcar infrastructure and also provided clear signage, markings, education, safe access and alternatives for those cyclists that choose them. A ban that encourages bicyclists to ride in the left hand lane could place drivers and bicyclists in conflict, making crashes more likely; therefore the BAC feels that if bikes are to be banned from the lane in which streetcars run, then a dedicated bike facility must be provided in the same right-of-way.

While the BAC recognizes that DDOT has established parallel routes for bicyclists in the H Street corridor, these regulations will apply district-wide and will become more limiting to cyclists as the system expands. We ask that this regulation be withdrawn and other efforts made to reach the same goals.

In addition, the BAC is concerned about regulation 1605.1 (b) which prohibits bicycles on trains during rush hour. While this is the practice on Metro, such a regulation creates a

policy of banning bikes on empty cars during rush hour and allowing them on crowded cars outside of rush hour. It's not clear that DDOT needs to emulate Metro because of differences in the two systems. On Metro, the point of payment is far from the platform and prohibits a cyclist from ascertaining how full cars are before paying, but the same is not true on streetcar. A better policy would be to ban bikes on full cars, as is done by Metro during off-peak hours as well as other streetcar and light rail systems operating in Portland, Denver and Baltimore. DC should try to emulate these other operating systems in order to make DC's streetcar system among the most bike-friendly in the country.

Of further concern with this regulation is that it does not provide an exception for folding bikes that are folded and inside a bag. Such an exception is standard on systems that ban bicycles and seems like the minimum accommodation.



District of Columbia Bicycle Advisory Council

Testimony of: Megan Kanagy
Representative for Chairman Mendelson
District of Columbia Bicycle Advisory Council

Before the Committee on the Judiciary & Public Safety

**Hearing on Bill 20-884, the “Bicycle and Motor Vehicle Collision Recovery
Amendment Act of 2014”**

Date: September 29, 2014

Good afternoon Chairman Wells and members of the committee. Thank you for the opportunity to testify on Bill 20-884, the “Bicycle and Motor Vehicle Collision Recovery Amendment Act of 2014”. My testimony represents the position of the Bicycle Advisory Council for the District of Columbia, which I will chair starting October 1st. The Bicycle Advisory Council was established by law, and its members are appointed by the D.C. Council to advise the Mayor and the District government on bicycling issues within the context of ensuring safe and convenient bicycling in our city.

The Bicycle Advisory Council supports Bill 20-884 and the exemption of cyclists from the doctrine of contributory negligence. Under the current law, if a party is found to be even 1% at fault in a collision, they can be denied the recovery of any damages. This particularly burdens cyclists for several reasons:

1. Cyclists, like other vulnerable roadway users, are likely to sustain injuries in a collision with a vehicle, while the driver may walk away unharmed. It's a simple matter of speed and mass. Because they are disproportionately injured and more likely to sustain damages in a collision, contributory negligence disproportionately burdens cyclists and other vulnerable users.
2. There remains confusion and misunderstanding among MPD officers and the general public regarding laws for cyclists. Too often cyclists are improperly ticketed at a collision, and thereby improperly assigned fault. Under the current doctrine of contributory negligence, even if the driver is found to be 99% responsible for the collision, the injured cyclist is prevented from recovering any damages, so errors or misapplication of bicycling laws are particularly harmful. I would like to mention that the BAC enjoys a longstanding relationship with MPD and we will continue to work together to better educate officers and the public on laws for cyclists.
3. This confusion and misunderstanding is further perpetuated by the insurance industry who considers claims based on the laws of the jurisdiction. That means that in DC, claims are denied where the damaged party is determined to be 1% at fault, regardless of whether the fault was due to an inaccurate accident report, misunderstanding of bicycling laws, or a legitimate offense.

Again, the BAC would like to express its support of the bill, which would provide cyclists the opportunity to fairly recover damages in the unfortunate event that they are struck by a vehicle. On behalf of the over 300 cyclists who are involved in a collision each year, we would like to thank this Committee for its leadership on this issue and ongoing efforts to make the District of Columbia a more bicycle-friendly city. Thank you.

The District of Columbia Bicycle Advisory Council (BAC) is very supportive of efforts to create a Transportation Plan for the Memorial Circle area of the George Washington Parkway, and as the study area is primarily within the District we would like to comment on the issues within the project area and to add ideas about how safe circulation could be provided while maintaining the memorial character of the area. We share many of the concerns identified within the scoping newsletter and have a few others to add.

The BAC agrees with several of the issues identified. We agree that the crosswalks are in need of improvement and that high vehicle speed is of particular concern. We welcome better wayfinding signs, and would like to see them help tourists to find attractions as well as help them to safely navigate the area. We find the narrowing of the Mount Vernon Trail (MVT) underneath Arlington Memorial Bridge an unfortunate situation and would like to find a way to expand it from its current 4.5 feet to something closer to national standards.

There are other issues that we do not see addressed, that we'd like to highlight.

- While the scoping document mentions the social paths that runners and cyclists have carved from the north side of the bridge to the MVT, it seems to be out of concern for their use. We would like NPS to view these as desire lines which are to be embraced and improved to meet user need
- The MVT is only 9 feet wide in this area - and sometimes less, but best practices would dictate that such a heavily used trail, and it's spurs to Arlington National Cemetery, the Iwo Jima Memorial and the Pentagon 9/11 Memorial be widened.
- From Memorial circle to Arlington National Cemetery, Cyclists use narrow sidewalks made with an aggregate surface. Aggregate becomes very slippery and unstable when wet, and the BAC recommends that a safer material be used.
- We'd like to see the scope enlarged to include the bicycle/pedestrian path on the downstream side of the Theodore Roosevelt Bridge. Currently this path is disconnected on the Virginia side, but a connection to the MVT is possible. Extending the trail from the current Virginia end of the bridge path, it could be turned south along the connector between S. Arlington Road and US-50. The ample green space along the north side of the connector's bridge over the Washington Channel could be used to cross that body of water and then the trail could cross over or under the GWMP, or even at-grade. This would allow for a direct connection between the MVT and Constitution Avenue, while bringing access to two large parcels of parkland currently off-limits to users.

Thank you for your consideration of these matters.



District of Columbia Bicycle Advisory Council

To: Lezlie Rupert
District Department of Transportation
55 M Street SE, 4th Floor
Washington DC 20003

Re: Union Station - Georgetown Environmental Assessment

Date: November 10, 2014

The District of Columbia Bicycle Advisory Council (BAC) urges DDOT to include a reevaluation of bicycle accommodations in the scope for the environmental assessment (EA) of this corridor. Since the original K Street EA was conducted 5 years ago, DDOT has developed innovative bicycle facility designs that have proven to be safe and effective in generating more trips by bicycle, helping the city to reach its goal of a 25% mode share for bikes and pedestrians in the Sustainable DC Plan, a goal that did not exist when the first EA was conducted.

The BAC is asking that the current EA take an innovative approach to assessing the potential for bicycle accommodations on K and I Streets in order to provide a much needed east-west connection for bicycles within the study area. While the M and L Street cycle tracks provide good east-west connectivity, and will hopefully in the future extend east to NoMa as identified in the MoveDC plan, they are only one part of a network of separated bicycle facilities that the District needs. M Street is two blocks north of K Street (and outside of the Union Station - Georgetown project study area), so an additional westbound route for cyclists wishing to travel on K Street or a few blocks south is needed. We suggest a cycle track along K or I Street, which would connect to the Massachusetts Avenue cycle track proposed in MoveDC to the east. Though this route would be particularly beneficial to westbound cyclists, it should be bi-directional if possible. We support the a cycle track on K Street through Georgetown (as proposed in the MoveDC plan), as it would connect two of the most heavily trafficked trails in the region, the Rock Creek and the Capital Crescent Trails and there is no alternate route for cyclists. East of Georgetown, a cycle track on I Street would complement DDOT's plans to consolidate priority bus transit service to H Street with a counterflow westbound bus lane.

In summary, where it helps create an integrated transportation network, DDOT should, by default, include bicycle accommodation. In this way, the District will create a true multimodal transportation system that creates safe streets for all road users. We welcome the opportunity to collaborate with the Union Station - Georgetown team and are available at your convenience to bike the corridor to further explore possibilities for bicycle accommodation.



District of Columbia Bicycle Advisory Council

January 26, 2015

Ms. Melissa Bird
DC Office of Planning
1100 4th St. SW
Washington, DC

Re: Southwest Neighborhood Plan

Dear Ms. Bird,

The DC Bicycle Advisory Council (DC-BAC) applauds the efforts of the Office of Planning to improve conditions and promote development to take advantage of the Southwest Neighborhood area's unique features and assets. In October 2012, the DC BAC Facilities Committee did a bicycle survey of the area and made some recommendations to DDOT that would fit well into your planning. Also, at a December 2014 meeting of the Facilities Committee we discussed the Southwest neighborhood plan. From those two meetings we made the following recommendations to DDOT, and those recommendations are pertinent to your planning process. Broad recommendations which apply to your planning process follow:

- Develop M Street to be a destination and configure the street and sidewalks to promote walking, cycling, and transit, and to discourage its use as an overflow freeway.
- Design intersections which connect across S. Capitol Street (I and M) to be safe for pedestrians and bicyclists to cross.
- Improve conditions for cyclists and pedestrians on P Street paying particular attention to westbound cycle connections across 4th Street to the waterfront area.
- Design connections between the Tidal Basin and the Anacostia Riverwalk Trail that are clear and safe.
- Re-establish the original grid at least for bicyclists and pedestrians
 - Connect N and O Streets between Canal and 4th
 - Connect K to 6th
 - Connect the circle on the north side of Delaware (at H) to G Street
 - Rebuild 3rd Street south of M Street
 - Reconnect H Street through the area

The bicycle survey of the area is attached.

Sincerely,
Jeanie Osburn
DCBAC Facilities Committee Chair

On behalf of District of Columbia Bicycle Advisory Council Facilities Committee

DC Bicycle Advisory Council Facilities Committee Rolling Meeting
Saturday, October 27, 2012
1PM – 4PM

Attendees:

Jeanie Osburn (BAC Ward 5 and Facilities Chair)
Randall Meyers (BAC At-Large)
Mike Goodno (DDOT)
David Salovesh (Resident Ward 6)

Ride objective- To ride M and I Streets SE/SW to offer a bicyclist's perspective on connectivity. That includes connecting the bicycling facilities from the Mall area to the Anacostia Riverwalk Trail, connecting those trails with both the 11th Street and South Capitol Street bridges and the SE and SW waterfronts. The M Street SE/SW corridor is a critical component in that connectivity, and the options DDOT has presented do not respond adequately to that connectivity nor to the concept of M Street being a "complete street". 4th and P Streets play an important role connecting the South Capitol Street Bridge with the SW waterfront, so we explored 4th and P Streets, too.

Route- Start at Waterfront Metro station and ride east on M Street to 11th Street SE down to the new 11th Street local bridge, back up 12th Street to M and east to the Anacostia Riverwalk Trail, back west on M Street to 11th Street to I Street. I Street westbound to 8th Street. Left on 8th Street, right on L Street, right on 3rd Street to I Street. Left on 2nd Street at the old transfer station, right on K Street, right on New Jersey, left on I. Cross S. Cap and continue to 7th Street, left on Water Street, along the sidewalk on the waterfront to the Titanic memorial and east to P Street. Left on 4th Street past Waterfront Station to Constitution Ave.

Photos- Members of the group took photos along the ride and those photos are posted at <https://maps.google.com/maps/ms?msid=205903470154242673017.0004cd14864168e3a6a7f&msa=0>

Planning-

The 3 options DDOT presented at a community meeting in September all had elements that were acceptable, but not in a combination that would make the M Street corridor bicycle/pedestrian friendly, so the group started with a clean slate. One primary concern is in making the M/I Street corridor an "auto mover". DC already has a huge infrastructure for moving automobile traffic east/west across the southern part of DC, and that is the SE/SW freeway, which is just 4 blocks from M Street. The highway is adjacent to and bisects I Street. Also, DC has just invested significant funding in revamping the 11th Street Bridge making it more accommodating for motor traffic. The group's thinking is that for moving automobile traffic east west, having M/I Street set up to offload SE/SW freeway will effectively make M/I Streets into highways and NOT the destination the District is planning the area to be. Destination areas need to be bicycle and pedestrian and transit friendly- a "complete street". M Street is neither currently, and the options presented are not optimal.

M Street- Our overall suggestion is to make M Street SE be a major destination street. To do that requires the area to be pedestrian/transit/bicycle friendly, and to have auto traffic that is going to the area rather than simply through it. Thus on both the east and west bound sides, the configuration we suggest is:

Sidewalk-Curb-Bike-Auto-Transit by using the curb lane for a widened sidewalk and a cycle-track. The cycle track would not require the full width of the current curb lane, so it's possible that, rather than the 8ft recommended in one alternative, 6ft could be used for the bicycle lane (including traffic barrier) while the remaining space could be used to expand the sidewalk to make it more pedestrian friendly.

Cycle tracks on M Street are preferred by the BAC; however, if cycle tracks are not installed on M Street, and streetcars are chosen, the street cars should definitely be placed on the inside lanes. This configuration would allow for bicyclists to use the outside travel lanes (preferably wide lanes). A median would be necessary for the transit stops. This median would also provide two additional advantages: pedestrian refuge islands to reduce the crossing distance of the roadway, and dedicated turn lanes, where necessary, to improve traffic flow by removing turning vehicles from the through lanes.

The sidewalk, in its current configuration, has large sections that are substandard. In some sections, they are too narrow due to obstructions or adjacent historic walls along the Navy Yard limit their width. In other sections the sidewalk does not have a tree buffer, which creates an uninviting atmosphere for pedestrians by requiring them to walk adjacent to M Street motor vehicle traffic.

Having a single travel lane for automobile traffic would slow traffic down and encourage through-motorists to use the SE/SW freeway. A dedicated transit lane in the center for buses and a street car avoids the safety issues cyclists have with biking in a lane with streetcar tracks.

I Street is largely residential, so the single lane of traffic with a bike lane and parking as currently configured are generally good as is with some specific improvements noted in the observations section below. With the SE/SW freeway's bisection of I Street SE and the transfer station now impeding straight-through travel, I Street is difficult to navigate, as you can see by the route above. Given the limited connectivity, a preferred bicycle route should be established between the disconnected portions of I St – 3rd St SE to 8th St SE. L St provides a low speed/low volume alternative to M St in this section. While not wide enough for bike lanes, a signed bicycle route could be installed.

Observations:

M Street-

-Sidewalks on M Street are narrow 3ft – 8 ft, with a couple of notable exceptions including the space in front of DDOT offices and in front of UDOT facilities. The narrowest areas are adjacent to the Navy Yard where the sidewalk is just 3ft. Wider sidewalks are needed for pedestrian traffic, especially given that this area is highly likely to have increased pedestrian traffic. Destinations include the Ballpark, Yards Park, Canal Park, and the Anacostia Riverwalk Trail. There is a Metro rail station (Navy Yard), numerous bus routes, and, possibly, streetcar coming someday. Remember: transit users are pedestrians on either end of the trip.

-there is currently no parking on the south side of M Street SE, and limited parking on the north side of M Street SE. It is advisable to use the curb lane for something other than parking, as there are many lots in the area for parking. We do not think that parking is the best use for the roadway. It should be used for transportation purposes, not the storing of motor vehicles.

-Crossing S. Cap on M Street is dangerous for cyclists and pedestrians.

-Crossing 11th Street SE on M Street is dangerous for cyclists and pedestrians, particularly with the new ramp from 11th Street onto the 11th Street Bridge.

-There are no signs for cyclists to get to the new local 11th Street bridge.

- Anacostia Riverwalk trail past O Street SE at 11th ends at a construction site. There are no signs.
- The only signs noted for the Anacostia Riverwalk Trail were on the far eastern continuation of M Street SE, where the road is currently very rough. The signs direct cyclists onto a very narrow sidewalk that goes behind a derelict trailer. That is not a safe route for cyclists both because of the narrowness of the sidewalk, and the potential for unseen assailants. Furthermore, maintenance of the ART is deplorable. There are sections that are already nearly overgrown with weeds and workers at the DPW maintenance facility east of the 11th St Bridge are parking their heavy vehicles on the trail. There are oil stains all over it.
- Construction on M Street east of 11th Street has usurped a significant portion of the trail to/from the Anacostia Riverwalk Trail (on the north side of M Street)
- Given the temporary closures that frequently occur on the ART in the Navy Yard area, and the discouragement of bicycling through the ART portion of yards park, M St will always be a route that cyclists must traverse on at least some trips. Therefore, it is essential that M St contain some form of bicycle accommodations.

I Street-

- I Street is primarily residential and currently very disjointed (SE/SW freeway and the transfer station demolition area). There are no signs to guide cyclists east/west on I Street.
- Crossing S. Capitol Street on I Street is dangerous for cyclists and pedestrians.
- The bike lanes on I Street SE and SW at S. Capitol Street go into a sharrow in the unit block of I Street SW, which is not desirable. Removing a few metered parking spaces on the unit block of I Street SW so that the bike lanes could continue uninterrupted across S. Capitol Street would significantly improve safety for cyclists.
- The roadway surface between 4th Street SW and S. Capitol Street is very rough in several places, particularly in the bike lanes. The street needs to be resurfaced or at least repaired.
- The sidewalk along the waterfront connecting Water Street to P Street (southbound to the Titanic Memorial) needs to be repaired as it is seriously buckled in several places. This makes the route very difficult for pedestrians with a stroller or for wheelchairs or for bicycles.

P Street-

- P Street has a significant problem and that is for westbound cyclists who wish to continue on the sidewalk across 4th Street down to the waterfront. They need to cross 2 lanes of southbound 4th Street traffic. DDOT should explore options for providing a safer crossing for westbound cyclists who need to cross 4th St at this location while maintaining safe transit for westbound P Street cyclists to go north on 4th Street.
- While at off-hours P Street is a pleasant street for cyclists, during rush hour, and particularly for PM eastbound cyclists, it is challenging especially when traffic trying to access the S. Capitol Street Bridge is backed up. P Street bears study especially at rush hour to make improvements to accommodation for cyclists.

4th Street SW-

- Between P & N Streets SW, 4th Street is a reasonably pleasant street to ride. It is currently not striped for a bike lane. From N to M, traffic picks up and can be unpleasant; certainly unsafe for children riding to the school at 4th and I Street SW. Striping a bike lane all the way down 4th Street from Pennsylvania Avenue to P Street SW and then continuing on P Street would greatly enhance connectivity of bike facilities for cyclists.
- Apparently Pepco recently did some work on a maintenance hole, and did a miserable job of patching the street. It would seem the people inspecting the patching work of companies who dig up the

streets are failing to do their job, because this same problem is repeated many times over on 4th Street particularly between I and E Streets SW where maintenance holes protrude nearly 2 inches from the pavement and almost every maintenance hole in the bike lane has a square of rough, raised asphalt patching that is dangerous for cyclists. These areas really need to be investigated and repaired to avoid cyclists having accidents or potato-chipping a wheel.

-There is a significant problem with motorists double parking and obstructing the bike lanes on 4th Street between M and I Streets (where the Metro and Safeway are). The double parking happens on both sides of 4th Street.

-In the northbound bike lane after crossing I Street, bicyclists get squeezed into the traffic lane. Removing one or two parking spaces just north of the bus stop would enable the bike lane to continue without forcing bike traffic into the travel lane.

- Bicycle volumes have been increasing on 4th St in recent years. This corridor is the main bicycle route between the popular Pennsylvania Ave bike lanes and the I St SW/SE bike lanes. DDOT should work to connect the gap that exists on 4th St now from just south of Virginia Ave to Pennsylvania Avenue.