

# Government of the District of Columbia

## Department of Transportation



### **d.** Planning & Sustainability Division

August 10, 2022

Commissioner James A. Turner  
Chair, Advisory Neighborhood Commission (ANC) 1B  
2000 14<sup>th</sup> Street NW  
Washington, DC 20039  
Via Email: [1B09@anc.dc.gov](mailto:1B09@anc.dc.gov)

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Washington, DC 20044  
Via Email: [2C01@anc.dc.gov](mailto:2C01@anc.dc.gov)

Commissioner Sherene Joseph  
Chair, ANC 2F  
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Commissioner Michael Eichler  
Chair, ANC 6E  
P.O. Box 93020  
Washington, DC 20090  
Via Email: [6E01@anc.dc.gov](mailto:6E01@anc.dc.gov)

### **Notice # 22-224-PSD**

#### **Re: 9<sup>th</sup> Street NW Protected Bike Lanes**

Dear Chairpersons,

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 a written notice of intent (NOI) to modify traffic and/or parking requirements. This letter is being forwarded to you for the purpose of notification and solicitation of comments on our intent to implement the following in your jurisdiction:

#### **The installation of a two-way protected bike lane on 9<sup>th</sup> Street NW between Pennsylvania Avenue and T Street**

#### **Overview:**

The District Department of Transportation (DDOT) intends to make changes to 9<sup>th</sup> Street NW to provide a low-stress protected bicycle facility between Pennsylvania Avenue and T Street. The project is driven by a need to better serve the safety and comfort of people biking and walking,

and to connect central DC neighborhoods to downtown, as well as existing east-west bicycle facilities. It is identified in moveDC, the District’s long-range transportation plan, as an important goal for bicycle infrastructure.

The project began in 2015 as a feasibility study of multiple north-south corridors, from Pennsylvania Avenue on the south to Florida Avenue/U Street on the north. At the end of the study in 2017, DDOT identified 9th Street NW as the preferred route because it provides the safest low-stress bike facility with the least impact to other roadway users, including transit, parking, loading, pick-up/drop-off, and motor vehicle traffic. DDOT is currently installing protected bike lanes on 9<sup>th</sup> Street NW north of the project limits between T Street and Barry Place. This project will provide a seamless connection to those lanes.

Additional project information, including the feasibility study, can be found online at <https://ddot.dc.gov/page/9th-street-nw-protected-bike-lane-project>

### Design elements:

The design entails the placement of a two-way protected bike lane on the east side of the roadway. The parking lane remains and is located adjacent to the protected bike lane, separated by a buffer zone. This area allows people to safely exit their vehicles before looking for bicycle traffic and then proceeding to cross the bike lane to reach the sidewalk. There are two distinct sections: 1) north of Massachusetts Avenue NW, where traffic is two-way and, 2) south of Massachusetts Avenue NW, where traffic is one-way.

### Section 1: Massachusetts Avenue NW to T Street NW

The space for the two-way protected bicycle lane will be obtained by removing one of the two northbound travel lanes. Traffic volumes are lower in the northbound direction, making one lane sufficient for adequate traffic flow. Parking will remain on both sides of the street. Left turn lanes will be added in the southbound direction at L, M, O, and Q Streets. The turn lanes will remove turning traffic from the through lane. This will improve safety by eliminating the weaving and sideswipe crashes that occur when cars try to get around turning vehicles. The turn lanes also increase traffic flow by maintaining two southbound travel lanes. The diagrams below show the existing and proposed roadway cross sections:

Existing Cross Section



Proposed Cross Section



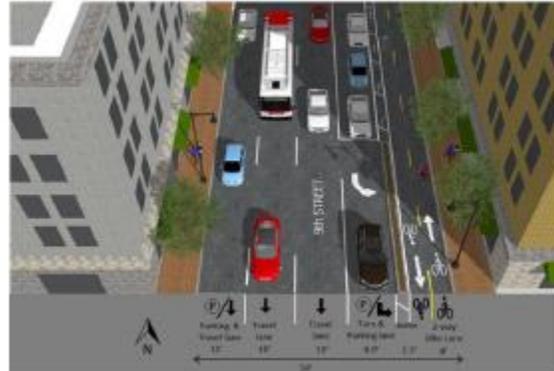
## Section 2: Massachusetts Avenue NW to Pennsylvania Avenue NW

In this section, turn lanes will be added at D, E, F, G, H, and I Streets. Again, they will increase safety by removing turning cars from the through lane, and facilitate traffic flow. On the far side of the left turn lanes, pedestrian refuge islands will be added. The islands will shorten the crossing distance for walkers, thereby lessening their exposure to automobile traffic. Parking will remain on both sides of the street. The diagrams below show the existing and proposed roadway cross sections:

**Existing Cross Section**



**Proposed Cross Section**



## Community Engagement

Over the last year, DDOT has been working extensively with project stakeholders. We hosted a virtual public meeting in July 2021 and have met multiple times with the four affected ANCs (1B, 2C, 2F and 6E), Shaw Main Streets, businesses, and neighborhood associations. We are attaching the latest set of plans for your review. We welcome your comments and the opportunity to present at your September meeting.

## Parking

While most of the space for the bike lane will be taken by the elimination of one travel lane, some additional parking changes are required. Approximately 380 parking spaces exist along the 1.5-mile corridor. About 110 parking spaces will be removed to improve sight lines and make space for the left turn lanes. This works out to about 5 spaces per block. On the east (bike lane) side of the road some spaces must be removed at driveways, alleys, and intersections. This is necessary for drivers and bicyclists to see each other behind the row of parked vehicles. The required sight distance is determined by traffic speed and the average human reaction time to stop.

There are 117 Sunday angled parking spaces along 9<sup>th</sup> Street NW, divided between two congregations. The 60 spaces for New Bethel Baptist Church will switch from the east side to the west side and be reduced by one space. The 57 spaces for Shiloh Baptist Church will remain in the current west side location.

The project team, in consultation with stakeholders, have identified locations for ADA accessible parking. When adjacent to the bikeway, the spaces will have a 5-foot-wide hatched walkway to the nearest accessible corner curb ramp.

### **Loading/Pick-up and Drop-off**

The project team, in consultation with the stakeholders, have identified loading zones.

### **Streateries**

Existing streateries along 9<sup>th</sup> Street NW will be maintained as a part of this plan. The bike lane will weave to the outside of the streateries, which will remove any potential conflicts between bikes and restaurant patrons. The physical protection from the adjacent travel lanes will be preserved on the outside of the bike lane.

### **Transit**

Bus operations along 9<sup>th</sup> Street will not be affected. The routes operate in the southbound direction only, meaning their stops are on the west side of the street, opposite the proposed bikeway.

DDOT anticipates the following safety benefits with this project:

- A protected and comfortable north-south biking / scooter route for people traveling in the eastern downtown area. This fills a gap in the protected bicycle network in this part of the city.
- A protected connection to the protected bicycle lanes along Pennsylvania Avenue.
- Slower vehicular speeds and improved compliance with traffic control devices.
- Improved comfort and safety due to the reduction of potential conflicts.
- Shorter pedestrian crossings at all intersections due to the inclusion of the bikeway and pedestrian refuge islands at select locations.
- Reduction in sidewalk riding by bicyclists and scooters.
- Reduction in motor vehicle trips due to faster and safer alternatives.

All comments on this subject matter must be filed in writing, no later than September 22, 2022, thirty (30) business days after the date of this notice, with the District Department of Transportation Planning and Sustainability Division, 250 M Street SE, Washington, DC, 20003 or via email at [george.branyan@dc.gov](mailto:george.branyan@dc.gov). If you would like to check the status of this Notice of Intent (NOI), please visit DDOT's website at <https://wiki.ddot.dc.gov/display/NOI>. In addition, if you have questions, have trouble accessing the NOI site or are unable to do so, please contact me at 202-671-2561.

Sincerely,



George Branyan

Active Transportation Branch Manager

DDOT Planning & Sustainability Division

Cc: Dan Orlaskey, Commissioner, ANC 1B02  
Gigi Nelson, Commissioner, ANC 2C03  
Maxime Devilliers, Commissioner, ANC 2F06  
Michael Eichler, Chairman, ANC 6E01, 6E Chair  
Frank S. Wiggins, Commissioner, ANC 6E03  
Nyasha Smith, Secretary to the Council of the District of Columbia  
Anthony Moore, Ward 1 Liaison, Mayor's Office of Community Relations & Services  
Moises Del Rosario, Ward 1 Liaison, Mayor's Office of Community Relations & Services  
Joseph Florio, Ward 2 Liaison, Mayor's Office of Community Relations & Services  
Anna Noakes, Ward 2 Liaison, Mayor's Office of Community Relations & Services  
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Jennifer DeMayo, Constituent Services Coordinator/Scheduler for Councilmember Allen  
Kimberly Kennedy, Constituent Services Coordinator for Councilmember Allen Jeanne Mattison, Constituent Services Coordinator for Councilmember Allen  
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Beth Turner, Senior Transportation Engineer, DDOT  
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Donovan Boyd, Ward 2 Community Engagement Specialist, DDOT  
Abraham Diallo, Ward 6 Community Engagement Specialist, DDOT

## Language Access Statement

The District Department of Transportation (DDOT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

If you need special accommodations or language assistance services (translation or interpretation) please contact Cesar Barreto at 202-671-2829 or Cesar.Barreto@dc.gov.

If you need language assistance services (translation or interpretation), please contact Karen Randolph at 202-671-2620 or Karen.Randolph@dc.gov.

## AYUDA EN SU IDIOMA

Si necesita ayuda en Español, por favor llame al 202-671-2700 para proporcionarle un intérprete de manera gratuita.

## AVISO IMPORTANTE

Este documento contiene información importante. Si necesita ayuda en Español o si tiene alguna pregunta sobre este aviso, por favor llame al 202-671-2620. Infórmele al representante de atención al cliente el idioma que habla para que le proporcione un intérprete sin costo para usted. Gracias.

## AIDE LINGUISTIQUE

Si vous avez besoin d'aide en Français appelez-le 202-671-2700 et l'assistance d'un interprète vous sera fournie gratuitement.



이 안내문은 중요한 내용을 담고 있습니다. 한국어로 언어 지원이 필요하시거나 질문이 있으실 경우 202-671-2700 로 연락을 주십시오. 필요하신 경우, 고객 서비스 담당원에게 지원 받고자 하는 언어를 알려주시면, 무료로 통역 서비스가 제공됩니다. 감사합니다.

### 語言協助

如果您需要用 (中文)接受幫助, 請電洽202-671-2700, 將免費向您提供口譯員服務

### 重要通知

本文件包含重要資訊。如果您需要用 (中文) 接受幫助或者對本通知有疑問, 請電洽202-671-2700。請告訴客戶服務部代表您所說的語言, 會免費向您提供口譯員服務。謝謝!