37th /Tunlaw/New Mexico Avenue
Bike Facility and Safety Upgrade
ANC 3B
July 15, 2021

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Study Area and Planning History

- Two-mile corridor
- Piece of a larger planned 72-mile protected bike lane network
- Connects numerous schools allowing children and parents to bike to school
- Connects AU and Georgetown
- Safety – Objective of the City’s Vision Zero Safety Plan is to design and reconfigure streets to promote safety and comfort of people cycling and walking.
Why Propose Changes Now?

STUDIES/PLANS
- Recommended in 2005 Bicycle Master Plan
- Recommended in moveDC 2014 – the District’s long-range transportation plan.
- Recommended for study in DDOT’s Rock Creek Far West Livability Study in 2019
- 20 by 22 Initiative

SAFETY
- One objective of the DC Vision Zero Safety Plan is to design and reconfigure streets to promote safety and comfort of people cycling and walking.

PUBLIC INPUT
- A priority of Ward 3 Bike Advocates (W3BA)
37th, Tunlaw, New Mexico Background

2006
Signed Bike Route installed on New Mexico Ave

2013
Bike lanes installed on New Mexico Ave

2015
Shared lanes and signed bike route installed on 37th St and Tunlaw Rd

2019
Rock Creek Far West Livability Study recommends corridor study of 37th, Tunlaw, and New Mexico
Injuries Along New Mexico, Tunlaw, & 37th Street

- 58 crashes during the years 2017, 2018, & 2019
- 17% of the crashes, and 77% of the injuries, involved people walking or biking

2017-2019 Crashes

Traffic Volumes

New Mexico/Tunlaw/37th Street

2015 AM Peak Hour Traffic Volumes
New Mexico Ave at Cathedral Ave

- 856
- 11
- 20

2015 PM Peak Hour Traffic Volumes
New Mexico Ave at Cathedral Ave

- 730
- 17
- 16

Peak Hour Bike Counts
(New Mexico at Cathedral)

- Before (Sept. 2013): 1 AM, 3 PM
- After (July 2015): 11 AM, 17 PM

Bike Traffic Before and After Installing Bike Lanes

- Based on other bike lane projects, DDOT estimates New Mexico/Tunlaw/37th corridor could see an increase in bike traffic with Protected Bike Lanes to:
  - AM Peak Hour: 1 year: 28, 3 years: 43
  - PM Peak Hour: 1 year: 55, 3 years: 85
Alternatives 1 and 2 for a Typical Section of Tunlaw Rd NW

**EXISTING**
- 38’ wide
- Two 11’ travel lanes
- Two 8’ parking lanes

**Alternative 1**
- Two 10’ travel lanes
- 5’ bike lane in each direction
- Removes all parking spaces on north/east
- Parking on south/west

**Alternative 2**
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way bike lanes on north/east side
- Removes all parking spaces on north/east
- Parking on south/west
Alternatives 3, 4, and 5 for a Typical Section of Tunlaw Rd NW

**EXISTING**
- 38’ wide, two 11’ travel lanes, and parking

**Alternative 3**
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way bike lanes
- Retains existing bike lanes between 39th & Garfield, and shared lanes south of 2610 Tunlaw Rd

**Alternative 4**
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way bike lanes
- Removes all parking spaces on north/east side

**Alternative 5**
- Two travel lanes
- 5’ climbing bike lane
- Removes all parking spaces on north/east side between 39th St and 2610 Tunlaw Rd

Retains existing bike lanes between 39th & Garfield, and shared lanes south of 2610 Tunlaw Rd
Alternative 6 for 30’ Section of Tunlaw Rd & 37th St

EXISTING
• 30’ wide, two 11’ travel lanes, North/east side parking

Considerations
• Traffic volumes
• Buses
• Not a protected area for bikes
• Usually done on local roads
• Requires FHWA approval

Alternative 6
Advisory Bike Lanes
• 13’ shared travel lane
• 5’ advisory bike lanes
• north/east side remains

Motorists share the center lane with oncoming vehicles

Yield to bikes before merging into the bike lane
37th Street Existing Conditions

Shared lanes with parking on one side

- Shared lanes were installed to preserve parking
- Bikes and cars share space
- Works best in downhill locations where speed differential between bikes and cars isn’t so great

37th Street Proposed

Alternative 1 – Two Bike Lanes

Alternative 4 – Two-way Protected Bike Lane
37th St NW - Whitehaven Parkway To Tunlaw Rd

**EXISTING**
- 30’ wide
- Two 11’ travel lanes
- 8’ parking lane on east side
- 25 existing parking spaces

**Proposed Alternative 1**
- Two 10’ travel lanes
- 5’ bike lane in each direction
- Removes all 25 parking spaces

**Proposed Alternative 4**
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way protected bike lane on one side
- Removes all 25 parking spaces
37th Street Existing Parking

LEGEND
- 2 Hour Residential Permit Parking
- No Parking

37th Street Proposed Parking

ALT 1 – 2 Bike Lanes
ALT 2 – PBL

No parking on both sides.
Removes 25 RPP Parking Spaces
No parking on both sides.
Removes 25 RPP Parking Spaces

No parking on West side.
25 RPP Parking Spaces

No parking on both sides.
Removes 25 RPP Parking Spaces
No parking on both sides.
Removes 25 RPP Parking Spaces
**Tunlaw Rd NW – 37th St to Benton St**

**EXISTING**
- 30 feet wide
- Two 11’ travel lanes
- One 8’ parking lane on west/south side
- 13 existing parking spaces

**Proposed Alternative 1**
- Two 10’ travel lanes
- 5’ bike lane in each direction
- Removes all 13 parking spaces

**Proposed Alternative 4**
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way protected bike lane on south/west side
- Removes all 13 parking spaces
**Tunlaw Rd NW – Benton St to Calvert St**

**EXISTING**
- 30’ wide
- Two 11’ travel lanes
- West side parking lane is AM-restricted
- East side parking lane is PM-restricted
- 53 existing parking spaces

**Proposed Alternative 1**
- Two 10’ travel lanes
- 5’ bike lanes in each direction
- Removes all 53 parking spaces

**Proposed Alternative 4**
- Two 10’ travel lanes
- 2’ buffer and 8 two-way protected bike lane on south/west side
- Removes all 53 parking spaces
**EXISTING**
- 38' wide
- Two 11' travel lanes
- 95 parking spaces counting both sides of street

**Proposed Alternative 1**
- Two 10’ travel lanes
- 5’ bike lane in each direction
- Removes all 48 parking spaces on north/east side

**Proposed Alternative 4**
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way protected bike lane on west south side
- Removes 48 parking spaces on north/east side and 7 on south/west side

Narrow sidewalk
Missing ramp
**Tunlaw Rd NW – 3900 Co-op to 39th St**

**EXISTING**
- 38’ wide
- Two 10’ travel lanes
- Two 5’ bike lanes
- One 8’ parking lane on south/west side
- 11 parking spaces on south/west side

**Proposed Alternative 1**
- Same as existing condition
- No parking removal

**Proposed Alternative 4**
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way protected bike lane on south/west side
- Must remove 1 spot for visibility
Tunlaw Rd NW – 39th St to 42nd St

EXISTING
- 46’ wide
- Two 11’ travel lanes separated by median
- Two buffered 5’ bike lanes
- No parking

Proposed Alternative 1
- Same as existing condition

Proposed Alternative 4
- 11’ eastbound lane
- 13’ westbound lane
- 2’ buffer and 9’ two-way protected bike lane on south/west
- Could add 16 unregulated parking spaces on north/east side
New Mexico Ave NW – 42nd St to Garfield St

EXISTING
- 40’ wide
- Two 10 ½’ travel lanes
- Two 7’ parking lanes
- One 5’ climbing bike lane on south/west side
- 65 existing parking spaces (32 on north/east side, 33 on south/west side)

Proposed Alternative 1
- Two 11’ travel lanes
- 5’ bike lane in each direction
- Removes all 32 parking spaces on north/east side

Proposed Alternative 4
- Two 11’ travel lanes
- 2’ buffer and 8’ two-way protected bike lane on south/west side
- Removes all 32 parking spaces on north/east side
Potential Pedestrian Improvement: Median Island with Pedestrian Cutout

1. Shown to reduce pedestrian crashes by 56% (FHWA)
2. Provides pedestrian protection from vehicles
3. Simplifies pedestrian crossings by allowing pedestrians to cross one direction at a time
# DDOT Assessment of Alternatives and Parking Effects in ANC 3B

5 Alternatives Evaluated by DDOT in June 4, 2021, Data Response to ANC3B:
- **Alternative 1:** Two separated bike lanes (one on each side of the street) with one parking lane on the south/west side of the street
- **Alternative 2:** Two-way protected bike lane on the north/east side of the street with a parking lane on the south/west side of the street
- **Alternative 3:** Two-way protected bike lane on the south/west side of the street with a parking lane on the north/east side of the street
- **Alternative 4:** Two-way protected bike lane on the south/west side of the street with a parking lane on the south/west side of the street
- **Alternative 5:** Southbound climbing lane on the south/west side of the street from 3900 Tunlaw to 2610 Tunlaw with a parking lane on the south/west side of the street from 39th Street to 2610 Tunlaw and parking on both sides of Tunlaw south to Calvert Street; existing conditions on Tunlaw from 42nd to 3900 Tunlaw; shared lanes for bicycles and motor vehicles in the other portions of the corridor from 2610 Tunlaw south to 37th Street and Whitehaven Parkway, at the southern boundary of ANC3B

## Summary of Parking Effects of 5 Alternatives in ANC3B (New Mexico/Tunlaw/37th)

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>All Types of Parking Spaces (Embassy, RPP, and Unregulated)</th>
<th>RPP</th>
<th>Unregulated</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Remaining</td>
<td>Removed</td>
<td>% Removed</td>
</tr>
<tr>
<td>1</td>
<td>88</td>
<td>174</td>
<td>66%</td>
</tr>
<tr>
<td>2</td>
<td>87</td>
<td>175</td>
<td>67%</td>
</tr>
<tr>
<td>3</td>
<td>90</td>
<td>172</td>
<td>66%</td>
</tr>
<tr>
<td>4</td>
<td>79</td>
<td>183</td>
<td>70%</td>
</tr>
<tr>
<td>5</td>
<td>231</td>
<td>31</td>
<td>12%</td>
</tr>
</tbody>
</table>

### Notes:

- **RPP** refers to Regular Paid Parking.
- **Unregulated** refers to parking spaces not regulated by the District of Columbia.

### Key Points:
- **Total RPP Spaces:** 177
- **Total Unregulated Spaces:** 31
- **Total Parking Spaces:** 262

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*Image of District of Columbia Mayor's Office Logo*
DDOT Assessment of Alternatives and Parking Effects in ANC 3B

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Summary of Parking Effects of 5 Alternatives in ANC3B (New Mexico/Tunlaw/37th) with added parking 39th to 42nd

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>All Types of Parking Spaces (Embassy, RPP, and Unregulated)</th>
<th>RPP</th>
<th>Unregulated</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing Remaining</td>
<td>Added-39th to 42nd</td>
<td>Removed with Added</td>
</tr>
<tr>
<td>1</td>
<td>262 Total (177)</td>
<td>88</td>
<td>0</td>
</tr>
<tr>
<td>2</td>
<td>RPP plus 82</td>
<td>101</td>
<td>14</td>
</tr>
<tr>
<td>3</td>
<td>unregulated</td>
<td>106</td>
<td>16</td>
</tr>
<tr>
<td>4</td>
<td>and 3 embassy</td>
<td>95</td>
<td>16</td>
</tr>
<tr>
<td>5</td>
<td>on Tunlaw</td>
<td>231</td>
<td>0</td>
</tr>
</tbody>
</table>
# Parking Table

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th># Existing Parking Spaces</th>
<th># Parking Spaces Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>North/East</td>
<td>South/West</td>
</tr>
<tr>
<td>New Mexico</td>
<td>Garfield St</td>
<td>42nd St</td>
<td>32</td>
<td>33</td>
</tr>
<tr>
<td>Tunlaw</td>
<td>42nd St</td>
<td>Fulton St</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fulton St</td>
<td>39th St</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>39th St</td>
<td>3900 Coop</td>
<td>0</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>3900 Coop</td>
<td>Russian Embassy</td>
<td>20</td>
<td>16</td>
<td>0</td>
</tr>
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<td>Russian Embassy</td>
<td>Davis Pl</td>
<td>13</td>
<td>18</td>
<td>11</td>
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<tr>
<td>Davis Pl</td>
<td>Calvert St</td>
<td>18</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Calvert St</td>
<td>Beecher St</td>
<td>8</td>
<td>9</td>
<td>17</td>
</tr>
<tr>
<td>Beecher St</td>
<td>Benton St</td>
<td>18</td>
<td>18</td>
<td>36</td>
</tr>
<tr>
<td>Benton St</td>
<td>37th St (N)</td>
<td>0</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>37th St (N)</td>
<td>37th St (S)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Subtotal (Tunlaw)</td>
<td></td>
<td></td>
<td>77</td>
<td>95</td>
</tr>
<tr>
<td>37th Whitehaven</td>
<td>Tunlaw</td>
<td>25</td>
<td>0</td>
<td>25</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>134</td>
<td>128</td>
</tr>
<tr>
<td>Total (both sides)</td>
<td></td>
<td></td>
<td>262</td>
<td></td>
</tr>
</tbody>
</table>

Could add 16 parking spaces in alts 2,3,4
Next Steps/Schedule

- **Concept Planning**
  - Data collection, preliminary alternatives

- **Public Outreach**
  - Winter 2020/Spring/Summer 2021

- **Develop Preliminary Plans**
  - Summer/Fall 2021

- **Public Notice and Additional Public Engagement**
  - Fall/Winter 2021

- **Final Design and Engineering**
  - Winter 2021/Spring 2022

- **Construction**
  - Summer/Fall 2022
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