37th /Tunlaw/New Mexico Avenue
Assessment of Options for Bike Facility and Safety Upgrade
Highlights of Materials Presented to ANC 3B
June 4, 2021

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Bicycle Facilities: Existing Network
Planning History and Objectives

New Mexico, Tunlaw and 37th Street route:

• Two-mile long corridor from Nebraska Avenue to Reservoir Road

• Part of a planned 72-mile network of Protected Bike Lanes in the District

• Serves numerous schools, allowing children to bike to school

• Connects American University and Georgetown

• Improves safety in line with the objectives of Vision Zero Safety Plan
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

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

- Signed Bike Route installed on New Mexico Ave (2006)
- Bike lanes installed on New Mexico Ave (2013)
- Shared lanes and signed bike route installed on 37th St and Tunlaw Rd (2015)
- Rock Creek Far West Livability Study recommends corridor study of 37th, Tunlaw, and New Mexico (2019)
New Mexico/Tunlaw/37th Street

90 crashes during the years 2017, 2018, & 2019

- Nearly 20% of the crashes involved people walking or biking.

Injuries Along New Mexico, Tunlaw, & 37th

2017-2019 Crashes

Traffic Volumes

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

AM

PM

Peak Hour Traffic Volumes
New Mexico Ave at Cathedral Ave

PM Peak Hour Traffic Volumes
New Mexico Ave at Cathedral Ave

Bike Traffic Before and After Installing Bike Lanes

Peak Hour Bike Counts
(New Mexico at Cathedral)

- Based on other experiences, DDOT estimates New Mexico/Tunlaw/37th corridor could see an increase in bike traffic with Protected Bike Lanes to:

<table>
<thead>
<tr>
<th></th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 year</td>
<td>28</td>
<td>55</td>
</tr>
<tr>
<td>3 years</td>
<td>43</td>
<td>85</td>
</tr>
</tbody>
</table>
37th Street Existing Conditions

- Shared lanes with parking on one side

37th Street Proposed

- Alternative 1 – Two Separated Bike Lanes
  - 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

- Alternative 2 – Two-way Protected Bike Track
37th St NW - Whitehaven Parkway To Tunlaw Rd

**EXISTING**
- 30’ wide
- Two 11’ travel lanes
- One 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 2**
- 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
Tunlaw Rd NW – 37th St to Benton St

EXISTING
- 30 feet wide
- Two 11’ travel lanes
- One 8’ parking lane on west 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 2
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way protected bike lane one one 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
- 58 existing parking spaces (29 on each side)

Proposed Alternative 1
- Two 10’ travel lanes
- 5’ bike lanes in each direction
- Removes all 58 parking spaces

Proposed Alternative 2
- Two 10’ travel lanes
- 2’ buffer and 8’ cycle track
- Removes all 58 parking spaces
**Tunlaw Rd NW – Calvert St to 3900 Co-op**

**EXISTING**
- 38’ wide
- Two 11’ travel lanes
- 103 parking spaces counting both sides of street

**Proposed Alternative 1**
- Two 10’ travel lanes
- 5’ bike lane in each direction
- Removes all 54 parking spaces on north/east side

**Proposed Alternative 2**
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way protected bike lane on north/east
- Removes all 54 parking spaces on north/east side and 5 on south/west side

**Notes:**
- Narrow sidewalk
- Missing ramp

3900 Co-op
**Tunlaw Rd NW – 3900 Co-op to 39th St**

**EXISTING**
- 38’ wide
- Two 11’ 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 2**
- Two 10’ travel lanes
- 2’ buffer and 8’ two-way protected bike lane on north/east side
- No parking removal
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 2
- 22’ eastbound lane
- 11’ westbound lane
- 2’ buffer and 9’ two-way protected bike lane on north/east
- Could add 15 parking spaces on south/west side
New Mexico Ave NW – 42nd St to Garfield St

EXISTING
- 40’ wide
- Two 10½’ travel lanes
- Two 7’ parking lanes
- One 5’ 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 2
- Two 11’ travel lanes
- 2’ buffer and 8’ two-way protected bike lane on north/east side
- Removes all 32 parking spaces on north/east side
# Parking Table

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th># Existing Parking Spaces</th>
<th>Embassy Parking</th>
<th>Total Metered Parking</th>
<th>Load Zone(s)</th>
<th># Parking Spaces Removed Alt 1</th>
<th># Parking Spaces Removed Alt 2</th>
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<td>Tunlaw</td>
<td>25 North/East 0 South/West</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>13</td>
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<tr>
<td>Benton</td>
<td>Calvert</td>
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<td>58</td>
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<td>Garfield St</td>
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<td>182</td>
<td>172</td>
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275 Total Parking Spaces
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)

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<tr>
<th>Alternative</th>
<th>Existing</th>
<th>Remaining</th>
<th>Loss</th>
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<td>93</td>
<td>182</td>
<td>66%</td>
<td>34%</td>
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<td>61%</td>
<td>39%</td>
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<tr>
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<td>275</td>
<td>187</td>
<td>88</td>
<td>32%</td>
<td>68%</td>
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Next Steps/Schedule

- **Concept Planning**
  - Data collection, preliminary alternatives
- **Public Outreach**
  - Winter/Spring/Summer 2021
- **Develop Preliminary Plans**
  - Fall 2021
- **Public Notice and Additional Public Engagement**
  - Fall/Winter 2021
- **Final Design and Engineering**
  - Winter/Spring 2021
- **Construction**
  - Summer/Fall 2022
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