



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

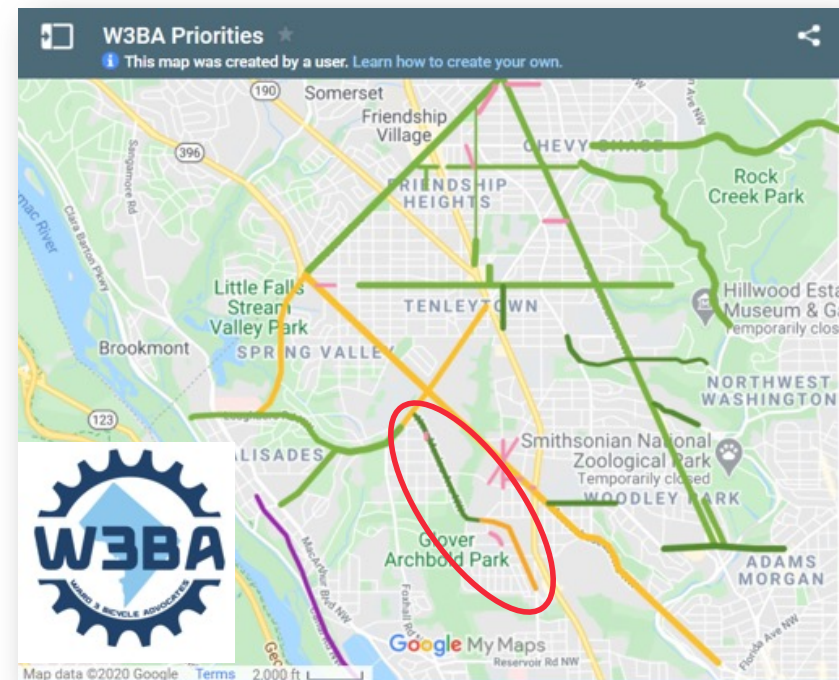
- Recommended in **2005 Bicycle Master Plan**
- Recommended in **moveDC 2014** – the District's long-range transportation plan.
- Recommended for study in DDOT's **Rock Creek Far West Livability Study** in 2019

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



2006

Signed Bike Route
installed on New
Mexico Ave

Bike lanes
installed on New
Mexico Ave

2013



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



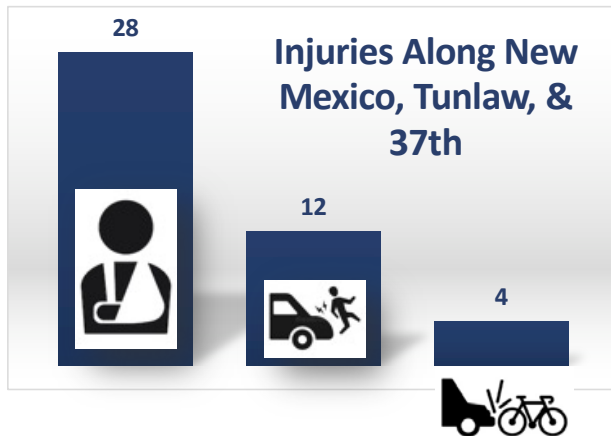
2017-2019 Crashes

Traffic Volumes

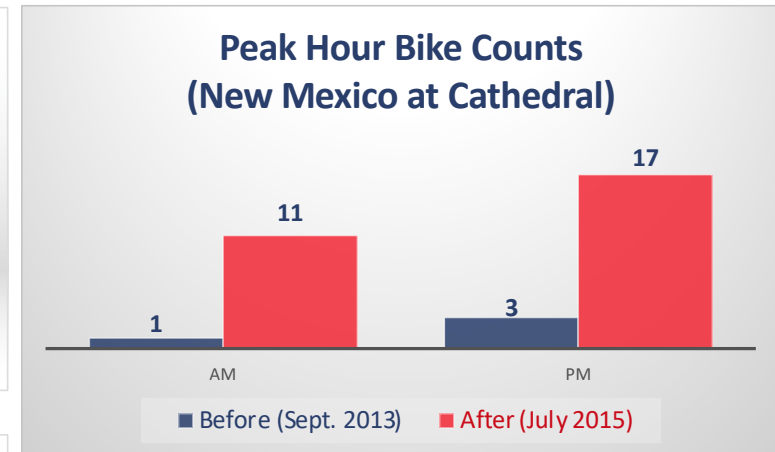
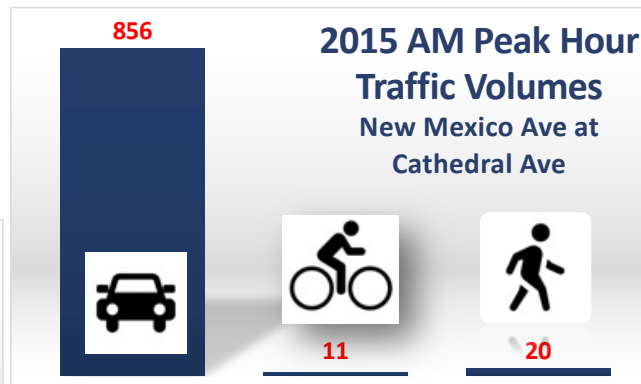
Bike Traffic Before and After Installing Bike Lanes

New Mexico/Tunlaw/37th Street

90 crashes during the years
2017, 2018, & 2019



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



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

	AM Peak Hour	PM Peak Hour
1 year:	28	55
3 years:	43	85



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

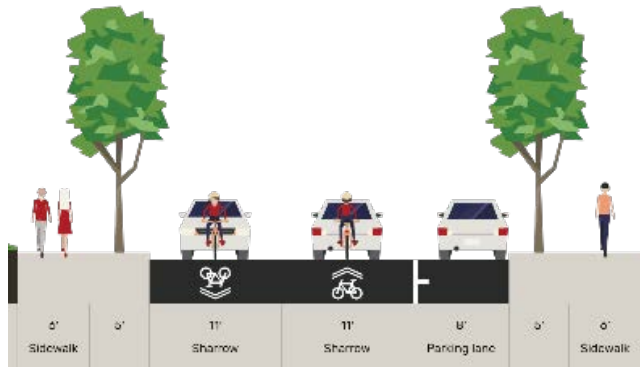


Alternative 1 – Two Separated Bike Lanes



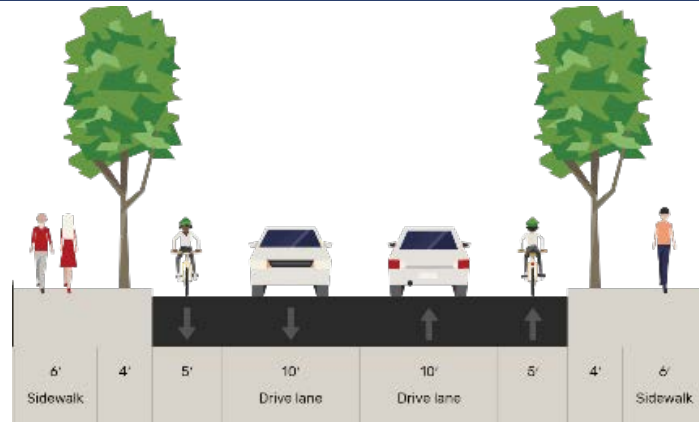
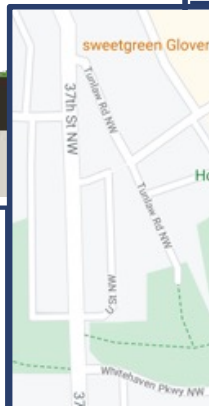
Alternative 2 – Two-way Protected Bike

37th St NW - Whitehaven Parkway To Tunlaw Rd



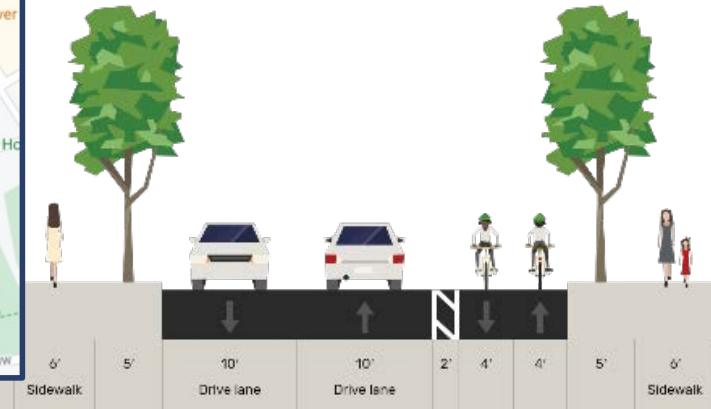
EXISTING

- 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 la in each direction
- Removes all 25 parking spaces



Proposed Alternative 2

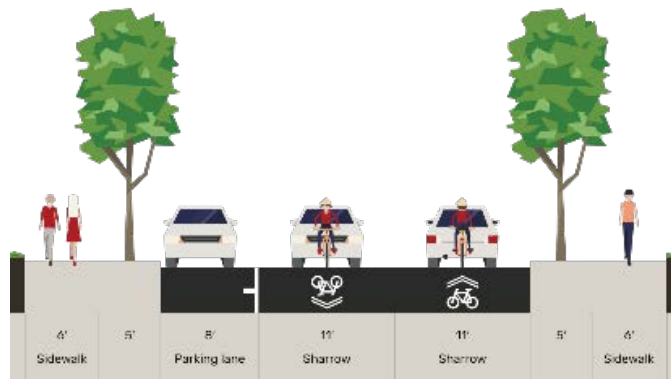
- Two 10' travel lanes
- 2' buffer and 8' two-way protected bike lane on one side
- Removes all 25 parking spaces

37th Street Existing Parking

37th Street Proposed Parking

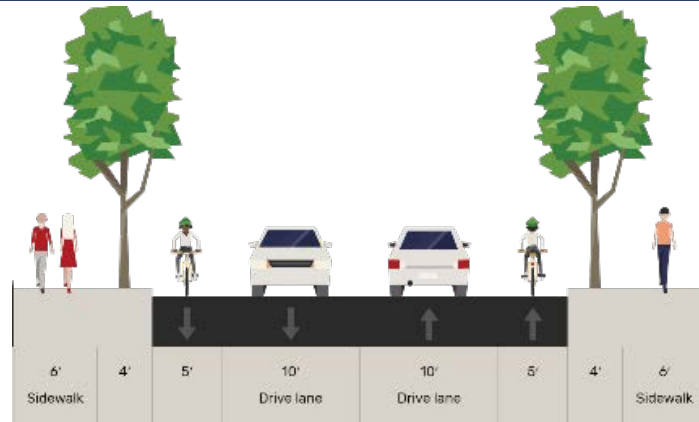


Tunlaw Rd NW – 37th St to Benton St



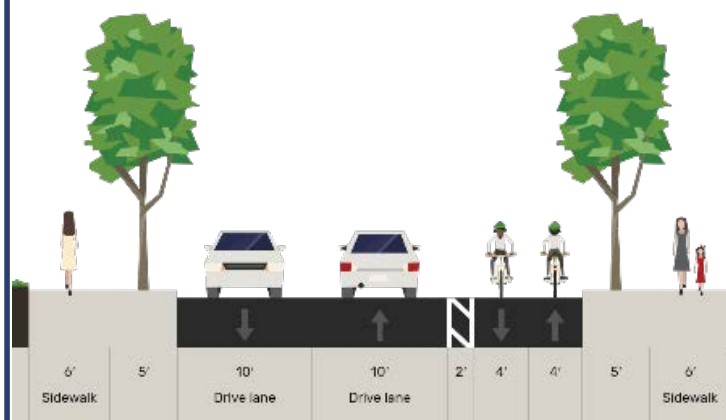
EXISTING

- 30 feet wide
- Two 11' travel lanes
- One 8' parking lane on west side
- 13 existing parking spaces



Proposed Alternative 1

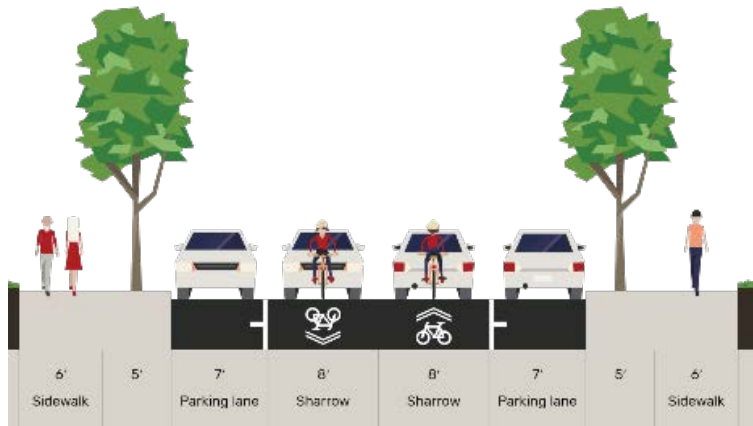
- Two 10' travel lanes
- 5' bike lane in each direction
- Removes all 13 parking spaces



Proposed Alternative 2

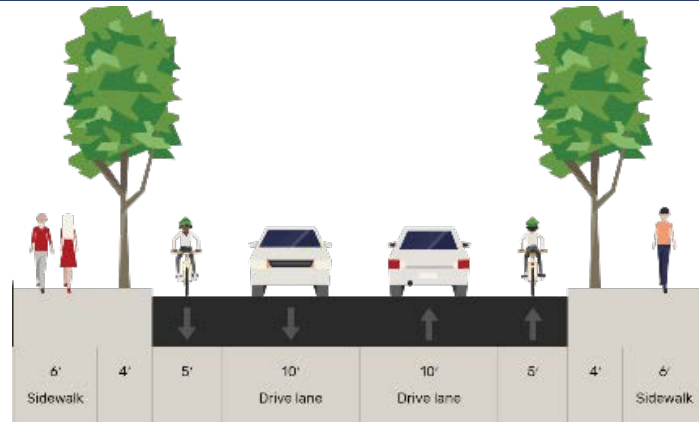
- Two 10' travel lanes
- 2' buffer and 8' two-way protected bike lane one side
- Removes all 13 parking spaces

Tunlaw Rd NW – Benton St to Calvert St



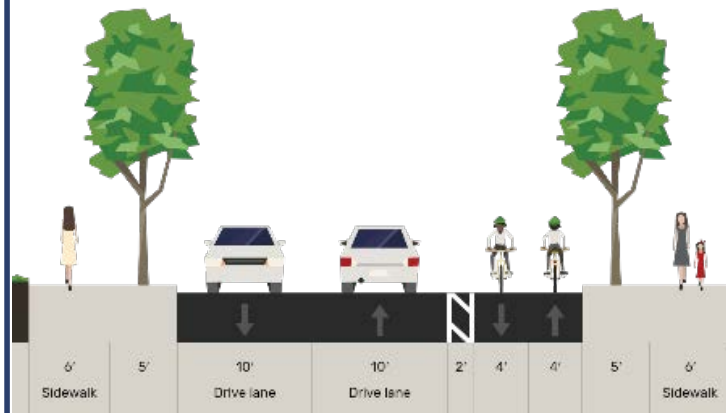
EXISTING

- 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

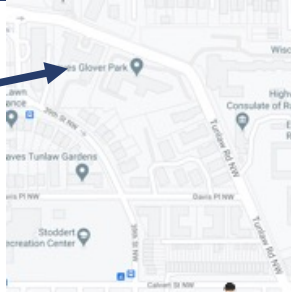


Proposed Alternative 2

- Two 10' travel lanes
- 2' buffer and 8' cycle track
- Removes all 58 parking spaces

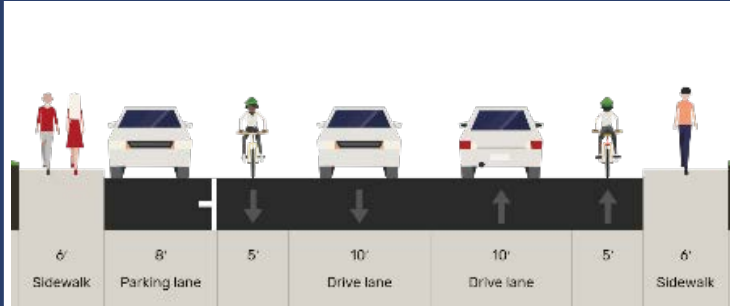
Tunlaw Rd NW – Calvert St to 3900 Co-op

3900 Co-op



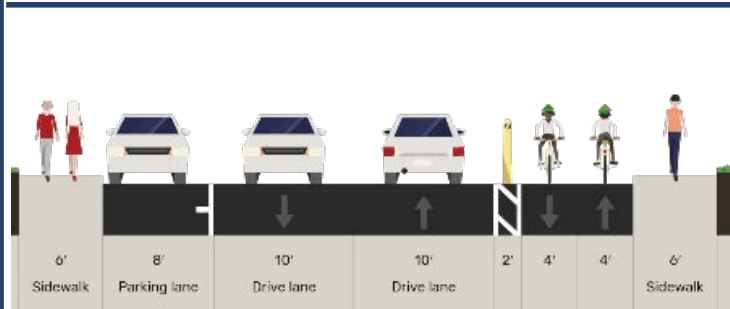
EXISTING

- 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

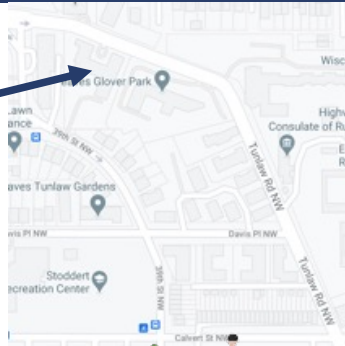
- Two 10' travel lanes
- 2' buffer and 8' two-way protected bike lane on north/east
- Removes all 54 parking spaces on north/east side and 5 on south/west side

Narrow sidewalk

Missing ramp

Tunlaw Rd NW – 3900 Co-op to 39th St

3900 Co-op



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

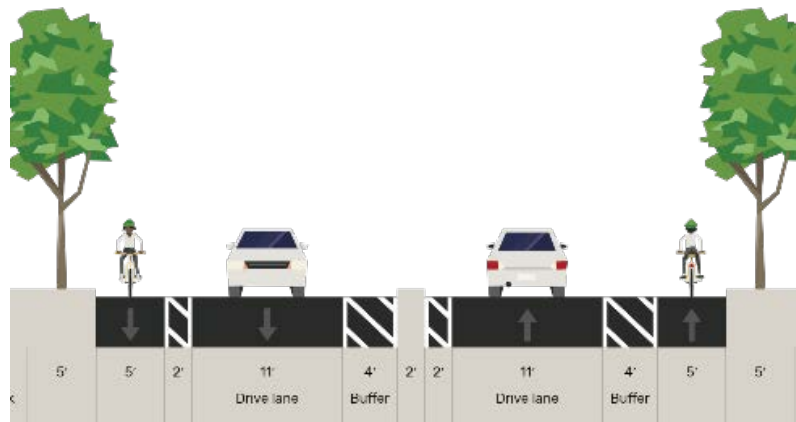
- Same as existing condition
- No parking removal



Proposed Alternative 2

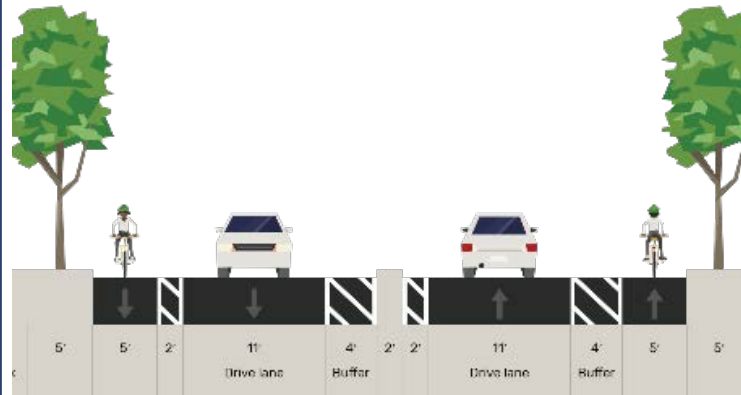
- Two 10' travel lanes
- 2' buffer and 8' two-way protected bike lane on north/east side
- No parking removal

Tunlaw Rd NW – 39th St to 42nd St



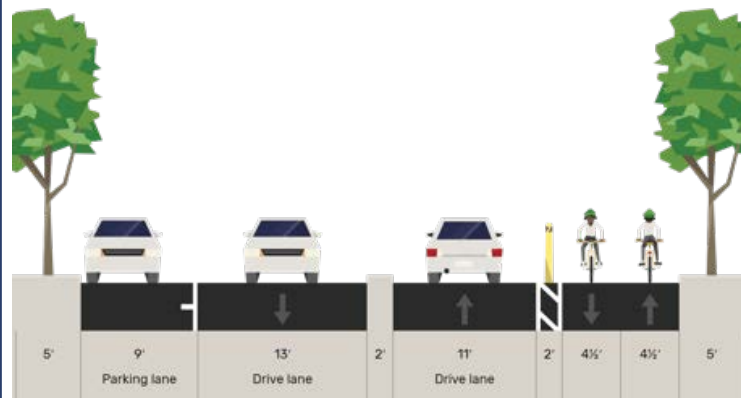
EXISTING

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



Proposed Alternative 1

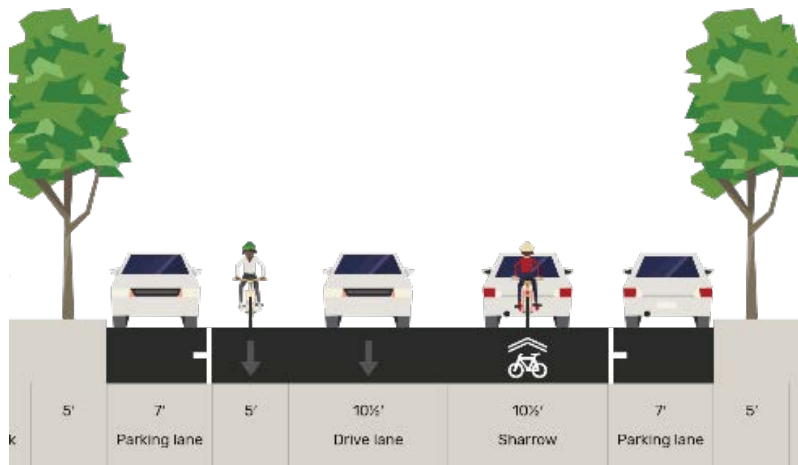
- Same as existing condition



Proposed Alternative 2

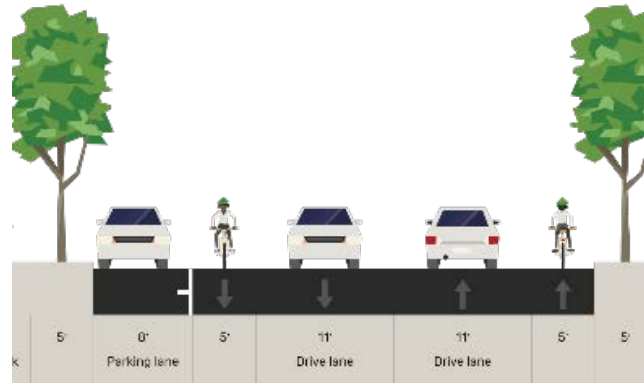
- 22' eastbound lane
- 11' westbound lane
- 2' buffer and 9' two-way protected bike lane on north/east
- Could add 15 parking spaces on south/west side

New Mexico Ave NW – 42nd St to Garfield St



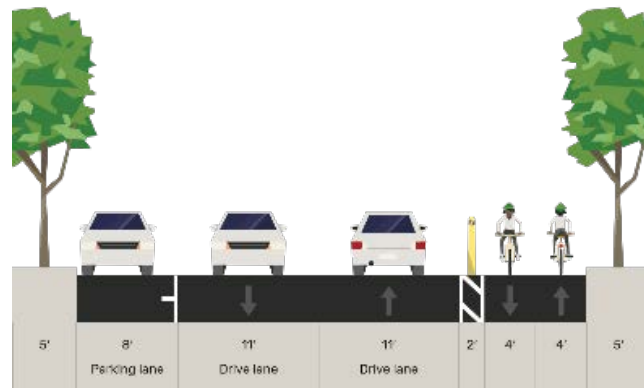
EXISTING

- 40' wide
- Two 10 1/2' 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

% Parking Removed by
Alternative

Alt 1 – 66%
Alt 2 – 63%

Street	From	To	# Existing Parking Spaces		Embassy Parking	Total Metered Parking	Load Zone(s)	# Parking Spaces Removed Alt 1 - 5' bike lanes in each direction	# Parking Spaces Removed Alt 2 - 2' buffer and 8' cycle track
			North/East	South/West					
37th	Whitehaven	Tunlaw	25	0	0	0	0	25	25
Tunlaw	37th	Benton	0	13	0	0	0	13	13
	Benton	Calvert	29	29	0	0	0	58	58
	Calvert	3900 Co-op	54	49	3	0	0	54	59
	3900 Co-op	39th St	0	11	0	0	0	0	0
	39th St	42nd St	0	0	0	0	0	0	Add 15
Subtotal			83	102	3	0	0	125	115
New Mexico	42nd St	Garfield St	32	33	0	0	0	32	32
Total			140	135	3	0	0	182	172

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:

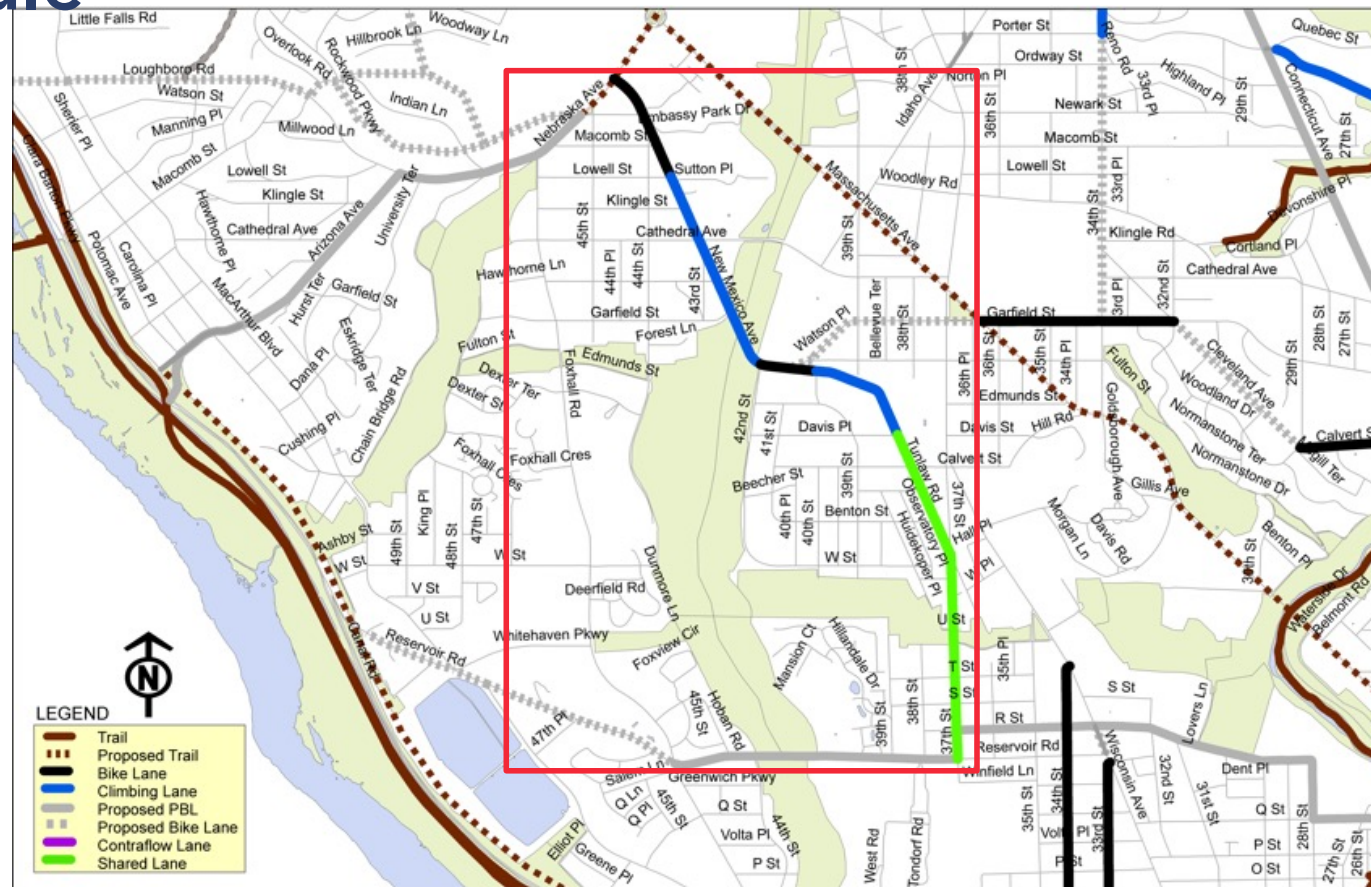
- **Alternative 1:** Two separated bike lanes (one on each side of the street) with one parking lane on the south/west side of the street
- **Alternative 2:** Two-way protected bike lane on the north/east side of the street with a parking lane on the south/west side of the street
- **Alternative 3:** 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)

Alternative	Existing	Remaining	Loss	% Removed	% Remaining
1	275	93	182	66%	34%
2	275	108	167	61%	39%
3	275	127	148	54%	46%
4	275	107	168	61%	39%
5	275	187	88	32%	68%

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





District Department of Transportation

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