



# 37<sup>th</sup> /Tunlaw/New Mexico Avenue

## Bike Facility and Safety Upgrade

### ANC 3B

July 15, 2021

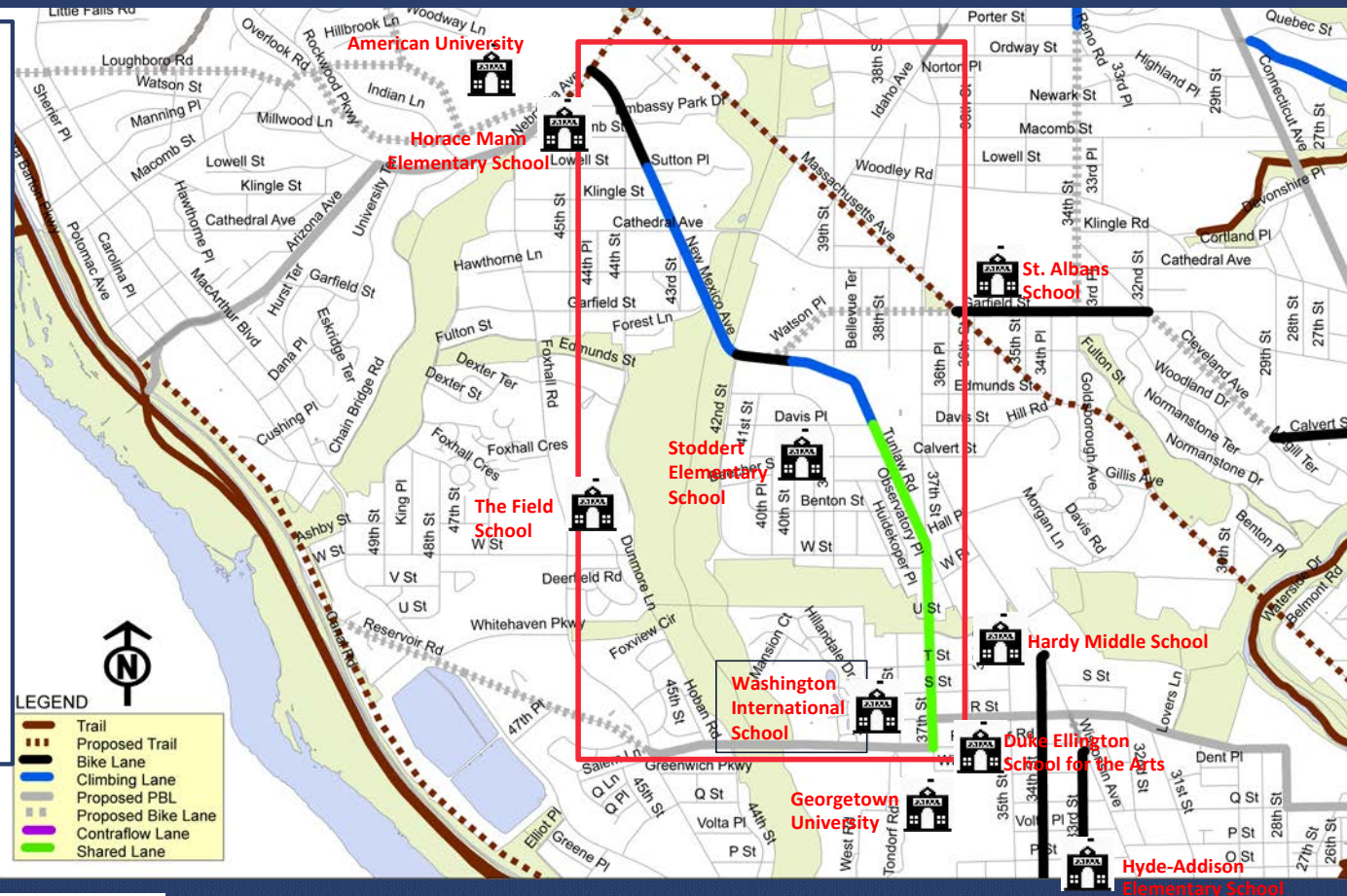
Mike Goodno, DDOT Bicycle Program Specialist,  
[mike.goodno@dc.gov](mailto:mike.goodno@dc.gov) 202-671-0681

Gilberto Solano, DDOT Bicycle Program Specialist,  
[gilberto.solano@dc.gov](mailto:gilberto.solano@dc.gov) 202-478-5715



# 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.



DISTRICT OF COLUMBIA  
BICYCLE MASTER PLAN

move dc

The District of Columbia's  
Multimodal Long-Range Transportation Plan

# Why Propose Changes Now?

## STUDIES/PLANS

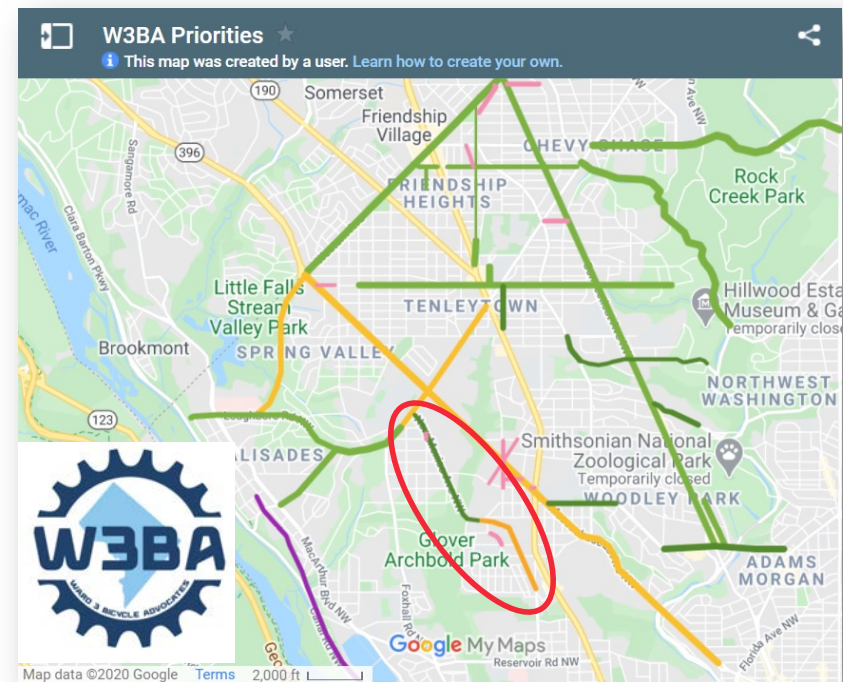
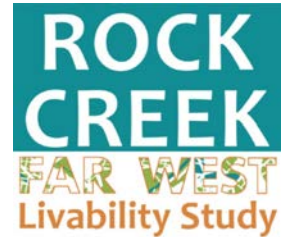
- Recommended in 2005 Bicycle Master Plan
- Recommended in moveDC 2014 – the District’s long-range transportation plan.
- Recommended for study in DDOT’s Rock Creek Far West Livability Study in 2019
- 20 by 22 Initiative

## 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)





# 37<sup>th</sup>, 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 37<sup>th</sup>  
St and Tunlaw Rd

2019

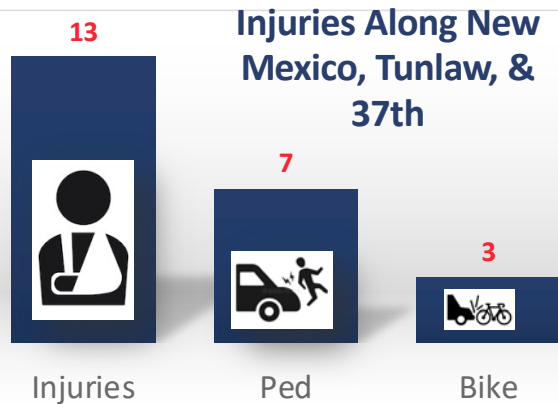
Rock Creek Far West  
Livability Study  
recommends  
corridor study of  
37<sup>th</sup>, Tunlaw, and  
New Mexico



## 2017-2019 Crashes

### New Mexico/Tunlaw/37<sup>th</sup> Street

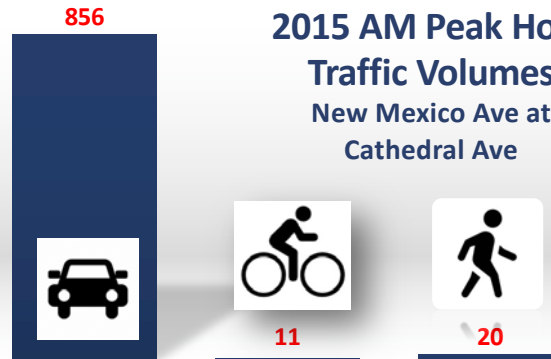
58 crashes during the years  
2017, 2018, & 2019



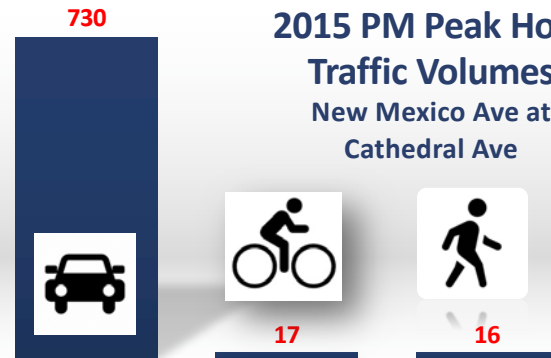
- 17% of the crashes, and 77% of the injuries, involved people walking or biking

## Traffic Volumes

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

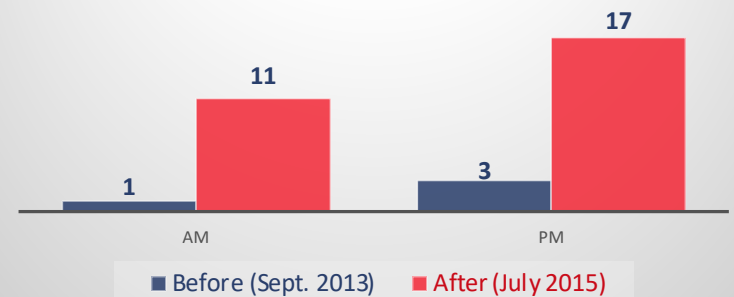


### 2015 PM Peak Hour Traffic Volumes New Mexico Ave at Cathedral Ave



## Bike Traffic Before and After Installing Bike Lanes

### Peak Hour Bike Counts (New Mexico at Cathedral)



- Based on other bike lane projects, DDOT estimates New Mexico/Tunlaw/37<sup>th</sup> 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



# 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



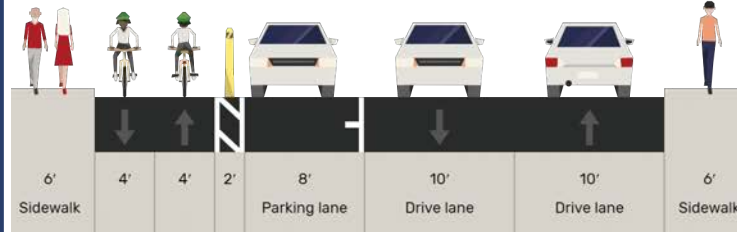
## EXISTING

- 38' wide, two 11' travel lanes, and parking



## Alternative 3

- Two 10' travel lanes
- 2' buffer and 8' two-way bike lanes
- Removes all parking spaces on south/west side



## Alternative 4

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



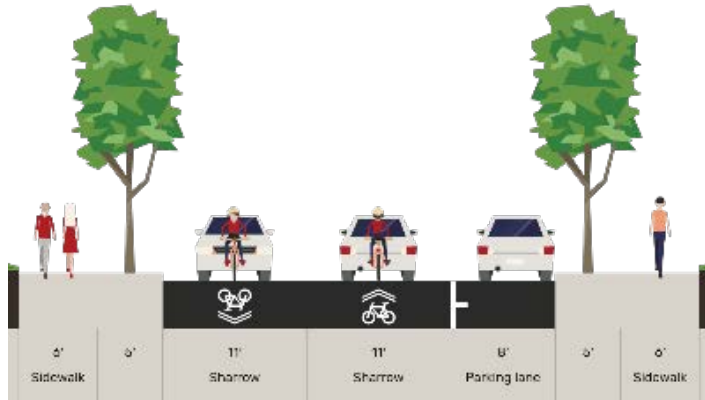
## Alternative 5

- Two travel lanes
- 5' climbing bike lane
- Removes all parking spaces on north/east side between 39<sup>th</sup> St and 2610 Tunlaw Rd

Retains existing bike lanes between 39<sup>th</sup> & Garfield, and shared lanes south of 2610 Tunlaw Rd

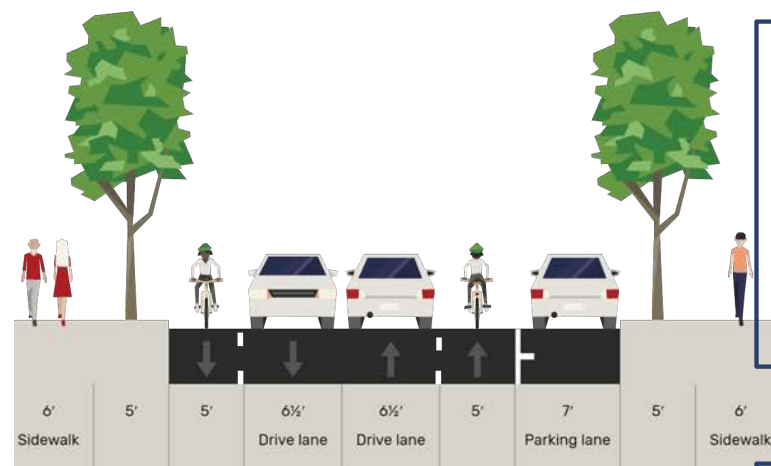


# Alternative 6 for 30' Section of Tunlaw Rd & 37<sup>th</sup> St



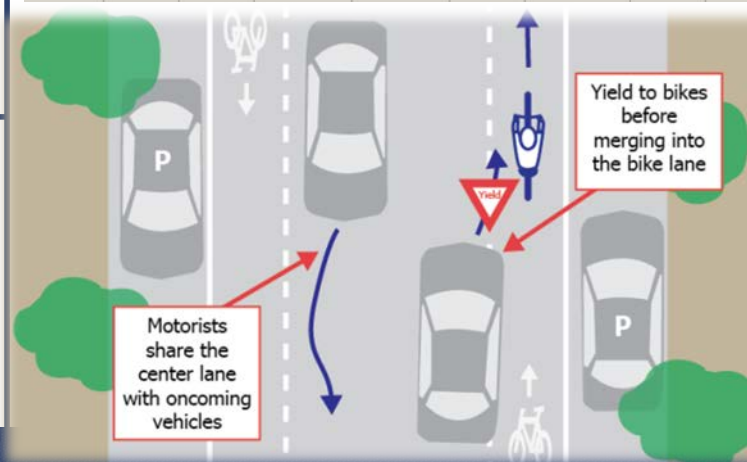
## EXISTING

- 30' wide, two 11' travel lanes, North/east side parking



## Alternative 6 Advisory Bike Lanes

- 13' shared travel lane
- 5' advisory bike lanes
- north/east side remains



## Considerations

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





## 37<sup>th</sup> 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

## 37<sup>th</sup> Street Proposed

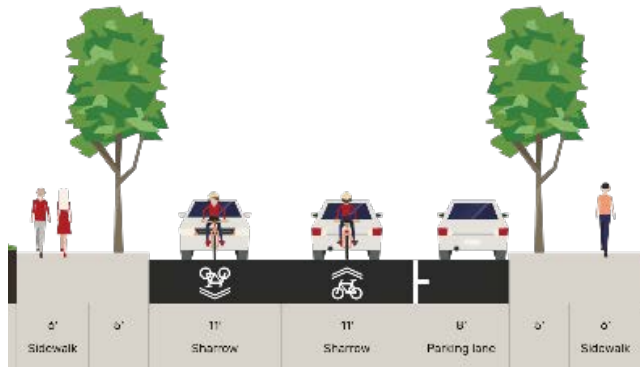


Alternative 1 – Two Bike Lanes



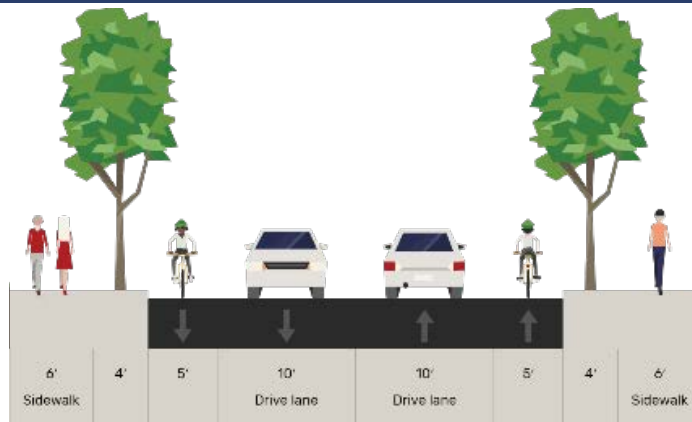
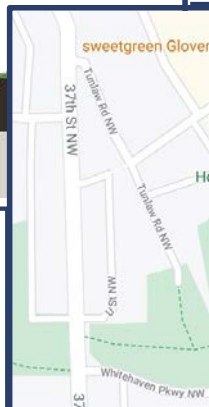
Alternative 4 – Two-way Protected Bike Lane

# 37<sup>th</sup> St NW - Whitehaven Parkway To Tunlaw Rd



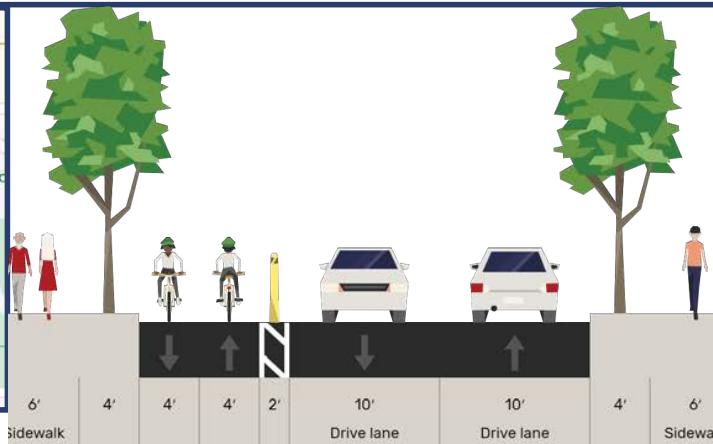
## EXISTING

- 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

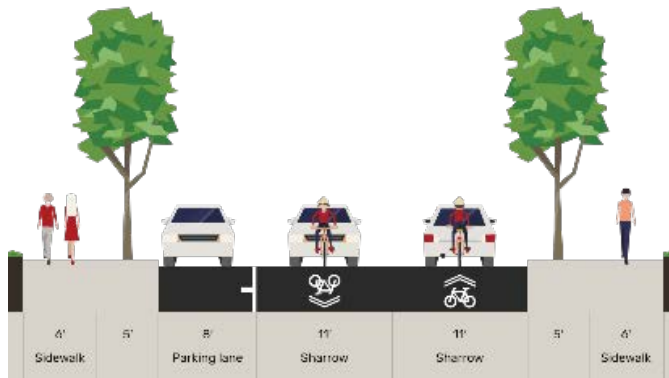
# 37th Street Existing Parking

# 37th Street Proposed Parking



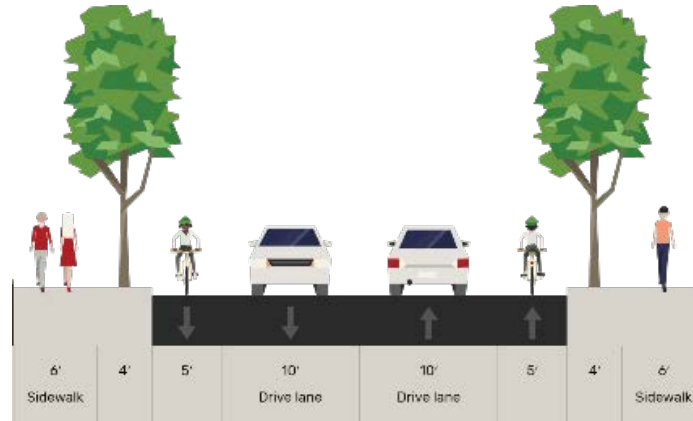


# Tunlaw Rd NW – 37<sup>th</sup> St to Benton St



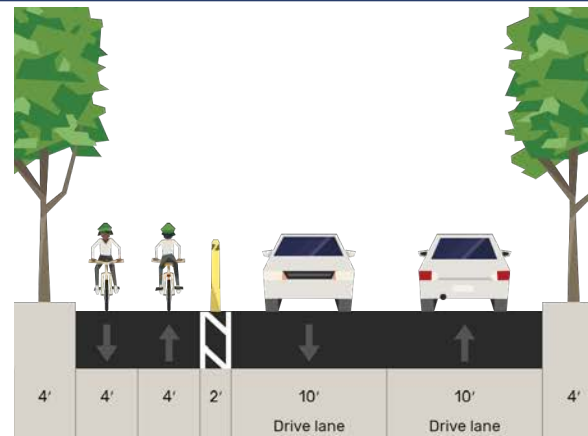
## EXISTING

- 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

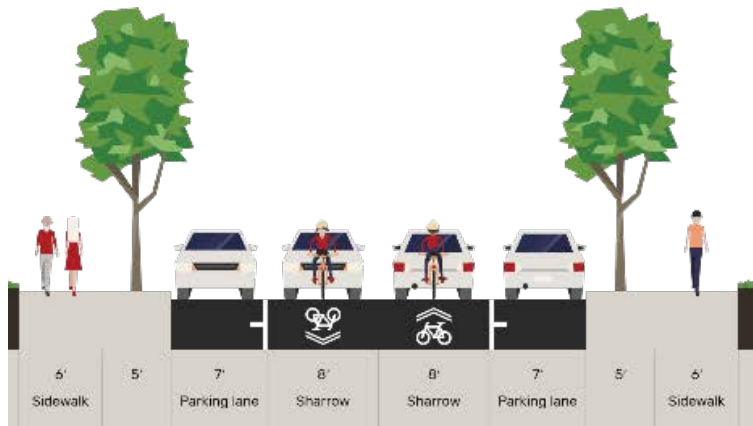


## Proposed Alternative 4

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

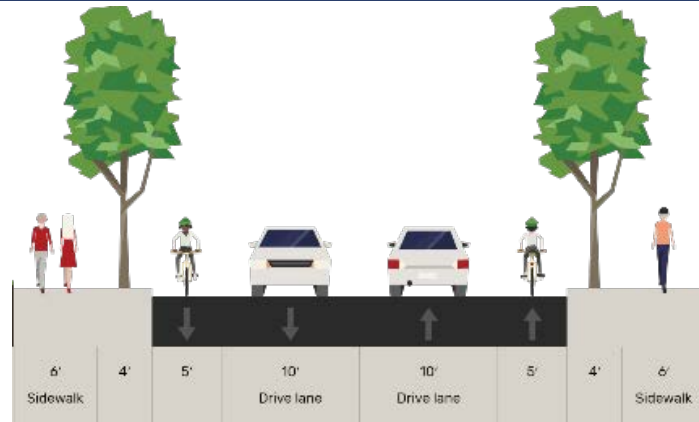


# Tunlaw Rd NW – Benton St to Calvert St



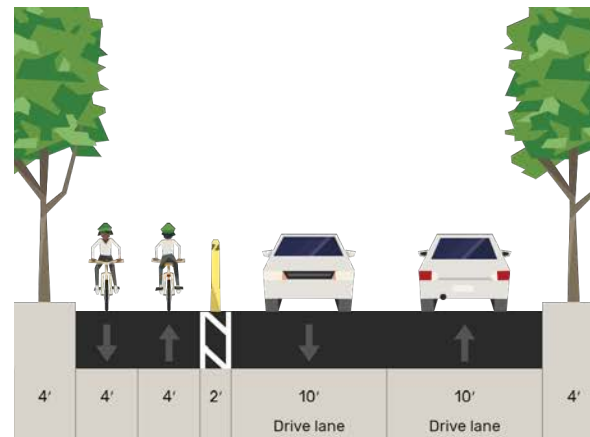
## EXISTING

- 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

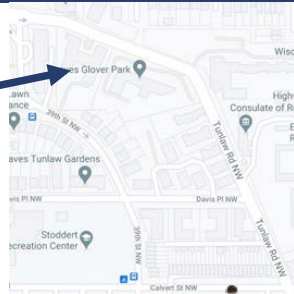


## Proposed Alternative 4

- Two 10' travel lanes
- 2' buffer and 8 two-way protected bike lane on south/west side
- Removes all 53 parking spaces

# Tunlaw Rd NW – Calvert St to 3900 Co-op

3900 Co-op



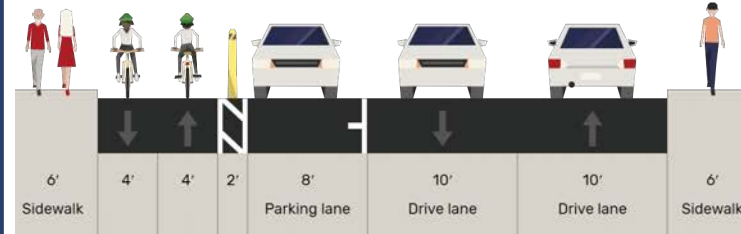
## EXISTING

- 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

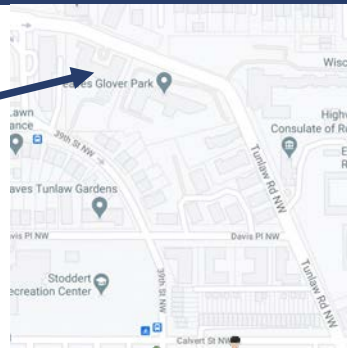
- Two 10' travel lanes
- 2' buffer and 8' two-way protected bike lane on west south side
- Removes 48 parking spaces on north/east side and 7 on south/west side

Narrow sidewalk

Missing ramp

# Tunlaw Rd NW – 3900 Co-op to 39<sup>th</sup> St

3900 Co-op



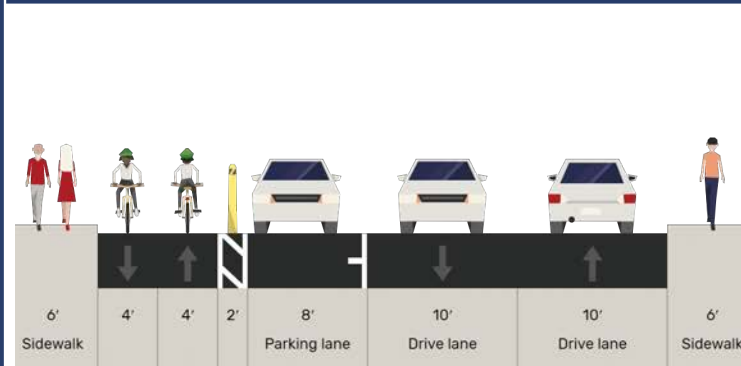
## EXISTING

- 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

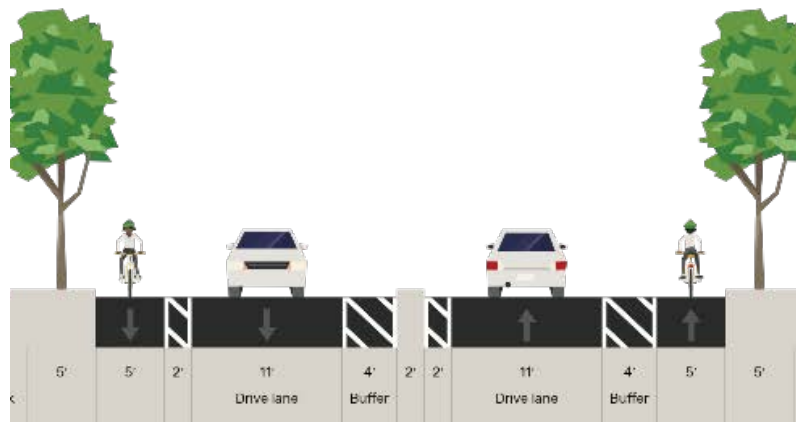
- Same as existing condition
- No parking removal



## Proposed Alternative 4

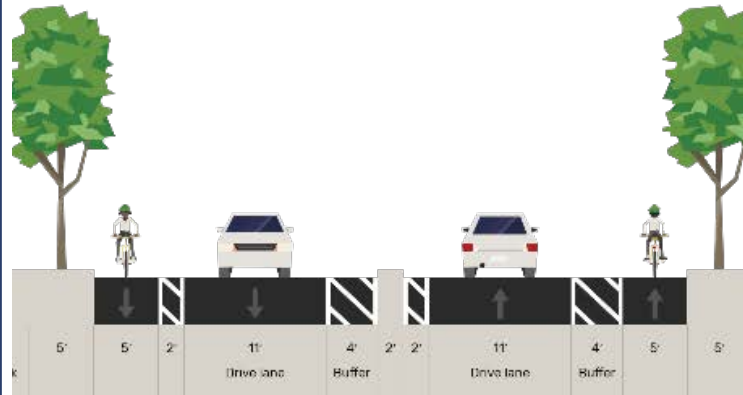
- Two 10' travel lanes
- 2' buffer and 8' two-way protected bike lane on south/west side
- Must remove 1 spot for visibility

# Tunlaw Rd NW – 39<sup>th</sup> St to 42<sup>nd</sup> St



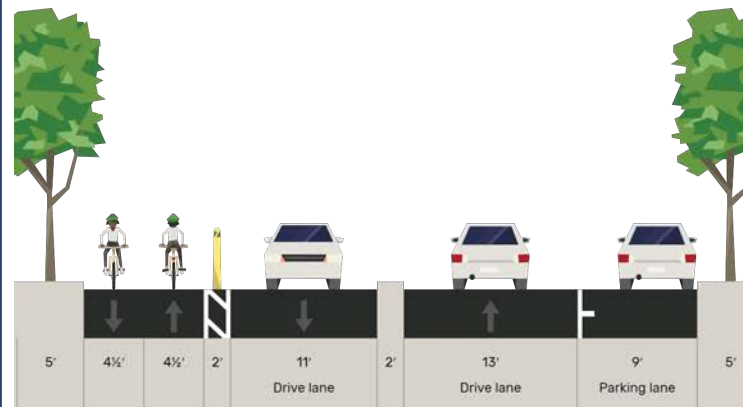
## EXISTING

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



## Proposed Alternative 1

- Same as existing condition

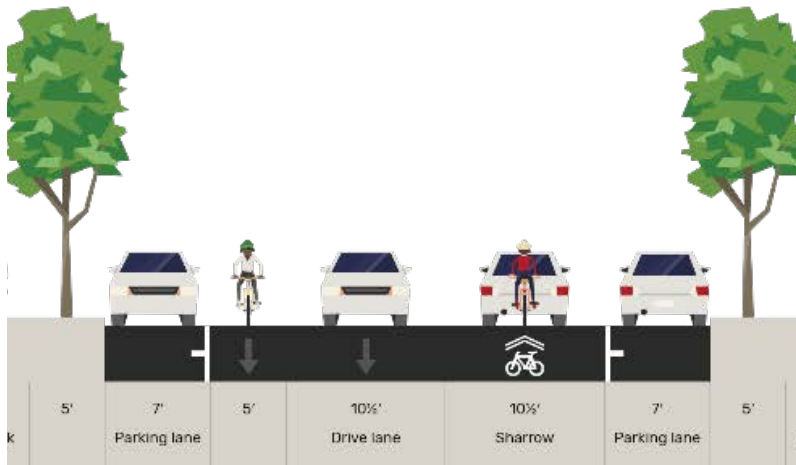


## Proposed Alternative 4

- 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

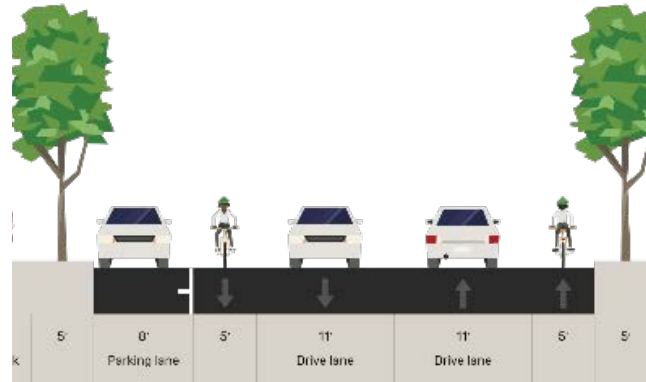


# New Mexico Ave NW – 42<sup>nd</sup> St to Garfield St



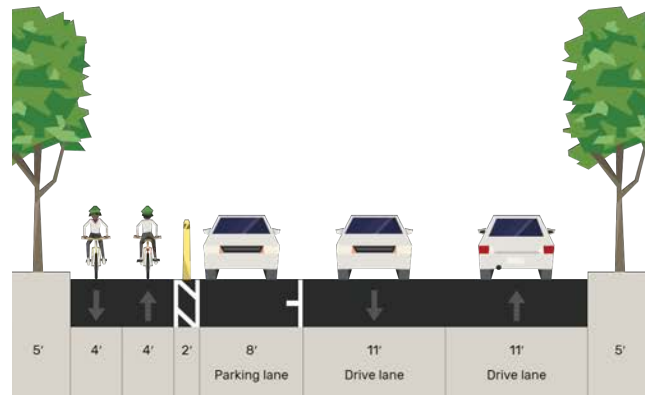
## EXISTING

- 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

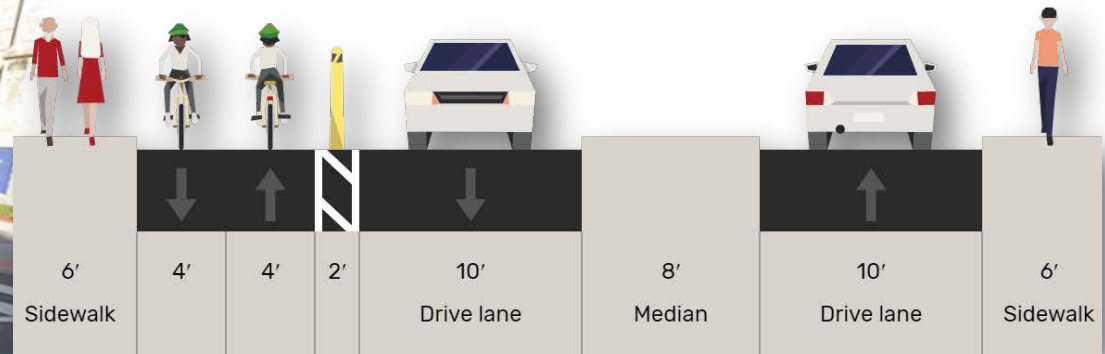


## Proposed Alternative 4

- 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 39<sup>th</sup> Street to 2610 Tunlaw and parking on both sides of Tunlaw south to Calvert Street; existing conditions on Tunlaw from 42<sup>nd</sup> to 3900 Tunlaw; shared lanes for bicycles and motor vehicles in the other portions of the corridor from 2610 Tunlaw south to 37<sup>th</sup> Street and Whitehaven Parkway, at the southern boundary of ANC3B

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

Alternatives	All Types of Parking Spaces (Embassy, RPP, and Unregulated)					RPP		Unregulated	
	Existing	Remaining	Removed	% Removed	% Remaining	RPP Remaining	RPP Spaces Removed	Unregulated Spaces Remaining	Unregulated Spaces Removed
1	262 Total (177 RPP plus 82 unregulated and 3 embassy on Tunlaw)	88	174	66%	34%	54	123	34	48
2		87	175	67%	33%	51	126	33	49
3		90	172	66%	34%	32	145	55	27
4		79	183	70%	30%	48	129	28	54
5		231	31	12%	88%	177	0	51	31

# 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 39<sup>th</sup> Street to 2610 Tunlaw and parking on both sides of Tunlaw south to Calvert Street; existing conditions on Tunlaw from 42<sup>nd</sup> to 3900 Tunlaw; shared lanes for bicycles and motor vehicles in the other portions of the corridor from 2610 Tunlaw south to 37<sup>th</sup> Street and Whitehaven Parkway, at the southern boundary of ANC3B

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

Alternatives	All Types of Parking Spaces (Embassy, RPP, and Unregulated)						RPP		Unregulated	
	Existing	Remaining	Added-39th to 42nd	Removed with Added	% Removed with Added	% Remaining with Added	RPP Remaining with Added	RPP Spaces Removed with Added	Unregulated Spaces Remaining with Added	Unregulated Spaces Removed with Added
1	<b>262 Total</b> (177 RPP plus 82 unregulated and 3 embassy on Tunlaw)	88	0	174	66%	34%	54	123	34	48
2		101	14	161	61%	39%	51	126	47	35
3		106	16	156	60%	40%	32	145	71	11
4		95	16	167	64%	36%	48	129	44	38
5		231	0	31	12%	88%	177	0	51	31

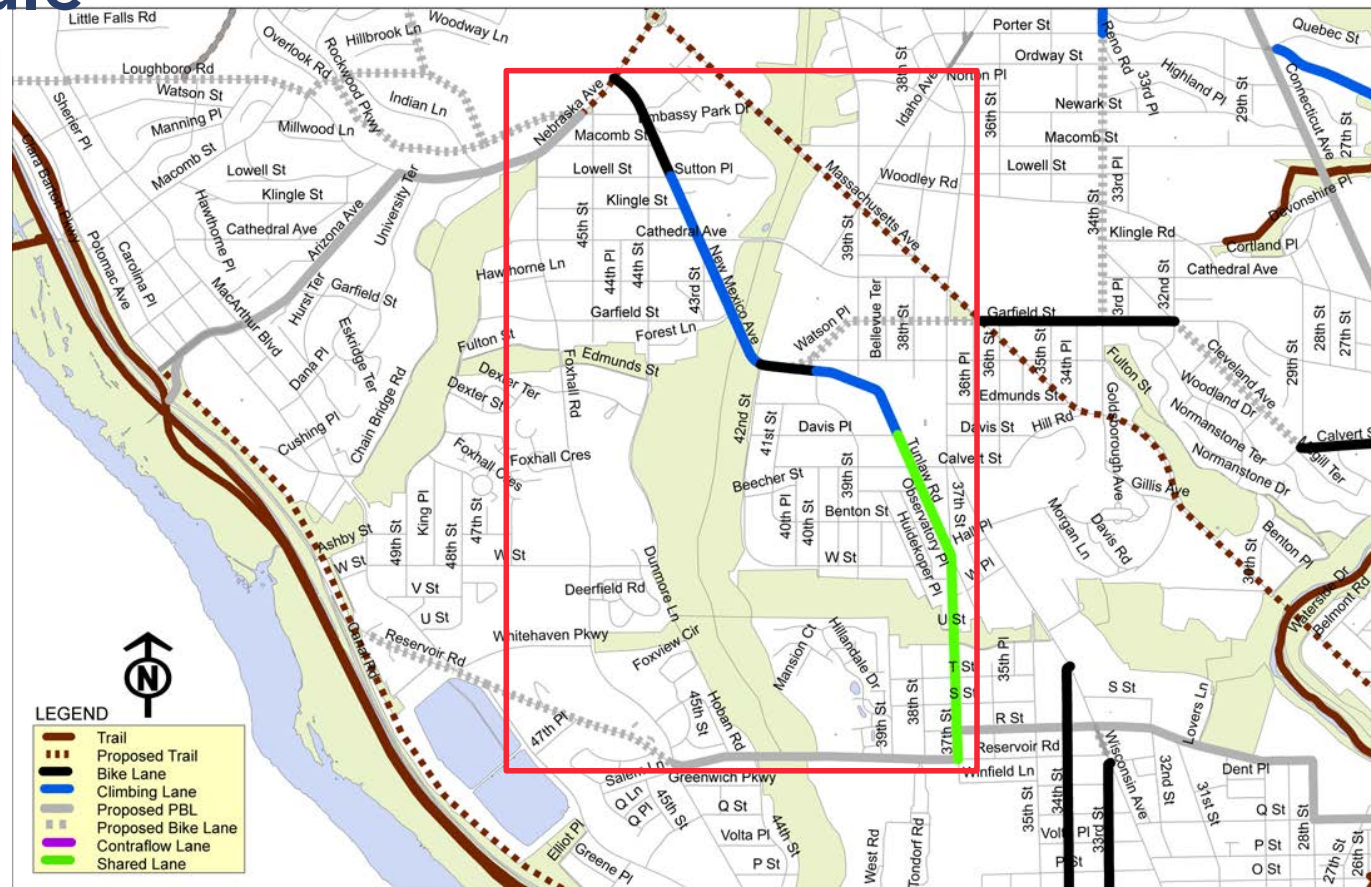


# Parking Table

Street	From	To	# Existing Parking Spaces		Residential Permit Parking	# Parking Spaces Remaining				
			North/East	South/West		Alt 1 - bike lanes	Alt 2 - two-way E side, parking W side	Alt 3 - two-way W side, parking E side	Alt 4 - two-way W side, parking W side	Alt 5 - W climbing lane from 39th to 2610 Tunlaw
New Mexico	Garfield St	42nd St	32	33	65	33	33	32	29	65
Tunlaw	42nd St	Fulton St	0	0	0	0	0	0	0	0
	Fulton St	39th St	0	0	0	0	0	0	0	0
	39th St	3900 Coop	0	11	0	11	11	4	10	11
	3900 Coop	Russian Embassy	20	16	0	16	16	23	15	16
	Russian Embassy	Davis Pl	13	18	11	18	20	13	17	20
	Davis Pl	Calvert St	18	10	10	10	7	18	8	28
	Calvert St	Beecher St	8	9	17	0	0	0	0	17
	Beecher St	Benton St	18	18	36	0	0	0	0	36
	Benton St	37th St (N)	0	13	13	0	0	0	0	13
	37th St (N)	37th St (S)	0	0	0	0	0	0	0	0
Subtotal (Tunlaw)			77	95	87	55	54	58	50	141
37th	Whitehaven	Tunlaw	25	0	25	0	0	0	0	25
Total			134	128	177	88	87	90	79	231
Total (both sides)			262					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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## District Department of Transportation

Mike Goodno, DDOT Bicycle Program Specialist, [mike.goodno@dc.gov](mailto:mike.goodno@dc.gov) 202-671-0681

Gilberto Solano, DDOT Bicycle Program Specialist, [gilberto.solano@dc.gov](mailto:gilberto.solano@dc.gov) 202-478-5715