PENN AVE SOUTHEAST
SAFETY. MOBILITY. COMMUNITY.

Pennsylvania Avenue SE Corridor Study

Project Overview

December 2020

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Meeting Agenda

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1. Welcome
2. Project Background
3. Existing Conditions Highlights
4. Candidate Alternatives

Public Meeting #1 – Purpose

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- Introduce the project
- Share initial existing conditions findings
- Get your input on the project and Candidate Alternatives
  - What are your thoughts on the Penn Ave SE corridor?
  - What are your ideas and concerns about the project?
  - What are your thoughts on the Candidate Alternatives?
  - Are we missing anything?

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BACKGROUND

What is a Separated Bike Lane?

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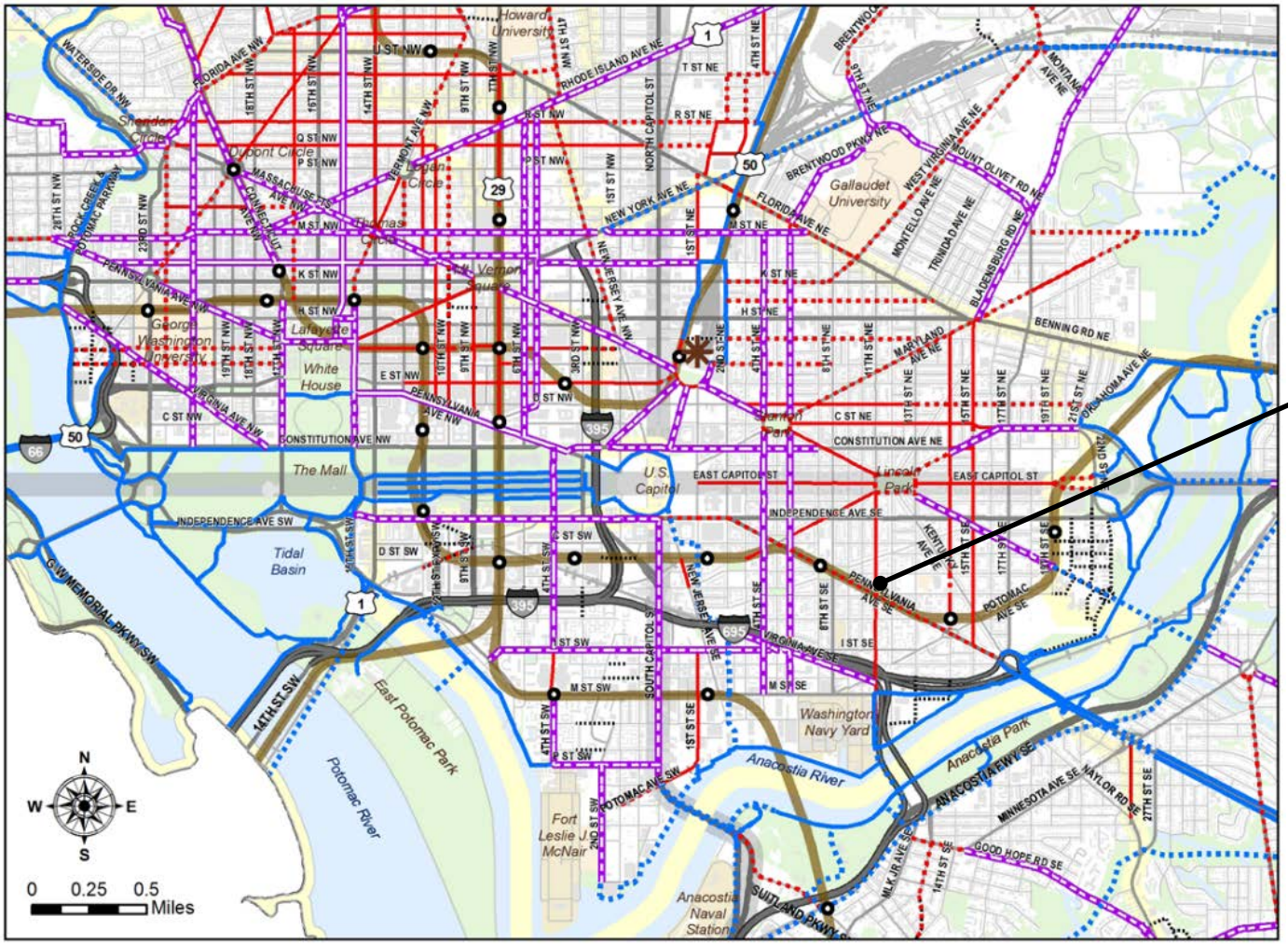
Sidewalk

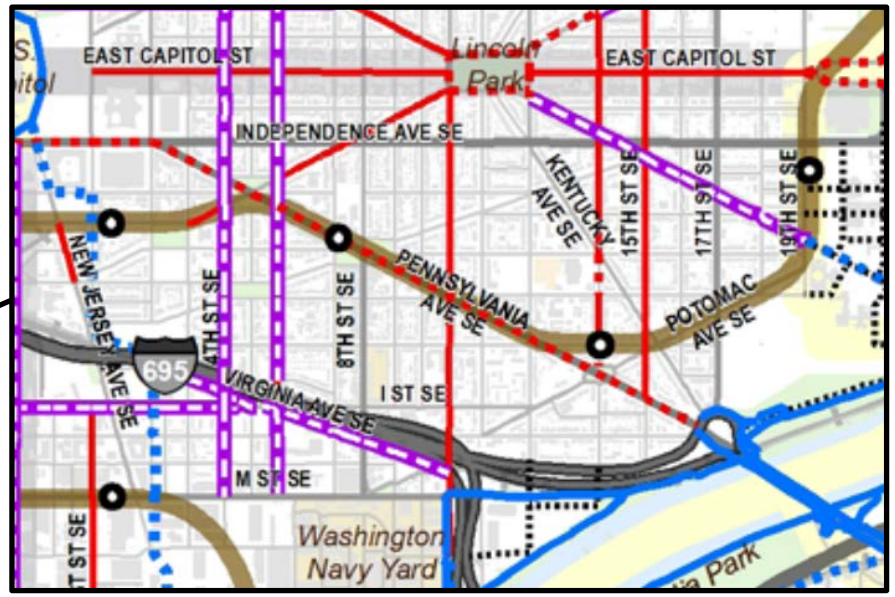
One-way or Two-way Bike Lane

Buffer

Traffic or Parking Lane

moveDC – Bike Element





Recommended Bike Network

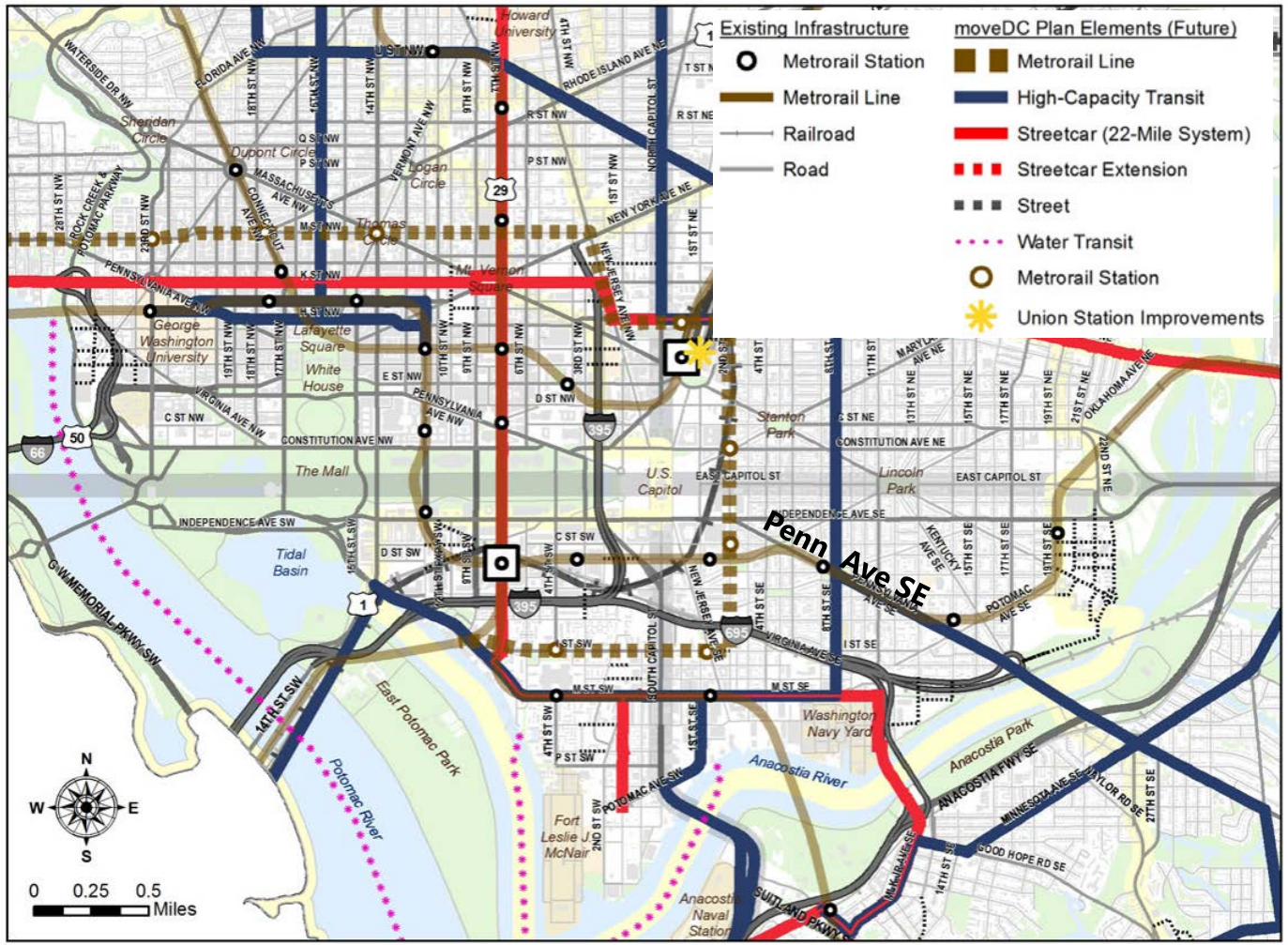
Existing Infrastructure

- Metrorail Station
- Metrorail Line
- Cycle Track
- Bike Lane (incl. Contraflow & Climbing)
- Trail
- Railroad
- Road

moveDC Plan Elements (Future)

- Trail
- Bicycle Lane
- Cycle Track
- Street
- Union Station Improvements

moveDC – Transit Element



DDOT Planned Major Transit Network

WMATA Priority Corridor Network

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Project Overview

Pennsylvania Avenue SE Study Corridor

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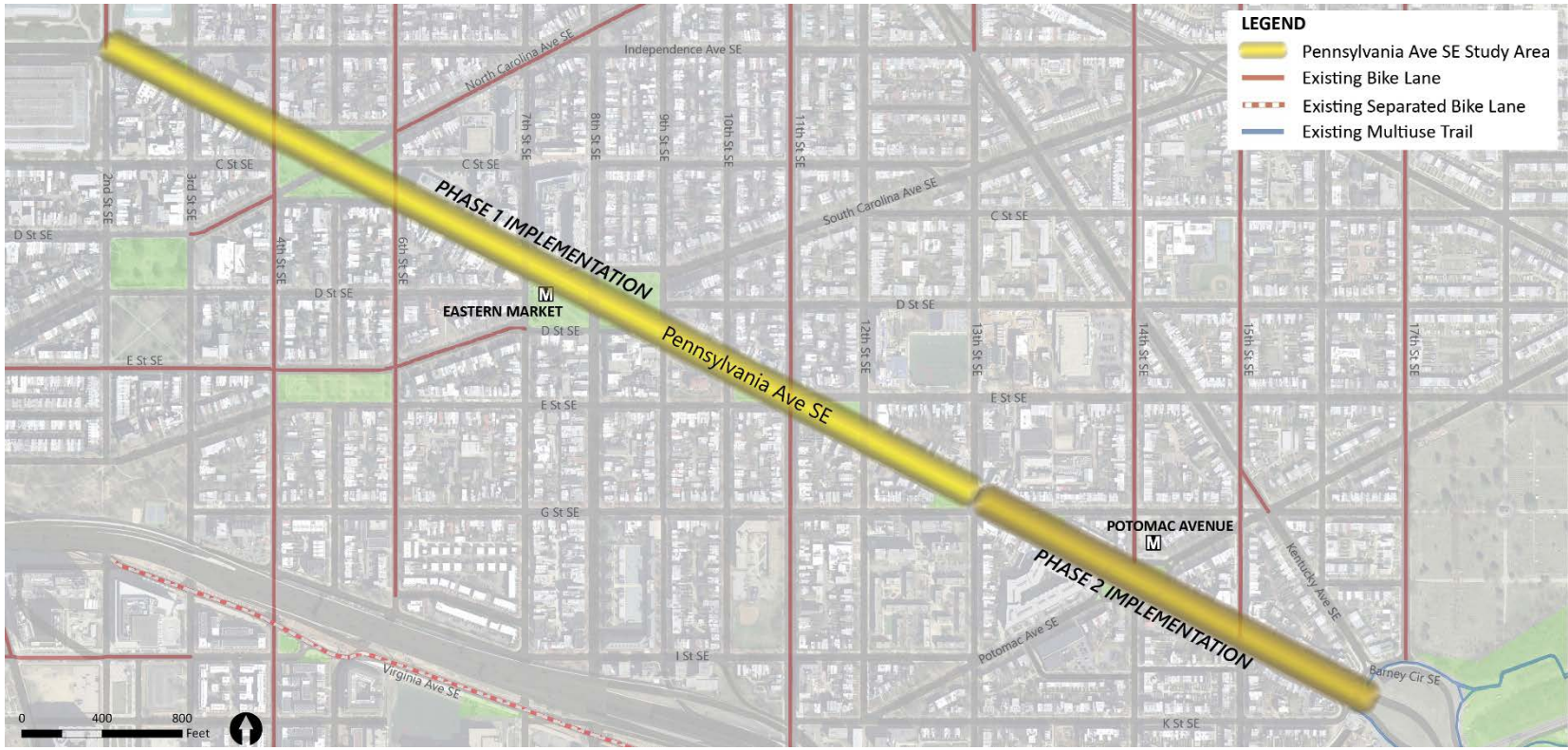
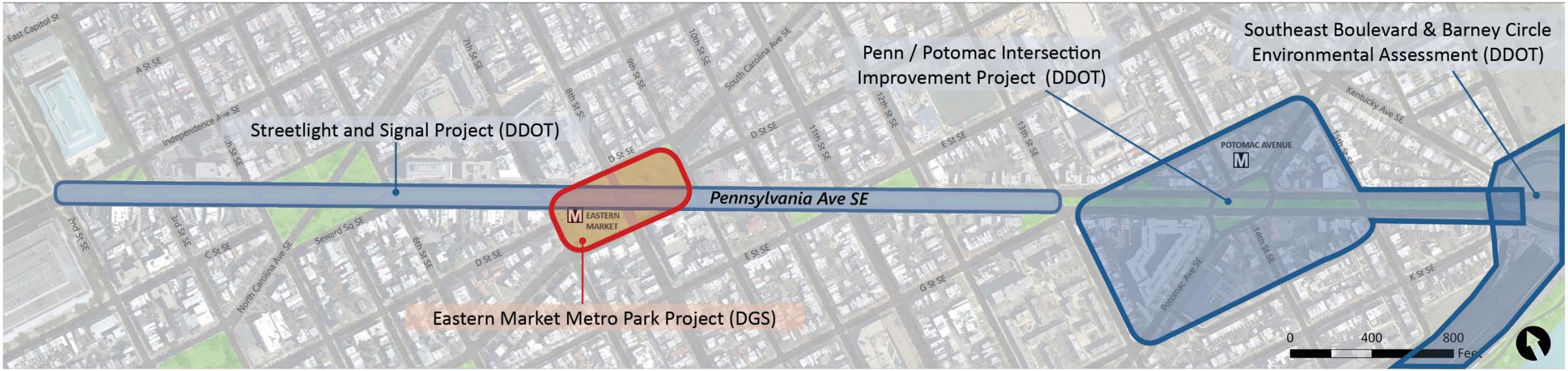
- Provides critical connectivity
  - Primary route to I-295, MD 4, Capital Beltway
  - Key bus, bike, and pedestrian connection to downtown and communities to east and south
- MoveDC Recommendations
  - Dedicated bike facility
  - High Capacity Transit Corridor
  - High priority Freight Improvement Corridor
- Commercial hub for the Capitol Hill neighborhood



Study Corridor Map

Concurrent Projects



Pennsylvania Avenue SE Corridor Study

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The goal of the Pennsylvania Avenue SE Corridor Study is to redesign the corridor to provide for safer, more accessible multimodal transportation options.

Project Objectives

- Improve mobility, transportation safety, and options for all users
- Provide comfortable, intuitive separated bike lanes
- Evaluate opportunities to prioritize buses
- Equitably reorganize the roadway and curbside for all modes with a cohesive approach to curbside management
- Ensure the project is compatible with planned improvements at Potomac Avenue SE

Corridor Study Project Schedule

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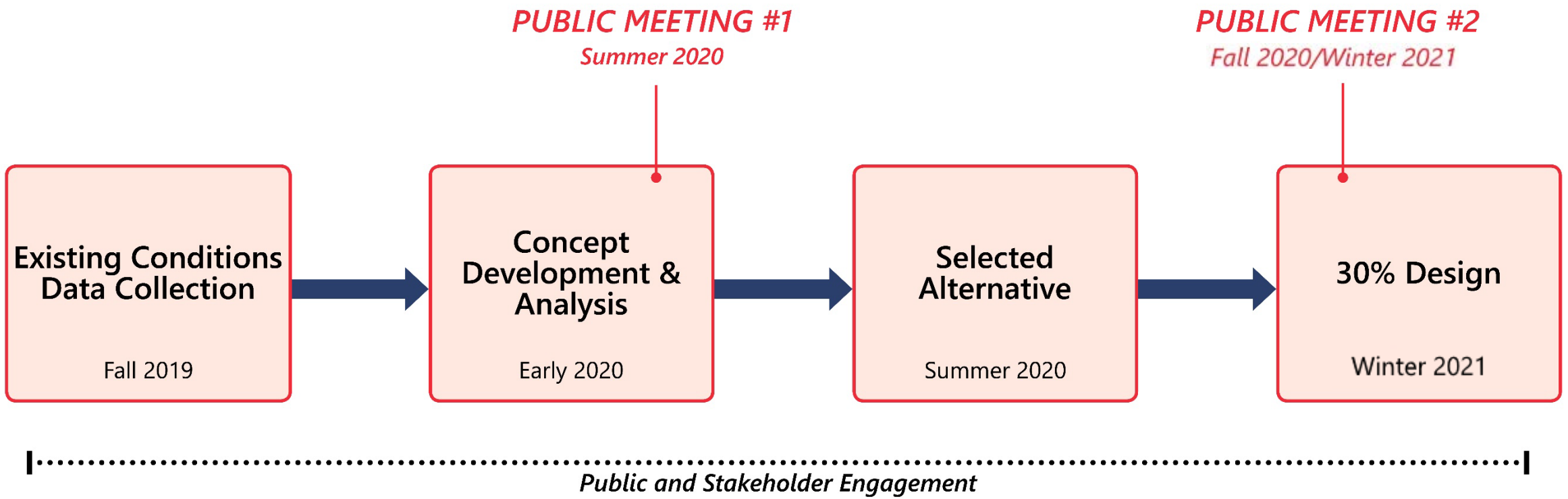

Overall Schedule

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The Penn Ave SE project will proceed in **two phases,** coordinated with the Environmental Assessment process for Penn / Potomac Intersection Improvements:

Phase 1: 2nd Street SE to 13th Street SE

Phase 2: 13th Street SE to Barney Circle SE

Phase 1 planning & 30% design

Phase 1 design

Phase 1 installation

Phase 2 planning & design

Phase 2 installation (after Penn/Potomac construction complete)

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EXISTING CONDITIONS HIGHLIGHTS

Data Collection & Analysis

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- Vehicle, bicycle, and pedestrian counts
- Connectivity to the bike network
- Bus routes, stops, ridership, and operations
- Crash history
- Parking and curbside designations and activity
- Traffic operations analysis
- Roadway widths and lane configurations

Note: Existing Conditions are based on data and observations from 2019 and reflect pre-COVID-19 mobility conditions.

Existing Conditions:
Three Travel Lanes with Full-time Parking

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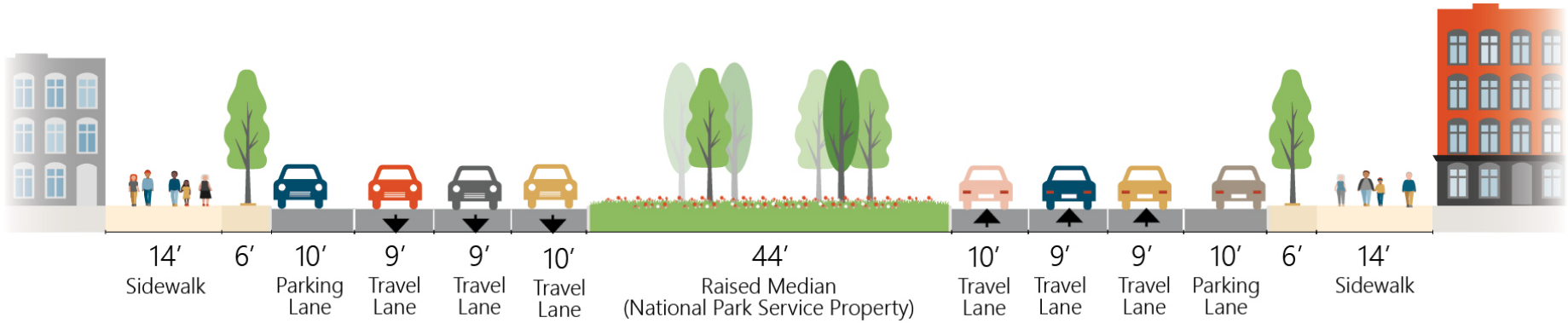
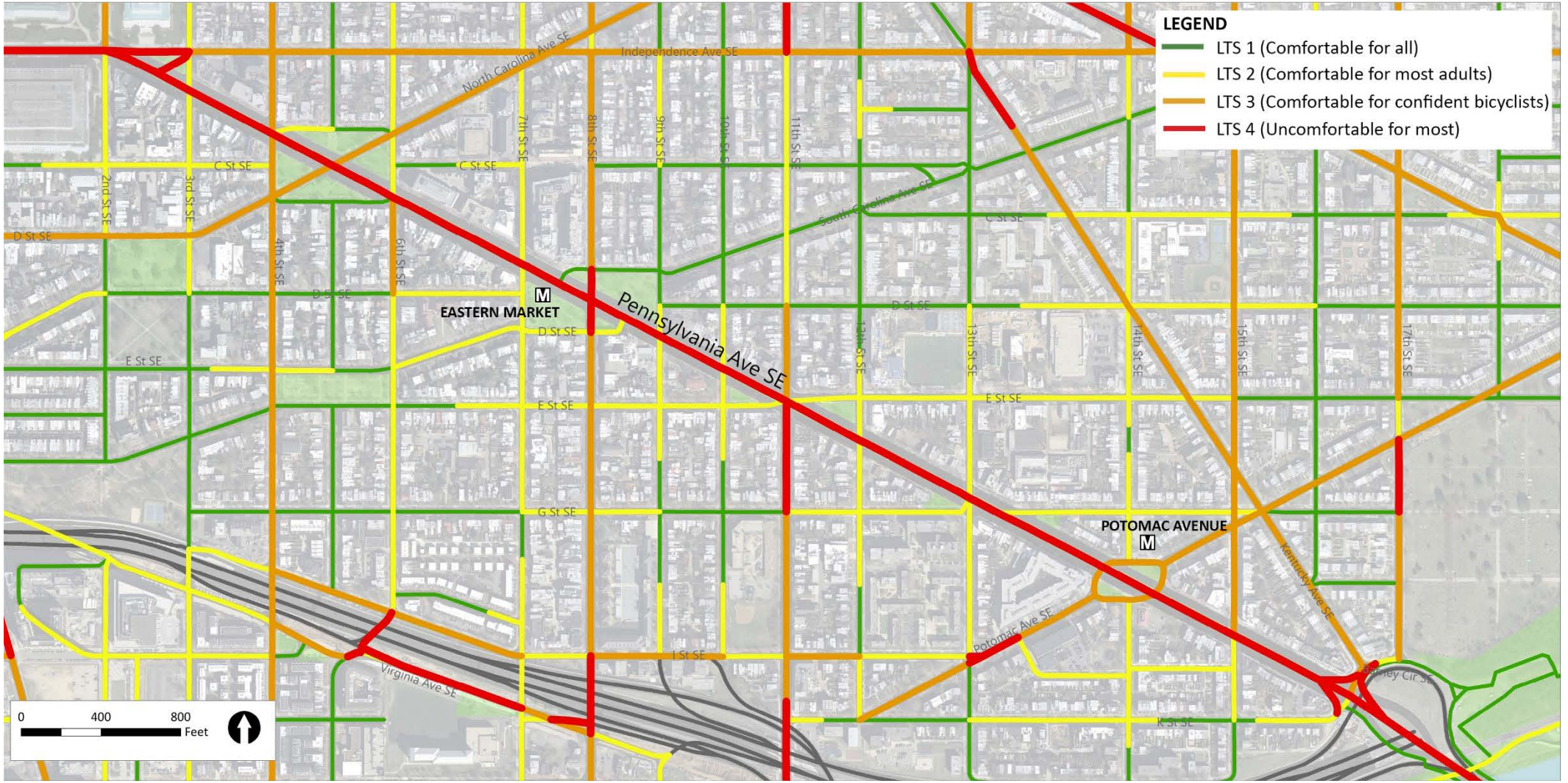


EXISTING CONFIGURATION

Bicycle Level of Traffic Stress (LTS)



Safety Summary – Crashes by Type (2016-2018)

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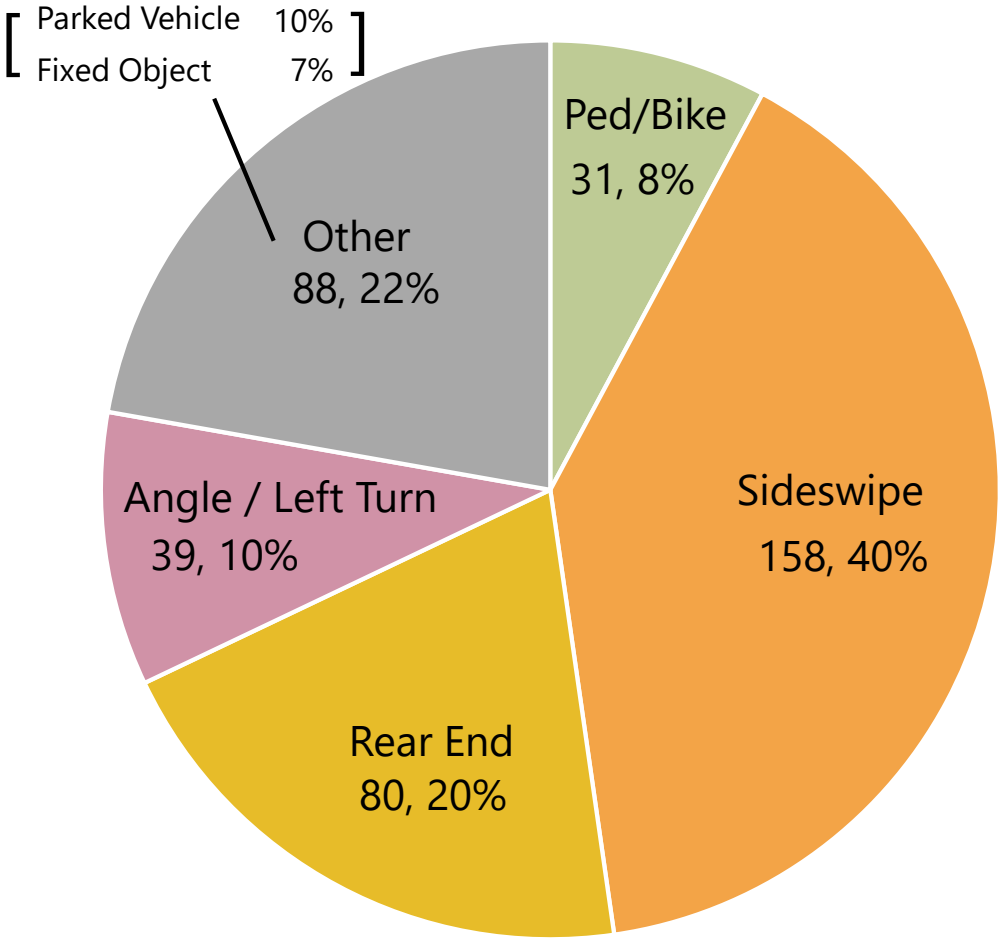

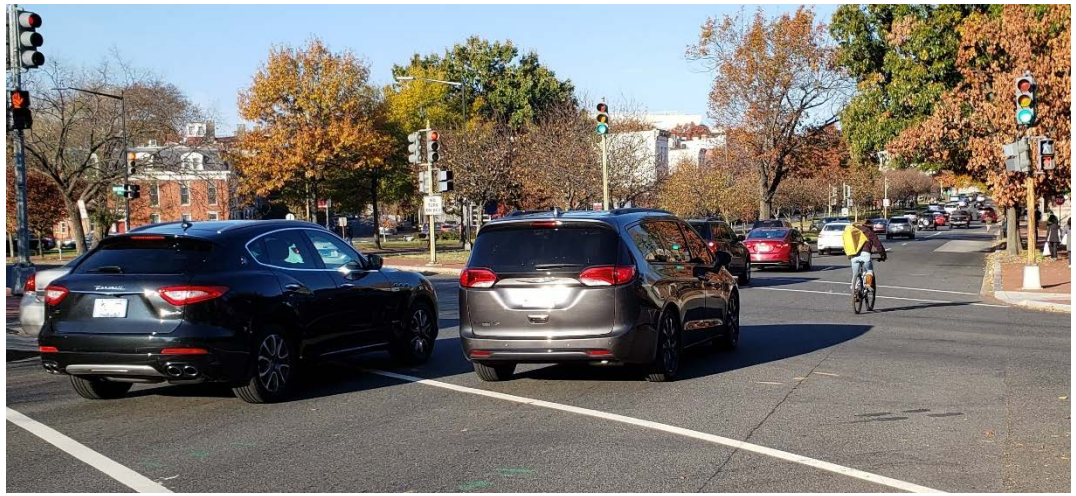

Safety Summary – High Incidence Locations (2016-2018)

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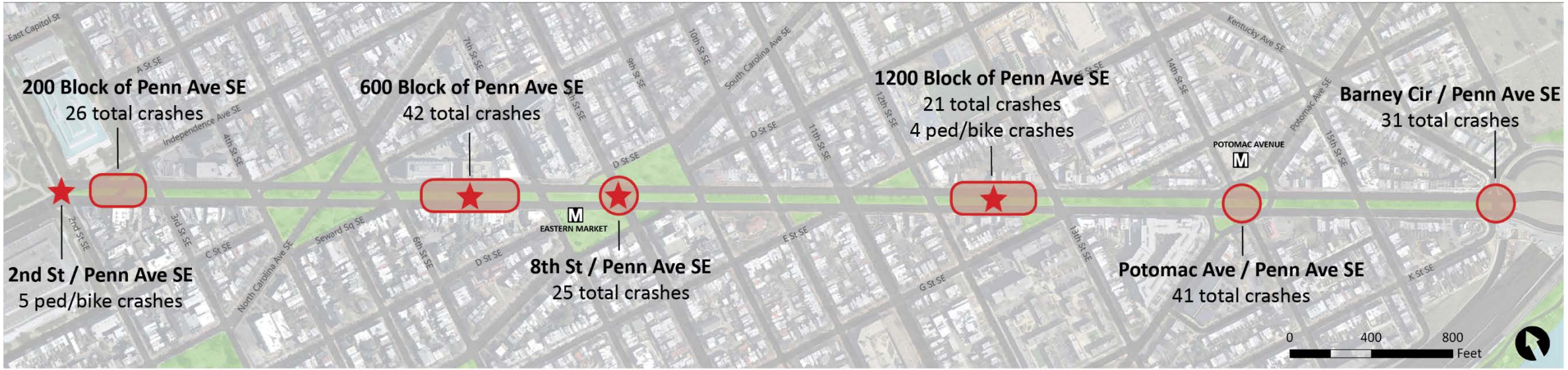

LEGEND

- High Incidence Location - Total Crashes
- High Incidence Location - Ped/Bike Crashes

- 396 total reported crashes from 2016-2018, one fatality
- 8% of all crashes involved pedestrians or bicyclists
- High incidence of sideswipe crashes reflects weaving behavior due to median spillback, active curbside

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CANDIDATE ALTERNATIVES

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Alternatives Development, Analysis, and Selection

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July 8 Presentation
Virtual Presentation

250+ public comments

Alternative A:
Separated Bike Lanes with Peak-restricted Parking

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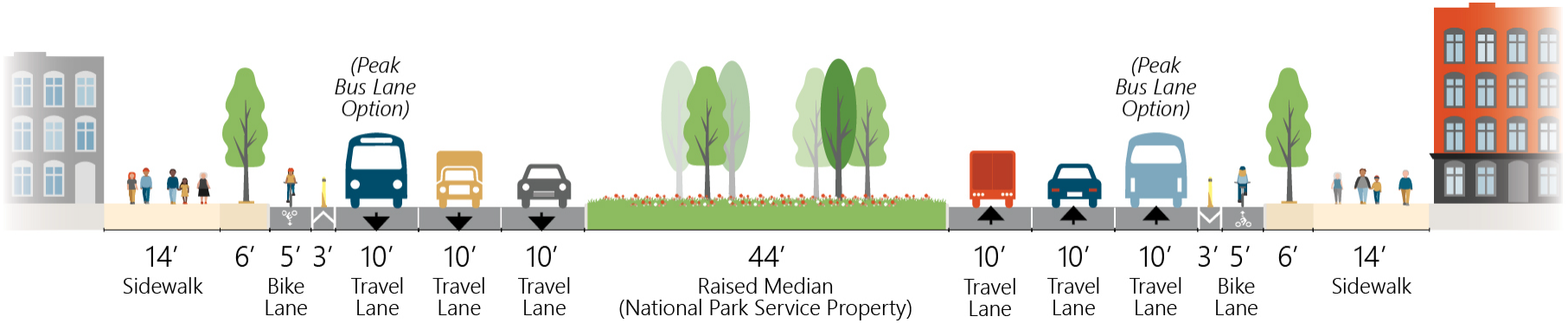

Parking restricted in peak period, peak direction (e.g., westbound in AM Peak); Peak Bus Lane proposed as peak hour, peak direction

PRECEDENT CONFIGURATION

Washington, DC

M Street NW Separated Bike Lane

Peak-restricted parking

Alternative B:
Separated Bike Lanes with Full-time Parking

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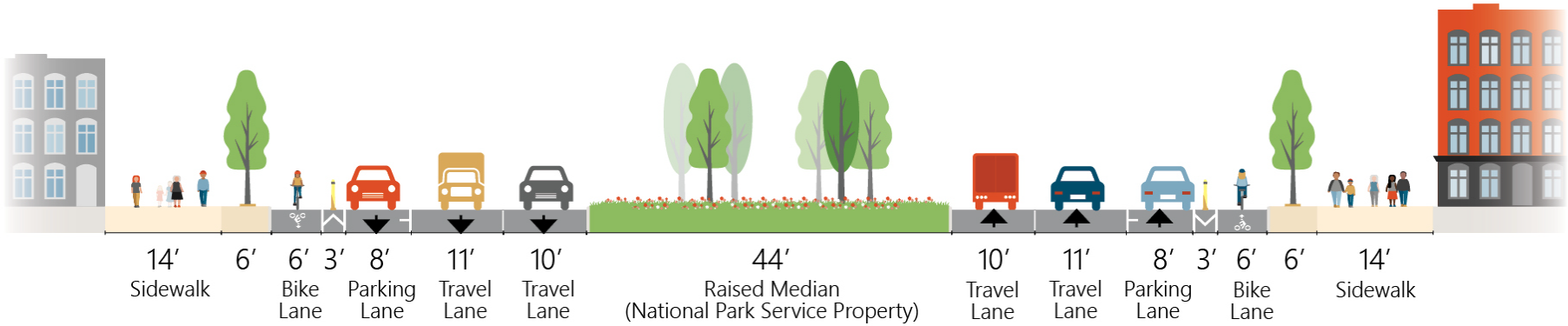

PRECEDENT CONFIGURATION

Silver Spring, MD

Spring Street Separated Bike Lanes

Full-time parking

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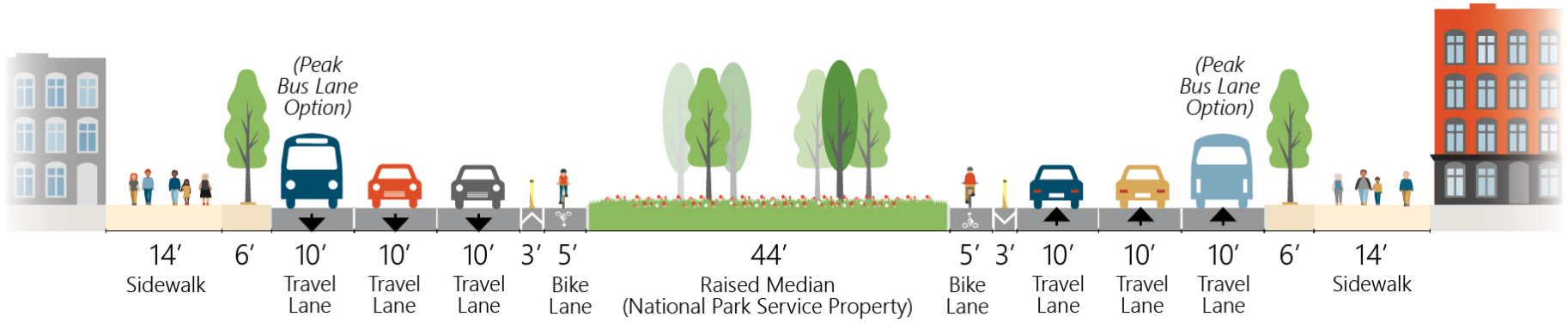
Alternative C:
Median-adjacent Separated Bike Lanes



Parking restricted in peak period, peak direction (e.g., westbound in AM Peak); Peak Bus Lane proposed as peak hour, peak direction

PRECEDENT CONFIGURATION

New York, NY

Allen Street Separated Bike Lanes

Median-adjacent lanes

Project Materials

Please visit the project website at www.pennavese.com to review the virtual boards that provide additional project information, including:

- Project Background
  - Study overview
  - Schedule
  - Planning considerations
- Multimodal Network & Operations
  - Bike and bus network
  - Bus performance
  - Curbside management
  - Traffic operations
- Candidate Alternatives
  - Selection process
  - Tradeoffs
  - Bus stop treatment options
  - Concept drawings

Stay Connected

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