

# M St, NW

## Protected Bike Lane Fact Sheet

May 2014



### What is happening on M Street, NW?

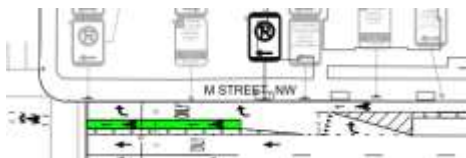
DDOT has installed a protected bike lane (also known as a cycle track) on the north side of M Street between 14th and 28th Streets, NW. This will be the third of its kind in the District and will be the westbound complement to the existing eastbound lane on L Street. The lane is designed to give bicyclists more protection from cars than a typical bike lane, and to prevent illegal parking in the bike lane. DDOT is installing the lane as a “retrofit” project, rather than a resurfacing like L Street in 2012.



*L Street NW protected bike lane*

### What will happen to parking and loading?

Most parking and loading along the north side of M Street will remain, but will be *shifted one lane to the left of the bike lane*. From 14th to 17th Streets, some rush-hour parking restrictions will be removed to allow full-time parking. *Motorcycle-only parking will be relocated* from the 1700 block of M Street to the adjacent Rhode Island Ave. From 17th Street to Connecticut Ave, traffic volumes require removing some of the parking to accommodate traffic lanes. From Connecticut Ave to 26th Street, some parking will remain rush-hour restricted while other areas will change to full-time parking. Along the corridor, a few parking spaces will be removed at each intersection to accommodate turn lanes. In total, there will be a net decrease of roughly 60 parking spaces.



*M St NW “mix zone” design*

### What about right turns?

At most intersections, cars must yield to bicyclists. When clear, cross the bike lane and enter the right-turn lane. This is similar to what is occurring now on L Street for left turns, with some minor design revisions. Right-turning cars at 22<sup>nd</sup> St NW will not merge into the bike lane, but will instead follow a new traffic signal with a right arrow.

### How do I ride a bicycle through the intersection of M Street, Rhode Island Ave, and Connecticut Ave?

Follow the bike lane to the right, around the rain garden, turn left into the curb-separated bike lane along Rhode Island Ave, and follow the bicycle traffic signal to move through the intersection.



*Rhode Island Ave intersection*

### Will this affect traffic?

The initial results from our evaluation of the L Street bike lane show a minimal change in the time it takes to drive from one end of the corridor to the other, and large increases in bicycling in the corridor. Similarly, our traffic modeling predicts minimal increased delay on M Street after installing the protected bike lane.

### What are the benefits of protected bike lanes?

As shown on 15<sup>th</sup> and L Streets, separating bicycles from car traffic with a physical barrier makes people feel safer about riding a bicycle, leading to significant increases in bicycling. The M Street protected bike lane will provide dedicated space for bicycling downtown for nearly all of the 1.3 miles of this project.

### What about bus stops?

There is one Circulator bus stop at 24th Street. Rather than block the bike lane, busses will stop at a new raised median installed to the left of the bike lane just west of 24th Street.



*Bus stop median*

### Where can I get more information on this project?

Go to <http://ddot.dc.gov/page/bicycles-and-pedestrians> and click on the ‘Bicycle Lanes’ link, or contact Mike Goodno, DDOT Bicycle Program Specialist at [mike.goodno@dc.gov](mailto:mike.goodno@dc.gov)