



Minnesota Ave SE Bus Priority

ANC 7F

February 2022



Agenda

- Timeline
- Background
- Concept Overview



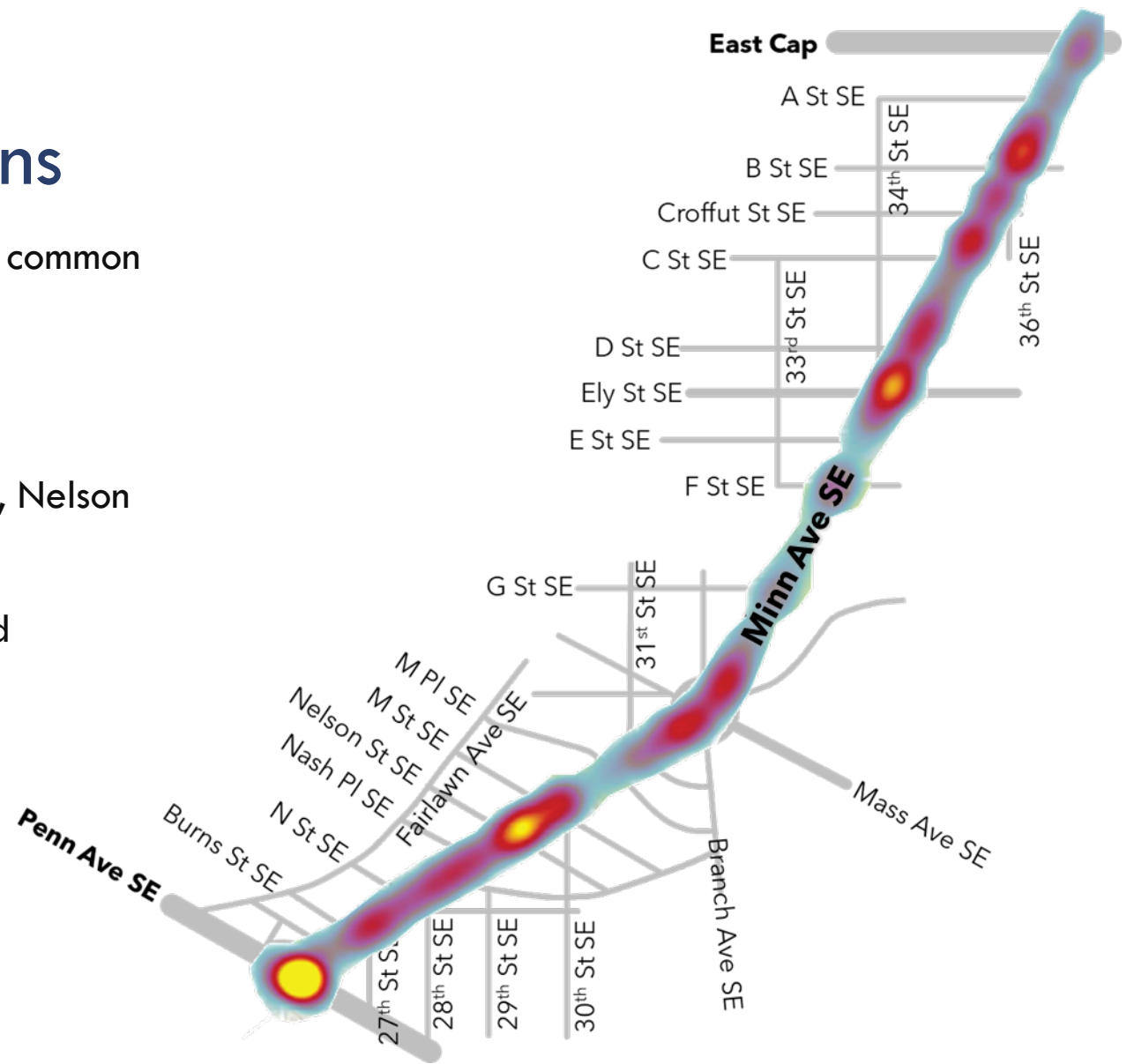
Timeline

- May 2021 – ANC Monthly Meeting Presentation (Needs Assessment)
- June 7, 2021 – Hang posters and meet riders
- September 2021 – ANC Monthly Meeting (Alternatives Analysis)
- November 1, 2021 – Deliver flyers to residences and businesses
- January 27, 2022 – Notice of Intent published
- March 14, 2022 – Notice of Intent comment period closes
- Spring or summer 2022 – Construction begins



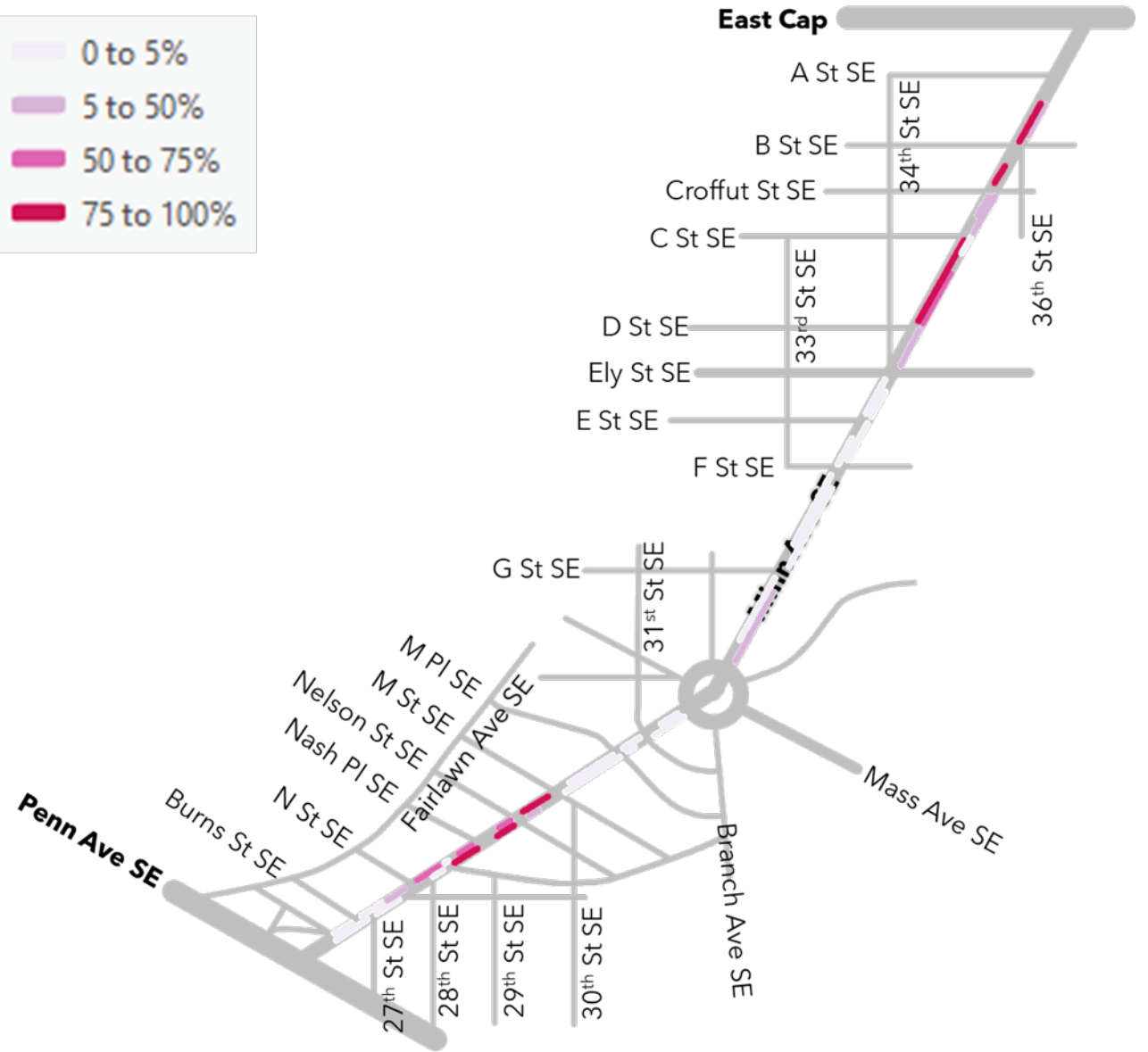
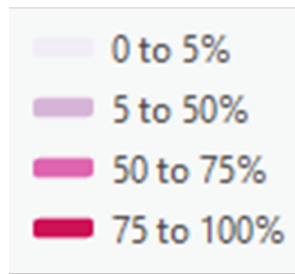
Traffic Safety and Operations

- Rear end and failure to stay in lane crashes are most common
 - Drivers merging into non-parking lane
 - Drivers changing lanes to avoid left turn queue
- Most crashes occur at B St SE, Ely PI SE, Randle Circle, Nelson PI SE, and Pennsylvania Ave SE
- Congestion is most severe in AM rush hour, southbound approaching Pennsylvania Ave SE



Parking Occupancy Rate

- Limited demand for parking in many areas.
- High parking demand First Baptist Church, Nelson St retail, Ft Dupont, Kimball Elementary School loading zone.



Corridor Concepts

Proposed Concept Vocabulary

Protected Bike Lanes



Bus Bulb-out



Curb Extension



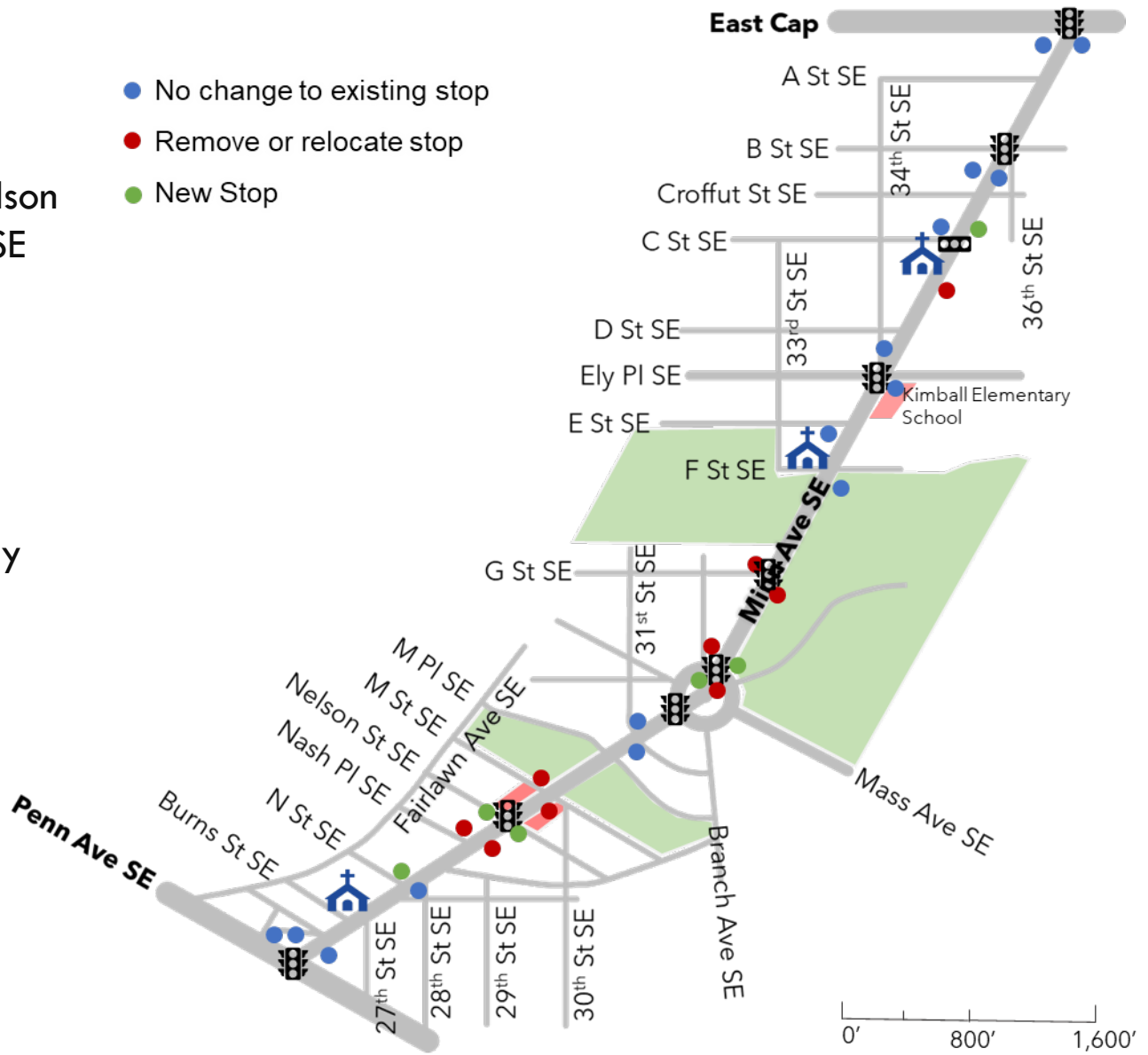
Bus Boarding Island



Proposed Concepts

- Make all parking full-time between B St SE and Nelson St SE and northbound between 27th and Nelson St SE
- Provides bike lanes between M St SE and Kimball Elementary School
- Relocation of bus stops
- Construction of traffic calming and pedestrian safety features:
 - 28 curb extensions
 - 5 bus bulb-outs
 - 6 median refuges
 - 4 new high-visibility crosswalks
 - 8 new wheelchair ramps

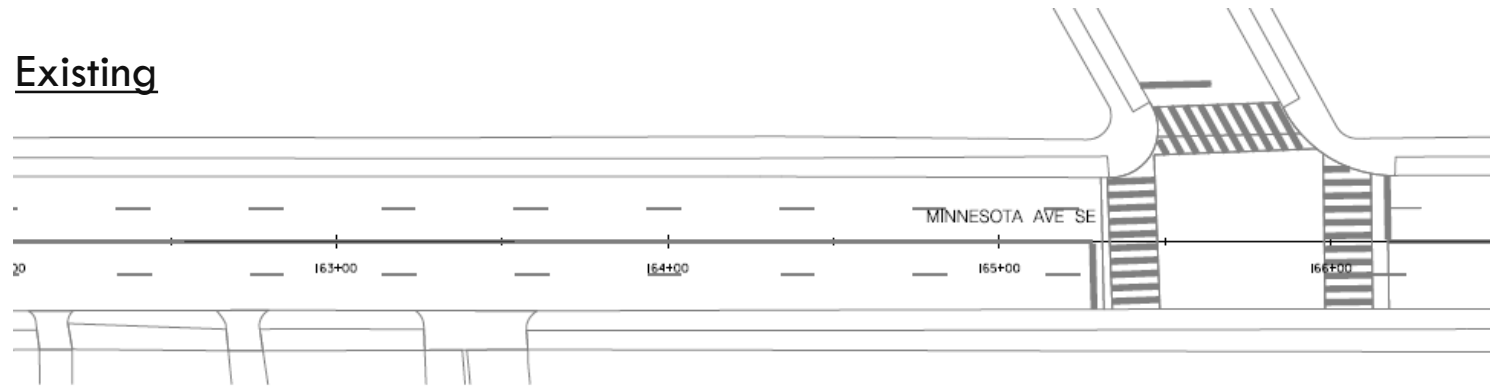
- No change to existing stop
- Remove or relocate stop
- New Stop



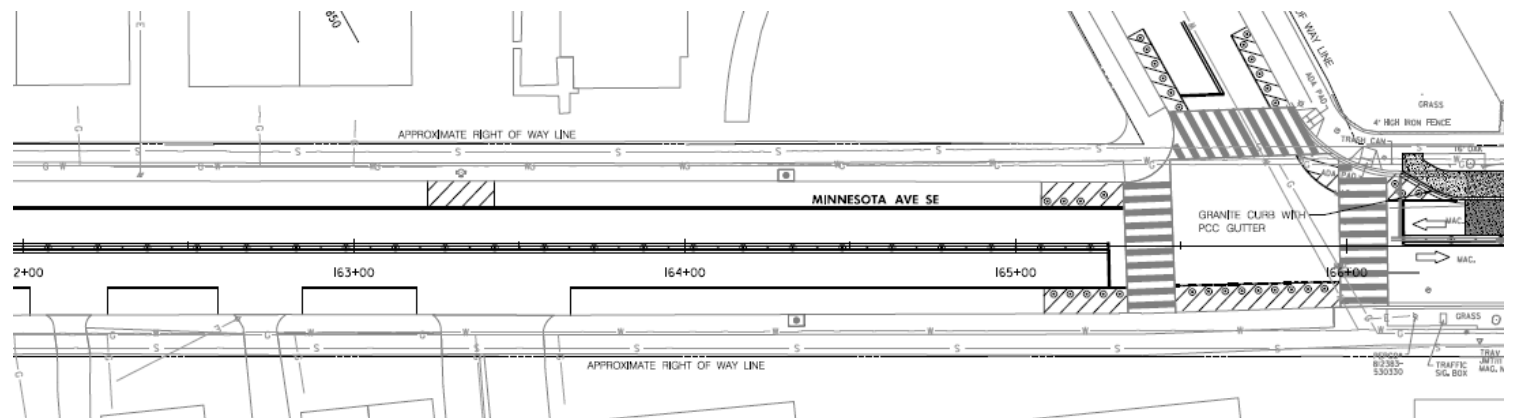
Typical conversion to full-time parking

- Eliminate passing lane
- Eliminate “multi-threat” crossings for pedestrians
- Increase visibility for pedestrians
- Reduce crossing distance for pedestrians
- Create opportunity for curb extension (see proposed image) and median refuge

Existing



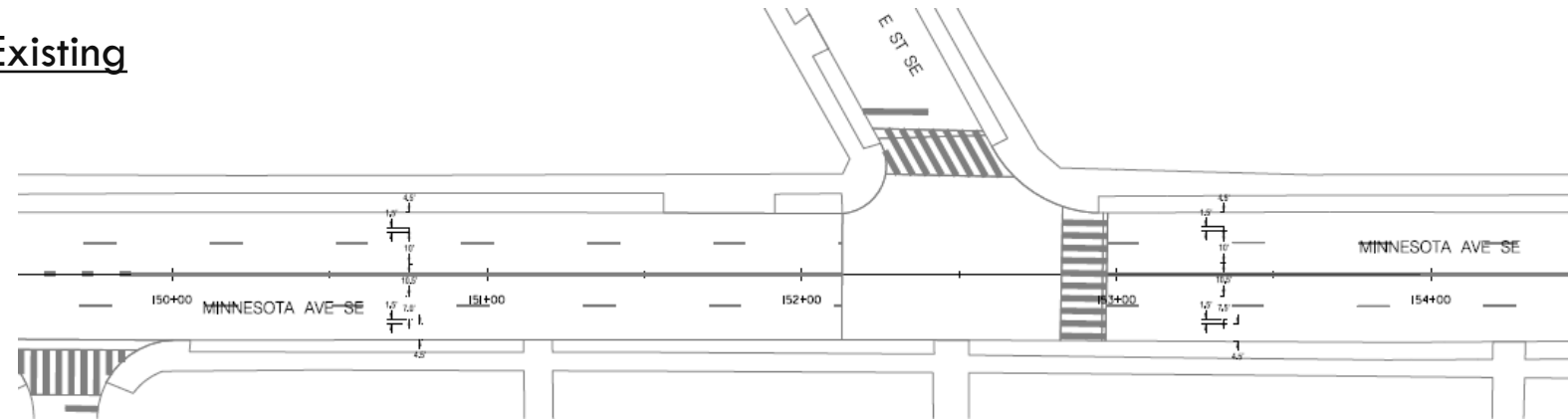
Proposed



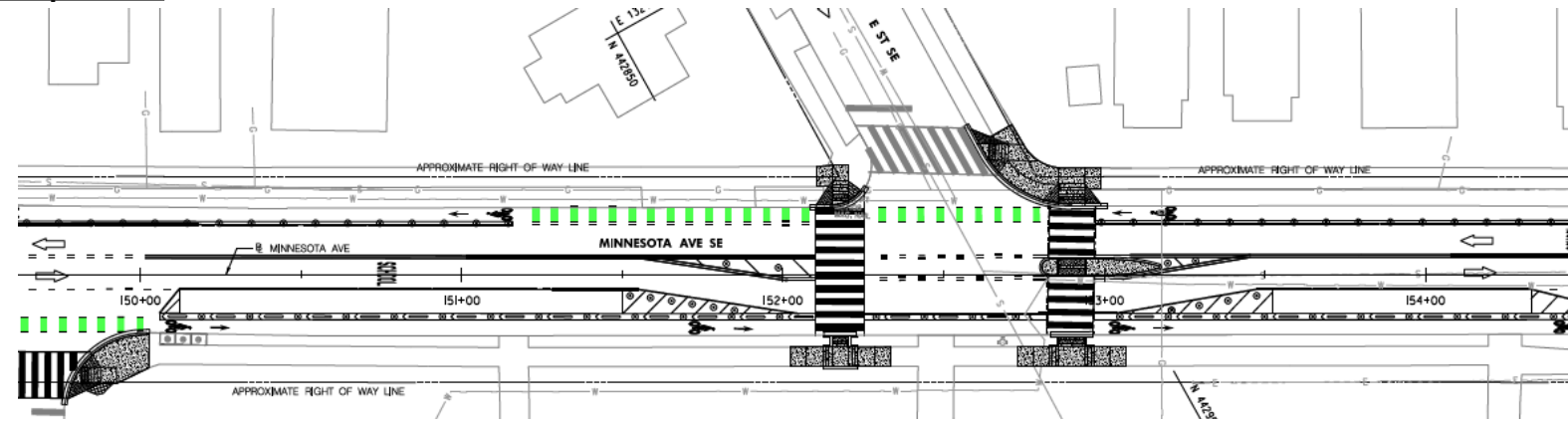
Typical conversion to full-time parking + protected bike lane

- Protected bike lane is preferred on busy streets
- Retain parking on one side of street
- High visibility crosswalks and wheelchair ramp on both legs of intersections.
- Create opportunity for curb extension and median refuge (see proposed image)

Existing



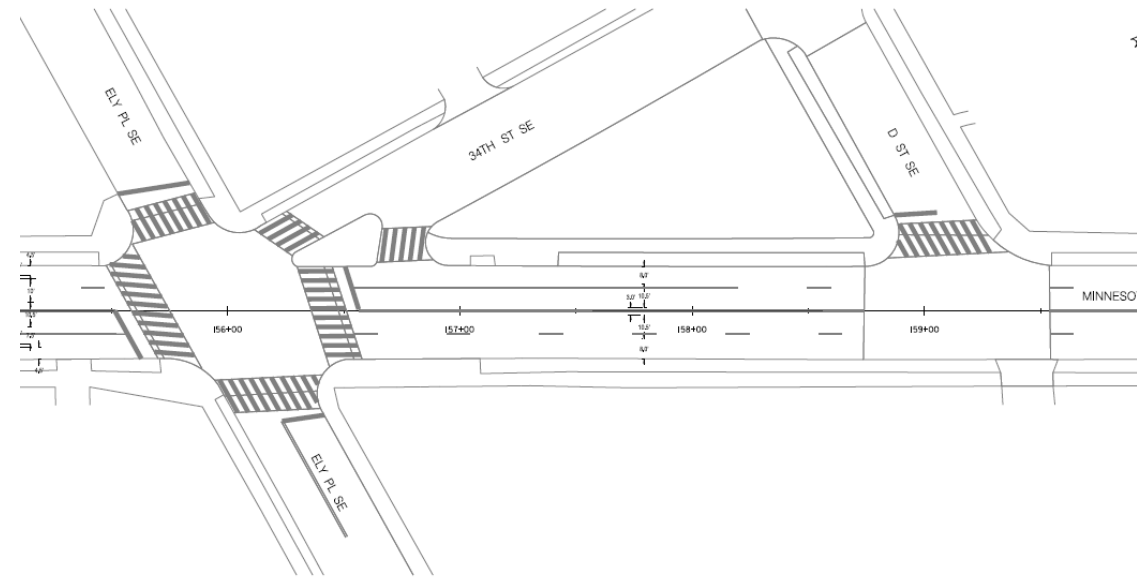
Proposed



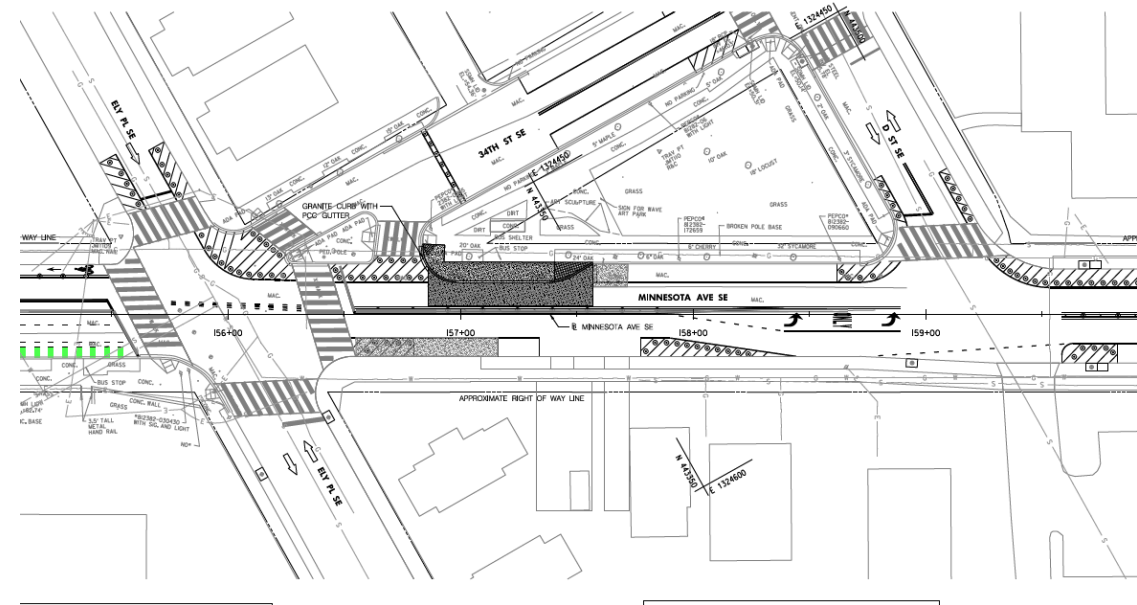
34th St SE Closure

- Eliminates dangerous northbound left turn from Minnesota Ave SE to 34th St SE.
- Reduces vehicle and pedestrian conflict at high priority location near elementary school.
- Reduces northbound speeding on 34th St SE.

Existing



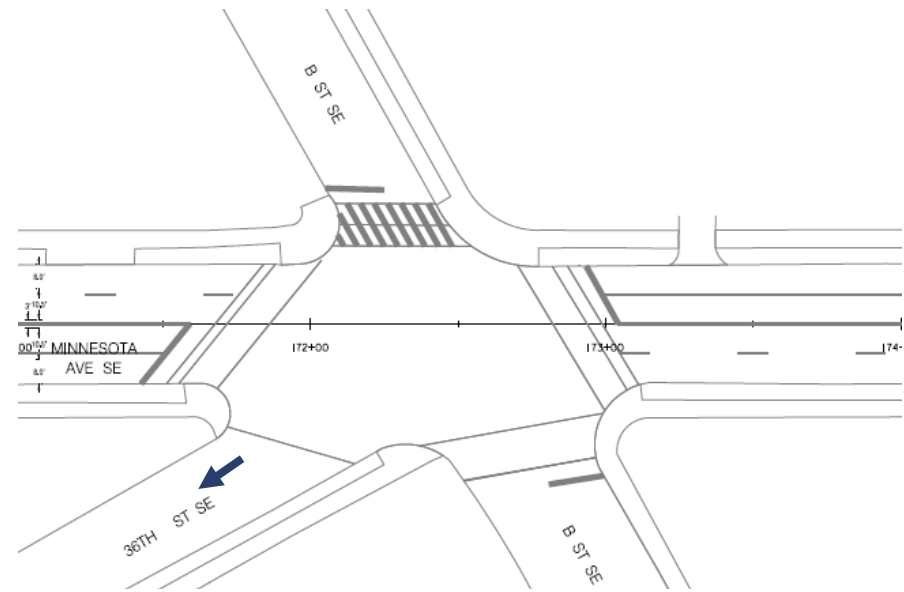
Proposed



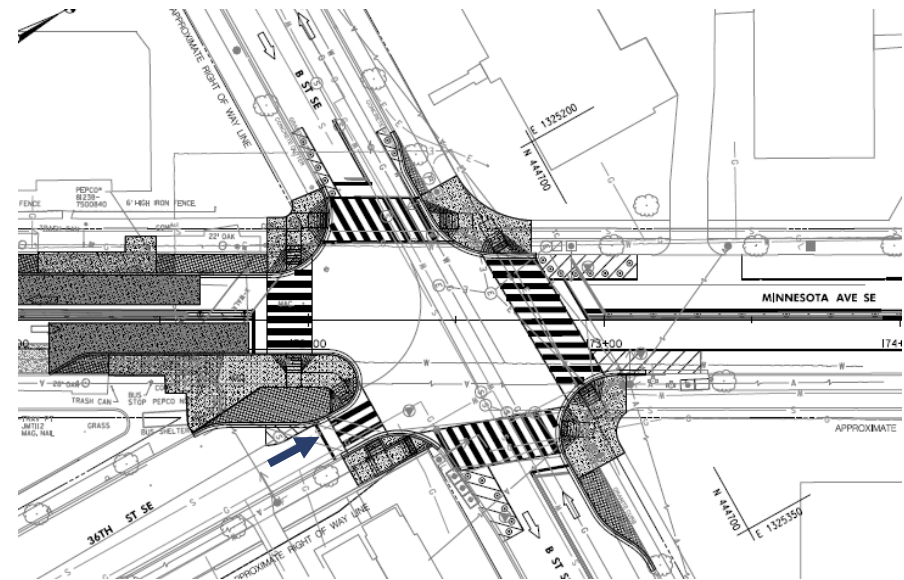
Existing

36th St SE One-way Reversal

- Addresses issues of dangerous, high speed southbound left turns to 36th St.
- Reduces vehicle and pedestrian conflict at high ridership bus stop.
- Shortens crossing distance and exposure to conflict for pedestrians.
- Adds crosswalk to 36th St crossing
- Adds wheelchair ramp to multiple locations



Proposed



Next Steps

- Provide Comments by Mar 14th
- Construction in spring or summer 2022

Questions and Comments

*Please provide
comments by March 14.*



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Bus Priority: ddot.dc.gov/page/bus-priority

Minn Ave Project: ddot.dc.gov/node/1530696