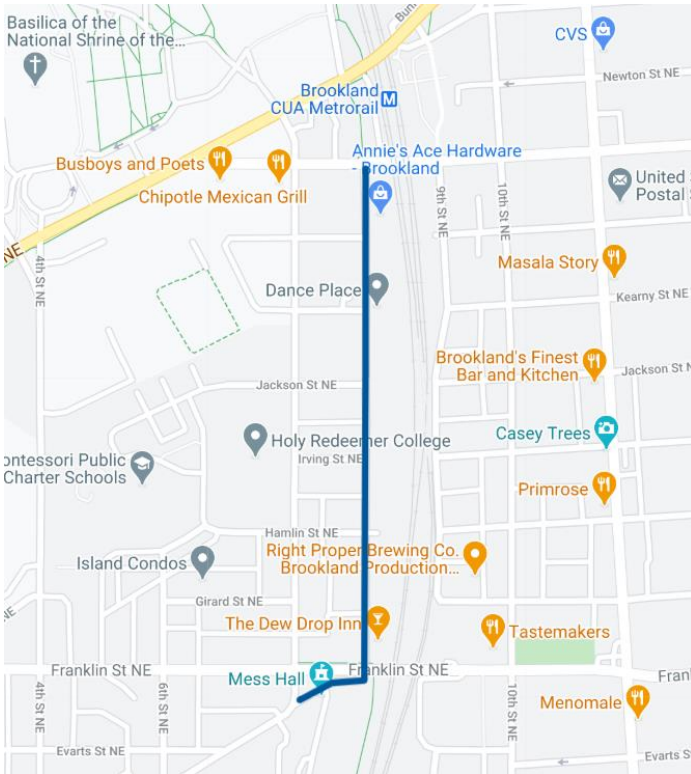


# Edgewood Street & 8th Street NE

## Traffic Safety Improvements Project Update



### Project Summary

DDOT is proposing changes to Edgewood St and 8th St NE to reduce conflicts between bicyclists, trucks, vehicles, and pedestrians. The project would convert Edgewood St and 8th St NE to one-way traffic flow between 7th St and Monroe St NE. DDOT would also install a two-way protected bike lane along Edgewood Street NE between 7th St and 8th St NE, and along 8th St NE between Franklin St and Monroe St NE.

Expected to open in Fall 2022, the new bike lane will close a gap in the Metropolitan Branch Trail (MBT), improve safety on 8th Street NE for all road users, and improve traffic flow on Edgewood Street NE at drop-off and pick-up times for two nearby schools. DDOT has conducted traffic analysis and presented several design concepts to community stakeholders, finding that a two-way protected bike lane will provide the greatest benefit while maintaining 46 of the 137 parking spaces along Edgewood Street and 8th Street NE.

### History and Construction Timeline

In 2019, DDOT Safe Routes to School conducted a traffic safety study that recommended safety improvements regarding school pick-up and drop-off in the area. One recommendation was converting Edgewood Street NE between 7th St and Hamlin St NE from two-way traffic to one-way northbound traffic to increase traffic safety and reduce conflicts during school drop-off and pick-up. In 2020, DDOT completed a traffic analysis of the one-way traffic conversion extending along 8th St to Monroe St NE and recommended a protected bike lane on the west side of 8th St NE. DDOT presented the results of the traffic analysis and bike lane recommendation to ANC5E in 2020 and 2021.

Throughout the summer of 2022, DDOT will continue public outreach efforts and gather input from residents and businesses.



## Design

The proposed protected bike lane is designed within the constraints of the existing curb to curb roadway space, along Edgewood Street NE and 8th Street NE.

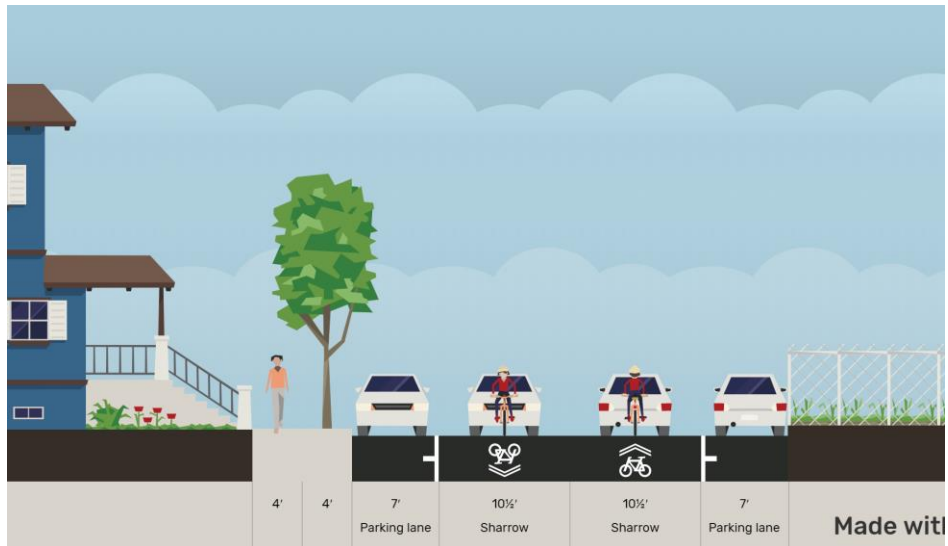


Figure 1 Existing Condition — Typical 8<sup>th</sup> Street NE Cross Section

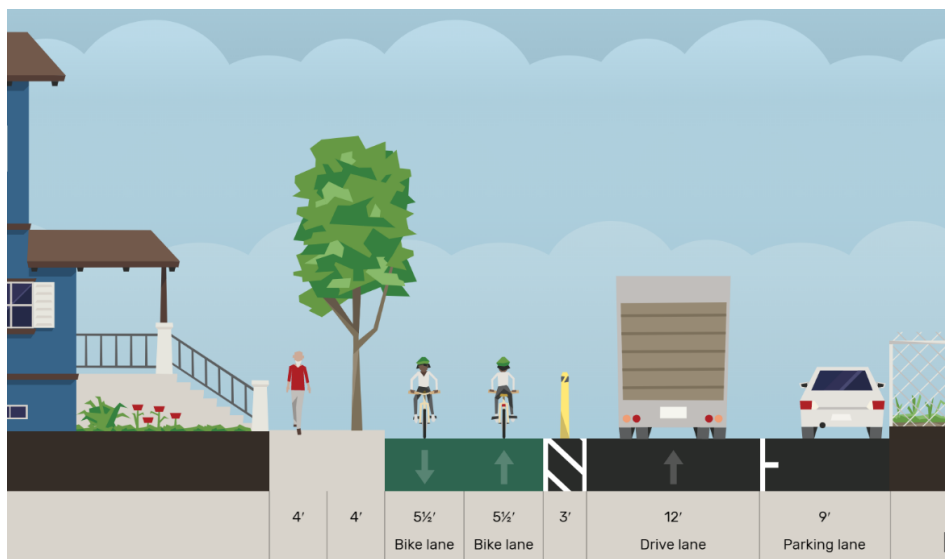


Figure 2 Proposed Condition — Typical 8<sup>th</sup> Street NE Cross Section

## Contact DDOT for More Information

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