

# DISTRICT DEPARTMENT OF TRANSPORTATION

*8<sup>th</sup> St NE*

*Traffic Safety, School Operations, and Bicycle Connections*

*ANC5E Update*

*September 20, 2022*

# Agenda

- Edgewood St and 8<sup>th</sup> St NE  
Project Background
- Project Updates & Next Steps



*Figure 3: Edgewood Alley NE during morning drop-off period*

# Context: Competing Interests

- Relatively high share of heavy vehicles and low overall traffic volumes.
- Relatively high share of bicyclists at peak hour and low overall parking utilization.
- Desire to separate bikes from cars and trucks while preserving residential parking.
- Desire to accommodate business loading needs.
- Desire to improve pickup drop-off chaos:
  - Cluster of 5 schools on Edgewood St/8<sup>th</sup> St NE

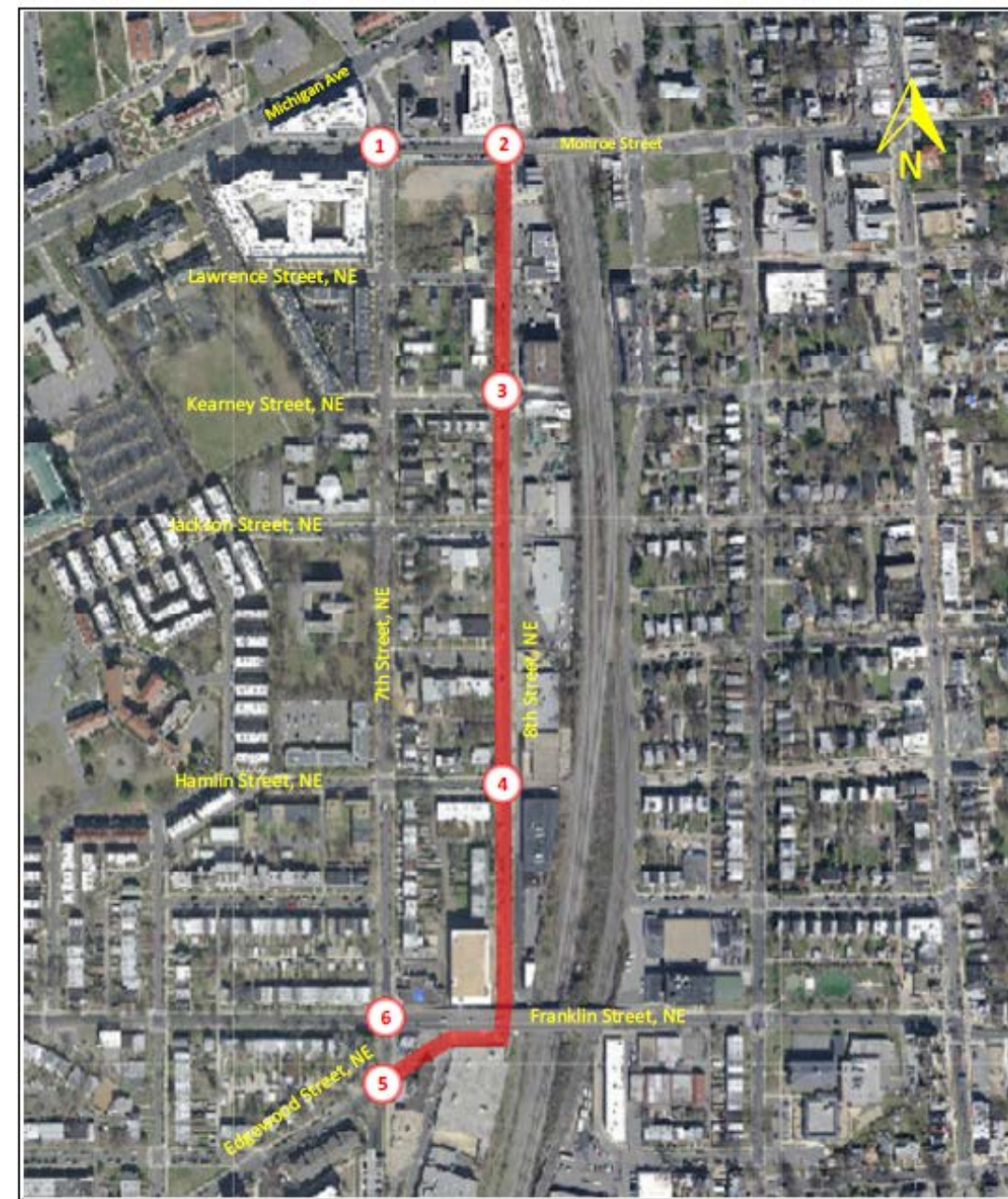


Figure 2: Study Area

# Project Goals

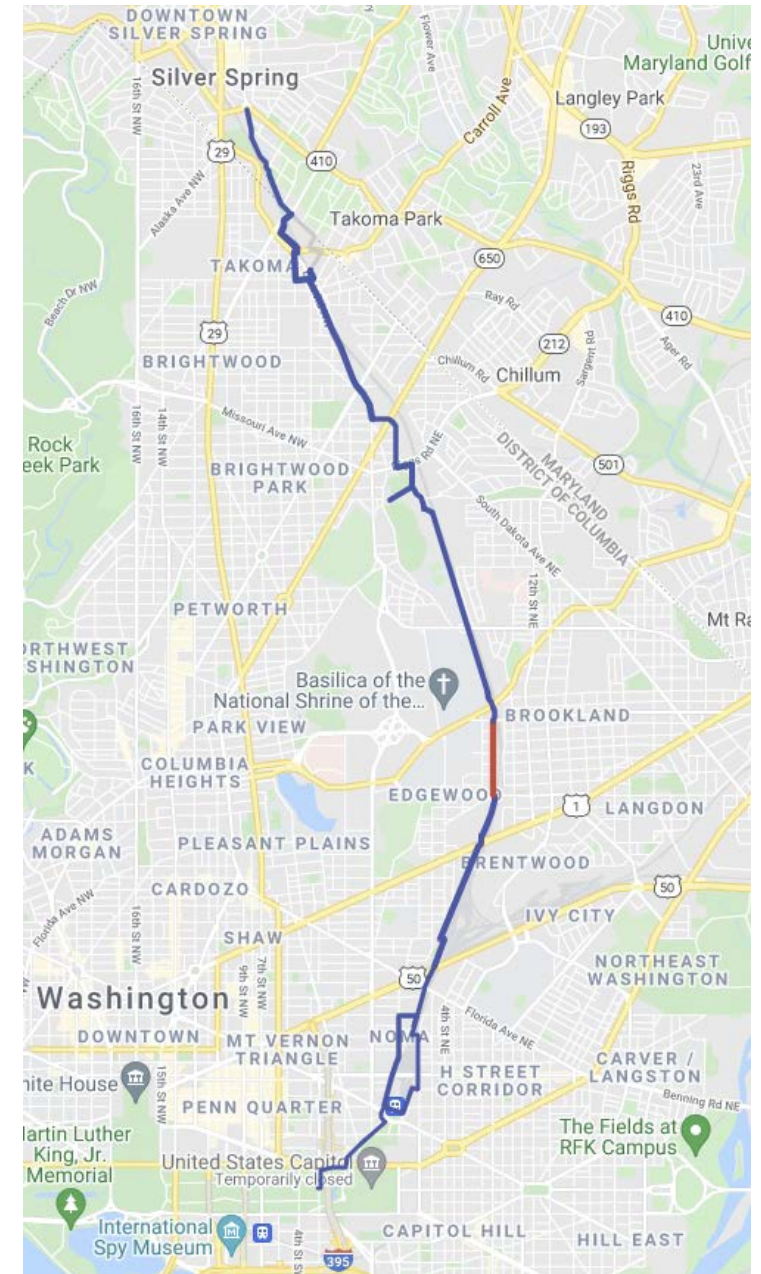
- Improve safety for all users of the roadway.
- Separate bikes from cars and trucks
- Connect the Met Branch Trail for bicyclists and pedestrians.
- Improve pick-up and drop-off safety at schools.
- Preserve residential parking in front of homes on 8<sup>th</sup> St NE.
- Accommodate access to businesses and residences.



# Future Context

8<sup>th</sup> Street NE connects the **Metropolitan Branch Trail**.

- The trail runs from Union Station to Fort Totten, and is currently being extended north to Takoma and Silver Spring.
- Infeasible future off-street trail connection due to right-of-way constraints.
- Regional connection, primary north-south route for bicyclists and pedestrians across the city.
- Protected bike lanes being planned along Monroe/Michigan connecting to Irving St and Columbia Heights.



# Previous Work Done

## 2018

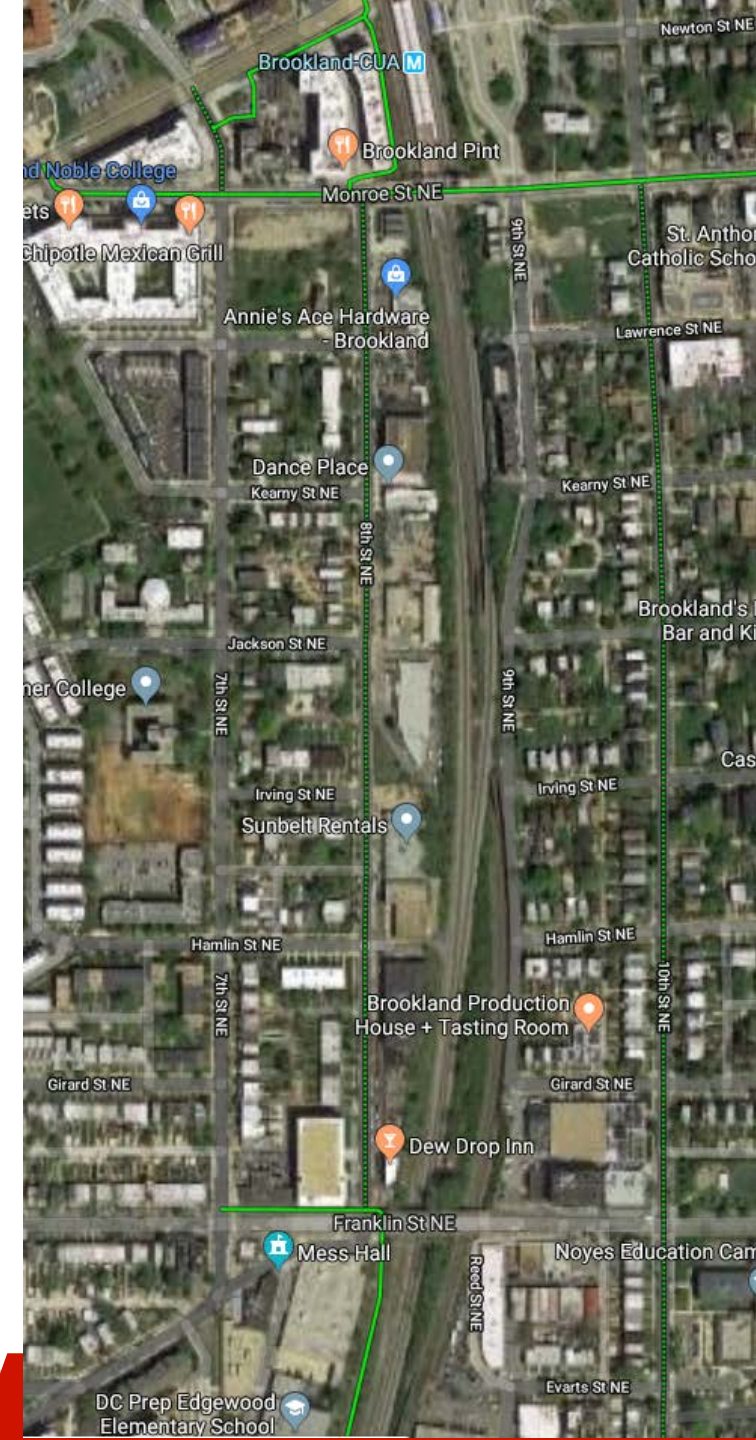
- DDOT develops two-way protected bicycle lane concept on east side of 8<sup>th</sup> St NE between Franklin and Monroe
- The concept is put on hold due to concerns over safety
- 19 driveway crossings (now 15), overly wide driveways with primarily trucks

## 2019 - 2020

- DDOT Safe Routes to School traffic study recommends converting Edgewood St NE/8<sup>th</sup> St NE between 7<sup>th</sup> St NE and Hamlin St NE to one-way northbound operations to improve pick up and drop off for students
- DDOT develops two-way protected bike lane concept on west side of 8<sup>th</sup> St NE between Franklin and Monroe
  - Option 2A: Removes parking on the west side of the street with two-way traffic
  - Option 2B: Converts the street to one-way operation

## 2021

- DDOT recommends option 2B, but pauses project for further evaluation
- Street too narrow to provide protected bike lanes, parking on both sides, and a passable single travel lane for trucks/emergency vehicles



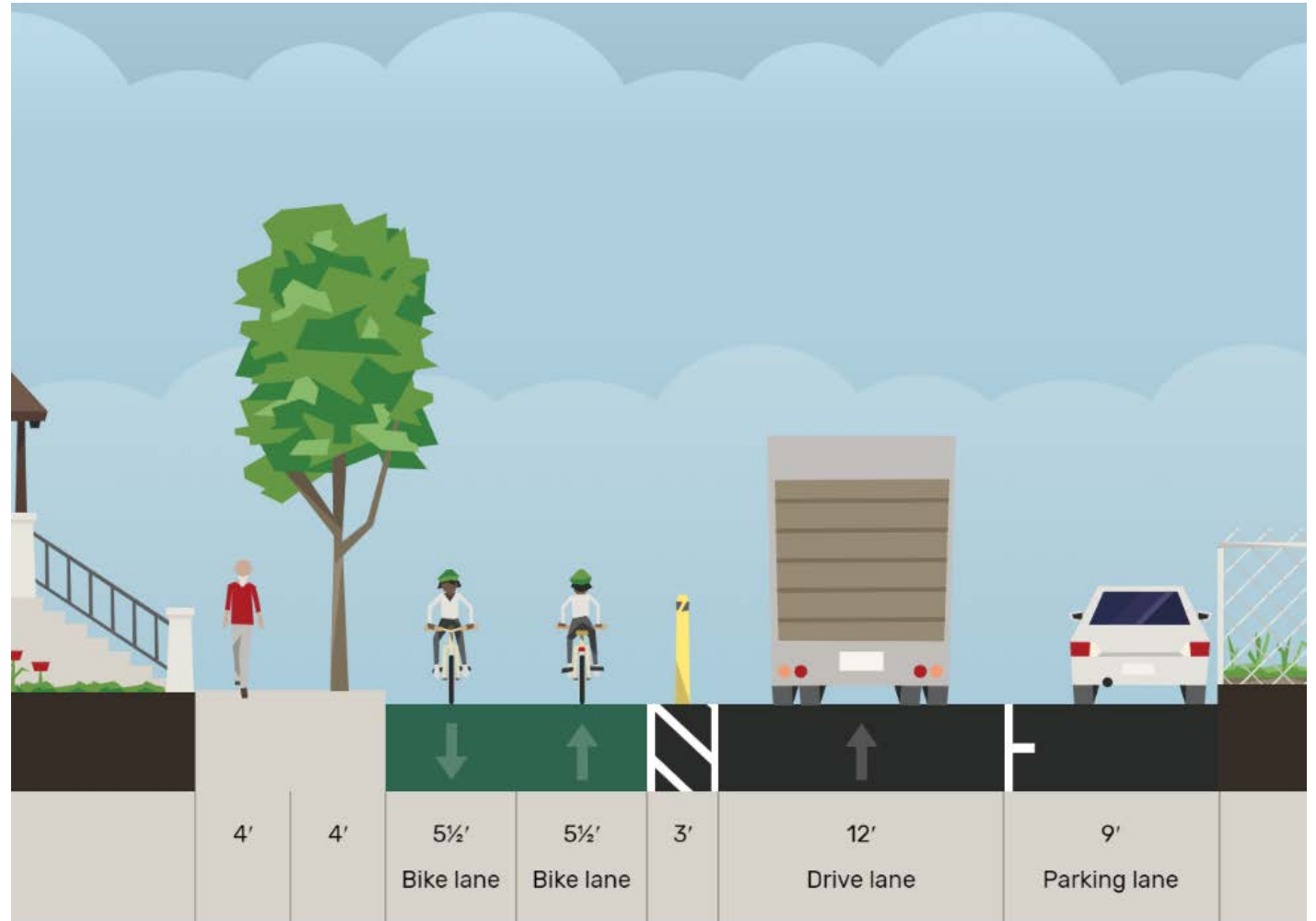
# Existing Conditions



# Project Update

New proposed concept for a protected bike lane on the west side of 8<sup>th</sup> St NE

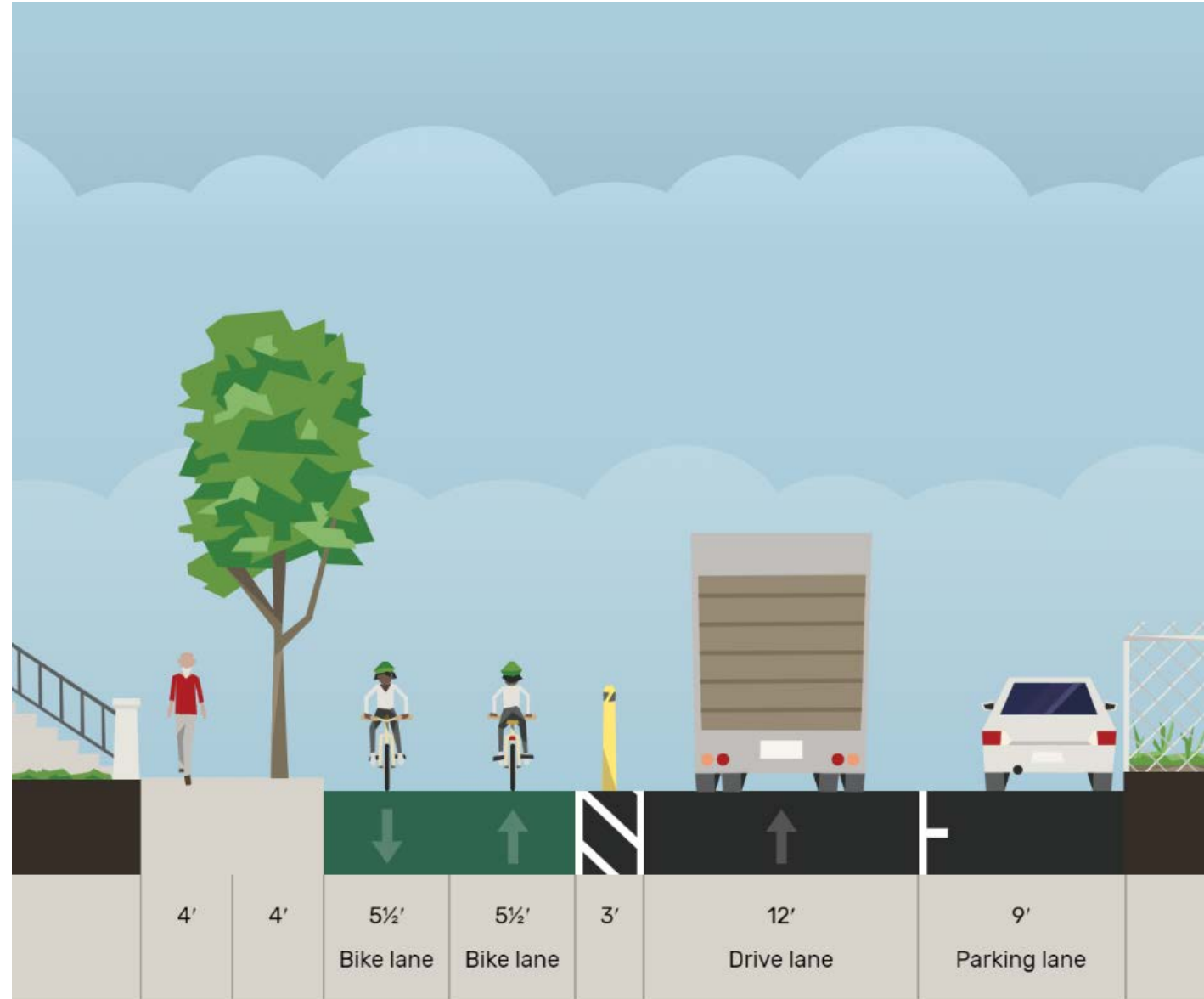
- One-way northbound traffic
- Flexibility for loading and pick-up and drop off
- Parking on one side – changes based on land use and driveways
- Wider proposed two-way protected bike lane





# Safety Benefits

- Improves pick up and drop off at schools, reduces students crossing travel lanes.
- One-way pattern removes the conflict between left-turning vehicles at the blind spot at Edgewood Alley and Edgewood St NE.
- Separates bicyclists from vehicles and trucks.
- Reduces conflicts between turning vehicles and bicyclists.
- Provides space for trucks to stop and load outside of the travel lane and without conflicts with bicyclists.



# One Way Conversion – Impacts to Traffic Circulation

Entire study area will operate at acceptable levels or better at rush hour.

- 7th and Franklin NE
  - Install dedicated southbound left turn from 7th to eastbound Franklin
  - Relocation of southbound G8 bus stop to 7th/Girard
- 7th and Monroe NE
  - Install dedicated left turn from westbound Monroe to southbound 7th
- Moderate traffic diversion onto 7th St NE
  - No changes to travel lanes on 7th St
  - 2 – 3 additional cars per minute during rush hour
- 7th and Edgewood NE
  - Install dedicated left turn from southbound 7th to eastbound Edgewood

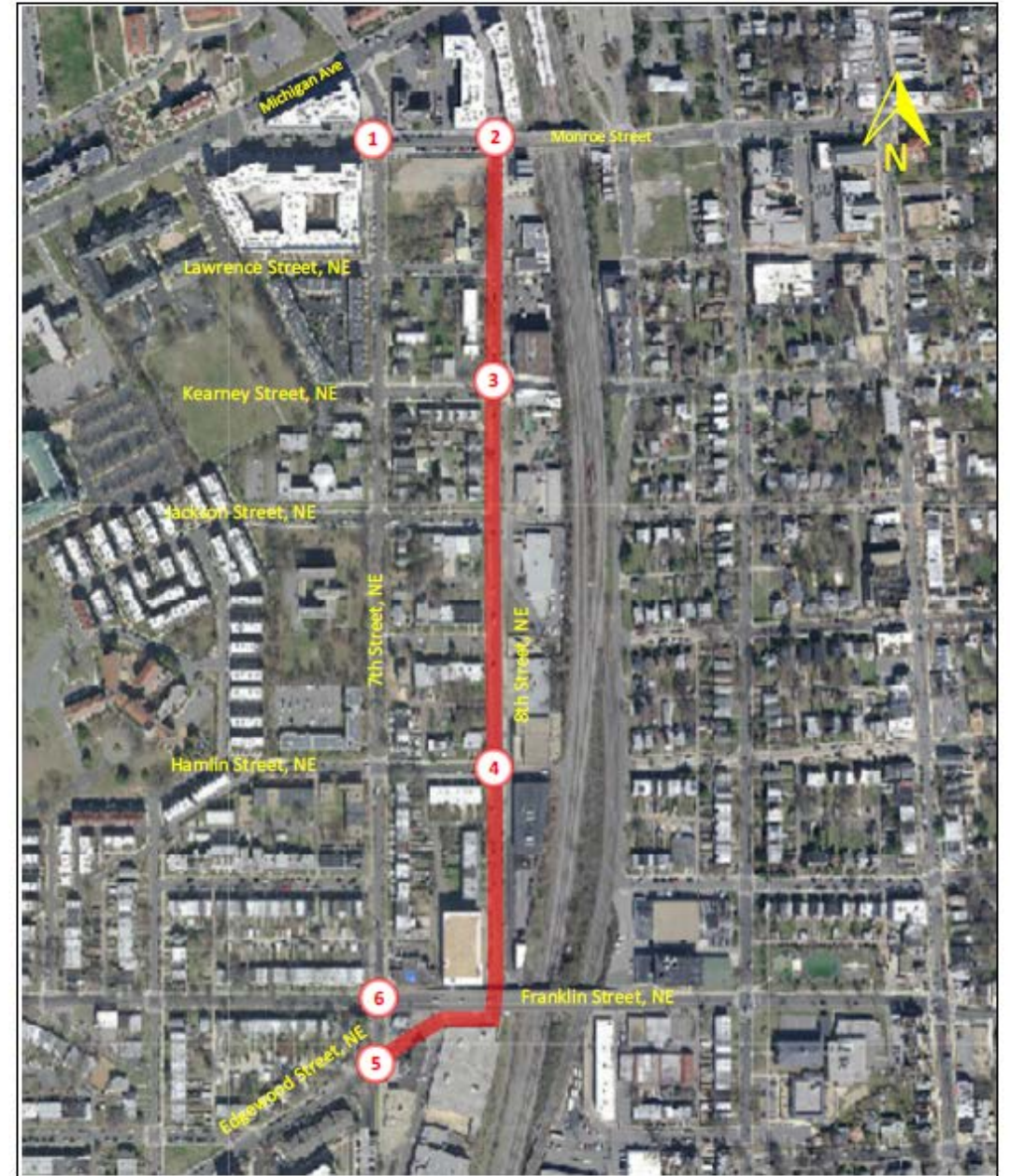


Figure 2: Study Area

# One Way Conversion – Impacts to Businesses, Residents, Schools

- Access to businesses remains via 8<sup>th</sup> St and cross streets.
- Parking on the residential side of 8<sup>th</sup> St preserved where possible.
- Allows for emergency vehicle access.
- Allows for passing of stopped/loading vehicles.
- Direct access to the Met Branch Trail for bicyclists.
- Simplifies the traffic pattern during school pick up and drop off.

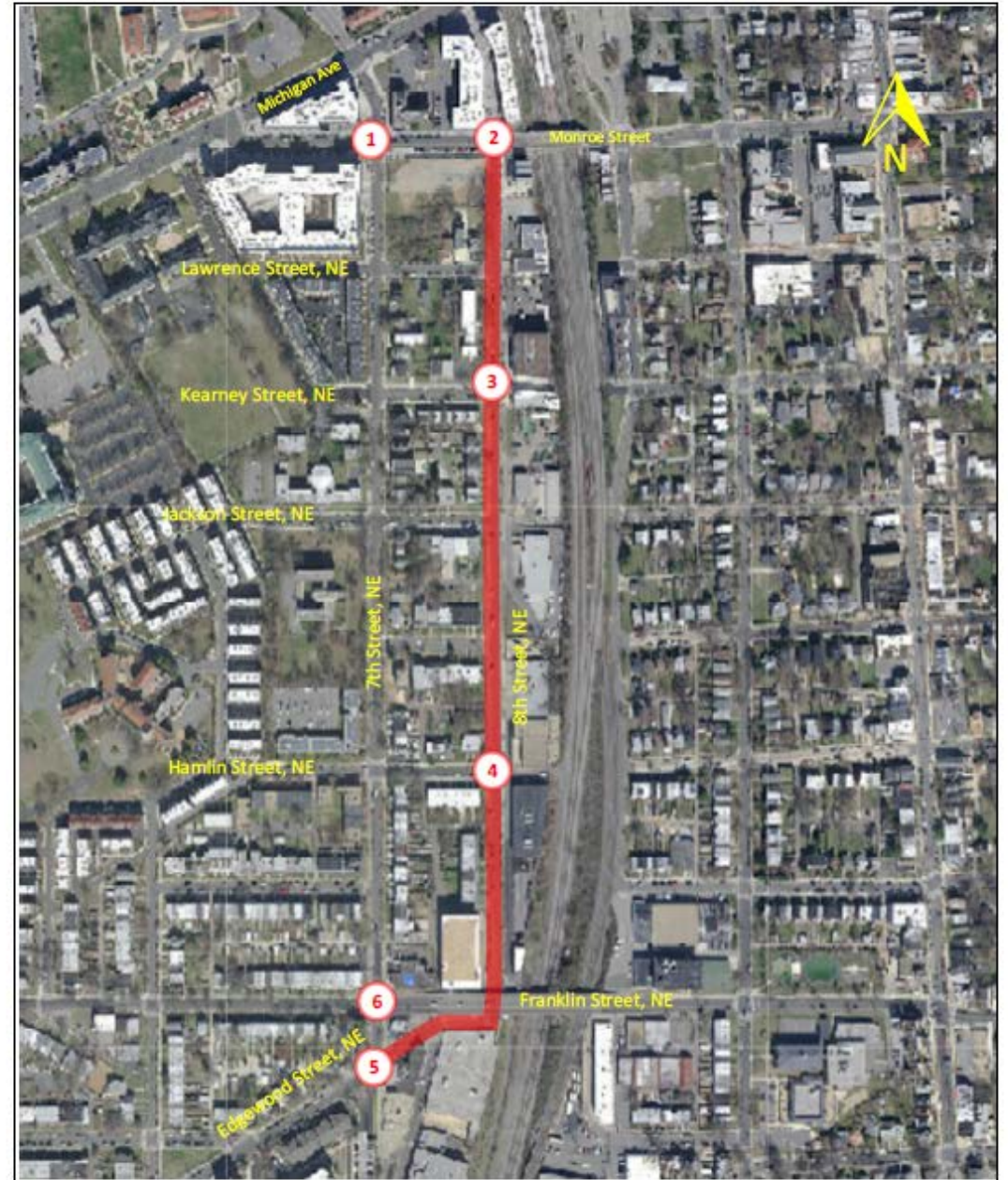


Figure 2: Study Area

# Parking Impacts

- Approximately 91 parking spaces removed (preserves roughly 46 out of 137)
- Additional parking removal on Monroe St at 7<sup>th</sup> St NE to accommodate left-turn pocket (4-5 spaces)
- Final number of parking spaces impacted may change in the final design

## Additional Considerations:

- Consider adding RPP where there is currently non-RPP
  - 700 Block Hamlin (both sides) 26 spaces
  - 700 Block Kearny (south side) 13 spaces
  - 700 Block Monroe (south side) 10 spaces
- Consider implementing metered parking on east side of 8<sup>th</sup> St NE in certain blocks
- Low overall parking utilization throughout the corridor (<60% occupied)

# Loading/Trucks Impacts

## Design addresses:

- Impacts of one-way conversion on:
  - Curbside delivery
    - Wider curbside lanes preserve loading access for businesses on 8<sup>th</sup>
    - Wider travel lanes accommodate vehicles passing parked or unloading vehicles
  - Freight/oversize vehicles
    - 14' clearance at Franklin St bridge
    - Provides space for vehicles turning in and out of driveways



# Next Steps

- Notice of Intent (NOI) for Construction
  - Issued on 9/19/2022
  - Closes on 10/28/2022
  - All comments submitted to [michael.alvino@dc.gov](mailto:michael.alvino@dc.gov)

Plans available here:

<https://ddot.dc.gov/service/ddot-notice-intent>

- Tentative construction in Spring of 2023
  - Coordination with other nearby construction and roadway projects
  - Coordination with school schedules



Figure 5: Westbound queuing along Edgewood Street NE during morning drop-off period

# Questions or comments?

**Michael Alvino**

Trails Program Manager

Planning and Sustainability Division

District Department of Transportation

[michael.alvino@dc.gov](mailto:michael.alvino@dc.gov)

202-497-7153



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