

# G and I Streets, NE Proposed Bike Lanes – Fact Sheet April 2014

## Why bike lanes on G and I Streets?

G and I Streets are one-way, low traffic volume roads popular with cyclists. They provide a safe and attractive alternative to cycling on the much busier H Street commercial corridor, and were recommended in the city's 2005 Bicycle Master Plan. Up to 60 bicyclists per hour have been counted on these streets.\* The soon-to-open streetcar line on H Street increases the need for these lanes due to the danger to cyclists of getting their bicycle wheels caught between the streetcar track and roadway.

## What will the lanes look like?

The new bike lanes will look different than most of the lanes you see around the city. Placed outside the parking lane, the outer bike lane line will be a solid double yellow line separating the adjacent travel lane. This will provide a dedicated space for bicyclists to travel against traffic (contra-flow). Within this lane will be bike symbols and arrows indicating the contra-flow direction. Shared lane markings, or sharrows, will be placed in the adjacent travel lane indicating that cars and bikes must share this lane. In essence, each street will remain one-way for motor vehicles, while bikes can now travel in both directions.



New Hampshire Avenue, NW

## What are the benefits of contra-flow lanes?

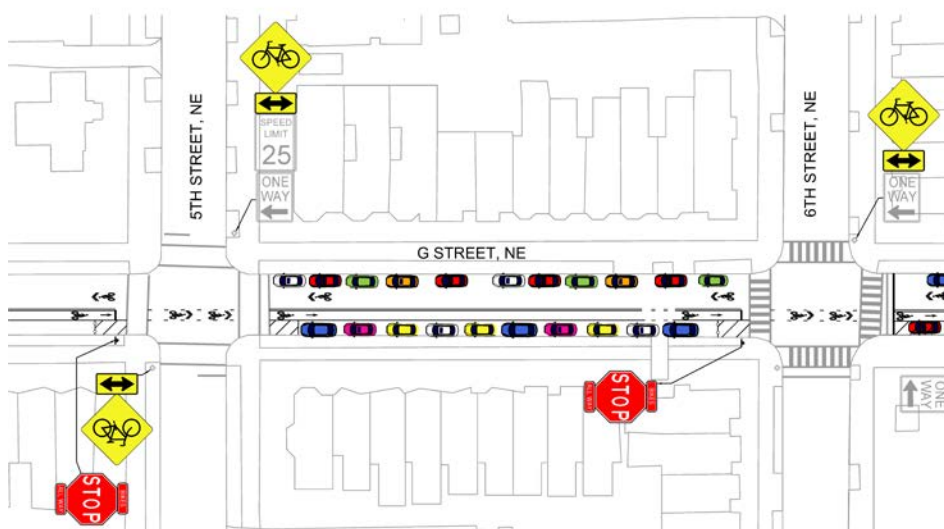
The contra-flow lanes provide better connectivity for bikes, reduce dangerous wrong-way riding, and decrease trip distance, making cycling a more attractive travel option. New Hampshire Avenue, NW has a similar design.

## What about traffic?

Traffic flow will remain the same for motor vehicles - one-way westbound on G St, and one-way eastbound on I St. Bikes are the only vehicles allowed to travel both ways. There should be no negative effect on traffic flow.

## Will parking be affected?

The amount of parking will remain the same. The only difference is that, on the bike lane (left) side of the road, drivers must cross the double yellow line to park. They should first look for oncoming bikes, then, when clear, cross the bike lane and park against the curb, facing in the direction of motor vehicle travel.



## When will the work be done?

DDOT will install these lanes in April 2014.

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

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*Sample section of the bike lane plan on G Street, NE*

\*Counts conducted in October of 2013 on G and I Streets, NE between the intersections of 6<sup>th</sup> and 7<sup>th</sup> Streets