

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



POLICY, PLANNING, and SUSTAINABILITY ADMINISTRATION

The Honorable David Snyder, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

May 13, 2010

Dear Mr. Snyder,

As requested at the April TPB meeting, DDOT is providing a description of our evaluation approach for the downtown bike lane pilot project. Below is a project description and our proposed performance measures, as well as some preliminary analysis.

Project Description

The purpose of the project is to improve bicycle safety and access in the downtown area while maintaining the transportation function of downtown Washington. This is particularly important as we expand to a larger, regional, bike sharing system of over 1100 bikes by the end of the year. These bike lanes are also included in the 2005 Bicycle Master Plan. Bike lanes are an important part of our goal of expanding transportation choices in the District and the region.

We are planning separated bicycle facilities in the following corridors: Pennsylvania Avenue (3rd to 14th); M Street (15th to 29th) and L Street (25th to 12th); 15th Street (U to Massachusetts); and 9th Street (Massachusetts to Constitution). Experience in other cities shows that separated lanes increase bicycling while decreasing crashes involving bicyclists.

DDOT has determined these corridors have some excess capacity and is proposing to remove motor vehicle lanes to provide additional space for bike lanes. To minimize impacts on traffic, turn lanes are maintained at most intersections, requiring bikes to share the lane with cars. The pilot also includes enhanced enforcement in order to discourage commercial vehicle parking in the travel lanes. (Currently, delivery and tour bus parking is a significant hindrance to traffic flow). There are currently no adjustments to the bus schedule or stops planned for any of these projects.

These lanes are pilot projects. DDOT will monitor the impact to bicyclists, motorists, pedestrians, and make changes as necessary. If these projects prove successful, DDOT may make more improvements such as permanent barriers and/or traffic signal changes.

Performance Measures

DDOT will measure success of the project in the following ways:

- Number of bicyclists – DDOT will count the number of bicyclists on the pilot project streets before and after the installation of the lanes.
- Number of bicycle crashes – DDOT will monitor the number and nature of reported crashes involving cyclists before and after the installation of the lanes.

- Pedestrian Crashes – DDOT will monitor the number and nature of reported crashes involving pedestrians.
- Traffic Analysis - DDOT will complete a quantitative assessment of traffic impact through ‘before’ and ‘after’ evaluations of:
 - Vehicular speed - DDOT will measure the speed of vehicles before and after the installation of the lanes.
 - Volume of traffic – DDOT will measure the volume of traffic on the pilot streets before and after the installation of the bicycle lanes.
 - Motor Vehicle Level of Service – DDOT will perform Level of Service Analysis for key intersections on the pilot streets before and after the installation of the bicycle lanes.
 - Bicycle Level of Service – DDOT will conduct Bicycle Level of Service (BLOS) Analysis before and after the installation of the lanes.
 - Qualitative Analysis of Traffic Flow – in addition to conducting modeling, DDOT will observe key intersections for signs of congestion and gridlock.

Tentatively, the pilot period is set for one year, at which point we believe we will have enough data to complete our analysis.

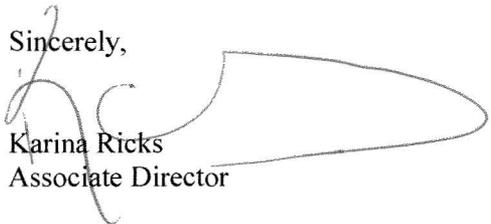
Preliminary Analysis

As part of the planning process, DDOT has conducted a Motor Vehicle Level of Service analysis for key intersections impacted by the some of these projects. Some of the results are attached.

For Pennsylvania Avenue, the analysis shows minimal degradation in the Level of Service. We had similar results for L Street. I Street showed more degradation, but we have replaced that with M Street. The rest of the corridors are still under analysis.

Thank you for your interest in our innovative downtown bike lane pilot project. We look forward to sharing the results of our analysis with the region.

Sincerely,


Karina Ricks
Associate Director