M Street Protected Bike Lane Project

February 2013

What is happening on M Street, NW?
DDOT will be installing a protected bike lane on the north side of M Street between 14th and 28th Streets, NW. This will be the third of its kind in the District and will be the westbound pair to the recently installed lane on L Street. The separated lane is designed to give bicyclists more protection from cars than a typical bike lane, and to prevent delivery vehicles from illegally parking in the bike lane.

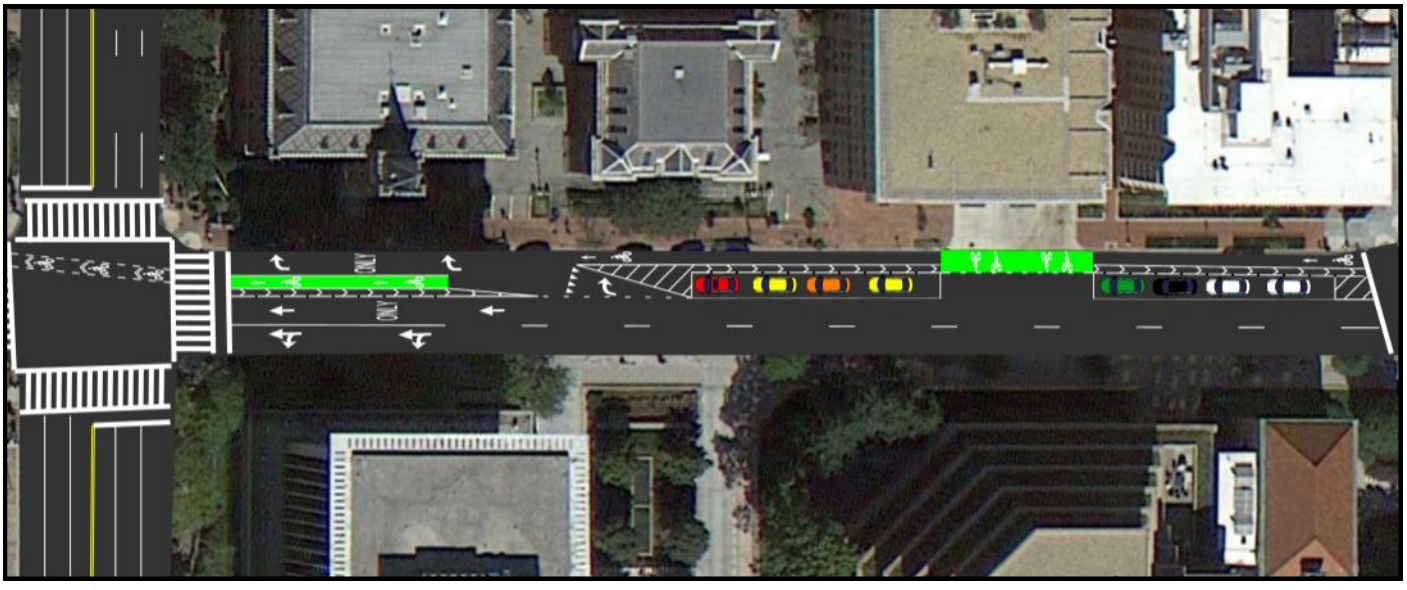
What will happen to parking and loading?
Parking and loading will be shifted south to the outside of the bike lane. From 14th Street to 17th Street, rush-hour restrictions will be removed to allow full-time parking. From 17th Street to Connecticut Avenue, traffic volumes require removing the parking. From Connecticut Avenue to 26th Street, some parking will remain rush-hour restricted while other areas will change to full-time parking. Along the corridor, a few parking spaces will be removed to accommodate turning lanes. There is no existing parking from 26th to 28th Streets. This will remain the same.

L Street NW Protected Bike Lane

Will this affect traffic? What about right turns?
Since 2008, DDOT has studied several alternatives for East/West bicycle facilities in this downtown corridor. The preliminary experience of replacing a vehicle travel lane with the new cycle track on L Street has shown minimal decrease in the "level of service" (LOS) for motor vehicles. Similar to L Street, DDOT will commit to enhanced enforcement on M Street in order to discourage commercial vehicle parking in the travel lanes (currently, delivery parking is a significant hindrance to traffic flow). Right turns will be made by yielding to bicycles, and then merging into the shared bicycle/right turn lane. This is similar to what is occurring now on L Street, with the difference being L Street has shared bicycle/left turn lanes.

What was the public input for this project?
These plans are a result of comments received during the K Street Transit Corridor planning process, which took place from 2008 to 2012, and included an east-west bikeway alternative. In addition, in 2010 DDOT held public meetings for proposed bike lanes on L, M, Eye, and 15th Streets, as well as Pennsylvania Avenue, and staff attended ANC, BAC and BID meetings to present the proposals. Additional BID, ANC, and community meetings were held in the spring of 2012 for L Street. We will be following a similar process this spring for M Street.

When will the bike lane be installed?
The plan is to install the bike lane with a resurfacing project in the summer of 2013. DDOT will monitor the performance of this pilot project and make any necessary changes.

Where can I get more information on this project?
For the M Street proposal, go to www.ddot.dc.gov/bike and click on Bicycle Lanes on the right-hand side, or contact Mike Goodno, DDOT Bicycle Program Specialist mike.goodno@dc.gov

1600 Block of M Street NW Proposed Protected Bike Lane