

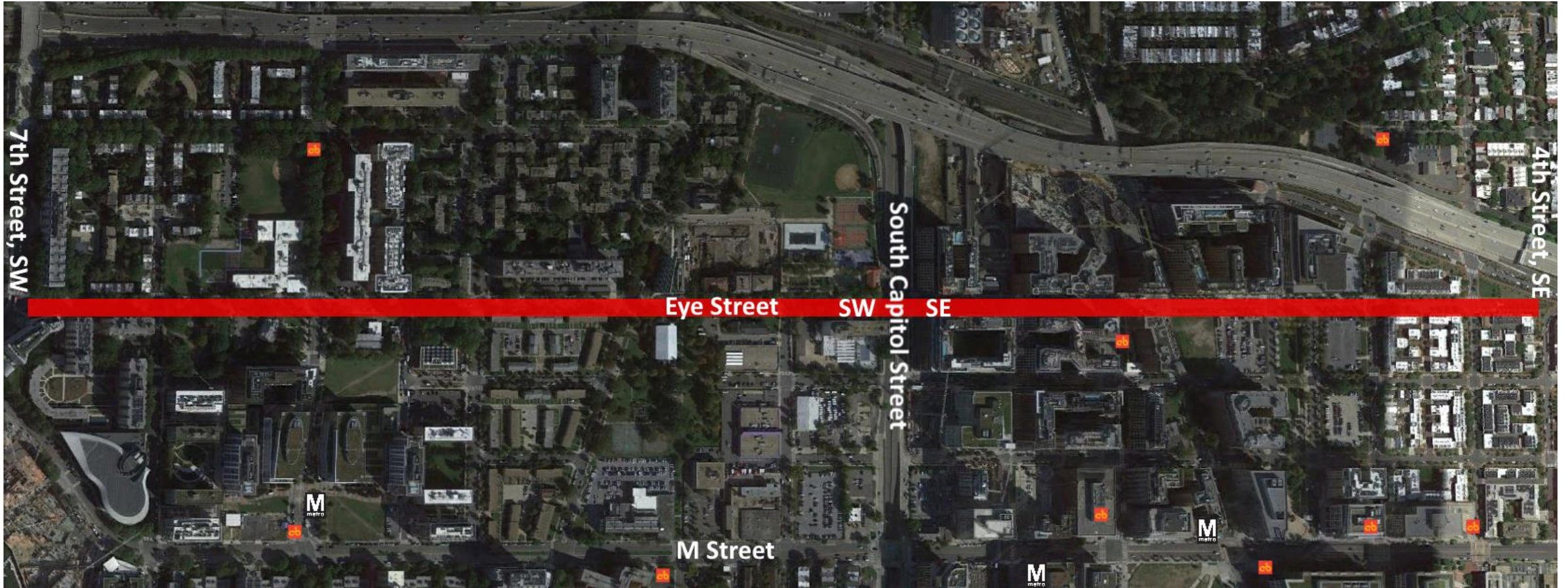


Eye Street SW/SE Safety Project

Presentation to ANC 6D Business Meeting

February 8, 2021

Project Area



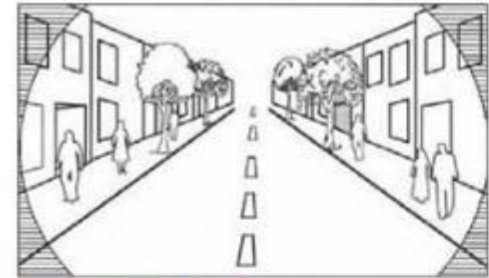
Navy Yard/Ballpark Station (Green Line)
Waterfront Station (Green Line)
Walking distance to Capitol South (Blue/Orange/Silver)



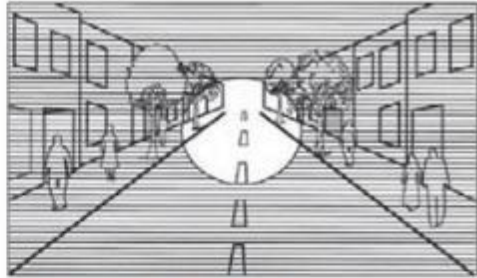
10 Capital Bikeshare stations;
197,000 trips in 2019
Two planned Summer 2021

Project Objectives

WHY SPEED MATTERS

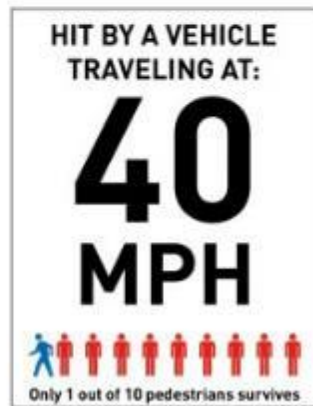
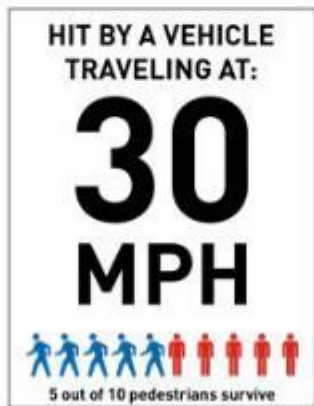


Field of vision at 15 MPH



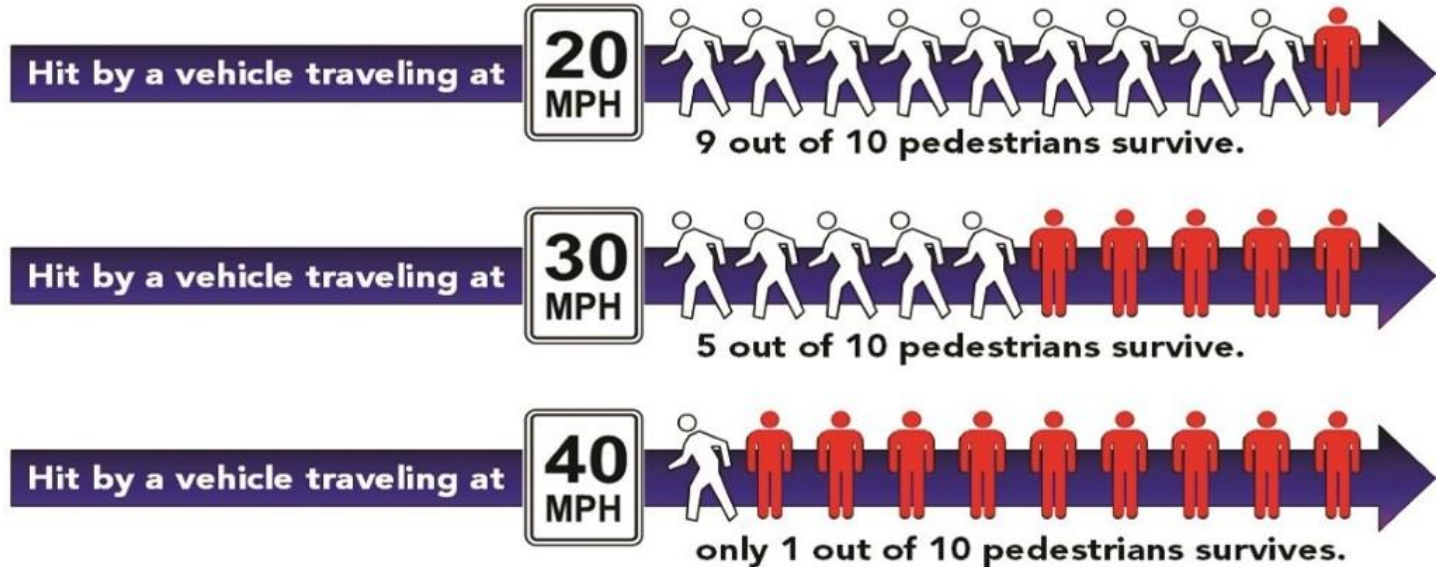
Field of vision at 30 to 40 MPH

A driver's field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.



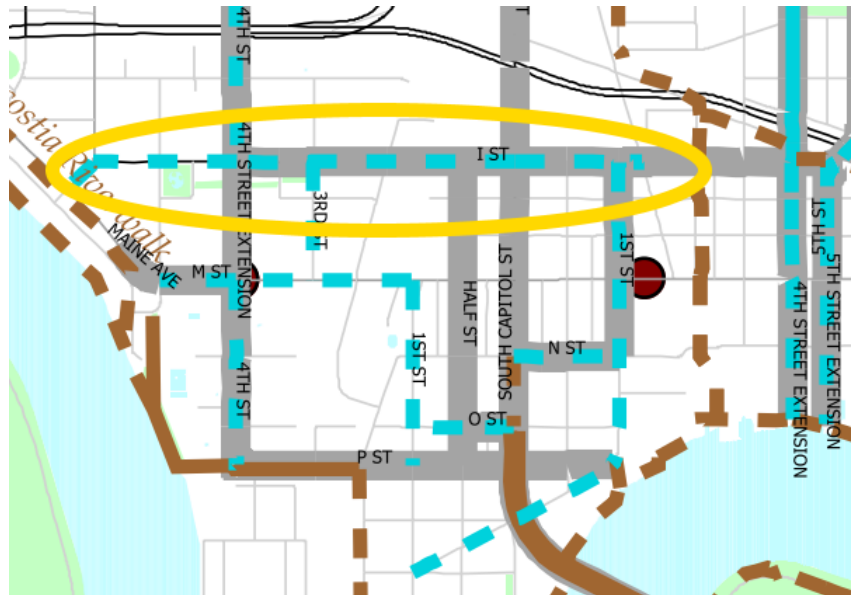
Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

- Improve Safety on Corridor
 - Reduce vehicle speeds
 - Increase visibility at crosswalks
 - Upgrade painted bike lanes to protected bike lanes



Planning History

DISTRICT OF COLUMBIA BICYCLE MASTER PLAN 2005



move dc 2014 The District of Columbia's Multimodal Long-Range Transportation Plan



Existing Conditions

South Capitol St to 7th St, SW

- 44' wide
- 2 travel lanes and 2 residential parking lanes
- P6 Bus



Existing Conditions

New Jersey Ave to 3rd St, SE

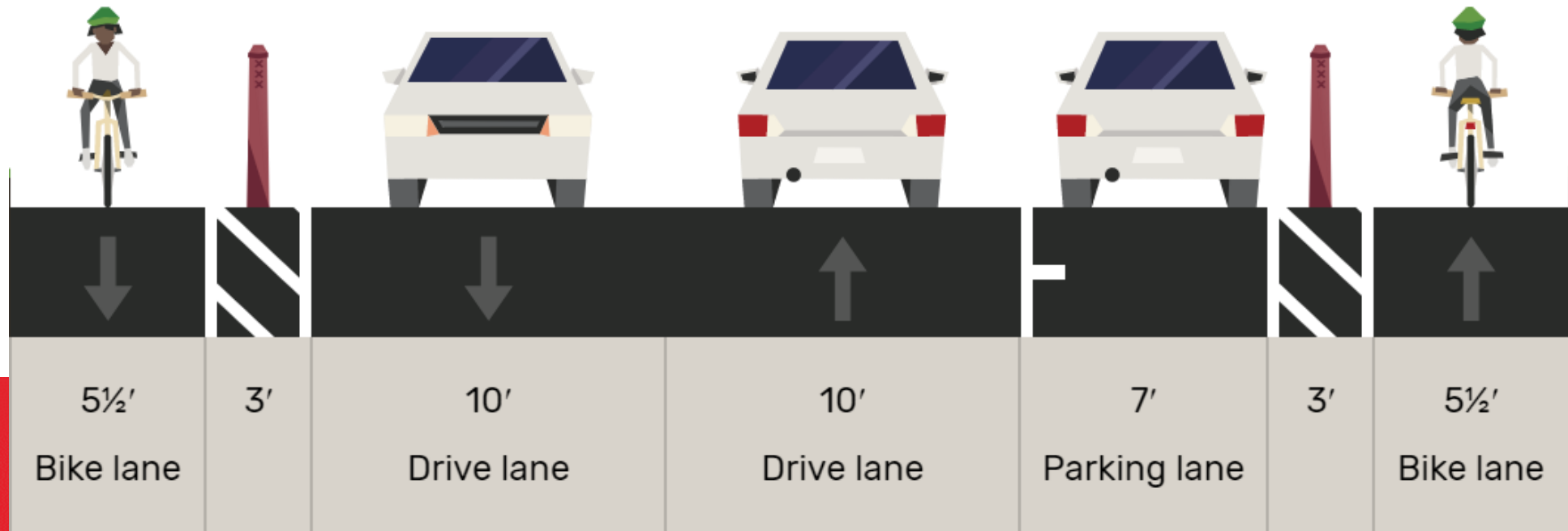
- 46' wide
- 2 travel lanes and 2 metered parking lanes



Proposed Conditions

South Capitol St to 7th St, SW

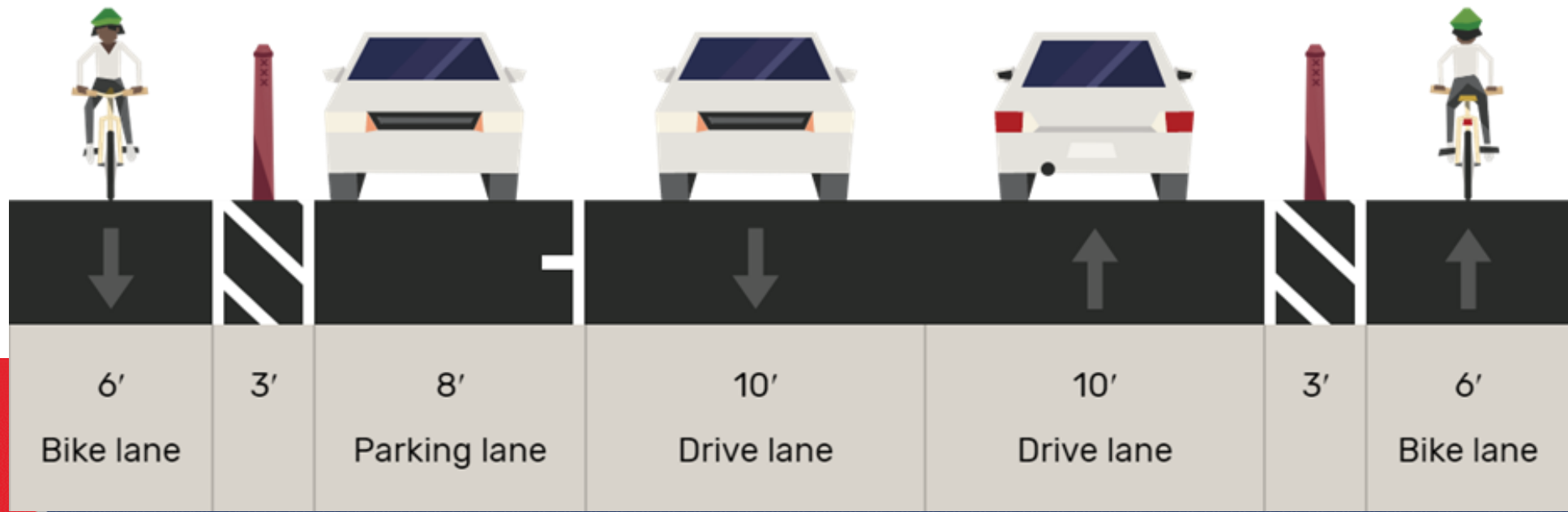
- 44' wide
- 2 travel lanes, 2 protected bike lanes and 1 residential parking lane on south side of street
- Estimated ~78 parking spaces repurposed



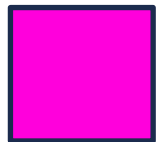
Proposed Conditions

New Jersey Ave to 3rd St, SE

- 46' wide
- 2 travel lanes and 1 metered parking lane on north side
- Estimated ~27 parking spaces repurposed



Parking



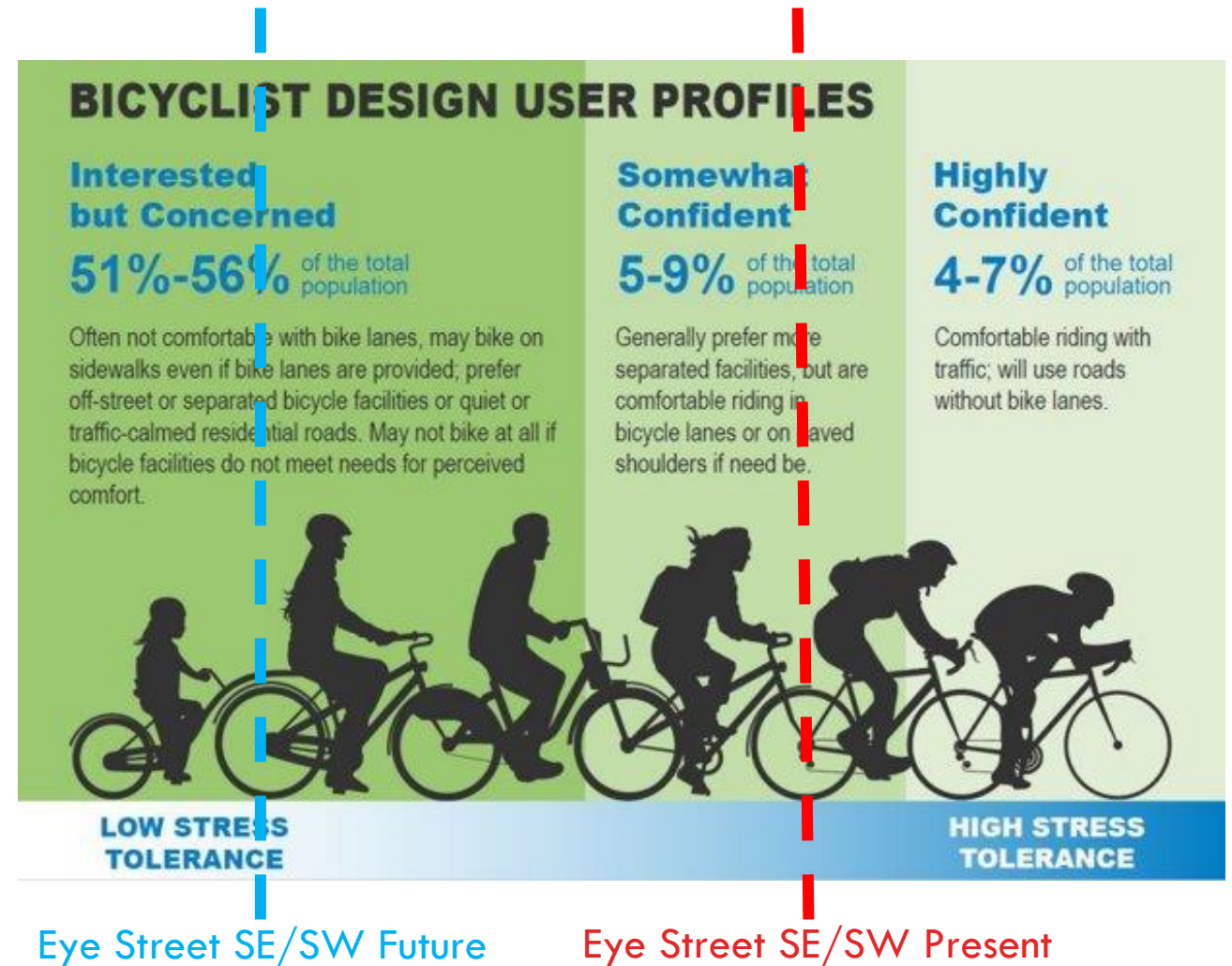
Surface Parking Lot



Underground/Covered Parking

Benefits

- Improves Safety
 - Narrowing travelway reduces speeds
 - Increases pedestrian visibility
 - Reduces pedestrian crossing distances
 - Better sight lines at intersections
- Expands Protected Bike Lane Network
 - Connects to ART on Maine Avenue, SW PBLs on 7th Street, SW, 4th Street, SW, First Street, SE, New Jersey Avenue, SE and Virginia Avenue, SE
- Encourages Cycling
 - Lower stress facilities
 - Reduced demand for parking
 - Reduced congestion
 - Reduced air and noise pollution
 - Cost savings
 - Quality of life increase





District Department of Transportation

Thank You!

Greg Matlesky
Bicycle Program Specialist
Greg.Matlesky@dc.gov
202-497-5086