



# 1<sup>st</sup> Street/Potomac Avenue, SE Safety Project

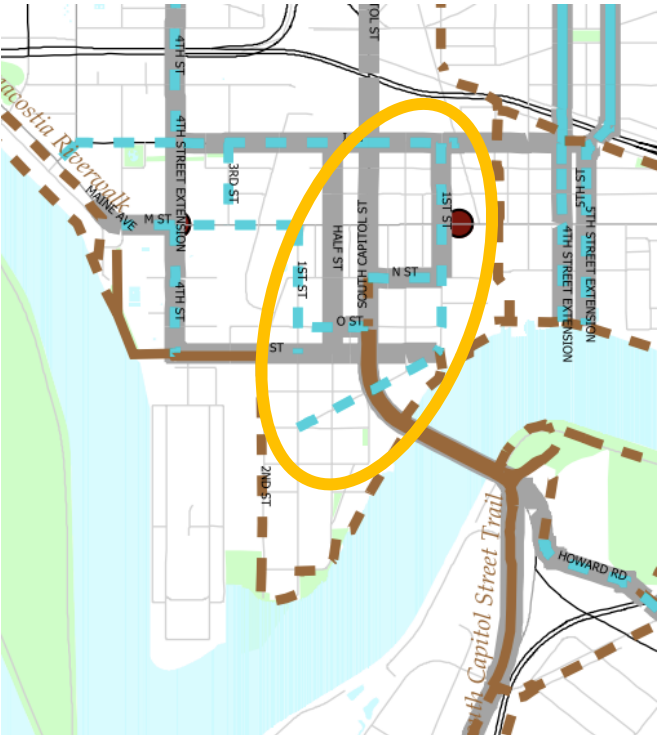


Presentation to ANC 6D Administrative Meeting  
May 4, 2020

# Planning History

## DISTRICT OF COLUMBIA BICYCLE MASTER PLAN

2005



## move dc 2014

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



# Project Origins

- June 2019
  - Letter to DDOT from ANC 6D

The ANC's primary concern is ensuring the safety of residents, motorists and bicyclists as well as the ability of residents to enjoy their neighborhood and to move about freely. The ANC is particularly concerned about resident safety when crossing neighborhood streets near their homes and about the clear delineation and enforcement of no-parking areas.

- October 2019
  - Walkthrough with DDOT Director Marootian, Commissioner Forgie, residents
    - Concerns with speeding, non-compliance with stop signs, pedestrian safety, loading issues
- November 2019
  - Walkthrough with DDOT engineering and planning teams, Commissioners Forgie and Daniels
    - Same concerns. Adding protected bike lanes and reducing driving lanes discussed as solutions.
- November 2019
  - Corridor added to DDOT's list of 20 miles of protected bike lanes in next three years.
    - 1st Street/Potomac Avenue SE slated for 2020 in that plan.

\*\*\* ANC 6D  
Southwest / Navy Yard / Buzzard Point  
Advisory Neighborhood Commission 6D

June 17, 2019

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District Department of Transportation  
Attn: Jeffrey Marootian, Director  
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Washington, DC 20024

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SMD 5 Anthony Dale  
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SMD 7 Edward Daniels

VIA E-MAIL: [jeffrey.marootian@dc.gov](mailto:jeffrey.marootian@dc.gov)

RE: Parking Changes on 1st St SE, L St SE, and Cushing Place SE

Dear Director Marootian:

At a regularly scheduled and properly noticed public meeting on June 10, 2019, with a quorum being present, a quorum being 4 Commissioners, Advisory Neighborhood Commission (ANC) 6D voted 7-0-0 in support of various changes to parking on 1st St SE, L St SE, and Cushing Place SE, as well as installation of additional signage and crosswalk identification in the vicinity.

The ANC's primary concern is ensuring the safety of residents, motorists and bicyclists as well as the ability of residents to enjoy their neighborhood and to move about freely. The ANC is particularly concerned about resident safety when crossing neighborhood streets near their homes and about the clear delineation and enforcement of no-parking areas.

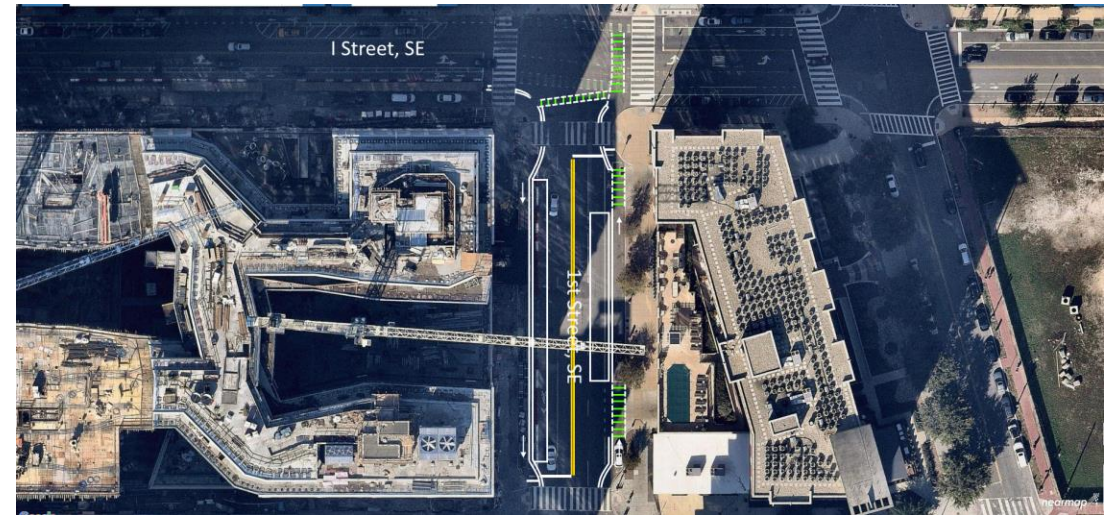
Pursuant to DC Code § 18-2405.2(d) (2017), parking or standing a motor vehicle within 25 feet of the approach side of a stop sign is prohibited, except to avoid conflict with other traffic, to obey the direction of a police officer, or to momentarily stop to discharge or load passengers.

Accordingly, the ANC, with the support of the Board of the Velocity condominium building at the intersection of 1st St SE and L St SE, requests the following changes:

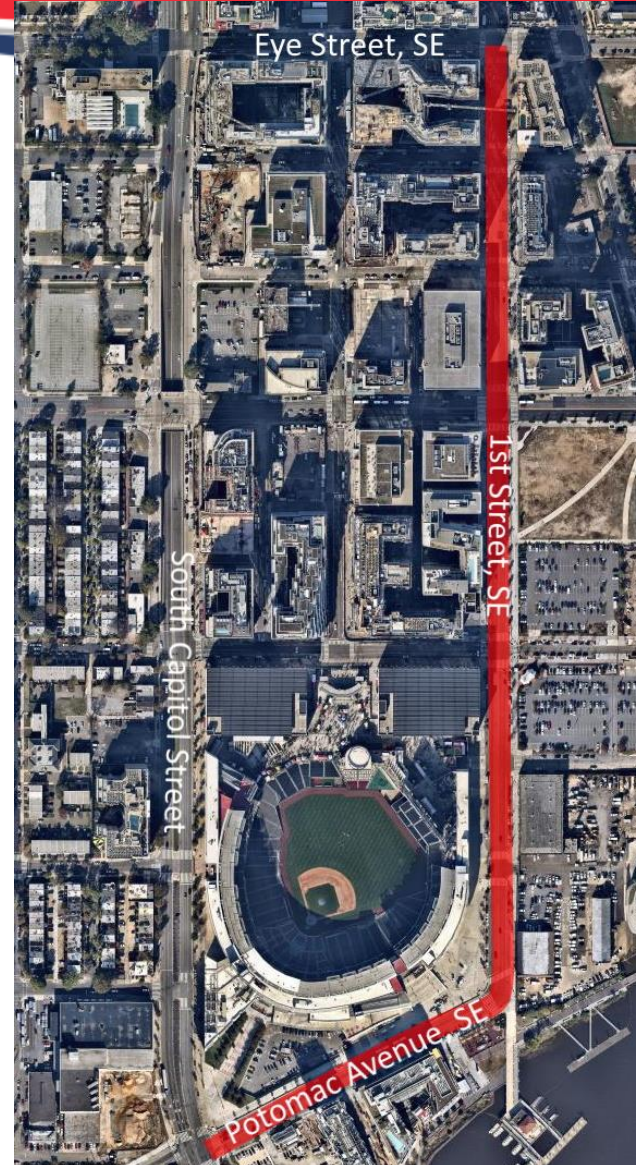
1. Designation of a 45-foot no-parking zone on the west side of 1st Street SE, immediately north of the 1st & L Street SE intersection. This would create the 25-foot no-parking zone contemplated by section 18-2405.2(d) with the loading zone terminating at the start of the tree box:

# March 2020 6D Admin Meeting

- Presented rough conceptual aerials and cross-sections



# Project Area



# Project Area

North of M

South of M



# Project Objectives

- Improve safety
  - Reduce vehicle speeds
  - Increase compliance with stop signs
  - Reduce crossing distances for pedestrians
  - Upgrade painted bike lanes to protected bike lanes
- Manage curbside demands
  - Reorganize curbside management to work for residents and businesses
  - Reduce obstruction of travel lanes
- Expand sidewalks and activate the curbside
  - Paint and posts
  - Tables and chairs

# Eye through M Streets, SE



# Corridor Concerns

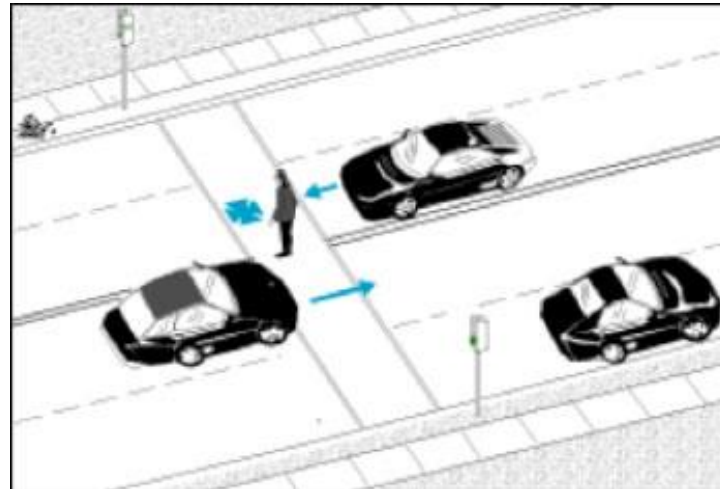
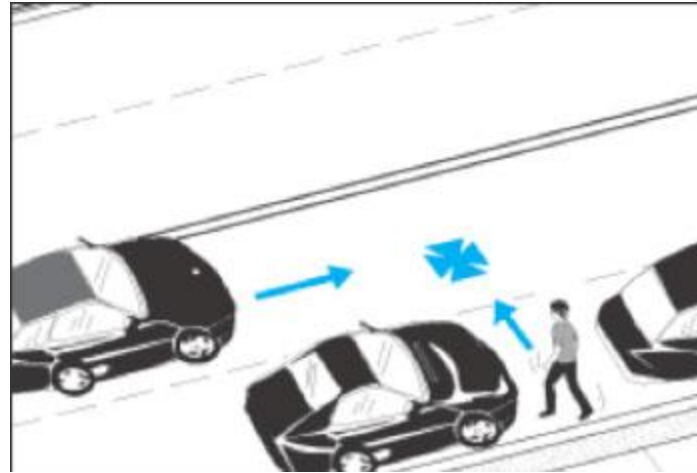
- High vehicle speeds
  - Wide street leads to increased speeds
  - Threatens those walking, bicycling, and driving
  - "Multi-threat" crashes
- Non-compliance with stop signs
  - Multi-lane approaches reduce compliance, increase speeds
  - Driver ambiguity
  - Long crossing distance
- Loading from travel lanes
  - Lack of dedicated curbside space for loading and pickup/drop off spills over into general travel lane and bike lane
  - Swerving, weaving, unpredictable



# Pedestrian Safety

## Reducing travel lanes four to two:

- Increases visibility of pedestrians
- Reduces multiple threat pedestrian crashes



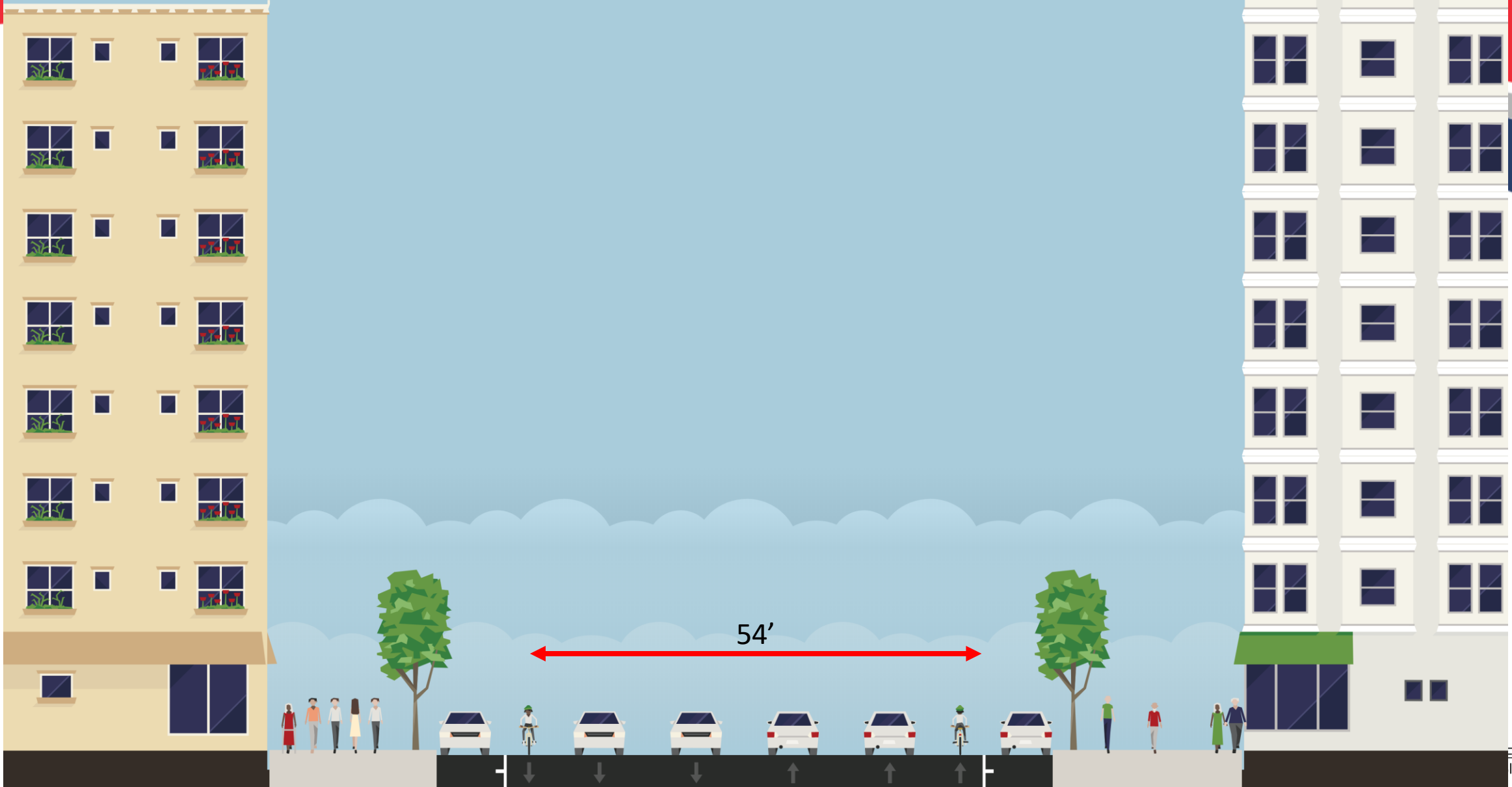
# Existing: 1st Street, SE: Eye through M Streets, SE



14½'	4'	8'	5'	11'	11'	11'	11'	5'	8'	4½'	16½'
Sidewalk		Parking lane	Bike lane	Drive lane	Drive lane	Drive lane	Drive lane	Bike lane	Parking lane		Sidewalk

Made with **Streetmix**

# Existing: 1st Street, SE: Eye through M Streets, SE



14½'	4'	8'	5'	11'	11'	11'	11'	5'	8'	4½'	16½'
Sidewalk		Parking lane	Bike lane	Drive lane	Drive lane	Drive lane	Drive lane	Bike lane	Parking lane		Sidewalk

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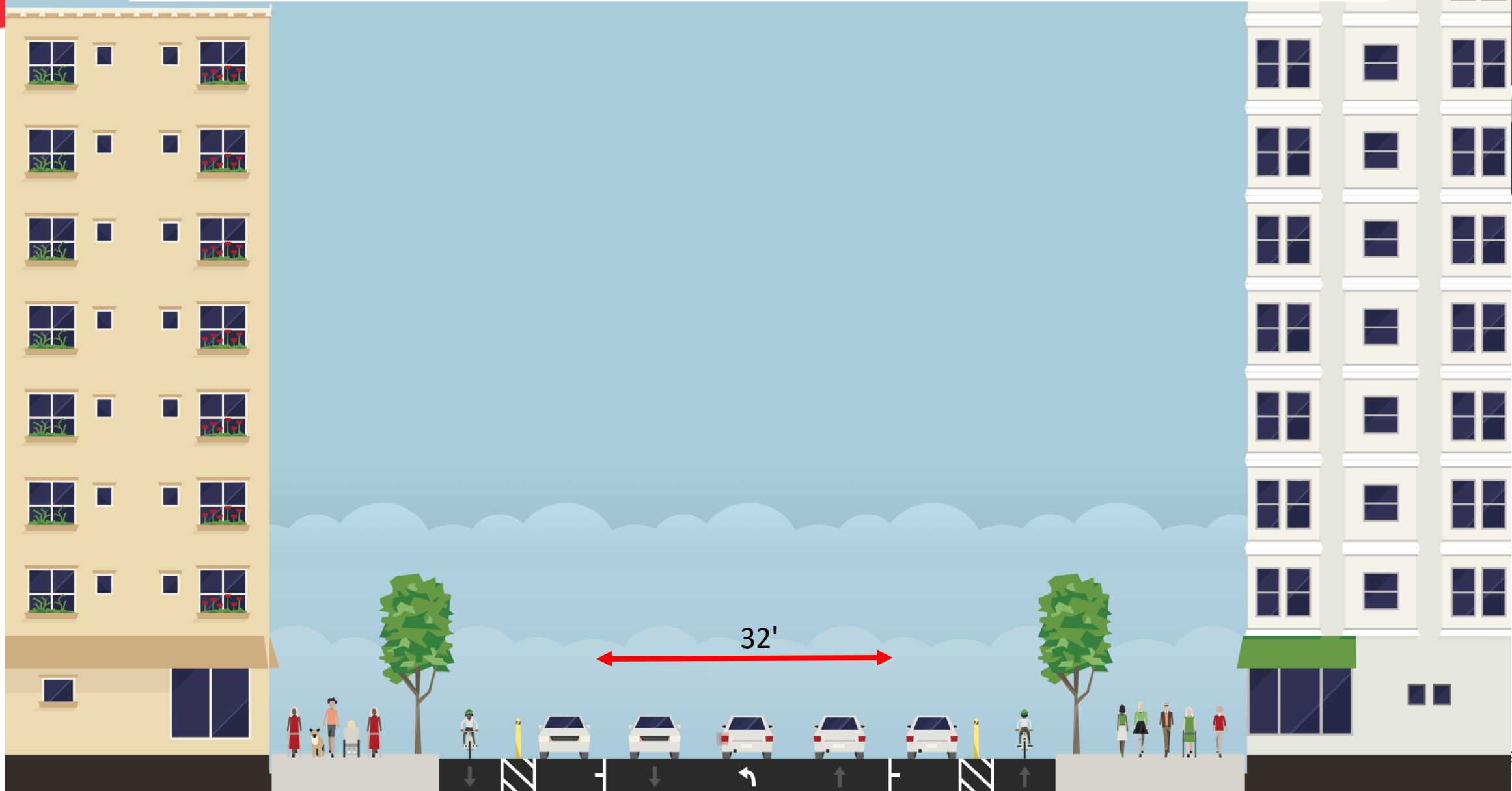
# Proposed: 1st Street, SE: Eye through M Streets, SE (3 lanes)



14½'	4½'	7'	4'	8'	11'	10'	11'	8'	4'	7'	4½'	16½'
Sidewalk		Bike lane		Parking lane	Drive lane	Turn lane	Drive lane	Parking lane		Bike lane		Sidewalk

Made with **Streetmix**

# Proposed: 1st Street, SE: Eye through M Streets, SE (3 lanes)



14½'	4½'	7'	4'	8'	11'	10'	11'	8'	4'	7'	4½'	16½'
Sidewalk		Bike lane		Parking lane	Drive lane	Turn lane	Drive lane	Parking lane		Bike lane		Sidewalk

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# Proposed: 1st Street, SE: Eye through M Streets, SE (2 lanes)

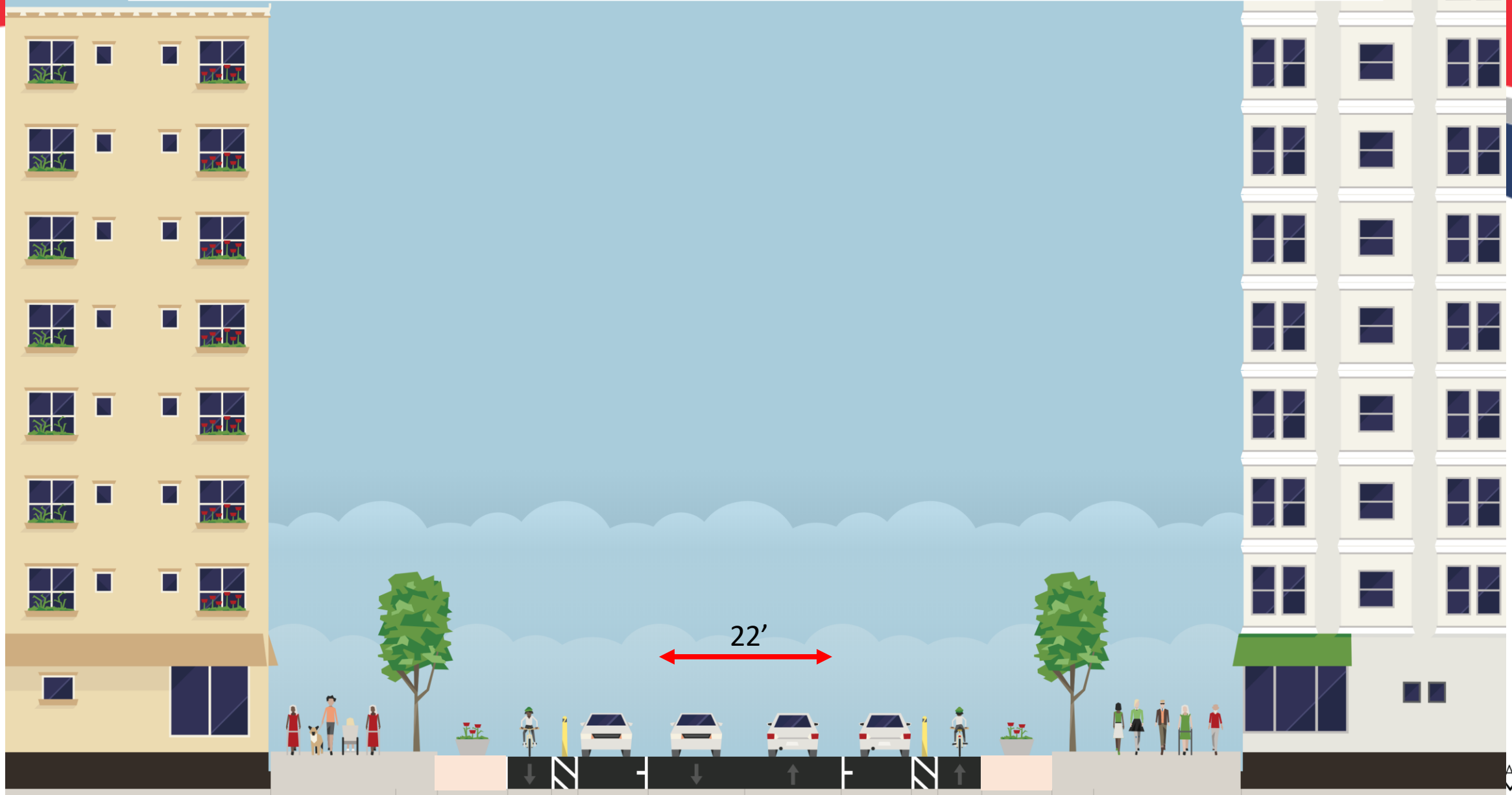


14 1/2'	4 1/2'	8'	5'	3'	8'	11'	11'	8'	3'	5'	8'	4 1/2'	16 1/2'
Sidewalk		Planter box			Parking lane	Drive lane	Drive lane	Parking lane			Planter box		Sidewalk

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A MAYOR

# Proposed: 1st Street, SE: Eye through M Streets, SE (2 lanes)

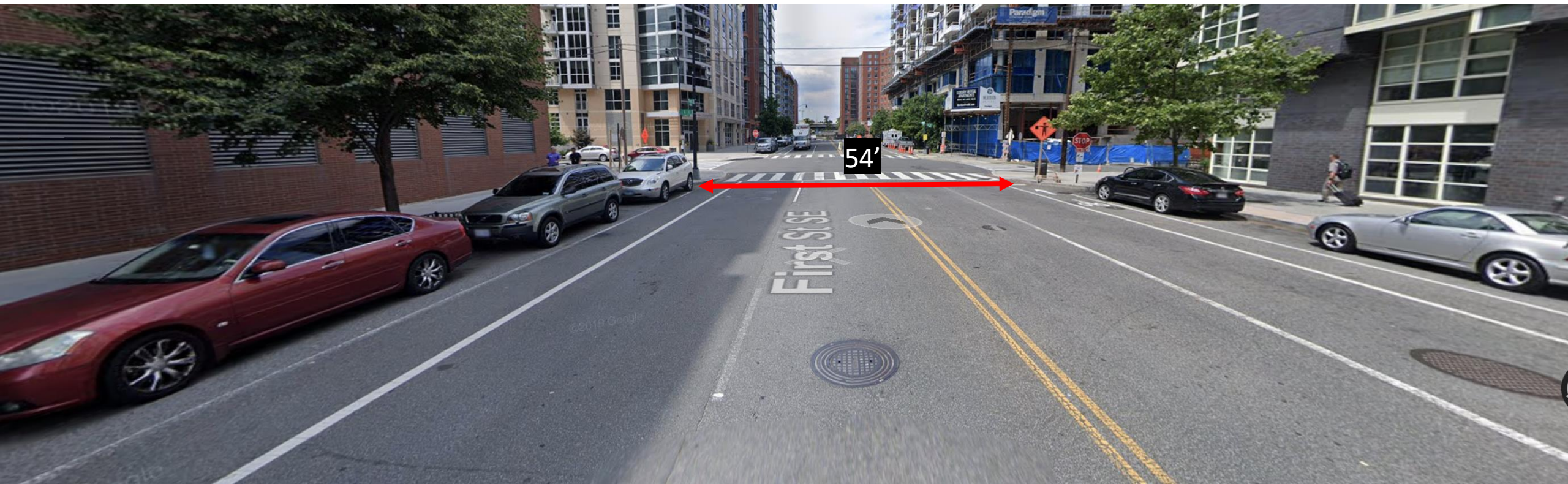


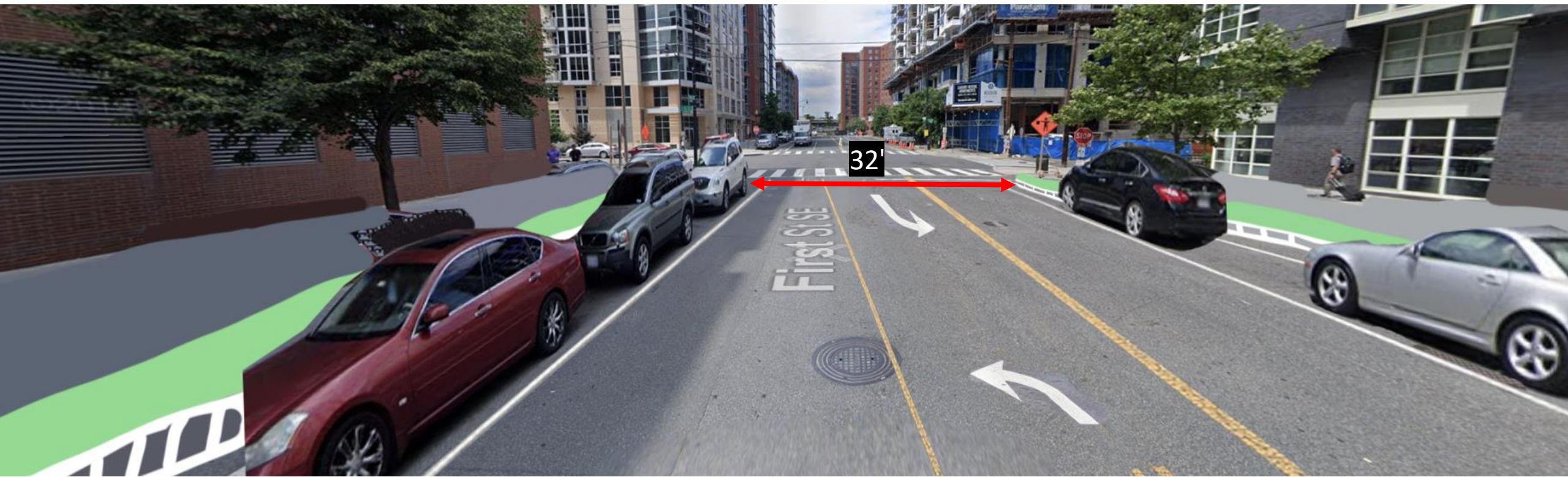
14 1/4'	4 1/4'	8'	5'	3'	8'	11'	11'	8'	3'	5'	8'	4 1/4'	16 3/4'
Sidewalk		Planter box			Parking lane	Drive lane	Drive lane	Parking lane			Planter box		Sidewalk

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A MAYOR









# Benefits

- Solves three main issues with corridor
  - High vehicle speeds
    - Narrowing travelway reduces speeds
    - Reduces pedestrian crossing distances
    - Better sight lines
  - Non-compliance with stop signs
    - Better sight lines
    - Less confusion/ambiguity
  - Loading from travel lanes
    - Dedicated curbside loading and PUDOs

# Benefits

- Extends protected bike lane network
  - Currently only one block segment between M and N Streets, SE
  - Connects to PBLs on Potomac Avenue, SW, future lanes on Eye Street, SE/SW, and Anacostia Riverwalk Trail
  - Lower stress facilities encourages cycling
    - Reduced demand for parking
    - Reduced congestion
    - Reduced pollution
- "Brings life" to 1st Street SE north of M
  - Public amenities at curb invite neighbors and visitors to enjoy public space
  - BID says businesses north of M want to encourage more foot traffic, street activity.
- Removes sidewalk obstructions
  - Bikeshare stations, dockless vehicles in "activated space" give pedestrians more space to walk.

# Pedestrian Activation

- Partner with Capitol Riverfront to activate the space in **phases**.
- Engage with businesses and residents of the corridor to participate in both the **design** and the **programming** of the new pedestrian activation space.



# Phase One: Planters, Paint, and Murals



# Phase Two: Pop-up Furniture and further Programming



NACTO, LA

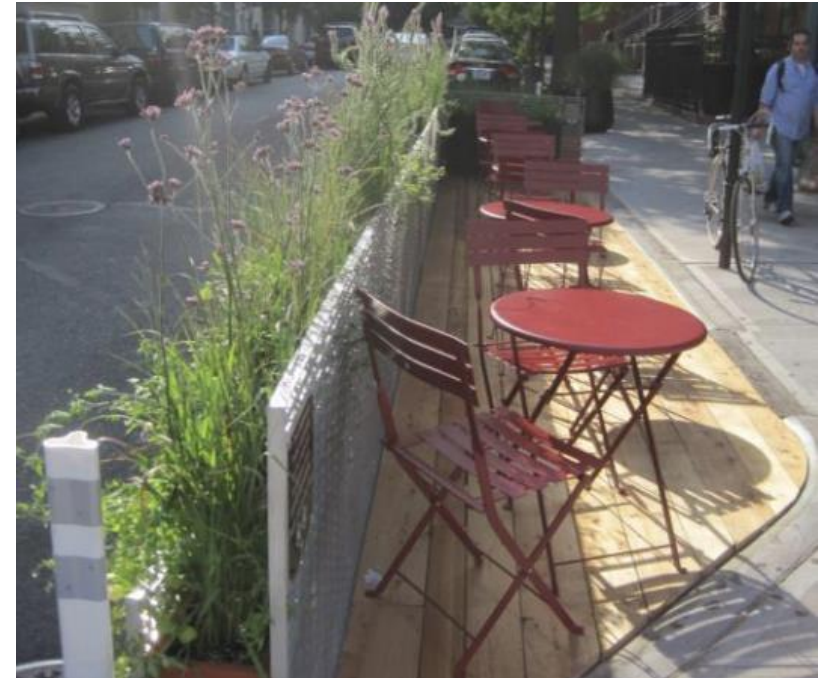


DDOT, NW DC



# Phase Three: Parklet structures flush with sidewalk

Continue to include all previous elements – possibly in a more permanent structure.



NYC

# M through South Capitol Streets, SE

# Existing: 1st Street, SE: M through N Streets, SE



16 1/2'  
Sidewalk

4 3/4'

5'  
Bike lane

3'

7'  
Parking lane

11'  
Drive lane

11'  
Drive lane

11'  
Drive lane

11'  
Drive lane

5'  
Bike lane

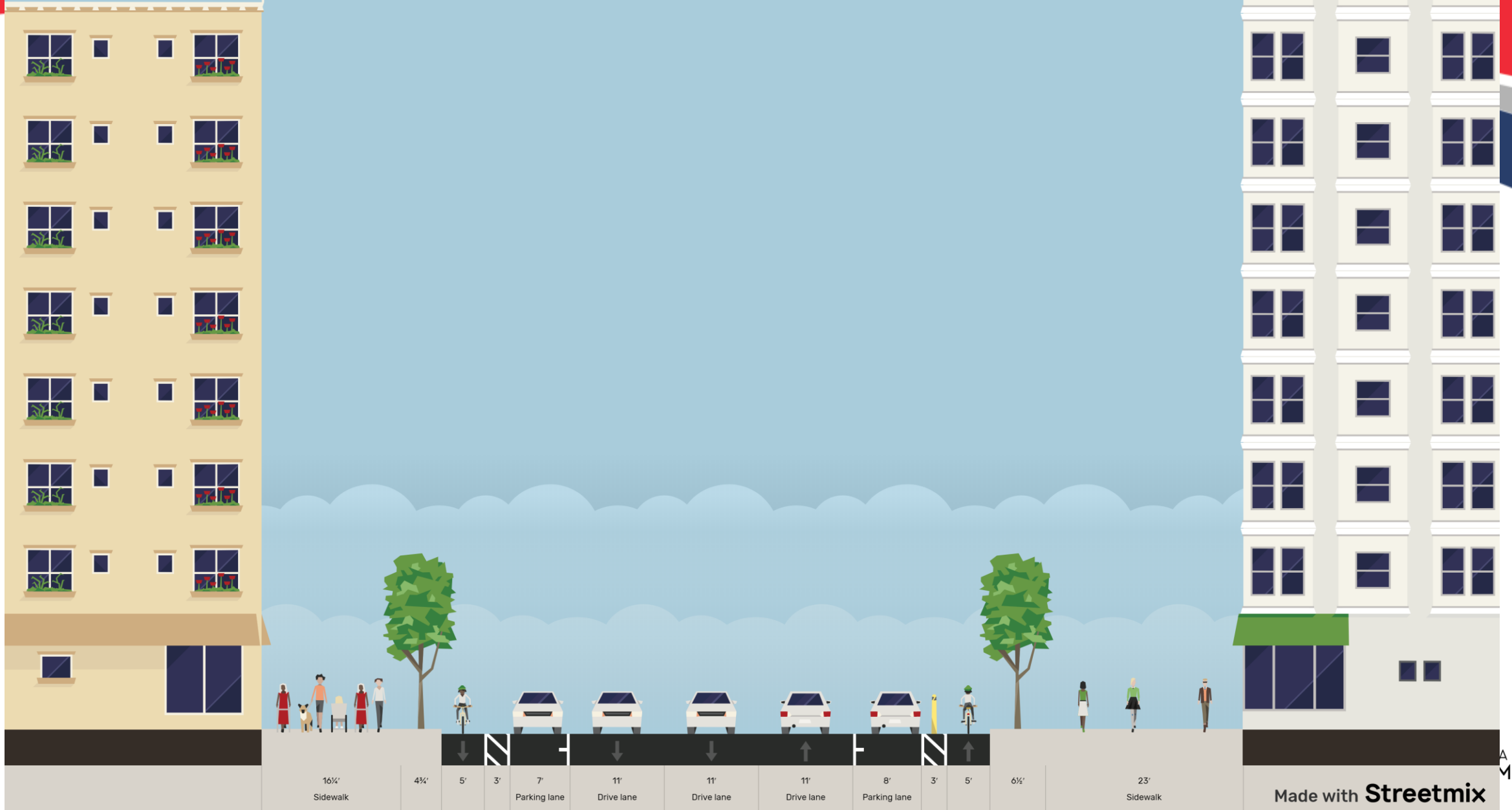
6 1/2'

23'  
Sidewalk

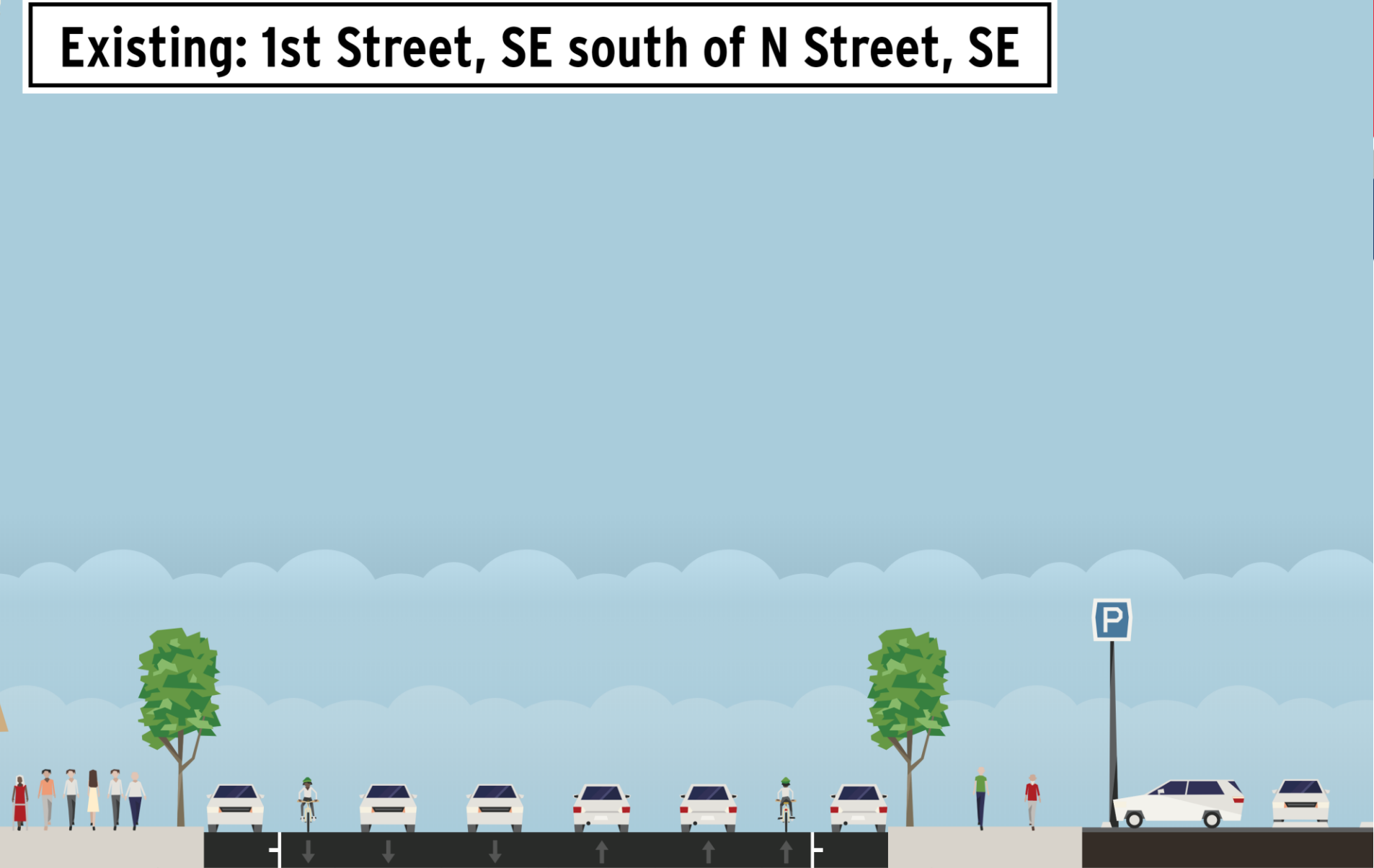
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MAYOR

# Proposed: 1st Street, SE: M through N Streets, SE



# Existing: 1st Street, SE south of N Street, SE



16½'	4½'	8'	5½'	11'	11'	11'	11'	5'	8'	4½'	15½'
Sidewalk		Parking lane	Bike lane	Drive lane	Drive lane	Drive lane	Drive lane	Bike lane	Parking lane		Sidewalk

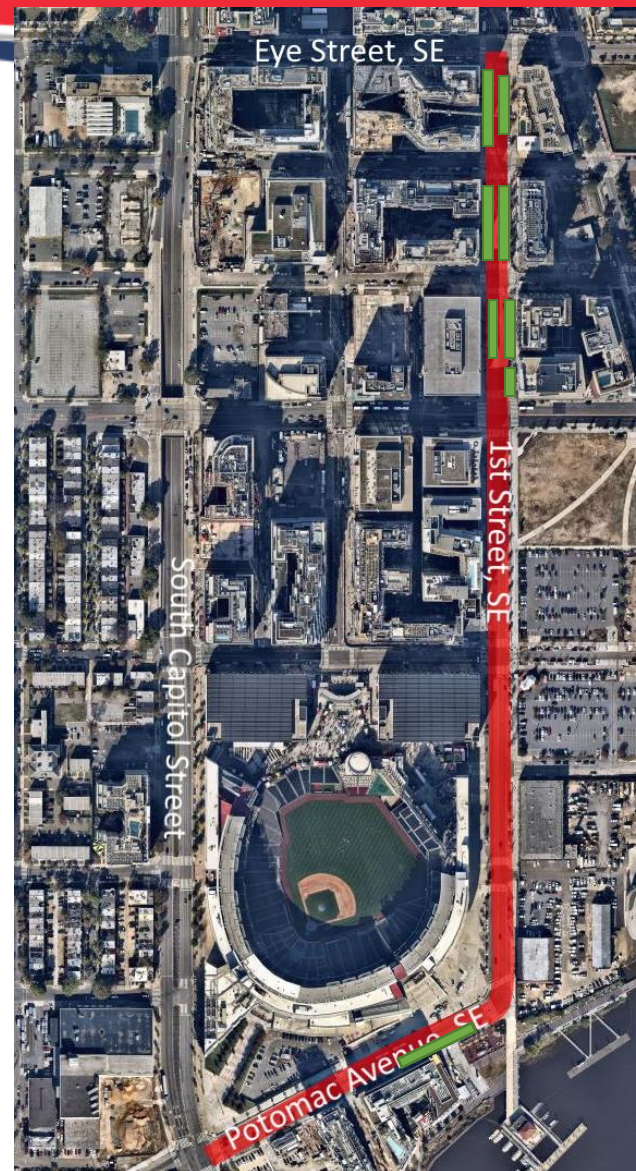
# Proposed: 1st Street, SE south of N Street, SE

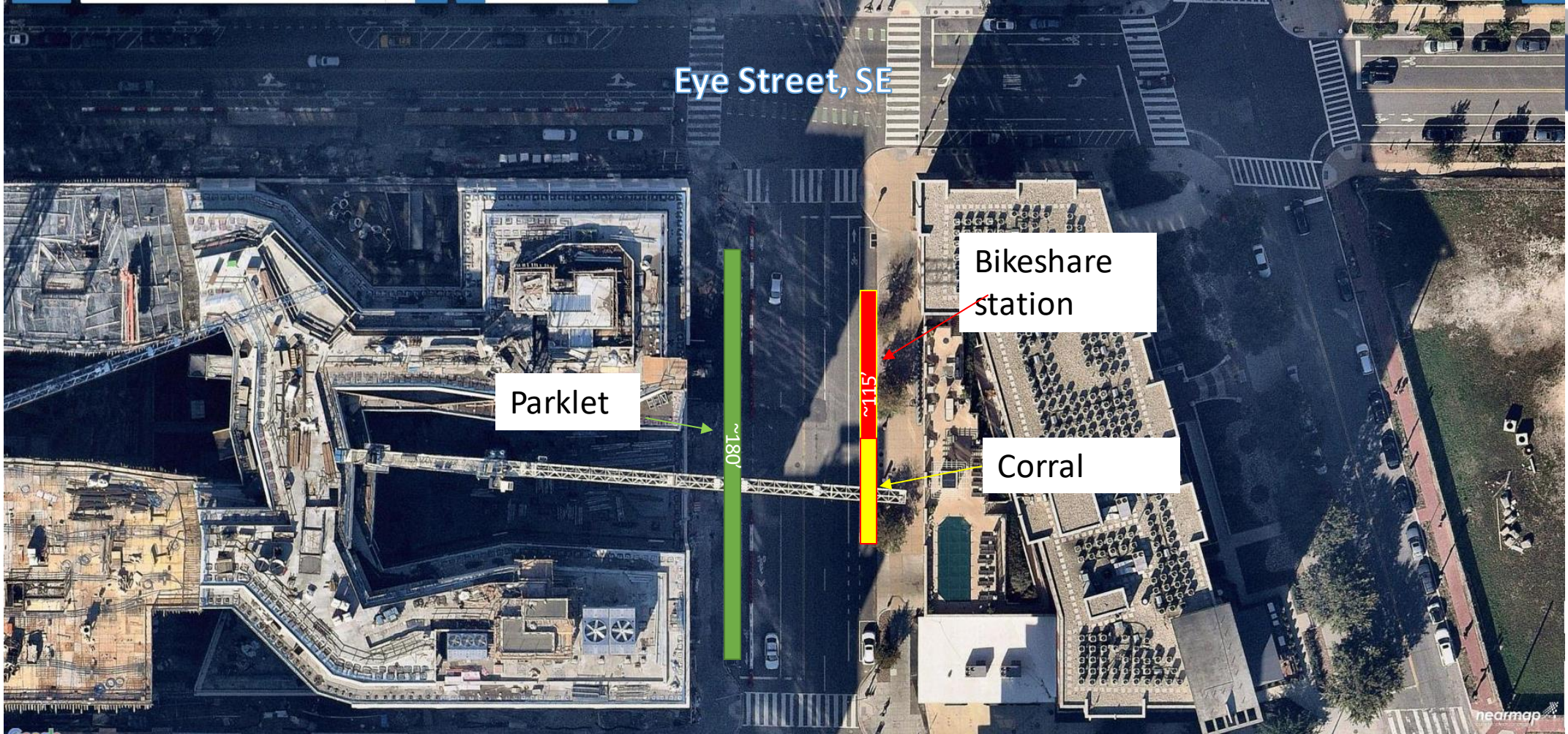


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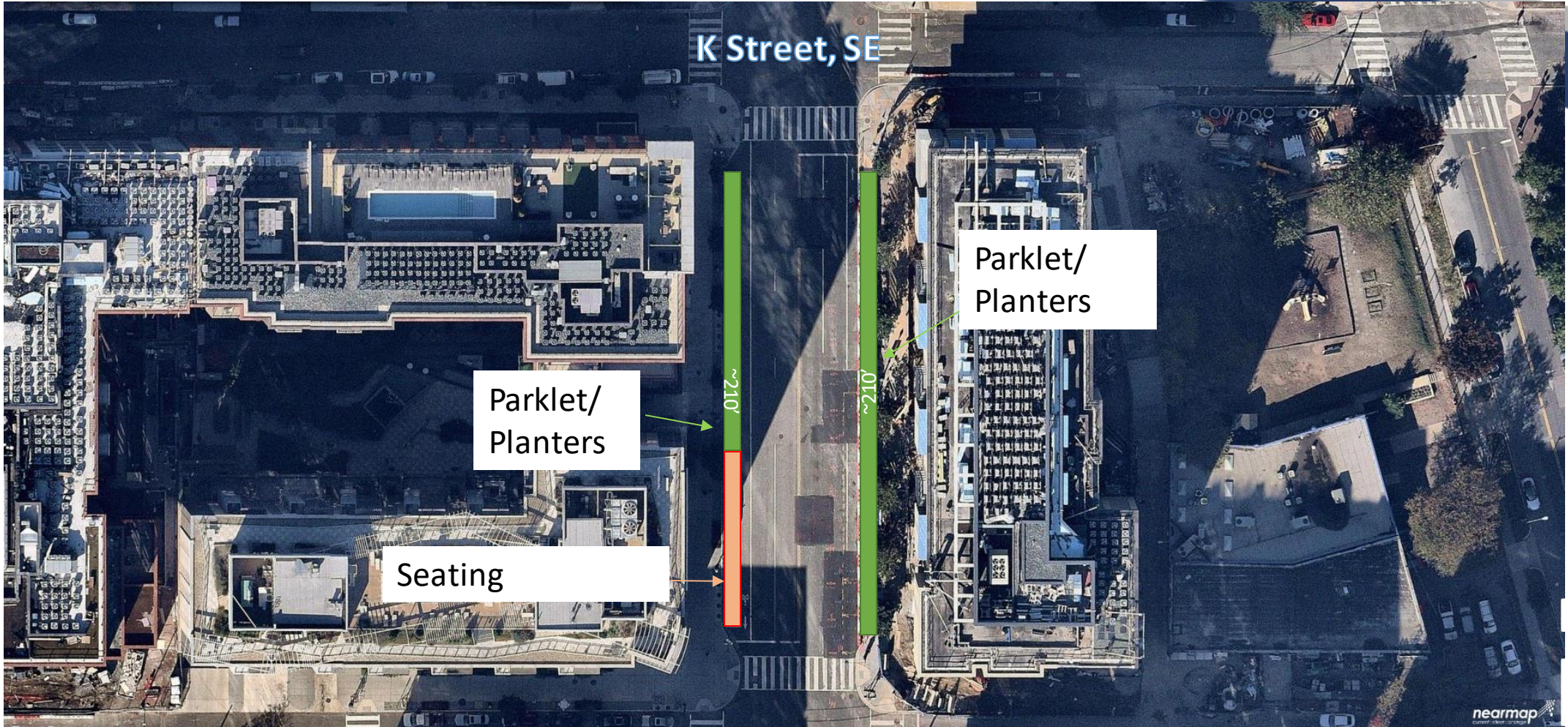
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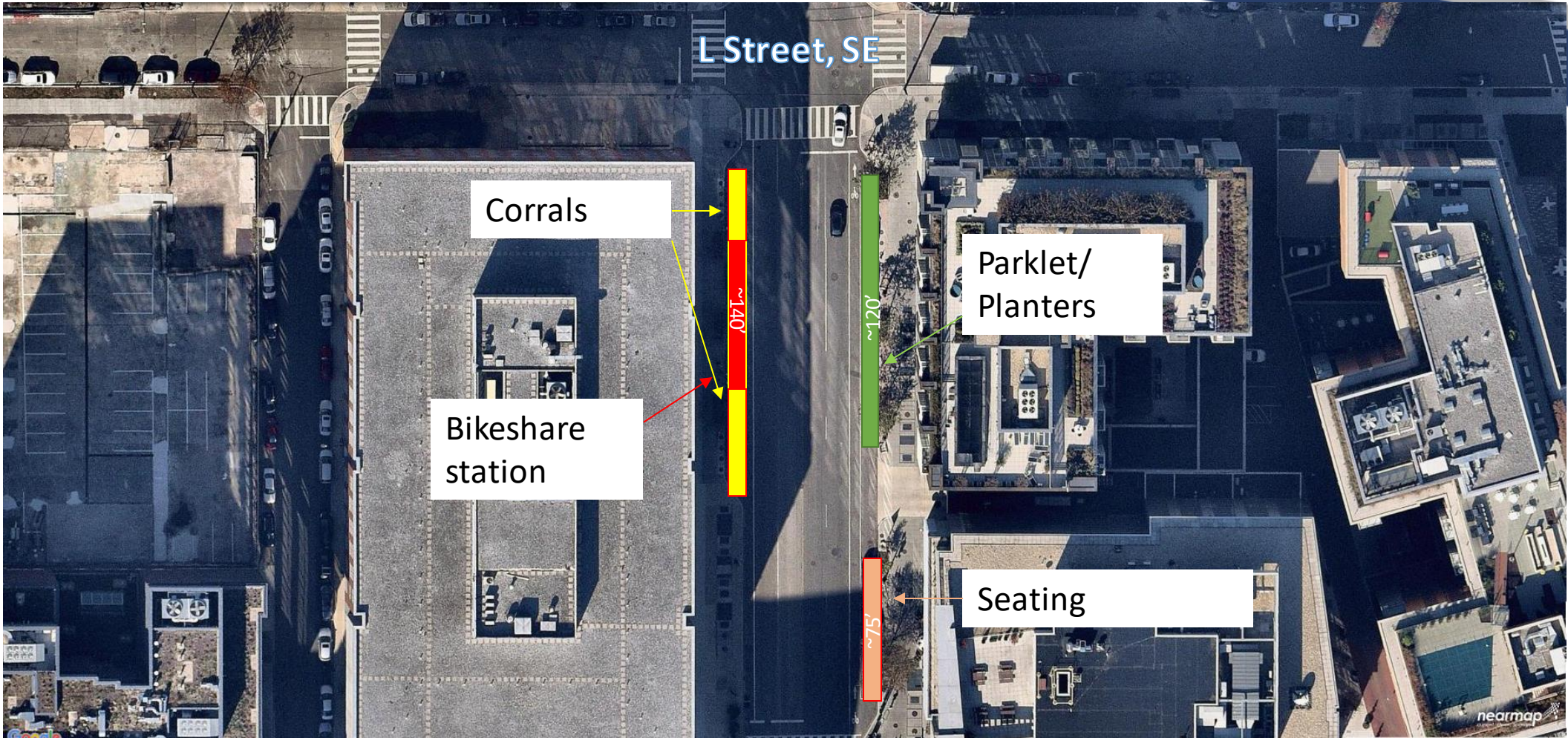
# Curbside Activation Opportunities

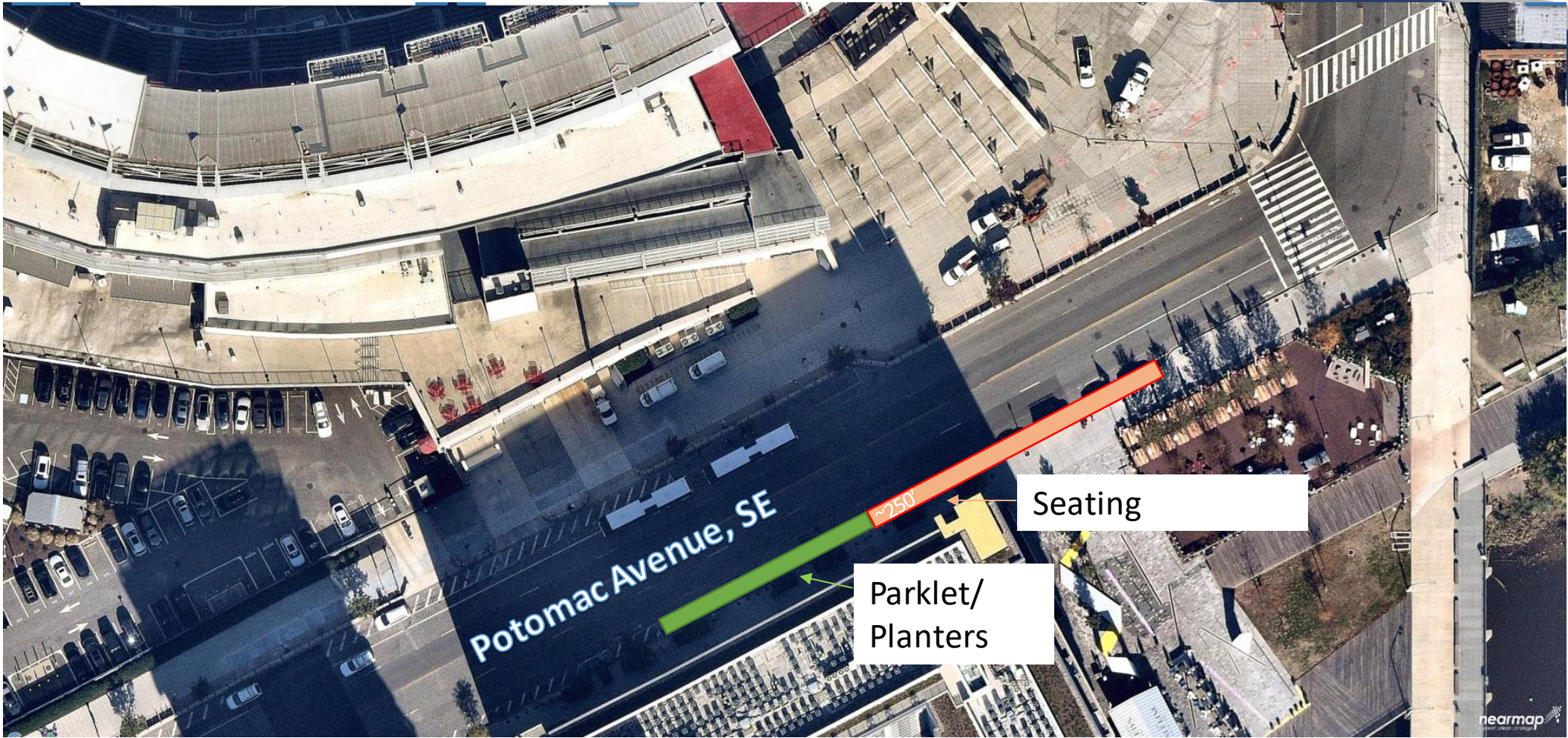












# Potential Stakeholders

- Capitol Riverfront BID
- Residential building associations
- Retail tenants

**DACHA**  
RESTAURANT | BAR | BEER GARDEN

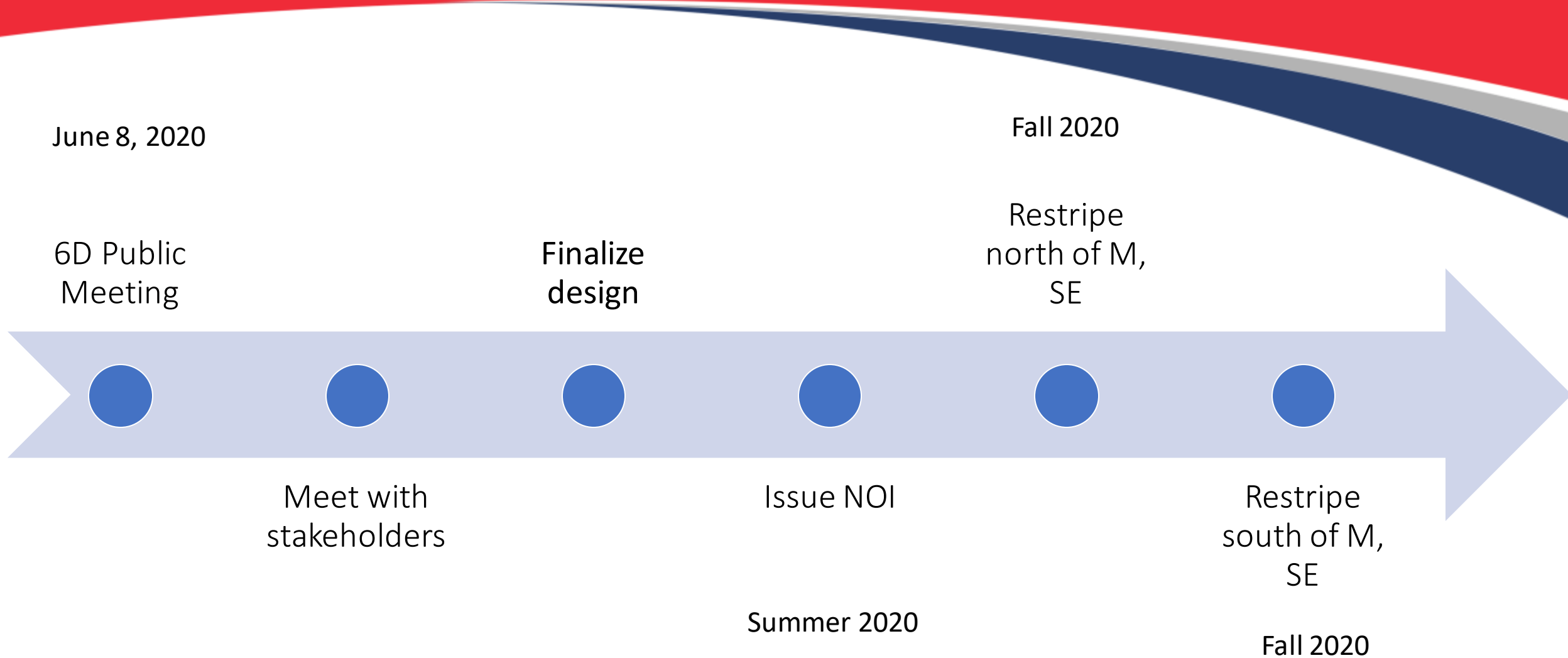
NAVY YARD



# Next Steps

- Meet with stakeholders
  - Gather feedback
  - Secure commitments
  - Further develop design
- Develop curbside lane management plan.
  - Multiple PUDO zones along corridor.
- Present to full ANC 6D meeting in June
- Gather feedback from the community and incorporate into design
- Finalize design
- Restripe in phases:
  - North of M, SE
  - South of M, SE

# Timeline - Spring/Summer 2020





## District Department of Transportation

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