

DISTRICT DEPARTMENT OF TRANSPORTATION

ANC 5A

ANC 5B

June 26, 2024

Taylor St NE & Fort Drive NE
Protected Bike Lanes

Creating Safe Connections

Building a Safe East-West Connection

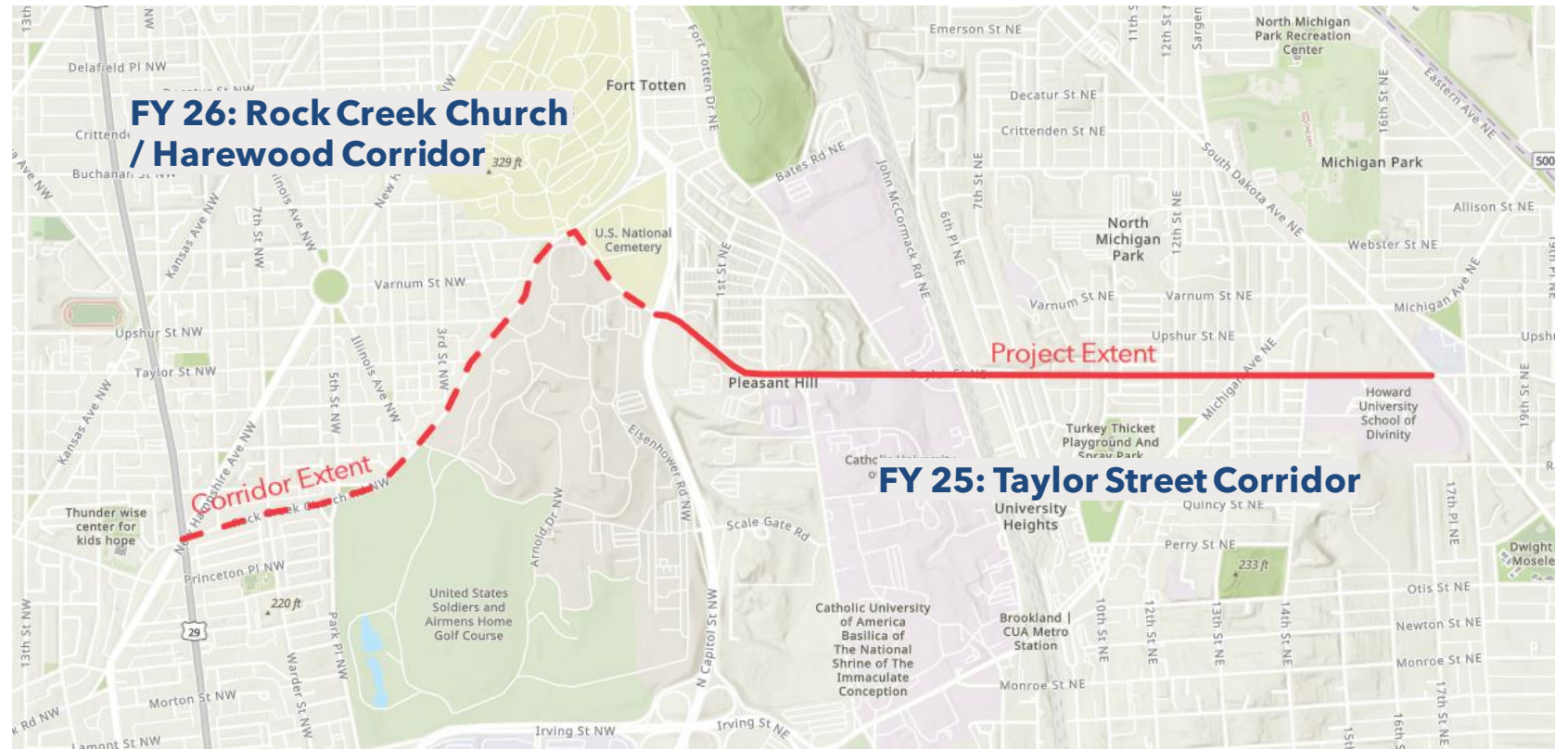
Project Limits

Taylor Street Corridor

- From North Capitol St along Fort Dr NE onto Taylor Street to South Dakota Avenue NE

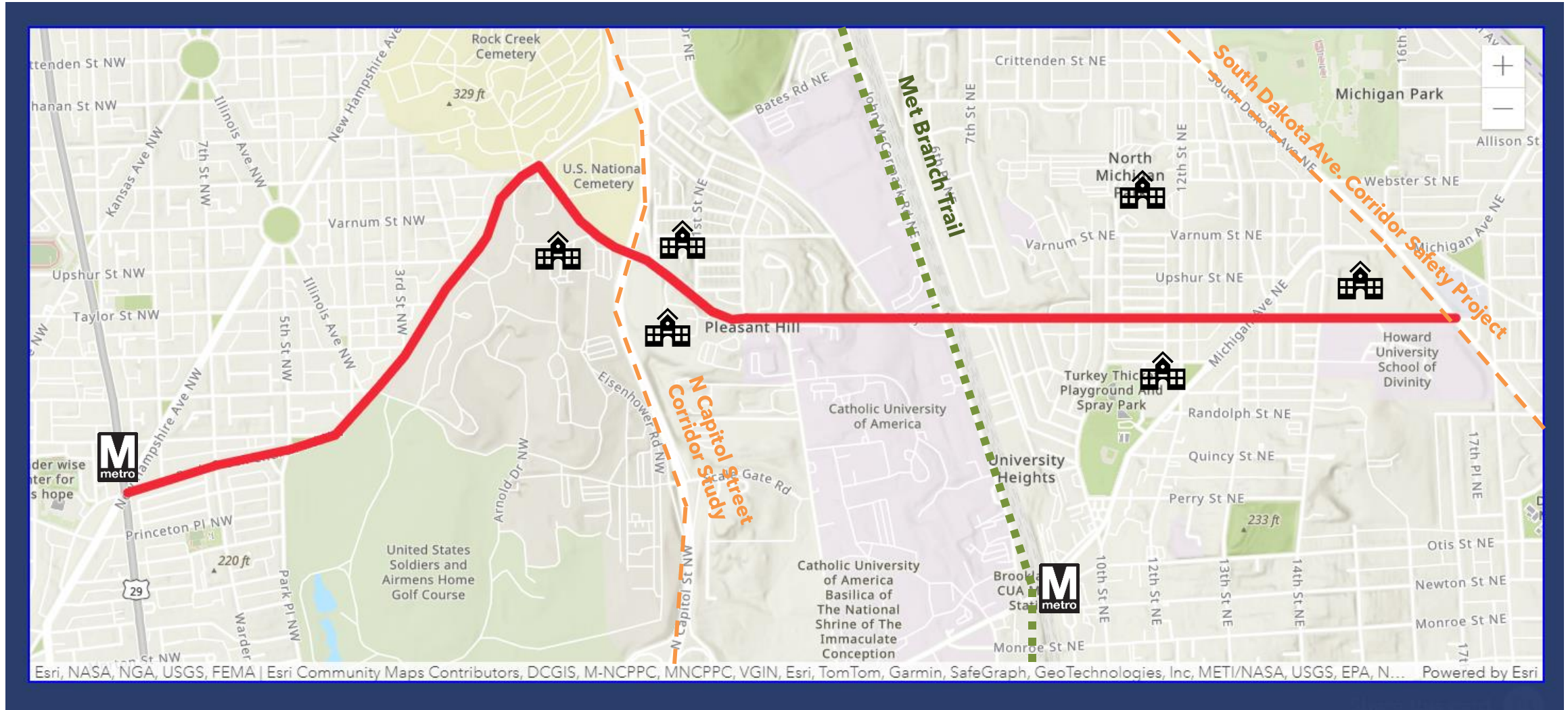
Rock Creek Church / Harewood Corridor

- From New Hampshire Ave NW along Rock Creek Church Rd NW
- East on Harewood Rd NW to N Capitol St NW



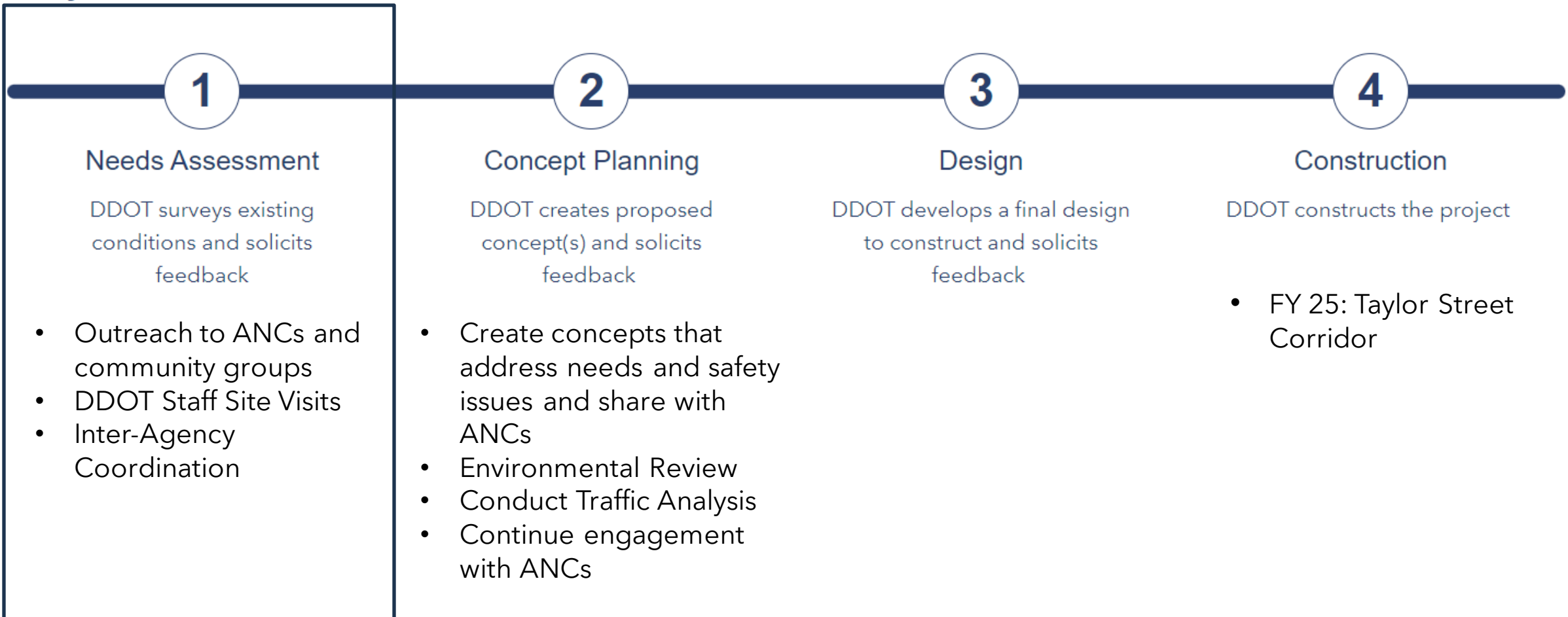
Project Area

Building a Safe East-West Connection



Timeline and Project Process: *Next Steps*

Project Timeline



Initial Corridor Identification

Citywide Goals



MoveDC 2021

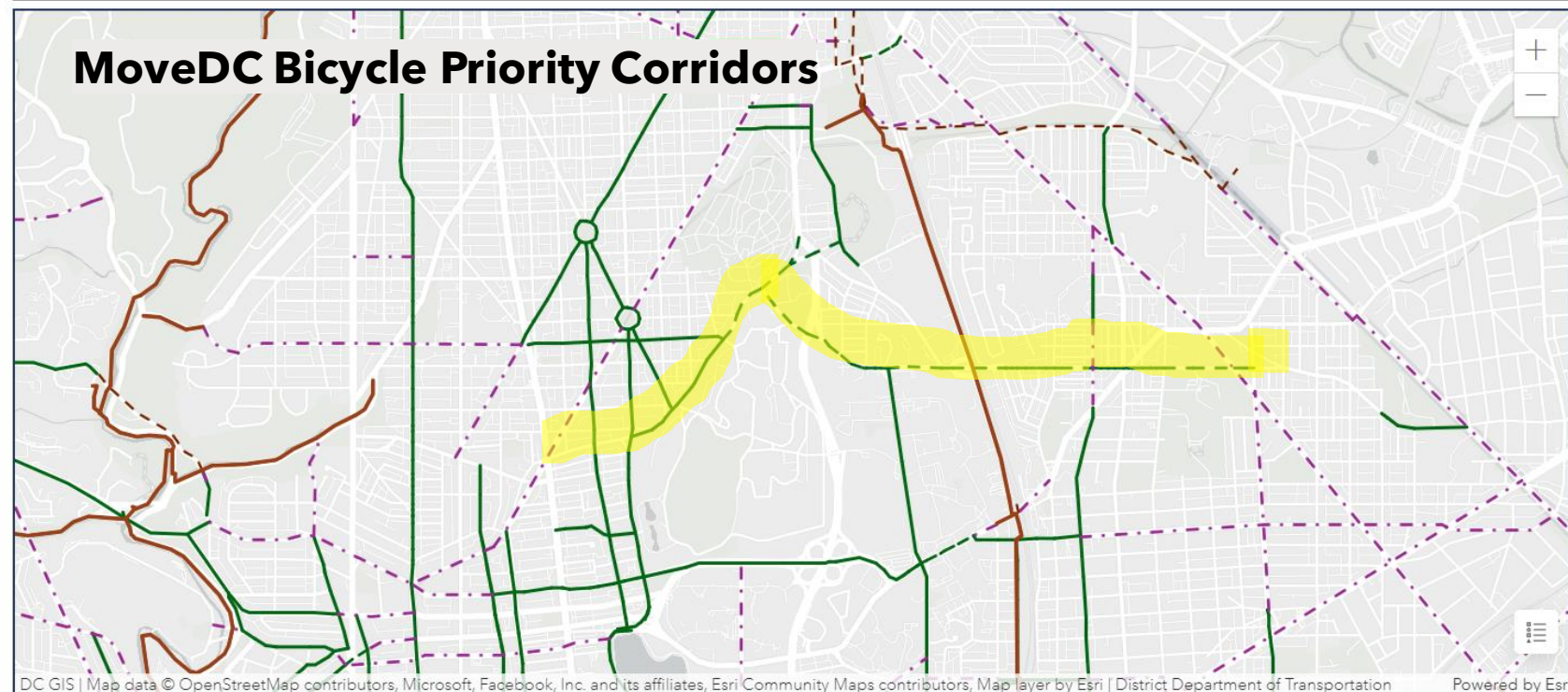
- Districtwide network of safe, comfortable bicycle facilities for all ages and abilities by 2044
- Bike lane network available to micromobility and shared devices

Sustainable DC

- 25% of commuter trips by bicycling and walking by 2032
- Reduce automobile trips from 43% to 25% by 2032

Vision Zero Goals

- Create safe conditions through design
- Safe & accessible streets for all users



Initial Corridor Identification

Community Requests

ANC Requests

- ANC 5B: Resolution Urging Traffic Safety Improvements to the Bunker Hill Elementary School Campus
- ANC 4D: Supporting Implementation of Taylor St. Corridor Safety Improvements (3/24)
- ANC 5B01 and 5B02 – Letter “Urging DDOT to Expeditiously Complete Protected Bike Lane from Rock Creek Church Road NW though Taylor Street NW (2/24)

Community Requests



TAYLOR STREET NEIGHBORS

February 2, 2024

Sharon Kershbaum
Interim Director, District Department of Transportation
250 M Street SE
Washington, DC 20003

Dear Interim Director Kershbaum,

We, the undersigned are parents, caregivers, teachers, administrators and neighbors, concerned for the safety of students attending schools along Harewood Rd NW, Fort Dr NE and Taylor St NE (collectively, the Taylor St NE corridor). As residents living and commuting along this corridor, and as advocates for these students, **we express our sincere and urgent support for traffic calming on the Taylor St NE corridor in the form of Protected Bike Lanes (PBLs)**. We request that DDOT move forward with this important east-west improvement that has been planned since 2014, and protect and prioritize the safety of all roadway users.

Protected Bike Lanes are one tool to reduce the driving width of a roadway which, in turn, induces slower, more careful driving. Evidence shows that **reducing the driving width of a roadway decreases the likelihood of vehicle crashes, decreases vehicle speeds, and decreases vehicle volume on roadways**. PBLs create a buffer for pedestrians by increasing the space between the sidewalk and the vehicle travel lanes, improving access for pedestrians, wheelchairs/strollers and other assistive device users, and creating a safe place for bike/scooter riders, including children.

Our children travel to schools in various ways—walking, biking, taking public transit and by car. Many families use the H8 busses that stop along the Taylor St NE corridor, despite the narrow and inaccessible sidewalks. Many use the nearby Brookland-CUA WMATA station and walk the short distance from there to school, despite dangerous driving behavior putting pedestrians at risk. Many families commute by bike using the nearby Irving Street cycle track and Metropolitan Branch Trail, however continuing the commute along the Taylor St NE corridor is dangerous due to the lack of protected infrastructure. **Commuting to the nine schools accessible by the Taylor St NE corridor is dangerous for all roadway users, but it is especially dangerous for those not in a car.**

2023 was the District of Columbia's highest single-year mortality rate since 2007, with 52 traffic fatalities, 13 of which were in Ward 5. Twenty-five percent of the District's traffic deaths occurred on our Ward 5 streets. Our community knows the tragic consequences of inadequate safety infrastructure. Vehicle, cyclist, and pedestrian safety problems are a critical equity issue for Ward 5, which has suffered from decades of neglect and disregard, resulting in an outsized share of DC's lethal arterial roadways.

Agency Coordination



Identify safety treatments around the schools along this corridor.

Safe Routes to School

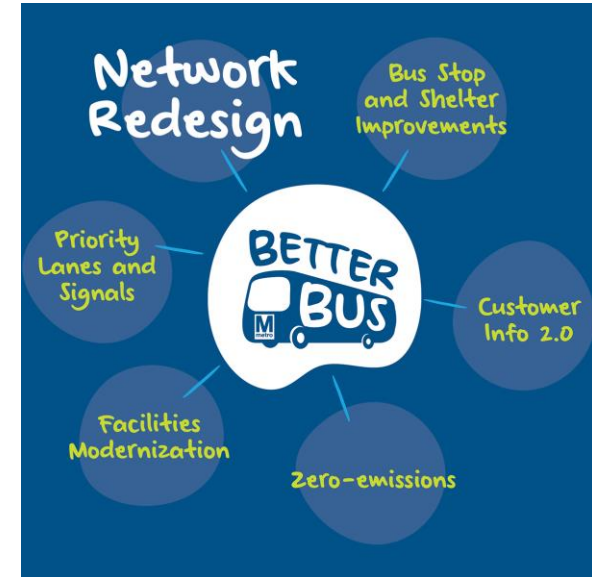
Identify locations for potential CaBi stations and bike racks along the corridor.

Capitol Bikeshare



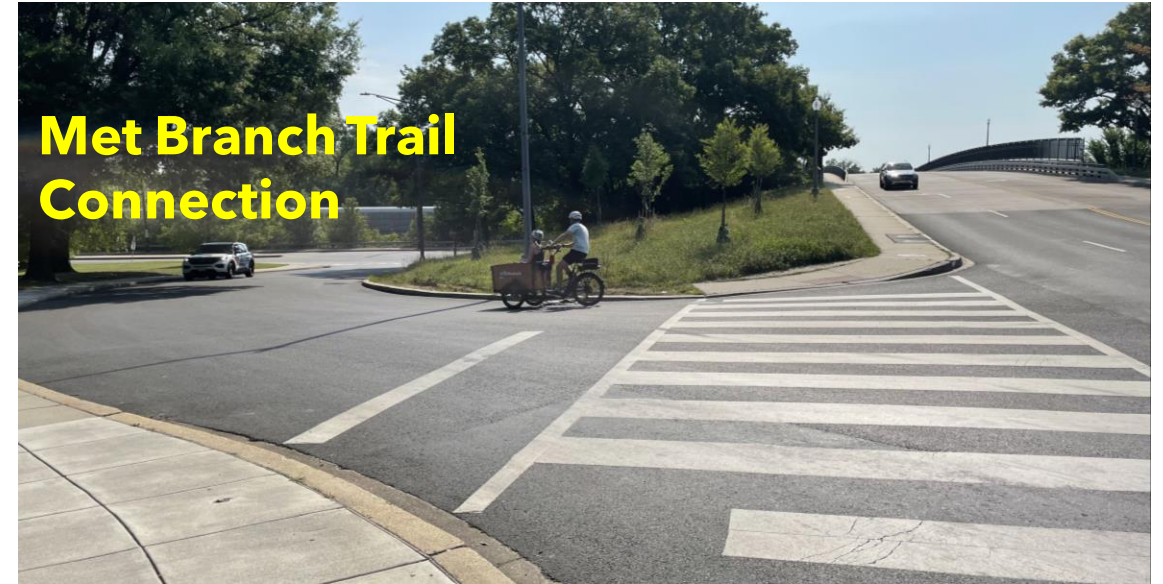
WMATA and Bus Priority

Plan for existing bus routes and stops and plan for the Better Bus Network redesign.



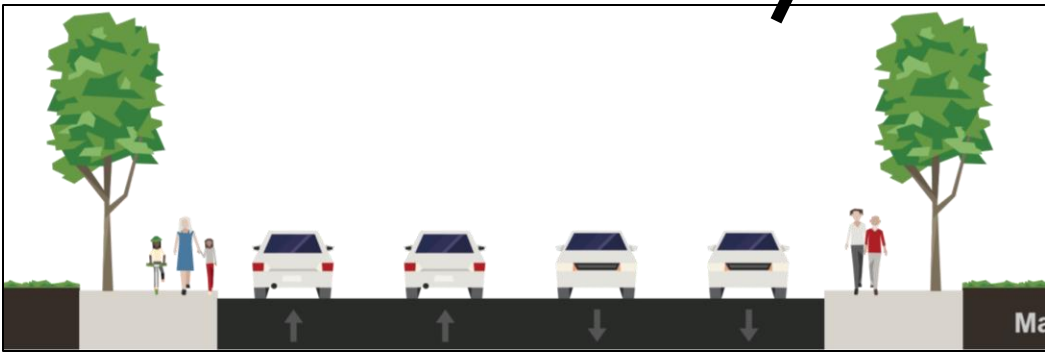
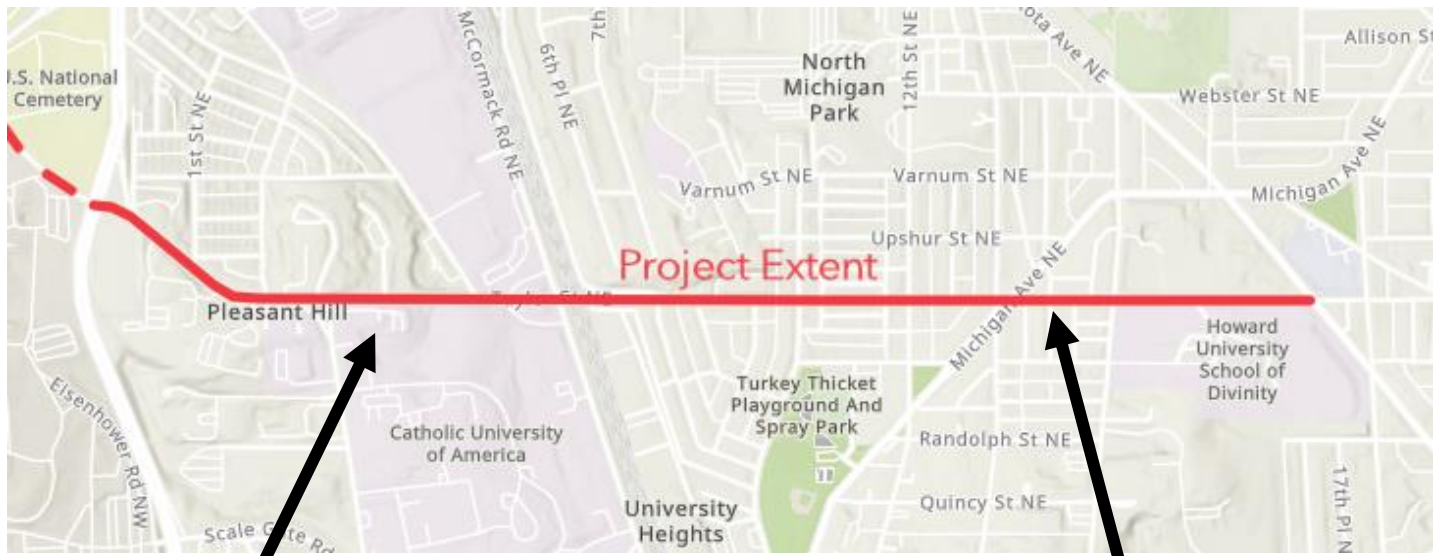
Existing Conditions

Shared Lanes and Difficult Crossings

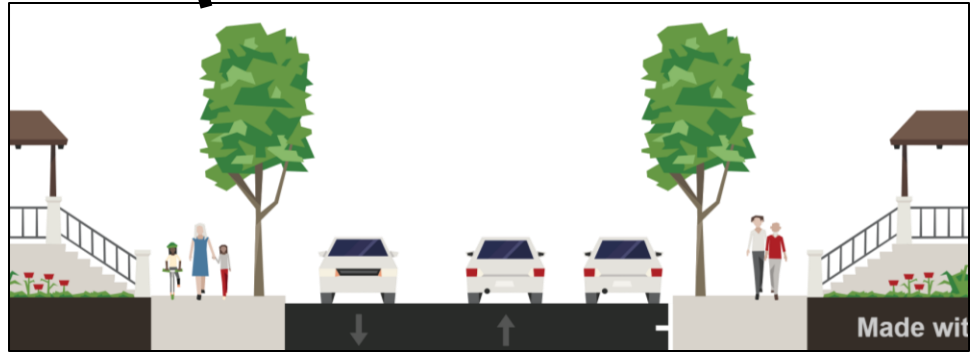


Existing Conditions

A range of cross-sections



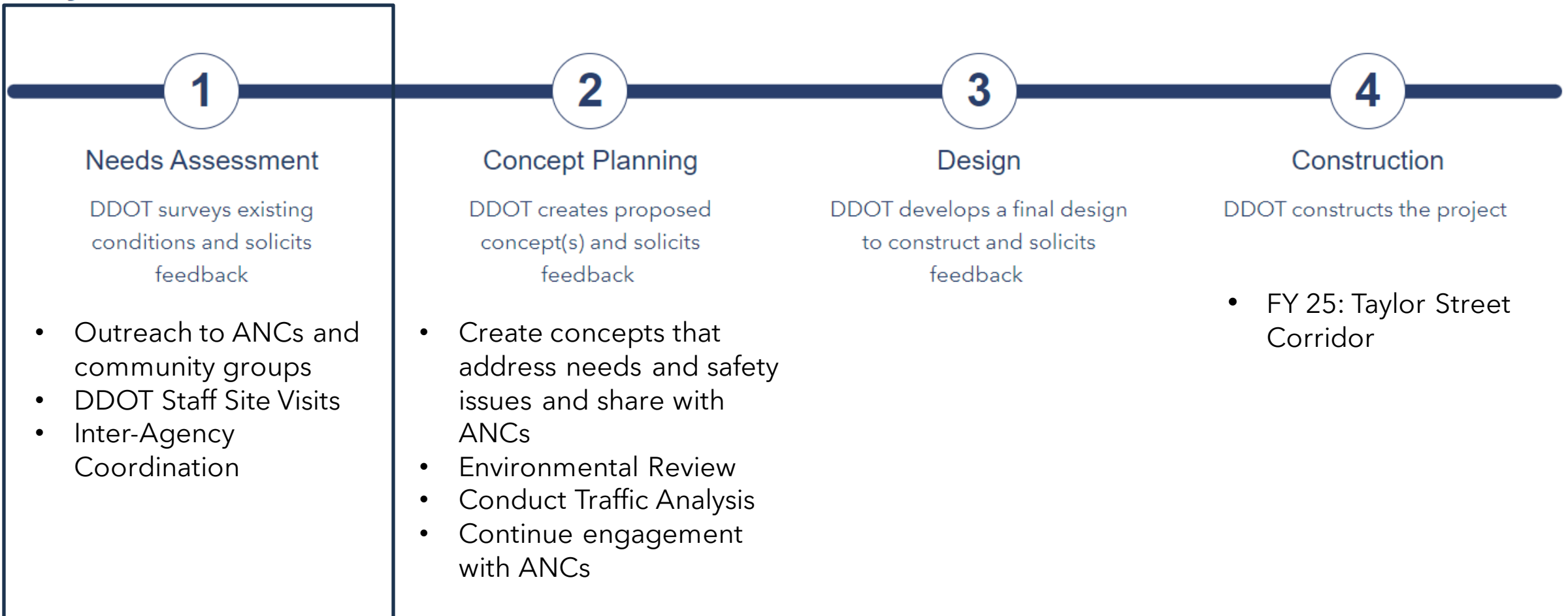
four-lane, minor-arterial road with parking allowed



two-lane, minor-arterial with parking mostly on south side

Timeline and Project Process: *Next Steps*

Project Timeline



Contact Information:

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