

Various Locations Districtwide

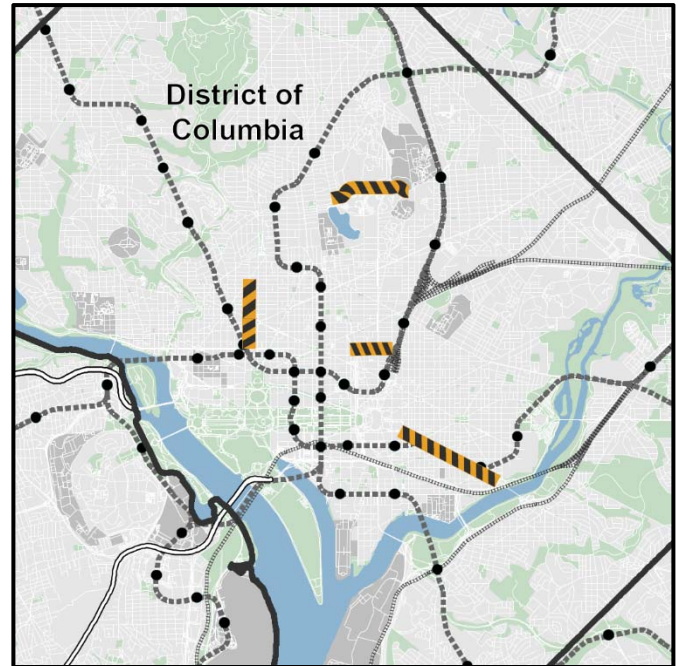
Basic Project Information

Project Length.....**6 Miles**
 Anticipated Completion.....**2018, 2023**
 Estimated Cost of Construction.....**\$28 million**
 Submitting Agency.....**District DOT**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....**multiple**



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.



Project Description

DDOT is proposing adding six new segments to its existing bicycle path network. The following projects will remove one or more traffic lanes to allow for separated bicycle lanes.

- Pennsylvania Ave. SE from 2nd St./Independence Ave. to Barney Circle (1.3 miles)
- 17th St. NW from New Hampshire Ave. to K St. (<1 mile)
- K St. from 7th St. NW to 1st St. NE (<1 mile)
- K St. from 1st St. NE to Florida Ave. NE (<1 mile)
- Irving St. from Warder St. NW to Michigan Ave. NE (1 mile)
- New York Ave. NE from Florida Ave. to Bladensburg Rd. (2.3 miles)

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Move DC

See official Visualize 2045 Project Description Forms for more information about these projects.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

Making bicycling safer and easier represents an expansion of transportation options (Goal 1). This will be advanced by implementing six bike-lane projects in the District. These projects are particularly supportive of the Priorities Plan's call for improved non-motorized circulation within Activity Centers (Goal 2) to make bicycle travel more efficient and safer (Goals 3 and 4). The project further supports emissions reductions (Goal 5).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel & Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck Local Delivery Rail Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 12, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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