

# PROJECT SUBMISSION FORM

## Basic Project Information

CEID 3651

1. Submitting Agency: **DDOT**
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ  
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program  
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. Project Name: **17th Street NW Protected Bike Lane**  
Prefix Route Name Modifier
7. Facility: 

		17 <sup>th</sup> St. NW	
		New Hampshire Ave. NW	
		K St. NW	
8. From (☐ at):
9. To:
10. Description: **Install two-way protected bike lane on 17th Street NW. This would replace the existing southbound-only conventional bike lane currently in place between New Hampshire Avenue NW and Massachusetts Avenue NW, and continue south to K Street NW. This project is intended to increase bicycle accessibility on a busy corridor for bicycling, and to provide an alternative facility to the congested 15th Street NW protected bike lane.**
11. Projected Completion Year: **2018**
12. Project Manager: **Darren Buck**
13. Project Manager E-Mail: **darren.buck@dc.gov**
14. Project Information URL:
15. Total Miles: **0.84 miles**
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. 2018 Baseline Cost (in Thousands): **\$150** cost estimate as of 11/9/2017
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

## Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

### 22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Single Driver        | <input type="checkbox"/> Carpool/HOV          |   |
| <input type="checkbox"/> Metrorail            | <input type="checkbox"/> Commuter Rail        | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> BRT                  | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus             |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking   | <input type="checkbox"/> Local Bus            |
|   |   | <input type="checkbox"/> Other                |

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

## 23. Promote Regional Activity Centers

- ☒ Does this project begin or end in an Activity Center?
- ☒ Does this project connect two or more Activity Centers?
- ☒ Does this project promote non-auto travel within one or more Activity Centers?

## 24. Ensure System Maintenance, Preservation, and Safety

- ☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

## 25. Maximize Operational Effectiveness and Safety

- ☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- ☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

## 26. Protect and Enhance the Natural Environment

- ☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
- ☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

## 27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- ☐ Long-Haul Truck    ☐ Local Delivery    ☐ Rail    ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- ☐ Air    ☐ Amtrak intercity passenger rail    ☐ Intercity bus

## 28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

## Federal Planning Factors

### 29. Please identify any and all planning factors that are addressed by this project:

- a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.
  - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No
  - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. ☒ Increase **accessibility and mobility** of people.
- e. ☐ Increase accessibility and mobility of **freight**.
- f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☐ Promote efficient system **management and operation**.
- i. ☐ Emphasize the **preservation** of the existing transportation system.
- j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. ☐ Enhance travel and **tourism**.

## Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No
- a. If yes, what types of mitigation activities have been identified?
- ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;
- ☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

## Congestion Management Information

31. **Congested Conditions**
- a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No
- b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:
32. **Capacity**
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
- ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
- ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
- ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
- ☐ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

## Record Management

33. **Completed Year:**
34. **Project is being withdrawn from the CLRP:** ☐ Yes
35. **Withdrawn Date:** MM/DD/YYYY
36. **Record Creator:** Mark Rawlings
37. **Created On:** 11/17/2017
38. **Last Updated by:**
39. **Last Updated On:**
40. **Comments:**



# PROJECT SUBMISSION FORM

## Basic Project Information

CEID 3653

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ  
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program  
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. Project Name: **Irving Street NE/NW Protected Bike Lane**  

Prefix	Route	Name	Modifier
		Irving St. NE/NW	
		Warder St. NW	
		Michigan Ave. NE	
7. Facility:
8. From (☐ at):
9. To:
10. Description: **Install protected bike lanes on Irving Street NE/NW. This bikeway would connect through McMillan-Old Soldier's Home to Brookland. This project is intended to increase bicycle accessibility across a large crosstown area without any safe facilities for bicycling.**
11. Projected Completion Year: **2018**
12. Project Manager: **Darren Buck**
13. Project Manager E-Mail: **darren.buck@dc.gov**
14. Project Information URL:
15. Total Miles: **1 miles**
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. 2018 Baseline Cost (in Thousands): **\$250** cost estimate as of 11/9/2017
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

## Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

### 22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Single Driver        | <input type="checkbox"/> Carpool/HOV          |   |
| <input type="checkbox"/> Metrorail            | <input type="checkbox"/> Commuter Rail        | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> BRT                  | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus             |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking   | <input type="checkbox"/> Local Bus            |
|   |   | <input type="checkbox"/> Other                |

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

## 23. Promote Regional Activity Centers

- ☒ Does this project begin or end in an Activity Center?
- ☒ Does this project connect two or more Activity Centers?
- ☒ Does this project promote non-auto travel within one or more Activity Centers?

## 24. Ensure System Maintenance, Preservation, and Safety

- ☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

## 25. Maximize Operational Effectiveness and Safety

- ☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- ☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

## 26. Protect and Enhance the Natural Environment

- ☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
- ☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

## 27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- ☐ Long-Haul Truck    ☐ Local Delivery    ☐ Rail    ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- ☐ Air    ☐ Amtrak intercity passenger rail    ☐ Intercity bus

## 28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

## Federal Planning Factors

### 29. Please identify any and all planning factors that are addressed by this project:

- a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.
  - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No
  - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. ☒ Increase **accessibility and mobility** of people.
- e. ☐ Increase accessibility and mobility of **freight**.
- f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☐ Promote efficient system **management and operation**.
- i. ☐ Emphasize the **preservation** of the existing transportation system.
- j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. ☐ Enhance travel and **tourism**.

## Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No
- a. If yes, what types of mitigation activities have been identified?
- ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;
- ☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

## Congestion Management Information

31. **Congested Conditions**
- a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No
- b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:
32. **Capacity**
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
- ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
- ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
- ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
- ☐ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click [here](#) to open a blank Congestion Management Documentation Form.

## Record Management

33. **Completed Year:**
34. **Project is being withdrawn from the CLRP:** ☐ Yes
35. **Withdrawn Date:** MM/DD/YYYY
36. **Record Creator:** Mark Rawlings
37. **Created On:** 11/17/2017
38. **Last Updated by:**
39. **Last Updated On:**
40. **Comments:**





# PROJECT SUBMISSION FORM

## Basic Project Information

CEID 3652

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ  
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program  
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. Project Name: **K Street NW Bikeway**  
Prefix Route Name Modifier
7. Facility: 

		K St. NW	
		1 <sup>st</sup> St. NE	
		7 <sup>th</sup> St. NW	
8. From (☐ at):
9. To:
10. Description: Install bike lanes (protected in places) along K Street NW/NE. This bikeway would connect Downtown, NoMa, and the Mt Vernon Triangle. This project is intended to increase bicycle accessibility on a busy corridor for bicycling.
11. Projected Completion Year: 2018
12. Project Manager: Darren Buck
13. Project Manager E-Mail: darren.buck@dc.gov
14. Project Information URL:
15. Total Miles: <1 mile
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. 2018 Baseline Cost (in Thousands): \$150 cost estimate as of 11/9/2017
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

## Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

### 22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Single Driver        | <input type="checkbox"/> Carpool/HOV          |   |
| <input type="checkbox"/> Metrorail            | <input type="checkbox"/> Commuter Rail        | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> BRT                  | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus             |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking   | <input type="checkbox"/> Local Bus            |
|   |   | <input type="checkbox"/> Other                |

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

## 23. Promote Regional Activity Centers

- ☒ Does this project begin or end in an Activity Center?
- ☒ Does this project connect two or more Activity Centers?
- ☒ Does this project promote non-auto travel within one or more Activity Centers?

## 24. Ensure System Maintenance, Preservation, and Safety

- ☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

## 25. Maximize Operational Effectiveness and Safety

- ☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- ☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

## 26. Protect and Enhance the Natural Environment

- ☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
- ☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

## 27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- ☐ Long-Haul Truck    ☐ Local Delivery    ☐ Rail    ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- ☐ Air    ☐ Amtrak intercity passenger rail    ☐ Intercity bus

## 28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

## Federal Planning Factors

### 29. Please identify any and all planning factors that are addressed by this project:

- a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.
  - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No
  - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. ☒ Increase **accessibility and mobility** of people.
- e. ☐ Increase accessibility and mobility of **freight**.
- f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☐ Promote efficient system **management and operation**.
- i. ☐ Emphasize the **preservation** of the existing transportation system.
- j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. ☐ Enhance travel and **tourism**.

## Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No
- a. If yes, what types of mitigation activities have been identified?
- ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;
- ☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

## Congestion Management Information

31. **Congested Conditions**
- a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No
- b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:
32. **Capacity**
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No
- b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
- ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
- ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
- ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
- ☐ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click [here](#) to open a blank Congestion Management Documentation Form.

## Record Management

33. **Completed Year:**
34. **Project is being withdrawn from the CLRP:** ☐ Yes
35. **Withdrawn Date:** MM/DD/YYYY
36. **Record Creator:** Mark Rawlings
37. **Created On:** 11/17/2017
38. **Last Updated by:**
39. **Last Updated On:**
40. **Comments:**



# PROJECT SUBMISSION FORM

## Basic Project Information

CEID 3646

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ  
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program  
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. Project Name: **K Street NE Road Diet with Bike Lanes**
7. Facility: 

Prefix	Route	Name	Modifier
		K St. NE	
		1 <sup>st</sup> St. NE	
		Florida Ave. NE	
8. From (☐ at):
9. To:
10. Description: Road diet to remove peak hour parking restrictions and provide full time parking along project limits. Peak hour restrictions are directional, 3 to 2 lane. Bicycle lanes will be provided between 1st St NE and 6th St NE. Reduction of one eastbound portal under rail (between 1st and 2nd Sts) to a provide two-way cycle track is currently under consideration with some opposition.
11. Projected Completion Year: 2018
12. Project Manager: Darren Buck
13. Project Manager E-Mail: darren.buck@dc.gov
14. Project Information URL:
15. Total Miles: <1 mile
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. 2018 Baseline Cost (in Thousands): \$30 cost estimate as of 11/9/2017
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

## Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

### 22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Single Driver        | <input type="checkbox"/> Carpool/HOV          |   |
| <input type="checkbox"/> Metrorail            | <input type="checkbox"/> Commuter Rail        | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> BRT                  | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus             |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking   | <input type="checkbox"/> Local Bus            |
|   | <input type="checkbox"/> Other                |   |

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

## 23. Promote Regional Activity Centers

- ☒ Does this project begin or end in an Activity Center?
- ☒ Does this project connect two or more Activity Centers?
- ☒ Does this project promote non-auto travel within one or more Activity Centers?

## 24. Ensure System Maintenance, Preservation, and Safety

- ☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

## 25. Maximize Operational Effectiveness and Safety

- ☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- ☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

## 26. Protect and Enhance the Natural Environment

- ☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
- ☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

## 27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- ☐ Long-Haul Truck    ☐ Local Delivery    ☐ Rail    ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- ☐ Air    ☐ Amtrak intercity passenger rail    ☐ Intercity bus

## 28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

## Federal Planning Factors

### 29. Please identify any and all planning factors that are addressed by this project:

- a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.
  - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No
  - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. ☒ Increase **accessibility and mobility** of people.
- e. ☐ Increase accessibility and mobility of **freight**.
- f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☐ Promote efficient system **management and operation**.
- i. ☐ Emphasize the **preservation** of the existing transportation system.
- j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. ☐ Enhance travel and **tourism**.

## Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No
- a. If yes, what types of mitigation activities have been identified?
- ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;
- ☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

## Congestion Management Information

31. **Congested Conditions**
- a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No
- b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:
32. **Capacity**
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
- ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
- ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
- ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
- ☐ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

## Record Management

33. **Completed Year:**
34. **Project is being withdrawn from the CLRP:** ☐ Yes
35. **Withdrawn Date:** MM/DD/YYYY
36. **Record Creator:** Mark Rawlings
37. **Created On:** 11/17/2017
38. **Last Updated by:**
39. **Last Updated On:**
40. **Comments:**





# PROJECT SUBMISSION FORM

## Basic Project Information

CEID 3655

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ  
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program  
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. Project Name: **New York Avenue Streetscape & Trail Project**  

Prefix	Route	Name	Modifier
		New York Ave. NE	
		Florida Ave. NE	
		Bladensburg Ave. NE	
7. Facility:
8. From (☐ at):
9. To:
10. Description: **The New York Avenue Streetscape and Trail Project is a 30% design plan to install streetscape improvements including lighting, new sidewalk connections, landscaping, traffic signals and signage and a raised cycletrack along New York Avenue NE from Florida Avenue NE to Bladensburg Road NE.**
11. Projected Completion Year: 2023
12. Project Manager: Katherine Youngbluth
13. Project Manager E-Mail: katherine.youngbluth@dc.gov
14. Project Information URL: www.newyorkavenuestudy.com
15. Total Miles: 2.3 miles
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. 2018 Baseline Cost (in Thousands): \$27,200 cost estimate as of 11/9/2017
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

## Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

### 22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Single Driver        | <input type="checkbox"/> Carpool/HOV          |   |
| <input checked="" type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail        | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> BRT                  | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus             |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking   | <input type="checkbox"/> Local Bus            |
|   |   | <input type="checkbox"/> Other                |

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

## 23. Promote Regional Activity Centers

- ☒ Does this project begin or end in an Activity Center?
- ☒ Does this project connect two or more Activity Centers?
- ☒ Does this project promote non-auto travel within one or more Activity Centers?

## 24. Ensure System Maintenance, Preservation, and Safety

- ☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

## 25. Maximize Operational Effectiveness and Safety

- ☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- ☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

## 26. Protect and Enhance the Natural Environment

- ☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
- ☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

## 27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- ☐ Long-Haul Truck    ☐ Local Delivery    ☐ Rail    ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- ☐ Air    ☐ Amtrak intercity passenger rail    ☐ Intercity bus

## 28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

## Federal Planning Factors

### 29. Please identify any and all planning factors that are addressed by this project:

- a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.
  - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No
  - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. ☒ Increase **accessibility and mobility** of people.
- e. ☐ Increase accessibility and mobility of **freight**.
- f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☐ Promote efficient system **management and operation**.
- i. ☐ Emphasize the **preservation** of the existing transportation system.
- j. ☒ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. ☒ Enhance travel and **tourism**.

## Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No
- a. If yes, what types of mitigation activities have been identified?
- ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;
- ☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

## Congestion Management Information

31. **Congested Conditions**
- a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No
- b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:
32. **Capacity**
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
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- ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
- ☐ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click [here](#) to open a blank Congestion Management Documentation Form.

## Record Management

33. **Completed Year:**
34. **Project is being withdrawn from the CLRP:** ☐ Yes
35. **Withdrawn Date:** MM/DD/YYYY
36. **Record Creator:** Mark Rawlings
37. **Created On:** 11/17/2017
38. **Last Updated by:**
39. **Last Updated On:**
40. **Comments:**



# PROJECT SUBMISSION FORM

## Basic Project Information

CEID 3655

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ  
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program  
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. Project Name: **Pennsylvania Avenue SE**  
Prefix Route Name Modifier
7. Facility: 

		Pennsylvania Avenue SE	
		2nd Street, Independence Avenue	
		Barney Circle	
8. From (☐ at):
9. To:
10. Description: This project will connect the Anacostia River Trail with bicycle lanes through Capitol Hill to the downtown core. In addition, it will provide cyclist access to bike lanes on Pennsylvania Ave west of the Capitol, and to the Metropolitan Branch Trail. It will reduce off-peak lane capacity from 6 to 4 lanes between 2nd and 14th Streets. During peak hours the existing 6 lanes will be utilized. Between 14th Street and Barney Circle, rush hour lane capacity will be reduced from 8 lanes to 6 lanes; the 6 lane off-peak capacity would be unchanged.
11. Projected Completion Year: 2018
12. Project Manager: Mike Goodno
13. Project Manager E-Mail: mike.goodno@dc.gov
14. Project Information URL:
15. Total Miles: 1.3 miles
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. 2018 Baseline Cost (in Thousands): \$250 cost estimate as of 11/9/2017
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

## Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

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