



Multimodal Project Delivery Division (MDD) Protected Bike Lanes Design Updates and Lessons Learned

November 2025



Agenda

- Multimodal Project Delivery Division (MDD)
 - Mission
 - Medium Scale Project
 - Team Overview
- Protected Bike Lane (PBL) Design/Lessons Learned
 - Buffer Treatments
 - Bike/Bus Platforms
 - Design Guidance
- PBL Project Spotlights



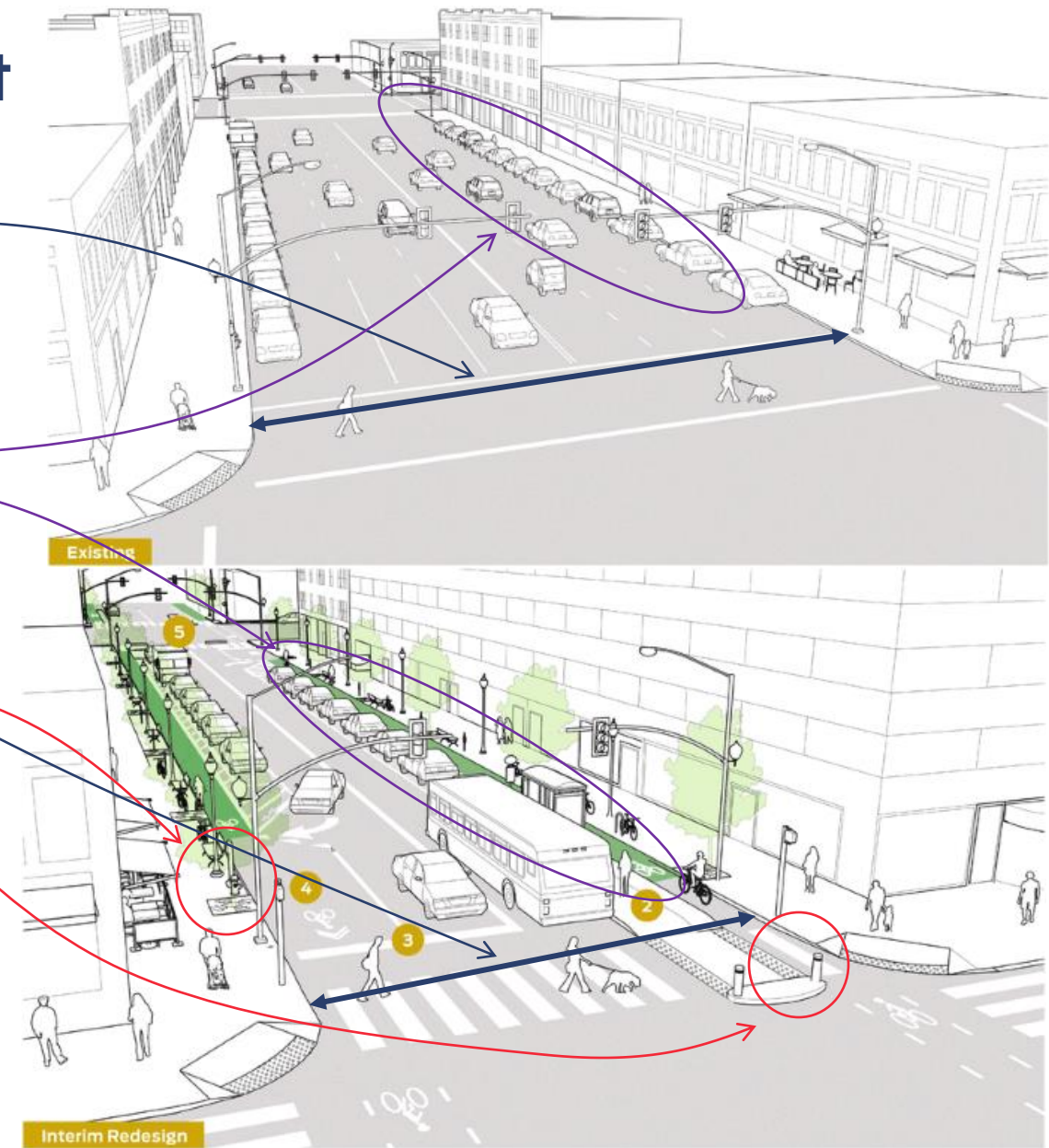
MDD - Vision & Mission

- MDD is dedicated to spearheading the design and construction of small to medium-scale innovative multimodal safety improvements throughout the District.
- Our mission is to seamlessly integrate forward-thinking solutions within the broader framework of DDOT, enhancing the overall safety and connectivity of the District's transportation infrastructure.



Anatomy of a Medium Scale Project

- Built within the existing curb-to-curb right-of-way
- Repurposes spare vehicular capacity
- Constructed primarily with quick-build materials + minor geometry changes
- Avoids/minimizes impacts to right-of-way, utilities, and drainage infrastructure
 - Full project lifecycle of <24 months
 - Projects typically cost <\$3M
 - Before/After Studies to measure impact



MDD Program Overview

Type of Projects

- Bus Priority Projects
- Protected Bike Lane Projects/Trails
- Tactical to Permanent (T2P)
- ASAP
- Planning Documents/Manuals
- Before/After Analysis



Protected Bike Lane PBL

- What does it mean?
- Not just flex posts
- Rethinking our protection



PBL Buffer Treatments

- Less flex posts
- Moving away from 8" wide curb stops
- Replacing with 18" wide concrete blocks
- Cat eye reflectors
- Cast in place buffer



Before



Replace Flex Posts with Concrete Blocks & Cat eye reflectors

Kenyon Street NW from Irving Street NW to Park Place NW (2-way Protected Bike Lane)

Previously designed with alternating 18" concrete blocks and flex posts.

Remove all flex posts and install cat eye reflectors on blocks. Different methods of adhering the reflectors will be piloted



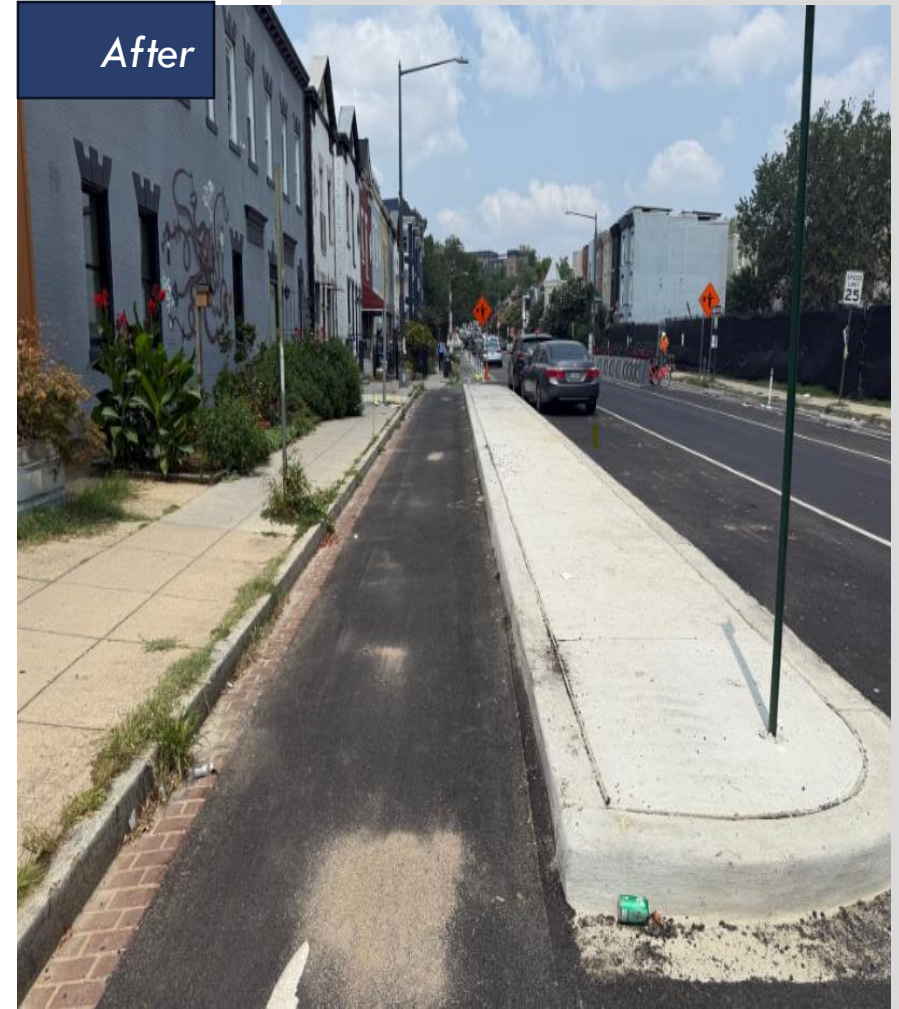
Layout: [Bike Lane] | [Buffer lane] | [Travel Lane]

Removed all flex posts and installed one cat's eye reflector on every other cycle track barrier.

Cast in Place PBL Buffer

6th Street & K St NE

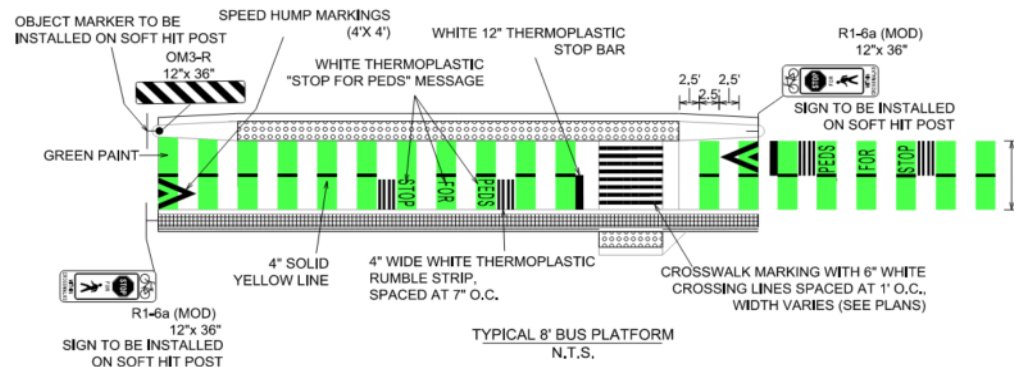
- Previously designed with alternating 18" concrete blocks and flex posts.
- Permanent cast in place concrete buffer



Bike/Bus Interaction

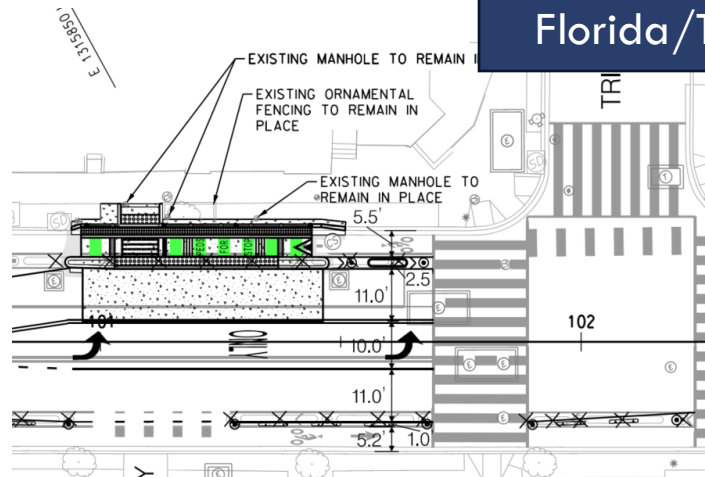
Bus/Bike Platform Design

- ADA Compliance
- WMATA Boarding guidelines
- Roadway Crown Issues
- Elevation differences

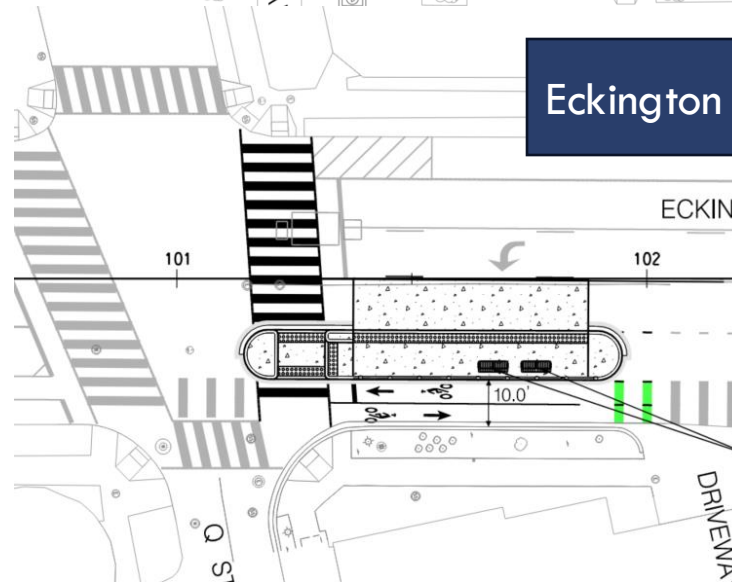


Shared Bike/Bus Platforms

- WMATA Better Bus Network Redesign (BBNR)
- Constructed and Designed Shared platforms at new bus stops
- Challenges with existing conditions resulting in design changes
- Bike ramps not meeting ADA



Florida/Trinidad Ave NE

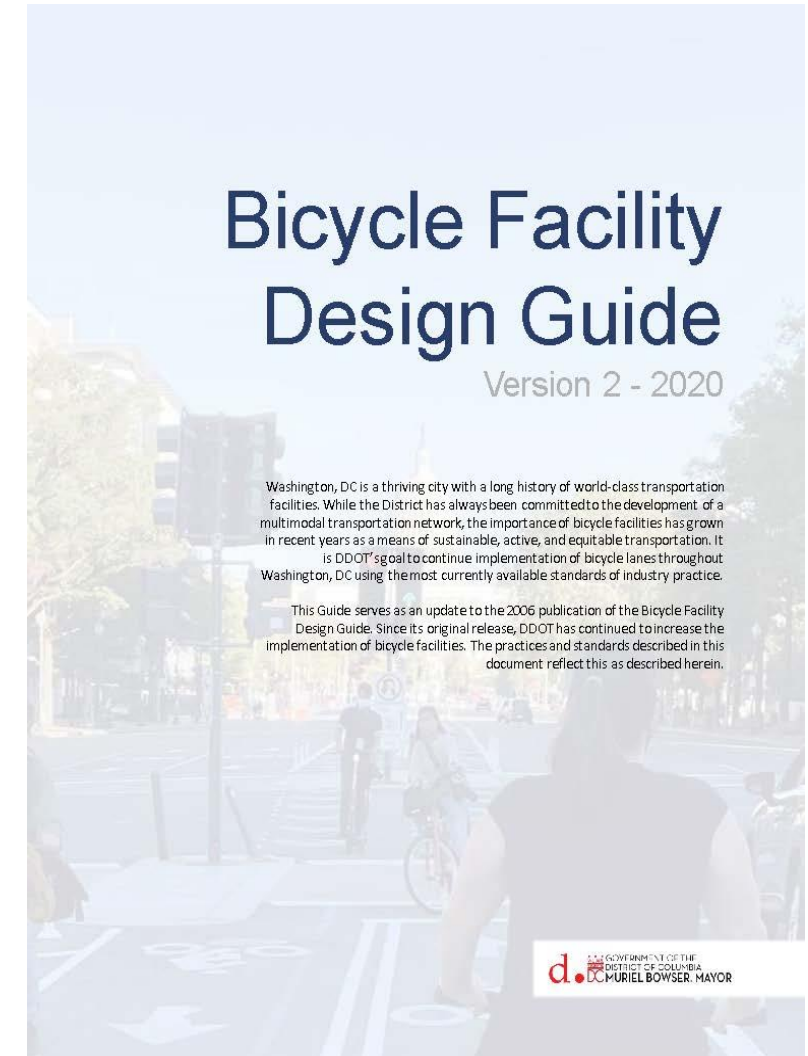


Eckington PI/Q St NE



Design Guidance Documents

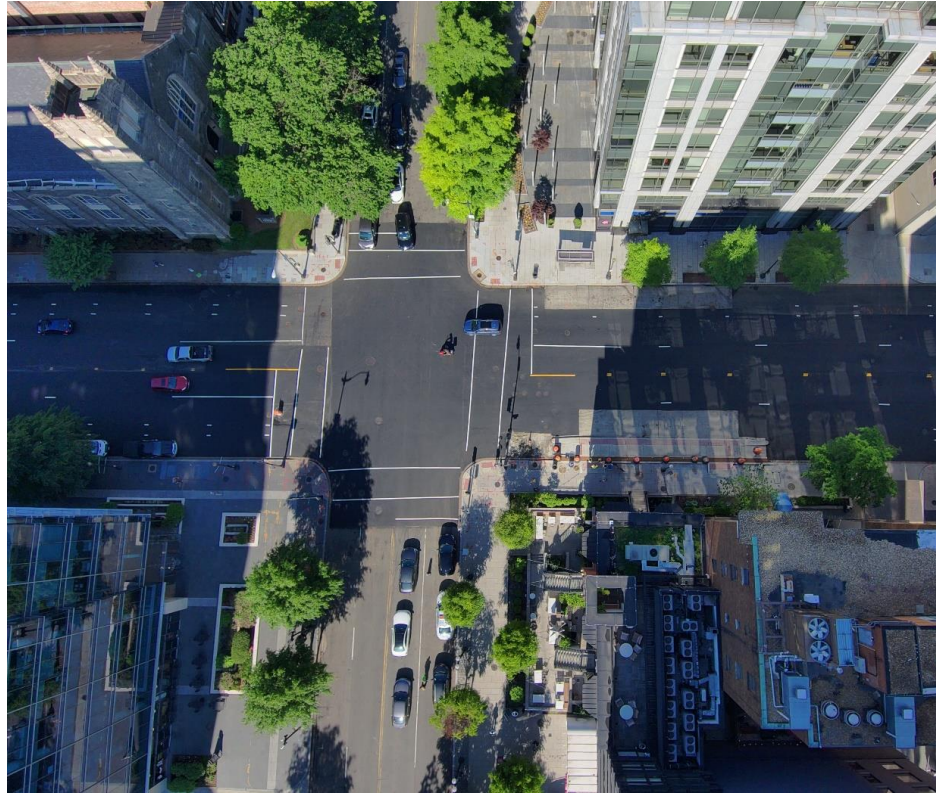
- DDOT 2020 Bicycle Facility Design Guide
 - Current Update – Version 2
- AASHTO Bike Guide
- NACTO Urban Bikeway Design Guide and Urban Street Design Guide
- FHWA Separated Bike Lane Planning and Design Guide
- MUTCD
- DDOT Design and Engineering Manual (DEM) 2023



Project Spotlight:

11th Street NW Multimodal Improvements

- Bus and bike corridor from Pennsylvania Ave to L St NW
- Protected bike lanes & improved crossings
- Quick-build execution in dense urban zone
- Designed in 2023
Constructed in 2024



Before



After

Project Spotlight: Mt. Olivet NE



Before

- Two-way protected bike lane
- 9th St to Bladensburg Rd NE
- Fills mobility gap

- Designed in 2023
- Constructed in 2024

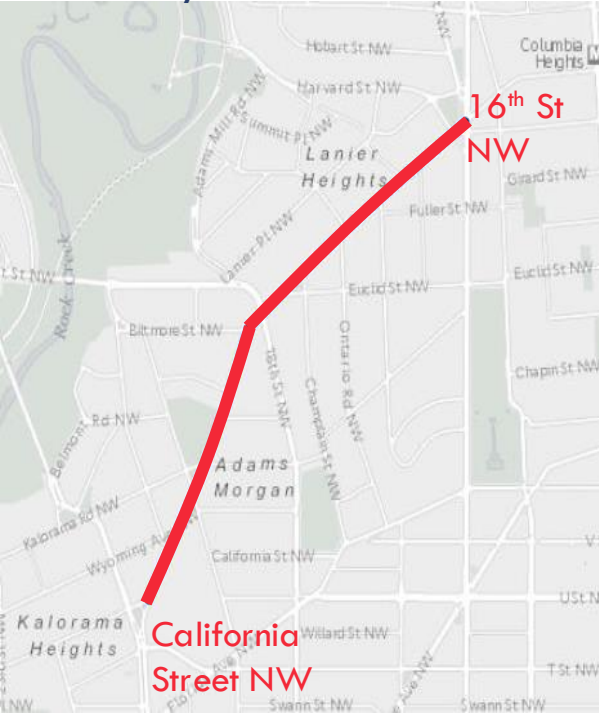


After

Project Spotlight: Columbia Road NW

- Reclaimed space for bikes and pedestrians
- Improved intersections for visibility

Corridor	Extents	Status	Design Concept	Delivery Timeline		
				Current Phase	Design Start	Construct. End
Columbia Road NW	16 th Street NW to California Street NW	Complete	Center-running red bus lanes, bus islands/platforms, bus stop relocation/rebalancing, median refuges and protected bike lanes	Complete	2023	2024



Before



After

Project Spotlight: Grant Circle NW

Corridor	Extents	Status	Design Concept	Delivery Timeline		
				Current Phase	Design Start	Construct. End
Grant Circle NW		Design	Dutch style roundabout to improve uncontrolled pedestrian crossings, reduce vehicle speeds, and add protection for bicyclists	Design/Construction	2024	2026

- Fully Separated Bike Lanes in an Existing Circle
- First in DC
- Address traffic control and safety issues
- Final Design wrapping up
- Signing/Marking installed on legs in Fall 2025
- Construction – Spring 2026





Questions?

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Thank You



District Department of Transportation