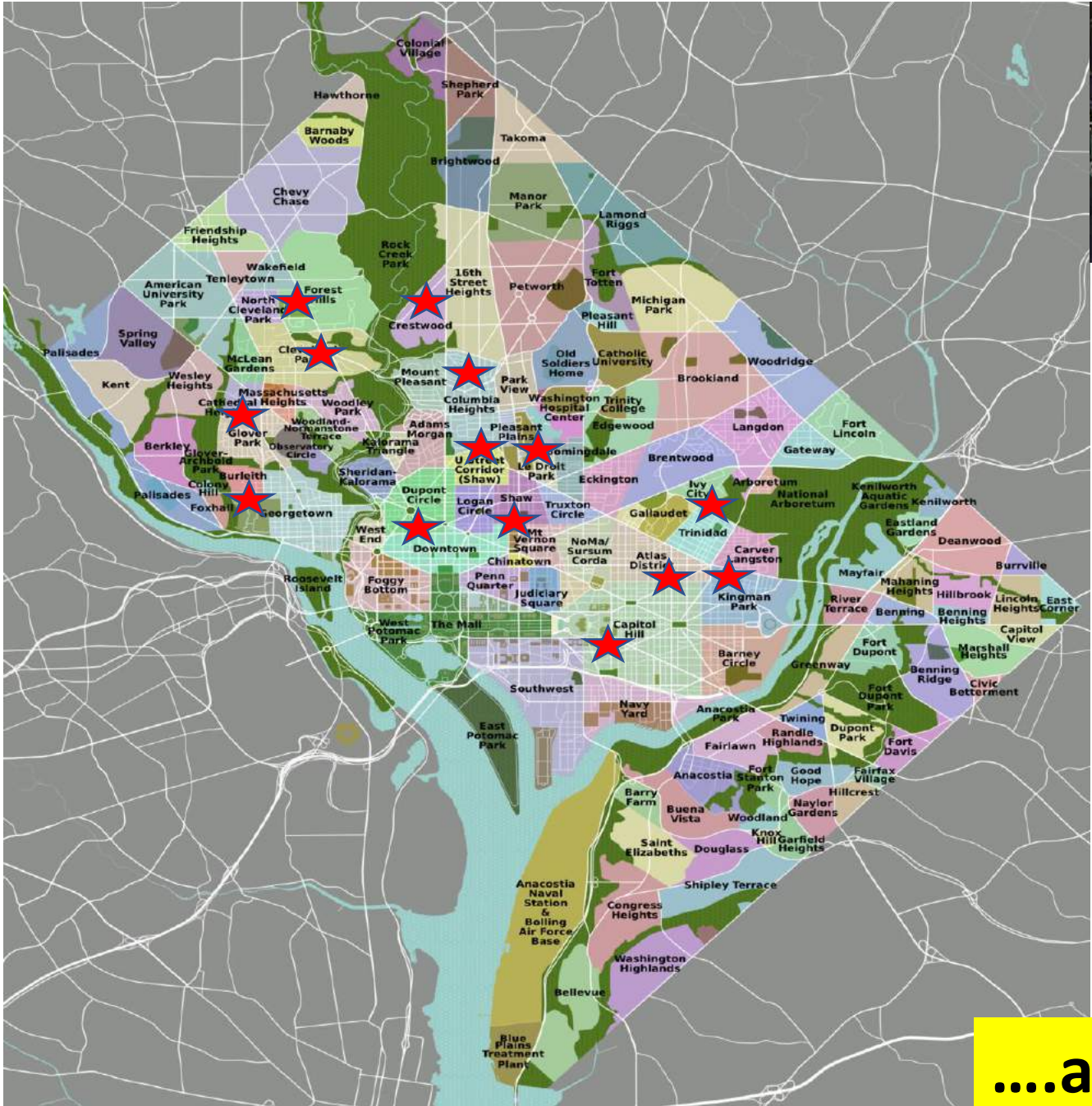




DC Coalition on DDOT Bike Plans Town Hall featuring DDOT Director Everett Lott

**Moderated by: Jamal “DJ One Luv” Muhammad
January 25, 2022**

Our Partners



....and growing



District Department of Transportation

DDOT Director's Remarks

DDOT Director Everett Lott

DISTRICT DEPARTMENT OF TRANSPORTATION

Townhall Meeting on DDOT Bike Lanes

Introduction



Everett Lott
Director
DC Department of Transportation

- Worked in the District across federal and local government since the early 2000s
- Ward 4 resident
- B.A. and M.A. from Texas Tech University
- Email: ddot.dc.gov

About Today's Discussion

Everyone has a right to access their government.

Transparency and **public dialogue** are important priorities DDOT.

Your **feedback** can **help inform** future planning.

Community engagement can **help improve** our current infrastructure investments.

Community feedback **does not direct the removal or reconstruction** of completed infrastructure installations.

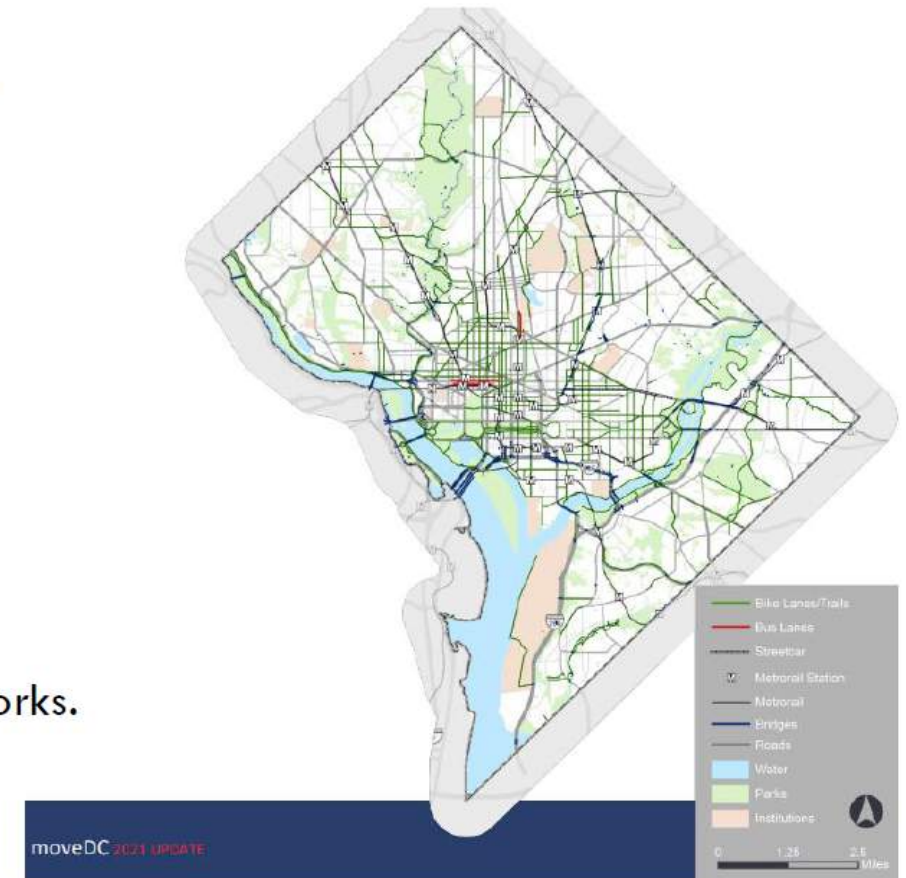
moveDC and Transportation Planning – The big picture

MoveDC is DDOT's multi-modal long-range transportation plan.

Seven Key Goals:

- Safety
- Equity
- Mobility
- Project Delivery
- State of Good Repair
- Sustainability
- and Enjoyable Spaces

Go to movedc.dc.gov to see maps of all the city's priority networks.

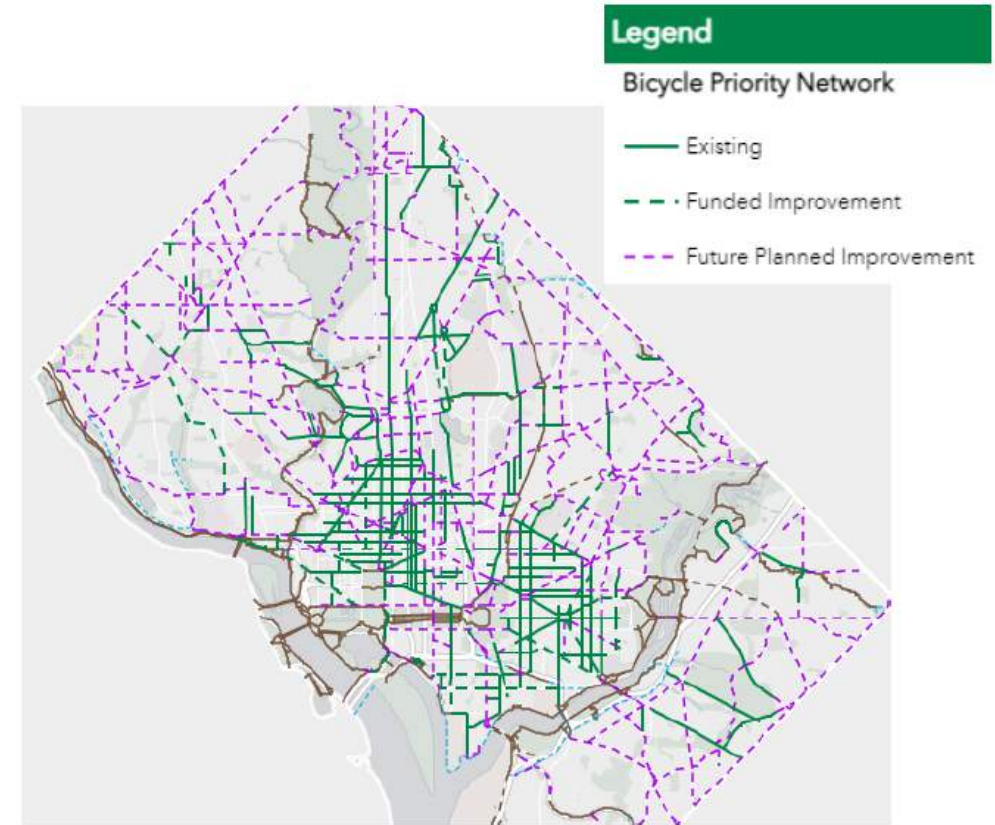


Bicycle Network Planning

The moveDC bicycle network plan supports the District's sustainable transportation goals:

- Reducing drive-alone commuter car trips
- Increasing bicycling and walking trips

Beginning in 2022, DDOT has a performance goal to install ten miles of protected bike lanes each year.



Determining Bike Lane Locations

Bike lane projects are initiated based on several factors:

- Connections to other existing bike lanes
- The corridor's safety record
- Feasibility and impact assessments
 - Traffic analysis
 - Parking utilization studies
- Internal resources available to complete the project.

Some bike lane projects are also specifically recommended through Livability Studies.

Proposed Conditions With Bike Lanes and Signal Improvements

Intersection Name	AM Peak			PM Peak		
	Delay (s)	Level of Service (LOS)	V/C Ratio	Delay (s)	Level of Service (LOS)	V/C Ratio
K St NW and 6 th NW	24.0	C	0.53	21.4	C	0.54
K St NW and 3 rd St NW	25.4	C	0.61	23.6	C	0.60
K St NW and 4 th St NW	28.3	C	0.83	25.5	C	0.70
K St NW and New Jersey Ave	56.7	E	1.01	27.8	C	0.76

Traffic Analysis of Proposed Bike Lane

Table 3: Peak Period Inventory and Occupancy Summary

Space Type	Thursday, Oct 4: Peak Period (1:00 PM)			
	Spaces	Occupancy	Utilization	Available
Non-RPP (Time-Restricted)	99	59	60%	40
RPP	259	154	59%	105
Unrestricted	100	85	85%	15
Illegal Spaces	--	--	--	--
All On-Street Spaces	458	298	65%	160

Parking Analysis of Proposed Bike Lane

Types of Bike Lanes

Two main types of bike lanes:

1. Standard (unprotected)
2. Protected

Protected bike lanes are the best way to encourage new cyclists and they also help meet our city's safety and sustainability goals.

Protected lanes protect riders from safety hazards from high traffic volumes and speeds such as major and minor arterial streets.



Protected Bike Lane



Standard Bike Lane

Assessing Impacts and Planning Partnerships

- DDOT works with regional and federal partners National Parks Service and DC government partners when bike lanes projects impact their facilities or service delivery.
- We assess for commercial loading needs and pickup/drop-off zones.
- We also work with our ADA coordinator to pinpoint accessible parking and loading, such as on K Street NW, below, and on New Jersey Avenue SE.



Assessing Impacts and Planning Partnerships, Continued

- Church communities are key stakeholders.
- An example is our work with New Bethel Baptist Church and Shiloh Baptist Church, both on 9th Street NW.
- In 2015, DDOT completed a feasibility study leading to a north-south safe biking connection from U Street NW to Pennsylvania Avenue NW.
- 9th Street NNW was the most feasible route with the least negative impacts.
- Since the restart of the project in May 2021, DDOT has consulted both Shiloh and New Bethel on impacts.
- And we'll continue to engage with residents and the faith community through the design and construction phases.



Shiloh Baptist Church



New Bethel Baptist Church

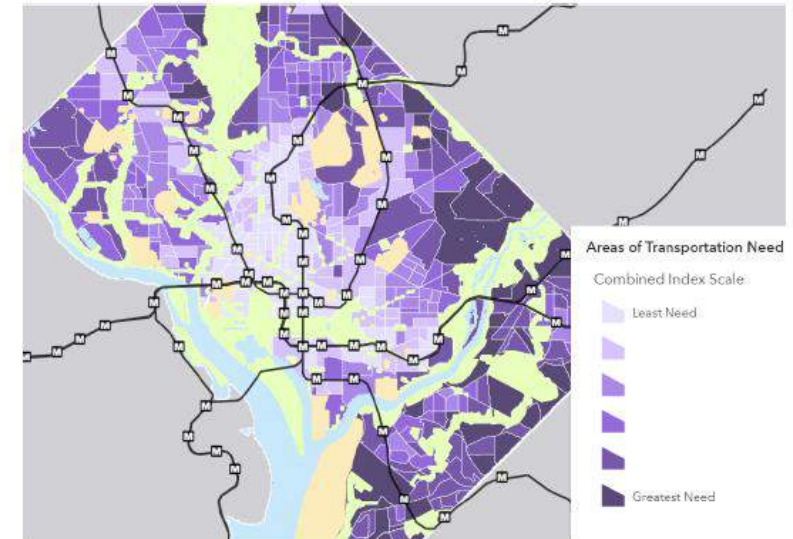
Community Feedback on Proposed Bike Lanes

- Engagement is a significant part of our process.
- Every bike lane project that DDOT has implemented has had changes based on ANC consultation and input.
- We are required by law to notify the ANC of all our projects that affect parking and traffic and to also give their resolutions great weight.
- DDOT also gives great weight to council members on all transportation projects.
- DDOT distributes a Notice of Intent (NOI) summarizing each project.
- Even after a bike lane is installed, we appreciate the input provided by both users of the bike lane as well as those living near or affected by it.
- We have made follow-up changes to bike lanes based on post-construction community feedback.

Equity

With our moveDC plan update, we made an **organization-wide commitment to equity** from the start of every project.

Understanding how communities utilize their public space, how these spaces will evolve in future years, how change impacts the current community and supports the future are all equity-based considerations.



4th Street SW

Looking Ahead

- There is no one-size-fits-all approach to planning and implementing infrastructure.
- The DDOT executive leadership to work with our diversity and inclusion team and our Vision Zero Team at the initial planning of our major capital projects and moving forward to ensure we consider the whole of our communities as we build for the present and future of the District.
- We are doing all we can to make our city more sustainable for all users of the roadway.
- And we are grateful to have opportunities like this to help offer the public a better understanding of what our transportation goals are, and how we can all work together to achieve them.



District Department of Transportation

250 M St SE | Washington, DC 20003 | 202.673.6813



Community Concerns with Bike Lane Plans West Virginia Avenue and Across D.C.

Dr. Allison Agwu

Property Owner West Virginia Avenue, N.E.

Timeline of bike lane installation on West Va Ave NE

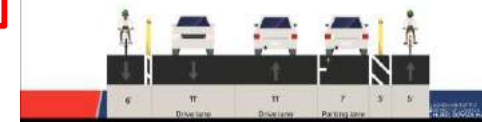
July 2020- No meeting
August 2020- No meeting
September 2020- No PBL discussion
October 2020- No PBL discussion
November 2020- No PBL discussion
December 2020- No PBL discussion
January 2021 – No PBL discussion
February 2021- New commissioners

February 2021
No mention of NOI
obliterating the parking

Planning History

April 2020

- Presented on plans north of Mt. Olivet Road NE
- 43' wide
- 2 travel lanes, 2 protected bike lanes
- Notice of Intent 20-76-PSD issued July 2020; expired October 2020



1800
Block
Bike lanes
installed
70%
parking
removed

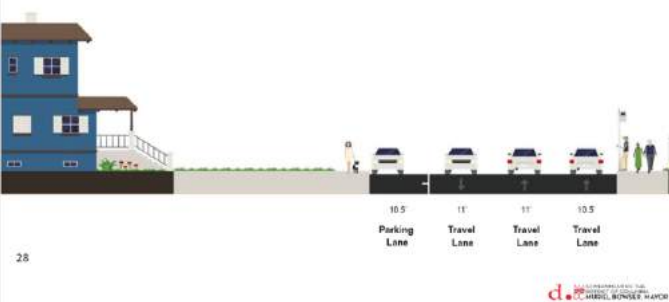
6/2021 installed
Meeting w/DDOT 6-28-2021
Meeting DDOT 7-8-21
Matlesky acknowledged that the normal public posting not done due to a DPW timeline issue

ANC Resolution- February 11, 2020

"ANC 5D supports a West Virginia Avenue NE protected bike lane that connects continuously from Florida Avenue NE to Montana Avenue NE. ANC 5D requests that DDOT better engage with our commission and community on the design of the protected bike lane and also does due consideration to come up with creative solutions that minimize the impact to local resident street parking..."

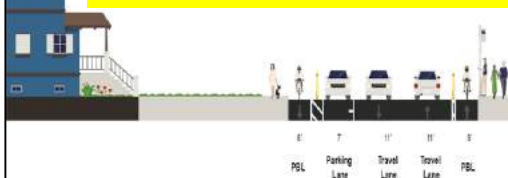
ANC commission voted 4:1 (2 commissioners out Moore and Shockhaw)

Existing Conditions – South of Fenwick



Protected Bike Lane – South of Fenwick

“heavily used S. Fenwick parking”
“Parking will remain available in front of residencies” DDOT



Traffic Operations and Parking



Notice of Intent Submitted 7-28-2020 (Exp 10-8-20)



2/11/2020

4/14/2020

7/28/2020

2/19/2021

6/2021

9/2021

PBL: protected bike lane

Source: recorded meeting presentations ANC 5D (anc5D.org)

Impact on community: Public Health and Safety

- **Public health safety concern #1:** residents are unable to park and have to find parking distant from their home (no alley, making Capital Avenue not an option).
 - ↑ challenge for residents who are elderly, disabled, have small children, pregnant, etc
- **Public health safety concern #2:** residents are unable to even pull up near their buildings (e.g., unload groceries, disembark from rideshare) without obstructing bike lanes or the street, a danger to themselves, cars, and cyclists
- **Public safety concern #3:** area has a high number of crimes (assaults, shootings, robberies). Being forced to park a significant distance from one's home and walk at all hours subjects the residents to becoming victims of crimes. Removes the opportunity to visualize one's car and to be vigilant if there is a potential break-in
 - ↑ challenge for residents who are elderly, disabled, have small children, pregnant, etc

Impact on community: Financial Concerns

- Limited parking (+limited time frames) → predatory ticketing of residents
- Must obtain permits to allow parking for contractors, etc as there are attempts to do work on one's property
- Contractors receiving tickets for parking in the protected bike lane despite having DDOT-issued permits
- Loss of property values
 - Each of the 2 units sold for \$250K below list/appraised price
 - Feedback from dozens of realtors that clients reluctance directly related to no parking
 - Considering lawsuit against the city for damages



Info courtesy of John Allevato, property owner 1910 West Va. Ave

Disregard of community

- ANC resolution specifically approves bike lanes that come up with “creative solutions that minimize the impact to local resident street parking.”
 - The implemented plans were never acknowledged/received by the ANC
 - Public notification (normally posted per DDOT policy) was not done.
- The primarily African-American/Black often marginalized residents of this community have been **further marginalized by the implementation of this bike lane project.**
 - highly doubtful that in parts of the city that have primarily non-Black residents such a plan would have been implemented (racial inequity)
- All potential solutions prioritize every other entity (bikers that do not live in the community, trucks, depot) but the longstanding African-American residents.

Community Stories

- Residents
 - Parents with young children
 - Elderly mother with grown autistic child
 - Elderly woman with disability who relies on Metro Access
 - Elderly woman who now has to walk long distances to her car/cannot find parking
 - Battle over parking
 - Interaction with cyclists
- Police officers
- Parking enforcement officers
- USPS
- Delivery drivers
- DPW
- Bus drivers: now obstruct the driving lane as they can no longer pull over due to the bike lane



DDOT initial Response about removal of parking lane

- *“we had planned to repurpose the parking lane on the west side of the 1900 block of West Virginia Avenue NE and add parking to the east side of the street. However, during our discussions with DPW, it was determined that the right-turn lane in to the DPW facility at Fenwick Street NE was not long enough to store the many numerous large vehicles as they queued to refuel. The right-turn lane was extended to accommodate these vehicles and the parking lane was removed.”*
- **“Nothing we can do.”**

Subsequent exchanges with DDOT


- “3-4 spaces in front of 1914 Avenue”
- *“there is space to add a dozen or so around the corner on Central Place NE, if there is a desire, and this would probably be a two or three month process as we conduct public outreach to the community and issue a Notice of Intent (NOI) which has a 30 business day public comment period.”* Response: **CONCERN ABOUT ADDITIONAL IMPACT ON COMMUNITY AS THIS IS A HIGHLY TRAVELLED ROAD IN BOTH DIRECTIONS**

Implemented with no community input, no notice



Greg Matlesky (DDOT bike lane project manager)

Commonalities in Bike Lane Concerns in Multiple Communities Across the City

CONCERNS/ISSUES 	West Va. Ave NE	K St NE/NW	9 th St NW	17 th St NW	I St SE/SW [⊥]	Black churches	Conn Ave [⊥]	Citywide bike plans [⊥] (e.g., Crestwood, Upshur, Capitol Hill, Tunlaw etc)
Lack of access for Individuals with disabilities (unable to cycle, loss of curbside/any parking; Metro Access)	X	X	X	X	X	X	X	?
Seniors (limited mobility, access, safety)	X	X	X	X	X	X	X	?
Lack of parking (safety, convenience)	X	X [⊥]	X	X	X	X	X	?
Disruption of services (postal, delivery, trash/recycling, emergency medical services) to homes, businesses	X	X	X	X	X		X	?
Limited alternate modes/routes of transportation (esp. for non-cyclist)	X	X	X	X	X		X	?
Lack of comprehensive community input (+problems with engagement, misrepresentation)	X	X	X	X	X	X	X	?
Financial impact: Property owners	X	X	X	X	X		X	?
Financial impact: Businesses	X		X	X	X	X	X	?
Obstruction of bus lanes (bus, passenger, cyclist safety)	X	X		X				?
Traffic congestion	X	X	X	X	X	X	X	?
Pedestrian, cyclist, driver safety	X	X	X	X	X	X	X	?
Disruption of ride share	X	X		X	X	X	X	?
Racial inequity	X	X				X		? [⊥] Planned



DC Residents with Disabilities ADA Concerns with Bike Lane Plans

Ed Hanlon, Esq

Uzella Speight (West Va)

Commissioner Rogers (K Street)

DDOT'S Protected Bike Lane Designs *Clash With* **AMERICANS WITH DISABILITIES ACT (ADA)**

- The **ADA** is one of America's most comprehensive pieces of ***civil rights legislation*** that prohibits discrimination and guarantees that people with disabilities have the same opportunities as everyone else to fully participate in the mainstream of American life

- Title II ADA applies to state & local govts
 - Require local governments to make their programs and facilities accessible to the disabled *including*
 - **streets and sidewalks.** *See e.g. Frame v. City of Arlington*, 657 F.3d 215, 223 (5th Cir. 2011)
 - **public on-street parking.** *See e.g., Fortune v. City of Lomita*, 766 F.3d 1098, 1102 (9th Cir. 2014)
- **New Construction and Alterations:** 28 C.F.R. § 35.151
 - *Facilities built after 1992* must be designed and constructed to be “readily accessible and usable by persons with disabilities” unless structurally impracticable
 - ***Alterations*** after 1992 that affect “usability” must be made to be “***readily accessible and usable by individuals with disabilities***” to the “***maximum extent feasible***”

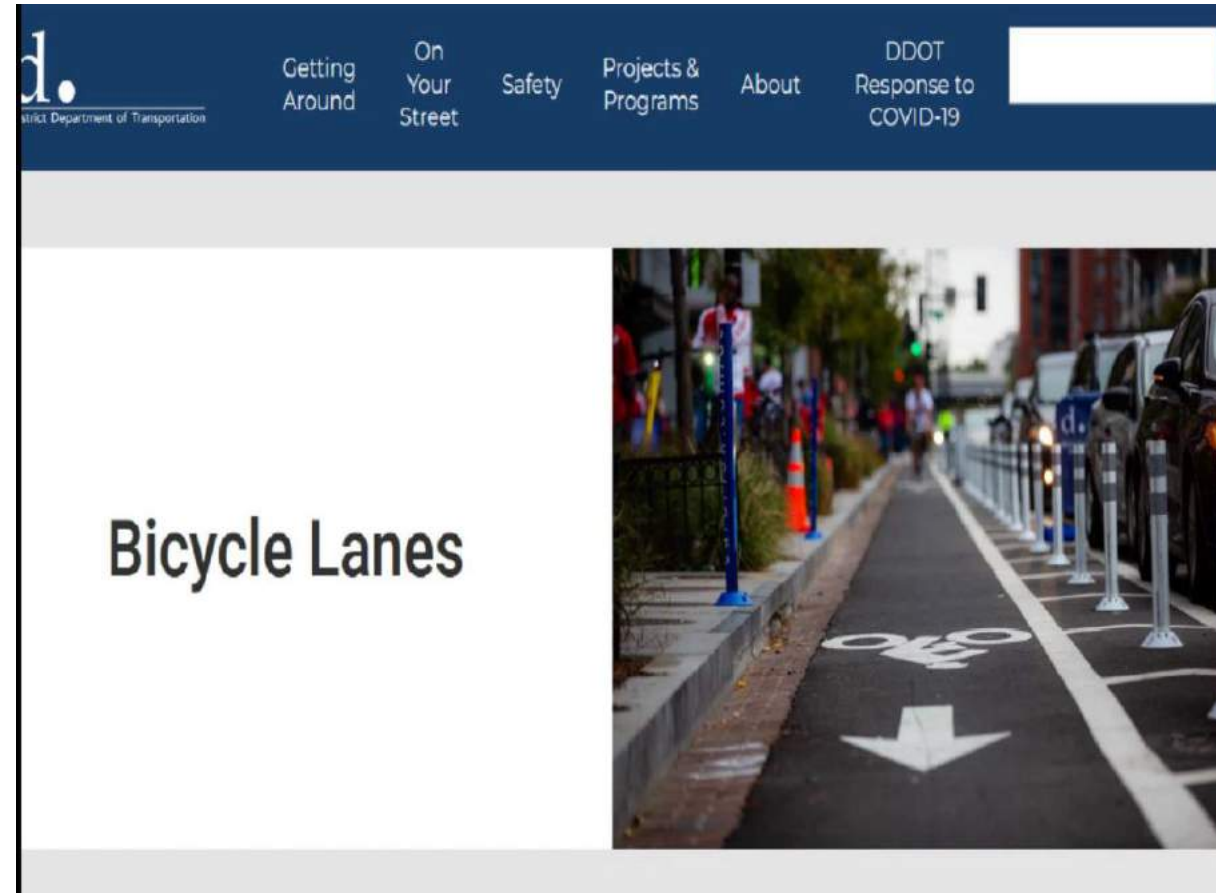
What does that mean in practice...

- Public *on-street parking* facilities *constructed or altered* after 1992 must be readily accessible to the disabled to the maximum extent feasible. US Dept of Justice Regulations **28 C.F.R. § 35.151(b)(1)**

DDOT'S CYCLE TRACKS

The location of cycle tracks *next to the curb* has two major adverse impacts:

1. It eliminates direct access to the curb for people parking or being dropped off
2. It often results in pedestrians having to cross an active cycle track to access parking and transit islands



17TH Street NW Cycle Track



Plastic bollards, cement blocks in a narrow 3 foot buffer lane obstruct the "path of travel," forcing those who must access the sidewalk via a ramp to travel in the bike lane. No handicapped driver can safely exit and reach the sidewalk

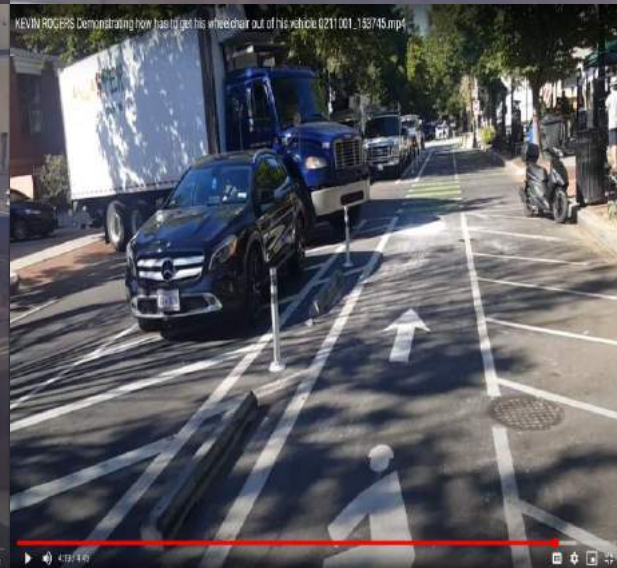
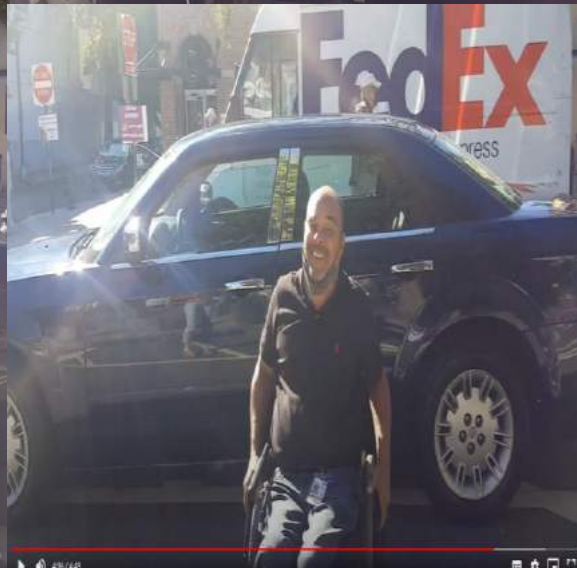
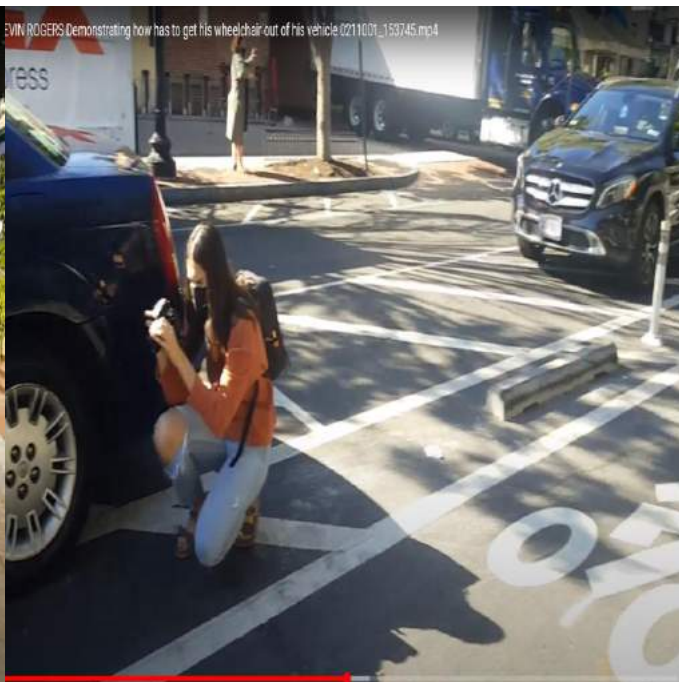
17th Street NW & Corcoran



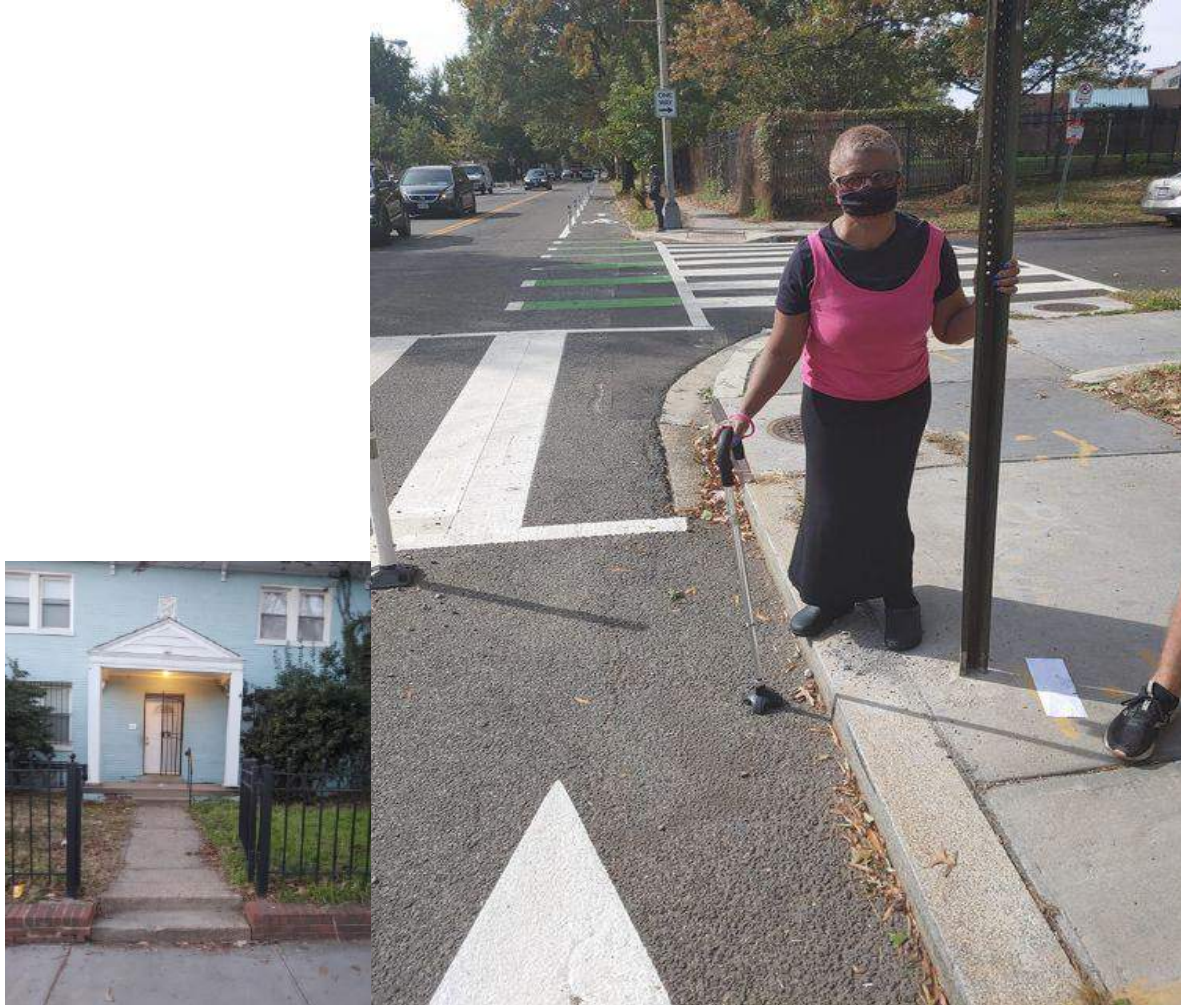
No handicapped accessible parking spaces

No handicapped accessible Pick Up/Drop Off zones (PUDOs)

Commissioner Rogers 17th Street NW



Ms. Uzella Speight 1800 block West Virginia Ave NE



Mrs. Uzella Speight

30 year resident

Born with cerebral palsy with limited mobility

Uses cane/ walker/does not drive or bike

Relies on curbside drop/off pick-up
(MetroAccess, ride share, cabs)

Ms. Uzella Speight 1800 block West Virginia Ave NE



Getting to the Curb

A Guide to Building Protected Bike Lanes That Work for Pedestrians (Dec 2019)

This report was created by the Senior & Disability Pedestrian Safety Workgroup of the San Francisco Vision Zero • San Francisco Mayor's Office on Disability



Figure 18. Parking-protected cycle track with narrow buffer and soft-hit posts obstructing the path of travel. A wheelchair user would not be able to unload from a vehicle in this design, and people using wheelchairs or walkers could not navigate safely down the buffer to an accessible crossing.

- *“[O]n-street parking cannot properly be considered ‘accessible’ without consideration of how disabled individuals reach the sidewalk from a parking space”*



Ron Sarfaty

DC Coalition on DDOT Bike Plans

Faith-Based Institutions Concerns with Bike Lane Plans

Reverend Dexter Nutall

New Bethel Baptist Church (9th St NW)



DC Coalition on DDOT Bike Plans



Business Community Concerns with Bike Lane Plans

Alex M. Padro
Executive Director
Shaw Main Streets



9th Street Cycletrack will have the most significant negative impact on businesses in Shaw since the 1968 riots.



DDOT rendering of 9th Street Cycletrack does not show reduction of travel lanes, loss of customer parking, and impact on deliveries to business.



POLITICS

Battle Over 30th Street Bike Lanes Pits Businesses, Residents Against San Diego's Climate Goals



by JW August

December 5, 2021

Share this:



A family using a bicycle lane on 30th Street. Courtesy City of San Diego

The recorded security video showed bicycles and vehicles moving past the South Park store during the morning and evening rush hours. The goal was to provide verifiable usage

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Negative impact of cycletrack on San Diego businesses has been documented.



Most visitors to Shaw businesses from outside of the neighborhood arrive by private car or rideshare, especially at night.



Most 9th Street businesses receive deliveries from trucks parked on the street, not alleys.



On 17th Street, delivery trucks park illegally on sidewalks, in crosswalks and intersections because legal space to unload is not available.



Proposed use of center median on 1900 block of 9th Street for delivery vehicle parking is impractical and dangerous.



Trucks routinely park on and cross the proposed cycletrack route, endangering cyclists and impeding traffic.



Streateries will require loss of additional customer parking.

Alternatives not studied by DDOT that would reduce negative impact on businesses:

- 1) Make 9th Street north of Massachusetts Avenue one way, like it already is south of NY Avenue.**
- 2) Make 1900 block of 9th Street one way.**
- 3) Put cycletrack in median, like Pennsylvania Avenue, NW cycletrack.**



Question & Answer

DDOT Director Everett Lott & DJ OneLuv Muhammad

Please feel free to put your questions in the chat, include your name, Ward, ANC (if applicable)



Final Remarks

DDOT Director Everett Lott & Jamal “DJ OneLuv”
Muhammad



Feedback

Did you learn something from this town hall? If yes, what?

Do you want another Town hall?

THANK YOU



Website: www.thedccoalition.org

Facebook: <https://facebook.com/groups/dccoalitionddotbikelanes>

Phone: 240-621-2773