



October 24, 2022

Michael Alvino
Trails Program Manager
District Department of Transportation
250 M St. SE Washington, DC 20001

Re: NOI-22-183-PSD Conversion of Edgewood St and 8th St NE

On behalf of the Washington Area Bicyclist Association and our nearly 7,500 members in the Washington Region, I am pleased to write with enthusiastic support for the proposed changes to 8th St NE and Edgewood St NE. Converting the street to one-way operation will bring order and safety to the chaotic school pickup and drop-off scene, create opportunities for slowing traffic, provide flexibility to accommodate the varying block-by-block needs of residents and businesses, and finally close the half-mile gap in the regional Metropolitan Branch Trail. So rarely does one project cover so many bases.

As you finalize the design, please consider and address the following comments:

1. Add center-line flex-posts at entrances to the protected bike lane especially at ends of blocks at the north side of intersections to discourage parking or driving in the lane.
2. Add bicycle crossing markings (aka "cross-bikes") across intersecting streets and add bicycle crossing warning signs indicating a two-way bikeway facing eastbound traffic to increase the visibility of the bikeway.
3. Add wayfinding signage using the Met Branch Trail branding guidelines along the new west side protected bike lane and sidewalk to reinforce the continuity of the multi-use trail. Consider signs at both ends of the crosswalk under the bridge facing west and east and at the Monroe St crosswalk facing south and north.
4. Where parking is adjacent to the protected bike lane, position the flex-posts and barriers as far as possible to the car side of the buffer zone (rather than directly in the middle). This placement will ensure car doors open without encroaching into the bike lane.
5. Add left turn markings or wrong way / do not enter signs for eastbound car traffic at cross-streets to reinforce the one-way flow (especially at intersection of Edgewood St and Edgewood Terrace cul-de-sac).

6. Take a proactive approach to help the ANC and residents navigate the RPP designation process if desired.
7. Plans show 25mph speed limits, but the street is already signed at 20mph.

Edgewood St between 7th St and 8th St NE

8. Expand the existing bike parking corral on 8th st.
9. Car parking should be prohibited and actively prevented under the bridge to keep open sight-lines at the trail crossing by adding bollards, wheel stops, or expanded bike parking corrals to claim the space.
10. Add sharktooth yield markings ahead of the trail crossing. Consider installing a stop sign. Trail users should have the right of way over drivers here, but currently do not.
11. Lighting under the bridge should be improved for a safer crossing.
12. Add a centerline bollard near the crosswalk at Edgewood St and 7th St to prevent illegal parking for the nearby liquor store.
13. Add "do not enter" or "Wrong Way" signs and through-lane markings on Edgewood St to discourage wrong-way driving from Edgewood St cul-de-sac.
14. The Edgewood St south side curb lane is a common school bus loading area after school, but the 7' + 11' travel lane may not be wide enough for buses and a travel lane.

Hamlin St to Irving St NE

15. Plan for a new crosswalk and curb ramps at Irving St and 8th St. The new development's east-side sidewalks end here and continuing through the Sunbelt Rentals lot is neither safe nor ADA compliant.

Irving St NE to Jackson St NE

16. Residents at the Hanover development will not be eligible for RPP and the building has a substantial parking structure. Therefore, please defer to the needs of existing residents, deliveries, and pickup/drop-off needs in determining the location (east vs. west) and designation of parking on this block. Zoning Commission Order No. 18-21 (effective November 22, 2019) for the Hanover Place Planned Unit Development stipulates on p. 15 that:

"71. Based on discussions with the community, the Applicant has agreed to remove the PUD from the District's Residential Parking Permit ("RPP") program in order to alleviate on street parking concerns of the surrounding neighborhood. The Applicant will include a rider in all residential leases that restricts residential tenants from obtaining RPPs.

72. In an effort to monitor whether residents are abiding by this lease restriction, the Applicant will require that the PUD's property manager submit a request pursuant to the Freedom of Information Act, DC Code §§ 2-531 to 2-539 to the District of Columbia Department of Motor Vehicles annually to confirm whether any building tenant has registered a vehicle at the address of the PUD. If the property manager determines that any car has been registered by a tenant and/or that the tenant has received an RPP, the property manager will notify the tenant that it must surrender the RPP in accordance with the residential lease rider. "¹

Kearny St NE to Lawrence St NE

17. Consider relaxing the no parking restrictions on the east side to allow more parking spaces to remain. The proposed driveway setbacks and no parking zones near Dance Place and Artspace Lofts are a dramatic change to what is currently signed and what is currently allowed through minimal parking enforcement. These driveways typically serve only small passenger vehicles and do not need to accommodate the turning radius of much larger trucks. This block has the highest parking utilization of the entire street and this reduction will be felt quite acutely. RPP designation would also help discourage long-term parking for metro customers from blocking more local uses.

Lawrence St to Monroe St NE

18. Optimize the signal phasing design at 8th St and Monroe St for bicycle and pedestrian crossings. Due to the complicated intersection of the 2-way and 1-way protected bike lanes, many bicycle movements will require waiting for multiple signal phases to clear the intersection. Rather than prioritize moving cars, as the current signal timing does, please:
 - a. Consider a bike / ped only phase where people can safely move directly across the intersection in a single signal phase,

¹ Z.C. Order No. 18-21 https://app.dcoz.dc.gov/CaseReport/CaseReportPage.aspx?case_id=18-21

- b. Add bicycle detection to approaches that actuate the signals with minimal delay to people outside of cars,
 - c. Or, at a minimum, alter the signal timing for much shorter phases.
19. Relocate the existing Met Branch Trail wayfinding signage from the east side to the west side of street at 8th St and Monroe St.
20. Work with property and garage managers to add wayfinding signage directing drivers to the nearby public parking garages on 8th St and 7th St NE.

Please follow up with questions or clarification to garrett.hennigan@waba.org or 202-656-3078.
Thank you for considering our comments and moving this project ahead!

Garrett Hennigan
Organizing Manager