



M STREET NON-AUTOMOTIVE PLANNING STUDY AREA

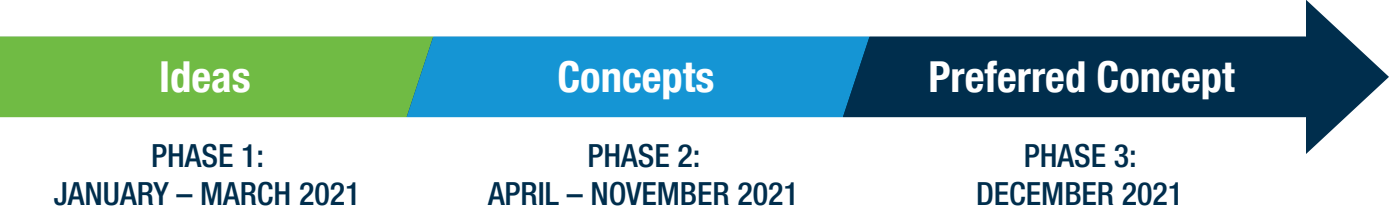
Capitol Riverfront has been the fastest growing neighborhood in the DC area over the past five years and will continue to experience rapid growth over the next 10 years, adding nearly 20,000 more residents, 400,000 square feet of additional retail, and up to 2 million square feet of additional office space. This growth means tens of thousands more residents, workers, and visitors moving into, out of, and through the neighborhood every day.

PROJECT GOALS

1. Create 30% design plans for M Street SE between South Capitol Street and 11th Street which will incorporate the existing Car-Free bus lanes while adding protected micromobility (bike/scooter) lanes
2. Create a safer environment for all street users by making M Street SE more pedestrian and transit friendly

TIMELINE

The project is taking place in three phases throughout 2021:



WHAT'S NEXT?

- Further assessment of how concepts interact with intersections, bus stops, and other existing corridor elements
- Selection of a preferred concept
- Conceptual design of the preferred concept
- More detailed vehicle, traffic, and signal analysis
- Ongoing coordination with DDOT and the M Street Advisory Committee

CONTACT

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GET INVOLVED

- Scan the QR code and make your voice heard!



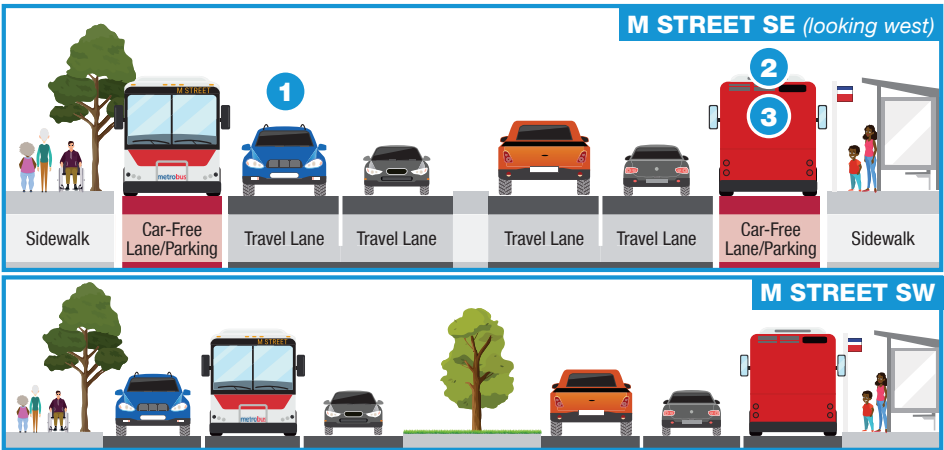
M Street Non-Automotive Planning Study

Overview

M Street is a major thoroughfare that runs for approximately 1.7 miles from 6th Street SW near The Wharf across South Capitol Street to 11th Street SE at Washington Navy Yard, connecting two of the District's fastest growing neighborhoods. The current configuration of the street does not serve all modes as well as it should – therefore, this study will consider long-term improvements for transit, pedestrian, and bicycle and micromobility uses while ensuring a functional corridor for traditional automotive uses.

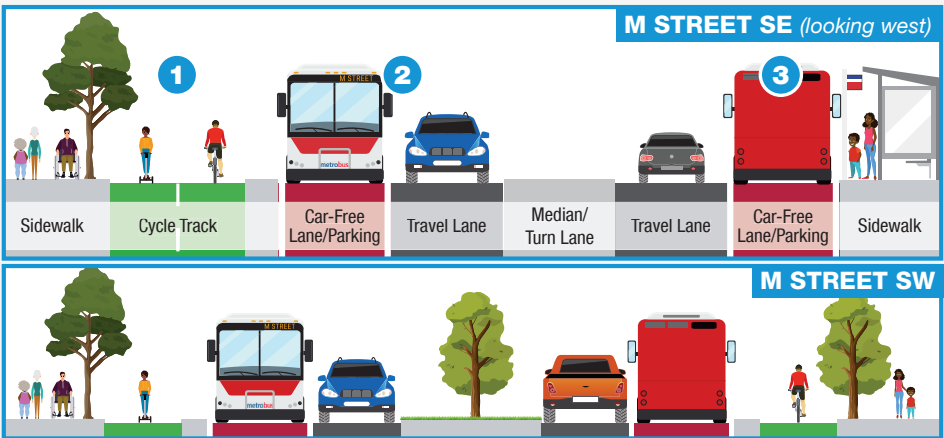
EXISTING CONDITIONS

1. 3 travel lanes in each direction
2. Some on-street parking (off-peak periods)
3. Curbside Car-Free Lanes (peak periods) (SE only)



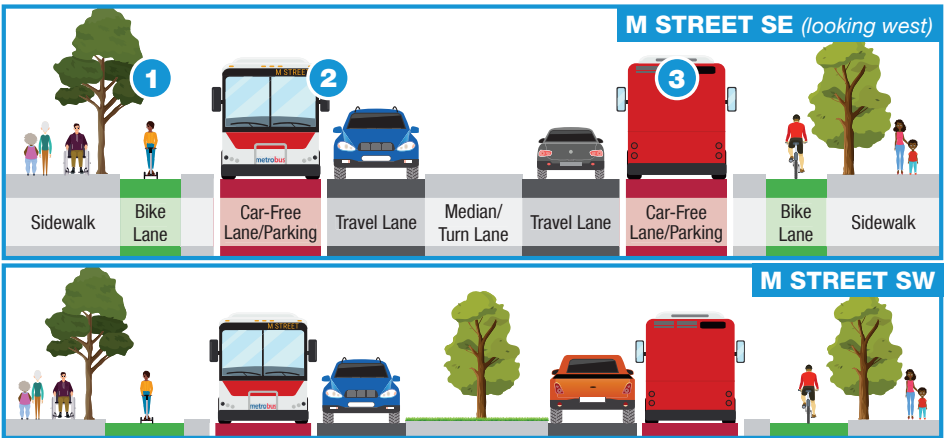
CONCEPT 1: TWO-WAY PROTECTED CYCLE TRACK (SOUTH SIDE)

1. Dedicated space for biking via a two-way protected cycle track
2. Maintains 2 travel lanes in each direction, one of which could be used to preserve the existing Car-Free Lanes during peak periods
3. Outside of rush hour, these outer lanes could be used for general traffic, parking, or continue to serve as Car-Free Lanes for all-day transit priority



CONCEPT 2: PROTECTED BIKE LANES (BOTH SIDES)

1. Dedicated space for biking via protected bicycle lanes
2. Maintains 2 travel lanes in each direction, one of which could be used to preserve the existing Car-Free Lanes during peak periods
3. Outside of rush hour, these outer lanes could be used for general traffic, parking, or continue to serve as Car-Free Lanes for all-day transit priority



COLOR KEY

✓

High/Yes

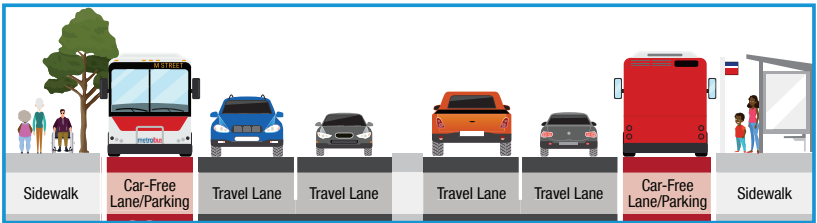
○

Medium

✗

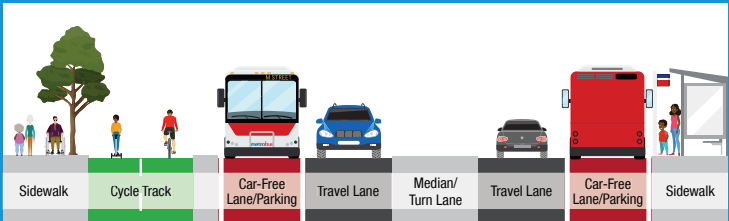
Low/No

Existing

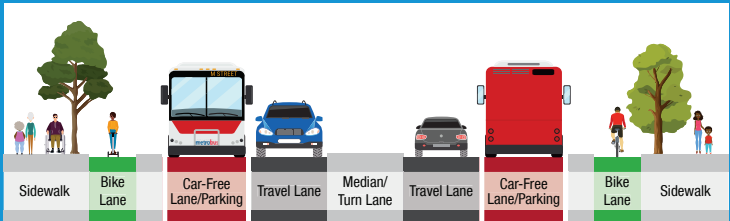


Concepts

CONCEPT 1
TWO-WAY PROTECTED CYCLE TRACK (SOUTH SIDE)



CONCEPT 2
PROTECTED BIKE LANES (BOTH SIDES)



Person Throughput Potential*	Up to 46,000 people per hour		High Increase ✓	Up to 67,000 people per hour	
Ease of Implementation	n/a		Moderate ○	Long-term implementation requires median reconstruction, new curb, and signal modification	
Safety Improvement	n/a		High ✓	Increase in dedicated space for pedestrians, cyclists, and transit riders	
Dedicated Space for Walking	Yes ✓	Sidewalks and crosswalks	Yes ✓	Sidewalks and crosswalks	
Dedicated Space for Biking/Mobility	No ✗	Bikes allowed to use existing rush hour Car-Free Lanes	Yes ✓	Two-way cycle track	Protected bike lanes
Dedicated Space for Transit	Yes ✓	Car-Free Lanes (peak period)	Yes ✓	Potential to maintain Car-Free Lanes	
Dedicated Space for Driving	Yes ✓	3 travel lanes in each direction (including one peak period Car-Free Lane in each direction)	Yes ✓	2 travel lanes in each direction (including 1 peak period Car-Free Lane in each direction)	
Diversity/Flexibility of Curb-space Use	Diverse ✓	Curbside lanes accomodate vehicle travel, rush hour bus lanes, and off-peak parking	Diverse ✓	Potential to accommodate vehicle travel, Car-Free Lanes, and/or off-peak parking	
Accommodates moveDC Mobility Priority Networks	1 of 3 ○	✓ Transit ✗ Bicycle ✗ Freight	3 of 3 ✓	✓ Transit ✓ Bicycle ✓ Freight	
Improves Connectivity Across the Corridor	n/a		Moderate ○	Fewer vehicular travel lanes required to cross on M Street SE	
Flexibility for Special Events	Yes ✓	Special signal timing on game days to optimize traffic flow	Yes ✓	Potential to maintain special signal timing on game days	
Creates Lively Street Activity	n/a		High Increase ✓	Accommodates more users and more modes of travel on sidewalks and streets	
Impact to Vehicle and Freight Movement	n/a		Moderate ○	Greater reduction in vehicular Level of Service / Greater increase in travel delay	Lesser reduction in vehicular Level of Service / Lesser increase in travel delay

NOTE: This evaluation considers the M Street SE segment concepts introduced on the previous page. *Source: StreetMix.net