

Transforming M Street SE/SW



Photo credits: **Jacqueline Dupree** of jdland.com

Councilmember Tommy Wells
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Current state of M Street

- ▶ Six-lane highway cuts through the community, disconnecting the neighborhoods
- ▶ Current design heavily skewed to cars & speed
 - Rough traffic volumes on 6-lane roadway = 10K cars per day from 11th St. bridge to 1st NE and 20,000 cars per day from 1st NE to Maine Ave (w/left turn lanes).
 - For perspective: typically 2 lane roads carry 10K cars per day; 4 lanes roads carry as much as 25,000 cars per day – especially when there are left turn lanes.
 - Wide-open spaces (too many lanes) = higher speeds
- ▶ Unsafe for pedestrians, lack of connections to neighborhood amenities

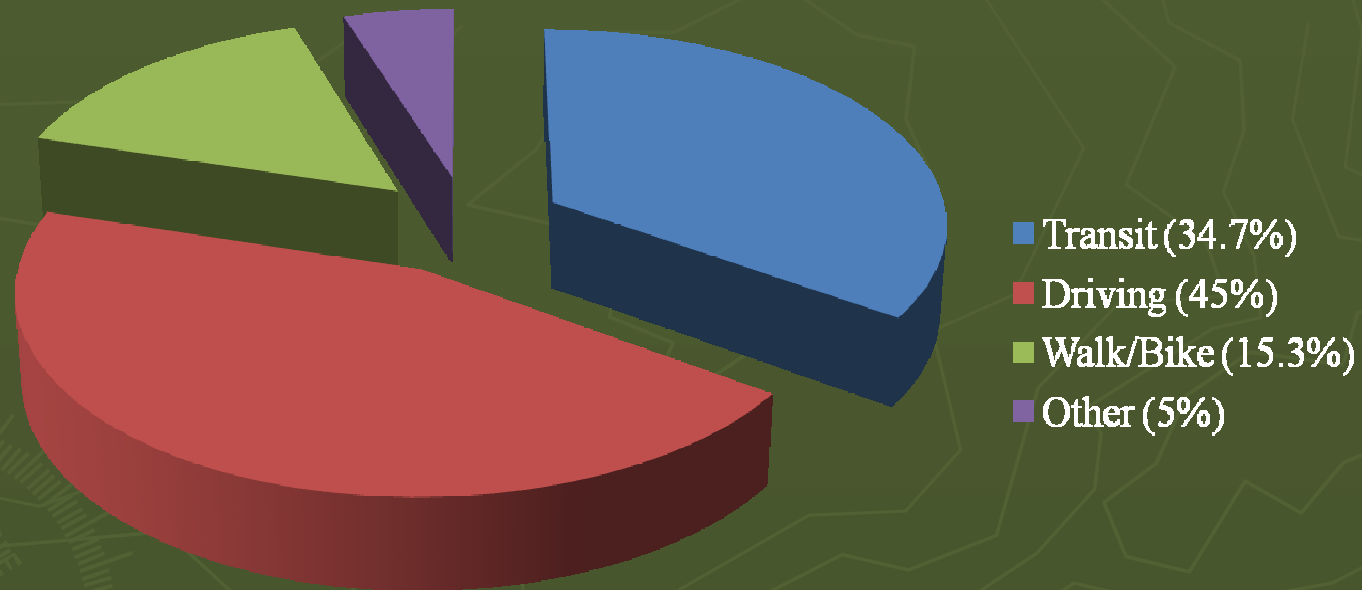
No safe passage
for pedestrians



No connectivity to
neighborhood



DC Mode Share



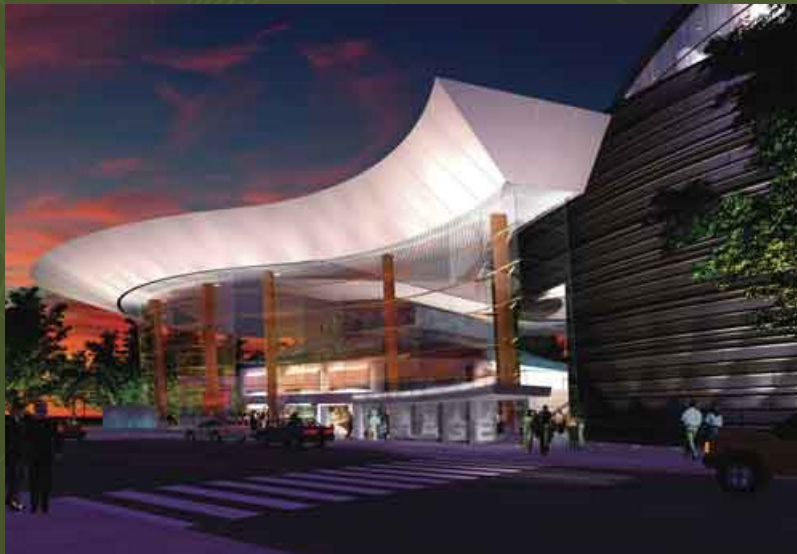
Non-vehicular modes together outpace the car –
our streets should reflect that mode share

M Street's near future

- At build out, this area will be the size of a small to midsize American city
 - ▶ 10,000 new residential units
 - ▶ 25,000 new employees
- M Street will encompass the destination neighborhoods for living in the District
- Making it a “complete street” now will transform the corridor into the District’s new Main Street, a showcase street that will provide safe access for all modes



The new M Street



Why now, why here?

- ▶ Reducing the lanes of traffic will slow motorists outside of rush hour and improve pedestrian safety for residents of all ages
- ▶ There is not a large parking demand for the majority of the corridor on M Street itself – now is the time to change expectations
- ▶ Proposed streetcar line for M Street in the future – a separated bicycle lane gets people used to the idea of fewer travel lanes now

Complete Street = Transformation

- ▶ Complete street with cycle track connects the neighborhood to the larger planned network of pedestrian and bike facilities:
 - Anacostia Riverwalk
 - The Mall
 - Cycle tracks downtown
 - Bike lanes
- ▶ Decreased lanes = safer speeds, safer pedestrian crossing, a Main Street feel instead of a highway

Example separated cycle track



Conceptual drawings

- ▶ Toole Design Group, on behalf of the Capitol Riverfront BID, created drawings for how this might be implemented
- ▶ Detailed set posted here
- ▶ Questions and comments

