

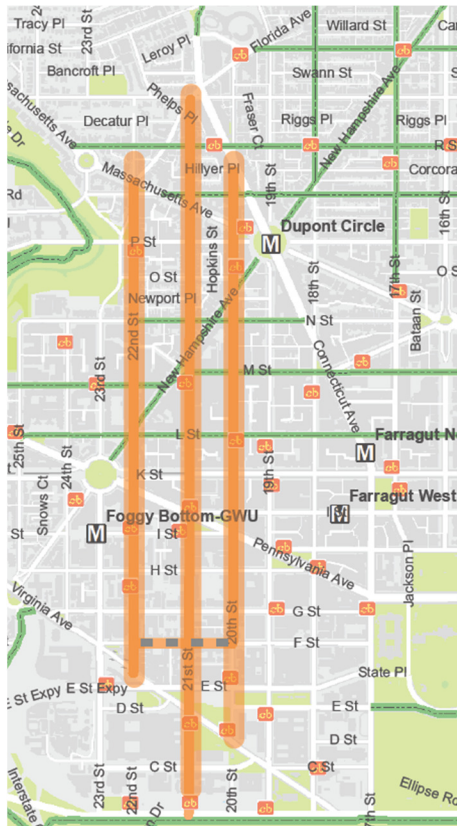


20th/21st/22nd
ST NW



Public Meeting Workshop #2

December 5, 2018



Project Description

The purpose of this project is to identify a specific path for north- and south-running protected bicycle lanes between Dupont Circle, the western side of Downtown, and the National Mall on either 20th, 21st, or 22nd Street NW. As part of Vision Zero, this project seeks to build safer streets for all, including bicyclists, pedestrians, and drivers.

Questions or Comments?

Contact Megan Kanagy at megan.kanagy@dc.gov or visit the project website at <https://www.dccycletrack.com/>

Comments on the three alternatives are kindly requested by January 6, 2019.

Project Timeline



Summary of Alternatives					
	No Build	22nd Street NW	21st Street NW		20th Street NW
Alternatives	There will be no change in traffic configurations and travel patterns. Also no protection for bicyclists.	Continuous two-way protected bike lane on the east side of 22nd Street from Massachusetts Ave to F Street	Continuous two-way protected bike lane on the east side of 21st Street from Florida Ave to Constitution Ave	Contraflow Lane Option: <ul style="list-style-type: none"> Contraflow (northbound) unprotected bike lane and shared lane markings for southbound bicyclists from Florida Ave to New Hampshire Ave Continuous two-way protected bike lane on the east side of 21st Street from New Hampshire Ave to Virginia Ave 	Continuous two-way protected bike lane on the west side of 20th Street from Connecticut Ave to E Street
Safety / Design					
Bike Network Connectivity	None	<ul style="list-style-type: none"> Does not connect to the Q or R Street bike lanes, but potential to connect 1 block gap on Q Street Does not provide a direct connection to the National Mall 	<ul style="list-style-type: none"> Connects to the Q and R Street bike lanes Provides a direct connection to the National Mall 	<ul style="list-style-type: none"> Connects to the Q and R Street bike lanes Provides a direct connection to the National Mall 	<ul style="list-style-type: none"> Connects to the Q Street bike lane Does not provide a direct connection to the National Mall, but potential for future connection via Virginia Ave and C Street to continue on 20th Street
Continuous Protection of Bike Lane	0% of corridor protected	100% of corridor protected	100% of corridor protected	65% of corridor protected	100% of corridor protected
Pedestrian Safety Improvements	None	Number of intersections with: <ul style="list-style-type: none"> Shorter pedestrian crossings: 2 Separate phase for pedestrian crossings: 1 No right turns on red: 5 	Number of intersections with: <ul style="list-style-type: none"> Shorter pedestrian crossings: 0 Separate phase for pedestrian crossings: 3 No right turns on red: 9 	Number of intersections with: <ul style="list-style-type: none"> Shorter pedestrian crossings: 0 Separate phase for pedestrian crossings: 2 No right turns on red: 6 	Number of intersections with: <ul style="list-style-type: none"> Shorter pedestrian crossings: 1 Separate phase for pedestrian crossings: 1 No right turns on red: 2
Left Turn Conflicts with Bicyclists	Not applicable	All left turns are phase separated at signalized intersections	All left turns are phase separated at signalized intersections	<ul style="list-style-type: none"> 2 left turn conflicts north of New Hampshire Ave All left turns are phase separated south of New Hampshire Ave 	All left turns are phase separated at signalized intersections
Right Turn Conflicts with Bicyclists	Not applicable	<ul style="list-style-type: none"> 2 high volume right turn conflict intersections (>100 VPH) have been phase separated 6 low-volume right turn conflict intersections (<100 VPH) 	<ul style="list-style-type: none"> 2 high volume right turn conflict intersection (>100 VPH) have been phase separated 	<ul style="list-style-type: none"> 2 high volume right turn conflict intersection (>100 VPH) have been phase separated 	<ul style="list-style-type: none"> 1 high volume right turn conflict intersection (>100 VPH) has been phase separated 2 low-volume right turn conflict intersections (<100 VPH)
Driveway Crossings with Bike Lane	Not applicable	<ul style="list-style-type: none"> 8 high volume (includes alleys) 8 low volume 	<ul style="list-style-type: none"> 20 high volume (includes alleys) 15 low volume 	<ul style="list-style-type: none"> 20 high volume (includes alleys) 15 low volume 	<ul style="list-style-type: none"> 5 high volume (includes alleys) 0 low volume
Vehicle Operations					
Signalized Intersections with LOS > E in 2040	0 of 43 in AM 2 of 43 in PM	2 of 12 in AM 3 of 12 in PM	1 of 16 in AM 3 of 16 in PM	1 of 16 in AM 3 of 16 in PM	0 of 15 in AM 0 of 15 in PM
Vehicle Left Turn Restrictions	No changes	0 intersections propose restrictions	1 intersection proposes restrictions	1 intersection proposes restrictions	3 intersections propose restrictions
Parking / Curbside					
Total Parking	20th - About 216 spaces 21st - About 355 spaces 22nd - About 214 spaces	About 88 (-126 spaces)	About 141 (-214 spaces)	About 223 (-132 spaces)	About 73 (-143 spaces)
Residential Permit Spaces (RPP)	20th - About 0 spaces 21st - About 135 spaces 22nd - About 12 spaces	0 (-12 spaces)	About 60 (-75 spaces)	About 128 (-7 spaces)	0 (-0 spaces)
Embassy Dignatrics	20th - About 0 spaces 21st - About 9 spaces 22nd - About 0 spaces	0 (-0 spaces)	About 0 (-9 spaces)	About 8 (-1 space)	0 (-0 spaces)
Taxi or Loading	20th - About 18 spaces 21st - About 11 spaces 22nd - About 7 spaces	0 (-7 spaces)	About 8 (-3 spaces)	About 9 (-2 spaces)	0 (-18 spaces)
All-Day Metered	20th - About 41 spaces 21st - About 40 spaces 22nd - About 32 spaces	0 (-32 spaces)	About 5 (-35 spaces)	About 7 (-33 spaces)	About 38 (-3 spaces)
AM or PM Peak Restricted	20th - About 133 spaces 21st - About 52 spaces 22nd - About 136 spaces	About 57 (-79 spaces)	About 37 (-15 spaces)	About 40 (-12 spaces)	About 25 (-108 spaces)
No Parking 7am-6:30pm	20th - About 24 spaces 21st - About 108 spaces 22nd - About 39 spaces	About 31 (-8 spaces)	About 31 (-77 spaces)	About 31 (-77 spaces)	About 10 (-14 spaces)