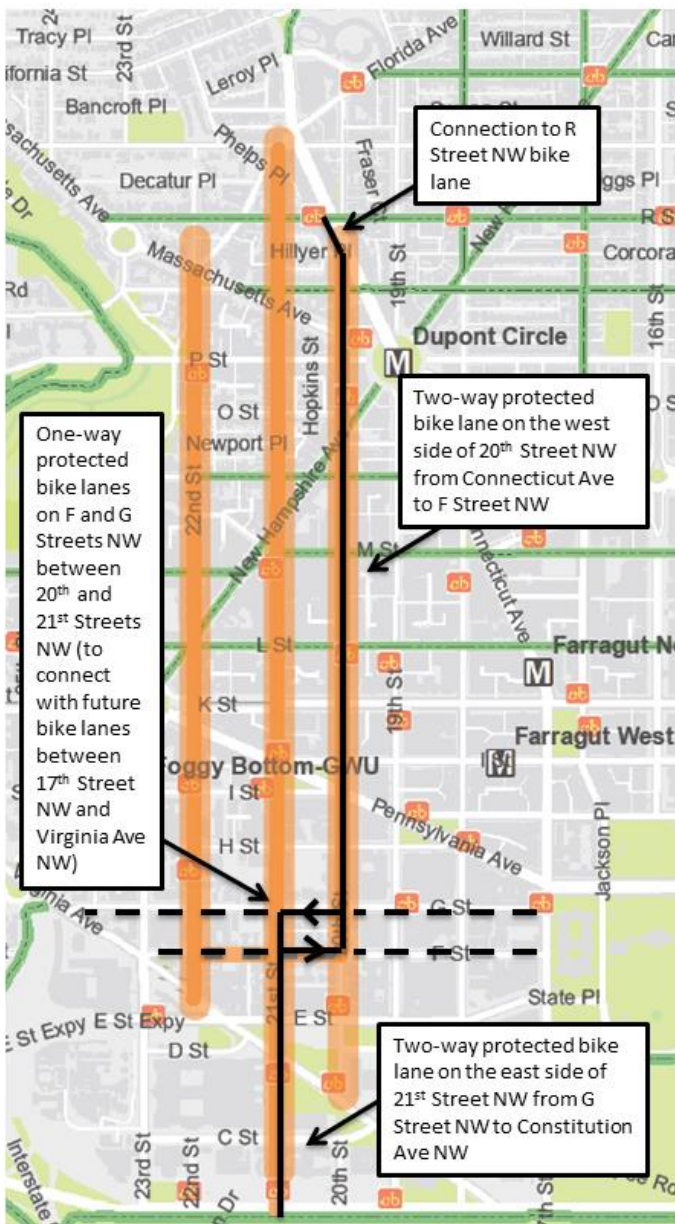




20th/21st/22nd
ST NW

Public Meeting #3

April 13, 2019



Project Description

Several east-west bike lanes currently traverse the areas in and around Downtown. However, there is a large north-south gap in the bicycle network between Dupont Circle and the National Mall. The purpose of this project is to provide a safe environment for people of all ages and abilities biking on 20th Street NW, 21st Street NW, or 22nd Street NW. As part of Vision Zero, this project seeks to build safer streets for all, including bicyclists, pedestrians, and drivers.

The recommended alternative is primarily on 20th Street NW, with an east-west connection to 21st Street NW using F and G Streets.

Questions or Comments?

Visit the project website at <https://www.dccycletrack.com/> or contact:

- Megan Kanagy at megan.kanagy@dc.gov (through May 2019)
- Mike Goodno at mike.goodno@dc.gov (after May 2019)
- Will Handsfield at william.Handsfield2@dc.gov (after May 2019)

Comments on the recommended alternative are kindly requested by May 13, 2019.

Project Timeline



Summary of the Recommended Alternative

- A two-way protected bike lane on the west side of 20th Street NW from Connecticut Avenue to F Street, with a connection to R Street (to be designed in the next project phase).
- One-way protected bike lanes on F Street and G Street to connect between 20th and 21st Streets NW (to be designed in the next project phase).
- A two-way protected bike lane on the east side of 21st Street between G Street and Constitution Avenue to connect to the National Mall.

Safety / Design

***does not include F or G Street NW**

Bike Network Connectivity	<ul style="list-style-type: none"> • Connects to the Q and R Street bike lanes at the northern end, as well as the L Street, M Street, N Street, and New Hampshire Avenue bike lanes. • Does not provide a direct connection between Dupont Circle and the National Mall (requires an east-west jog on F and G Streets).
Continuous Protection of Bike Lane	100% of corridor protected 17 blocks, approx. 1.5 miles (including the connection on F and G Streets)
Pedestrian Safety Improvements	Number of intersections with: <ul style="list-style-type: none"> • Shorter pedestrian crossings: 1 • Separate phase for pedestrian crossings: 2 • No right turns on red: 3
Left Turn Conflicts with Bicyclists	All left turns are phase separated at signalized intersections
Right Turn Conflicts with Bicyclists	<ul style="list-style-type: none"> • 2 high volume right turn conflict intersections (>100 VPH) have been phase separated • 2 low-volume right turn conflict intersections (<100 VPH)
Driveway Crossings with Bike Lane	<ul style="list-style-type: none"> • 20 high volume (includes alleys) • 15 low volume

Vehicle Operations

***does not include F or G Street NW**

Signalized Intersections with LOS > E in 2040	1 of 19 in AM (compared with 0 of 19 in PM for 2040 No Build) 2 of 19 in PM (compared with 1 of 19 in PM for 2040 No Build)
Vehicle Left Turn Restrictions	3 intersections propose restrictions

Parking / Curbside

***does not include F or G Street NW**

Total On-Street Parking	About 106 spaces total (compared to 303 existing spaces; removal of 197 spaces total)
Residential Permit Spaces (RPP)	About 4 spaces (compared to 4 existing spaces; removal of 0 spaces)
Embassy Dignitaries	0 spaces (compared to 0 existing spaces; removal of 0 spaces)
Taxi or Loading	About 8 (compared to 29 existing spaces; removal of 21 spaces) *an assessment of alternate loading spaces will be done in the next project phase
All-Day Metered	About 43 (compared to 63 existing spaces; removal of 20 spaces)
AM or PM Peak Restricted	About 41 (compared to 160 existing spaces; removal of 119 spaces)
No Parking 7am-6:30pm	About 10 (compared to 47 existing spaces; removal of 37 spaces)