

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	<b>Contraflow Lane Option:</b> <ul style="list-style-type: none"> <li>• Contraflow (northbound) unprotected bike lane and shared lane markings for southbound bicyclists from Florida Ave to New Hampshire Ave</li> <li>• Continuous two-way protected bike lane on the east side of 21st Street from New Hampshire Ave to Virginia Ave</li> </ul>	Continuous two-way protected bike lane on the west side of 20th Street from Connecticut Ave to E Street
<b>Safety / Design</b>					
Bike Network Connectivity	None	<ul style="list-style-type: none"> <li>• Does not connect to the Q or R Street bike lanes, but potential to connect 1 block gap on Q Street</li> <li>• Does not provide a direct connection to the National Mall</li> </ul>	<ul style="list-style-type: none"> <li>• Connects to the Q and R Street bike lanes</li> <li>• Provides a direct connection to the National Mall</li> </ul>	<ul style="list-style-type: none"> <li>• Connects to the Q and R Street bike lanes</li> <li>• Provides a direct connection to the National Mall</li> </ul>	<ul style="list-style-type: none"> <li>• Connects to the Q Street bike lane</li> <li>• 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</li> </ul>
Continuous Protection of Bike Lane	0% of corridor protected	100% of corridor protected 10 blocks, approx. 5140 feet	100% of corridor protected 14 blocks, approx. 7920 feet	65% of corridor protected 9 blocks, approx. 5130 feet	100% of corridor protected 13 blocks, approx. 7120 feet
Pedestrian Safety Improvements	None	Number of intersections with: <ul style="list-style-type: none"> <li>• Shorter pedestrian crossings: 2</li> <li>• Separate phase for pedestrian crossings: 1</li> <li>• No right turns on red: 5</li> </ul>	Number of intersections with: <ul style="list-style-type: none"> <li>• Shorter pedestrian crossings: 0</li> <li>• Separate phase for pedestrian crossings: 3</li> <li>• No right turns on red: 9</li> </ul>	Number of intersections with: <ul style="list-style-type: none"> <li>• Shorter pedestrian crossings: 0</li> <li>• Separate phase for pedestrian crossings: 2</li> <li>• No right turns on red: 6</li> </ul>	Number of intersections with: <ul style="list-style-type: none"> <li>• Shorter pedestrian crossings: 1</li> <li>• Separate phase for pedestrian crossings: 1</li> <li>• No right turns on red: 2</li> </ul>
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"> <li>• 2 left turn conflicts north of New Hampshire Ave</li> <li>• All left turns are phase separated south of New Hampshire Ave</li> </ul>	All left turns are phase separated at signalized intersections
Right Turn Conflicts with Bicyclists	Not applicable	<ul style="list-style-type: none"> <li>• 2 high volume right turn conflict intersections (&gt;100 VPH) have been phase separated</li> <li>• 6 low-volume right turn conflict intersections (&lt;100 VPH)</li> </ul>	<ul style="list-style-type: none"> <li>• 1 high volume right turn conflict intersection (&gt;100 VPH) has been phase separated</li> </ul>	<ul style="list-style-type: none"> <li>• 1 high volume right turn conflict intersection (&gt;100 VPH) has been phase separated</li> </ul>	<ul style="list-style-type: none"> <li>• 1 high volume right turn conflict intersection (&gt;100 VPH) has been phase separated</li> <li>• 2 low-volume right turn conflict intersections (&lt;100 VPH)</li> </ul>
Driveway Crossings with Bike Lane	Not applicable	<ul style="list-style-type: none"> <li>• 19 high volume (includes alleys)</li> <li>• 17 low volume</li> </ul>	<ul style="list-style-type: none"> <li>• 21 high volume (includes alleys)</li> <li>• 33 low volume</li> </ul>	<ul style="list-style-type: none"> <li>• 21 high volume (includes alleys)</li> <li>• 33 low volume</li> </ul>	<ul style="list-style-type: none"> <li>• 16 high volume (includes alleys)</li> <li>• 15 low volume</li> </ul>
<b>Vehicle Operations</b>					
Signalized Intersections with LOS > E in 2040	1 of 43 in AM 3 of 43 in PM	1 of 12 in AM 3 of 12 in PM	1 of 17 in AM 3 of 17 in PM	1 of 17 in AM 3 of 17 in PM	1 of 14 in AM 0 of 14 in PM
Vehicle Left Turn Restrictions	No changes	0 intersections propose restrictions	1 intersection proposes restrictions	1 intersection proposes restrictions	3 intersections propose restrictions
<b>Parking / Curbside</b>					
Total Parking	20th - About 216 spaces 21st - About 355 spaces 22nd - About 214 spaces	About 88 (-126 spaces)	About 140 (-215 spaces)	About 222 (-133 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 30 (-78 spaces)	About 30 (-78 spaces)	About 10 (-14 spaces)