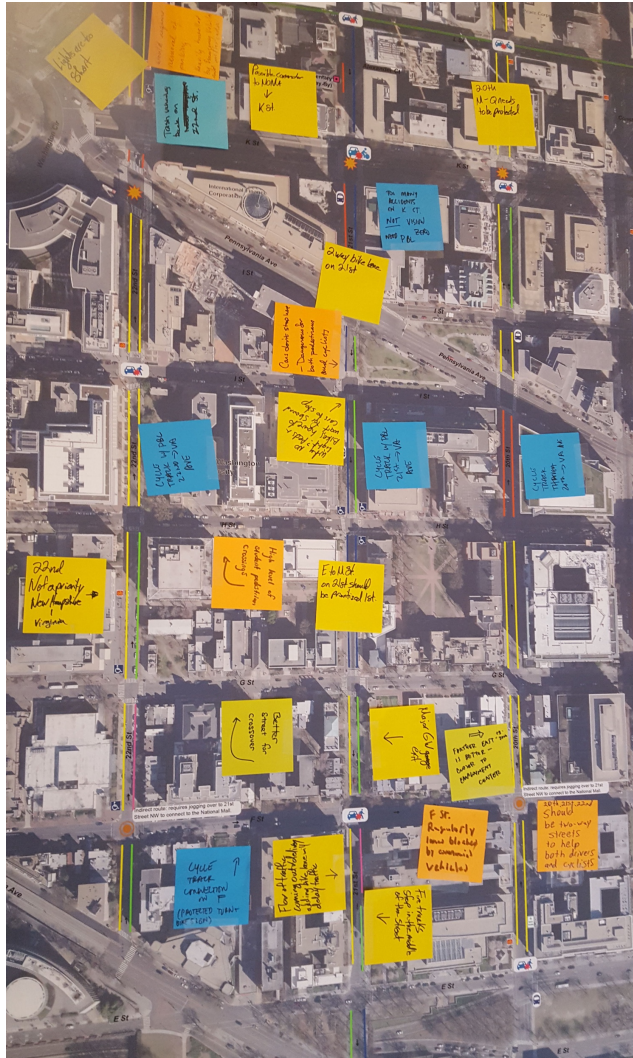




DC PROTECTED BIKE LANES PROJECT



20TH/21ST/22ND STREET NW SUMMARY OF PUBLIC KICKOFF MEETING July 2018



20th/21st/22nd
ST NW

1. INTRODUCTION

To increase safety and mobility within the District, the District Department of Transportation (DDOT) is looking to implement protected bike lanes within the following three (3) corridors as part of the DC Protected Bike Lanes project. These projects include:

- Eastern Downtown
- Crosstown
- 20th/21st/22nd Street NW

This document summarizes the first public meeting for the 20th/21st/22nd Street NW project.

The purpose of the project is to identify a specific route for north- and south-running protected bicycle lanes along 20th Street, 21st Street, and/or 22nd Street NW between Dupont Circle, the western side of Downtown, and the National Mall that provides a safe environment for people biking of all ages and abilities. This project will produce 10% concept plans for protected bike lanes that align with the vision of moveDC.

1.1. Event Information

On Wednesday, May 23, 2018, DDOT held a public meeting to kick off the public engagement component for the 20th/21st/22nd Street NW project. The purpose of the meeting was to provide information about the project and obtain feedback from the community.

The public meeting was held at the West End Library (2301 L Street NW, Washington, DC 20037) from 6:00 pm to 8:00 pm. The meeting location was accessible by Metrorail (Orange, Blue, and Silver lines), Metrobus (H1 and L1), and the DC Circulator (Dupont-Georgetown-Rosslyn route).

The public meeting included a presentation and discussion. Before and after the presentation, attendees had the opportunity to view the boards and roll plot, ask questions to the project team, and provide comments using Post-It notes.

Meeting Quick Facts

- ❖ Wednesday, May 23, 2018 from 6 pm to 8 pm at the West End Library
- ❖ 72 meeting attendees (based on sign-in)
- ❖ 49 Title VI respondents



1.2. Boards and Informational Materials

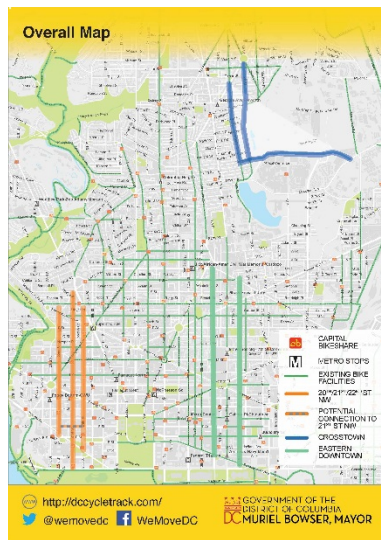
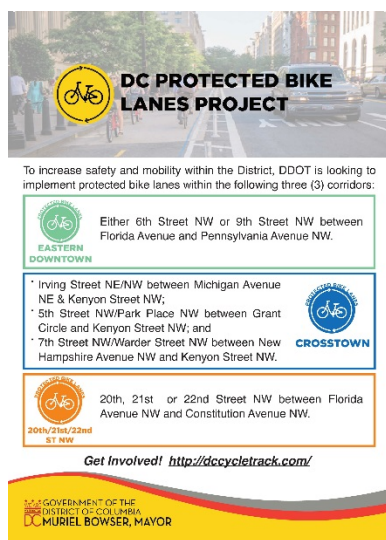
The meeting materials included five (5) boards and a roll plot providing attendees with information on existing conditions along the three streets within the study area.

2. OUTREACH EFFORTS

The following section summarizes the outreach efforts for this meeting.

2.1 Project Postcard

To promote the DC Protected Bike Lanes project, the project team developed a postcard showing the three corridors and directing the public to the project website (<https://www.dccycletrack.com/20th21st22ndstnw>). The postcards were distributed during Bike to Work Day (May 17, 2018) at various pit stops around the District, especially those within or nearby the project corridors. The remaining postcards were distributed during community engagement events.



2.2 Door Hangers and Posters

About 400 door hangers were placed on residences' doors, community boards, businesses around the George Washington University campus, in the West End Library, and bikes parked along the study area during the week of May 9, 2018. The project team also distributed door hangers at the Foggy Bottom Metrorail Station.

The project team also reached out to apartment and condominium buildings in the study area and either emailed an electronic copy of the poster or provided door hangers to the main point of contact. These included:

- Residences on the Avenue
- Winston House Apartments
- Potomac Park
- Monroe House Condominiums
- Empire Apartments
- The Stateman
- Amsterdam Hall
- Jefferson House Condominiums
- West End Place Condo Association
- The Ritz-Carlton Residences
- The Aston
- Square 50 Apartment
- The Bond Apartments
- Legacy West End
- Hamilton House
- The Flats at Dupont Circle Apartments
- Corporate Gables

- Bristol House Apartments
- The Westpark Apartments
- Dumbarton Place
- The Levante Residences
- Westbrooke Place
- 2400 M Apartments
- The Savoy Apartments
- The West Haven
- Signature Properties

2.3 Stakeholders

The project team contacted ANC commissioners, institutions, interested stakeholders, and cyclists' groups through phone calls, e-mail blasts, social media (moveDC's Twitter and Facebook accounts).

ANC Commissioners

- ANC 2A, 2B, and 2D

Interested Stakeholders

- George Washington University
- US Department of State
- National Academy of Sciences
- Federal Reserve Bank
- World Bank/International Finance Corporation
- International Monetary Fund
- Golden Triangle Business Improvement District

Cyclists' Groups

- Washington Area Bicyclist Association (WABA)
- DC Bicycle Advisory Council




DC PROTECTED BIKE LANES PROJECT

20TH/21ST/22ND STREET NW
PUBLIC MEETING #1

WHERE: West End Neighborhood Library
 2301 L Street NW (Meeting Room)


WHEN: Wednesday, May 23, 2018
 6:00 PM - 8:00 PM

Metrorail: Orange/Blue/Silver Line – Foggy Bottom Station
 Metrobus: H1, L1, D.C. Circulator, RS-DP
 For additional transportation options, visit www.goDCgo.com



20th/21st/22nd ST NW

The District Department of Transportation (DDOT) invites you to the first public meeting for the 20th/21st/22nd St NW project. Attendees will obtain information about the project and have the opportunity to provide feedback on potential paths for north- and south-running protected bicycle lanes on 20th, 21st, or 22nd Streets NW between Dupont Circle and the National Mall.

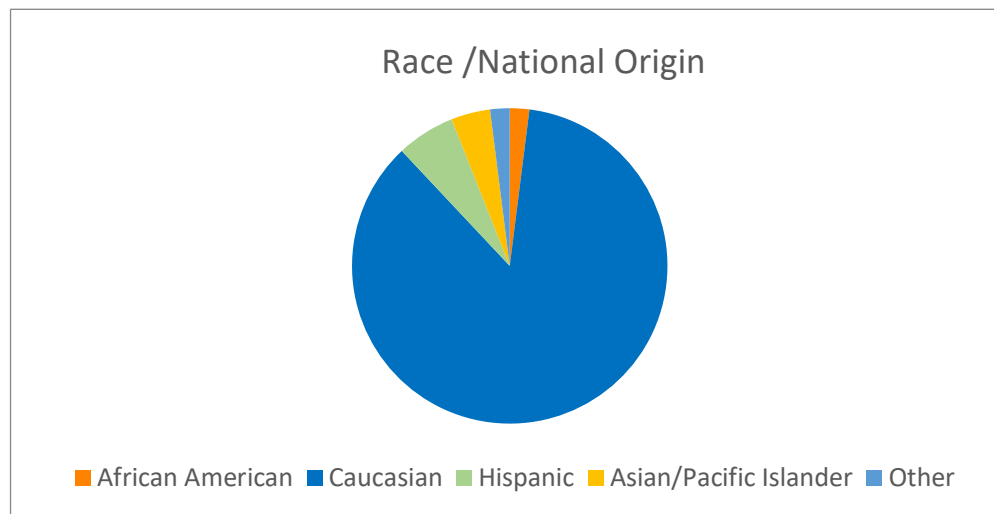
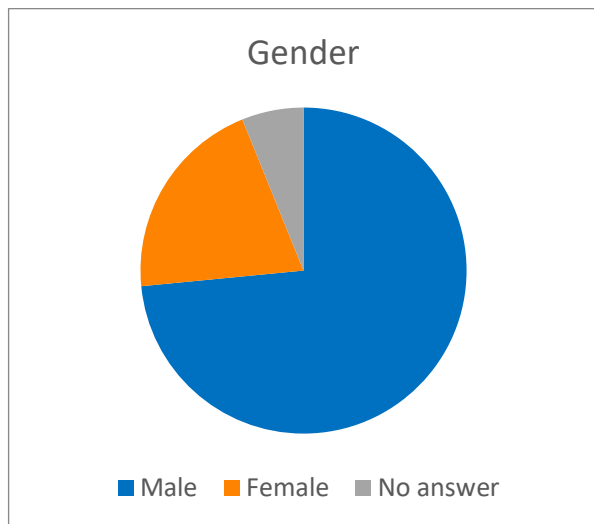


3. ATTENDANCE

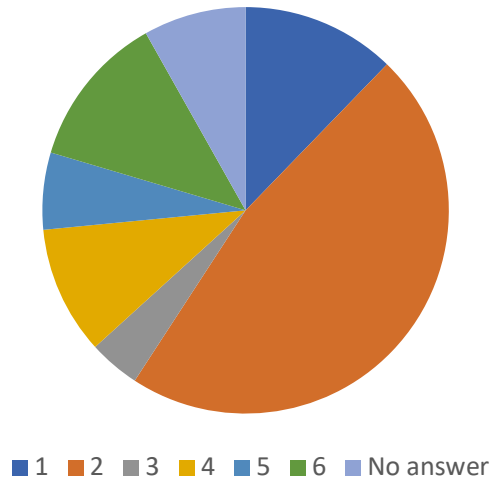
Seventy-two (72) members of the public attended the first public meeting. These attendees included residents, ANC commissioners,

councilmembers' staff, stakeholders, George Washington University students, commuters, and local bicycle advocates.

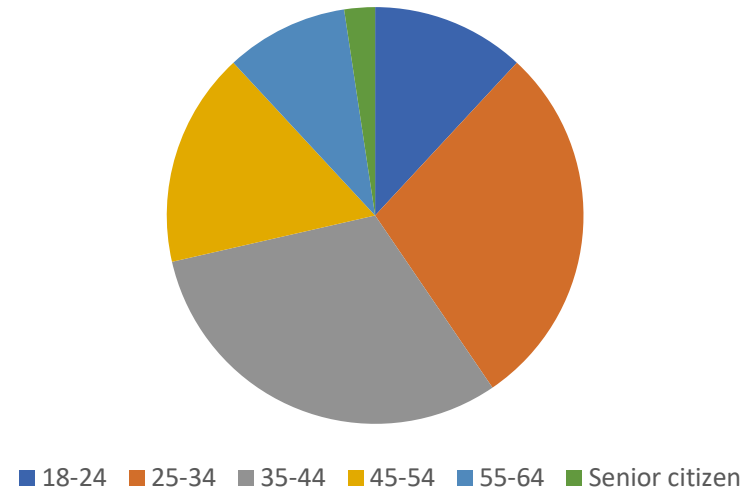
The charts below represent the demographic makeup of meeting attendees based on the 49 completed Title VI forms.



Ward



Age

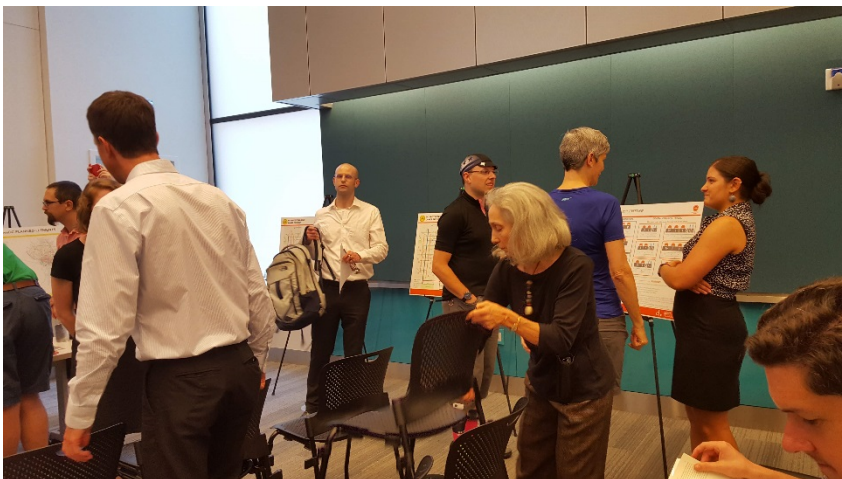


4. SUMMARY OF COMMENTS

Attendees provided written comments through the comment form and by placing comments on the roll plots using Post-It notes. In addition, DDOT encouraged submission of additional comments via email, mail, or the project website by June 13, 2018. The following section presents a summary of the comments received during and after the meeting.

4.1 Key Takeaways

- Supporters of the project want this project built sooner than



2022.

- This will increase bicyclists' safety and meet moveDC goals.
- Given the long wait time, supporters would like to see barriers like planters with native vegetations and not flexible posts.

- 20th Street NW was suggested by multiple participants, especially residents, as a preferred option. 20th Street NW is less heavily used for residential parking and it is currently used by cyclists connecting to Q Street NW. However, it does not provide connectivity to the bike infrastructure on R Street NW.
- 21st Street NW is the most popular option among cyclist, yet this option will potentially affect the greatest number of residential parking spaces.
 - Many bicyclists stated that 21st Street NW provides the most connectivity with existing bike infrastructure and is a straight commute. In fact, many of the participants stated that many cyclists are already using this road and connecting to Q Street and R Street NW.
 - Some attendees suggested installing a protected bike lane on the section south New Hampshire Avenue and regular bike lanes or a contraflow bike lane north of New Hampshire Avenue, in order to preserve more residential parking.
- 22nd Street NW was seen as less desirable due to the perceived high volumes of vehicle traffic, especially around Washington Circle and Florida Avenue NW, as well as the existing residential parking.
 - Some bicyclists reiterated that 22nd Street NW does not provide direct connections to the bike lanes on Q and R Streets NW.
- Potential east-west connections to 21st Street NW include E Street, F Street, and G Street NW.
 - Some attendees stated that G Street NW might be more helpful as people often travel by a bike on G Street from the 15th Street NW bike lane.

- H Street NW was not option since it has a lot of student pedestrian crossings.
- There was no clear preference between one- or two-way protected bike lanes.
 - Some bicyclists suggested providing contraflow one-way protected bike lanes.

4.1 Key Comments on Roll Plot

20th Street NW

- K Street NW: Attendees stated that the service lane is usually blocked with drop-offs and food trucks usually turn westbound at this intersection.

21st Street NW

- F Street: The lanes are regularly blocked by commercial vehicles.
- New Hampshire Avenue: Dangerous intersection.
- North of R Street: High demand for parking and loading.

22nd Street NW

- High volume of traffic
- K Street intersection: Diplomatic parking, trash vehicles back on 22nd Street, and drop-off are for medical office.

4.2 Other Comments

- Provide connectivity to Rock Creek Park.
- Provide pedestrian improvements and include a component to educate bicyclists that pedestrians have the right of way.
- Coordinate with the Connecticut Avenue NW streetscape project.



5. THE PATH FORWARD

The next community engagement activities (pop-up events) will be held in fall of 2018. The goals moving forward are to:

- Use participant responses to help understand the existing conditions; and
- Use public input gained to identify three potential alternatives, to be shared at the fall community engagement events.