



Virginia Ave NW Protected Bike Lanes

Wednesday, February 17th, 2021

ANC 2A Monthly Meeting

d.

Agenda

- Why bike infrastructure?
- Project background
- Project Overview



Benefits of Biking Infrastructure

- **Safety**
 - For all road users
- **Individual Benefits**
 - Reduced transportation costs
 - Exercise and health
- **Economic Development**
 - Tourism
 - Increases foot traffic/local spending
- **Environmental Benefits**
 - Reduced CO₂ emissions
- **System Management Benefits**
 - Reduced wear and tear
 - Fewer cars on road
- **Network is critical in supporting biking**



Why is DC Installing Bicycle Lanes?

2005 Bicycle Master Plan Goals

- 2000: 1% of commute trips by bike
- 2010: 3% of commute trips by bike
- 2015: 5% of commute trips by bike

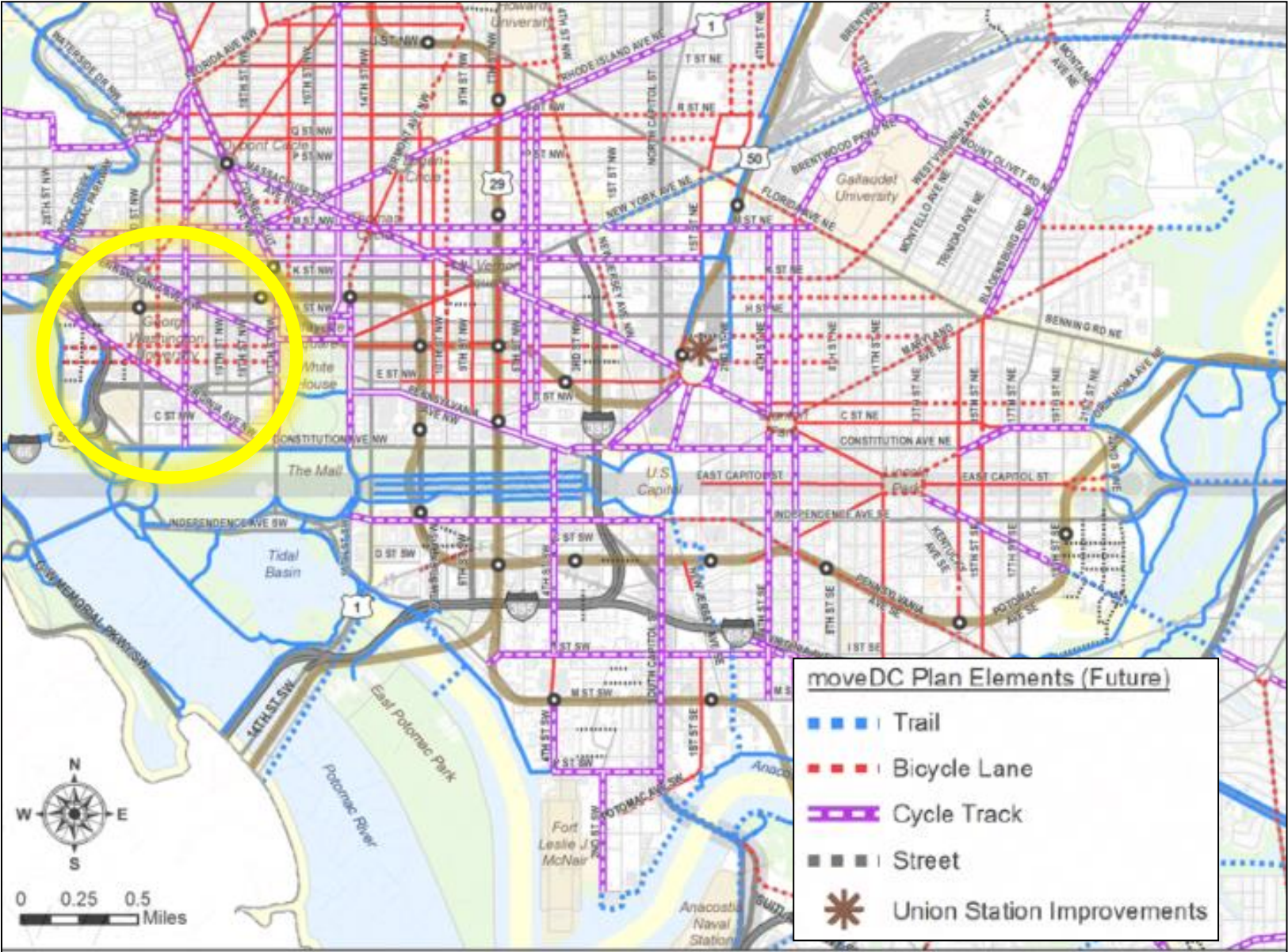


Sustainable DC goals (2032)

- 75% of all trips by walk, bike, or transit by 2032
- 200 more bike share stations



moveDC Bicycle Plan



Protected Bike Lanes (PBLs)



Sidewalk

One-Way or Two-Way Bike Lane

Buffer

Driving or Parking Lane

Why Protected Lanes?

Virginia Ave NW
FUTURE



LOW STRESS
TOLERANCE

Virginia Ave NW
TODAY



HIGH STRESS
TOLERANCE

BICYCLIST DESIGN USER PROFILES

**Interested
but Concerned**

51%-56% of the total
population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

**Somewhat
Confident**

5-9% of the total
population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

**Highly
Confident**

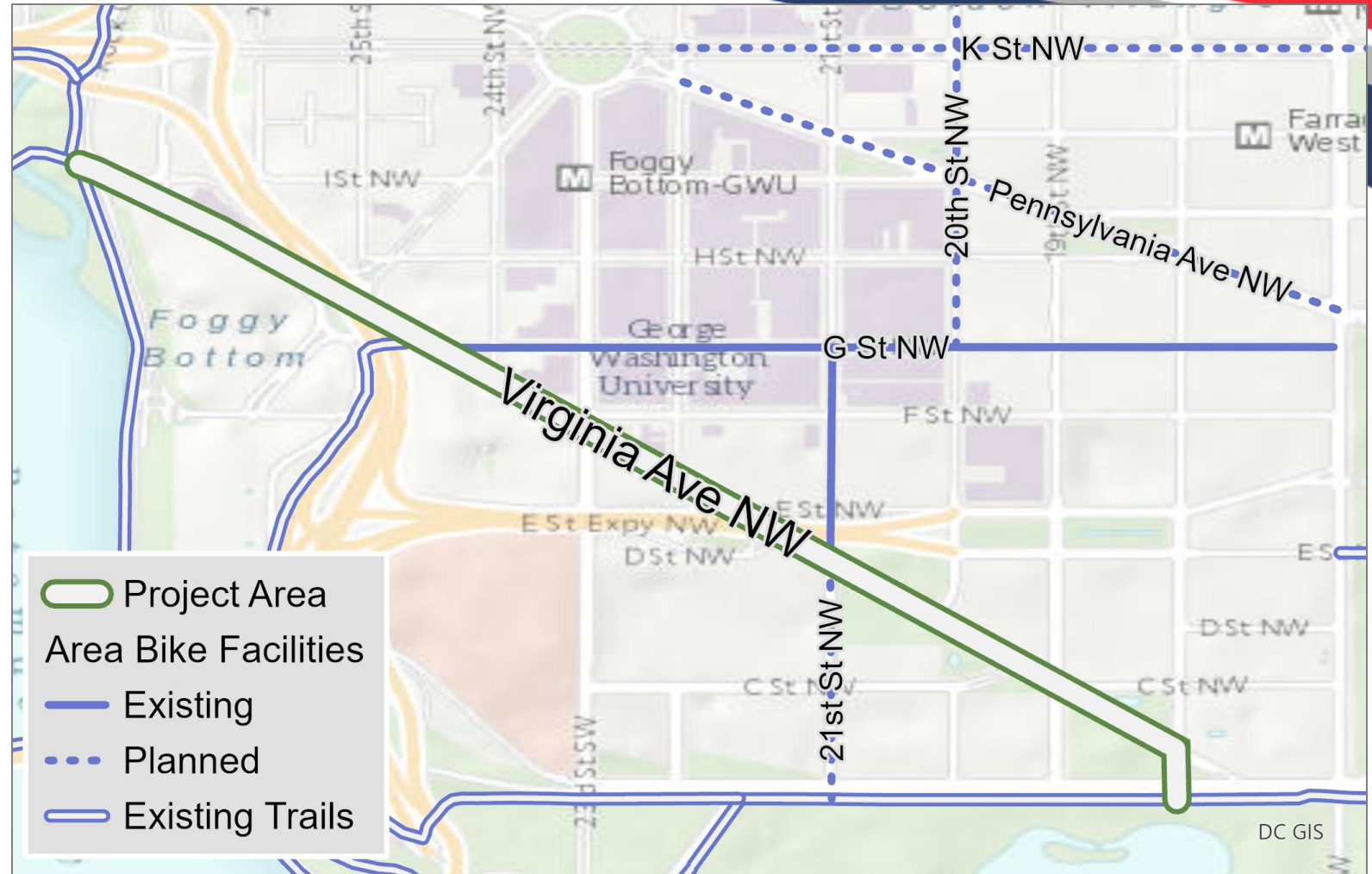
4-7% of the total
population

Comfortable riding with traffic; will use roads without bike lanes.



Project Background

- Identified as a useful route by previous plans and people already use it!
- Connects regional trail network, downtown, and National Mall
- Most parts of roadway have excess capacity



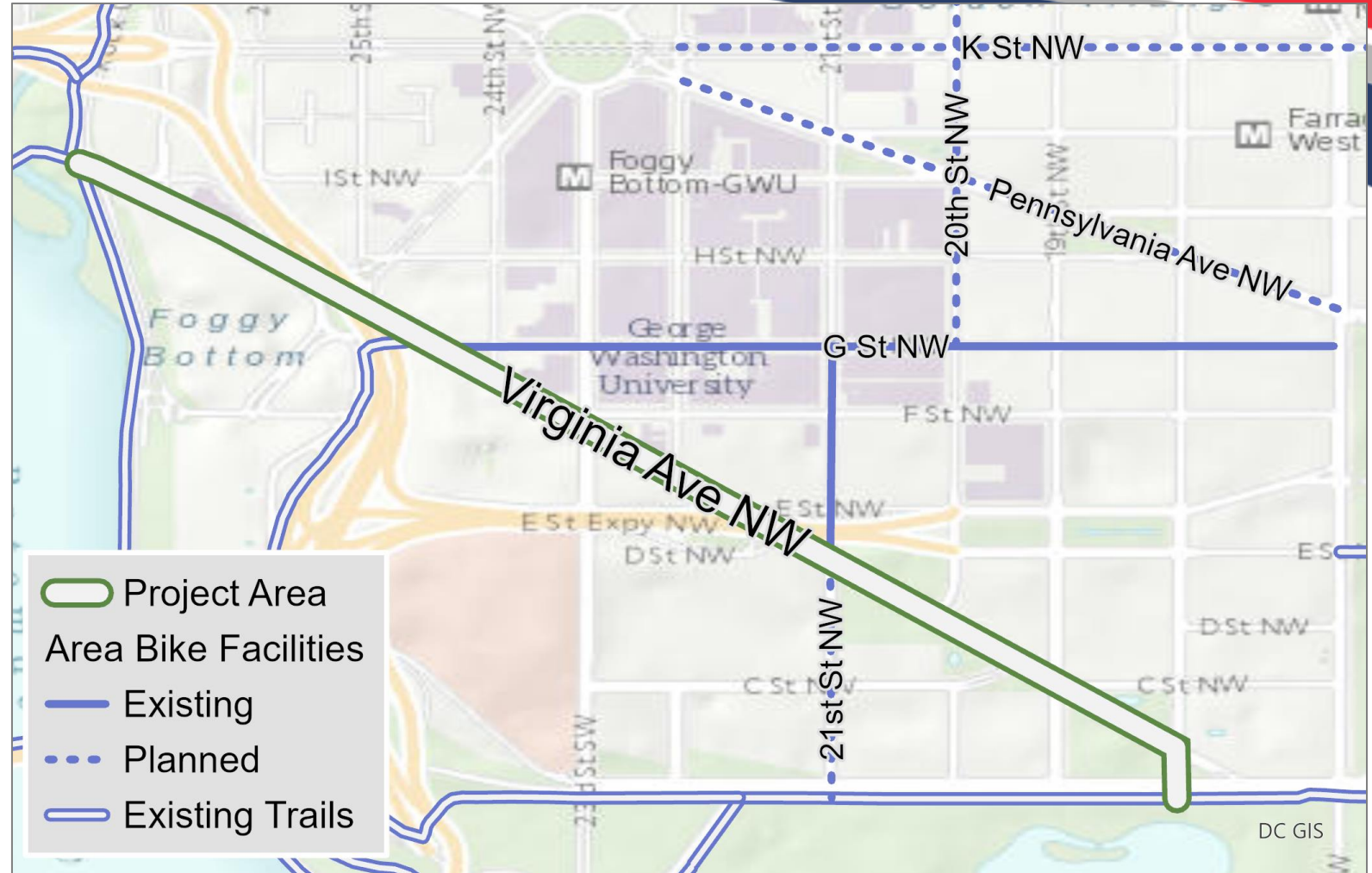
Project Timeline

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- March 2nd, 2020:** West End Bike project public meeting
 - Fall 2020:** DDOT outreach to Virginia Ave organizations
 - February 2nd, 2021:** DDOT issues Notice of Intent
 - April 15th, 2021:** Notice of Intent comment period closes
 - Spring 2021:** DDOT to complete final design
 - Summer/Fall 2021:** Construction

We are here →

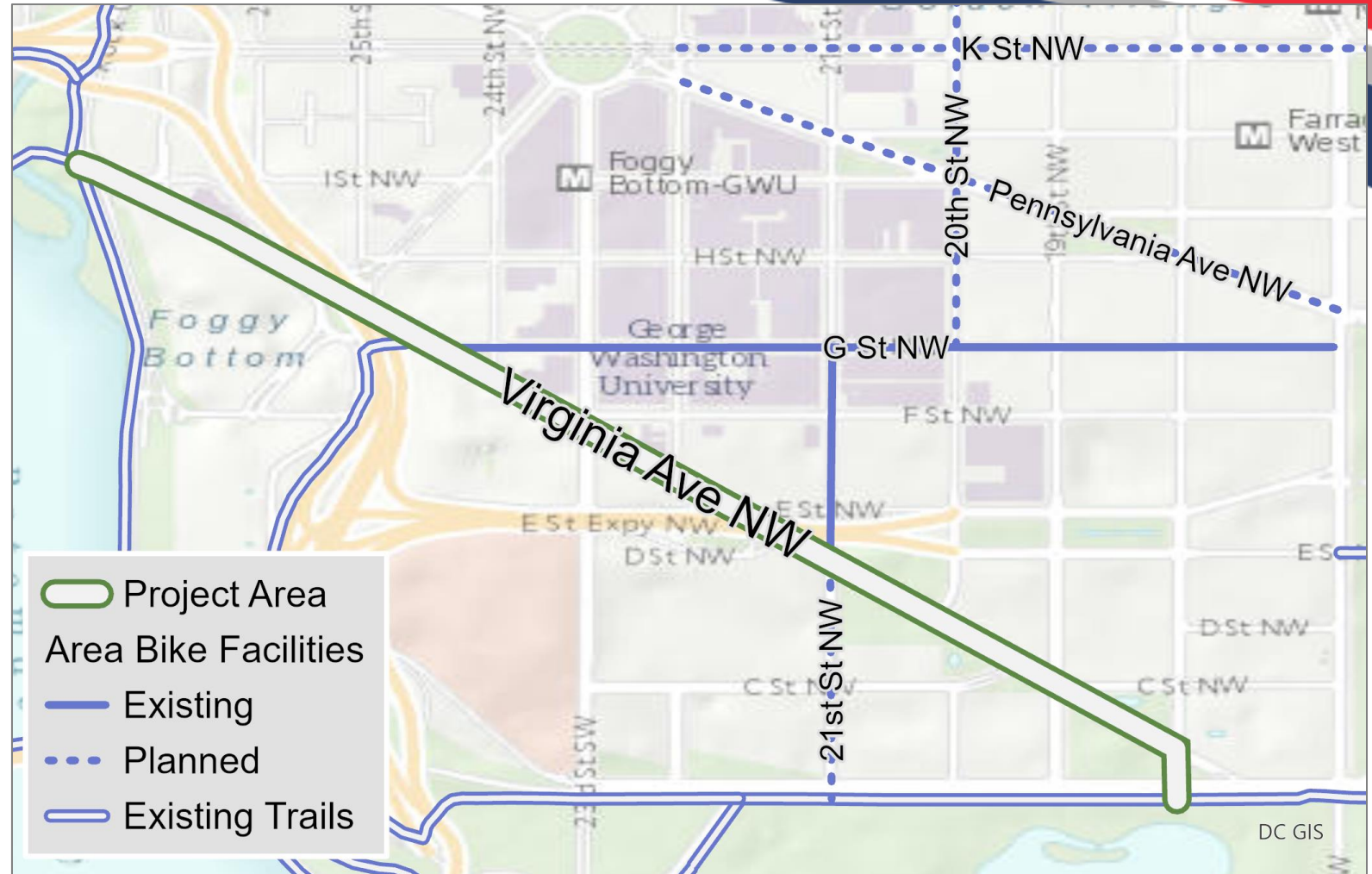
Project Overview

- Two-way protected bike lane
- Occupies southeast-bound travel lane from Rock Creek Parkway to G St NW
- Center-running from G St NW to 18th St NW



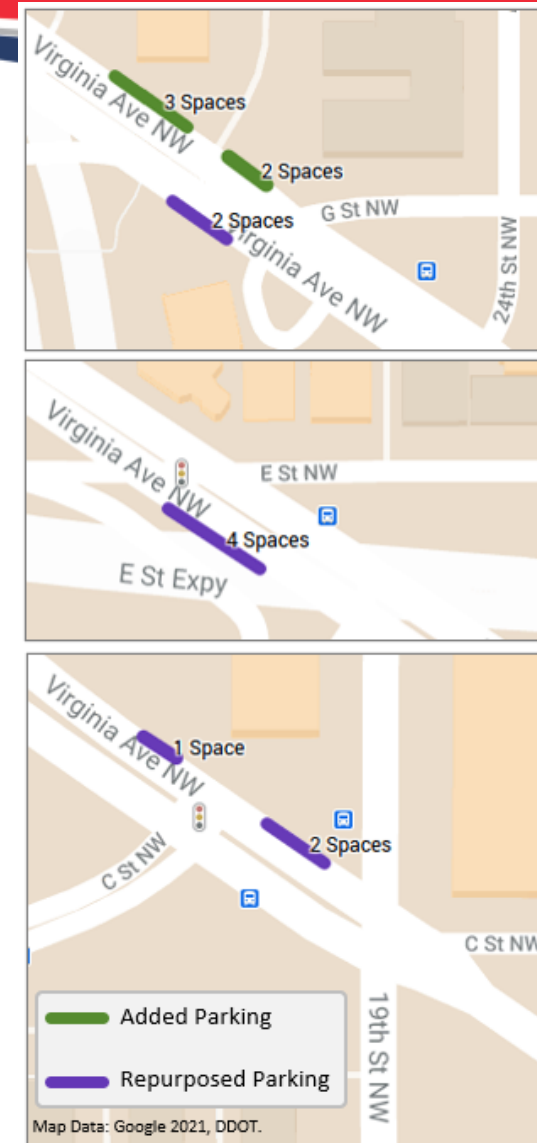
Project Overview

- Roadway resurfacing on Virginia Ave NW
- Left-turn restriction onto southbound New Hampshire Ave NW
- Intersection signalization at G St NW, E Street Expy Ramp, and Constitution Ave NW
- New crosswalk at Constitution Ave NW and 18th St NW



Project Overview

- Limited effect on parking
- Limited effect on travel speeds:
 - Modeling indicates 0 to 4 mph change depending on time of day



Virginia Avenue NW

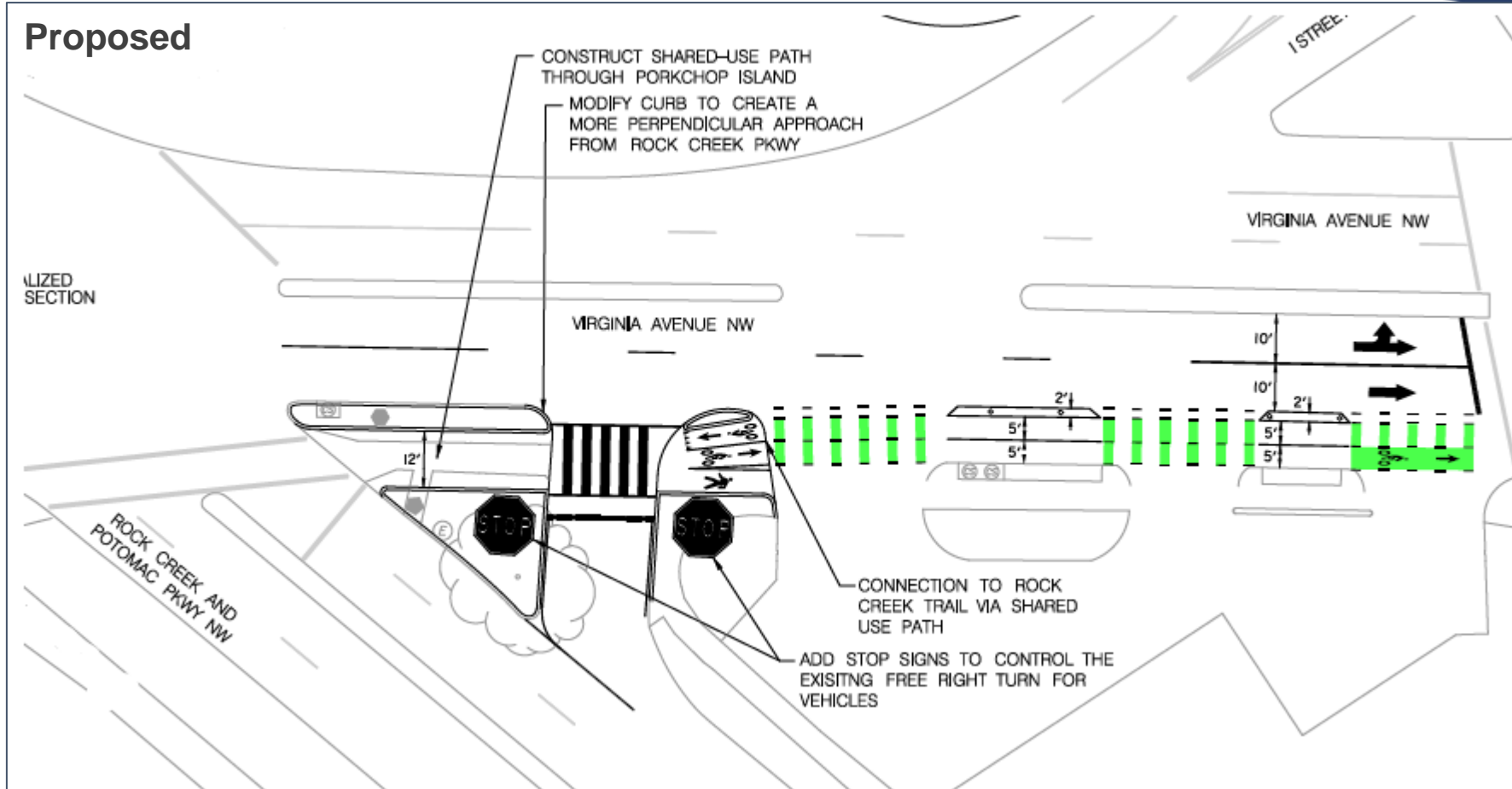
Rock Creek Trail Connection



- Rock Creek and Potomac Pkwy
- Watergate Complex
- New Hampshire Ave (Juarez Circle)
- 23rd St NW Underpass
- Food trucks, bus zones, etc.
- Constitution Ave NW

Virginia Avenue NW

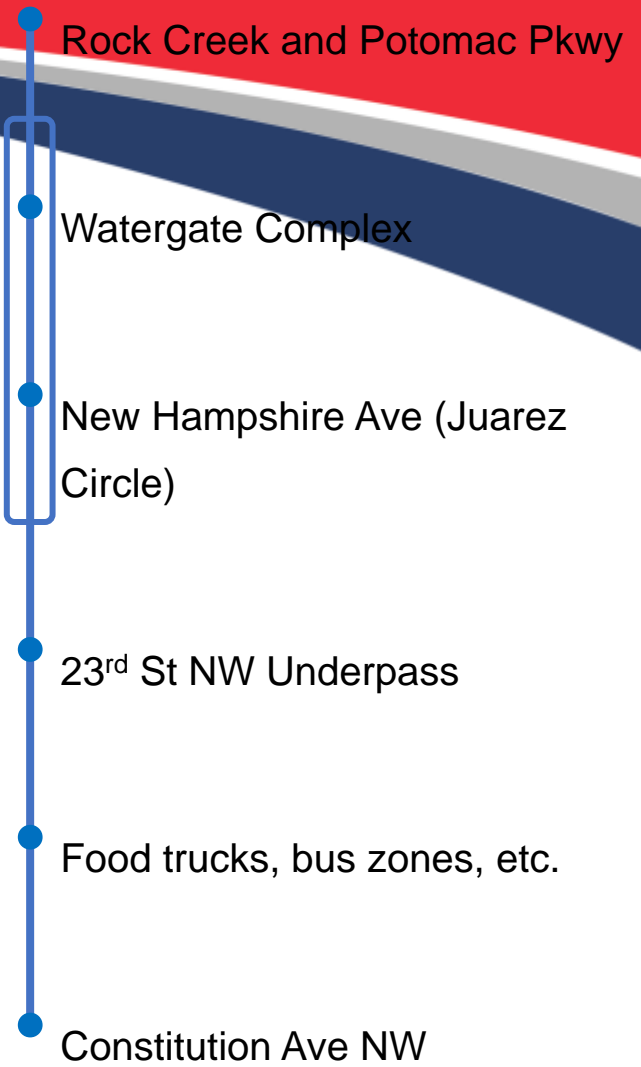
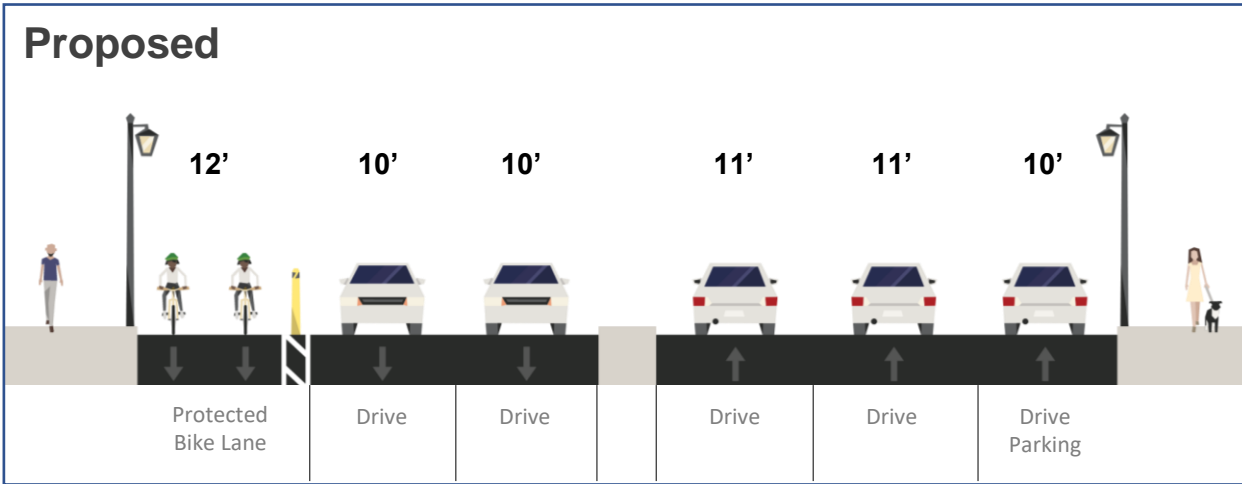
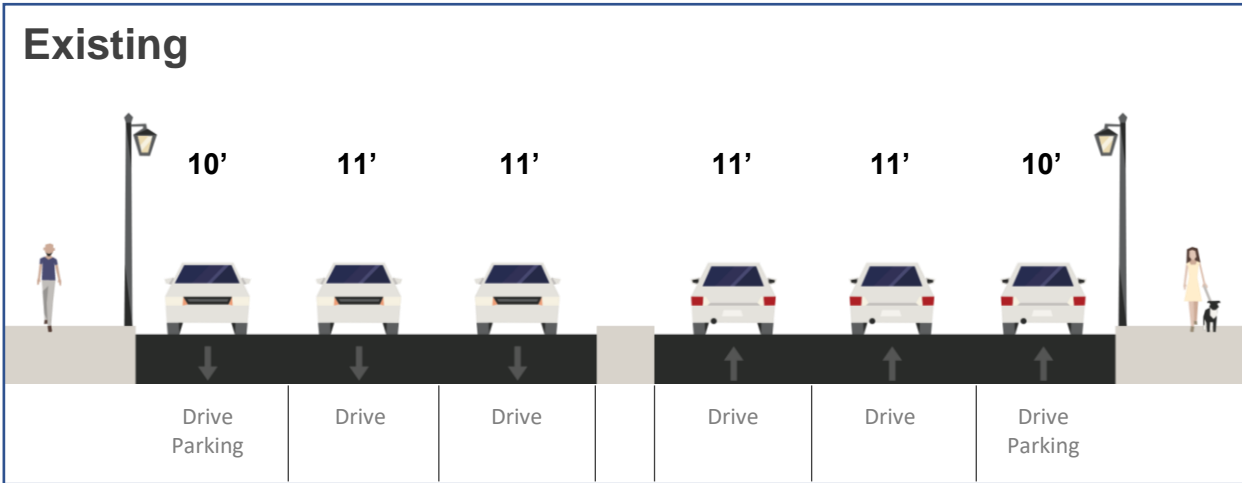
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Virginia Avenue NW

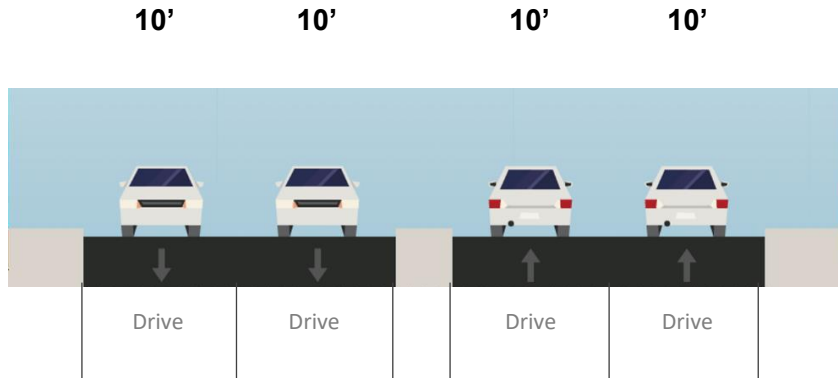
27th St NW to G St NW



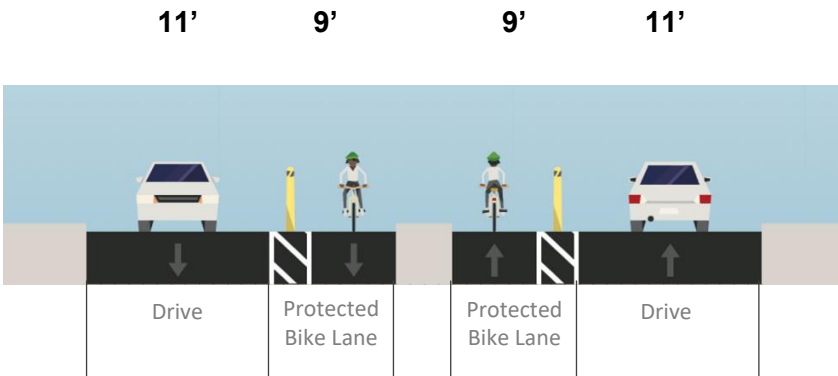
Virginia Avenue NW

23rd Street Underpass

Existing



Proposed



Rock Creek and Potomac Pkwy

Watergate Complex

New Hampshire Ave (Juarez Circle)

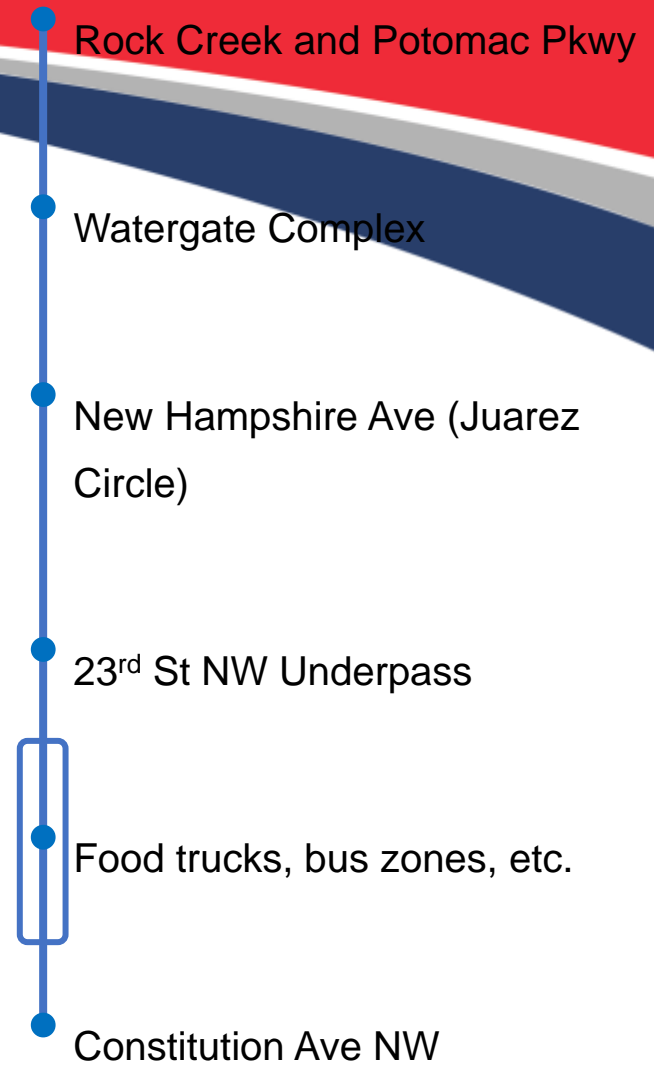
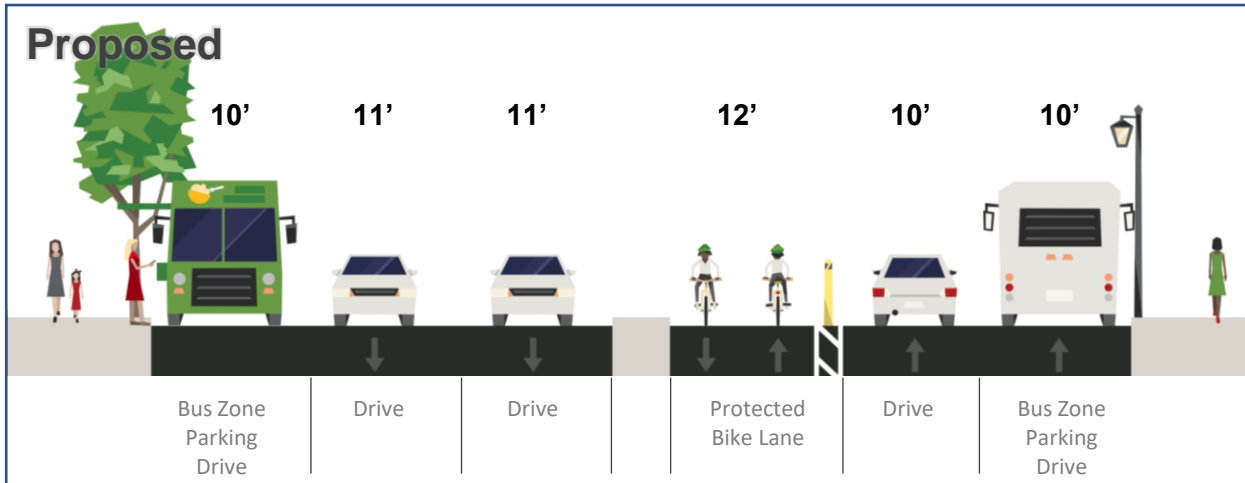
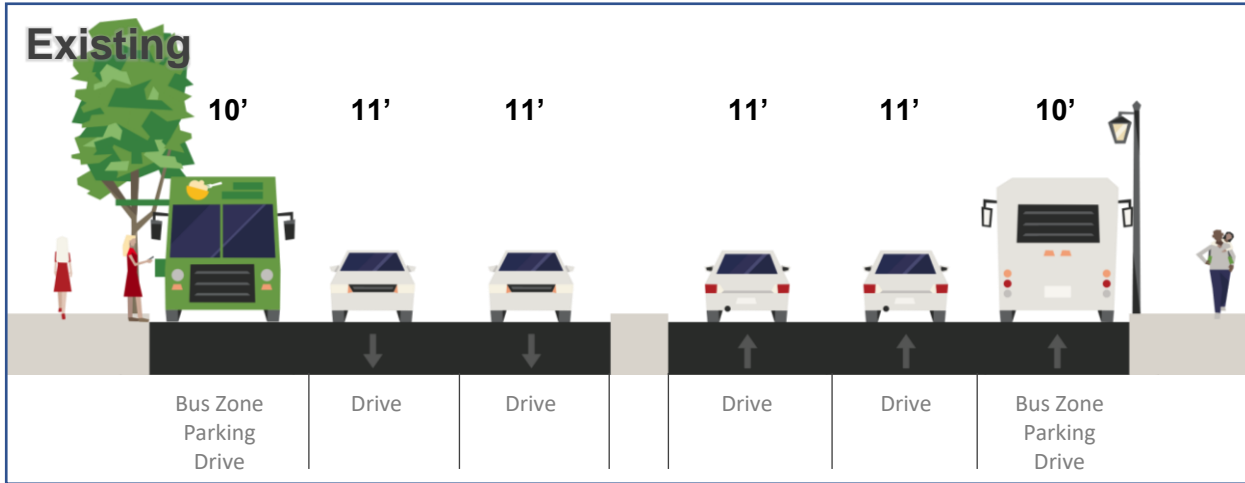
23rd St NW Underpass

Food trucks, bus zones, etc.

Constitution Ave NW

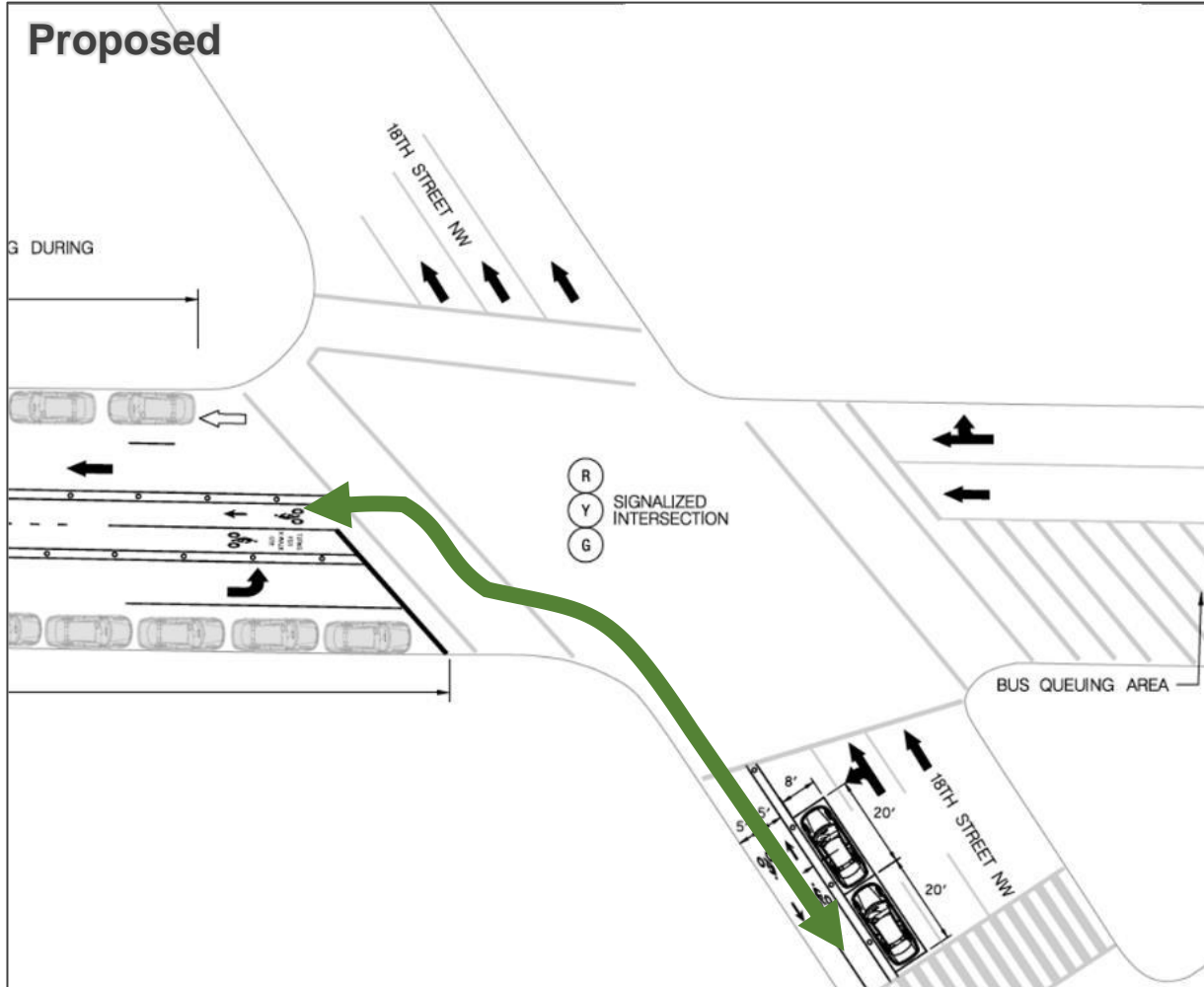
Virginia Avenue NW

E St NW to 18th St NW



Virginia Avenue NW

To Constitution Ave NW via 18th St NW



Rock Creek and Potomac Pkwy

Watergate Complex

New Hampshire Ave (Juarez Circle)

23rd St NW Underpass

Food trucks, bus zones, etc.

Constitution Ave NW

Public Comment Period

Closes April 15th, 2021

Contact Information

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