
































































Comparison of Pennsylvania Ave NW Alternatives

	Existing Conditions	Alternative 1 Convert parking to cycle track	Alternative 2 Widen sidewalks; add cycle track on each side with landscape buffer	Alternative 3 Widen northern sidewalk; add two-way cycle track on south side with landscape buffer	
 Pedestrian/Cyclist Safety, Comfort and Mobility	Number of vehicle lanes to cross (peak period)	 <ul style="list-style-type: none"> 6 travel lanes + 2 parking lanes ~80' 	 <ul style="list-style-type: none"> 6 travel lanes ~60' 	 <ul style="list-style-type: none"> 4-5 travel lanes ~40-50' 	 <ul style="list-style-type: none"> 4-6 travel lanes ~40-60'
	Safety at complex intersections	 <ul style="list-style-type: none"> 80' unprotected crossings Low pedestrian visibility coupled with high volume turns 	 <ul style="list-style-type: none"> Shorter crossings Increased pedestrian visibility Neckdowns Closure of slip lane at H Street NW 	 <ul style="list-style-type: none"> Much shorter crossings Increased visibility Neckdowns/curb extensions Closure of slip lane at H Street NW 	 <ul style="list-style-type: none"> Much shorter crossings Increased visibility Neckdowns/curb extensions Closure of slip lane at H Street NW
	Cyclist connectivity to surrounding network and predictability for drivers	 <ul style="list-style-type: none"> No existing bicycle facilities No direct connection to nearby bicycle facilities 	 <ul style="list-style-type: none"> Cycle track will fill gap in bicycle network One-way alignment makes Washington Circle easier to navigate More predictable for drivers 	 <ul style="list-style-type: none"> Cycle track will fill gap in bicycle network One-way alignment makes Washington Circle easier to navigate More predictable for drivers 	 <ul style="list-style-type: none"> Cycle track will fill gap in bicycle network Two-way alignment makes Washington Circle more difficult to navigate Less predictable for drivers
	Level of protection for cyclists	 <ul style="list-style-type: none"> No protection Cyclists share lanes with vehicles 	 <ul style="list-style-type: none"> Raised concrete buffer Mixing zone at 19th Street NW 	 <ul style="list-style-type: none"> Wide landscaped buffer with curb extensions that decrease exposure along corridor and at intersections Mixing zone at 19th Street NW 	 <ul style="list-style-type: none"> Wide landscaped buffer with curb extensions that decrease exposure at intersections, only adjacent to vehicles in one direction
	 Pedestrian connectivity to Monroe and Murrow Parks	 <ul style="list-style-type: none"> Long, unprotected crossings 	 <ul style="list-style-type: none"> Minor sidewalk extensions and shorter crossings 	 <ul style="list-style-type: none"> Sidewalk extensions Shorter crossings 	 <ul style="list-style-type: none"> Sidewalk extensions Shorter crossings
Pedestrian Realm & Sustainability	Uniformity of streetscape design and opportunities for activation	 <ul style="list-style-type: none"> Inconsistent streetscape No new opportunities for activation 	 <ul style="list-style-type: none"> Enhanced pedestrian realm Limited new opportunities for sidewalk activation 	 <ul style="list-style-type: none"> Enhanced pedestrian realm New opportunities for sidewalk activation Enhanced uniformity Double row of trees 	 <ul style="list-style-type: none"> Enhanced pedestrian realm New opportunities for sidewalk activation
	Potential stormwater capture	 <ul style="list-style-type: none"> No change, capture limited to existing tree beds 	 <ul style="list-style-type: none"> Limited opportunities for sidewalk and roadway stormwater capture 	 <ul style="list-style-type: none"> Significant opportunities for capture along both sides of roadway and sidewalks 	 <ul style="list-style-type: none"> Opportunities for capture along both sidewalks and south side of roadway
Maintain Vehicle Operations	LOS at intersections	 <ul style="list-style-type: none"> Fair LOS for vehicles: only one intersection with LOS E or F in the PM 	 <ul style="list-style-type: none"> Fair LOS for vehicles: only one intersection with LOS E or F in the PM 	 <ul style="list-style-type: none"> Fair LOS for vehicles: only one intersection with LOS E or F in the PM 	 <ul style="list-style-type: none"> Fair LOS for vehicles: only one intersection with LOS E or F in the PM
	Driveway, alley and loading conflicts	 <ul style="list-style-type: none"> No conflicts 	 <ul style="list-style-type: none"> Drivers must cross cycle track/buffer on both sides of street On-street loading maintained in off-peak 	 <ul style="list-style-type: none"> Drivers must cross cycle track/buffer on both sides of street 2 loading zones on 1700 block must be relocated or removed 	 <ul style="list-style-type: none"> Drivers must cross cycle track/buffer on south side of street 2 loading zones on 1700 and 1900 block must be relocated or removed
	 Parking	 <ul style="list-style-type: none"> 89 vehicle + 11 all-day motorcycle spaces 63 AM and/or PM restricted spaces 3 loading zones 	 <ul style="list-style-type: none"> 138 vehicle + 11 motorcycle AM and PM restricted spaces 3 loading zones 	 <ul style="list-style-type: none"> 43 all-day spaces 1 loading zone 	 <ul style="list-style-type: none"> 57 all-day spaces 1 loading zone
Cost	 <ul style="list-style-type: none"> No cost 	 <ul style="list-style-type: none"> Full reconstruction of sidewalks and roadway 	 <ul style="list-style-type: none"> Full reconstruction with enhanced landscaping and pedestrian realm 	 <ul style="list-style-type: none"> Full reconstruction with enhanced landscaping and pedestrian realm 	

Feasibility of H Street NW Bus Lane

		Existing Conditions	H Street NW Bus Lane Convert northern lane to westbound contraflow bus lane; shift some buses from K Street NW and I Street NW
Transit Performance	Transit travel time	 <ul style="list-style-type: none"> WB buses experience excessive delays (especially in PM) 	 <ul style="list-style-type: none"> WB bus travel times improve (both in H Street NW contraflow and on I Street NW) EB bus travel times similar to existing conditions
	Transit on-time performance	 <ul style="list-style-type: none"> Travel times subject to congestion 	 <ul style="list-style-type: none"> Decrease variability in travel time through corridor Increase in predictability of bus service
	Ease of multimodal operations	 <ul style="list-style-type: none"> Traffic conditions predictable However, bus routes use different streets for EB and WB travel/stops 	 <ul style="list-style-type: none"> Education and enforcement required for interactions between other modes and buses in bus lane Buses in contraflow lane subject to conflicts with turning vehicles and cannot pass each other Added operational flexibility for programming routes and stops
Maintain Vehicle Operations	LOS at intersections	 <ul style="list-style-type: none"> Good LOS for vehicles No intersections with LOS E or F 	 <ul style="list-style-type: none"> Few changes at intersections along corridor Only one intersection with LOS E or F in the AM and PM
	End-to-end travel time	 <ul style="list-style-type: none"> No change 	 <ul style="list-style-type: none"> Improved travel time on I Street NW due to fewer bus conflicts Slightly diminished travel time on H Street NW due to lane reduction, added EB buses and turning conflicts
	Driveway, alley, and loading conflicts	 <ul style="list-style-type: none"> No conflicts 	 <ul style="list-style-type: none"> Drivers must cross bus lane to access driveways on north side of street One loading zone in 1400 block must be relocated or removed Hotel loading zone in 1700 block must be relocated
	Parking	 <ul style="list-style-type: none"> 84 AM and PM restricted spaces 5 loading and hotel zones 	 <ul style="list-style-type: none"> No parking allowed on north side of street 26 AM and PM restricted spaces 3 loading and hotel zones
Cost	Capital cost	 <ul style="list-style-type: none"> No cost 	 <ul style="list-style-type: none"> Low cost compared to potential transit benefits