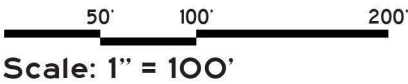


DESIGN LOCATION A, CONCEPT 1

Conceptual design developed in March 2022.



All Alternatives Minimum Lane Widths
Westbound Outside Lane: 10'
Westbound Middle Lane: 10'
Pedestrian Island/Westbound Inside Lane: 10'
Eastbound Inside Lane: 10'
Eastbound Middle Lane: 10'
Eastbound Outside Lane: 10'

Legend



Stop for pedestrian sign



Traffic light



Roadway infill with turf



Curb realignment



Rectangular
Rapid-Flashing
Beacon

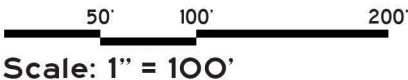


High-Intensity
Activated crossWalk
(HAWK) Beacon



DESIGN LOCATION A, CONCEPT 2

Conceptual design developed in March 2022.

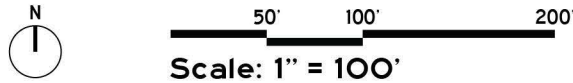


Scale: 1" = 100'



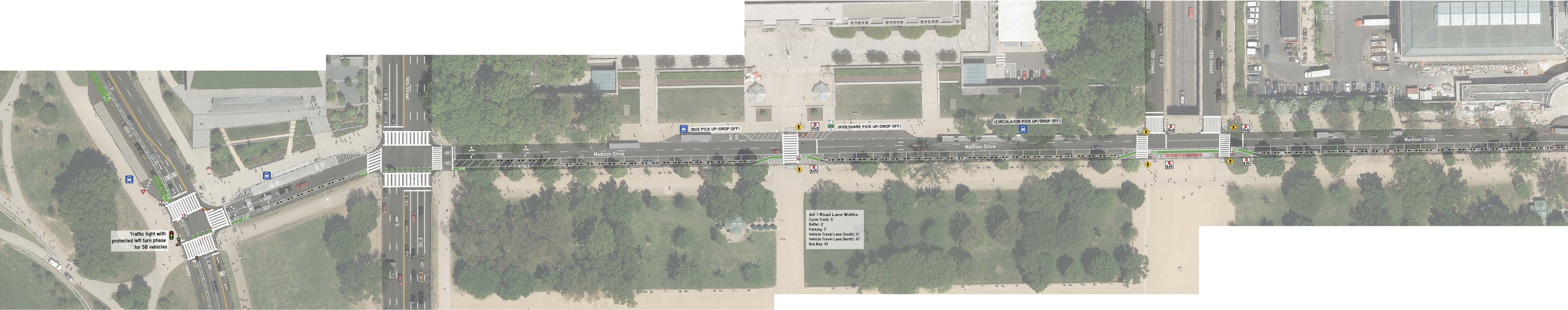
DESIGN LOCATION B, CONCEPT 1

Conceptual design developed in March 2022.



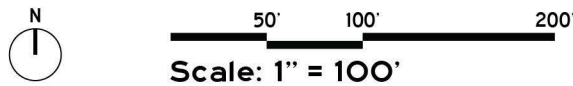
Legend

- | | | |
|---------------------------|-------------------------------------|--|
| Painted bike lane | Wheel stops | Pedestrian warning signs (paired with downward arrows at locations where there is a crosswalk) |
| Painted curb extension | Bike lane separation with flexposts | Disabled Parking |
| Rubber speed bump | Rideshare pick up and drop Off | |
| Bike parking corral | Bus stop location | |
| Capital Bikeshare station | | |



DESIGN LOCATION B, CONCEPT 2

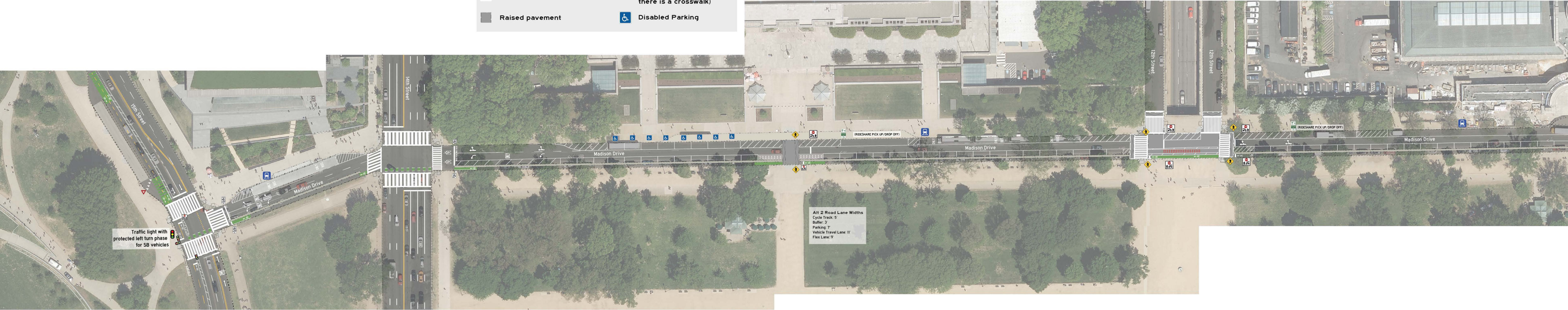
Conceptual design developed in March 2022.



Legend

- Painted bike lane
- Sidewalk extension
- Concrete curb bike lane separation
- Bike parking corral
- No parking area
- Raised pavement

- Capital Bikeshare station
- Bus stop location
- Rideshare pick up and drop off
- Pedestrian warning signs (paired with downward arrows at locations where there is a crosswalk)
- Disabled Parking

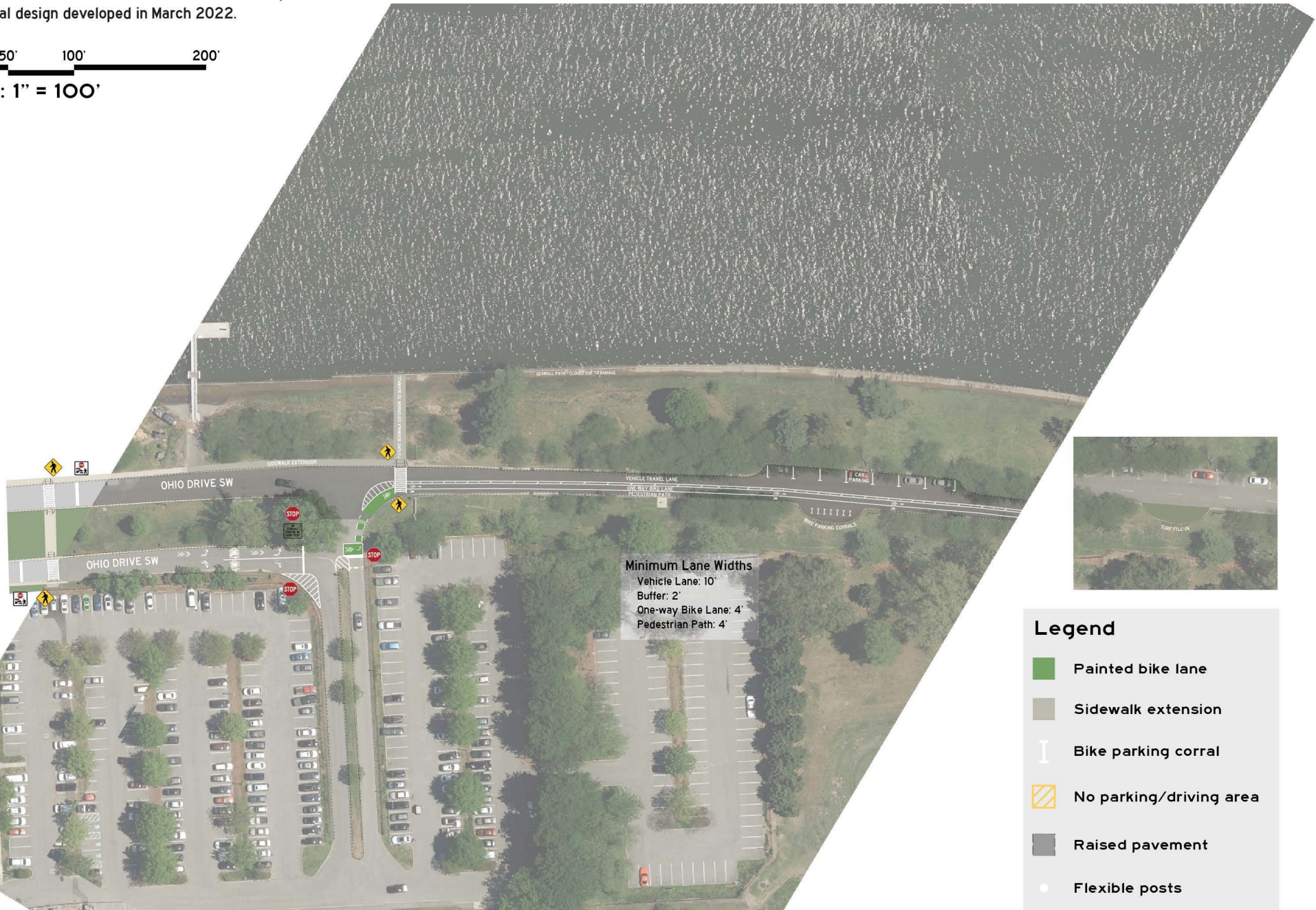


DESIGN LOCATION C, CONCEPT 1

Conceptual design developed in March 2022.








50' 100' 200'

Scale: 1" = 100'



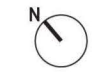
Minimum Lane Widths
Vehicle Lane: 10'
Buffer: 2'
One-way Bike Lane: 4'
Pedestrian Path: 4'

Legend

-  Painted bike lane
-  Sidewalk extension
-  Bike parking corral
-  No parking/driving area
-  Raised pavement
-  Flexible posts
-  Pedestrian warning signs (paired with downward arrows at locations where there is a crosswalk)

DESIGN LOCATION D, CONCEPT 1

Conceptual design developed in March 2022.



NAMA Multimodal Strategic Implementation Plan: Appendix 1

Legend

- Sidewalk extension
- Disabled parking
- Buffer with flexpost
- Pedestrian warning signs (paired with downward arrows at locations where there is a crosswalk)
- Bike parking corral
- Wheel stop

Minimum Lane Widths	
Parking Lane	7 ft
Travel Lane	11 ft
Travel Lane	11 ft
Buffer	3 ft
Cycle Track	12 ft

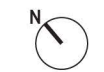


DESIGN LOCATION D, CONCEPT 2

Conceptual design developed in March 2022.



Scale: 1" = 100'



NAMA Multimodal Strategic Implementation Plan: Appendix 1

Legend

- Sidewalk extension
- Disabled parking
- Buffer with flexpost
- Pedestrian warning signs (paired with downward arrows at locations where there is a crosswalk)
- Bike parking corral
- Disabled parking
- Wheel stop

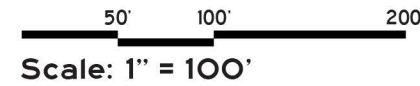
Minimum Lane Widths	
Parking Lane	8 ft
Travel Lane	11 ft
Parking Lane	8 ft
Buffer	4 ft
Cycle Track	13 ft



DESIGN LOCATION E, CONCEPT 1

Conceptual design developed in March 2022.

NAMA Multimodal Strategic Implementation Plan: Appendix 1



Legend

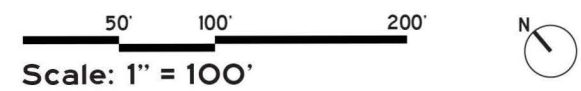
- Sidewalk extension
- Wheel stop
- Buffer with flexpost
- Pedestrian warning signs (paired with downward arrows at locations where there is a crosswalk)

Minimum Lane Widths	
Bike Lane	5 ft
Buffer	2 ft
Travel Lane	10 ft
Travel Lane	10 ft
Buffer	2 ft
Bike Lane	5 ft

DESIGN LOCATION E, CONCEPT 2

Conceptual design developed in March 2022.

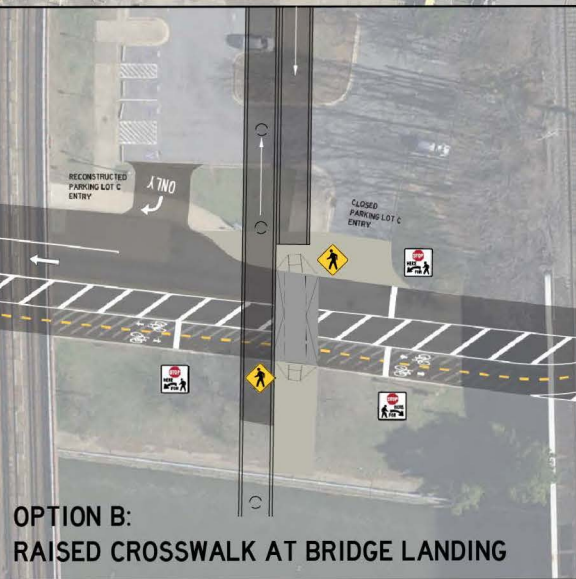
NAMA Multimodal Strategic Implementation Plan: Appendix 1



Legend

- Sidewalk extension
- Wheel stop
- Buffer with flexpost
- Pedestrian warning signs (paired with downward arrows at locations where there is a crosswalk)

Minimum Lane Widths
Travel Lane 10 ft
Buffer 10 ft
Cycle Track 12 ft



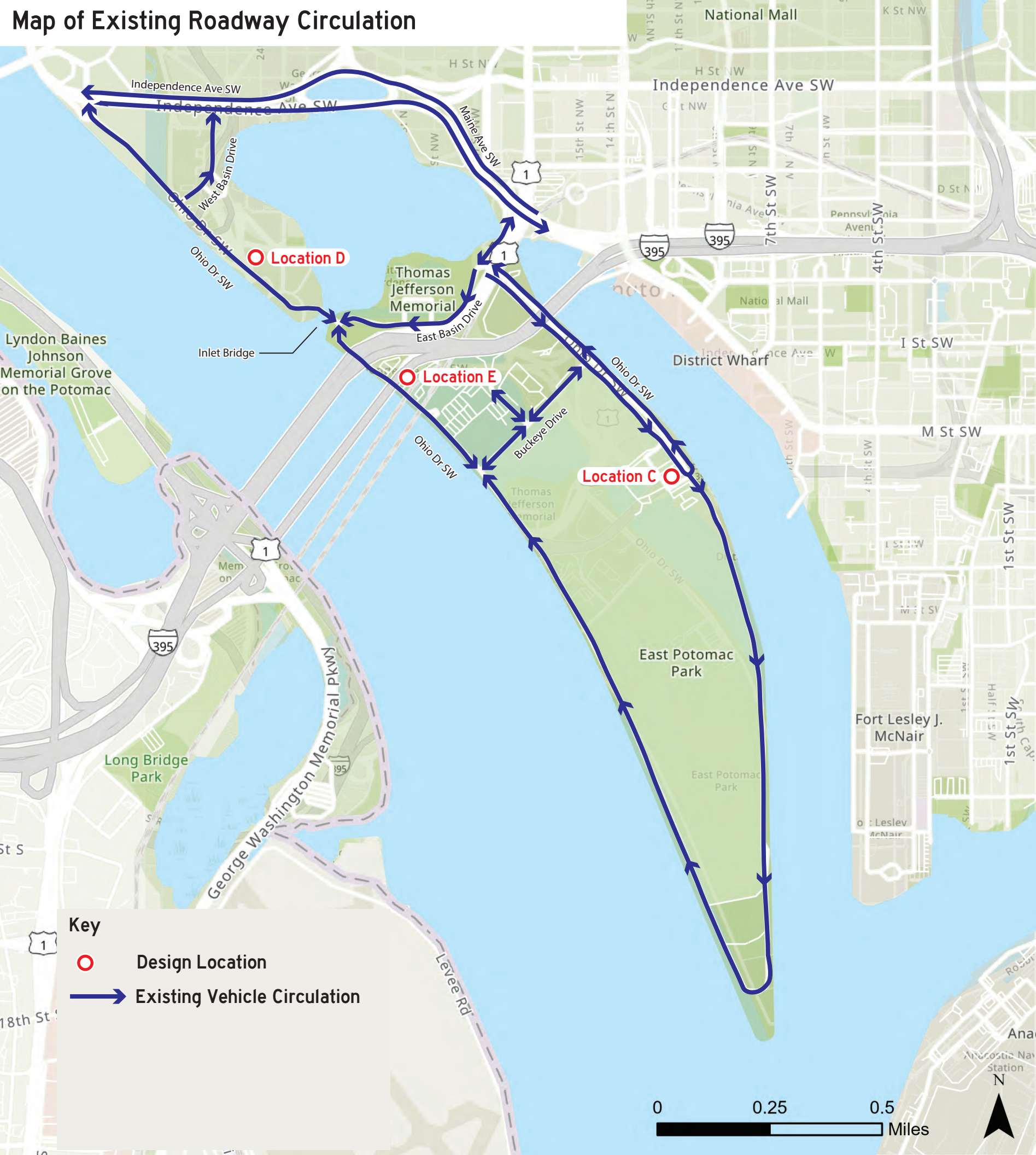
Appendix 2

Two of the design concepts (Location D Concept 2 and Location E Concept 2) incorporate a reconfiguration of East Potomac Park and West Potomac Park's traffic circulation. Location D Concept 2 is the redesign and improvement of bicycle and pedestrian facilities at Ohio Drive SW, from Inlet Bridge traveling north towards West Basin Drive, and Location E Concept 2 is the redesign and improvement of bicycle and pedestrian facilities on Ohio Drive SW at the connection to the future Long Bridge Bicycle-Pedestrian Connection.

In the concepts that incorporate a traffic reconfiguration, readers should note that a portion of Ohio Drive SW, between Buckeye Drive SW and Independence Avenue SW, currently has two-way traffic (northbound and southbound). Concepts that require a traffic reconfiguration with a road diet, which reduces vehicle travel lanes, results in traffic moving only in one direction (northbound).

Traffic reconfiguration on Ohio Drive SW and West Basin Drive is a significant operational change that would require a traffic analysis and coordination with several stakeholders, including United States Park Police (USPP), and public engagement (see maps on the following pages).

Map of Existing Roadway Circulation



Map of Proposed Roadway Circulation

