



GREAT STREETS FRAMEWORK PLAN

PENNSYLVANIA AVENUE SE

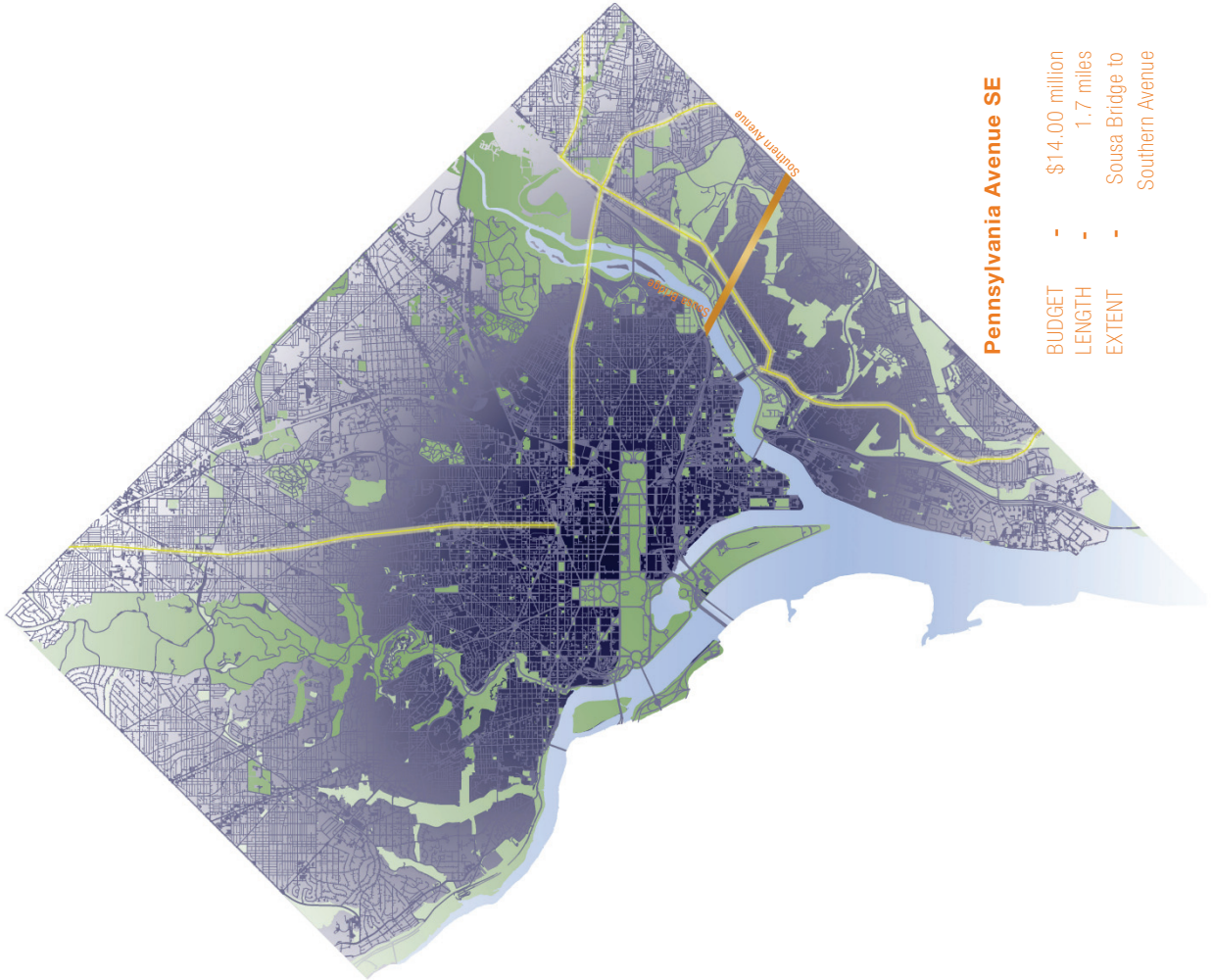


Government of District of Columbia
Anthony A. Williams, Mayor

d.
District Department of Transportation
Dan Tangherlini, Director



THE GREAT STREETS PROGRAM INVOLVED THE PUBLIC AND COMMUNITY MEMBERS IN A VARIETY OF PROJECT TASKS SUCH AS ANALYSIS, DISCUSSION, WORKSHOPS, IDEA PROCESSING, BUDGETING AND DESIGN RECOMMENDATIONS.



Pennsylvania Avenue SE

BUDGET	-	\$14.00 million
LENGTH	-	1.7 miles
EXTENT	-	Sousa Bridge to Southern Avenue

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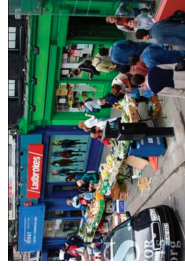
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PRINCIPLES

Great Streets is a multi-agency program that strategically uses public investments to improve local quality of life and attract private investment to communities. The corridors that are identified as the first phase of the Great Streets program are not only vital to the community development of local neighborhoods, but are also key to enhancing the District's diversity and prosperity.

Program Goals

1. Improve the quality of life in neighborhoods along the corridors, including public safety, physical appearance and personal opportunity;
2. Support local demand for goods and services through economic development;
3. Expand mobility choices and improve safety and efficiency of all modes of travel; and
4. Attract private investment through the demonstration of a public commitment to Great Street communities.



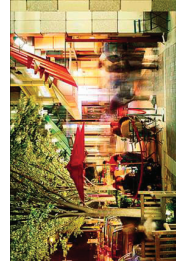
ENERGIZE
Strengthen businesses and other local services



REFRESH
Integrate nature and create valuable open spaces



MOVE
Choices in how to travel



DISTINGUISH
Safe, vibrant places that reflect local character



CARE
Increase Community Ownership and participation





Introduction

A FRAMEWORK FOR CHANGE

Pennsylvania Avenue SE will be a “Signature” Boulevard that offers spectacular views, and will provide its community with pedestrian-oriented nodes that offer diverse and high quality retail services.

Anchored by three significant activity nodes – at L’Enfant Square, Branch Avenue, and Alabama Avenue – which alternate with residential areas, the Corridor’s street edge will be unified by the sidewalk material, large tree cover, and street lights. This well articulated street edge will emphasize views toward the U.S. Capitol.

Pocket parks will be easily accessible, with enhanced crosswalks, higher illumination levels, and public art. While new sidewalks, lighting, enhanced crosswalks, and signage make the City’s Parks and Trails along the Corridor easily accessible. The Corridor will thus reinforce the Vision Statement and become an important amenity and focal area for the neighborhoods, and the District at large.



Pennsylvania Avenue SE

VISION

Pennsylvania Avenue SE is a signature boulevard worthy of its title as America’s “Main Street”. It offers the nation panoramic views and a new and exciting Public Squares in the tradition of, “L’Enfant City”. Three compact retail districts provide high-quality pedestrian environments and transit services for the residents.

HISTORY AND CONTEXT

This Avenue, on axis with the Capitol, is an extension of the L'Enfant Plan for the City of Washington, DC, and is a designated National Scenic Byway. This Avenue is used as a major river crossing by commuters to access the City's Core. Its function as an important vehicular entry route has severely impacted the Corridor's role as a focal point for its communities and its visual link with the Capitol.

It offers its neighborhoods (Hillcrest, Randle Heights, Anacostia, and Fort Dupont Park) retail pockets that are auto-oriented in character, and offer limited services. The Corridor is predominantly fronted by single family homes, with large setbacks that reinforce its appearance as a "Green Boulevard". Several major parks (Fort Davis, Fort Dupont, and Fort Stanton) and smaller pocket parks, fall along the Corridor's path. However, pedestrian access to the Parks is poor, due to the auto-oriented nature of the roadway, which

restricts the use of the pocket parks. The Anacostia waterfront is yet another asset that the neighborhood community lacks access to, due to the barrier effect of I-295 and its interchange.

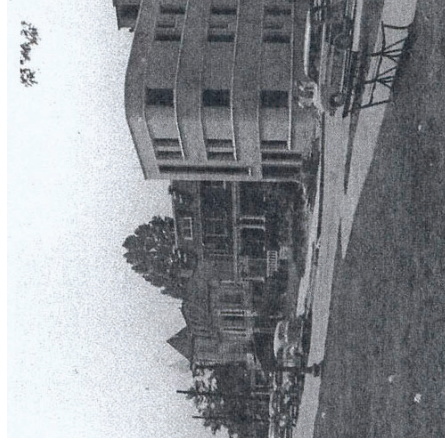
At the western end of the Corridor, L'Enfant Square provides an opportunity to create a significant Public Plaza (in the L'Enfant tradition), while market analyses has shown it is a potential magnet for major commercial and housing development. Today it is a congested, dangerous intersection carrying traffic from across the river, as well as, Minnesota Avenue, with roadways that split the open space into traffic islands. Further east, the corridor intersects other major streets, such as Branch Ave and Alabama Ave, where retail facilities are located. At its eastern end, the transition between Maryland and the District, is insignificant, and the vehicular right-of-way expands appreciably once in Maryland.



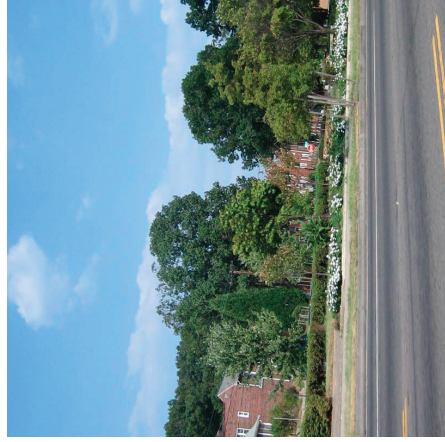
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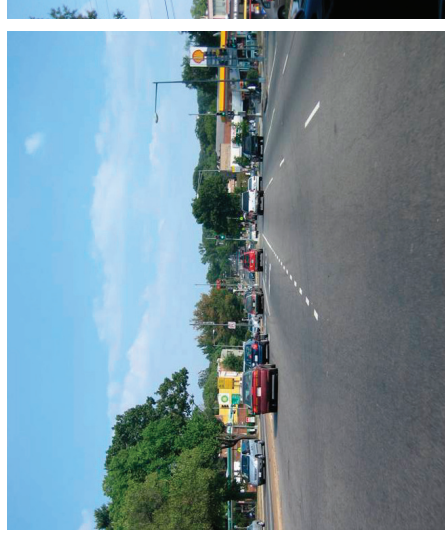
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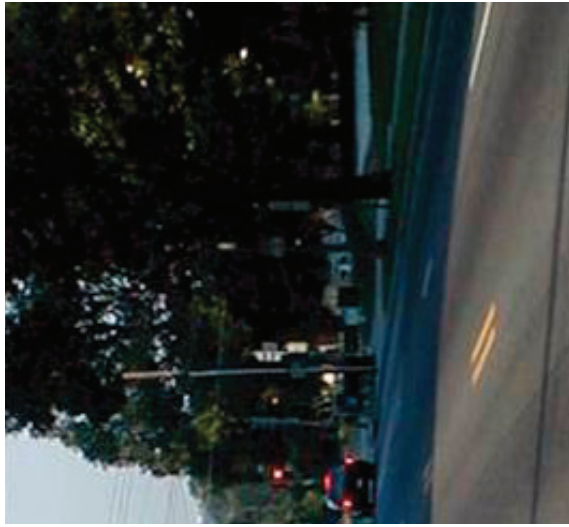


C



D





(opposite page)

Figure A: Pennsylvania Bridge ca. 1910

Figure B: Pennsylvania and Minnesota Avenues, SE, August 6, 1949

Figure C: Pennsylvania Avenue, SE is characterized by single family houses with wide setbacks

Figure D: Pennsylvania Avenue, looking east, Wide automobile dominated ROW at L'Enfant

(current page)

Figure E: Retail facility at Pennsylvania and Branch Avenues, SE

Figure F: Existing Transportation Infrastructure Map

EXISTING TRANSPORTATION ASSESSMENT

The Corridor is dominated by single family residential density with clearly defined pockets of employment/retail activity. The following Pennsylvania Avenue cross-street locations are identified by the land use index as having the greatest interaction between households and employment: Minnesota Avenue, Branch Avenue, and Alabama Avenue.

The worst peak congestion occurs between Minnesota Avenue (including west, past the Sousa Bridge) and Branch Avenue. Daily traffic volumes range from 22,000 to 53,000 per day. Problems at Minnesota Avenue are exacerbated by missing I-295 ramp movements from Kenilworth Avenue southbound to Pennsylvania Avenue towards the Capitol. Approximately 32% of vehicles arriving eastbound at Minnesota Avenue are making a u-turn to travel back towards the Capitol.

Poor off-peak travel conditions are concentrated around Minnesota Avenue. No frequent bus service into the District is available for the length of the corridor. The highest concentrations of people walking to the bus, with over 1,500 per day, can be found in the blocks

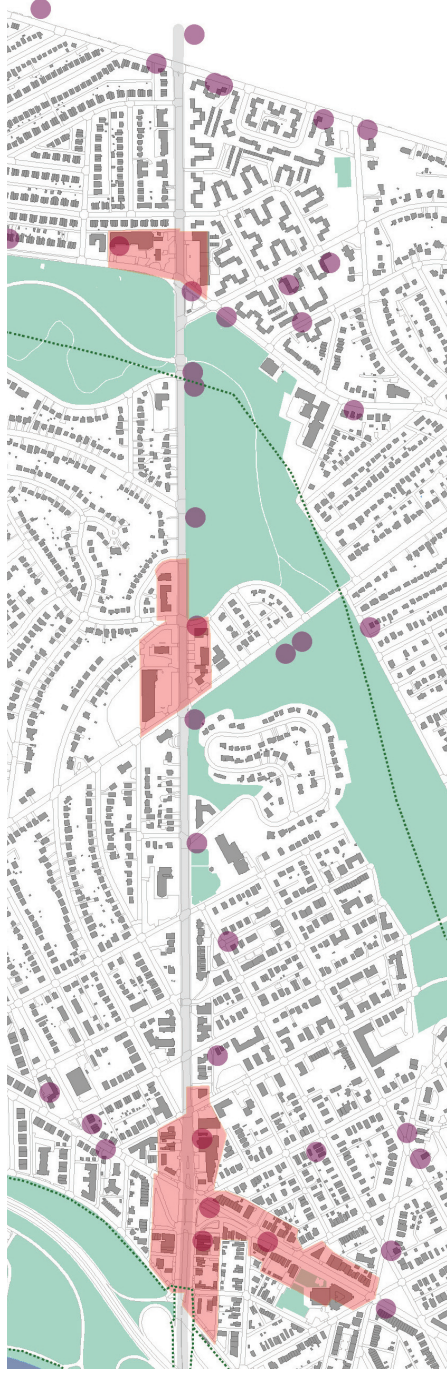
immediately adjacent to Minnesota Avenue. Westbound bus pull-offs at L'Enfant Square create considerable blockage of the travel lanes. Transit usage along the length of the corridor ranges from 15-25%.

Pedestrian and bicycle travel to work is less than 5% across the entire corridor. The location of schools and residential activities between 30th Street and Branch Avenue necessitates heavy pedestrian crossings between households and activity centers. A review of high accident locations during 2002-2004 identified the intersections of Pennsylvania Avenue with 14th Street and Fairlawn Avenue as having 28 and 26 accidents per year respectively. The highest accident locations were followed by 7th Street (19), 11th Street (18) and 13th Street (18), with all other intersections averaging less than 16 accidents per year. Parking is permitted in the center of the Corridor with restrictions at Southern Avenue where the roadway becomes narrow and the number of lanes is restricted to one in each direction during non-peak hours.

E



F



OTHER INITIATIVES and MARKET POTENTIALS

Summary of Planning/ Urban Design Study Recommendations

- Lowering I-295 to create a full "memorial" circle
- Consolidate "green space" at L'Enfant Plaza to create a public plaza
- Restore Minnesota as a 2-way street to reduce traffic congestion and allow for a safer transit environment
- Attract tourism and economic investment
- Develop "high quality" housing with river views
- Implement pedestrian and bike trails
- Involve the community in developing and maintaining the corridor

The District Department of Transportation (DDOT), has put forth several initiatives and plans for the Pennsylvania Avenue SE corridor, which includes the Middle Anacostia River Crossings Transportation Study, Pennsylvania Avenue Scenic Byway, Memorials and Museums Master Plan NCPC, and Pennsylvania Avenue Transportation Study.

Figure A: Option P-10 to reconfigure I-295 interchange (Middle Anacostia River Crossings Transportation Study)

Figure B: Option for re-configuration of Pennsylvania/Minnesota Avenues intersection (Pennsylvania Avenue Traffic Study)

Figure C: Sousa Bridge looking east (Anacostia Waterfront Initiative)

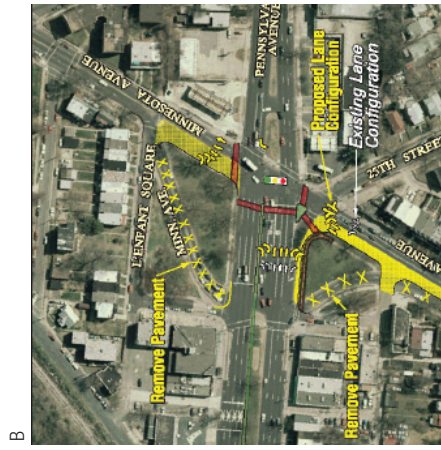
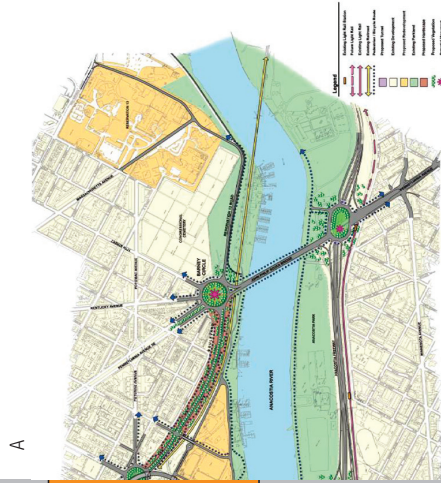


Figure A: Area of Potential Market Growth

Areas of Investment

This Corridor is in the path of growth, as significant development activity along Pennsylvania Avenue, west of the Anacostia River, will eventually spill over the River. The Corridor will significantly benefit from the construction of the Anacostia Light Rail Line, which will have its northernmost stop at L'Enfant Square.

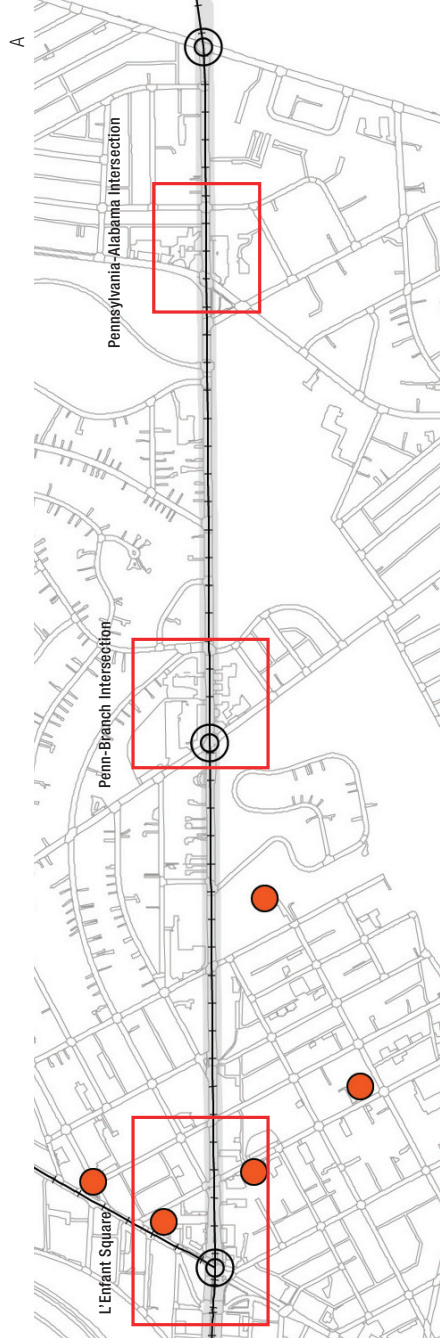
There is an opportunity to greatly improve the quality of the mixed-use core in this corridor, as well as, the quality of the overall residential experience along the entire stretch of the corridor. The market will support garden and mid-rise development in the area in the near-term, with higher densities eventually achievable closer to the mixed-use core over time. While much of the new housing will likely provide for a mixture of incomes, the Corridor will have the ability to market new residential units at market prices, given the relationship of the corridor to neighborhoods west of the River, and most critically, the ability to offer a price alternative to more expensive, established, neighborhoods in the District of Columbia. A significant share of the housing demand will originate from local households seeking housing upgrades in addition to households moving in from Prince George's County, and from across the River in search of a more affordable housing option.

L'Enfant Square: Located at the intersection of Pennsylvania Avenue and Minnesota Avenue, is one of the more prominent gateways to the neighborhoods east, of the Anacostia River. Currently, it lacks aesthetic appeal and is underutilized, with only a limited amount of retail goods and services, much of it serving the significant volumes of traffic traveling through the corridor to and from employment cores to the northwest. There is an opportunity to redevelop the area with higher-quality, neighborhood-serving retail, mixed with local-serving office, and medium and high-density residential development. There are already several smaller residential projects in this area, totaling 56 units, which is a precursor of future residential demand. The L'Enfant Square core will benefit from the construction of the Anacostia Light Rail Line, which will locate its northernmost stop in this corridor.

Pennsylvania-Branch Avenue Intersection: A small amount of local-serving retail currently exists at this intersection, and although it is relatively healthy, there is an opportunity to upgrade the scale and quality of this retail experience. The demand for higher-quality retail will increase as the values and quality of the housing in the surrounding single-family neighborhoods improves.

Pennsylvania - Alabama Avenue Intersection: There is a large concentration of multi-family development, particularly on the southeast side of the Corridor, and a very small amount of local-serving retail. While the existing multifamily developments are relatively stable, there will be pressures over time to increase the quality and value of this housing and local-serving retail. This market pressure may result in some redevelopment or rehabilitation opportunities.

- Legend**
- Development Locations
 - ⊙ Street Car Stops within 5 mins
 - Street Car or BRT Routes



TRANSPORTATION RECOMMENDATIONS

Transportation recommendations have been developed for each corridor and are defined in three modal parts: pedestrian/bicycle, transit, and vehicular. Prior to implementation of the Great Streets recommendations, a detailed operational analysis should be performed to determine what combination of travel lanes, signal coordination, transit signal prioritization, transit operations, parking, and pedestrian enhancements would optimize travel conditions on Pennsylvania Avenue.

As a major commuter route from Maryland to the District core, Pennsylvania Avenue will continue to increase in congestion levels. Congestion levels increase as you move westward towards Minnesota Avenue. Even though the corridor traffic growth is expected to be less than 30% over the next 30 years, unacceptable congestion levels that used to span from Minnesota Avenue to Branch Avenue will extend to Alabama Avenue under the expected traffic growth and current roadway configurations.

Right of Way Configuration:

- The Pennsylvania Avenue, SE Transportation Study completed in 2003 provided detail on recommended roadway improvements for the corridor. Recommendations included:
 - Redesign intersections at L'Enfant Square and Minnesota Avenue;
 - Redesign the northbound and southbound Minnesota Avenue intersections at Pennsylvania Avenue to eliminate the current two-intersection configuration, and
 - Remove U-Turn median cut on Pennsylvania Avenue east of Minnesota Avenue
- Median improvements at Minnesota Avenue
- Redesign intersections to have new signals at: 28th / 29th Street, 31st Street, and Texas Avenue.

- New lane configurations at Southern Avenue
- Sections A through D show the options for the right-of-way configurations.
 - Section A and B lane configuration from 29th Street to Fort Davis Avenue will operate as:
 - AM Peak: Inbound - one exclusive transit lane with two additional general use lanes, Outbound - one shared transit lane with one additional general use lane.
 - PM Peak: Inbound - one shared transit lane with one additional general use lane, Outbound - one exclusive transit lane with two additional general use lanes.

Note: Further study recommended for ROW allocation

