New York Avenue Corridor Study

Final Report

New *Look*
New *Life*
New *York Avenue Corridor*

November 2006

NEW YORK AVENUE
Corridor Study

Final Report
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Project Team

District of Columbia

- Department of Transportation
- Office of Planning
- Department of Housing and Community Development

Consultant Team

- URS Corporation
- HNTB Architects Engineers Planners
- Cambridge Systematics, Inc.
- Justice and Sustainability Associates, LLC
- Parsons Brinckerhoff Quade & Douglas, Inc.
- Economic Research Associates

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Introduction & Executive Summary

Chapter 1

1.1 Study Purpose

The New York Avenue Corridor, from the District of Columbia / Prince George's County line to 7th Street, NW, has been identified in the District's strategic transportation plan as a potential multimodal and intermodal corridor. Ideally, such a corridor would:

- Provide multimodal transportation, including automobiles, public transit, railroad, bicycles and pedestrians, along with intermodal opportunities
- Facilitate smooth traffic flow
- Ensure an ability to accommodate local and regional vehicular transportation and transit needs foreseeable over the next thirty to fifty years
- Create capacity for major commercial and residential development
- Avoid displacement of existing residents or exclusion of income diversity

In July 2002, the Government of the District of Columbia retained the services of a consultant team to conduct a study of the New York Avenue Corridor. This consultant team, consisting of the firms URS, HNTB, Cambridge Systematics, ERA, Justice & Sustainability Associates, and PBQD, was charged with developing an innovative plan for the Corridor, which meets, to the greatest extent possible, the purpose described above.

Over the several years that the Study has been underway, the consultant team has worked closely with the District Department of Transportation, an Oversight Committee representing other District agencies, and with the public to document existing conditions in the Corridor, to develop a vision for the Corridor, to develop a number of project concepts that could help to make that vision a reality, and to refine those project concepts, through a series of both quantitative and qualitative analyses.

These efforts have resulted in the Final Report, which is described on the following pages.

The character and look of New York Avenue varies as shown at three typical locations: west of North Capitol Street looking west (top), approaching Florida Avenue from the east (middle) and looking east at Montana Avenue (bottom).

1.2 The Study Area

The New York Avenue Corridor (the Corridor) is located in the northeast and northwest quadrants of the District and links the downtown area with Prince George's County, Maryland. Designated as US 50 and Alt US 1, New York Avenue is the principal vehicular commuter thoroughfare into the District from Interstate 95 and the Baltimore-Washington Parkway, as well as US 50.

Figure 1.1: Major Study Area Roadways shows New York Avenue beginning at the junction of US 50 and the Baltimore-Washington Parkway and continuing to and beyond the northern terminus of I-395, paralleling Amtrak's Northeast Corridor passenger line, a major national and regional rail corridor. Originally designed as one of the major avenues in Pierre L'Enfant's plan for the District, New York Avenue provides a first impression of Washington for many tourists and visitors.

Apart from its regional function, the Corridor acts as a major local street for several residential neighborhoods. The avenue also abuts and provides direct access to the largest concentration of industrially zoned land in the District, and connects prominent landmarks and institutions such as the National Arboretum, Gallaudet University, DC Farmer's Market, Mt. Vernon Square, and the Convention Center.

The general study area for the project consists of about a five-mile stretch of New York Avenue and is bounded by 11th Street NW on the west, the Maryland state line on the east, Rhode Island Avenue, NE on the north and H Street, NE on the south.

For the purposes of transportation and urban design considerations, a primary study area approximately two blocks in width on either side of the avenue was defined, as shown in Figure 1.2: Detailed Study Area.

Residential block along 4th Street, NW (top), Bible Way Church (middle), commercial use along New York Avenue (bottom).

1.3 The Study Process

The Final Report was developed through a study process that began with consideration and documentation of existing land use and transportation conditions in the Corridor. A number of studies and plans have been developed over the years for the Corridor and for areas close to the Corridor; these studies and plans were reviewed as well. Numerous interviews were conducted with stakeholders, including private citizens, business operators, government agencies and major employers, in order to identify their concerns for the Corridor today and their hopes for the Corridor in the future. These efforts provided the Study Team with a solid basis upon which to build in preparing the Final Report.

Then, anticipated land use and transportation conditions in the Corridor in the year 2025 were considered and documented. (These conditions are those which would be expected to occur "naturally," such as normal growth in traffic volumes and evolution of land uses in and around the Corridor.) Starting from this baseline, the Study Team was able to identify both potential problems and potential opportunities which could be addressed in the Final Report. As the Final Report took shape, potential land acquisitions were identified and very preliminary environmental analyses were performed. Finally, a proposed financing plan, designed to ensure that the Final Report could be implemented, was prepared.

Throughout the development of the Final Report, public outreach has been performed on several different levels, in addition to the stakeholder interviews mentioned above.

A project website was established at the outset of the project, and has been in operation since that time. Also, five public meetings have been held. The information gleaned from the outreach effort has been instrumental in the development of the Final Report.

Intermediate work products have been prepared throughout the course of the Study, documenting the results of individual tasks and providing "snapshots" of the evolution of the Study. These intermediate work products include the following:

- Detailed Project Plan
- Rapid Assessment of Opportunities and Constraints
- Traffic Analysis
- Traffic Analysis Supplement: Alternatives at New York and Florida Avenues
- Traffic Analysis of Extended Tunnel Concepts
- Task 5 Summary Memorandum (Project Concepts)
- Florida Avenue Bridge: Urban Design Considerations
- Land Acquisitions
- Environmental Analysis
- Proposed Financing Plan

XM Radio building on Eckington Place (top), Entrance to the National Arboretum (middle), Washington Times Distribution Center (bottom).

The information contained in these intermediate work products was summarized in the Draft Plan only to the extent necessary to provide appropriate context for the Draft Plan. This Final Report is based upon the Draft Plan, with some modifications made to address comments on the Draft Plan. Each of the intermediate work products, the Draft Plan, and an additional intermediate work product prepared after the completion of the Draft Plan (Task 11 Technical Memorandum: Traffic Analysis of the Extended Tunnel Concept) are available on the project web site; the reader is encouraged to review them for additional information. The project website can be reached at: http://ddot.dc.gov/ddot/cwp/view,a,1247,q,560773.asp

1.4 Key Findings & Recommendations

When one considers current conditions in the study area, as well as likely future conditions in the study area, the following observations may be made:

1. Today, New York Avenue carries a significant volume of traffic, with daily vehicular volumes ranging from a high of 126,800 east of South Dakota Avenue to a low of 23,500 just west of I-395. These volumes are expected to grow in the future.

2. With the exception of the new Metrorail Station near the intersection of New York Avenue and Florida Avenue, there is relatively little transit service along New York Avenue. There are currently no plans to provide additional transit service in the future along the Corridor.

3. New York Avenue may be considered a high-accident corridor. Nine of the 36 worst intersections in the District, in terms of accident experience, are located within the study area. As volumes increase, if no physical / operational improvements are made, it is likely that the number of accidents will increase as well.

4. Pedestrian safety and accessibility are major concerns throughout the Corridor, but especially to the west of North Capitol Street. As traffic volumes increase, these concerns are likely to grow.

5. A broad range of land uses are located along and adjacent to the corridor. These land uses range from primarily residential (for example, between I-395 and North Capitol Street), to commercial (the DC Farmers Market, for instance), to industrial (with multiple sites, including the Ivy City Rail Yard), to parks / open space (i.e. the National Arboretum). Each of these land uses place their own unique transportation demands upon New York Avenue. Land use along the Corridor is likely to evolve in the future in response to economic and societal changes.

Despite its current issues, the New York Avenue Corridor presents a number of urban design and transportation opportunities for the future. If the study area is viewed as a series of six abutting improvement zones, the following recommendations can be made:

Zones 6 and 5: Washington Convention Center to North Capitol Street

It would be highly desirable to separate regional traffic from local traffic in this area. The Study recommends that I-395 be extended by means of a tunnel under New York Avenue, from its current terminus at 4th Street, NW to east of North Capitol Street. With regional traffic (thought to be approximately half of the traffic currently on New York Avenue in this area) removed, the cross-section of New York Avenue could be modified to remove one travel lane in each direction. This would allow for extensive streetscape improvements and would permit on-street parking.

Zone 4: North Capitol Street to Florida Avenue

Zone 4, and the intersection of New York Avenue and Florida Avenue in particular, evoked the most extensive discussion and debate among the members of the public, the Oversight Committee, and the participants in a design charrette sponsored by the National Capital Planning Commission. The Study recommends that the extended I-395 tunnel return to the surface between North Capitol Street and Florida Avenue, with either an at-grade intersection or a bridge at Florida Avenue. However, there remain strong feelings that other options for this location could be preferable. These other options are discussed in Chapter 6 of this Final Report.

Zone 3: Florida Avenue to Montana Avenue

In this Zone, New York Avenue would transition to a boulevard, with a linear park containing separate bicycle and pedestrian paths on the north side of the roadway. Some of the existing traffic signals would be removed, and a median with separate left turn lanes for westbound traffic would be constructed. The bikeway would connect to the Metropolitan Branch Trail near Florida Avenue.

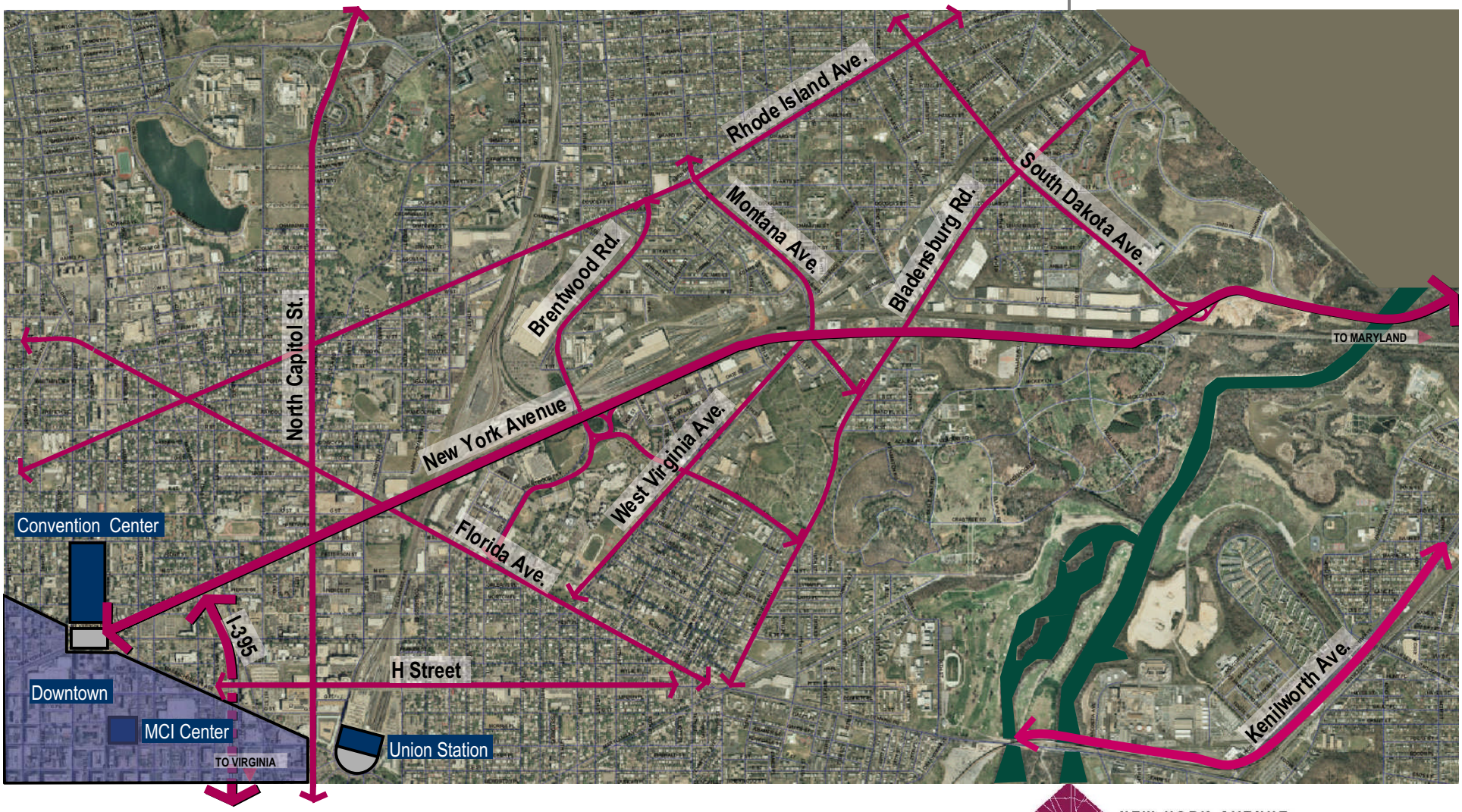
Zone 2: Montana Avenue to Bladensburg Road

At the two intersections comprising the endpoints of this Zone, significant focal points would be created. At Montana Avenue, urban design improvements would be made; traffic utilization would remain much as it currently is. At Bladensburg Road, New York Avenue would be reconstructed to pass below the existing intersection; the existing intersection would be reconstructed to provide an appearance more in keeping with traditional grade-separated traffic circles found elsewhere in the District. The bikeway provided in Zone 3 would be extended through Zone 2.

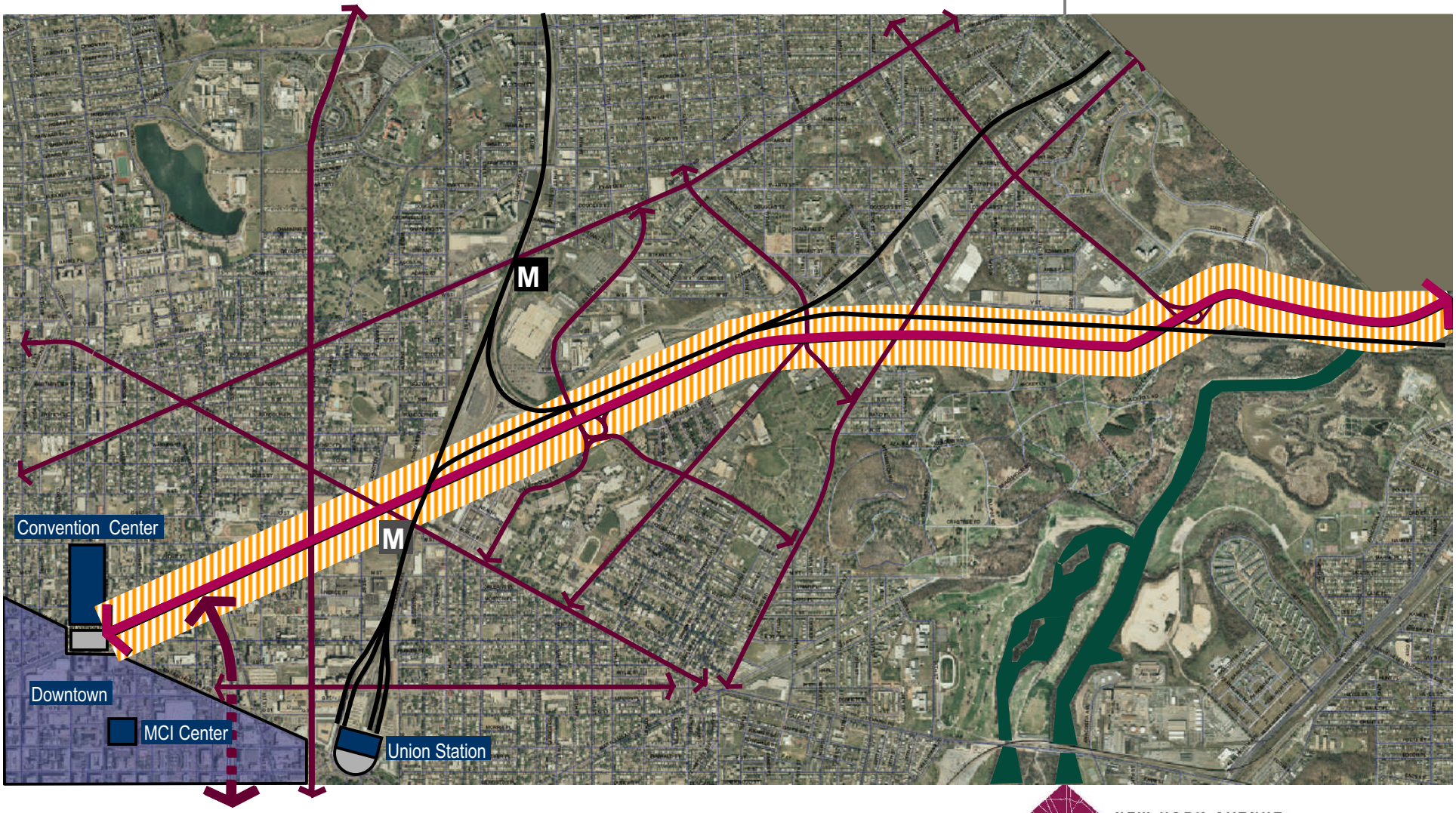
Zone 1: Bladensburg Road to the Anacostia River

The primary intent in this Zone is to create an urban boulevard and gateway image. Landscape improvements would be used to soften the highway appearance of the roadway; shoulders would be converted to curbed areas and bikeways, with the bikeways connecting to the Anacostia Trails. Significant new welcome signing would also be provided.

Major Study Area Roadways | Figure 1.1



Detailed Study Area | Figure 1.2



Transportation Issues | Chapter 2

2.1 Transportation Issues Today

Following an initial Public Meeting in October 2002 and an existing conditions analysis, a series of issues and guiding principles emerged that defined a framework for exploring transportation and urban design improvements along the Corridor.

This effort confirmed that the New York Avenue Corridor has several distinct zones or segments with different land use and transportation conditions. Accordingly, the adoption of one overall concept or strategy for the entire Corridor would not be appropriate. Rather, a combination of land use, transportation and urban design changes that are responsive to the local context must be considered. The following pages graphically illustrate and discuss these issues and the specific considerations for the distinct zones along the Corridor. This chapter of the report addresses transportation issues. Chapter 3 addresses land use and Chapter 4 covers urban design considerations.

Traffic: Figure 2.1: Existing Average Daily Traffic Volumes shows the volumes of vehicles per day on New York Avenue and major intersecting roadways in 2000. It is important to note that traffic volumes are at their highest at the eastern end of the Corridor, with nearly 127,000 vehicles per day, a volume consistent with a major urban highway. Traffic volumes drop to less than half that amount between Bladensburg Road and I-395 to volumes between 57,000 and 69,000 vehicles per day. These volumes are consistent with a major urban arterial. The next significant drop occurs west of the I-395 junction, to less than 24,000 vehicles per day, a value more consistent with a major urban street.

Public Transportation: Figure 2.2: Existing Public Transportation Services illustrates bus and rail transit coverage, ranging from a high degree of choice and accessibility in the western half of the study area to more sparse coverage and limited choice in the eastern half. The relatively new New York Avenue – Florida Avenue – Gallaudet University Metro Station significantly increases transit accessibility in the Corridor to those areas within one-quarter and one-half mile walking distance of the station.

New York Avenue has numerous traffic challenges including conflicts from left-turning vehicles such as near the intersection of Bladensburg Road (top), inadequate intersection design at I-395 (middle), and heavy volumes in residential areas such as North Capitol (bottom).

Traffic Accidents: Figure 2.3: Traffic Accidents shows recent data regarding the number of vehicular accidents in a given year (2001). Intersections are ranked according to the total number of accidents. The New York Avenue Corridor contains 9 of the 36 worst intersections in the District. The number one worst ranked intersection is at New York Avenue and Bladensburg Road with a total of 87 accidents.

It is also important to note that the stretch of New York Avenue between Florida Avenue and I-395 has the 3rd, 5th, 6th, and 7th worst intersections in the District totaling more than 200 accidents for those four intersections alone and nearly 250 accidents total in this stretch of the Corridor.

New York Avenue is a high-collision corridor. The need to reduce this high number of collisions for the sake of public safety is the primary motivation for many of this report's recommendations. Reducing collisions will also reduce number and severity of traffic delays.

Bicyclists: There are no dedicated facilities to accommodate bicyclists on New York Avenue. Riding a bicycle along New York Avenue during most times of the day would be dangerous given the volume and speed of traffic, or level of vehicular congestion. New opportunities for bicyclists such as the Metropolitan Branch Trail, the Anacostia River Walk, and improvements suggested in this report along the Corridor are expected to improve bicycle accessibility in this area of the District.

Pedestrians: Pedestrian safety and accessibility is a major concern given the volumes of vehicular traffic along the Corridor and the general nature of land uses adjacent to New York Avenue. High-density development and pedestrian-oriented land uses dominate the western half of the Corridor and these are the segments of greatest concern. For example, residents west of North Capitol Street are concerned about their children's safety crossing New York Avenue to get between homes, schools, churches, and playgrounds on both sides of the Corridor.

New York Avenue generally lacks quality facilities for pedestrians and has problems such as narrow walkways too close to fast-moving traffic such as at the Brentwood Parkway overpass (top) and no facilities for safely crossing the roadway east of North Capitol (bottom).

2.2 Future Transportation Issues

Traffic: Figure 2.4: Year 2025 Average Daily Traffic Volumes shows the same type of information as shown in Figure 2.1: Existing Average Daily Traffic Volumes, except that the volumes shown in Figure 2.4 are those expected in the study area in the year 2025 (assuming no substantive changes in the physical characteristics of the roadway). Comparison of the two figures reveals that volumes are expected to increase substantially along New York Avenue. For example, just west of Bladensburg Road, volumes are expected to increase by 21 percent (a growth rate of 0.9 percent per year). Just east of I-395, volumes are expected to increase by 50 percent (a growth rate of 1.9 percent per year). Volume growth on roadways intersecting New York Avenue is more variable, but is generally higher than growth along New York Avenue itself.

The projected increases in traffic volumes on New York Avenue are caused by a number of factors. One of these factors is an expected increase in population and employment along the Corridor; a second is an expected increase, at a regional level, in population and employment. Finally, societal changes (including a decrease in the average size of households and an increase in number of registered motor vehicles per capita) would lead to higher traffic volumes, even if there were no changes in population and employment.

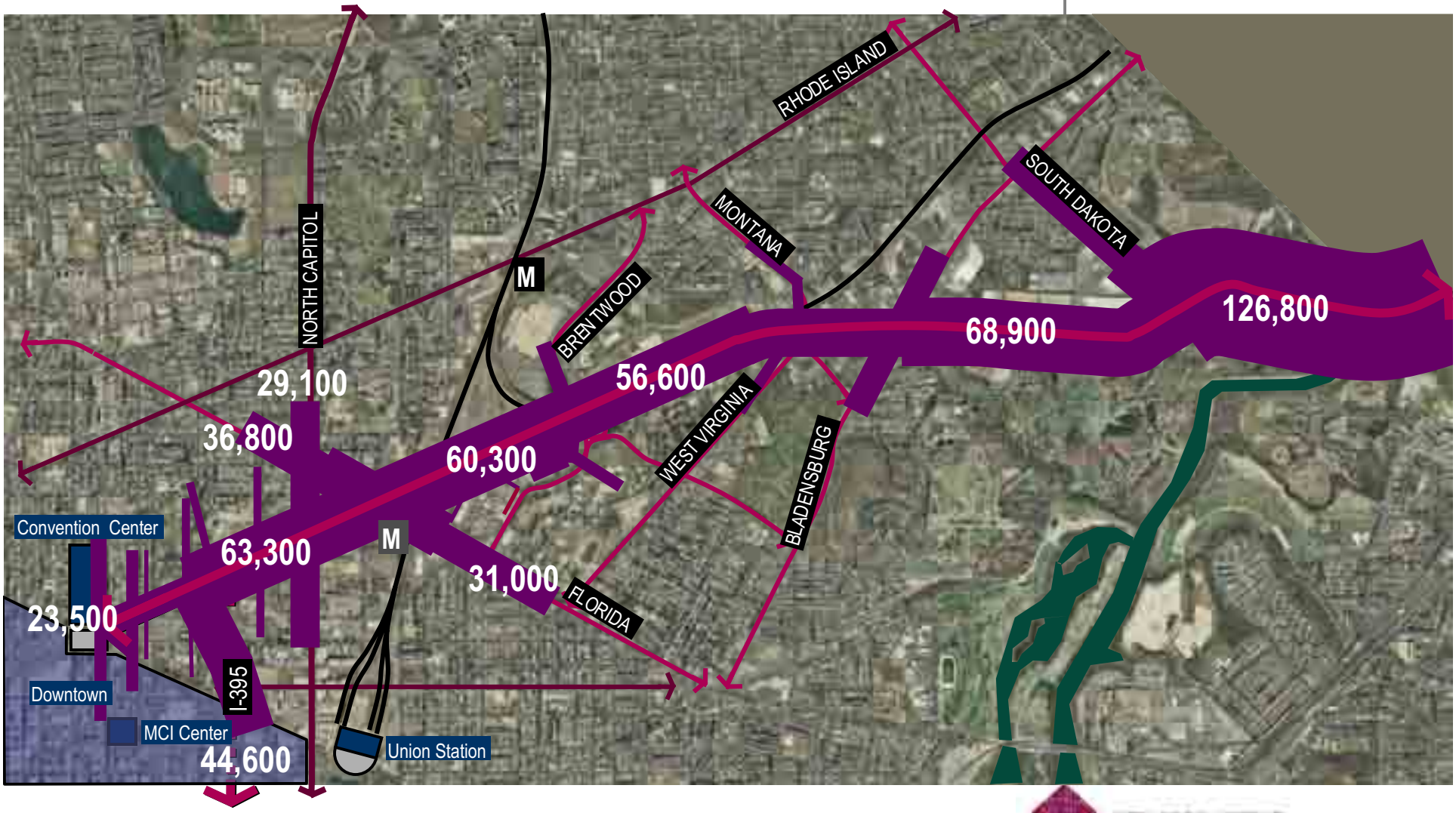
Safety: While future accident rates cannot be predicted with any certainty, it is fair to assume that, as volumes and congestion increase along the New York Avenue Corridor, more accidents will occur. Even if accident rates (measured in accidents per vehicle-mile for roadway segments and accidents per entering vehicle for intersections) remain constant, the increase in volume would likely lead to an increase in total numbers of accidents.

Transit: The scope of work for this project emphasized looking at New York Avenue as a multi-modal corridor. Although there is Metrobus service that crosses New York Avenue and a relatively new Metrorail station on the Red Line at New York and Florida Avenues, NE (see Figure 2.2: Existing Public Transportation Services), there is no transit service that runs the length of the corridor. Citizens and the project team inquired about instituting such a service. However, because of the low-density, auto-oriented land uses adjoining New York Avenue east of Florida Avenue, there was not enough foreseeable demand for this service to justify its expense. If plans for substantial residential development east of the railroad bridge materialize, WMATA will evaluate the feasibility of enhancing transit service along New York Avenue.

Intermodal Transportation Center: Previous District plans included a new intermodal transportation center along New York Avenue, but based on further analysis, such a facility at this location is not appropriate. New York Avenue is too close to downtown Washington for a center where commuters would transfer from cars to public transportation. This function is already better accomplished by the outlying stations on the Metrorail Orange and Green Lines and the MARC commuter rail Camden and Penn lines. Expansion of those stations and improvements to station access would be more effective than building a new intermodal center along the New York Avenue Corridor.

A different type of intermodal transportation center is needed in the District for tour buses. A tourist intermodal center could provide services for visitors; allow them to transfer between tour buses, Metrorail and the proposed downtown circulator; and provide off-street tour bus parking. An urban location such as New York Avenue would be appropriate for such a center, but the Union Station intermodal center already serves this purpose, as well as being a regional and national railroad terminal. Any additional investments should enhance the existing Union Station center instead of creating a new one.

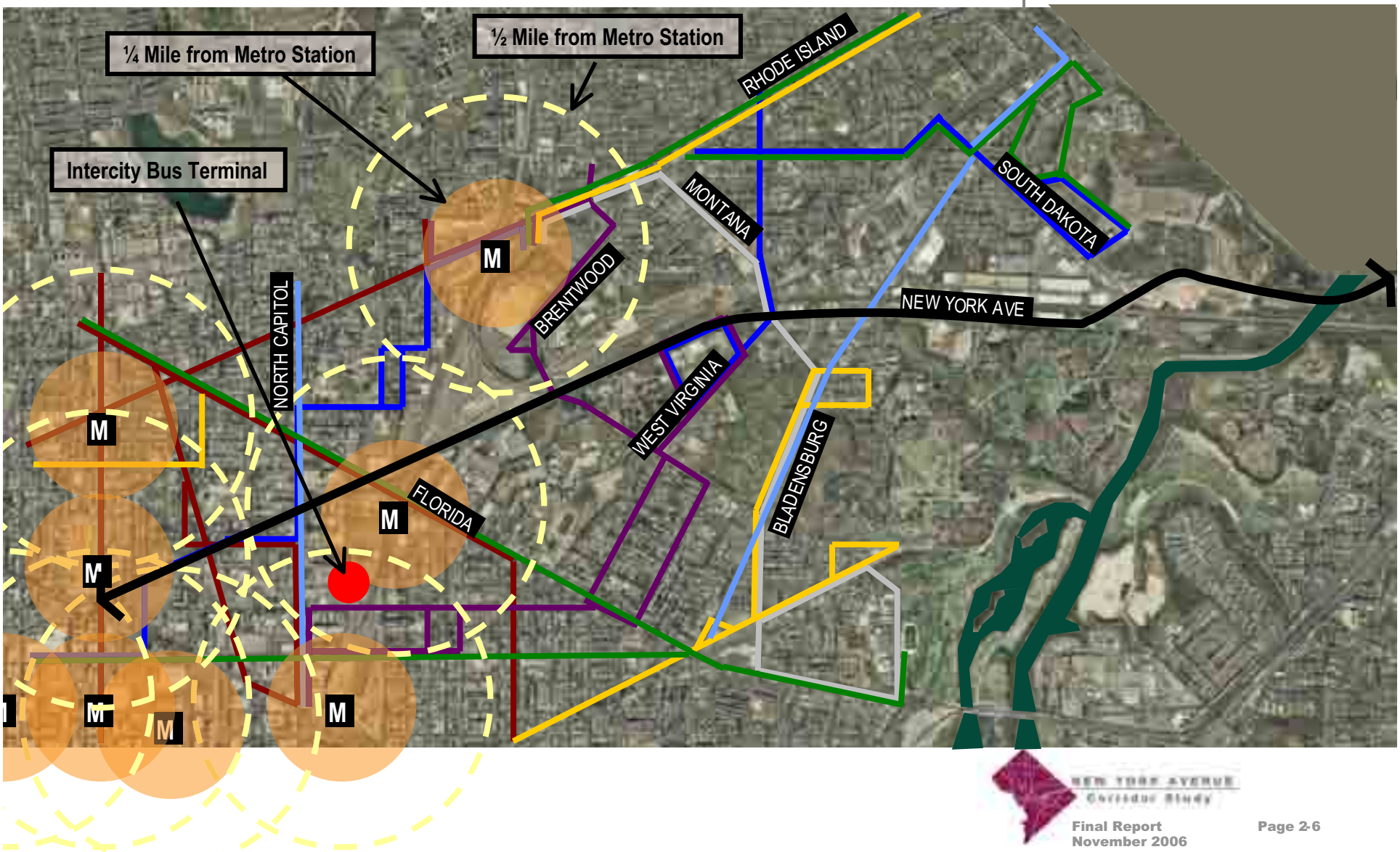
Existing Average Daily Traffic Volumes | Figure 2.1



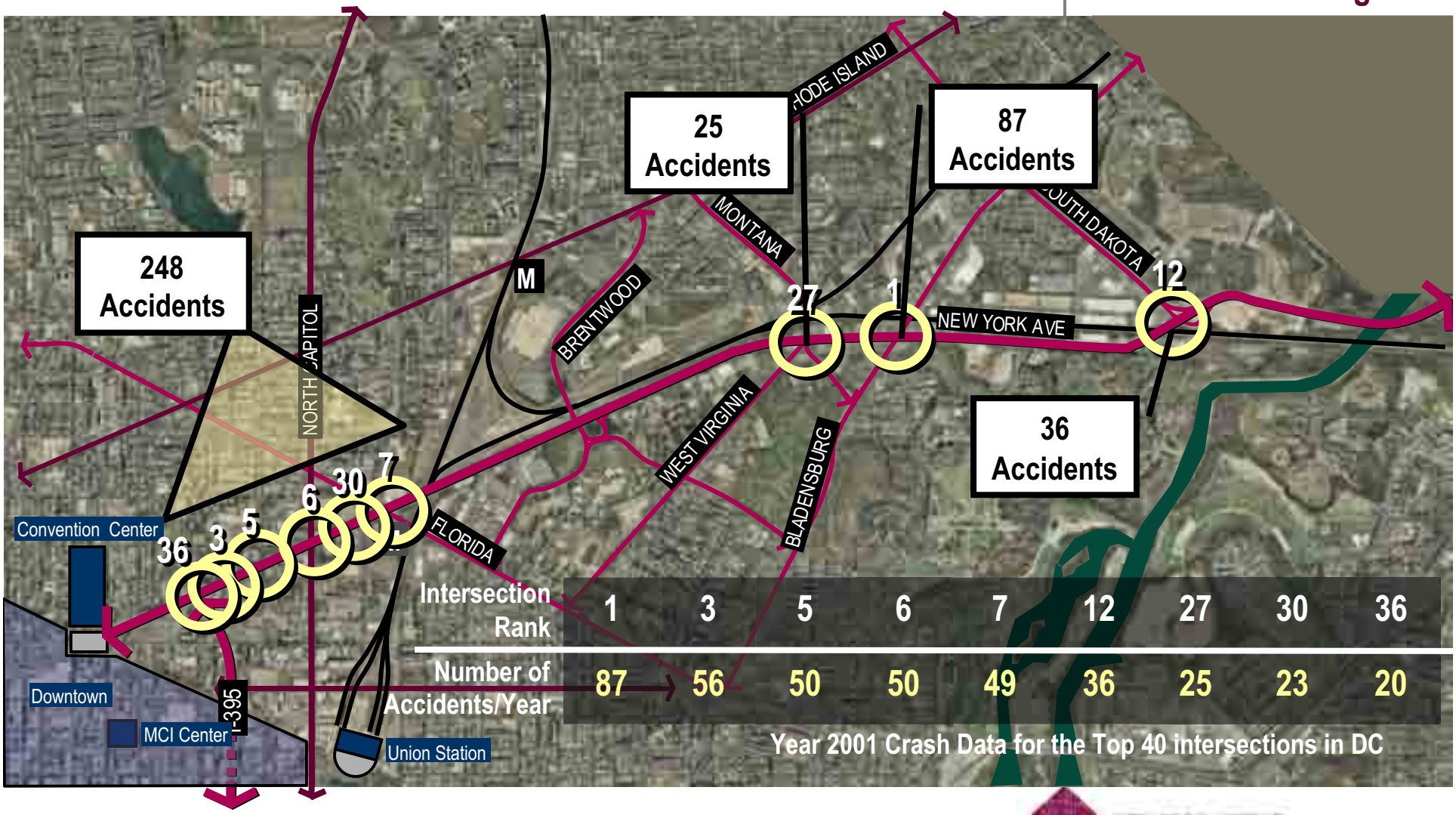
Existing Public Transportation Services

Figure 2.2

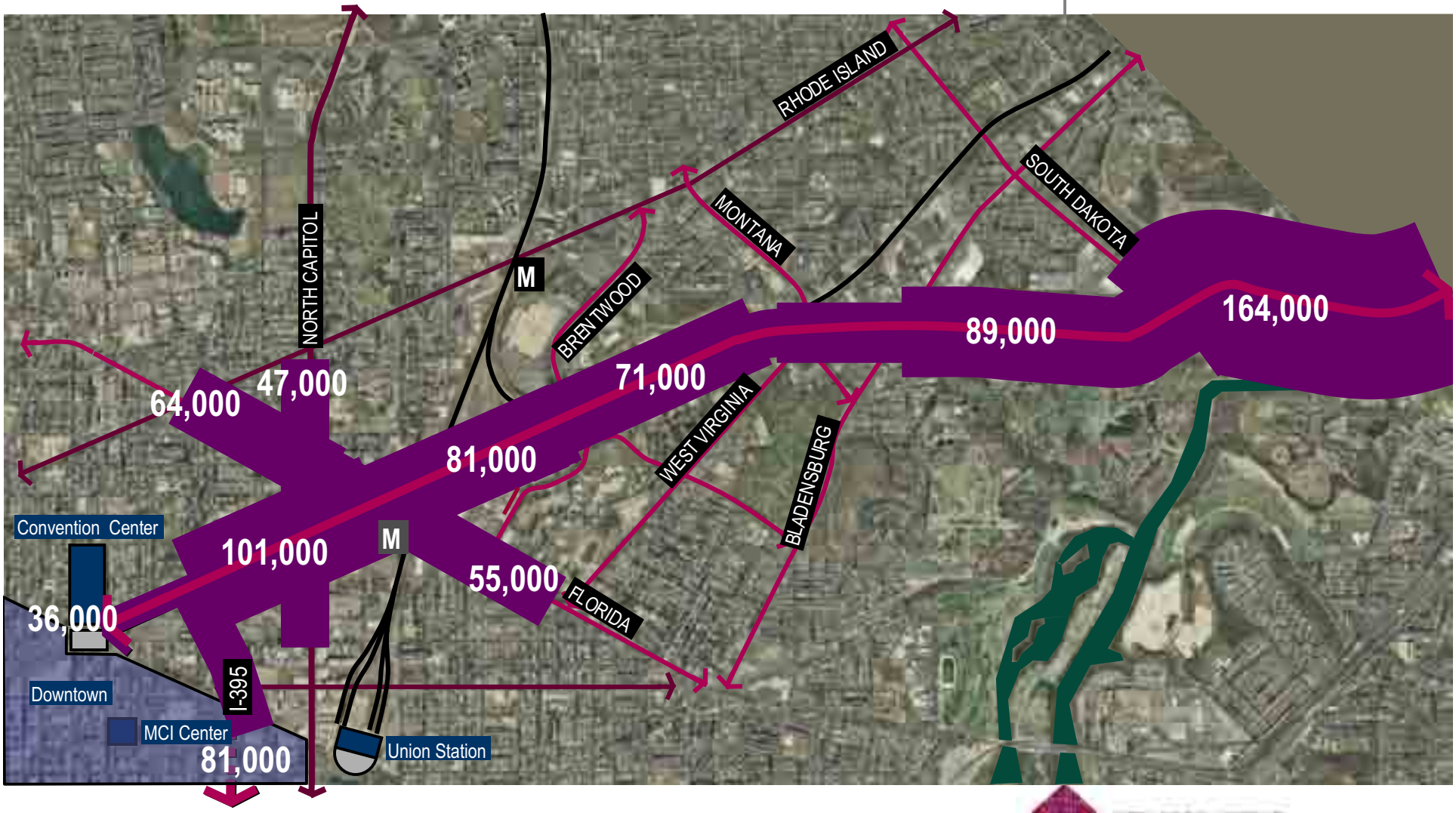
Metrorail and Metro Bus



Districtwide Ranking



Year 2025 Average Daily Traffic Volumes | Figure 2.4



Land Use Issues | Chapter 3

Transportation functionality is strongly influenced by adjacent land uses and how those uses interface with a particular transportation facility. The type, density and configuration of land use and development drive the generation of local vehicular trips. How the New York Avenue Corridor functions is highly dependent upon the land uses adjacent to the Corridor, land uses near the Corridor and land uses remote from the Corridor that depend on the Corridor as a major connection. The degree of access to adjoining properties and aesthetic character of the Corridor also directly influences the type and quality of development attracted to the Corridor.

Most stakeholders interviewed during the course of this Study indicated that they believe there is a strong connection between the poor level of transportation service in the Corridor and the generally inferior quality of development that adjoins it, particularly in the eastern half of the Corridor. Based on these interviews and good transportation corridor planning practices, it can be concluded that the quality and functionality of transportation infrastructure along the New York Avenue must be improved in order to attract a higher quality of development to the area. Accordingly, the effort of this Study is to develop recommendations to enhance transportation functionality, land use and aesthetic quality in the Corridor, mindful of the impacts and benefits each has on the other.

The New York Avenue Corridor Study is being led by the District Department of Transportation and partnering with the District Office of Planning whose primary responsibility is the establishment of land use policy in the District. While the New York Avenue Corridor Study is not a general, areawide strategic development planning study, it does recognize that transportation and land use decisions are integrally linked, particularly with regard to decisions about access to properties immediately adjacent to New York Avenue. Therefore, while the Study does not recommend specific land use changes, it does include recommendations for coordinated urban design and transportation improvements as part of an overall corridor enhancement strategy.

These recommendations are entirely consistent with the "Vision for Growing an Inclusive City," a document recently published by the Office of Planning as part of that agency's efforts to update the DC Comprehensive Plan. For further information regarding how the New York Avenue Corridor Study fits within the framework of the Comprehensive Plan, the reader is encouraged to review the "Vision" at the following website: http://inclusivecity.org/.

For the New York Avenue Corridor Study, the primary focus of recommendations is within the two-block detailed study area immediately adjacent to the Corridor. Particular attention is given to redevelopment opportunities that could be created within the two block zone based on impacts to properties resulting from proposed transportation improvements.

The form and character of land use, planning initiatives, and real estate market trends over a large area influence the transportation functionality of the New York Avenue Corridor. The next several pages of this chapter illustrate various land use issues that influence the transportation needs and opportunities for the New York Avenue Corridor.

The New York Avenue Corridor features a variety of land uses. These range from auto-oriented commercial development, such as the uses around the Bladensburg Road intersection (top), to residential dwellings undergoing renovation, such as this row house west of North Capitol (bottom).

Open Space: Figure 3.1: Parks, Trails, and Open Spaces illustrates the network of green spaces and natural amenities located within and near the New York Avenue Corridor. The area has many quality assets and opportunities to build upon. These include the Anacostia River, the National Arboretum, Langston Golf Course, and many smaller scale neighborhood parks, open spaces, green areas, and trails. New York Avenue could be enhanced to create stronger visual and pedestrian linkages to these important amenities.

Residential: Figure 3.2: Major Neighborhoods and Residential Areas shows that residential uses are the dominant land uses overall in the larger study area. At least 18 identified neighborhoods are located near New York Avenue. Two of those neighborhoods, Northwest One and Mt. Vernon Square, directly adjoin New York Avenue. Other neighborhoods are separated from New York Avenue by commercial and industrial properties.

Commercial: Figure 3.3: Major Commercial Areas shows the major clusters of commercial uses located along the Corridor. Most commercial uses in the Corridor are concentrated in particular areas, such as the DC Farmer's Market, the Brentwood Shopping Center, and the planned Gateway Center at Fort Lincoln. There is also an area of general highway-oriented commercial uses that line New York Avenue stretching from the area around Bladensburg Road to beyond Montana Avenue. In addition, commercial uses are incorporated within a number of buildings facing New York Avenue west of I-395.

Industrial: Figure 3.4: Major Industrial and Employment Areas shows the large concentration of industrial and warehousing uses that dominate the eastern half of the New York Avenue Corridor. Major facilities and employers include the Brentwood Post Office, the Ivy City Rail Yard, the Brentwood Metrorail Maintenance Facility, Hecht's Warehouse, and the WMATA Bladensburg Bus Division. Many of the older, smaller warehouse and manufacturing buildings are viewed as obsolete by today's market standards and are either vacant or underutilized when the assessed value of improvements is compared to the assessed value of land. Many of these areas are likely to redevelop in the future and considerations for better truck access and neighborhood buffers will need to be incorporated with the recommendations of this Study.

Mixed Use: Figure 3.5: Mixed Use Areas and Institutions shows that the remaining areas in the Corridor can generally be characterized as mixed use, such as the Mt. Vernon Triangle area, or institutional, such as Gallaudet University.

Figure 3.6: Land Use Framework shows a composite picture of the pattern of existing land uses in the study area.

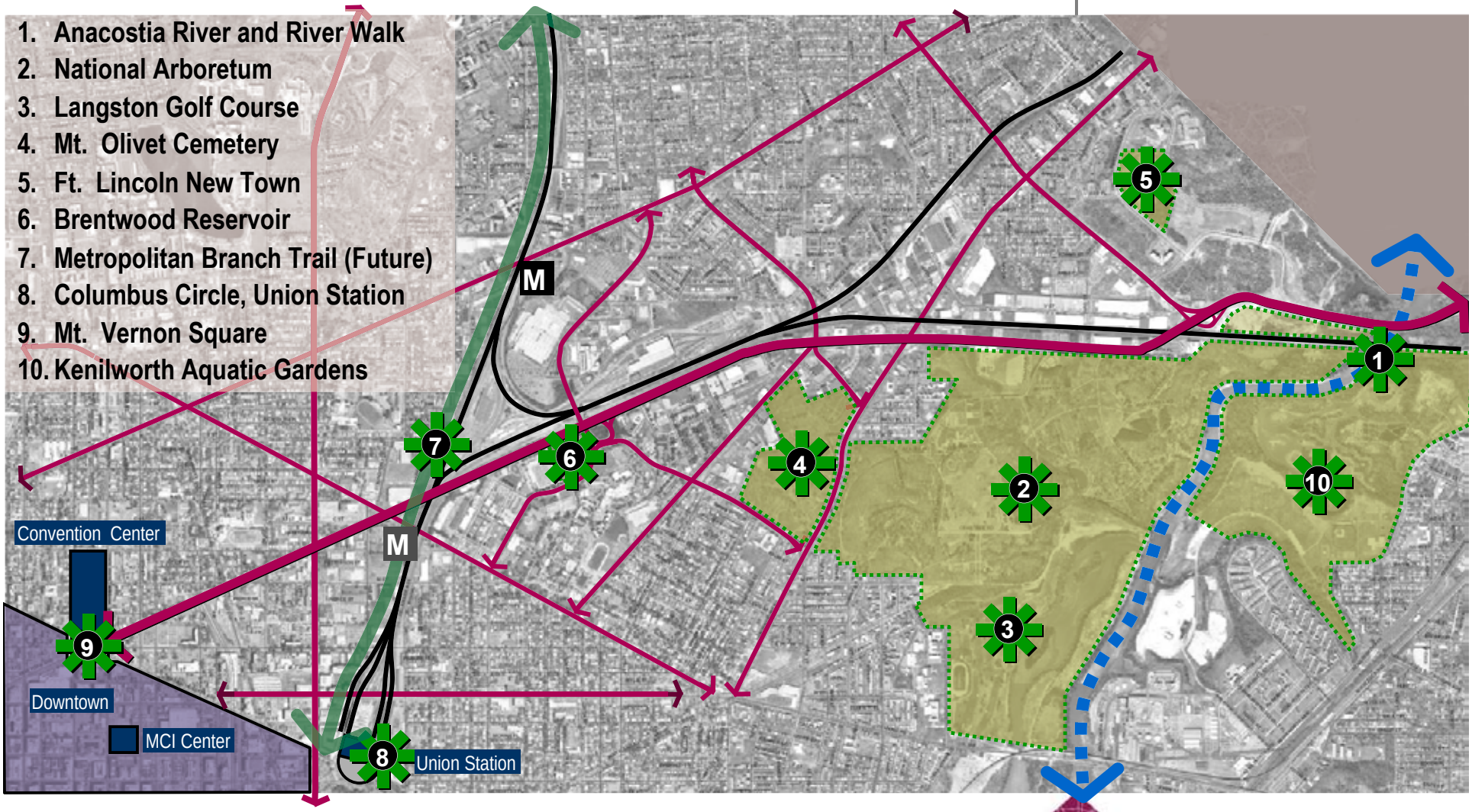
New York Avenue is home to many quality uses and buildings both new, such as the new Salvation Army Harbor Light Center (top), and old, such as the old Carnegie Library building (bottom).

Historic Resources: Figure 3.7: Historic and Special Resources shows the various historic districts, sites, streets, and other resources that contribute to the unique character and quality of the Corridor. Transportation improvements must avoid or minimize impacts to these resources. For example, Florida Avenue, NE in the western third of the study area is the boundary of the L'Enfant Plan historic District grid. Streets within this grid are considered special resources and modifications require additional design considerations and review.

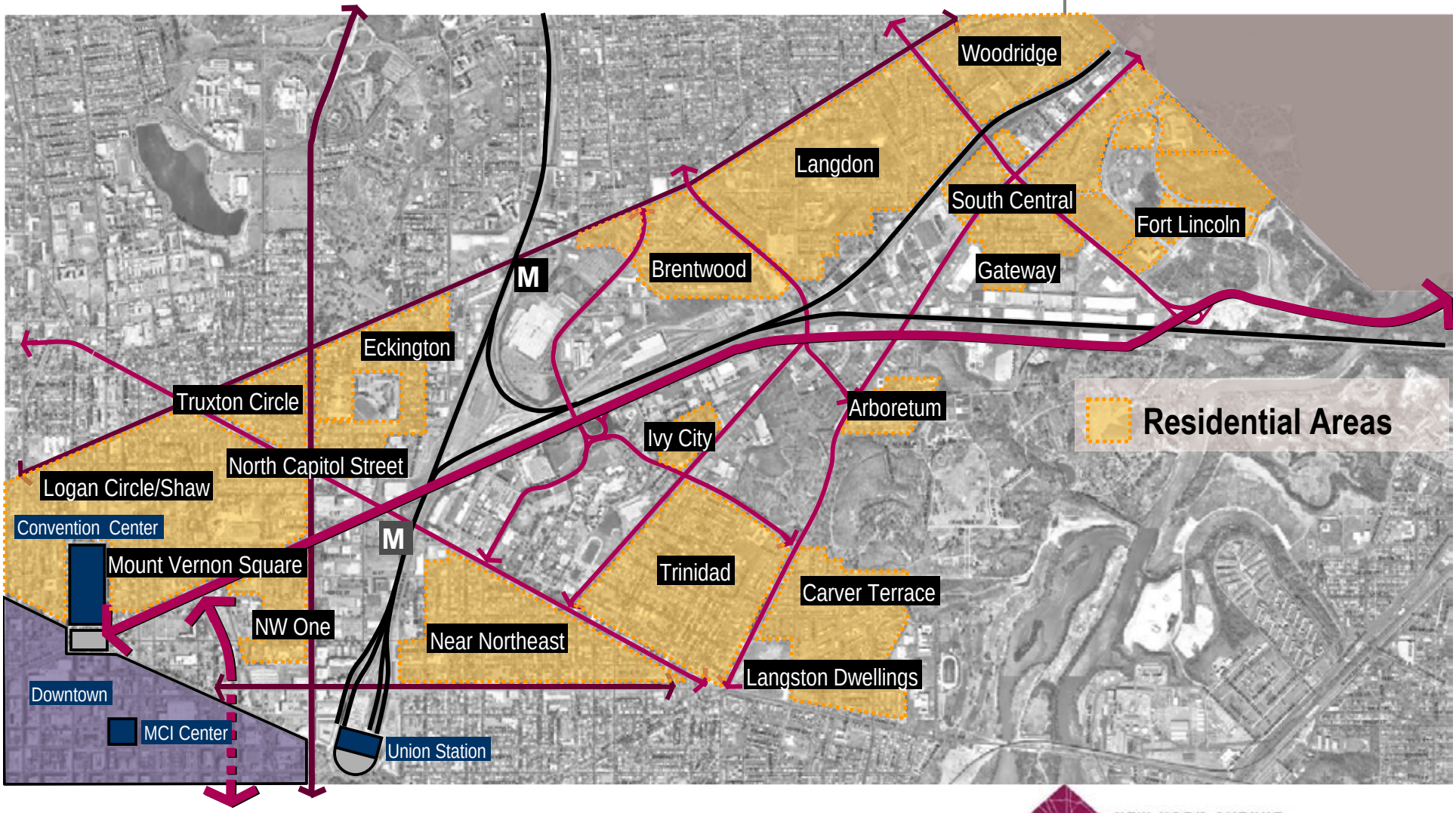
Current Planning: In addition to the ongoing efforts to update the District's Comprehensive Plan, the Office of Planning, other District agencies and private developers have a number of other initiatives, studies and projects underway that will influence future needs and opportunities in the New York Avenue Corridor. These are shown in Figure 3.8: Current Initiatives.

One possible improvement for the Corridor is to create infill redevelopment opportunities for some currently underutilized commercial sites. A potential use for these areas could be new retail development at an appropriate, urban scale such as the examples shown (upper and lower left and bottom) from Atlanta. This strategy would benefit local neighborhoods providing residents with better access to goods and services and would benefit the District by capturing needed sales tax dollars from commuters who might patronize businesses on their way home in the evening.

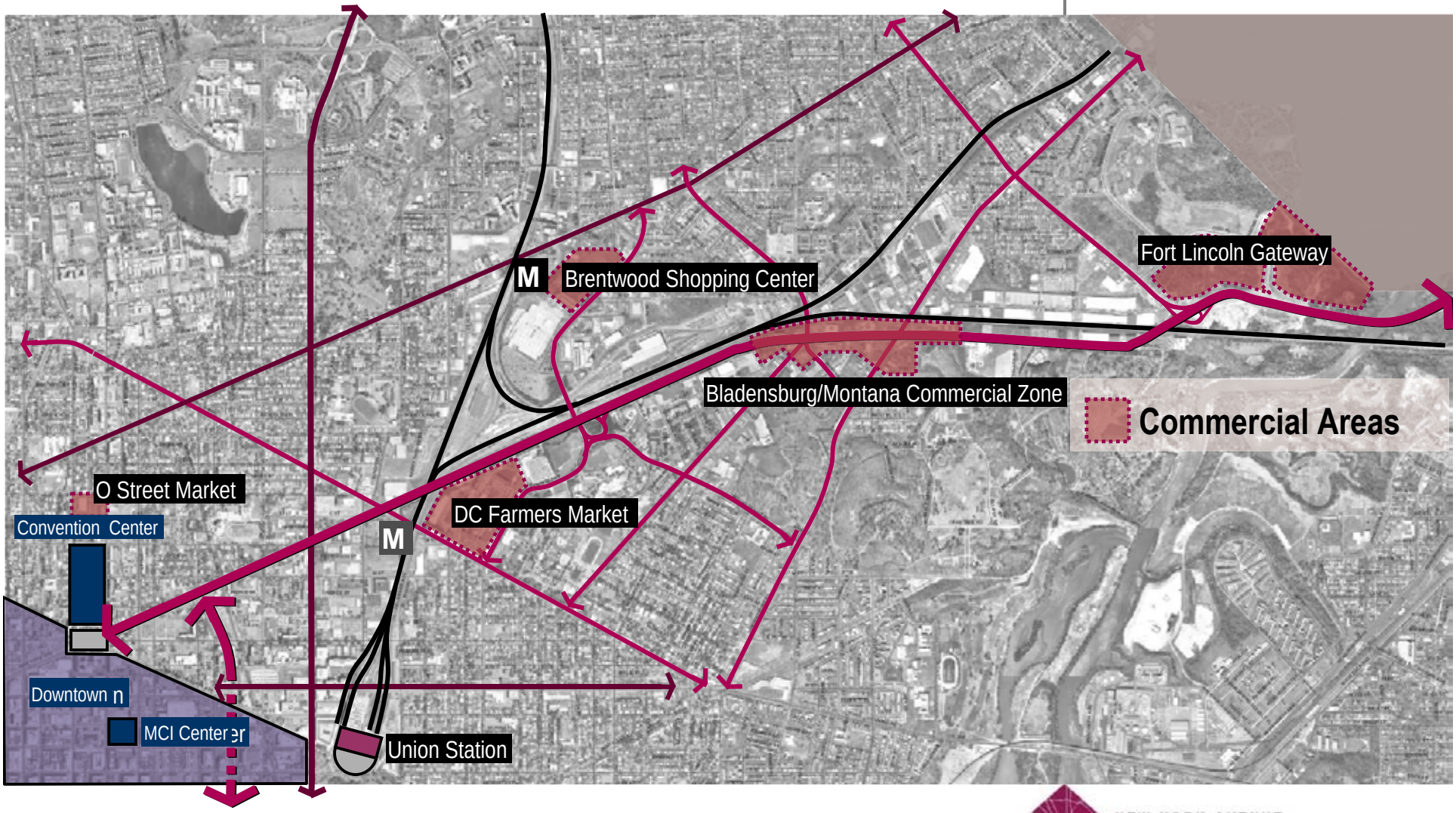
Parks, Trails, and Open Spaces | Figure 3.1



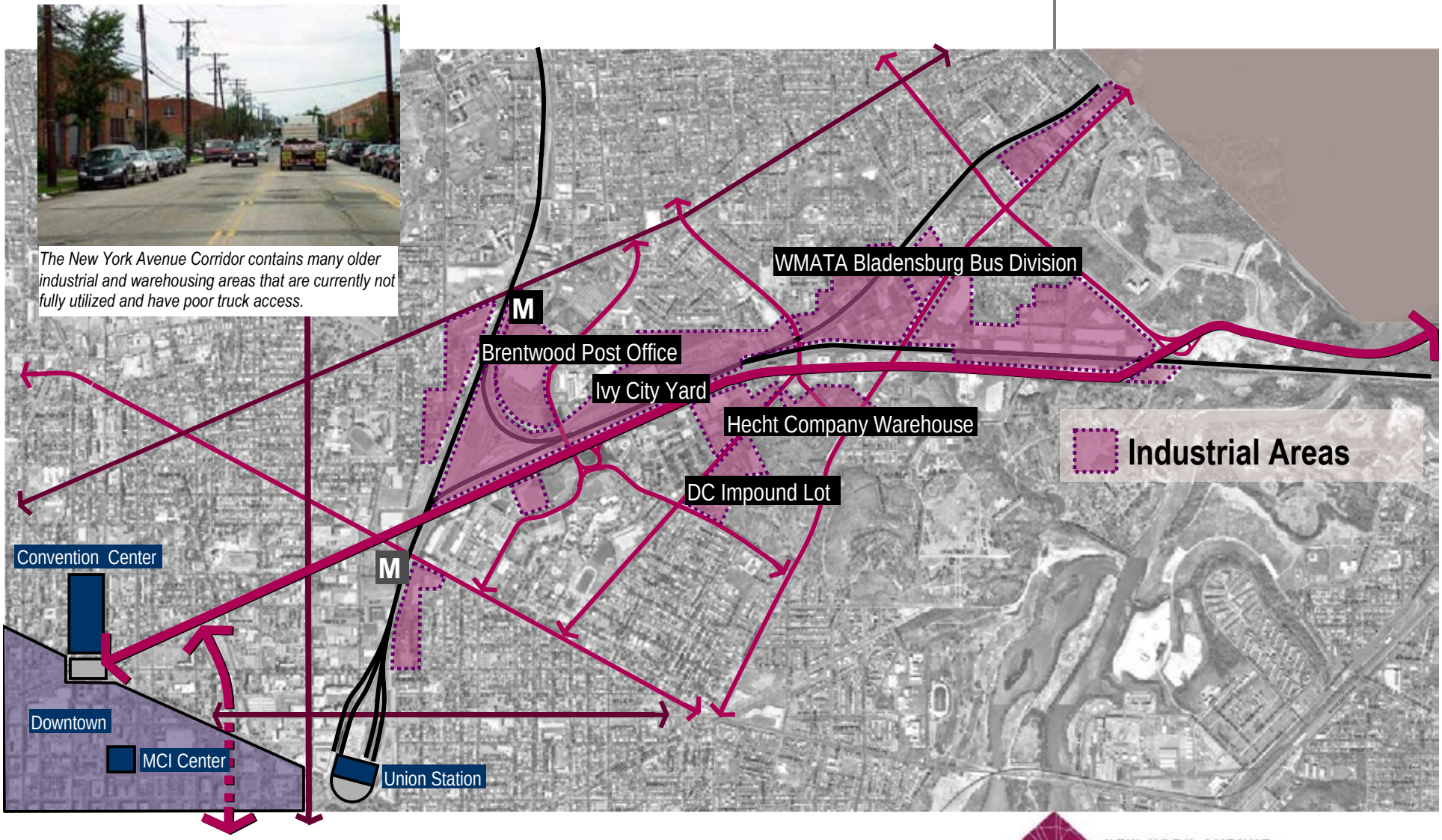
Major Neighborhoods and Residential Areas | Figure 3.2



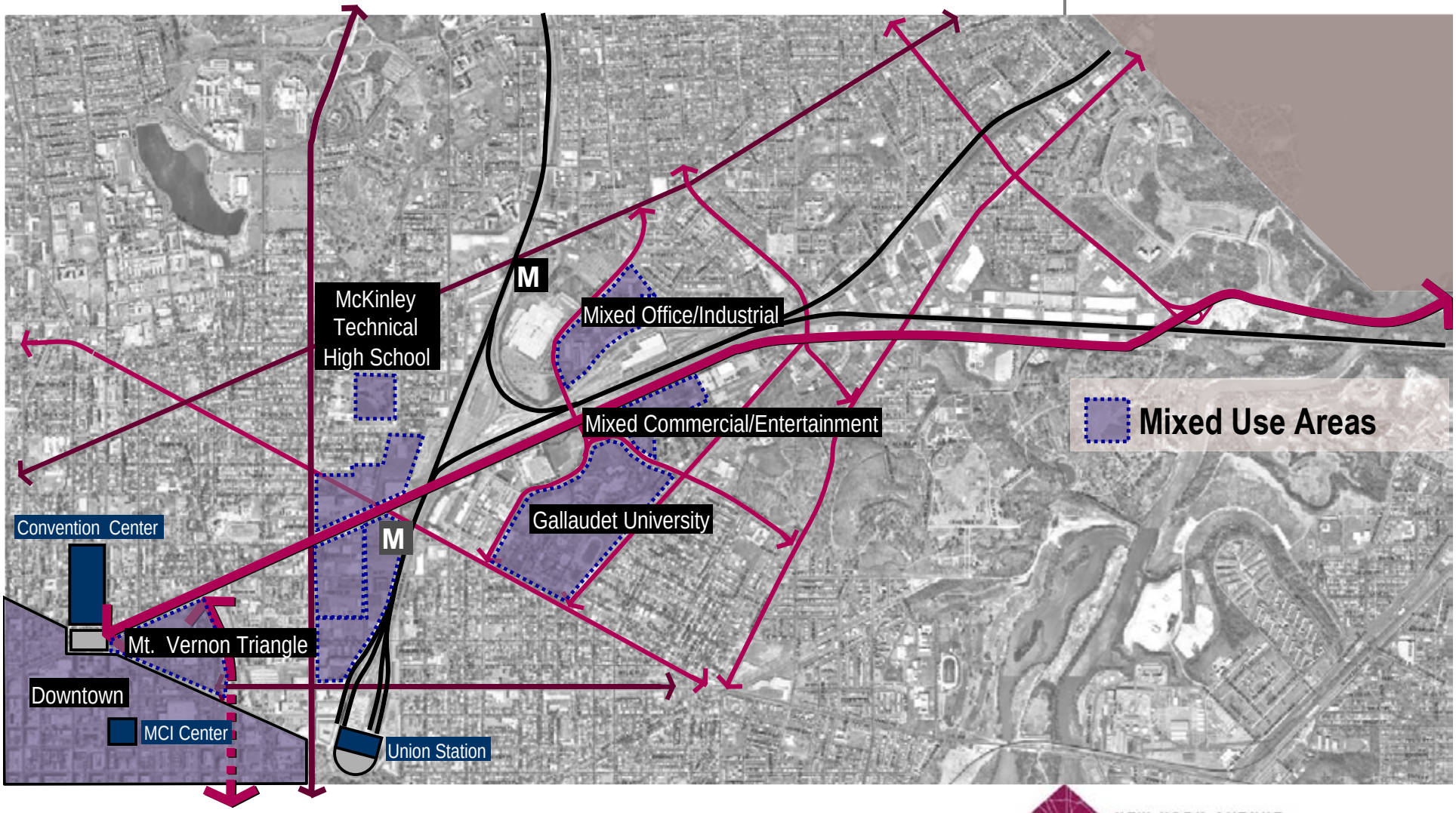
Major Commercial Areas | Figure 3.3



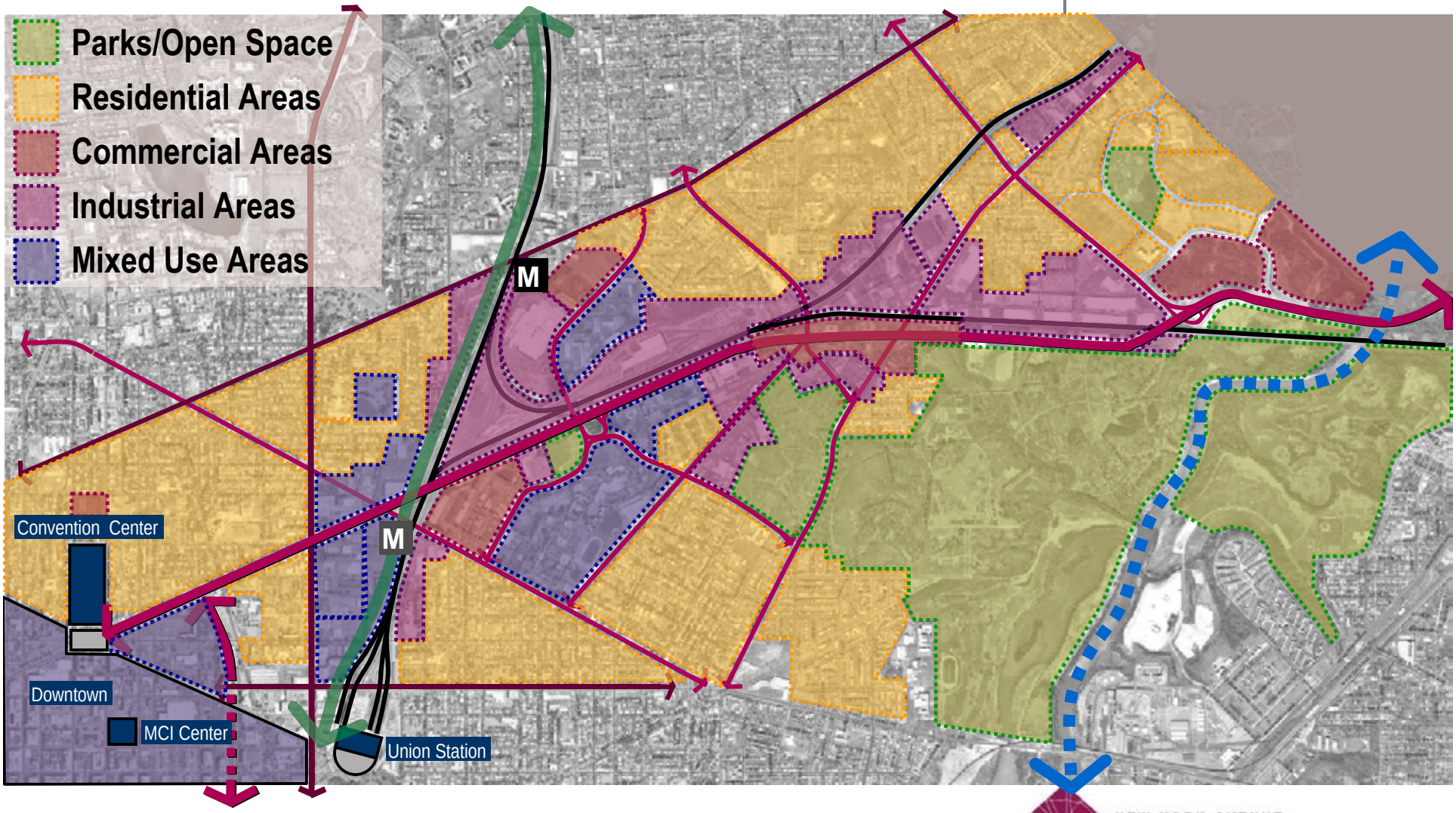
Major Industrial and Employment Areas | Figure 3.4



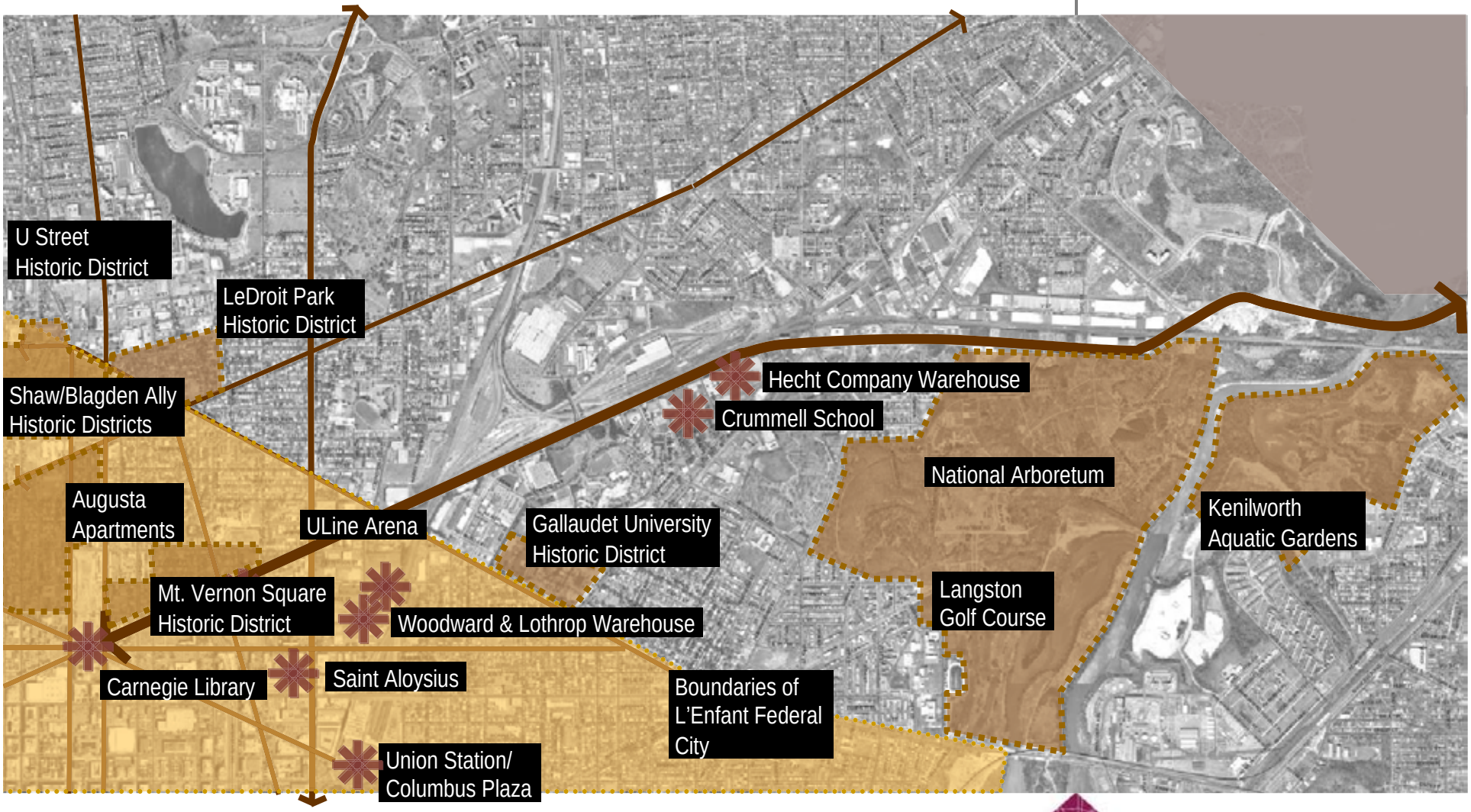
Mixed Use Areas and Institutions | Figure 3.5



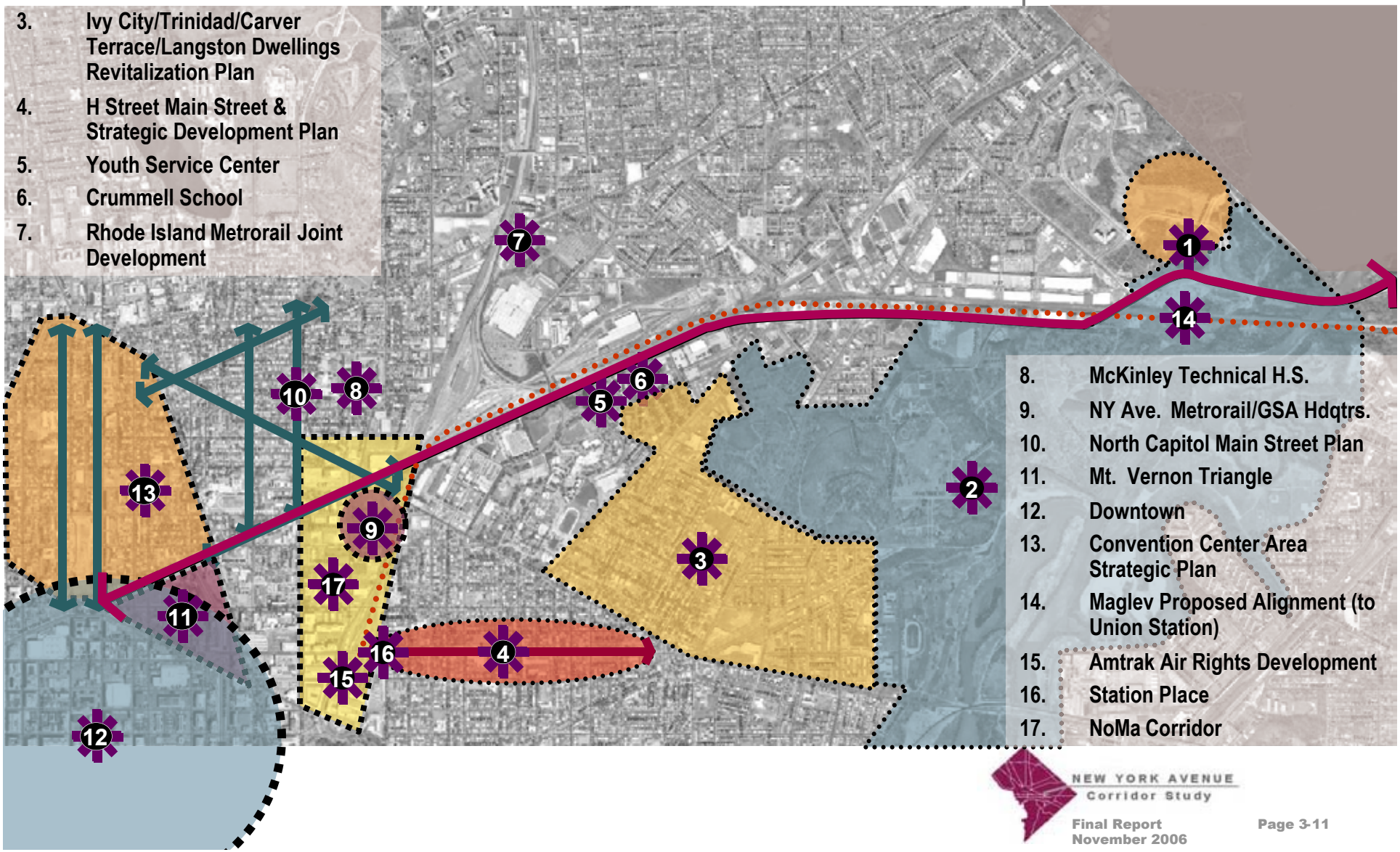
Land Use Framework | Figure 3.6



Historic and Special Resources | Figure 3.7



Current Initiatives | Figure 3.8

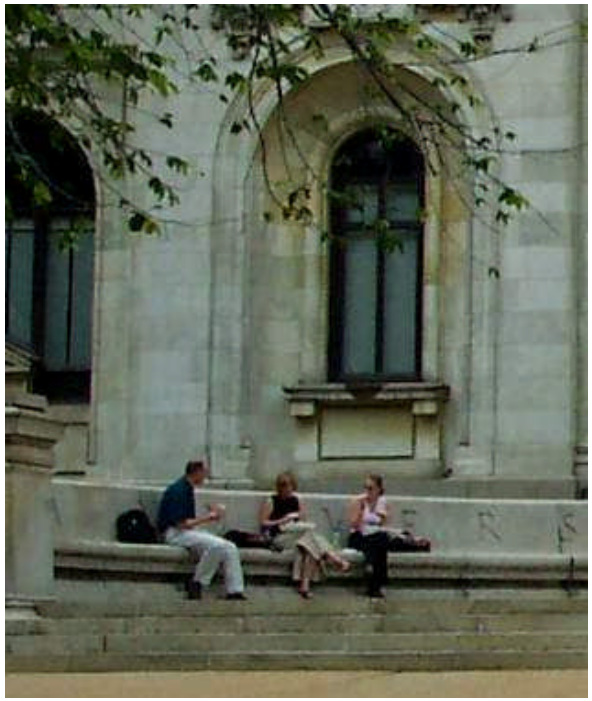


4.1 Urban Design Goals

Improving the image and appearance of New York Avenue is a major concern of residents and merchants who adjoin the Corridor. It is widely felt that New York Avenue can be improved significantly and can become a more attractive gateway that reflects positively on the vibrant metropolitan city of Washington, DC.

Washington, D.C. has many fine examples of boulevards, bridges, avenues, open spaces and architecture that create a quality appearance. This strong precedent of quality places Districtwide sets the stage for improving the aesthetic character and attractiveness of New York Avenue as part of the overall transportation improvement recommendations.

This chapter presents an overview of key urban design needs and opportunities. Specific urban design improvements are detailed in Chapter 6.0 as part of the overall corridor improvement recommendations.



Amenities such as strong neighborhoods, the Convention Center, and the old Carnegie Library building (above) offer strong building blocks for an attractive and vibrant image for the New York Avenue Corridor.

New York Avenue features many attractive elements and qualities that provide a good foundation for aesthetic enhancement including significant green amenities in the boulevard section between Montana and Florida Avenues (top and middle) and Mt. Vernon Square (bottom).

Figure 4.1: Urban Design Opportunities gives an overview of the opportunities for major urban design enhancements along New York Avenue. One overarching concept is to take advantage of the opportunity to use New York Avenue to connect major parks, green spaces, historic sites, and neighborhoods through enhancements along the Corridor itself and the establishment of design guidelines and aesthetic improvements at major intersections along the Corridor. In addition, corridor-wide improvements to lighting, signage, landscape, and other streetscape considerations are also envisioned. The following describes some of the major intersection concepts as illustrated in Figure 4.1.

Baltimore Washington Parkway, US 50, and the Anacostia River – Incorporate design elements that build upon the strong boulevard landscape features and reference the river creating greater connectivity to these "green" resources. Introduction of pedestrian and bicycle facilities along New York Avenue between the Anacostia River and Bladensburg Road will improve accessibility to the River and serve as an important signal to vehicular traffic that they have left a highway environment and entered into an urban one.

South Dakota Avenue – Enhance the gateway potential of this interchange and include references to the Fort Lincoln Gateway commercial development.

Bladensburg Road – Establish a quality commercial gateway image and focal point at this intersection that will benefit adjacent businesses and create redevelopment opportunities. Incorporate design elements that enhance pedestrian safety and create strong connections to nearby neighborhoods.

Montana Avenue – Create a strong focal point at this intersection by building upon the historic traffic circle design. Incorporate new streetscape elements that reference nearby neighborhoods.

Brentwood Parkway Interchange – Build upon the "green relief" image this node offers and incorporate references to the Farmers Market and Gallaudet while capturing views of the uptown neighborhoods.

Florida Avenue – Create an urban, pedestrian-friendly node that emphasizes the surrounding neighborhood character and creates a sense of arrival to the historic edge of the L'Enfant District plan. Create strong pedestrian links between new development, the new Metrorail Station, surrounding properties, and neighborhoods. The Metropolitan Branch Trail, running north and south along the west side of the Amtrak tracks and Metrorail Red Line should be integrated into this concept.

North Capitol Street – Enhance the neighborhood characteristics of this area through strengthening pedestrian connectivity, calming traffic and augmenting the strong landscape elements already present along the avenue.

Examples of the varying scales of District streets and the different streetscape and urban design treatments in the District.

Mt. Vernon Square – Create strong connections to Mt. Vernon Square, the old Carnegie Library building and the new Convention Center through streetscape improvements that celebrate the point of arrival to downtown.

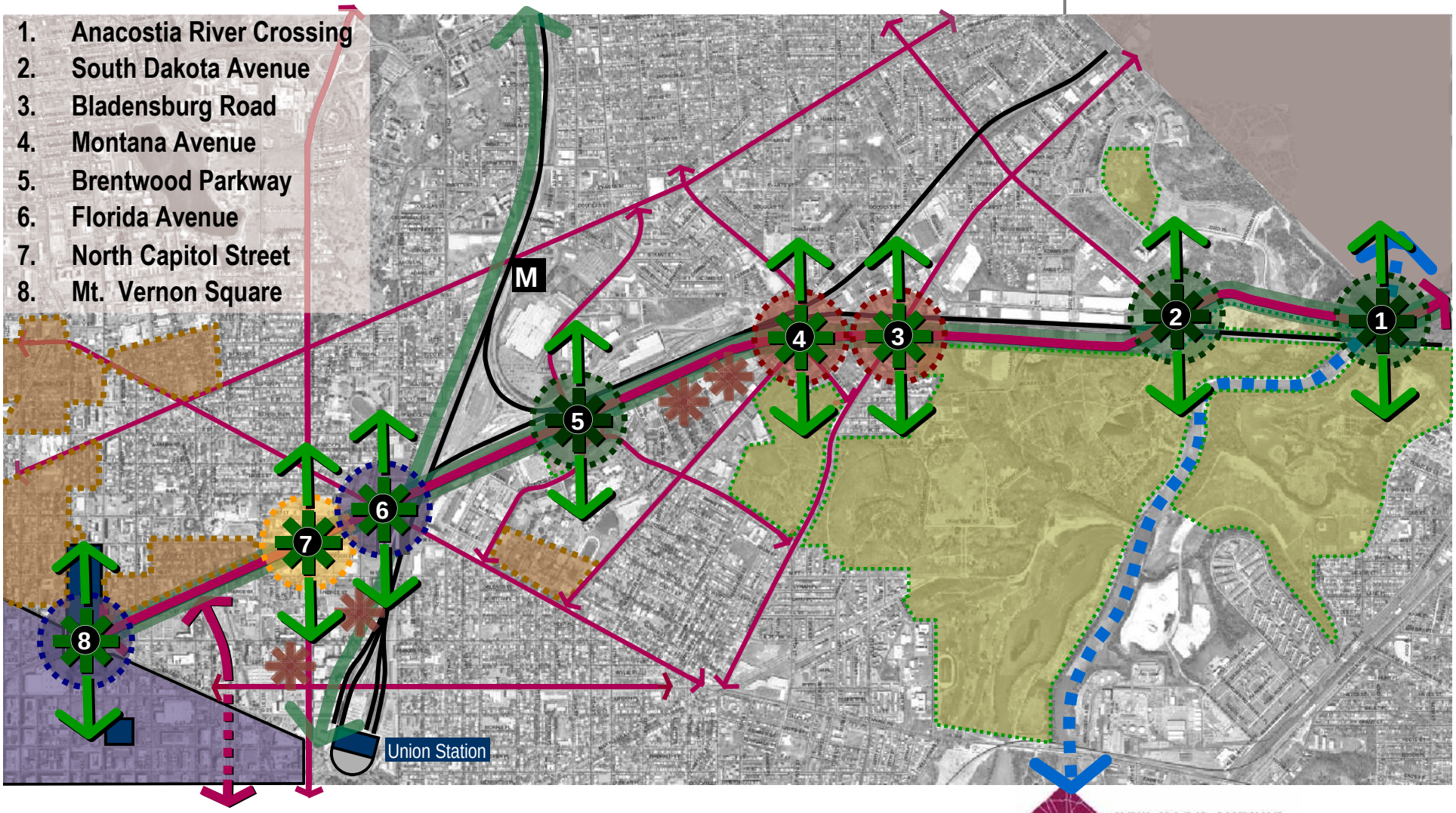
Corridor-Wide – Create new opportunities for redevelopment of properties along the Corridor and utilize new buildings and streetscape improvements to reinforce focal points and roadway edges.

4.2 Urban Design Challenges

New York Avenue is a corridor of contrasts. While there are a number of positive features and amenities that can be enhanced and built upon to create a more positive aesthetic appearance, there are a number of areas and uses that do not contribute to a quality visual experience. In addition, the sheer volume and congestion of vehicles in the Corridor also have an impact on the overall visual quality and experience.

Examples of some of the aesthetic challenges that need to be addressed along New York Avenue, including the need for improved tree maintenance, better attention to pedestrian amenities (far left) and better screening of commercial areas and control of commercial signage (below).

Urban Design Opportunities | Figure 4.1



Community Input | Chapter 5

5.1 Community Outreach

Community outreach and citizen engagement are important aspects of the New York Avenue Corridor Study. Listening to the opinions, needs and desires of multiple residents, business owners and other stakeholders concerning the future of the Corridor is a fundamental element in developing a final plan for the future of New York Avenue. To date, the Study process has involved the public in identifying key issues, developing a vision statement, and determining the criteria by which to choose a preferred alternative for the Corridor. Community input has heavily influenced the selection of preferred concepts.

The Study Team sought community input in the following ways:

Public Information: Websites, flyers and information letters kept interested community members up to date and have offered opportunities for feedback.

Public Meetings: Five general public meetings were held on the following dates: October 2, 2002; May 20, 2003; June 17, 2003; January 10, 2004; and June 25, 2005.

Stakeholder Meetings: Several one-on-one meetings with 16 individual business owners, 9 District agency representatives, and 48 community groups and neighborhood associations have occurred.

Attendees discuss concepts at the June 17th, 2003 public meeting.

NCPC Charrette: Although not part of this study, the National Capital Planning Commission (NCPC), with support from DDOT and the U.S. General Services Administration, hired consultants to conduct a design workshop to examine transportation issues surrounding the New York Avenue and Florida Avenue intersection. The charrette was conducted July 12 through July 14, 2006.

The following discussion highlights some of the recurring themes that have emerged from this outreach process.

New York Avenue is a gateway to the nation's capital and several of its unique neighborhoods. It is an urban growth corridor that is a safe and efficient means for providing access within the District and between the District and the region.

Draft vision statement developed from community input at public meetings held on May 20, 2003 and June 17, 2003.

5.2 Recurring Themes

Transportation and Traffic

- Enhance transit options along the Corridor and promote its use.
- Address environmental concerns, such as noise and pollution caused by the large volume of trucks, buses and cars.
- Design for more exits between Bladensburg Road and Baltimore-Washington Parkway, allowing residents more choices of access into their neighborhoods.
- Increase parking including investigating the feasibility of constructing a parking garage at the east end of the Corridor connecting it with Metrorail to reduce vehicular congestion on the Corridor.
- Regulate the speed to reduce the number of accidents, especially involving pedestrians, and reduce safety concerns. Consider a pedestrian overpass for New York Avenue and safe paths for bicyclists.
- Increase tour bus parking. Buses often park in neighborhoods and idle while they wait.

Law Enforcement

- Increase the presence and visibility of DC Police in business districts and neighborhoods along the Corridor.

Land Use

- Create more attractive land uses such as outlet stores, restaurants, quality hotels, green space, and a library.
- Gallaudet University is an asset to the community. It has ongoing relations with the ANCs and civic organizations.
- The National Arboretum should be better integrated into the neighborhoods through community related landscape projects and by providing better access to this resource via public transportation.
- Address illegal waste dumping.
- Spread out through the Corridor the Convention Center truck yard.
- Explore creating a hospitality district along the Corridor.

Aesthetics

- Enhance the Farmer's Market visual appeal.
- Improve tree canopy.
- Include façade improvements to the revitalization of local businesses.
- Offer opportunities for neighborhood identity along the Corridor.
- An I-395 bridge over Florida Avenue is perceived as a visual barrier.
- An extension of I-395 in a tunnel beneath New York Avenue may require large unattractive ventilation shafts.

Recommendations | Chapter 6

6.1 Introduction

Improvements to the New York Avenue Corridor can and should achieve far more benefit to the District of Columbia than merely improving traffic flow. Accordingly, the Study Team approached the development of recommendations by giving attention to the integration of transportation, engineering, land use, urban design, and neighborhood planning issues. Public input and evaluation criteria guided the development of recommendations and helped set priorities when trade-offs were necessary. The resulting recommendations presented in this chapter of the Final Report provide a number of tangible benefits, including:

- a meaningful and measurable improvement to the quality of life for adjoining neighborhoods,
- improved safety for pedestrians and bicyclists,
- a greater range of viable transportation options,
- a reduction in air and noise pollution for dwellings that adjoin the Corridor,
- a range of amenities, focal points and improved identity that can attract quality development
- sensible solutions to accommodate increasing traffic demand generated from new development in the Corridor.

6.2 Guiding Principles

Working from the Evaluation Criteria discussed in Appendix A, the Study Team identified three major issues that guided the development of recommendations. These issues and their qualities are:

- **Neighborhoods:** Health, Connection and Vitality
- **Transportation:** Safety, Connectivity, Choice and Capacity
- **Appearance:** Attractiveness, Quality and Impressions

Through the course of the Study, three major concepts emerged that capture the essential goals for improving the New York Avenue Corridor over the next fifty years:

- **Need:** Promote Safety and Neighborhood Connectivity
- **Focus:** Emphasize the Needs of District Residents
- **Tools:** Use Intersection Improvements and Corridor Enhancements as Agents for Change

These issues and concepts form the guiding principles for the New York Avenue Corridor Study, address the Study Purpose described in Chapter 1, build upon the overall vision statement for the Corridor, and set the framework for specific Corridor enhancement options.

Using improvements at intersections to promote positive change is one of the big ideas of the Study. These improvements could range from improving the existing traffic circle at Montana Avenue (top) to the potential to create a bridge over Florida Avenue (bottom).

6.3 Refinement of Alternatives

The guiding principles described above were then used to further evaluate the preliminary transportation concepts discussed in Appendix C. This evaluation led the Study Team to agree that, for each location in the corridor, some of the alternatives had little or no support, and could thus be removed from further consideration. The following alternatives were retained for further analyses:

Bladensburg Road:

- Grade Separated Traffic Circle
- Continuous Flow Intersection

Montana Avenue:

- Improve Existing Traffic Circle
- Grade Separated Traffic Circle

Brentwood Parkway / 4th Street / 9th Street:

- Ramp Connections

Florida Avenue:

- Grade Separated Traffic Circle
- Improve 4-Leg Intersection

I-395:

- Depressed Left Turn Lane
- Tunnel Connection to New York Avenue (between North Capitol Street & Florida Avenue)

Because none of the remaining alternatives for Bladensburg Road and Montana Avenue involved a diamond interchange, neither of the two concepts for the area between these two intersections (each of which involved interchanges) was studied further.

The Study Team then performed additional, more detailed analyses of these alternatives. In some instances, these analyses revealed potential problems, leading to the development of modified alternatives which met the intent of the original alternative, to the extent possible, but addressed the potential problems. The results of these efforts are summarized below, and are discussed in greater detail in the remainder of this Chapter.

Bladensburg Road: Given the size of a grade-separated traffic circle necessary to provide safe/efficient traffic flow along Bladensburg Road and in order to avoid excessive condemnation of nearby private property, a single point urban interchange (SPUI) was felt to be preferable. (See Figures 6.24 and 6.25, later in this chapter, for additional details). Urban design treatments to provide a "virtual circle" in conjunction with such a SPUI were developed.

Montana Avenue: In light of the modified SPUI proposed at Bladensburg Road, and the short distance available between Bladensburg Road and Montana Avenue, it was felt that improving the existing traffic circle would be the most appropriate approach for this location. (These proposed improvements are depicted later in this chapter, in Figure 6.23.)

Brentwood Parkway / 4th Street / 9th Street: This location is now under study/design by DDOT. The current concept calls for complete reconstruction of the 9th Street Bridge, and removal of the two ramps to and from westbound New York Avenue. All movements to and from New York Avenue, both eastbound and westbound, would be provided at an at-grade intersection, just east of the new structure replacing the intersection where traffic from Mt. Olivet Rd and Brentwood Parkway now enter New York Avenue. This concept is consistent with the emerging results of the New York Avenue Corridor Study, and has been incorporated into the Study.

Florida Avenue: Given the size of a grade-separated traffic circle necessary to provide safe/efficient traffic flow along New York Avenue, it was agreed that a diamond interchange should be investigated further for this location. In addition, both improving the existing at-grade intersection and further extending the proposed I-395 tunnel (see discussion of I-395 below) were carried forward.

I-395: Replace the existing intersection of New York Avenue and I-395 with a tunnel carrying I-395 beneath New York Avenue between 4th Street, NW and North Capitol Street. This tunnel could come back to the surface between North Capitol Street and Florida Avenue, or perhaps even further to the east. It was preferred over the Depressed Left Turn Lane alternative because it removed more regional traffic from New York Avenue, thereby enhancing the safety and quality of life for the residential neighborhood there. Further investigation of the most appropriate means of connecting I-395 (from below the surface) into New York Avenue in the vicinity of Florida Avenue were then conducted.

After the public meeting on January 10, 2004, there appeared to be a general consensus among government agencies and public participants that most of the preferred alternatives provided worthwhile improvements to the Corridor. However, there was no consensus about how to handle the intersection at Florida Avenue. Because issues at this intersection seemed intimately related to proposed changes at I-395, an even more in-depth analysis was required of these two intersections in an effort to reach consensus. (Additional details about the options considered, including various at-grade intersection configurations, bridging New York Avenue over Florida Avenue, depressing Florida Avenue under New York Avenue, and relocating Florida Avenue to the west, may be found in Appendix B.)

In Figure 6.2, G-3 (8 lane intersection) is an At-Grade intersection, 8 lanes across on New York Avenue (4 lanes in each direction). I-6 is a Bridge concept. I-395 traffic has 2 lanes in each direction on a bridge over Florida Avenue. New York Avenue, parallel to I-395, but at ground level, has two thru lanes in each direction, and a right turn lane in each direction on New York Avenue as it approaches Florida Avenue. The Extended Tunnel is a tunnel originally described in the New York Avenue Development Report, Washington, D.C. (November 19, 1996), which is commonly referred to as "The Linton Report." This I-395 tunnel would come to the surface on New York Avenue to the east of 4th Street, NE. Following the June 25, 2005 Public Meeting, additional analyses of the Extended Tunnel concept were performed. These analyses are discussed in the Task 11 Technical Memorandum.

The NCPC charrette consultants, as mentioned on Page 5-1, reviewed various concepts for the New York Avenue and Florida Avenue intersection. They concluded that the I-395 tunnel extension was too expensive and too intrusive on New York Avenue east of North Capitol Street. They recommended closing I-395 between Massachusetts Avenue and New York Avenue as a more appropriate way to remove regional traffic from New York Avenue.

This alternative was considered as part of the study you are now reading. The regional travel demand model was executed with the existing roadway network in one scenario, and with I-395 truncated at Massachusetts Avenue in a second scenario. Comparison of the two sets of traffic volume forecasts showed that removal of I-395 was not expected to reduce traffic volumes on New York Avenue to any appreciable extent. Reduced to its simplest terms, other travel routes available are forecast to be so heavily traveled in 2025 that, even with elimination of the I-395 linkage, New York Avenue will still be an important District and regional roadway. Thus, there was concern that the opinion favored by the NCPC charrette consultants would not provide the desired traffic reductions for residents living between 4th Street, NW and North Capitol Street.

However, DDOT may wish to revisit this topic, incorporating into the travel demand model planned improvements to the 11th Street Bridge and the South Capitol Street Bridge. Perhaps these new facility improvements might handle more regional traffic if I-395 was closed between Massachusetts Avenue and New York Avenue, thereby providing relief for New York Avenue residents.

6.4 Improvements Overview

Given the diverse nature of the character and functionality of the New York Avenue Corridor, the Study Team developed recommendations according to a series of six improvement zones reflective of the unique characteristics and needs of each zone. Figure 6.3: Big Ideas Overview illustrates the principal recommendations for each of the zones.

The proposed recommendations for improvements to the New York Avenue Corridor offer the opportunity to remove a significant barrier to cross-neighborhood connectivity while providing the framework to greatly improve the quality and character of commercial development and the image it imparts on residents, commuters and visitors alike. The following pages present an overview of recommendations by zone. Figures 6.4 through 6.27 illustrate the specific recommendations for each individual zone.

Zones 6 and 5: Washington Convention Center to North Capitol Street

Although many of the concepts and improvements in each zone could be implemented in a phased manner over time and are somewhat independent of each other, one overriding concept that drives a number of decisions and trade-offs for the Corridor as a whole is the decision to recommend separating local traffic from regional traffic (traffic going to and from I-395). The concept that is recommended, tunneling I-395 traffic under New York Avenue from east of New Jersey Avenue to east of North Capitol Street, or even further to the east, could remove nearly half the traffic now traversing in front of residences along New York Avenue west of North Capitol Street. This will greatly enhance the quality of life for these neighborhoods as well as provide a great deal of traffic congestion relief. This will also allow New York Avenue from the Convention Center to North Capitol Street to be more of a "grand avenue" in the historic DC-style. These concepts are illustrated in Figures 6.4 to 6.7.

Buildings such as the Convention Center and the old Carnegie Library building (top), XM Radio (middle), and row houses at North Capitol (bottom) lend a diverse architectural image to the Corridor.

Zone 4: North Capitol Street to Florida Avenue

At some point on the Corridor, the new I-395 tunnel extension and New York Avenue will need to merge into one roadway. Given traffic operations, urban design, land use, the character of development, cost, and engineering considerations, one logical zone for this is between North Capitol and Florida Avenue. (A second logical zone would be between Penn Street, NE and Ninth Street, NE. This is discussed further below, in Zone 3.) If I-395 was to be "daylighted" in Zone 4, Florida Avenue could be addressed in two ways.

It may be desirable to keep regional traffic separate from local traffic at Florida Avenue. If this concept was to be selected, the Study Team recommends creating a quality pedestrian environment and an attractive setting that compliments on-going redevelopment efforts in the area. Recommendations include the option of creating a Bridge at Florida Avenue that could provide a signature gateway opportunity for the both the District and adjoining neighborhoods. This concept is illustrated in Figure 6.11, and in Figures 6.14 to 6.16.

Zone 4, and the intersection of New York Avenue and Florida Avenue in particular, evoked the most extensive discussion and debate among the members of the public and the Oversight Committee. There were strongly-held opinions among some members of the Committee that an At-Grade intersection, shown in Figure 6.10, would offer a superior solution for this location. In addition, the National Capital Planning Commission (NCPC) recommended extending the I-395 tunnel to the east of Florida Avenue and the railroad tracks, due to the historical, urban design, and pedestrian safety implications posed by a Bridge or At-Grade alternative. NCPC recommended that future studies investigate whether more robust development and increases in land value that would occur as a result of an Extended Tunnel might help finance this option or at least mitigate its additional costs. The Extended Tunnel concept is shown in Figures 6.12, 6.13, and 6.21.

It is important to note that the Final Report, while providing a blueprint for improvements to New York Avenue, does not close the door to further discussion and refinement of those improvements. Before any of the elements of the Final Report could be implemented, detailed planning studies, involving substantial engineering and environmental analyses as called for in the National Environmental Policy Act (NEPA) and implementing regulations, would need to be performed. Such detailed planning studies would be required to re-assess the recommendations of the Final Report, even comparing those recommendations to a "no build" alternative.

During the time that this Study was being conducted, a short-term improvement plan for the Florida Avenue intersection was developed by DDOT. For discussion purposes, this improvement is referred to as the "At-Grade Semi-Circle" concept. This improvement, depicted in Figure 6.9, would improve traffic operations at this location; it is slated for construction by 2008.

Buildings such as the Hecht's Company Warehouse (upper right) and Salvation Army Harbor Light Center (lower right) lend a diverse architectural image to the Corridor.

This short-term improvement concept would be compatible with the At-Grade concept (G-3), and with both Extended Tunnel concepts (with and without ramps at Florida Avenue), but would not be compatible with the Bridge concept (I-6) because the overpass would restrict left turns and thru movements from southbound First Street, NE. Analyses of combinations of the At-Grade concept and the Extended Tunnel concepts with the At-Grade Semi-Circle concept are summarized in Figures 6.2a and 6.2b.

Zone 3: Florida Avenue to Montana Avenue

Between Florida Avenue and Montana Avenue, the primary concept for New York Avenue is to reduce some of the intersections with traffic signals and improve those that remain by adding a median and separated left turn lanes for westbound traffic. As this will require widening of the roadway, it is recommended that this widening occur on the north side, into an area currently used primarily for truck parking. A linear park with separate bicycle and pedestrian paths is proposed for the remaining land between the new roadway and existing railroad tracks.

The Extended Tunnel concept, which would call for I-395 "daylighting" between Penn Street, NE and Ninth Street, NE and which is shown in Figures 6.12, 6.13, and 6.21, is completely compatible with the overall concept for Zone 3.

A major reconstruction of the Brentwood Parkway bridge is currently proposed under a separate project effort and this creates an opportunity to add urban design enhancements to the bridge structure. Coordination with the Hecht's Company Warehouse will be needed to accommodate displaced truck parking areas currently located on the north side of New York Avenue. These concepts are illustrated in Figures 6.17 to 6.21.

Zone 2: Montana Avenue to Bladensburg Road

At the Montana Avenue and Bladensburg Road intersections, the primary concept is to create significant focal points reflecting the heritage of DC's urban traffic circles. In the case of Montana Avenue, this involves little change to how traffic currently uses the intersection, but does include a number of urban design improvements and improvements for pedestrians and cyclists. At Bladensburg Road, New York Avenue would be reconstructed to pass below the existing intersection. Rather than create a suburban-style highway interchange at this location, the Study Team recommends an intersection appearance more reminiscent of the traditional grade-separated DC traffic circles such as those that now exist at Thomas Circle, Scott Circle, and Dupont Circle. These concepts are illustrated in Figures 6.22 to 6.25.

Zone 1: Bladensburg Road to the Anacostia River

From Bladensburg Road to the Anacostia River (and the DC/Maryland boundary line), the Study Team recommends creation of an urban boulevard and gateway image. In addition to the creation of a bicycle facility along this portion of the Corridor, the Study Team recommends softening the highway appearance of the existing roadway through landscape improvements and conversion of shoulder areas to curbed zones and bikeways. The Study Team also recommends the installation of significant new welcome signing. These concepts are illustrated in Figures 6.26 to 6.27.

I-395 & New York Avenue Intersection: Comparison of Concepts

Figure 6.1a

Criterion	No Build	Depressed Left Turn Lane	I-395 Tunnel
Vehicular Traffic			
V/C Ratio (1)	1.39 (1.28)	1.29 (1.03)	0.74 (0.81)
Potential to divert traffic from Rhode Island Ave. and Kenilworth Ave. (compared to No Build)	Neutral	Somewhat Greater	Much Greater
Pedestrian Accessibility			
Number of Ped. Barriers Eliminated	0	0	1
Number of Ped. Barriers Created	0	0	0
Number of Ped. Connections Improved	0	2	4
Number of Ped. Connections Diminished	0	0	0
Aesthetics			
Obstruction of Pedestrian Views (compared to No Build)			
NY Avenue west of Florida Avenue looking northeast	N/A	N/A	N/A
NY Avenue west of Florida Avenue looking southwest	N/A	N/A	N/A
NY Avenue east of Florida Avenue looking northeast	N/A	N/A	N/A
NY Avenue east of Florida Avenue looking southwest	N/A	N/A	N/A
Florida Avenue south of NY Avenue looking northwest	N/A	N/A	N/A
Florida Avenue south of NY Avenue looking southeast	N/A	N/A	N/A
Florida Avenue north of NY Avenue looking northwest	N/A	N/A	N/A
Florida Avenue north of NY Avenue looking southeast	N/A	N/A	N/A
NY Avenue & NJ Avenue, NW looking northeast	N/A	0	0
NY Avenue & NJ Avenue, NW looking southwest	N/A	0	0
First & O Street, NE (north of NY Avenue) looking south	N/A	N/A	N/A
First & O Street, NE (north of NY Avenue) looking west	N/A	N/A	N/A
Residential Properties			
Block Sides with Improved Views	N/A	0	0
Block Sides with Diminished Views	N/A	0	0
Commercial Properties			
Obstructed Views from Floors 1 and 2	N/A	No	No
Obstructed Views from Higher Floors	N/A	No	No

Note: All entries assume continued redevelopment of the area.
N/A: Not Applicable
(1) Computed by critical lane analysis.

I-395 & New York Avenue Intersection: Comparison of Concepts

Figure 6.1b

Criterion	No Build	Depressed Left Turn Lane	I-395 Tunnel
Impact on Individual Properties			
Residential Properties			
Block Sides with Improved Auto Access	0	0	6
Block Sides with Diminished Auto Access	0	0	0
Economic Impact on non-purchased properties	Neutral	Neutral	Positive
(The impact of infrastructure on the marketability of a property to develop to its maximum use as defined by zoning)			
Total Acreage Purchased (approx.)	0	0	0
Total Acreage "Created" (approx.)	0	0	8 (1)
Commercial Properties			
Block Sides with Improved Auto Access	0	0	0
Block Sides with Diminished Auto Access	0	0	0
Economic Impact on non-purchased properties	Neutral	Neutral	Positive
(The impact of infrastructure on the marketability of a property to develop to its maximum use as defined by zoning)			
Total Acreage Purchased (approx.)	0	0	0
Total Acreage "Created" (approx.)	0	0	8 (1)
Metrorail Station			
Pedestrian Access	N/A	N/A	N/A
Bus Operations on Florida Avenue	N/A	N/A	N/A
Urban Design Potential (Quality of Environment)	N/A	Neutral	Positive
Safety			
Potential for Vehicle/Vehicle Accidents (compared to No-Build)	N/A	Somewhat Less	Much Less
Potential for Vehicle/Pedestrian Accidents (compared to No-Build)	N/A	Somewhat Less	Much Less
Impacts			
Environmental Impact (Noise, Runoff, etc., relative to other Build options)	N/A	Moderate	Low
Impacts during Construction (relative to other Build options)	N/A	Moderate	High
Cost (relative to other Build options)	N/A	Moderate	High

Note: All entries assume continued redevelopment of the area.
N/A: Not Applicable
(1) 8 Acres total; could be residential, commercial or mix

New York Avenue & Florida Avenue Intersection: Comparison of Concepts in Conjunction with the At-Grade Semi-Circle Concept

Figure 6.2a

Criterion	No Build	G-3 (8 lane intersection)	I-6 (9 lane, with bridge)	Extended Tunnel w/ Ramps @ Florida Ave.	Extended Tunnel w/o Ramps @ Florida Ave.
Vehicular Traffic					
V/C Ratio (1)	1.30 (1.45)	1.37 (1.63)	N/A	1.37 (2.04)	1.12 (1.28)
Potential to divert traffic from Rhode Island Ave. and Kenilworth Ave. (compared to No Build)	Neutral	Somewhat Greater	Much Greater	Much Greater	Much Greater
Pedestrian Accessibility					
Number of Ped. Barriers Eliminated	0	0	0	0	0
Number of Ped. Barriers Created	0	1	1	1	1
Number of Ped. Connections Improved	0	0	1	1	1
Number of Ped. Connections Diminished	0	1	0	0	0
Aesthetics					
Obstruction of Pedestrian Views (compared to No Build)					
NY Avenue west of Florida Avenue looking northeast	N/A	Neutral	Diminished	Neutral	Neutral
NY Avenue west of Florida Avenue looking southwest	N/A	Neutral	Diminished	Neutral	Neutral
NY Avenue east of Florida Avenue looking northeast	N/A	Neutral	Neutral	Neutral	Neutral
NY Avenue east of Florida Avenue looking southwest	N/A	Neutral	Diminished	Neutral	Neutral
Florida Avenue south of NY Avenue looking northwest	N/A	Neutral	Diminished	Neutral	Neutral
Florida Avenue south of NY Avenue looking southeast	N/A	N/A	N/A	N/A	N/A
Florida Avenue north of NY Avenue looking northwest	N/A	N/A	N/A	N/A	N/A
Florida Avenue north of NY Avenue looking southeast	N/A	Neutral	Diminished	Neutral	Neutral
NY Avenue & NJ Avenue, NW looking northeast	N/A	N/A	N/A	N/A	N/A
NY Avenue & NJ Avenue, NW looking southwest	N/A	N/A	N/A	N/A	N/A
First & O Street, NE (north of NY Avenue) looking south	N/A	Neutral	Diminished	Neutral	Neutral
First & O Street, NE (north of NY Avenue) looking west	N/A	Neutral	Diminished	Neutral	Neutral
Residential Properties					
Block Sides with Improved Views	N/A	N/A	N/A	N/A	N/A
Block Sides with Diminished Views	N/A	N/A	N/A	N/A	N/A
Commercial Properties					
Obstructed Views from Floors 1 and 2	N/A	No	Yes	No	No
Obstructed Views from Higher Floors	N/A	No	No	No	No

(1) Computed by Synchro. Intersection concepts developed in accordance with the At-Grade Semi-Circle concept. V/C ratio for the signalized intersection with the worse level of service. These v/c ratios are different from those on pages 6-18 through 6-21. Those v/c ratios were computed without assuming implementation of the At-Grade Semi-Circle concept.

N/A: Not Applicable

Note: All cell entries assume continued redevelopment of the area.

New York Avenue & Florida Avenue Intersection: Comparison of Concepts in Conjunction with the At-Grade Semi-Circle Concept

Figure 6.2b

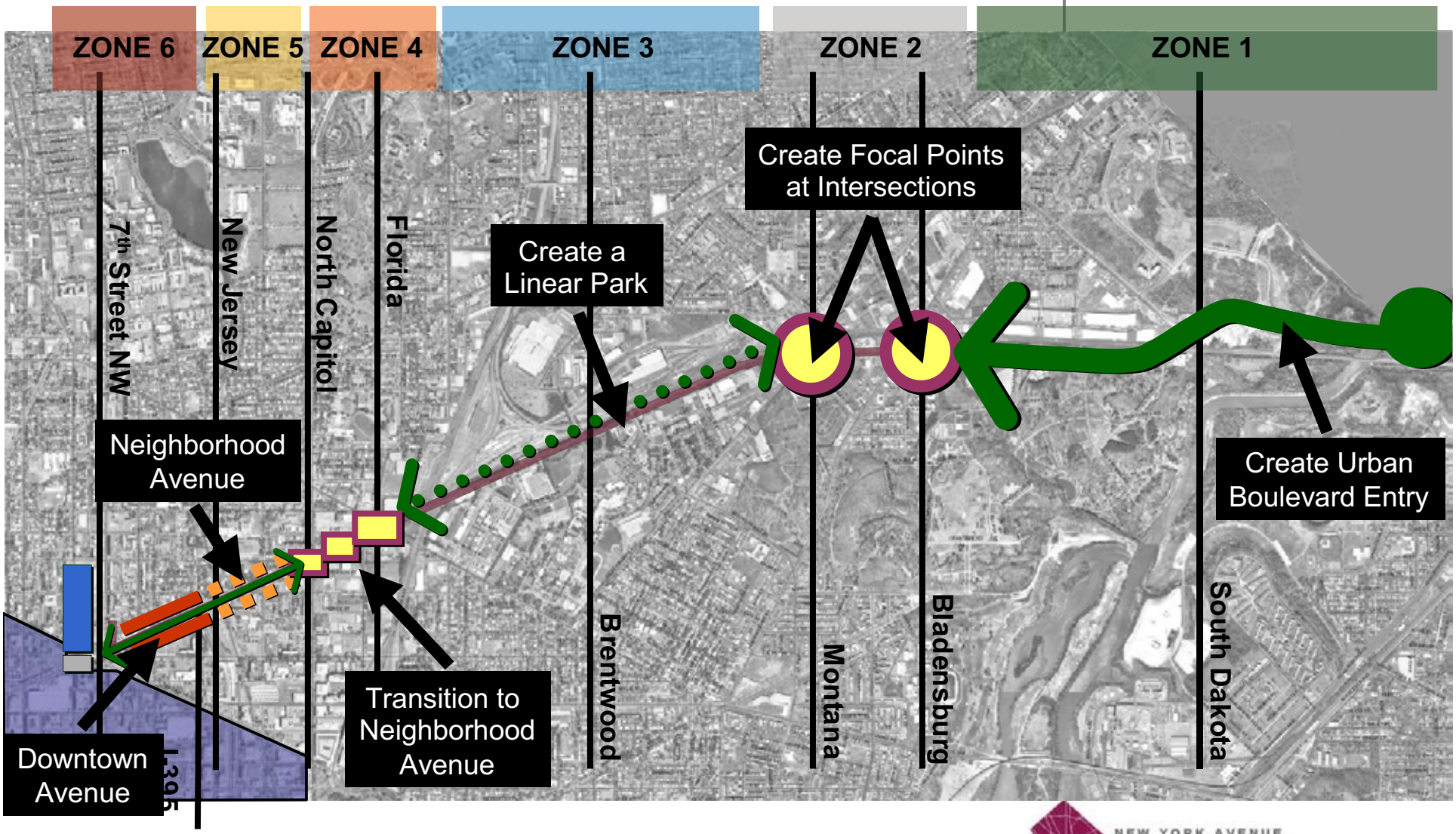
Criterion	No Build	G-3 (8 lane intersection)	I-6 (9 lane, with bridge)	Extended Tunnel w/ Ramps @ Florida Ave.	Extended Tunnel w/o Ramps @ Florida Ave.
Impact on Individual Properties					
Residential Properties					
Block Sides with Improved Auto Access	N/A	N/A	N/A	N/A	N/A
Block Sides with Diminished Auto Access	N/A	N/A	N/A	N/A	N/A
Economic Impact on non-purchased properties	N/A	N/A	N/A	N/A	N/A
(The impact of infrastructure on the marketability of a property to develop to its maximum use as defined by zoning)					
Total Acreage Purchased (approx.)	N/A	N/A	N/A	N/A	N/A
Total Acreage "Created" (approx.)	N/A	N/A	N/A	N/A	N/A
Commercial Properties					
Block Sides with Improved Auto Access	0	0	0	0	0
Block Sides with Diminished Auto Access	0	4	4	4	4
Economic Impact on non-purchased properties (1)	N/A	Positive	Positive	Positive	Positive
Total Acreage Purchased (approx.)	0	<2	<3	<2	<2
Total Acreage "Created" (approx.)	0	0	<1	0	0
Metrorail Station					
Pedestrian Access	N/A	Diminished	Improved	Diminished	Diminished
Bus Operations on Florida Avenue	N/A	Diminished	Improved	Improved	Improved
Urban Design Potential (Quality of Environment)	N/A	Positive	Very Positive	Positive	Positive
Safety					
Potential for Vehicle/Vehicle Collisions (compared to No-Build)	N/A	Somewhat Greater	Much Less	Somewhat Greater	Much Less
Potential for Vehicle/Pedestrian Collisions (compared to No-Build)	N/A	Somewhat Greater	Much Less	Somewhat Greater	Much Less
Impacts					
Environmental Impact (Noise, Runoff, etc., relative to other Build options)	N/A	Moderate	High	Low	Low
Impacts during Construction (relative to other Build options)	N/A	Low	Moderate	High	High
Cost (relative to other Build options)	N/A	Low	HIgh	Very High	Very High

(1) The impact of infrastructure on the marketability of a property to develop to its maximum use as defined by zoning

N/A: Not Applicable

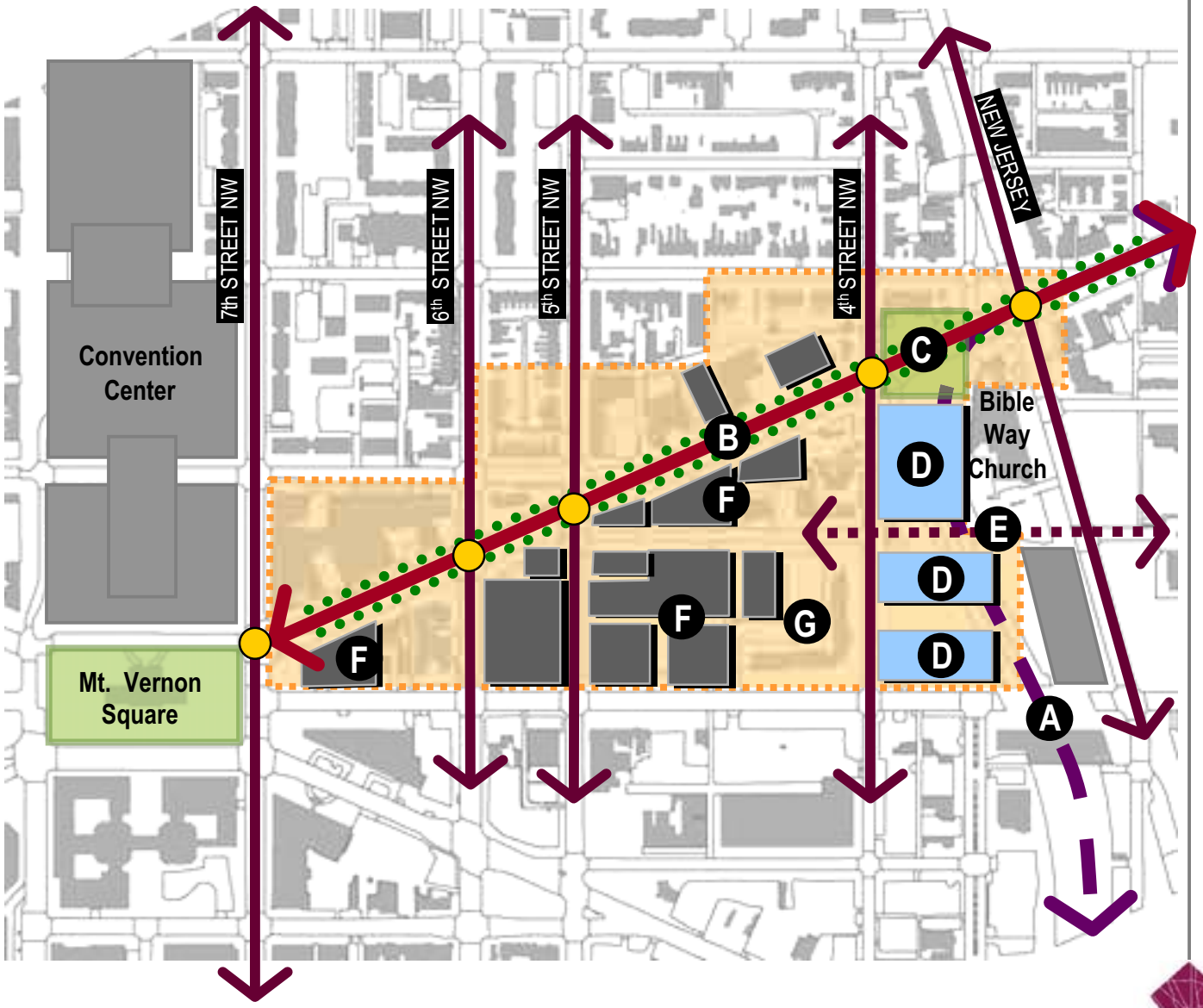
Note: All cell entries assume continued redevelopment of the area.

Big Ideas Overview | Figure 6.3



Zone 6: Framework Plan

Figure 6.4



Recommendations:

A. Regional traffic is located in tunnel under New York Avenue from New Jersey to North Capitol

B. New York Ave becomes an "address street" for new mixed-use development

C. Opportunity exists for new public square or park at 4th Street NW to provide an amenity for the neighborhood and new development

D. Former I-395 entrance becomes a prominent redevelopment site since I-395 will be in tunnel below

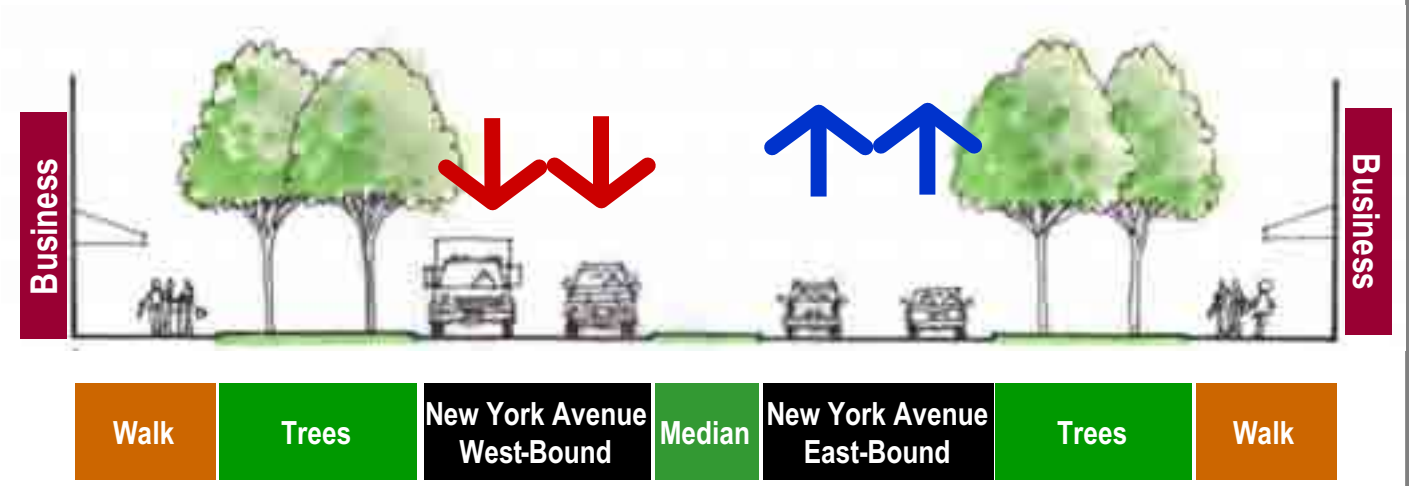
E. Opportunity exists to reconstruct L Street to reconnect neighborhoods

F. New buildings can help define New York Avenue edge

G. Design guidelines for new development are needed to ensure lively street edge and neighborhood compatibility

Zone 6: Section Views

Figure 6.5

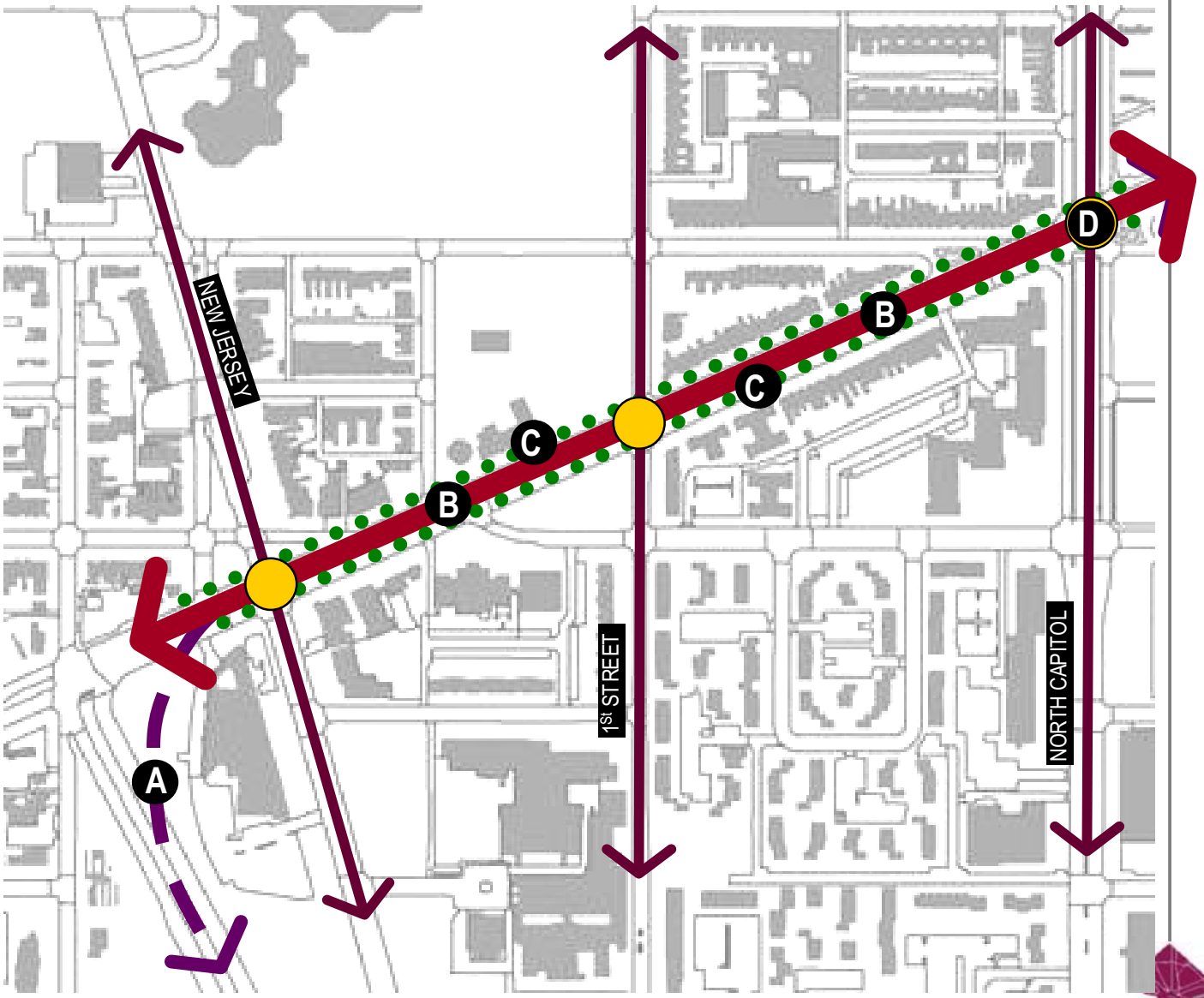


Currently (upper left), New York Avenue from Mt. Vernon Square to New Jersey offers a number of older buildings of with interesting architectural character as well as a number of vacant sites attractive for development in support of the Convention Center and on-going planning efforts in the Mt. Vernon Triangle area.

The recommendation of the New York Avenue Corridor Study is to create a more vibrant and enticing streetscape and a pedestrian scale that invites people to walk from neighborhoods and the Convention Center to business establishments that are envisioned to line this "Downtown Avenue." A typical Section view is shown (lower left) illustrating the proposals to create broad pedestrian walkways and ample separation of pedestrians from vehicular traffic through the use of generous landscape planting zones. A grassy median is also proposed which can also be used for left turn lanes at intersections.

Zone 5: Framework Plan

Figure 6.6



Recommendations:

A. Regional traffic is in tunnel under New York Avenue from existing I-395 to east of North Capitol Street

B. Focus for New York Avenue is on neighborhood and Downtown traffic

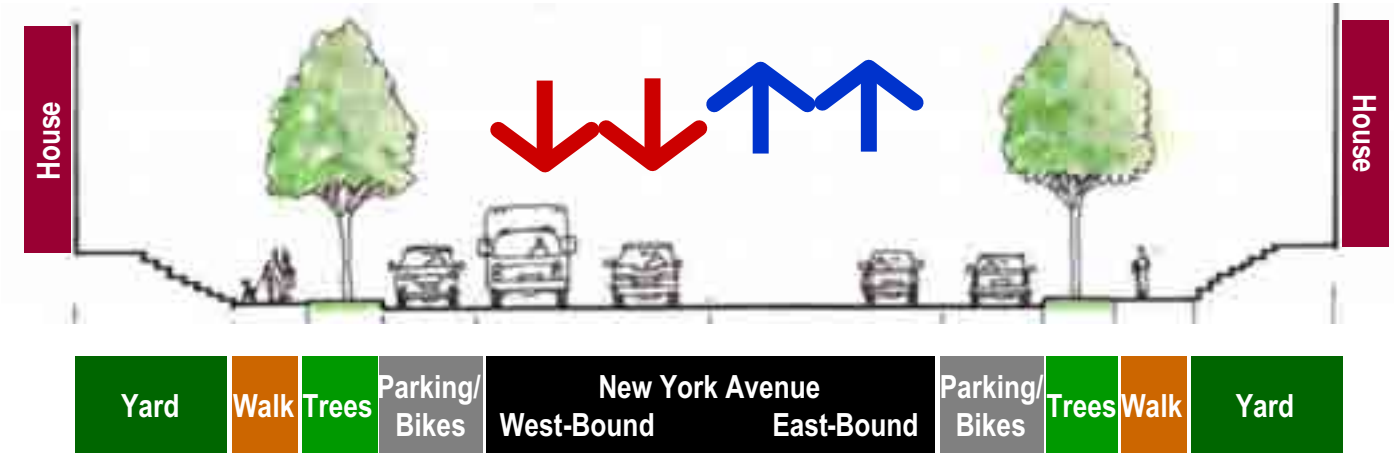
C. Existing curb-side lane can be used for on-street parking, better pedestrian/ bike access and/ or a landscape zone

D. North Capitol Street is raised to intersect with New York Avenue at grade (to permit I-395 to be extended below grade)

Examples of residences that would benefit from one half of the traffic being removed from New York Avenue under the I-395 tunnel concept.

Zone 5: Section Views

Figure 6.7

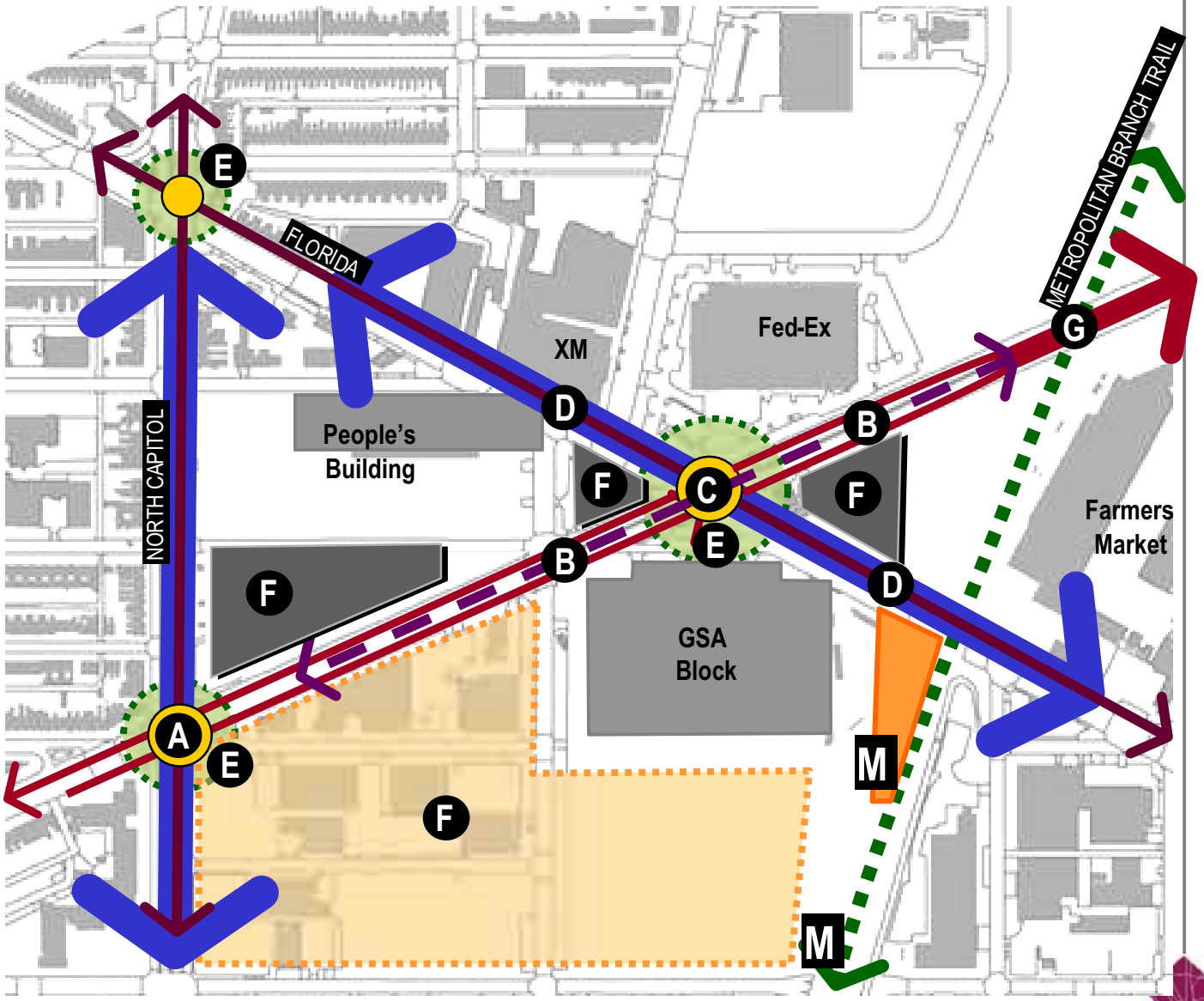


Currently (upper left), traffic attempting to use New York Avenue to connect with I-395 in the vicinity of New Jersey Avenue creates a high degree of congestion and delay. This same volume of traffic creates unsafe conditions for pedestrians and affects the quality of life as New York Avenue passes through neighborhoods between New Jersey Avenue and North Capitol Street (upper right).

The recommendation of the New York Avenue Corridor Study is to create a "Neighborhood Avenue" through this zone by putting all the I-395-bound traffic (about half the traffic volume) in a tunnel below New York Avenue. This would allow New York Avenue to become more of a residential street. A typical section view is shown (lower left) illustrating the proposals to create dedicated parking or bicycle lanes from one of the traffic lanes that would no longer be needed and the creation of attractive, safe pedestrian walking zones.

Zone 4: Framework Plan

Figure 6.8



Recommendations:

A. Existing North Capitol tunnel under New York Avenue is removed and an at-grade intersection is constructed

B. With the Bridge option or an At-Grade option, regional traffic (I-395 outbound) comes to the surface between North Capitol Street and First Street, NE. It connects over or through Florida Avenue and then merges with local traffic on top of the bridge over the railroad tracks.

C. Florida Avenue intersection is improved to meet local and regional traffic needs and provide additional turning movements

D. Pedestrian connections on Florida and North Capitol are enhanced to better serve neighborhoods, Metro, and Florida Avenue development

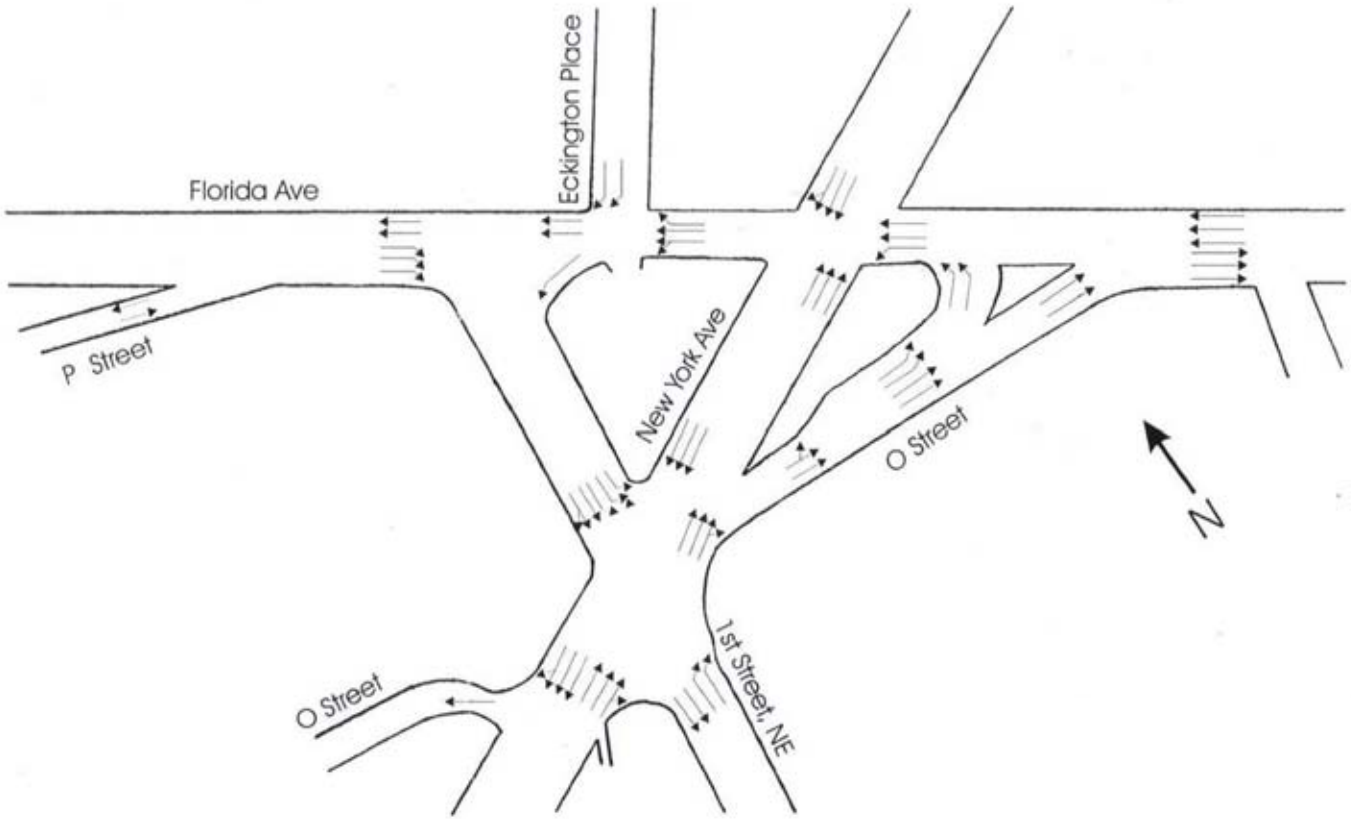
E. Special "identity focal points" create active pedestrian spaces and help to tie Florida, North Capitol and New York Avenue together

F. Use new buildings and design guidelines to define spaces and street edges, and to encourage pedestrian activity

G. Create a connection between bike and pedestrian facilities along New York Avenue with the Metropolitan Branch Trail

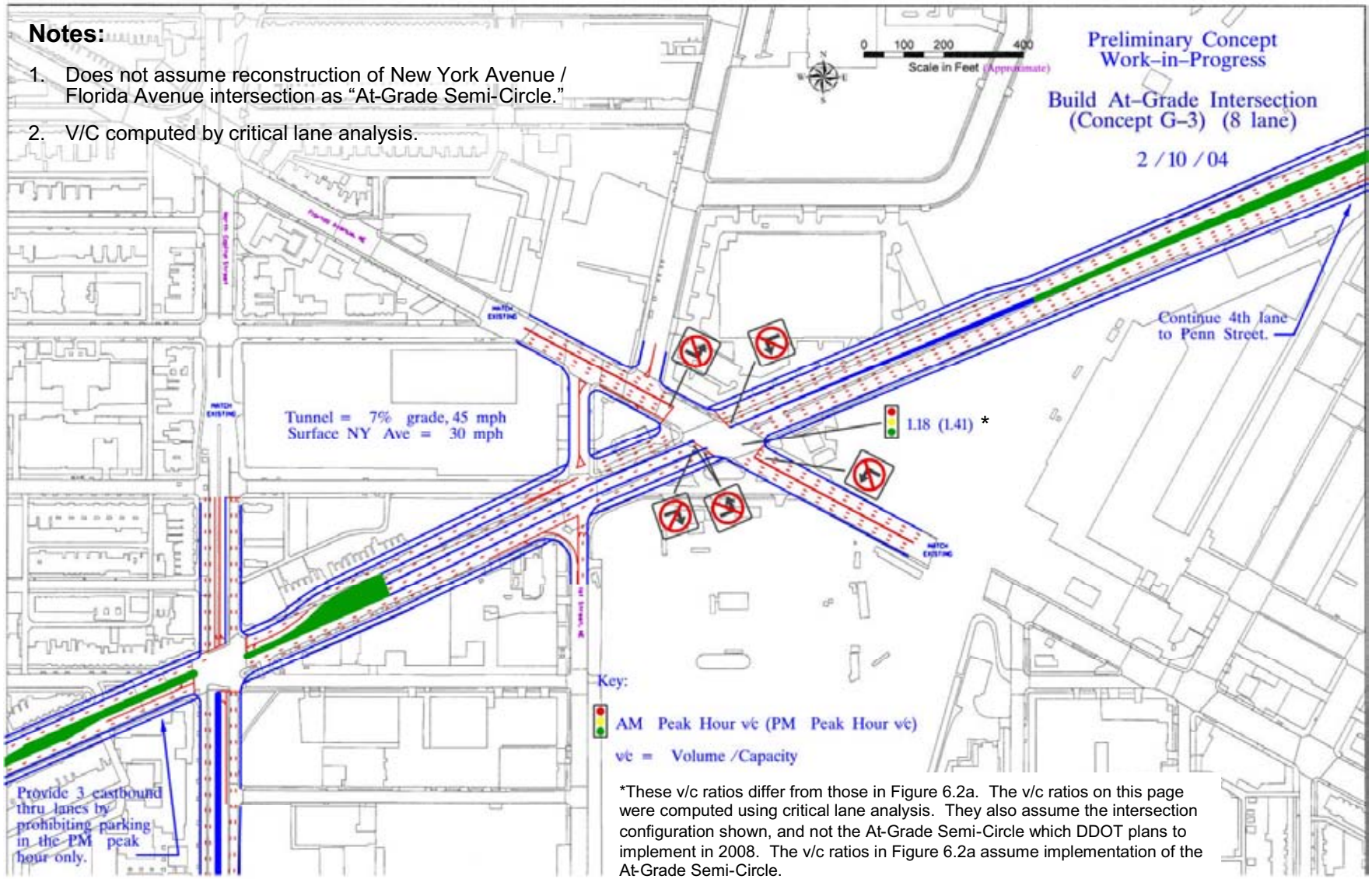
Zone 4: Florida Avenue Interim Improvement Concept At-Grade Semi-Circle

Figure 6.9



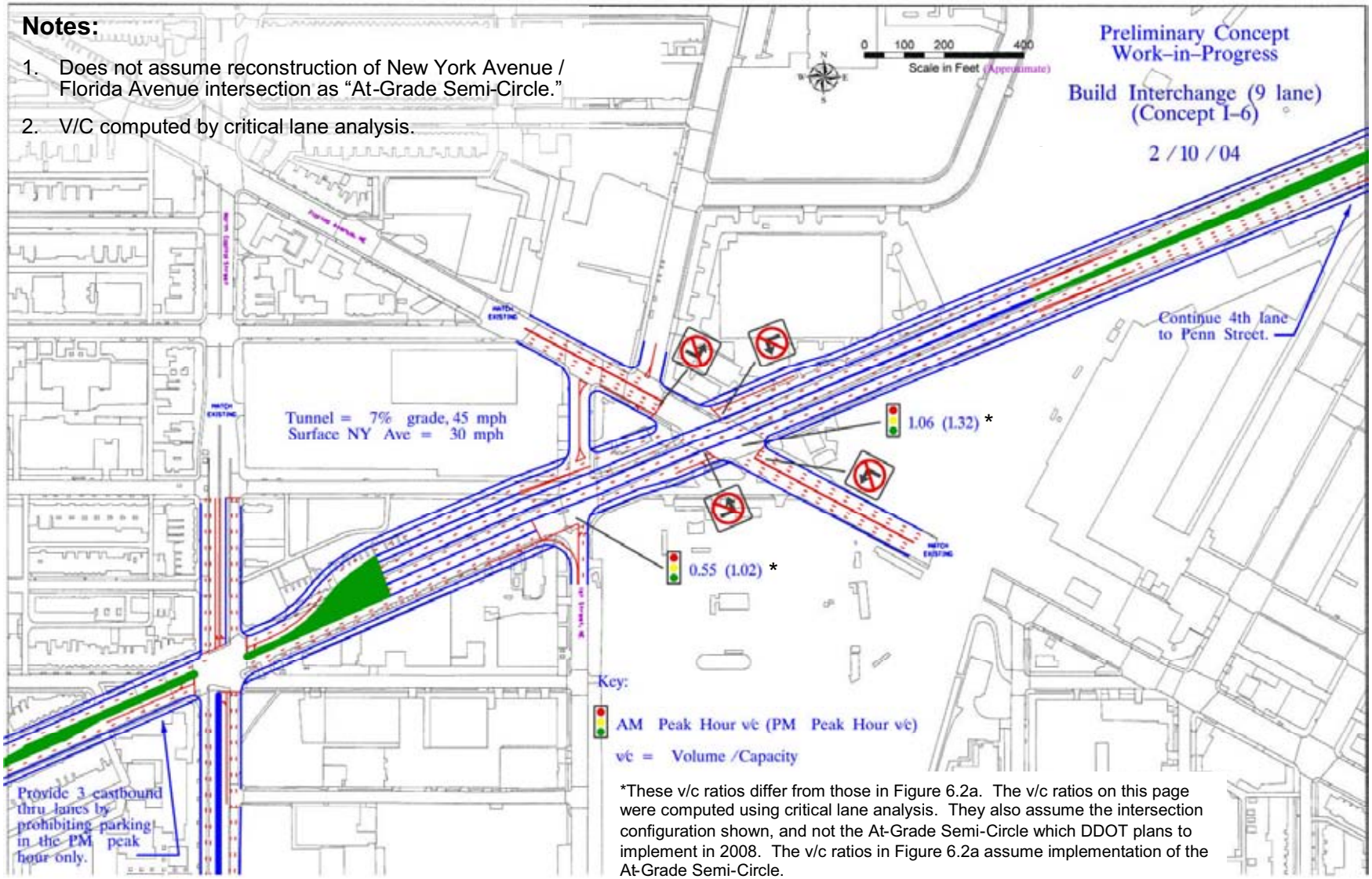
An interim improvement concept for the New York Avenue / Florida Avenue intersection set to be constructed by 2008.

Zone 4: Florida Avenue At-Grade Intersection Concept (G-3) | Figure 6.10



*These v/c ratios differ from those in Figure 6.2a. The v/c ratios on this page were computed using critical lane analysis. They also assume the intersection configuration shown, and not the At-Grade Semi-Circle which DDOT plans to implement in 2008. The v/c ratios in Figure 6.2a assume implementation of the At-Grade Semi-Circle.

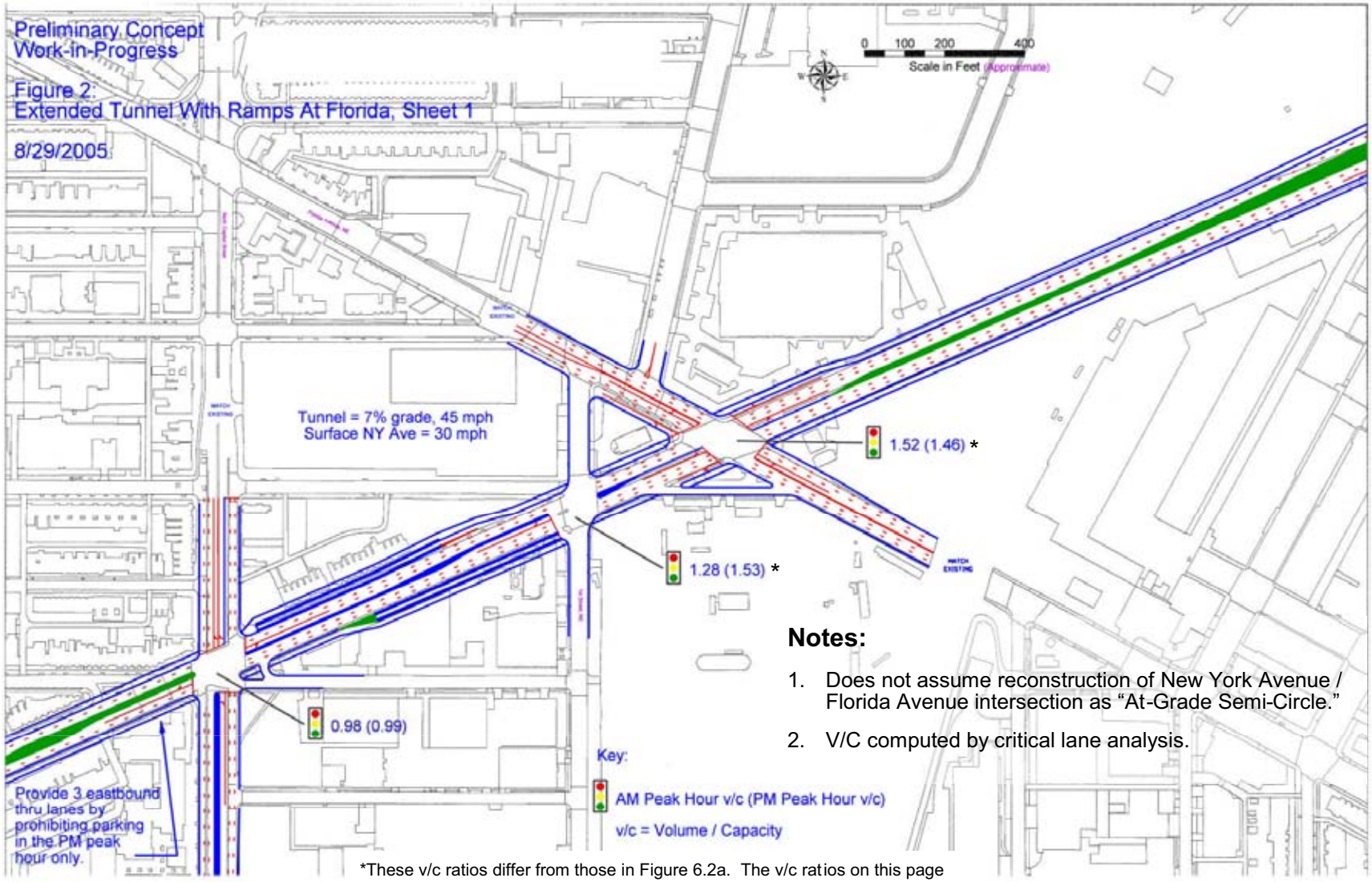
Zone 4: Florida Avenue Bridge Concept (I-6) | Figure 6.11



*These v/c ratios differ from those in Figure 6.2a. The v/c ratios on this page were computed using critical lane analysis. They also assume the intersection configuration shown, and not the At-Grade Semi-Circle which DDOT plans to implement in 2008. The v/c ratios in Figure 6.2a assume implementation of the At-Grade Semi-Circle.

Zone 4: Florida Avenue Extended Tunnel Concept With Ramps at Florida Avenue – Sheet 1

Figure 6.12



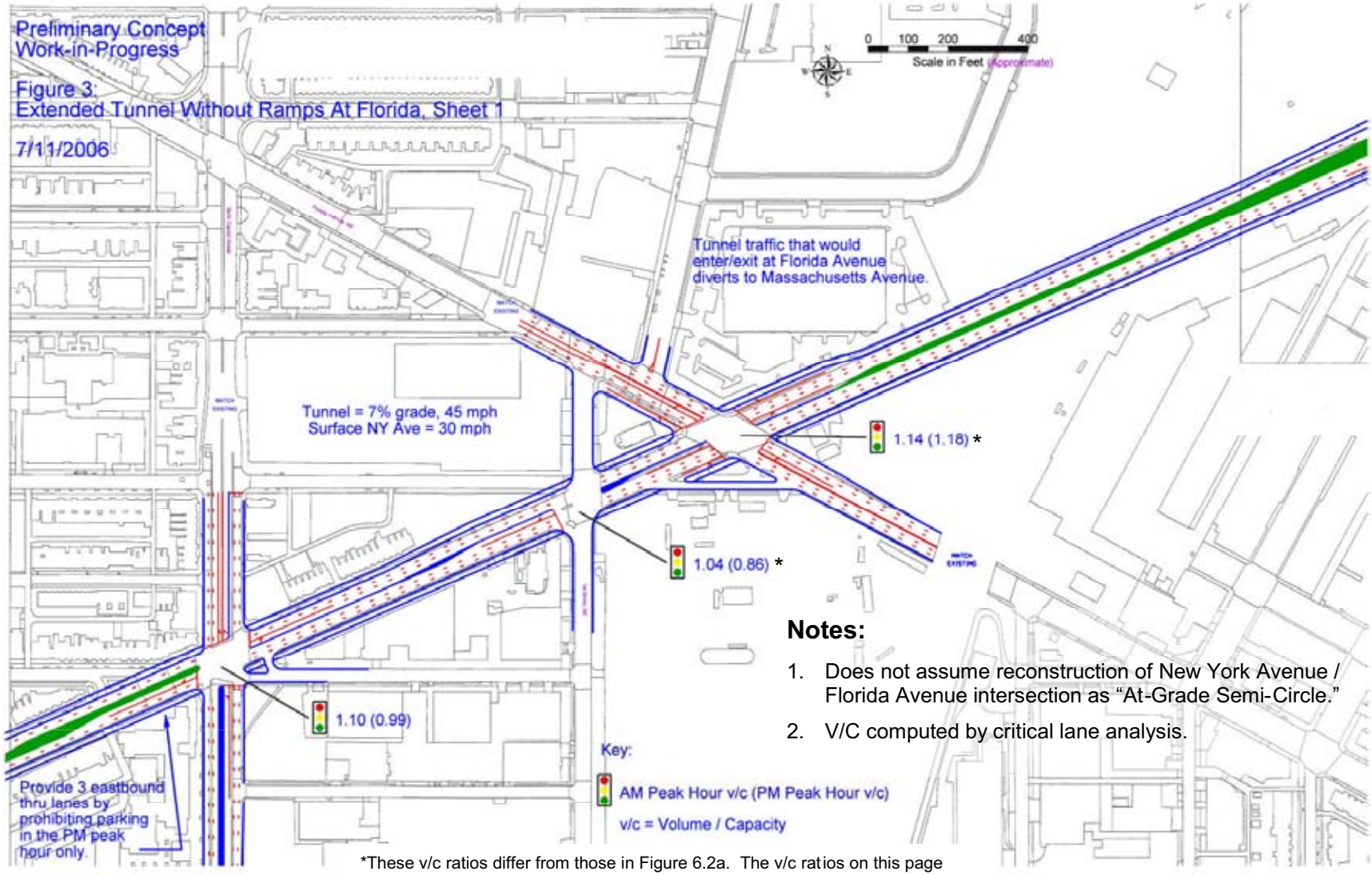
Notes:

1. Does not assume reconstruction of New York Avenue / Florida Avenue intersection as "At-Grade Semi-Circle."
2. V/C computed by critical lane analysis.

*These v/c ratios differ from those in Figure 6.2a. The v/c ratios on this page were computed using critical lane analysis. They also assume the intersection configuration shown, and not the At-Grade Semi-Circle which DDOT plans to implement in 2008. The v/c ratios in Figure 6.2a assume implementation of the At-Grade Semi-Circle.

Zone 4: Florida Avenue Extended Tunnel Concept Without Ramps at Florida Avenue – Sheet 1

Figure 6.13



Notes:

1. Does not assume reconstruction of New York Avenue / Florida Avenue intersection as "At-Grade Semi-Circle."
2. V/C computed by critical lane analysis.

*These v/c ratios differ from those in Figure 6.2a. The v/c ratios on this page were computed using critical lane analysis. They also assume the intersection configuration shown, and not the At-Grade Semi-Circle which DDOT plans to implement in 2008. The v/c ratios in Figure 6.2a assume implementation of the At-Grade Semi-Circle.

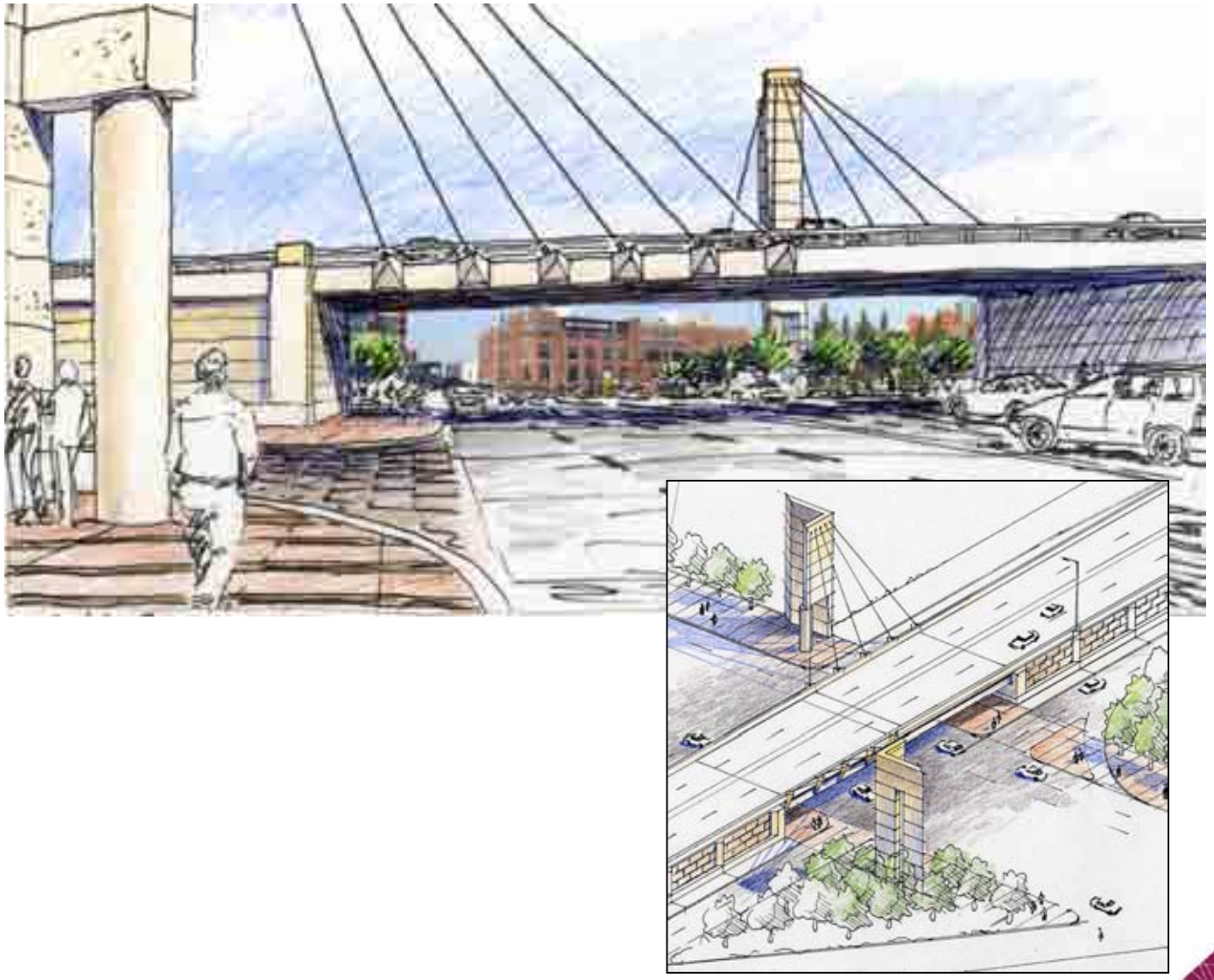
Zone 4: Florida Avenue Artistic Tunnel Concept Sketch

Figure 6.14

One option to address anticipated traffic congestion from the I-395 tunnel extension as well as additional traffic from new development at Florida Avenue is to have New York Avenue bridge over Florida Avenue, and to remove I-395 traffic from New York Avenue to the west of Florida Avenue via a tunnel. The illustration to the left shows an aerial view along Florida Avenue looking northwest at New York Avenue.

Zone 4: Florida Avenue Artistic Bridge Concept Sketch

Figure 6.15

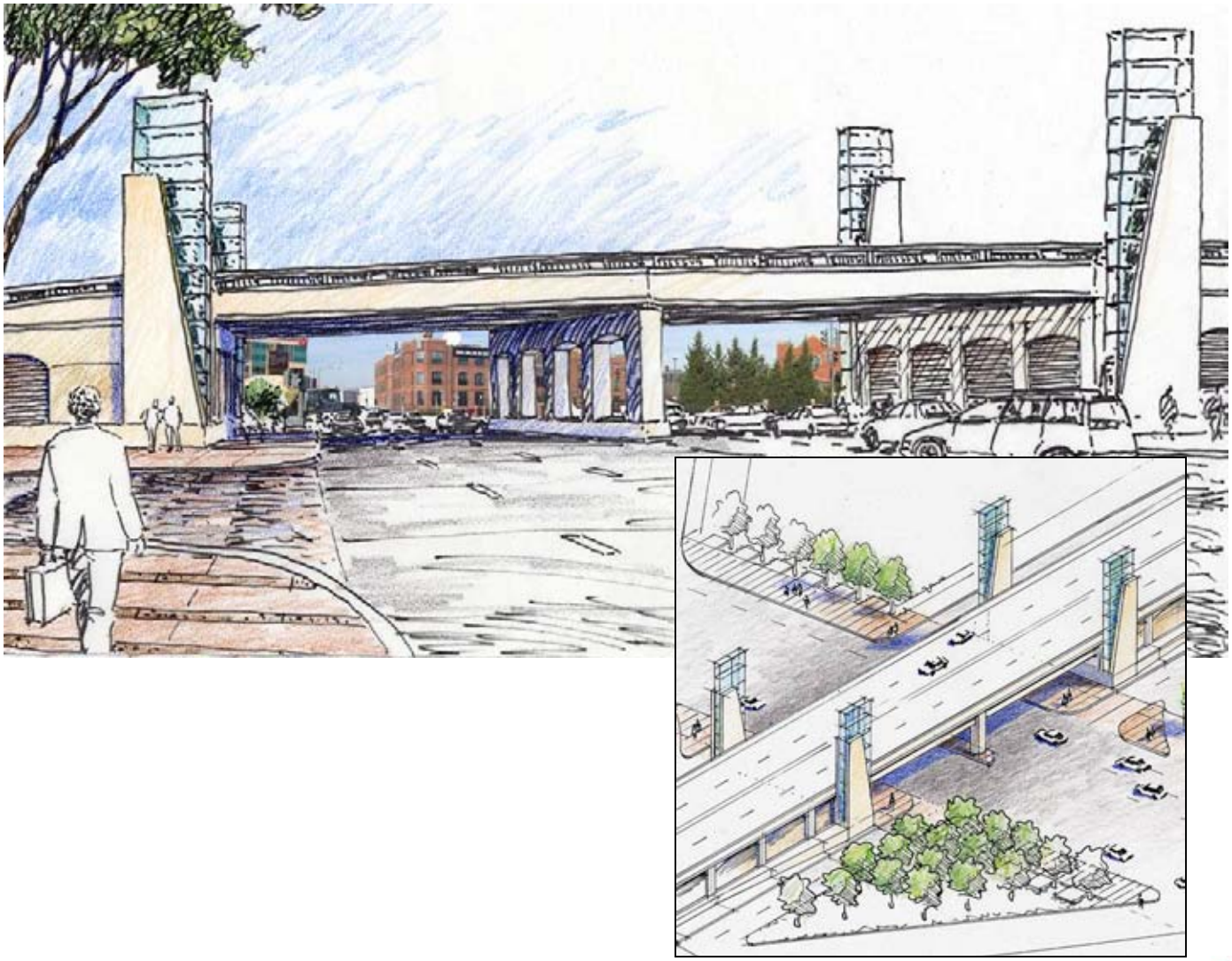


One option to address anticipated traffic congestion from the I-395 tunnel extension as well as additional traffic from new development at Florida Avenue is to have New York Avenue bridge over Florida Avenue. An artistic 'cable-stay' bridge approach could be employed that would provide unblocked views and a quality pedestrian environment along Florida Avenue. The illustration to the left shows the pedestrian view along Florida Avenue looking northwest at New York Avenue.

Artistic towers could be used to create a contemporary signature gateway to the area (lower left). Pedestrian zone wall treatments at the bridge could reference historic materials used at nearby railroad underpasses (below). Alternatively, retail establishments could be provided under the bridge to enliven the space.

Zone 4: Florida Avenue Traditional Bridge Concept Sketch

Figure 6.16

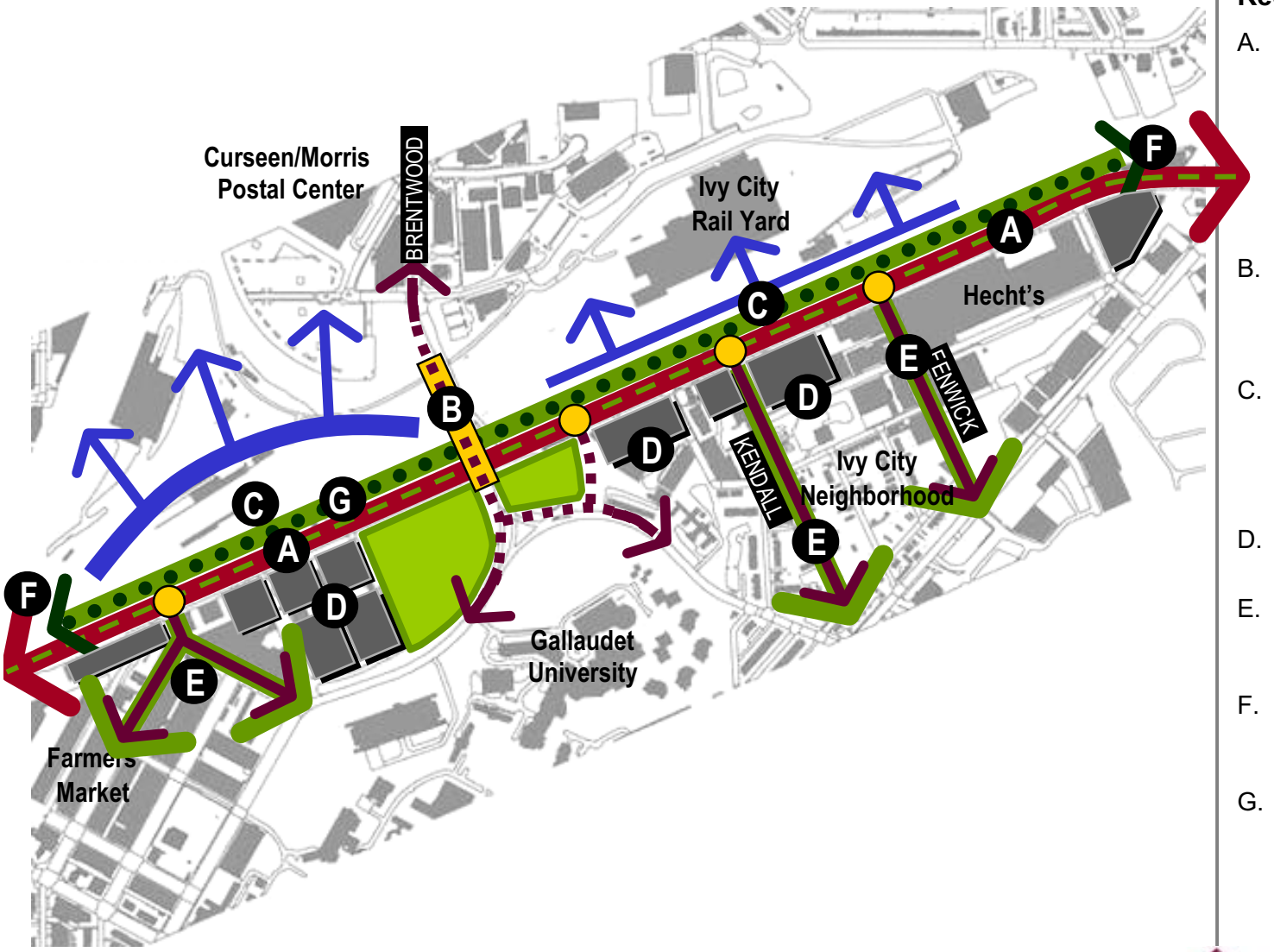


One option to address anticipated traffic congestion from the I-395 tunnel extension as well as additional traffic from new development at Florida Avenue is to have New York Avenue bridge over Florida Avenue. A traditional, conventionally supported bridge design could be employed that could provide a monumental entry opportunity and a quality pedestrian environment. The illustration to the left shows the pedestrian view along Florida Avenue looking northwest at New York Avenue.

Bridge abutment treatments in a contemporary design in reference to the Convention Center (below) could be used to create a signature gateway to the area (lower left).

Zone 3: Framework Plan

Figure 6.17



Recommendations:

A. Landscape median and left turn lanes added for inbound traffic at key intersections such as Penn Street, Brentwood Parkway / Ninth Street Bridge connector, Kendall Street, and Fenwick Street, NE

B. New bridge constructed at Ninth Street / Brentwood Parkway to replace existing bridge

C. New linear park and promenade with bike and pedestrian ways is created and offers prominent views to rail yard and the District

D. Use new buildings to reinforce street edge

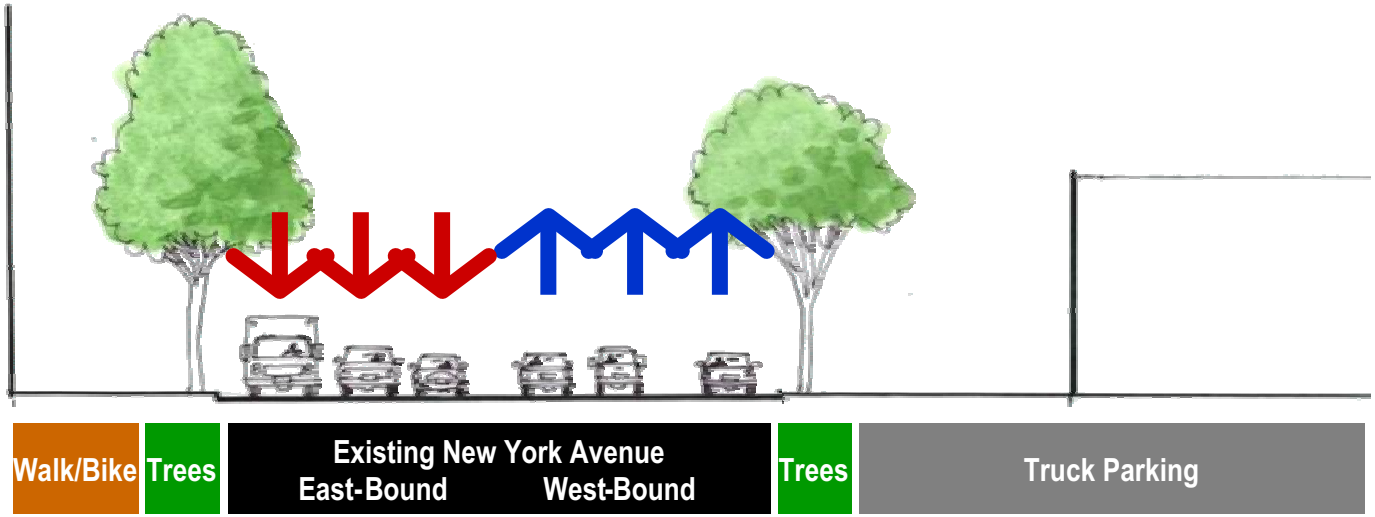
E. Extend image to connect to neighborhoods and Farmers Market

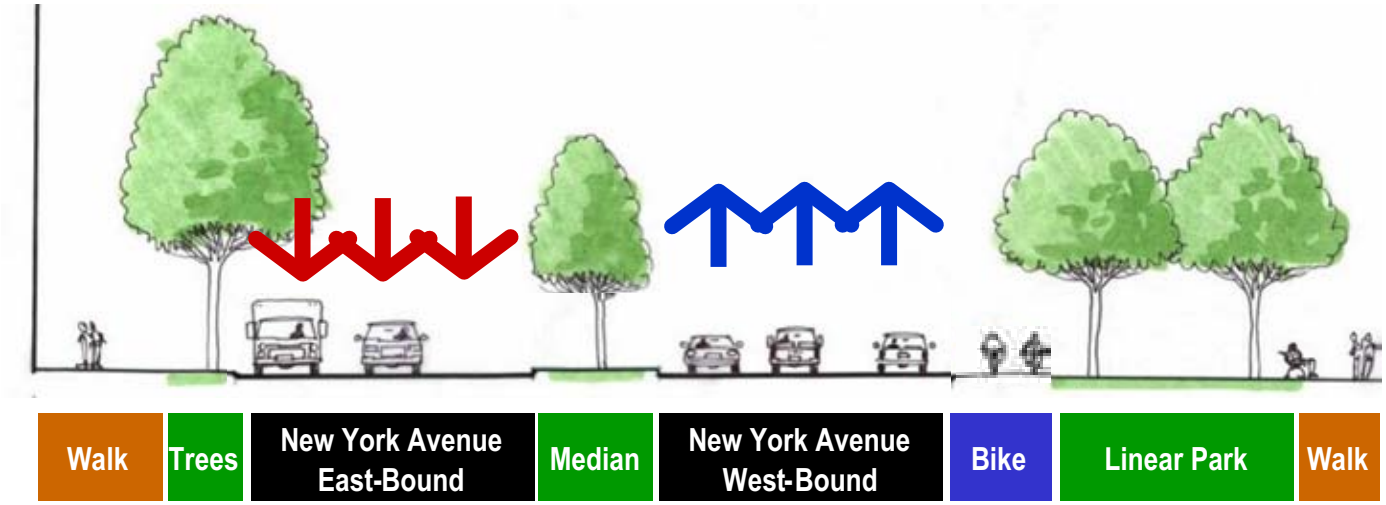
F. Connect linear park to Metropolitan Branch Trail and Arboretum

G. With Extended Tunnel concept, regional traffic (I-395 outbound) comes to the surface between Penn Street, NE and Ninth Street, NE

Zone 3: Section Views

Figure 6.18





Currently (upper left), New York Avenue in the vicinity of the Hecht's Warehouse presents the image of a congested avenue. The south side of the roadway (left side of the drawing) features a generous sidewalk area and mature trees that appear to be in reasonable condition. The north side of the roadway features little or no landscape or pedestrian areas and what trees that do exist are in poor condition (below). Study Team proposals include widening New York Avenue to accommodate a median and one and two left turn lanes at key intersections. The Study Team recommends widening New York Avenue to the north side (lower left) which would remove existing truck parking areas and a few minor building structures. Instead, a linear park and promenade is recommended and is illustrated in Figure 6.14.

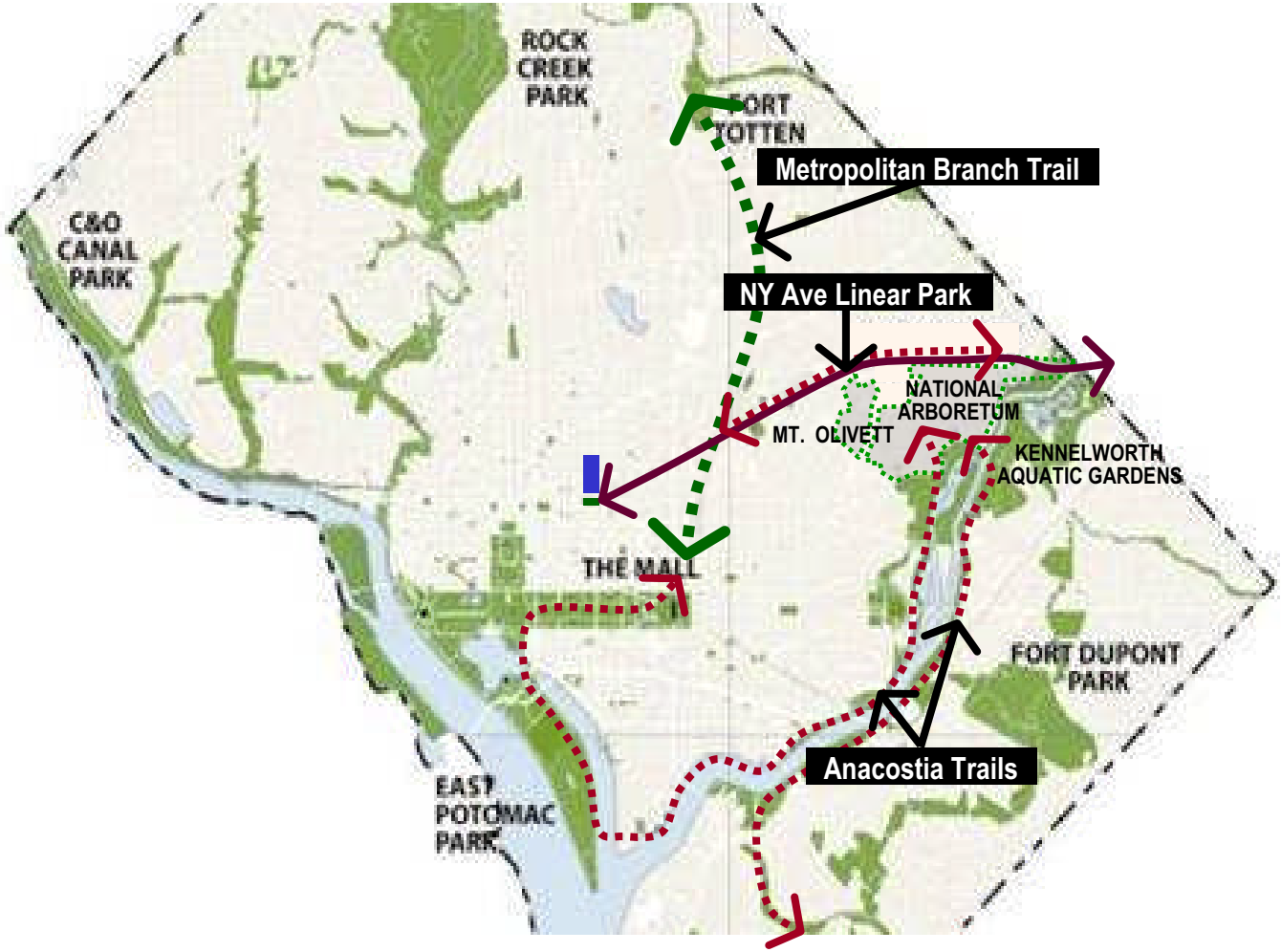
Zone 3: Linear Park Concept View and Sketch

Figure 6.19

Study Team members recommend transforming the existing truck parking area on the north side of the roadway (upper left) into an inviting boulevard appearance with a linear park (lower left) and promenade that would offer District views of the Ivy City Rail Yard and neighborhoods to the north (below).

Zone 3 : Regional Bike Trail Linkage Concept

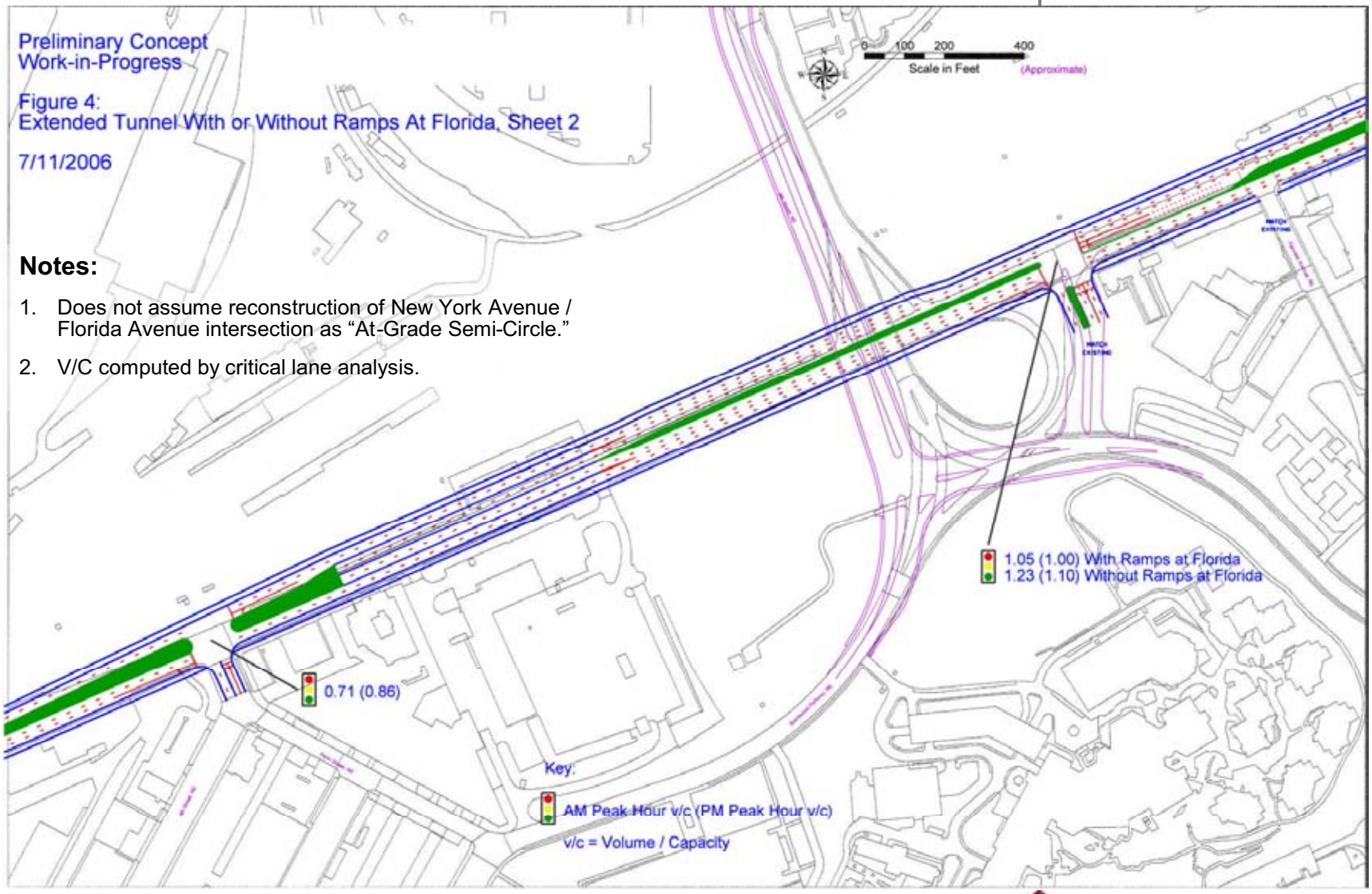
Figure 6.20



The Study Team recommends construction of a dedicated bikeway on the north side of the Corridor east of Florida Avenue to connect the Metropolitan Branch Trail to the Anacostia Trails. This would create a seamless bike trail loop linking to Union Station and The Mall, through East Potomac Park, along both sides of the Anacostia River, to Kenilworth Aquatic Gardens and the National Arboretum. Linkages for the trail from New York Avenue to the Anacostia River need further study but could potentially include routes through the Arboretum, across the un-used railroad overpass west of Montana Avenue (below), or by some other method.

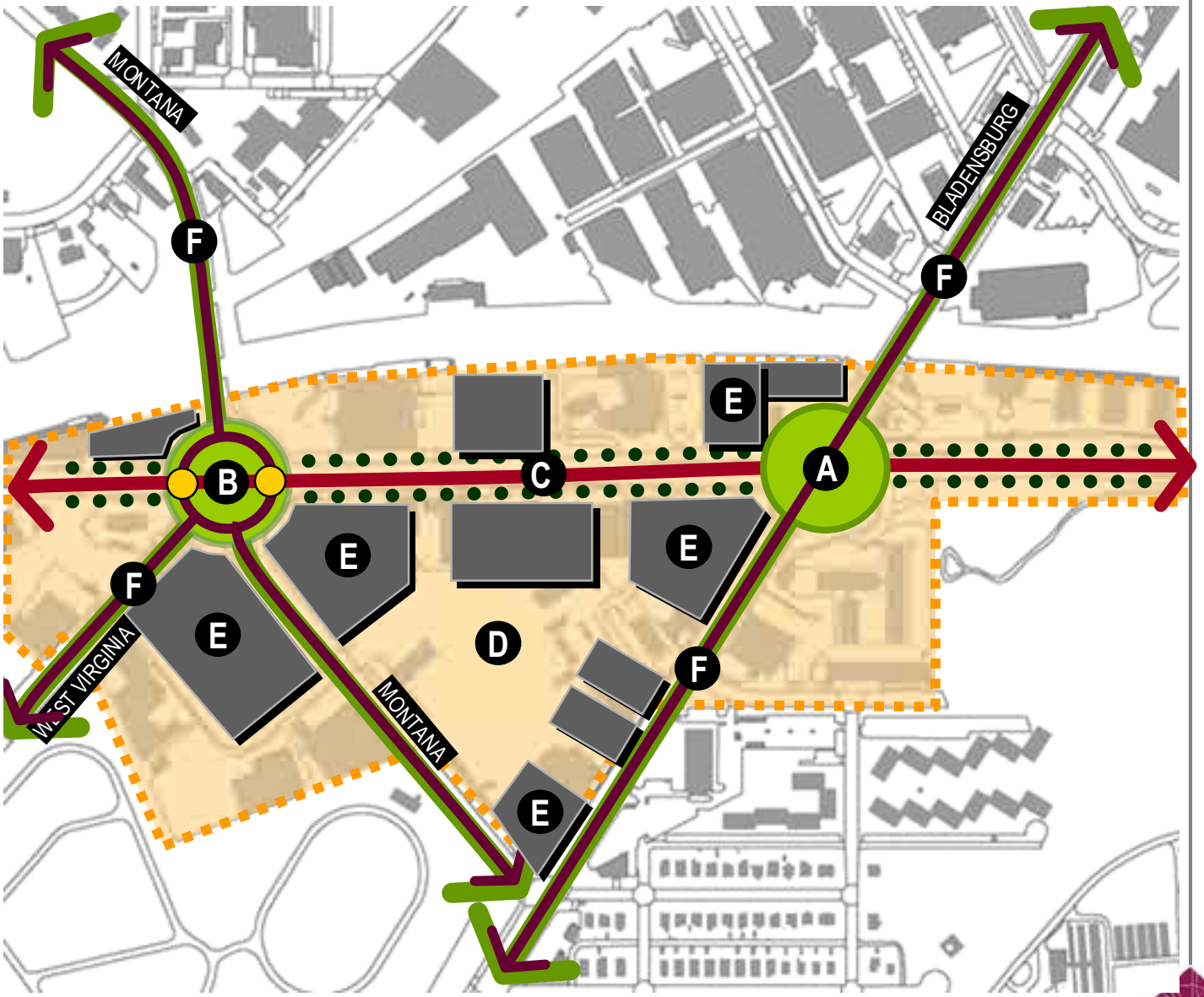
Zone 3: Florida Avenue Extended Tunnel Concept With / Without Ramps at Florida Avenue – Sheet 2

Figure 6.21



Zone 2: Framework Plan

Figure 6.22



Recommendations:

A. Create a new interchange and focal point image at Bladensburg Road

B. Enhance traffic circle image at Montana Avenue

C. Improve landscape edges along roadway

D. Create architectural guidelines overlay zone for new buildings to encourage more urban setbacks, heights, materials and pedestrian environment

E. Orient and site new buildings to reinforce focal points and roadway edge

F. Extend image to connect to neighborhoods along Bladensburg Road, Montana Avenue, and West Virginia Avenue

Zone 2: Montana Avenue Concept Sketch

Figure 6.23

The Study Team proposes enhancing the appearance of the remnant traffic circle at Montana Avenue (lower left) by the creation of a strong tree edge around the perimeter of the circle and creation of a semi-circular sculptural wall, art or monument in the two center halves of the circle. A view looking from the northwest corner of New York Avenue and Montana Avenue illustrates these concepts (upper left).

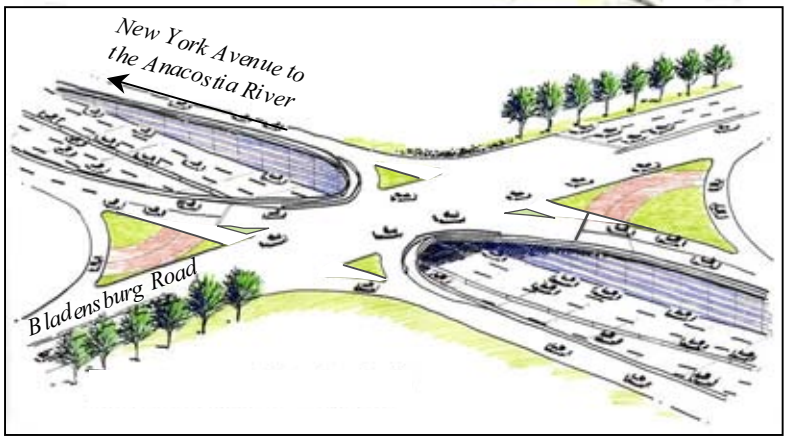
As this area is anticipated to redevelop in the future, it is hoped that such development could be urban in size, scale, orientation and materials. Examples of appropriate urban treatments for commercial development in central Atlanta are seen as good examples of what is envisioned in this area (lower right and below).

Zone 2: Bladensburg Road Concept Sketch

Figure 6.24

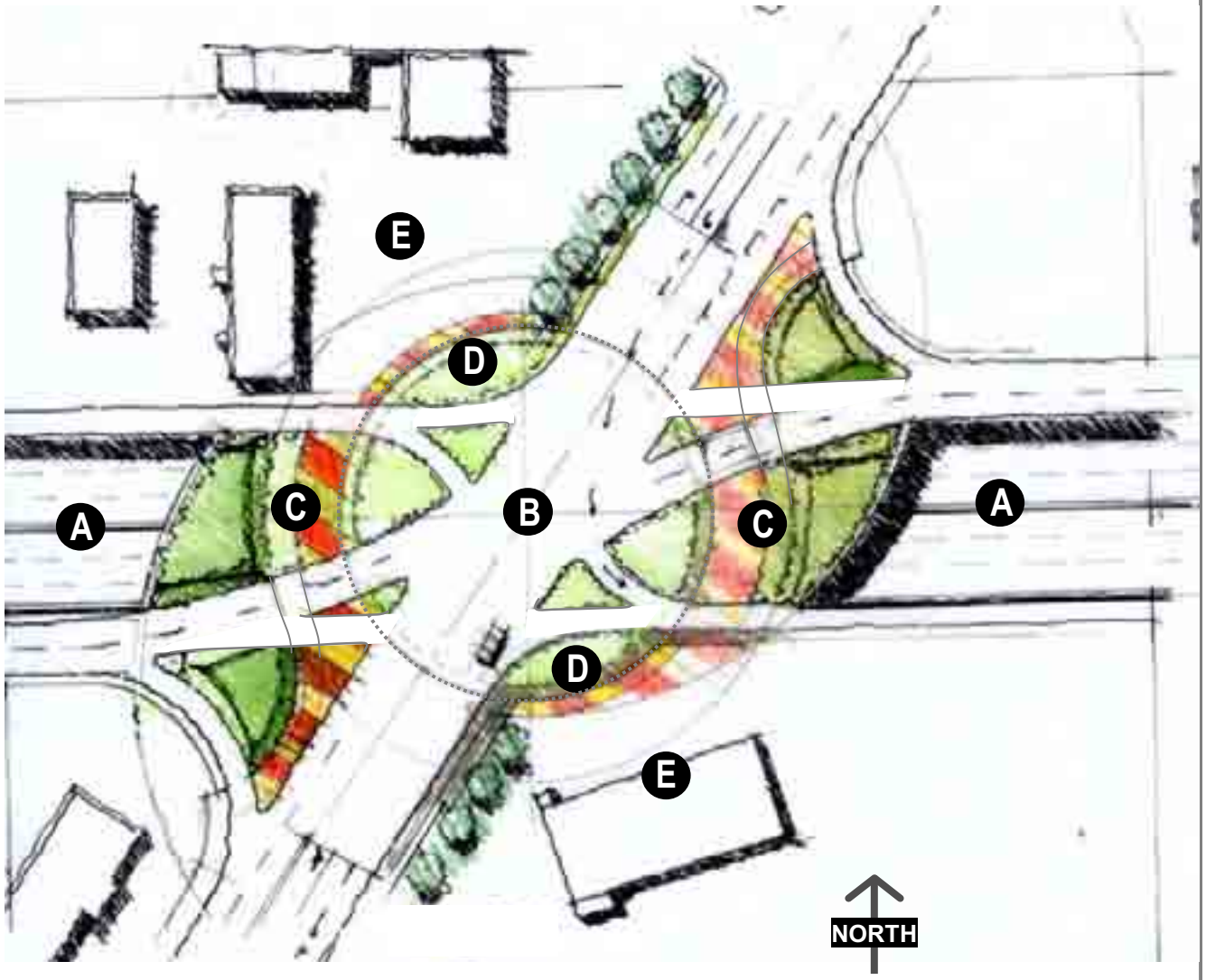
The Study Team proposes transforming the existing high-accident intersection at Bladensburg Road by reconstructing New York Avenue below Bladensburg Road similar to many traditional DC traffic circles (below). Traffic wishing to connect between the two roadways would do so via a "single-point urban diamond" interchange configuration (lower right and Figure 6.19) or a tight diamond interchange. Significant landscape and pedestrian areas would be added to either concept (upper left).

Although only a couple of properties would be impacted by the intersection improvements (immediate northeast and southwest corners only), the Study Team anticipates the potential transformation from existing development (lower left) to a more urban character (upper left).



Zone 2: Bladensburg Road Concept Plan

Figure 6.25



Recommendations:

A. New York Avenue is reconstructed below grade to pass under Bladensburg Road

B. Create a new "single-point urban diamond" interchange or "tight diamond" interchange

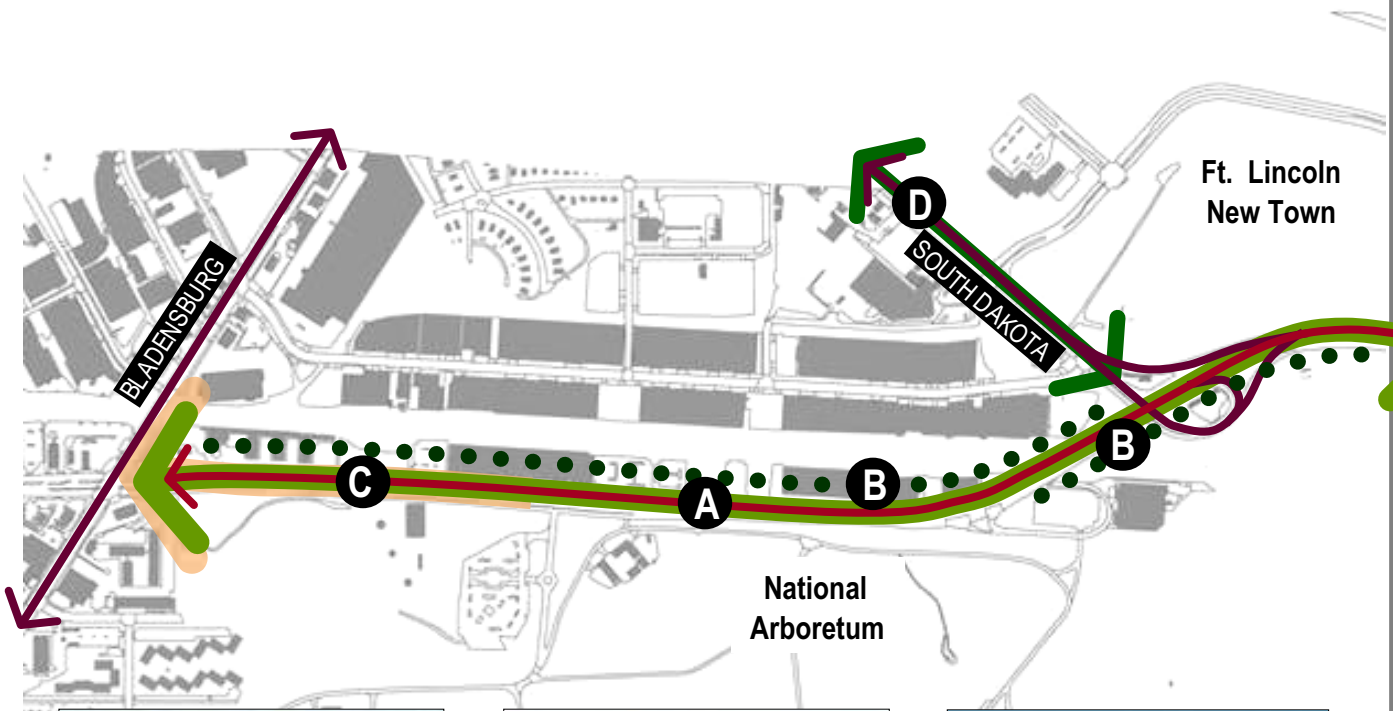
C. Increase overpass deck for pedestrian and landscape enhancements

D. Create a traffic circle image using plantings and pedestrian paving

E. Create opportunities for new development that responds to circle

Zone 1: Framework Plan

Figure 6.26



Recommendations:

A. Create an "Urban Boulevard" image in the Corridor

B. Create bicycle and pedestrian facilities along New York Avenue between Bladensburg Road and the Anacostia River. Enhance edge plantings to define boulevard edge and to better screen buildings

C. Use stone on median barrier and edge walls on tunnel approach to grade separated "circle" at Bladensburg Road

D. Extend image on South Dakota Avenue to connect to neighborhoods

Photographs (far left and middle left) showing different "Super Arterial" treatments that exist in this section of the Corridor and along the Baltimore-Washington Parkway (near left).

Zone 1: Urban Boulevard Images

Figure 6.27

Study Team members propose adding a number of "urban" design elements to the super arterial portion of New York Avenue between the Anacostia River and Bladensburg Road. Team members felt this zone needed to provide a transition from the more rural and natural appearing Baltimore-Washington Parkway to the urban DC avenue that is New York Avenue west of Montana Avenue. Although this zone functions as a highway, there are a number of design elements and treatments that can be added to create a unique urban feeling. Some of these ideas include: raised planting zones and a higher level of lighting (far left), articulated planting walls and terraced landscape zones (upper right), use of brick for wall and overpass treatments (middle right), and use of stone, metal and concrete (lower right).

Potential Land Acquisitions

Chapter 7

7.1 Introduction

In general, at the eastern and western ends of the Corridor, the recommended improvements can be accommodated within the existing roadway right-of-way. During the course of this project, planners attempted to minimize the need to acquire active businesses or excessive amounts of land to accommodate the proposed improvements. Overall, the concepts proposed require approximately 6.6 acres of new right-of-way, but create an approximately 5.7 acre new development site on air-rights over I-395 south of its present intersection with New York Avenue.

The largest area of proposed land acquisition stretches from west of Montana Avenue to east of Florida Avenue. In this portion of the Corridor, the addition of a wider median and turn lanes would require the acquisition of approximately 4 acres of land. Since this would leave a remnant strip of land with little utility approximately 40 feet wide between the new right-of-way and the existing railroad right-of-way, it is recommended that this land be acquired as well for a total of approximately 9 acres. A linear park is proposed for this undevelopable remnant property.

The land acquisition estimates provided in this chapter were developed assuming construction of the Bridge concept. In general, the anticipated land acquisitions would be slightly less for the At-Grade and Extended Tunnel concepts in Zone 4. The Extended Tunnel concept would not require more land acquisition in Zone 3 than the Bridge concept, since the undevelopable remnant property is already assumed to be taken and used for the linear park. The exact amount of property takings required for each concept, and the exact properties to be taken, will be determined during detailed planning studies.

The character and right-of-way for New York Avenue changes widely from its eastern edge at Fort Lincoln and the District Line (top), through its middle section at Florida Avenue (middle) to its intersection with Mt. Vernon Square at the Convention Center (bottom).

7.2 Land Acquisitions

Figure 7.1: Land Acquisitions Table on the following page presents an overview of the property impacts associated with the recommended improvements proposed for each Improvement Zone. The following bullet points describe these calculations for each zone. Please note that acreage calculations throughout this memorandum are for planning purposes only and are based on take offs from sketch plan concepts. They are approximate only. No detailed engineering drawings or property surveys were available at this preliminary planning stage.

Zone 1:

- **Land Acquired** – One parcel of 0.5 acres.
- **Land Needed** – 0.2 of the 0.5 acres.
- **Commercially Developable Remnants** – No remnants created.
- **Commercially Undevelopable Remnants** – 0.3 acres.

Zone 2:

- **Land Acquired** – Parcels totaling 4 acres that are currently occupied by two restaurants and six other small businesses.
- **Land Needed** – Only the front 24 feet of these parcels are needed totaling 0.5 acres.
- **Commercially Developable Remnants** – 3.5 acres of highly developable commercial property will be available.
- **Commercially Undevelopable Remnants** – No remnants created.

Zone 3:

- **Land Acquired** – Parcels totaling 9 acres that are currently occupied by temporary parking, 2 businesses and one motel.
- **Land Needed** – Only the front 30 feet of these parcels are needed totaling 4 acres.
- **Commercially Developable Remnants** – The remaining property depth is too narrow (40 feet) for development.
- **Commercially Undevelopable Remnants** – 5 acres (40 feet by 5600 feet) remain and are proposed to be used for a linear park.

Zone 4:

- **Land Acquired** – Parcels or portions of parcels totaling 4.3 acres that are currently undeveloped (Jemal Block), have parking (FedEx Block), or a restaurant (Wendy's Block).
- **Land Needed** – 2.1 acres of these parcels are needed.
- **Commercially Developable Remnants** – The Jemal Block contains 1.8 acres of remaining developable land of the original 3 acre parcel.
- **Commercially Undevelopable Remnants** – The remaining 0.4 acres of the Wendy's Block is undevelopable.

Zone 5:

- No land acquisitions proposed.

Zone 6:

- **Commercially Developable Remnants** – A new 5.7 acre parcel is created in air-rights development over I-395.

Examples of property needed for roadway improvements from portions of a vacant lot in front of the People's Building (top), to an area used for truck parking by Hechts (middle), to the hub-cap shop (bottom).

Land Acquisitions Table

Figure 7.1

Land Acquisitions Table

Improvement Zone	Land Acquired (acres)	Land Needed (acres)	Commercially Developable Remnants (acres)	Commercially Undevelopable Remnants (acres)	New Park Opportunity (acres)	Zoning	Existing Uses Impacted	New Development Opportunity in DC (acres)
Zone 1	0.5	0.2	0.3	0.0	0.0	C-M-2	Checkers Drive Thru Restaurant	0.0
Zone 2	4.0	0.5	3.5	0.0	0.0	C-M-2	2 Restaurants, 4 Commercial Businesses	0.0
Zone 3	9.0	4.0	0.0	0.0	5.0	M	Truck Parking, 1 Motel, 2 Commercial Businesses	0.0
Zone 4	4.3	2.1	1.8	0.4	0.0	C-3-C	1 Restaurant	0.0
Zone 5	0.0	0.0	0.0	0.0	0.0		None	0.0
Zone 6	0.0	0.0	0.0	0.0	0.0		An open tunnel trench where I-395 now comes to the surface would be buried	5.5
Total	**17.8**	**6.8**	**5.6**	**0.4**	**5.0**			**5.5**

Notes:

Land Acquired: Includes acreage of total parcel if business taken or more than 30% of vacant parcel taken.

Zone 1: Commercially Developable Remnants: Assumes consolidation of Checkers remnant with adjoining parcels.

Zone 2: Land Acquired: Land acquisitions could be reduced some through alternative engineering design.

Zone 3: New Park Opportunity: Due to narrow width (40 feet x 5600 feet), assumes conversion to linear park.

Zone 4: Commercially Undevelopable Remnants: 1.8 is remnant of existing vacant 3.0 acre Jemal Block.

Zone 4: At-Grade Option Land Needed: Land needed for the At-Grade Intersection Option would be 1.5 acres.

Zone 6: New Development Opportunity: Includes new air-right development parcel over I-395.

Study Team members attempted to limit impacts and disruptions to businesses and residences in the consideration of improvement alternatives. Where possible, if additional right-of-way was needed to accommodate recommended improvements, this right-of-way was taken from the side of the road with the least number of impacts.

Even though in many cases the actual building structure is not impacted, if some of the property, such as the frontage, was needed for roadway improvements, then this was counted as an impact. Many of these properties, however, could remain in active use (with alternative accommodations for parking) or could be re-used or assembled for redevelopment.

Environmental Analysis | Chapter 8

8.1 Introduction

Environmental analyses of the recommendations of the Final Report were performed at a preliminary level. This level of detail is appropriate to identify potential environmental concerns, but does not provide the level of detail required for an environmental assessment or environmental impact statement as defined by the National Environmental Policy Act (NEPA) and implementing regulations.

8.2 Impacts to the Manmade Environment

The majority of the work proposed within the study area will remain within the New York Avenue right-of-way. However, there will be some impacts to the residential community along New York Avenue immediately west of North Capitol Street. Although no property takings are contemplated, there will be impacts related to construction activities (i.e. dust, noise, temporary road closures, etc.) associated with the proposal to extend I-395 in a tunnel beneath New York Avenue from 4th Street, NW to some point east of North Capitol Street. Once completed, there should be substantial beneficial effects to this community by removing the traffic destined to and from I-395 (and its associated noise and air pollution) from this segment of New York Avenue, making it safer for pedestrians and enhancing its quality as a residential area.

Although only indirect impacts are anticipated to the existing residential communities surrounding New York Avenue, direct impacts can be expected to the commercial and industrial community within the study area. Some mixed commercial and industrial areas will be displaced by this project. The intersection of New York Avenue and Bladensburg Road, where improvements may be created, will potentially require widening the four corners adjacent to the intersection. Three of these corners have gas stations. Additionally, the businesses along New York Avenue near the Bladensburg Road intersection will likely experience disruptions to their access to New York Avenue during the period of construction, and may likely require the provision of new access routes once the roadway improvements are completed.

As a result of the roadway widening, there may be a need to acquire portions of the railroad property, however the majority of work should remain within the existing roadway right-of-way. Taking this area north of New York Avenue, as opposed to south of New York Avenue, minimizes additional impacts to historic property, churches, an animal shelter, and National Park Service property.

The majority of displacements will occur just west of Florida Avenue. Construction of the I-395 tunnel will cause impacts to approximately two blocks, located west of Florida Avenue, east of North Capitol Street and bounded by P Street to the north and N Street to the south. The area consists of mostly small scale commercial establishments including a fast food restaurant and a gas station. In addition, there is a large FedEx building located east of Florida Avenue and north of New York Avenue. Acquisition of some property may be required from this site, and detailed engineering studies will be required to avoid displacement of the building itself.

8.3 Environmental Justice

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," provides the administrative foundation for ensuring that the Federal government does not support programs, policies, and activities that have a disproportionate effect on minority and low-income populations. Year 2000 Census tract information was used to initiate the identification of minority and low-income populations, which the U.S. Department of Transportation defines as populations with significant concentrations of African-American, Hispanic, Asian, and Native American people, or populations with incomes at or below the federal poverty level (DOT, 1997).

The New York Avenue Corridor study area consists of a predominantly minority population, according to the census data. Additionally, the majority of the area also has over 20 percent of its population below the federally defined poverty level. Therefore, the impacts of the proposed New York Avenue Corridor projects will unavoidably affect minority and low-income populations. However, many of the impacts are beneficial – such as removing regional traffic from the residential neighborhood immediately adjacent to New York Avenue between North Capitol Street and 4th Street, NW. Most of the adverse impacts of the proposed projects will be temporary impacts associated with construction. Yet, with an already initiated combination of public involvement and proposed streetscape enhancements to the Corridor, many of these potential impacts can begin to be offset.

Disturbance limits for proposed activities have been minimized to avoid as many as possible commercial and industrial areas that provide economic support to the area, as well as to avoid any direct impacts to residential developments. Except for the temporary construction impacts previously mentioned, there are no anticipated environmental health impacts and no natural or physical impacts within the study area.

During the public outreach activities conduced to date, a number of concerns have been voiced by the public. These concerns include truck traffic during construction, impacts of the proposed tunnel on existing neighborhoods, and environmental impacts due to increased traffic on residential streets. These issues, and others that may arise, such as indirect impacts, changes in property values, changes in neighborhood parking, changes in employment opportunities, stormwater impacts on the Anacostia River, etc., will need to be fully explored during the NEPA process and accompanying detailed planning and engineering efforts.

8.4 Impacts to the Cultural Environment

There are no expected adverse effects to the existing historic resources of the New York Avenue Corridor study area. No historic standing structures would be demolished, nor are there any anticipated archeological impacts as a result of the improvements.

Much of the proposed work does fall within the L'Enfant Historic area, but there will be a minimal area of surface impacts to the roadway and its surroundings, except for the area between Florida Avenue and North Capitol Street. Between Florida Avenue and North Capitol Street, the portal for the I-395 tunnel and a possible I-395 bridge over Florida Avenue will have impacts on a variety of views and potentially alter the operations of First Street, NE. Although some of these impacts could be beneficial, there was general agreement that preventing the flow of vehicular or pedestrian traffic along First Street, NE between Florida Avenue and N Street, NE would be an adverse impact. Further coordination with the District's State Historic Preservation Office (SHPO) will be required throughout the NEPA process.

8.5 Impacts to the Natural Environment

Very minor impacts to the natural environment are anticipated during New York Avenue improvements. Few natural features exist within the projected areas of disturbance due to previous actions that have taken place along the Corridor over a period of more than 100 years. The roadway widening may require some trees to be cut and will create an increase in impervious surface where the existing tree line is adjacent to the railway and truck parking facility. However, the creation a pedestrian-cyclist park in this area (that is now a barren truck parking area) may mitigate some of these impacts. Additionally, this area is not within a floodplain and does not contain any waters of the US that would require a 404 permit.

At this time, no substantial improvements are proposed as far to the east as the National Arboretum, the Anacostia River, and adjacent wetlands. Therefore no impacts are anticipated to these important resources. However, as discussed in Figure 6.12, extension of the proposed bikeway could someday occur in this area.

Although it is not anticipated that the project will produce any increase in noise or air pollution outside of the temporary construction impacts, further noise and air analyses may be required during the NEPA process.

8.6 Hazardous Materials

Based on the scale and location of potential corridor improvements, there are some locations within the study area where the results of this hazardous waste inventory should be more closely examined during future Phase I and Phase II Environmental Site Assessments. These are shown in the Environmental Analysis Technical Memorandum. These sites should not be taken as the only locations in which hazardous materials are a potential environmental concern.

Although other identified sites are not immediately adjacent to New York Avenue and the proposed corridor improvements, other factors play a role in hazardous waste contamination issues such as the direction of groundwater flow, the type of hazardous material contained, and the history of use of these materials and the site. For example, the largest land acquisition proposed for this project is located in the area to the north of New York Avenue, east of Florida Avenue. It currently serves as a truck marshalling yard, and the history of use at the site should be investigated.

Proposed Financing Plan | Chapter 9

9.1 Introduction

The purpose of preparing a financing plan is to ensure that the recommendations of the Study, as described in this Final Report, are financially realistic. With this approach, it is hoped that the Final Report will be implementable in a shorter timeframe than might otherwise occur.

The proposed financing plan describes both conventional and alternate means for funding the Final Report improvements. The unit cost estimates for design, construction, and contingency costs were developed using the Maryland State Highway Administration's 2002 Highway Construction Cost Estimating Manual, which served as the best and most readily available approximation for the District of Columbia. In cases where state estimates contained regional variations, the emphasis was placed on data from regions adjacent to the District – comprising Montgomery and Prince George's Counties. Right-of-way costs were generated using information on commercial land values from the CoStar Group, Inc. In order to reflect the highly preliminary nature of the estimates, the guiding approach was to select the most conservative values where ranges were provided.

9.2 Development of Cost Estimates

As a first step in deriving the cost estimates, the entire Corridor was divided into the six functionally independent stand-alone segments, or zones described in Chapter 6. The engineering cost estimates and a "best case" (i.e., shortest timeframe) phasing timeline for the construction of the recommended improvements were developed for each zone, resulting in a schedule of aggregated *annual* construction costs for the various segments over the estimated life cycle of the project. Total costs in constant 2004 dollars were computed under three broad cost categories – preliminary engineering, construction, and right-of-way – for each of the project segments, as shown in Table 9.1: Project Cost Estimates by Zone. Using the above methodology and assuming the "best case" 13-year total duration project completion timeframe (based on a Fiscal Year (FY) 2006, Quarter 2 start date and a FY 2019, Quarter 2 end date), the total cost of all corridor improvements is estimated at about $955 million.

It should be noted that several factors not considered in the cost estimates—namely, financing costs, inflation, and ultimate timeframe of completion—will increase the final price tag of the project by some indeterminate, albeit appreciable amount. It should also be noted that the information in Table 9.1 for Zone 4 is based upon the Bridge concept (Concept I-6 in Figure 6.2a). The At-Grade intersection concept (Concept G-3 in Figure 6.2a) would have a lower cost; the Extended Tunnel concept would have a higher cost. (As discussed in Chapter 6, the additional cost of the Extended Tunnel is estimated to be approximately $450 million, in 2004 dollars.)

Using a simple illustration of the effect of inflation alone, an average annual inflation rate of 2.5 percent would increase the project cost to about $1.2 billion in year-of-expenditure (YOE) dollars by the time it is completed under the "best case" scenario of 13 years. A 3.0 percent annual inflation rate would yield a total price tag of about $1.25 billion in YOE dollars, while the use of a 4.0 percent annual inflation rate would result in a total estimated project cost of about $1.37 billion in YOE dollars.

These inflationary effects will increase if the project timeline is extended from the "best case" scenario. Additionally, the issue of finance costs also merits consideration. The tradeoff here would be between the cost of the potential financing charges versus the ability to construct the project earlier, and hence reduce inflationary effects and accrue user benefits earlier than would be the case if the construction period were to be extended.

9.3 Potential Funding Sources and Staging of Implementation

As a corollary step, the annual estimated funding needs for the Corridor were related to available "conventional" funding sources, and alternate phasing scenarios and "non-conventional" sources were explored as potential sources of additional funding. Aligning future resources with anticipated expenditures will likely require a variety of policy judgments and iterative "what-if" calculations regarding project schedule, general prioritization among the various segments of the Corridor, and overall project sequencing once funding becomes available. A sample envelope of possibilities regarding alternative phasing scenarios can potentially entail: (a) selective prioritization of only the most significant, complex and time-sensitive segments for earliest construction phasing as funding becomes available; (b) deferring less complicated, beautification treatments until the priority segments are constructed and additional funding comes to fruition; (c) extending the timeframe for the entire Corridor from an assumed best case scenario to a longer, yet still "acceptable" time period; and/or (d) positioning major, expensive construction activities at the cusp of opportunity points to take advantage of potential future increases in Federal-aid highway apportionments.

It is very likely that a large, costly capital project such as the New York Avenue Corridor will require the use of a combination of historically-available conventional and non-conventional, or innovative, revenue sources to finance its construction. The normal processes of allocation of conventional Federal-aid resources may not yield large new revenues since the most recent 2003 Constrained Long Range Plan (CLRP) Update for the Washington metropolitan area has no funding programmed for New York Avenue Corridor improvements (with the exception of some funding set aside for the 9th Street Bridge in the FY 2004-2009 Transportation Improvement Program, or TIP), and the Corridor is presently on the District's list of several competing unfunded projects. However, the potential for increased Federal-aid funding during future (2010 and 2016) reauthorization cycles may offer more promise for this revenue source.

Bond-generated revenue through the use of District issued general obligation bonds is expected to be one of the most common and reliable sources of new revenues to approach the breadth of commitments needed to fund the New York Avenue Corridor. It is likely that a mix of bond revenues to be repaid in future years, along with crucial Federal funding, present the most viable means for partial, if not full, financing of this project.

While not as reliable or predictable, earmarked transportation improvement funds also present some tangible, although unknown potential for additional funding, as evidenced by the recent example of the South Capitol Street Corridor earmark sponsored by Maryland's Congressional delegation. Additionally, the use of tax

increment financing (TIF) which captures the marginal benefits of public investments, has some limited potential to fund the less complicated beautification and urban boulevard enhancement activities that will improve the streetscape for nearby businesses. The creation of an air rights development in a portion of the Corridor could generate a significant increment of funding, as well as future continuing tax revenues that could be dedicated to the overall project.

In tandem with such conventional sources, some non-conventional means such as tolling/value pricing also provide some promise for funding corridor improvements. Although tolling facilities would be politically difficult to implement on an unlimited access, existing free facility such as New York Avenue, several mitigating factors can make this a more viable option. For instance, significant improvements to roadway safety and the elimination of bottlenecks could justify the use of tolls as equitable user fees. Moreover, the inclusion of nearby entry points to the District as part of the entire tolling regime can deter the negative spillover effects of drivers who elect to use alternate routes to avoid tolls. Significant interest in the application of value pricing is reflected by the work of the Metropolitan Washington Council of Government's Task Force on Value Pricing for Transportation in the Washington Region. In May 2004, the Task Force identified the New York Avenue Corridor as an element in the regional variable pricing system of variably priced highway travel lanes that could be in operation by 2030 for the Transportation Planning Board's (TPB) Regional Mobility and Accessibility Study.

Although the creation of a regional framework for funding the Corridor is still in rather nascent stages today, it is conceivable that a more directed stance can develop over the medium to long term that could provide more viability toward revenue sharing. While the Corridor serves regional mobility purposes as a gateway to the District, there are obvious administrative and political impediments toward enlisting the aid of other states. Although most of the external users of the Corridor are Maryland residents, license plate surveys could provide fair and objective data for determining an appropriate apportionment of financial responsibilities among Maryland, the District, and Virginia.

Of lesser viability to Corridor funding are homeland security grants which have largely been intended for emergency preparedness training, equipment, technical assistance and outreach. Also, smaller private-public partnerships, such as aid from insurance companies who stand to ultimately accrue benefits from reduced crash claims as a result of safety-related roadway improvements, may potentially yield some minimal revenue for initial planning and engineering studies, but not nearly enough to make a dent in the construction costs of a project of this scale. The possibility of a Benefit Assessment District as a significant source of funding is also highly speculative and uncertain. This mechanism was used by landowners near the intersection of New York and Florida Avenues to fund a substantial portion of the new Metrorail Station there. If landowners believe that new roadway infrastructure would substantially enhance their property values, it could be used again.

In sum, the predictability and potentially high revenue yield of traditional Federal-aid highway appropriations and general obligation bonds make these the most likely main sources of revenue. Of course, additional revenue created from potential air rights development, tax increment financing, regional revenue share mechanisms, tolling and other options may provide the opportunity for additional revenue if these mechanisms come to fruition and are successfully implemented. At this point, the likelihood of dependence on these sources is conceptual and preliminary. As more detailed planning studies are performed as part of the NEPA process, efforts should be undertaken to refine the value of the construction costs associated with each element of the overall project. At that time, more detailed financing strategies of these potential sources will also need to be investigated.

Project Cost Estimates by Zone | Table 9.1

Project	Activity	Cost	Duration (in Quarterly Periods)	Duration (in Number of Years)
Zone 1 (Urban Boulevard Enhancements)	Right-of-Way	* N/A	N/A	N/A
	Preliminary Engineering	$4,000,000	11	2.75
	Construction	$26,600,000	4	1.00
	TOTAL	$30,600,000	15	3.75
Zone 2 (Montana Avenue Intersection - Beautifications)	Right-of-Way	* N/A	N/A	N/A
	Preliminary Engineering	$1,000,000	9	2.25
	Construction	$5,400,000	3	0.75
	TOTAL	$6,400,000	12	3.00
Zone 2 (Bladensburg Road Intersection)	Right-of-Way	$43,560,000	4	1.00
	Preliminary Engineering	$9,000,000	22	5.50
	Construction	$56,000,000	12	3.00
	TOTAL **	$108,560,000	35	8.75
Zone 3 (Linear Park and Avenue Enhancements)	Right-of-Way	$78,408,000	3	0.75
	Preliminary Engineering	$11,000,000	23	5.75
	Construction	$93,600,000	8	2.00
	TOTAL	$183,008,000	34	8.50

Project Cost Estimates by Zone

Table 9.1 Continued

Project	Activity	Cost	Duration (in Quarterly Periods)	Duration (in Number of Years)
Zone 4 (Railroad Overpass Reconstruction and Florida Avenue Intersection)	Right-of-Way	* N/A	N/A	N/A
	Preliminary Engineering	$17,000,000	19	4.75
	Construction	$107,800,000	14	3.50
	TOTAL ***	$124,800,000	31	7.75
Zones 4 and 5 (I-395 Tunnel Extension & Local Street Restoration)	Right-of-Way	$84,288,600	2	0.50
	Preliminary Engineering	$50,000,000	36	9.00
	Construction	$326,400,000	24	6.00
	TOTAL ****	$460,688,000	53	13.25
Zone 6 (Urban Avenue Enhancements)	Right-of-Way	* N/A	N/A	N/A
	Preliminary Engineering	$6,000,000	11	2.75
	Construction	$35,000,000	4	1.00
	TOTAL	$41,000,000	15	3.75
All Zones	**GRAND TOTAL**	**$955,056,600**		

* Zones 1 and 6 did not require any additional right-of-way acreage. In Zone 2, the Bladensburg Road Intersection portion required additional right-of-way, as well as the I-395 Tunnel Extension & Local Street Restoration portion of Zones 4 and 5.

** In Zone 2 (Bladensburg Road Intersection), the cumulative activity is only 35 quarters because preliminary engineering and construction activities overlap during three quarterly periods.

*** In Zone 4 (Railroad Overpass Reconstruction and Florida Avenue Intersection), the cumulative duration of activity is only 31 quarterly periods because preliminary engineering and construction activities overlap during two quarterly periods.

**** In Zones 4 and 5 (I-395 Tunnel Extension & Local Street Restoration), the cumulative duration of activity is only 53 quarterly periods because preliminary engineering, construction, and right-of-way acquisition activities overlap during nine quarterly periods.

Next Steps | Chapter 10

This concludes the New York Avenue Corridor Study. This Report will be used as the starting point for decisions to allocate funds to some or all of the improvements it recommends and for the preliminary engineering and environmental analysis that will be necessary to advance such improvements. However, it will ultimately be up to residents, businesses, and other stakeholders to motivate politicians to allocate funding for the projects outlined in this report.

The New York Avenue Corridor Study Final Report is the culmination of several years of effort on the part of the Oversight Committee, and represents the best efforts of that Committee over that period of time, using the best information available during that time. However, it is entirely possible the District will conclude that other approaches should be taken. (For example, the District may decide that the results of the NCPC charrette should be implemented at Florida Avenue.) If so, the recommendations of the New York Avenue Corridor Study Final Report could (and should) be re-examined and updated at that time.

Appendix A

Excerpts from the Draft Plan

Chapter 6
Preliminary Transportation Concepts

Chapter 7
Evaluation Criteria

New York Avenue Corridor Study

Draft Plan Excerpts

New Look
New Life
New York Avenue Corridor

April 2005

NEW YORK AVENUE
Corridor Study
Draft Plan

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7. Evaluation Criteria

Project Team

District of Columbia

- Department of Transportation
- Office of Planning
- Department of Housing and Community Development

Consultant Team

- URS Corporation
- HNTB Architects Engineers Planners
- Cambridge Systematics, Inc.
- Justice and Sustainability Associates, LLC
- Parsons Brinckerhoff Quade Douglas, Inc.
- Economic Research Associates

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Chapter 7

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6.1 Preliminary Transportation Concepts

One of the primary purposes of Task 5 of the New York Avenue Corridor Study was to develop preliminary transportation concepts to be considered in the development of final transportation recommendations. This chapter presents these concepts as presented to the community at public meetings on May 20, 2003 and June 17, 2003.

Most of the concepts presented in this chapter are no longer relevant to the recommendations of the draft plan. They are presented here for historical perspective. If you are primarily interested in the current recommendations, please skip to Chapter 8.

Major transportation improvement options for the Corridor were developed by exploring four distinct types of roadway facilities. These are illustrated in Figure 6.1: Different Facility Options and include: a local street option, a boulevard option, a super arterial option, and a reversible lanes option.

In addition to the four roadway options, a minimal intervention option was explored that would involve only minor improvements to the existing New York Avenue infrastructure.

From these options, overall corridor concepts were developed and included the following:

- Minimal Intervention
- Boulevard Emphasis
- Super Arterial Emphasis
- Combination Super Arterial/Boulevard Emphasis
- Reversible Lanes

Minimal Intervention Option

As the name implies, this concept would leave New York Avenue in its current configuration throughout most of the study area. Left turn lanes would be added at five intersections (Fairview, Kendall, Fenwick, 16th and 4th) in order to improve traffic flow at those signalized intersections. One or more pedestrian signals would also be added to the Corridor, in the area between I-395 and North Capitol Street.

On balance, this concept would provide approximately the same vehicular traffic-carrying capacity as currently exists: traffic operations would be improved at the newly-widened intersections, but would be diminished somewhat at the new pedestrian signals. Non-motorized modes (bicycle and pedestrians) would benefit from the new pedestrian signals, but would otherwise be essentially unaffected by this option.

Boulevard Emphasis Option

This concept would substantially modify both the operation and appearance of New York Avenue. With the provision of a wide center median, virtually all intersections (with the possible exception of Bladensburg) would be modified, either by creating additional lanes for turning vehicles, reconstruction of at-grade DC-style traffic circles, or reconstruction as grade-separated DC-style traffic circles. In addition, driveways and curb cuts would be limited, and two minor intersections would be eliminated (Fairview and Fenwick), by dead-ending the side streets. If the Florida Avenue intersection were to be reconstructed as a grade-separated traffic circle, a new at-grade intersection could be created at North Capitol Street, replacing the existing diamond interchange. Finally, a depressed left-turn lane, intended to carry traffic from westbound New York Avenue onto I-395, could be provided.

The net change in vehicular traffic-carrying capacity would depend upon the final configurations selected for key intersections. On balance, however, the change would be expected to be an increase in capacity, perhaps a substantial increase. Non-motorized modes would benefit from improvements in facilities alongside New York Avenue, and from improved facilities to cross major intersections.

Super Arterial Emphasis Option

As a "super arterial," New York Avenue would both look and function very differently than it does today. Under this concept, there would be no at-grade intersections, or private driveways from Florida Avenue to the District line. All access to the Corridor in this area would be made from interchanges (which could include grade-separated traffic circles) at Bladensburg, West Virginia-Montana, Brentwood, and Florida. All other existing intersections in this area would be dead-ended, with improvements in nearby surface streets likely to be required, in order to provide access from those roadways to New York Avenue.

Starting in the vicinity of Florida Avenue, a tunnel would carry through traffic to/from I-395, resulting in an at-grade intersection at North Capitol Street. From North Capitol Street to the west, existing New York Avenue would be able to function more as a local street than an arterial, with existing at-grade intersections remaining.

This option would provide the most substantial increase in the vehicular traffic-carrying capacity of New York Avenue of any alternative under consideration. Non-motorized modes would be served by facilities separated from New York Avenue by concrete barriers, although not in as "friendly" a manner as would be possible under the Boulevard Emphasis option.

Super Arterial/Boulevard Emphasis Option

This option was developed in recognition of the fact that a "one size fits all" approach might not be desirable for the New York Avenue Corridor. That is, there may be some segments of the Corridor in which a super arterial might be the best fit; in others, a boulevard might best meet the needs of the District. The descriptions provided above for the two components of this concept apply here as well.

Reversible Lanes

The existing median on New York Avenue would be removed under this concept; it would be replaced by a seventh travel lane. This seventh lane, in the center of the roadway, would be used for westbound traffic in the morning peak period and for eastbound traffic in the evening peak period. During off-peak periods during the day, in the evenings, and on weekends, this new center lane would function as a two-way left turn lane. This reversible lane would somewhat improve the vehicular traffic-carrying capacity of the Corridor. Offsetting this improvement, to some extent, would be the probable need to restrict turning movements at some intersections during peak periods. Pedestrians and bicycles could still be accommodated alongside the roadway, as they are proposed to be accommodated under the Boulevard Emphasis concept.

More detailed descriptions of how each of these concepts would have been applied to individual locations within the Corridor may be found in the Task 5 Summary Memorandum. These concepts were then evaluated against each other using a set of criteria described in the next chapter of this Draft Plan.

6.2 Intersection Options

Several of the general concepts have optional ways that roadway junctions can be treated. For example, under the Boulevard Emphasis concept, intersections can be treated as conventional signalized 4-leg intersections, at-grade traffic circles, or grade-separated traffic circles. Under the Super Arterial Emphasis Concept, all existing at-grade junctions would then be converted into grade-separated interchanges.

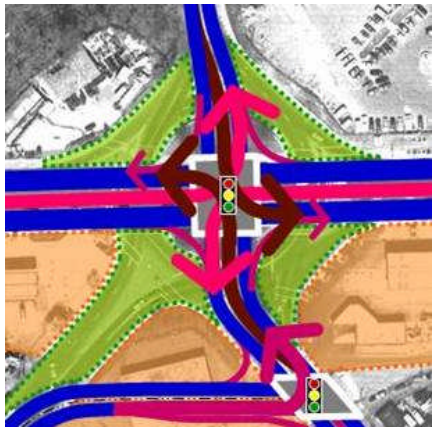
The following paragraphs present some of the pros and cons of each intersection treatment option. Figures 6.2 through 6.17 compare intersection treatment options for each major intersection along the Corridor.

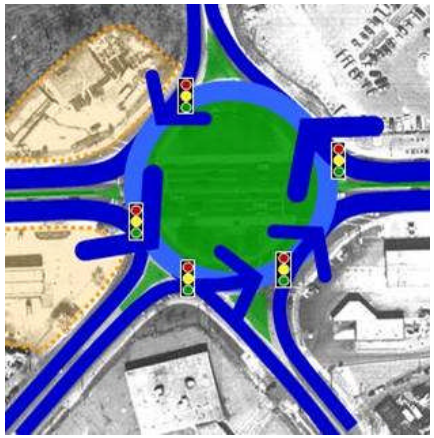
Boulevard Emphasis – 4 Leg Intersections

- Reduces the number of accidents and improves traffic movement at an intersection by removing left-turning vehicles from through lanes and providing left turn lanes with a green arrow
- Maintains the "local street" feel of the roadway
- Is transit and pedestrian friendly
- Does not consume large areas of land for the improvement
- Does not significantly reduce congestion

Boulevard Emphasis – At-Grade Traffic Circles

- Reduces the severity of accidents at an intersection
- Adds green space and is aesthetically pleasing but requires a large radius and land area
- Blends well with other corridors in DC
- Could help stimulate quality development
- Offers opportunities for new focal points and green space improving the aesthetic character of the roadway
- May increase congestion





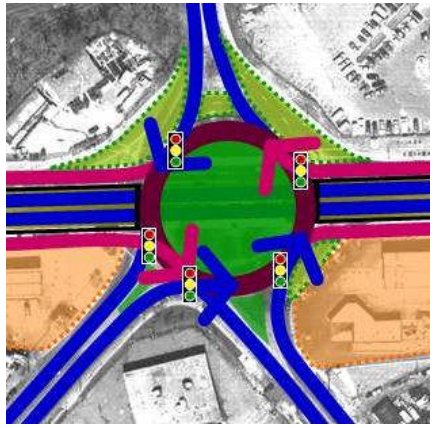
Illustrations showing a 4-Leg Intersection (top) and At-Grade Traffic Circle (bottom) at Montana and New York Avenues

Boulevard Emphasis – Grade-Separated Traffic Circles

- Reduces the severity of accidents at an intersection
- Adds green space with less land area needed due to a smaller radius of the circle
- Reduces congestion by allowing one of the intersecting roads to bypass the circle without disrupting circle operations
- Less transit and pedestrian friendly than at-grade traffic circle
- Offers opportunities for new focal points and green space, improving the aesthetic character of the roadway

Super Arterial Emphasis – Grade-Separated Interchange

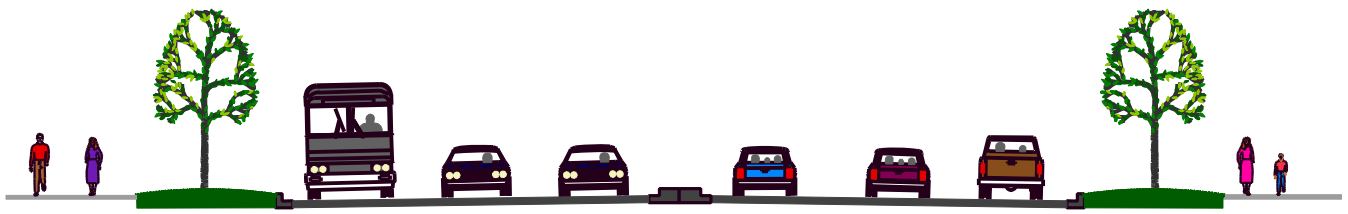
- Reduces the number of accidents at an intersection
- Reduces congestion: allows traffic to move at higher speeds and with less interruption than a corridor with signalized intersections and access to businesses along the main route
- Impacts nearby properties and neighborhoods
- Properties adjacent to NY Avenue may be taken (partially or completely)
- Business entrances may be relocated
- Traffic wishing to access local businesses would be redirected along frontage roads
- Some roads that currently intersect New York Avenue may have to be accessed thru a different route; therefore, traffic thru neighborhoods may increase
- Is not necessarily pedestrian or transit friendly



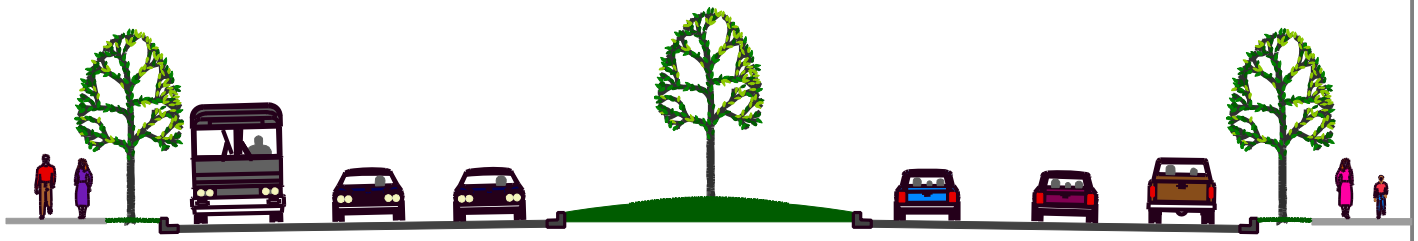
Illustrations showing a Grade-Separated Traffic Circle (top) and Grade-Separated Interchange at Montana and New York Avenues

Different Facility Options

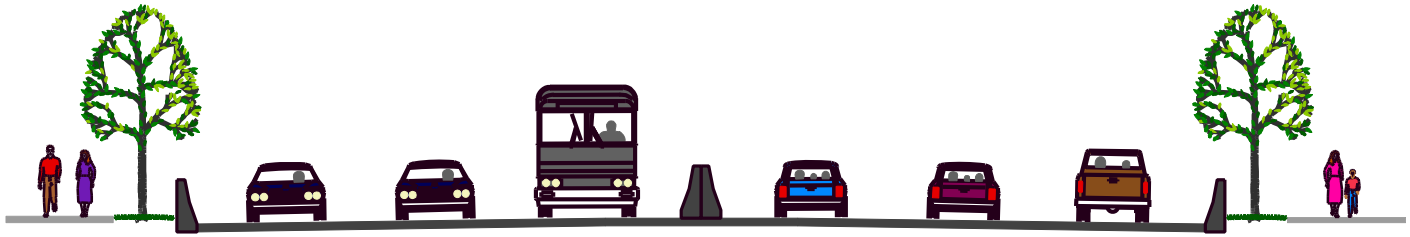
Figure 6.1



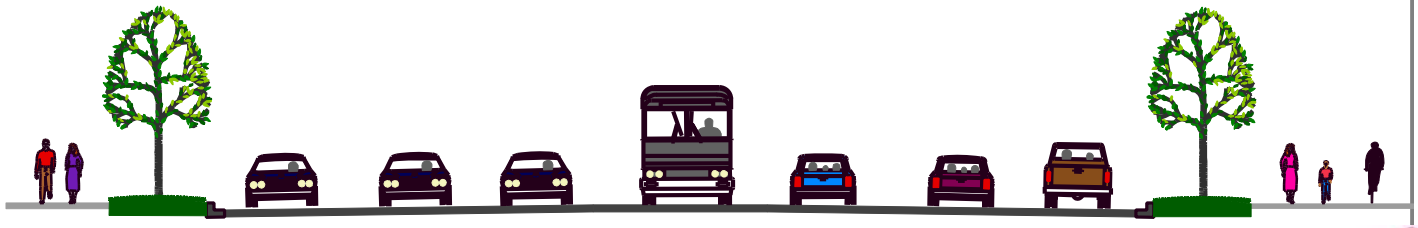
LOCAL STREET



BOULEVARD



SUPER ARTERIAL



REVERSIBLE LANES

LOCAL STREET

- 4 to 6 lanes wide (possibly including parking at curb)
- Wide sidewalks at curb with street trees and landscaping
- No landscaped or wide medians

BOULEVARD

- Wide center median
- Additional lanes at intersections for left turns
- Limited number of driveways / curb cuts
- Dedicated Bicycle and Sidewalk areas

SUPER ARTERIAL

- Up to 55 mph speed limit
- No traffic signals
- Concrete median barrier between opposing traffic and pedestrian areas
- Entry and Exit Ramps/Interchanges to local streets
- No curb cuts or driveways to adjacent property

REVERSIBLE LANES

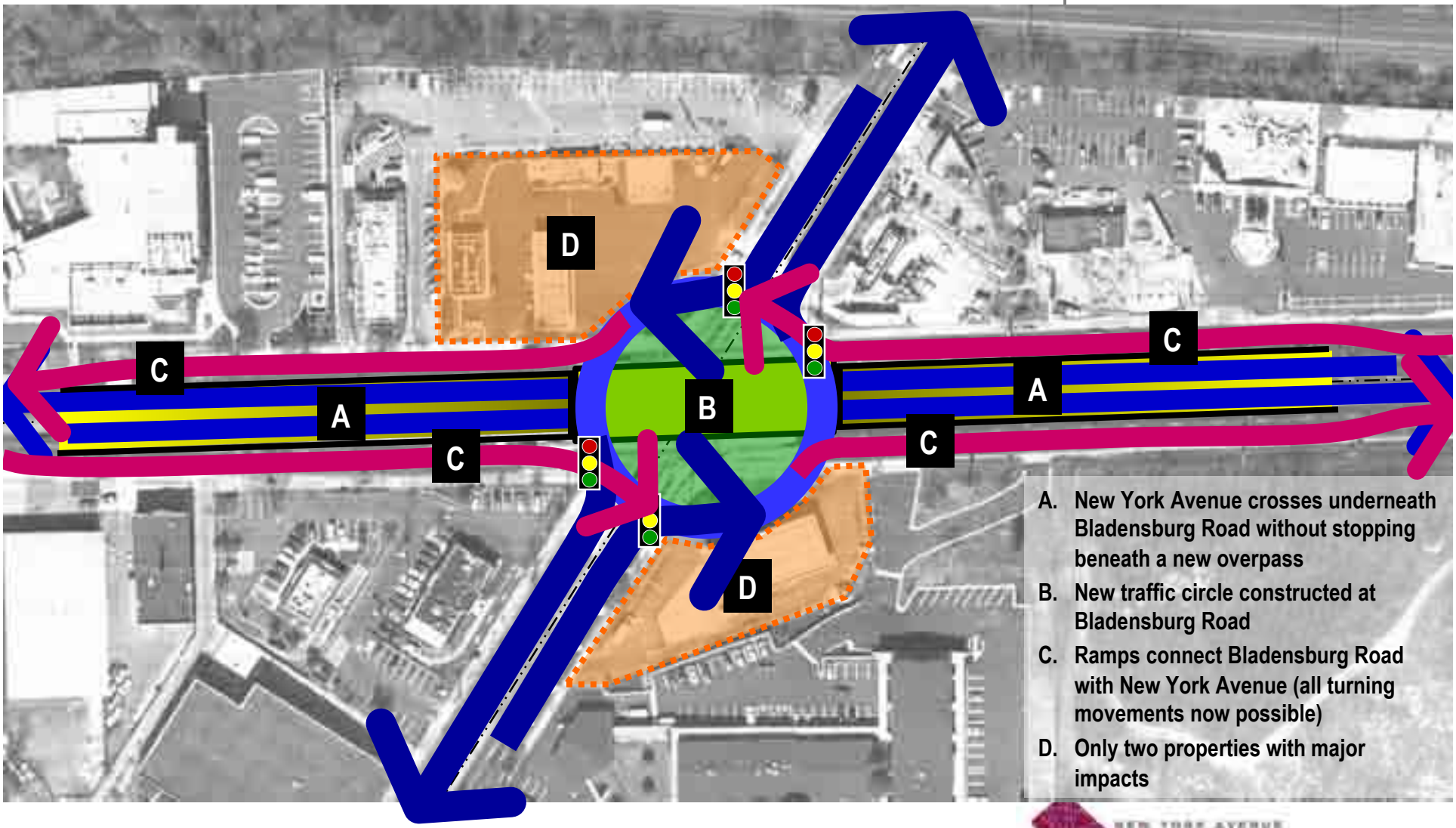
- Reduces traffic congestion by providing extra lane(s) in direction of rush-hour flow
- Minimizes the width of road by not dedicating lanes to fixed flow direction
- No medians – Signals control lane direction
- Landscape generally limited to sides of the road

Bladensburg Road: Grade-Separated Traffic Circle

Figure 6.2

Concept Elements

Boulevard Emphasis



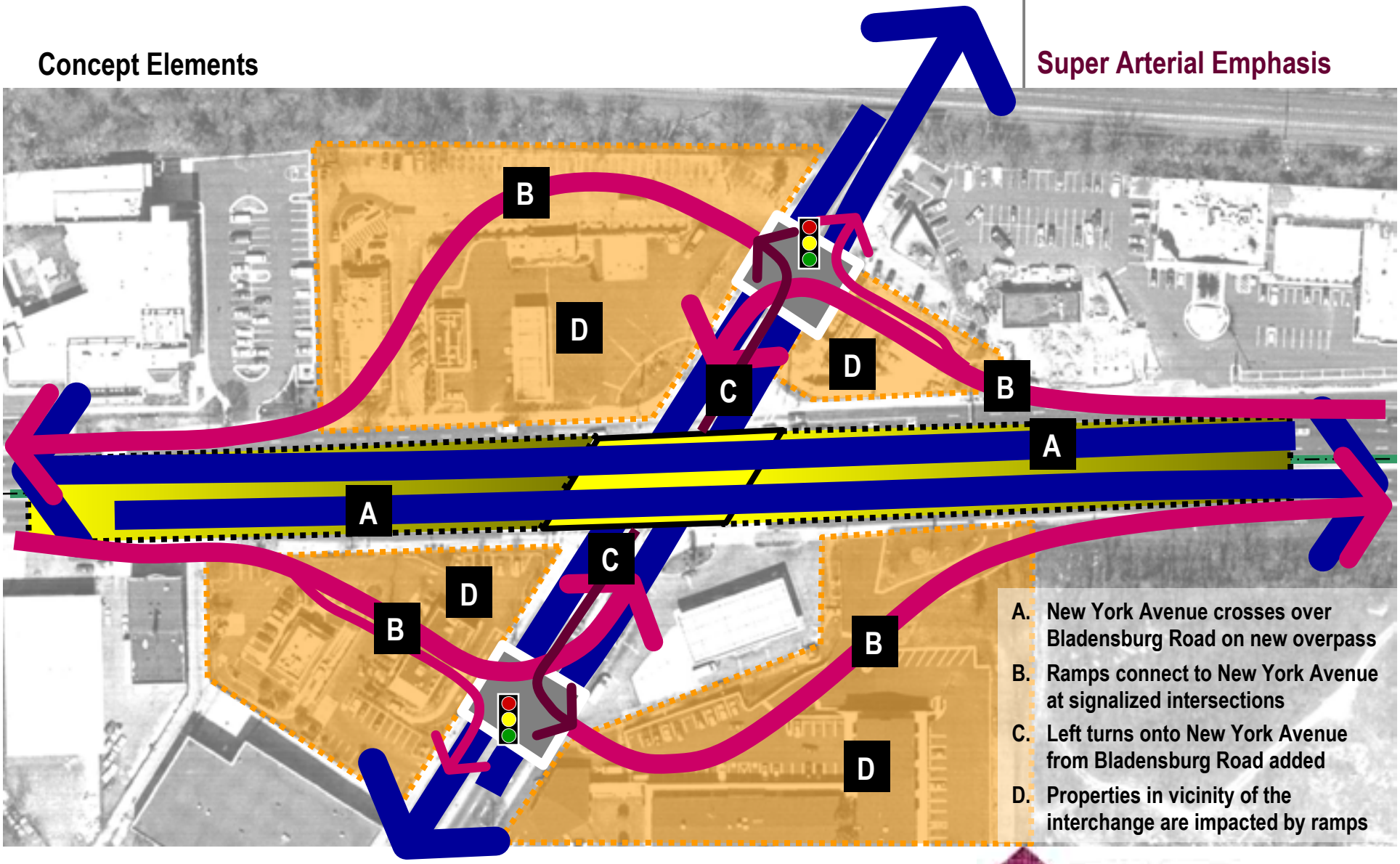
A. New York Avenue crosses underneath Bladensburg Road without stopping beneath a new overpass
B. New traffic circle constructed at Bladensburg Road
C. Ramps connect Bladensburg Road with New York Avenue (all turning movements now possible)
D. Only two properties with major impacts

Bladensburg Road: Diamond Interchange

Figure 6.3

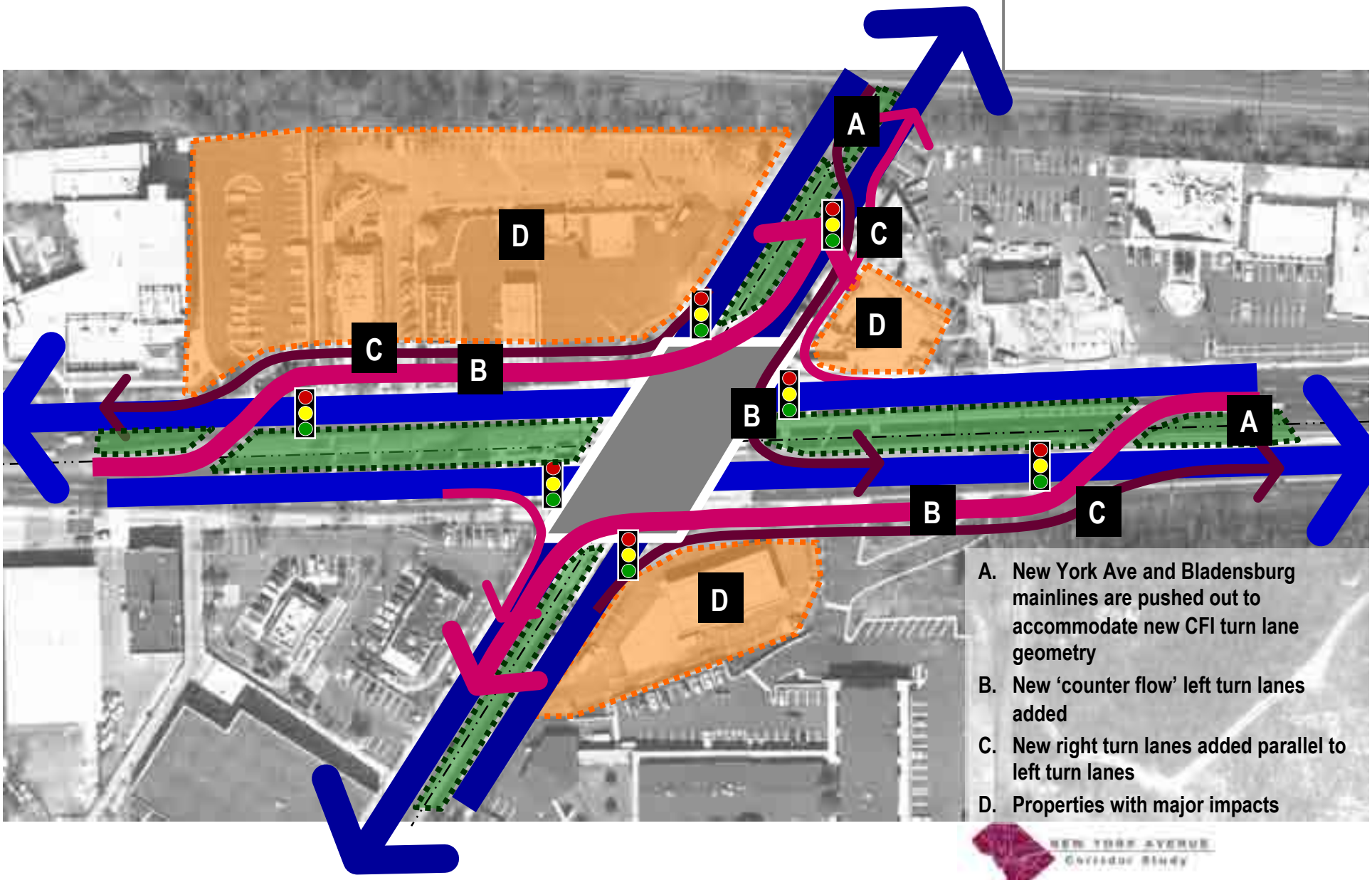
Concept Elements

Super Arterial Emphasis



Bladensburg Road: Continuous Flow Intersection

Figure 6.4

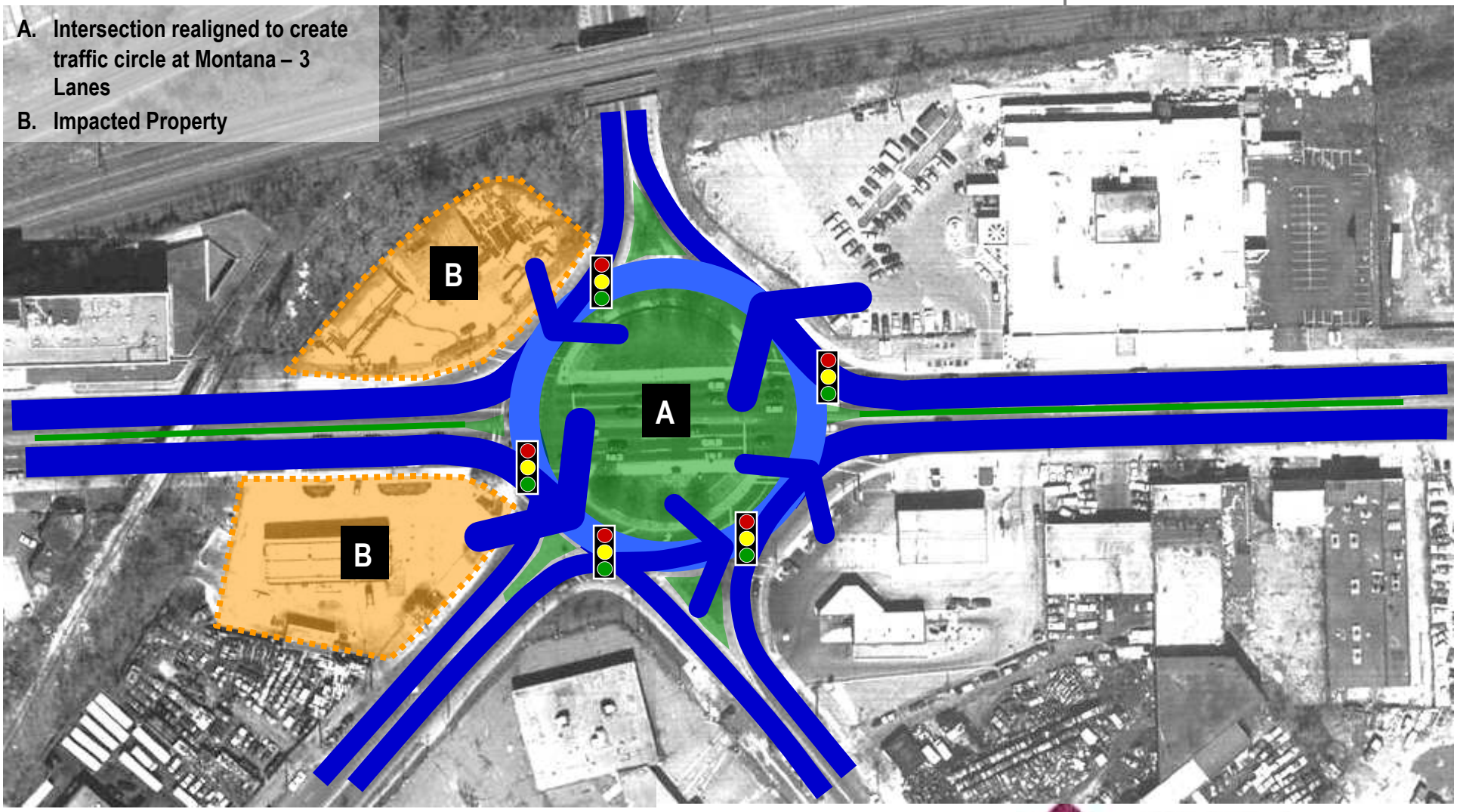


Montana Avenue: Improve Existing Traffic Circle

Figure 6.5

Concept Elements

Minimal Intervention

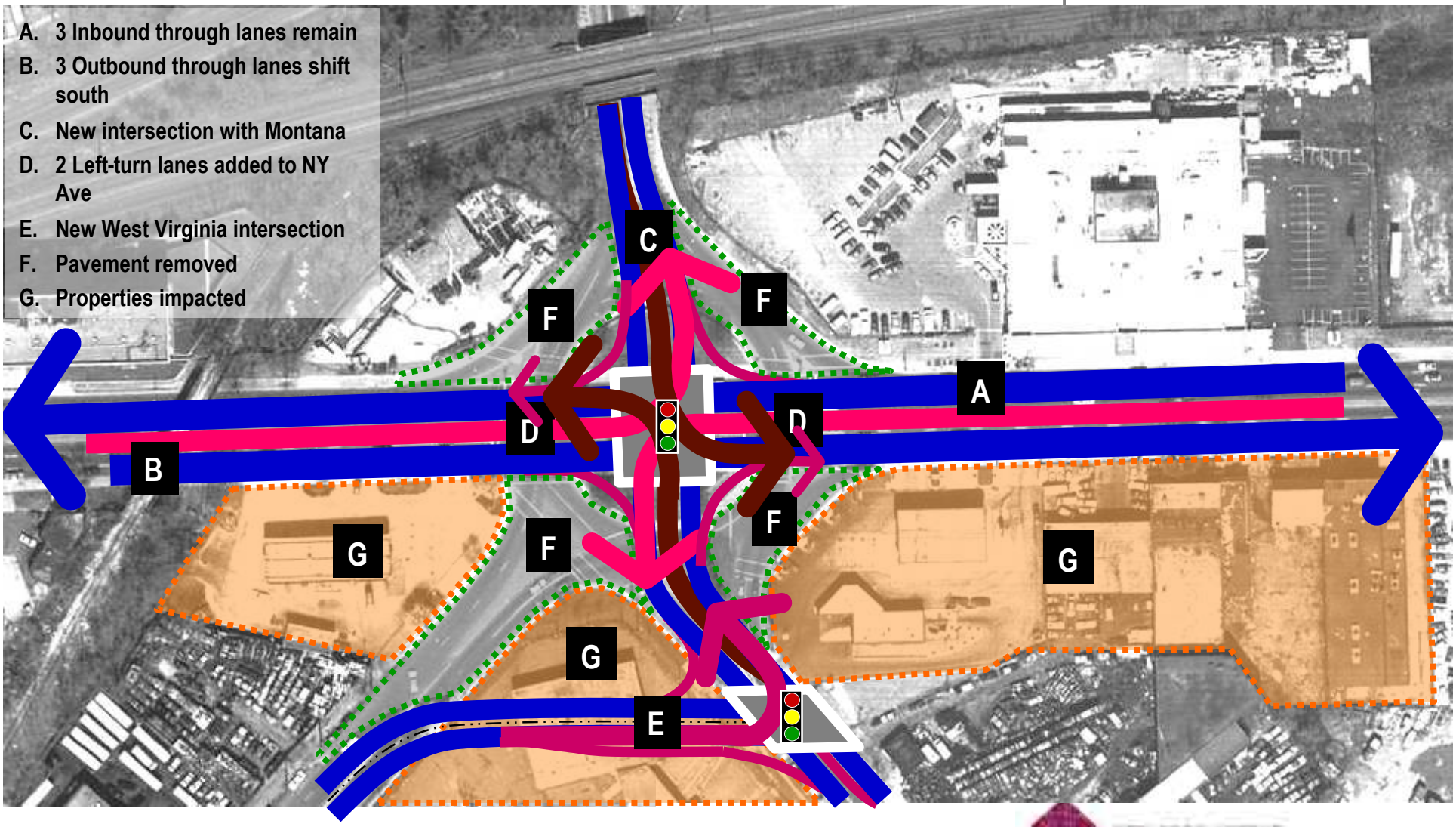


Montana Avenue: 4-Leg Intersection

Figure 6.6

Concept Elements

Minimal Intervention

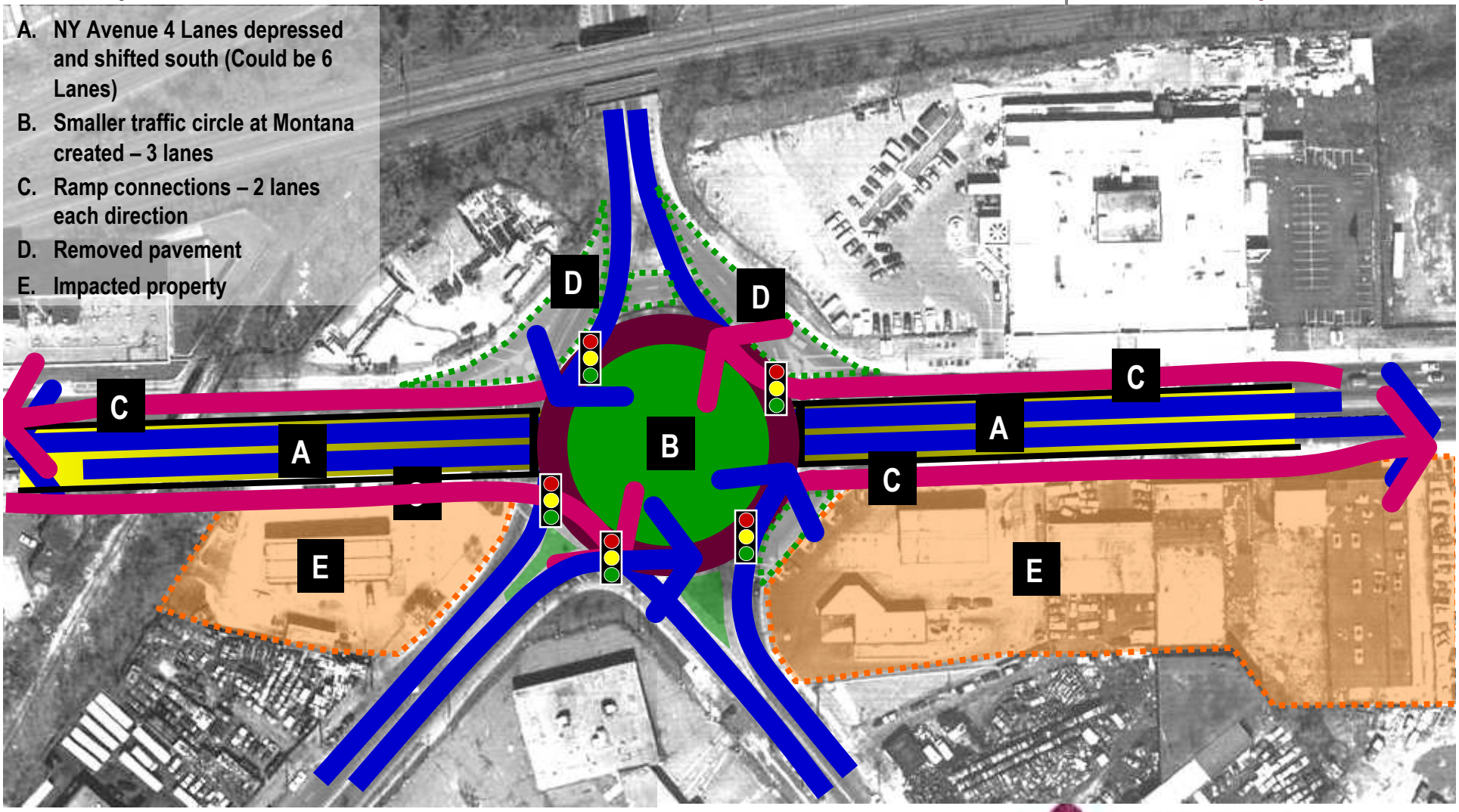


Montana Avenue: Grade-Separated Traffic Circle

Figure 6.7

Concept Elements

Boulevard Emphasis



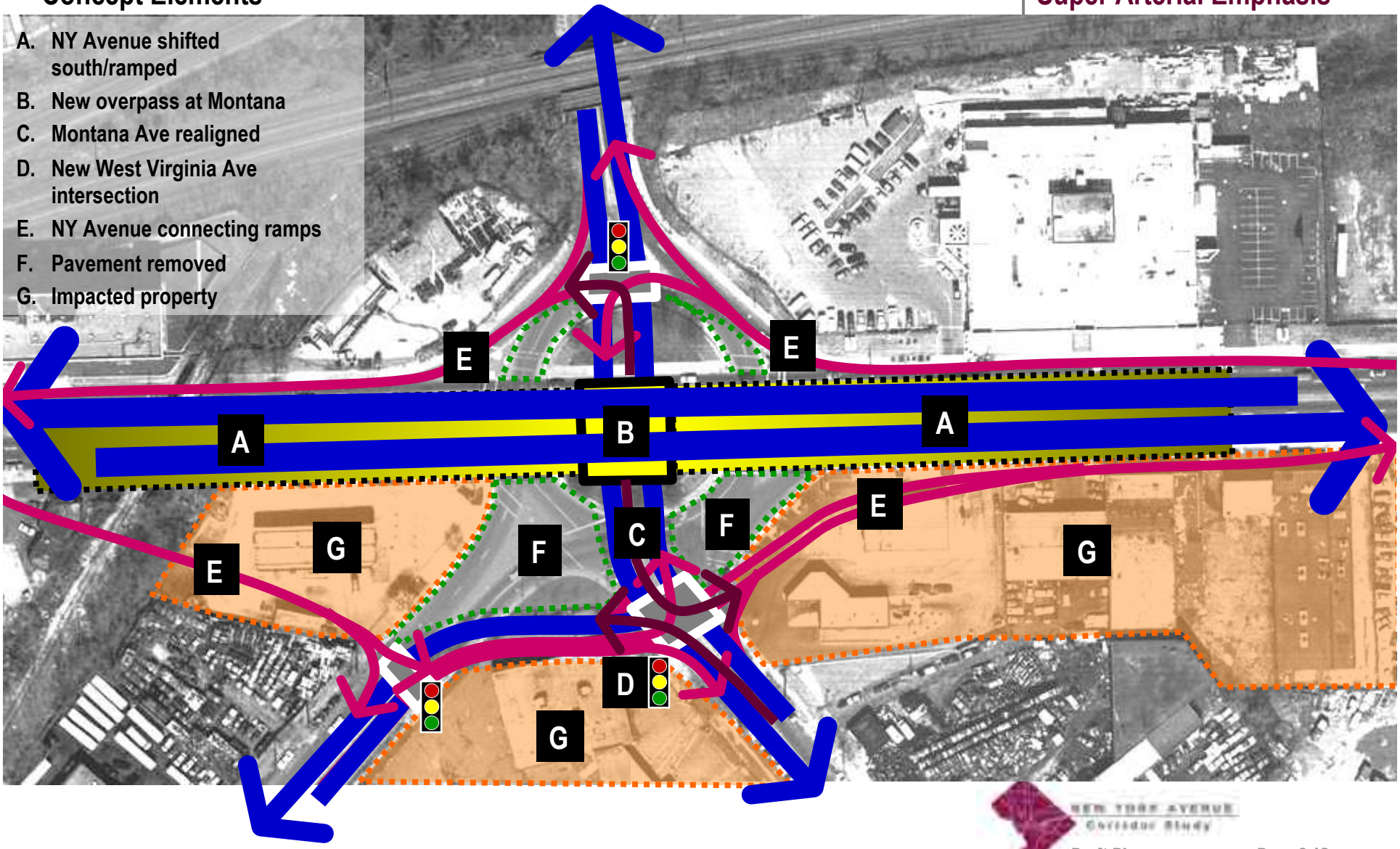
Montana Avenue: Diamond Interchange

Figure 6.8

Super Arterial Emphasis

Concept Elements

A. NY Avenue shifted south/ramped
B. New overpass at Montana
C. Montana Ave realigned
D. New West Virginia Ave intersection
E. NY Avenue connecting ramps
F. Pavement removed
G. Impacted property

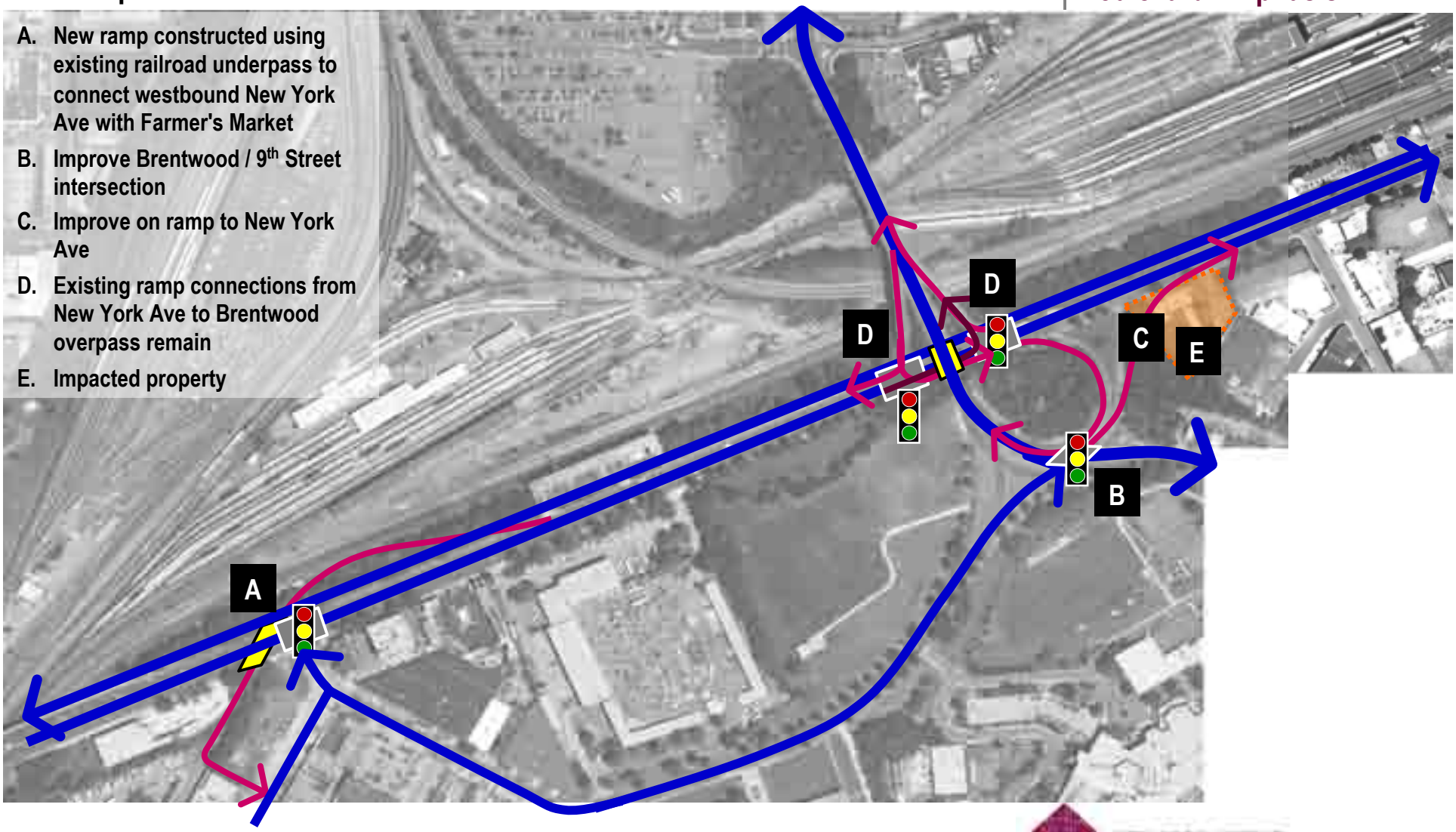


Brentwood Parkway / 4th Street / 9th Street: Ramp Connections

Figure 6.9

Concept Elements

Boulevard Emphasis



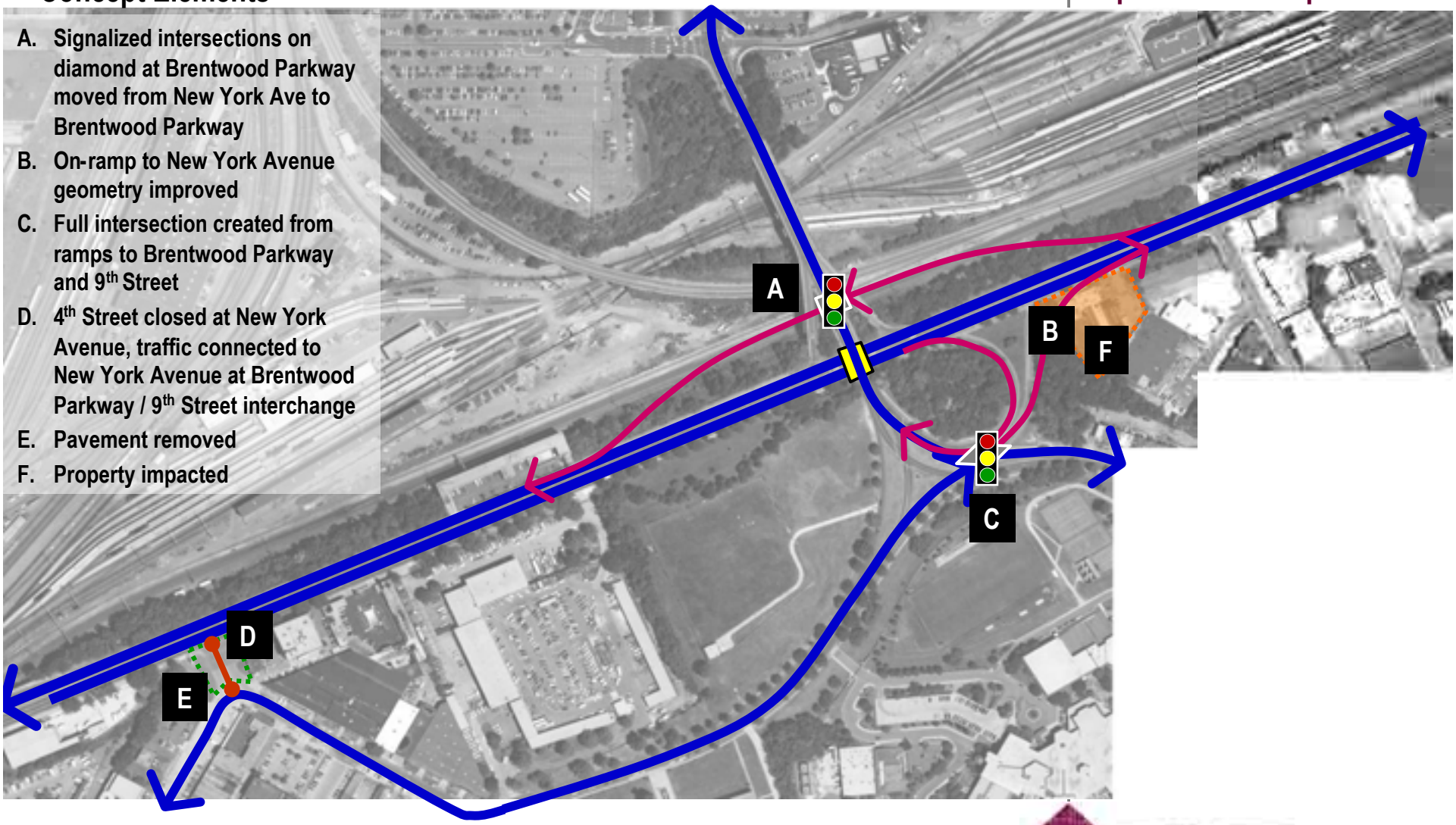
Brentwood Parkway / 9th Street: Diamond Interchange

Figure 6.10

Super Arterial Emphasis

Concept Elements

A. Signalized intersections on diamond at Brentwood Parkway moved from New York Ave to Brentwood Parkway
B. On-ramp to New York Avenue geometry improved
C. Full intersection created from ramps to Brentwood Parkway and 9th Street
D. 4th Street closed at New York Avenue, traffic connected to New York Avenue at Brentwood Parkway / 9th Street interchange
E. Pavement removed
F. Property impacted



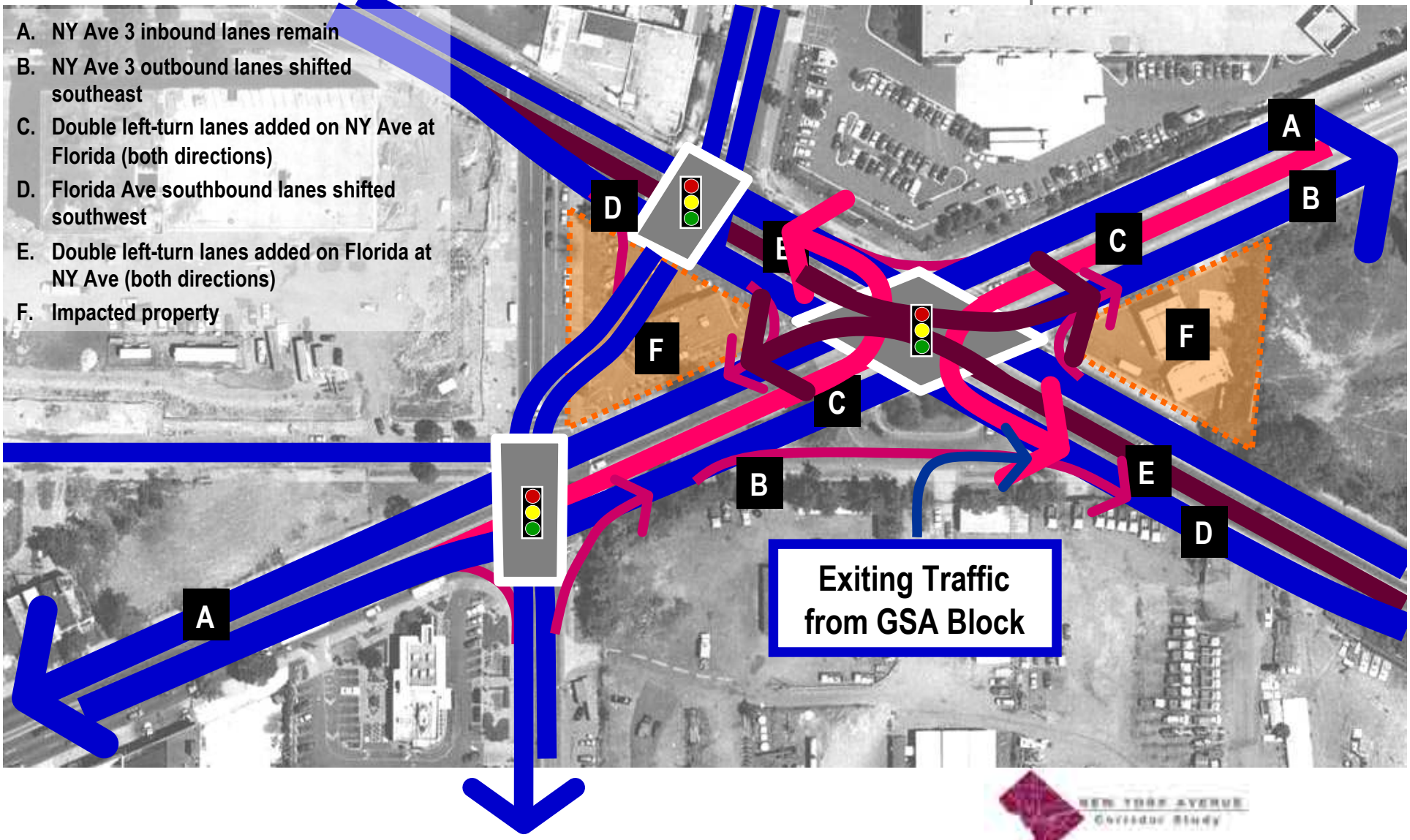
Florida Avenue: Improve 4-Leg Intersection

Figure 6.11

Boulevard Emphasis

Concept Elements

A. NY Ave 3 inbound lanes remain
B. NY Ave 3 outbound lanes shifted southeast
C. Double left-turn lanes added on NY Ave at Florida (both directions)
D. Florida Ave southbound lanes shifted southwest
E. Double left-turn lanes added on Florida at NY Ave (both directions)
F. Impacted property



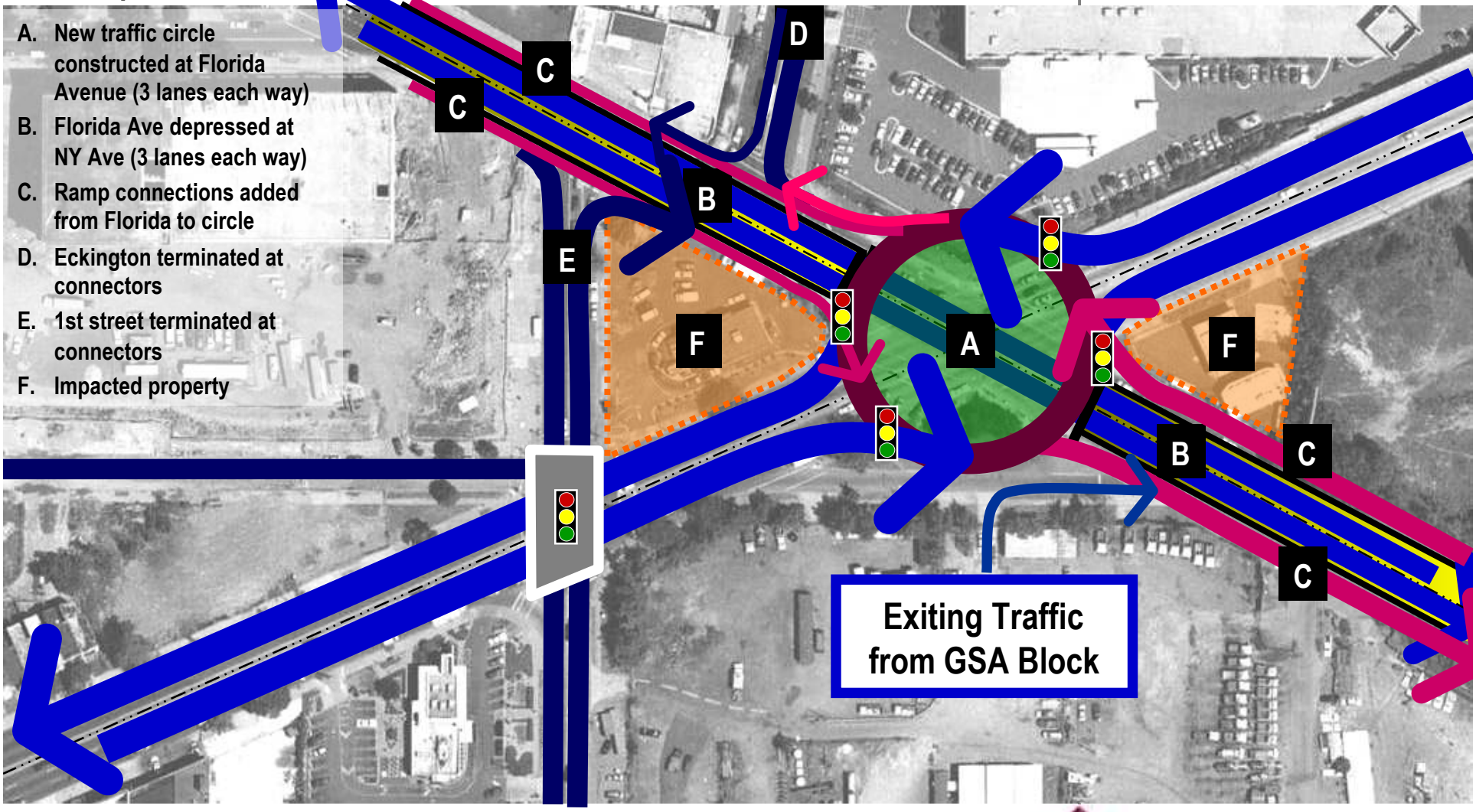
Florida Avenue: Grade-Separated Traffic Circle

Figure 6.12

Boulevard Emphasis

Concept Elements

A. New traffic circle constructed at Florida Avenue (3 lanes each way)
B. Florida Ave depressed at NY Ave (3 lanes each way)
C. Ramp connections added from Florida to circle
D. Eckington terminated at connectors
E. 1st street terminated at connectors
F. Impacted property



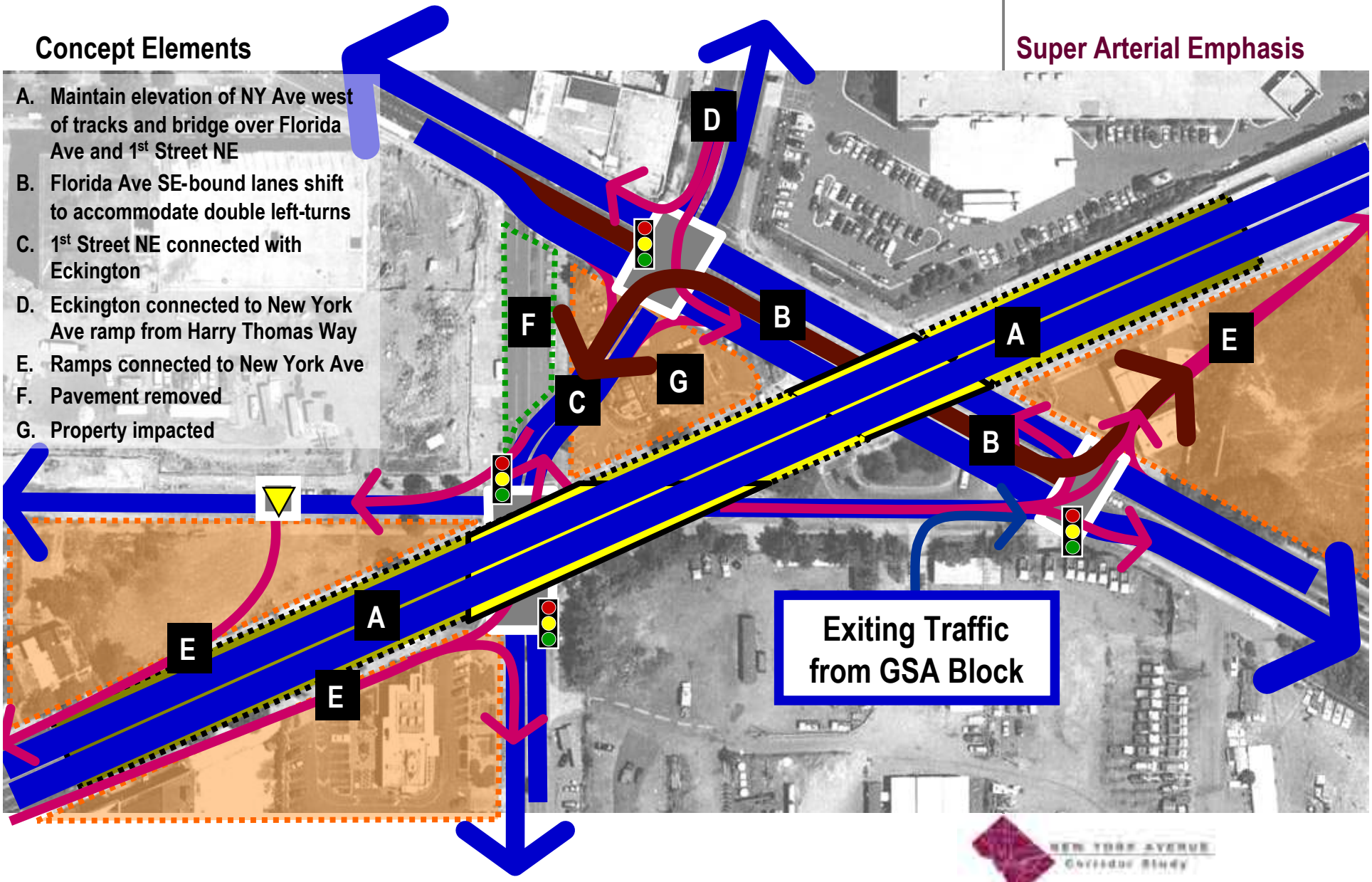
Florida Avenue: Diamond Interchange

Figure 6.13

Super Arterial Emphasis

Concept Elements

A. Maintain elevation of NY Ave west of tracks and bridge over Florida Ave and 1st Street NE
B. Florida Ave SE-bound lanes shift to accommodate double left-turns
C. 1st Street NE connected with Eckington
D. Eckington connected to New York Ave ramp from Harry Thomas Way
E. Ramps connected to New York Ave
F. Pavement removed
G. Property impacted



Florida Avenue: Harry Thomas Way Connector

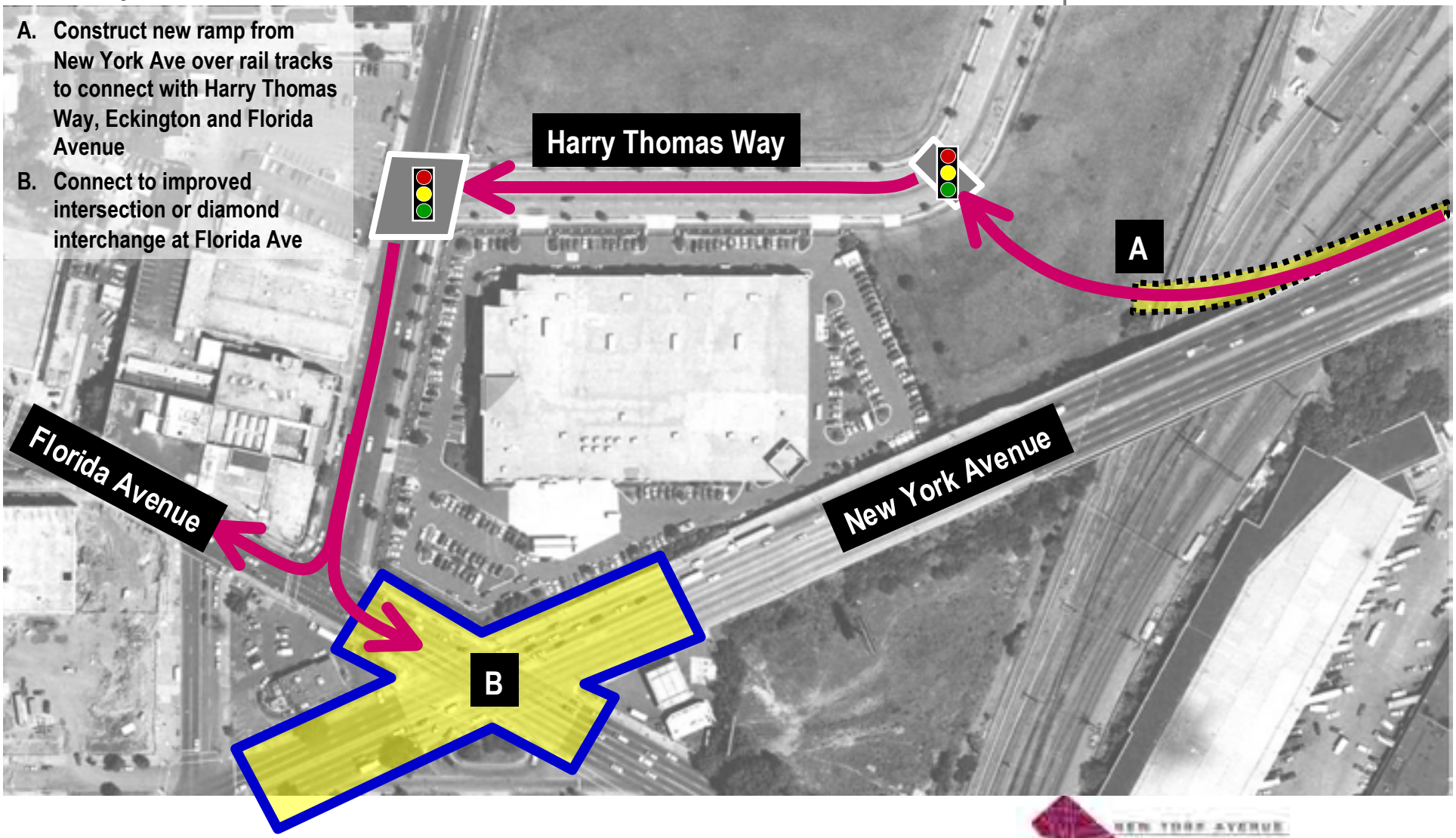
Figure 6.14

Super Arterial Emphasis

Concept Elements

A. Construct new ramp from New York Ave over rail tracks to connect with Harry Thomas Way, Eckington and Florida Avenue

B. Connect to improved intersection or diamond interchange at Florida Ave



Florida Avenue: Diamond Interchange and Tunnel to I-395

Figure 6.15

Super Arterial Emphasis

Concept Elements

A. New York Ave bridges over Florida Ave and comes back to grade west of 1st Street NE

B. New York Ave bridges over Florida Ave and descends into tunnel to I-395 west of 1st St NE

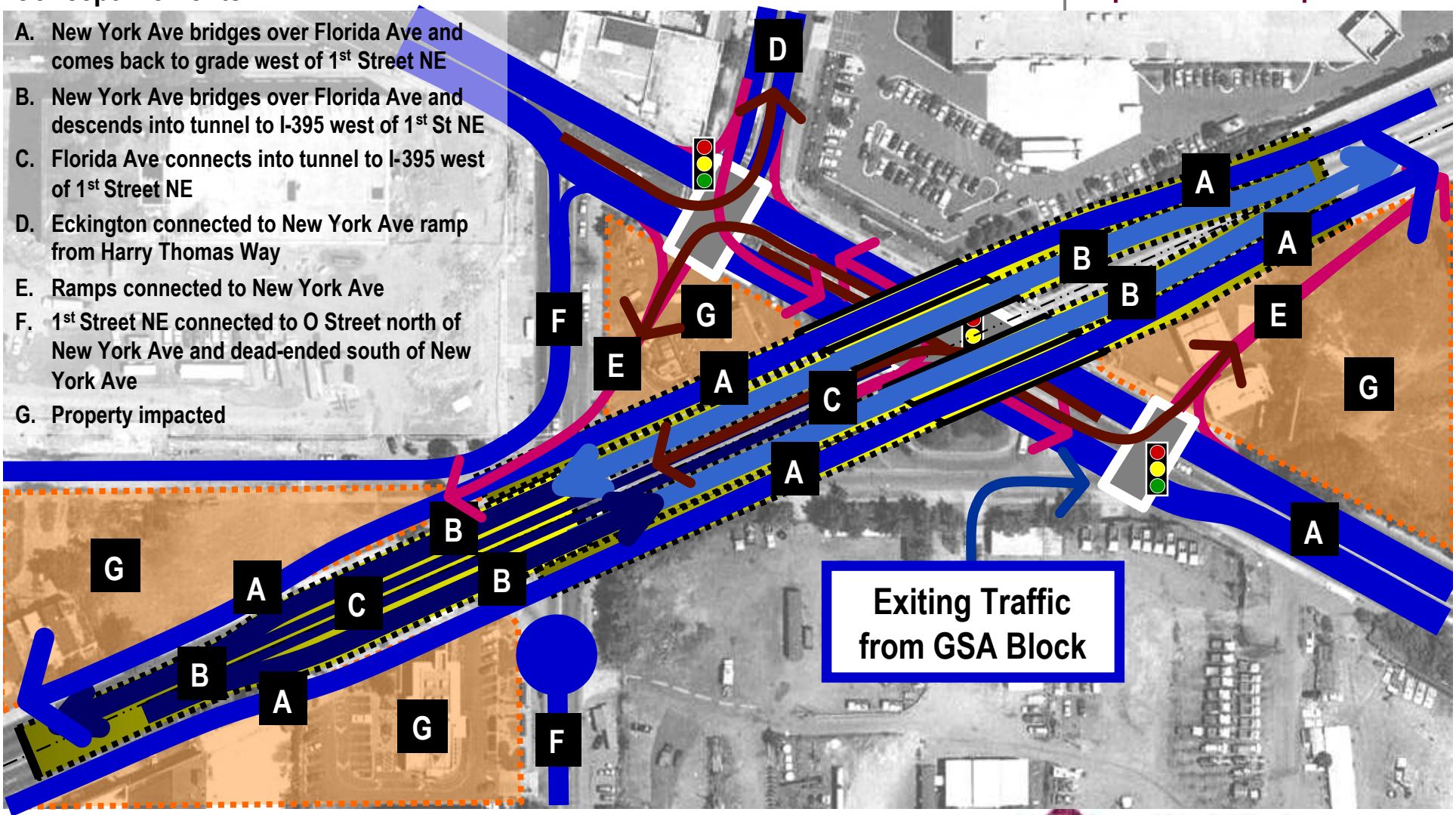
C. Florida Ave connects into tunnel to I-395 west of 1st Street NE

D. Eckington connected to New York Ave ramp from Harry Thomas Way

E. Ramps connected to New York Ave

F. 1st Street NE connected to O Street north of New York Ave and dead-ended south of New York Ave

G. Property impacted



I-395: Depressed Left Turn Lane

Figure 6.16

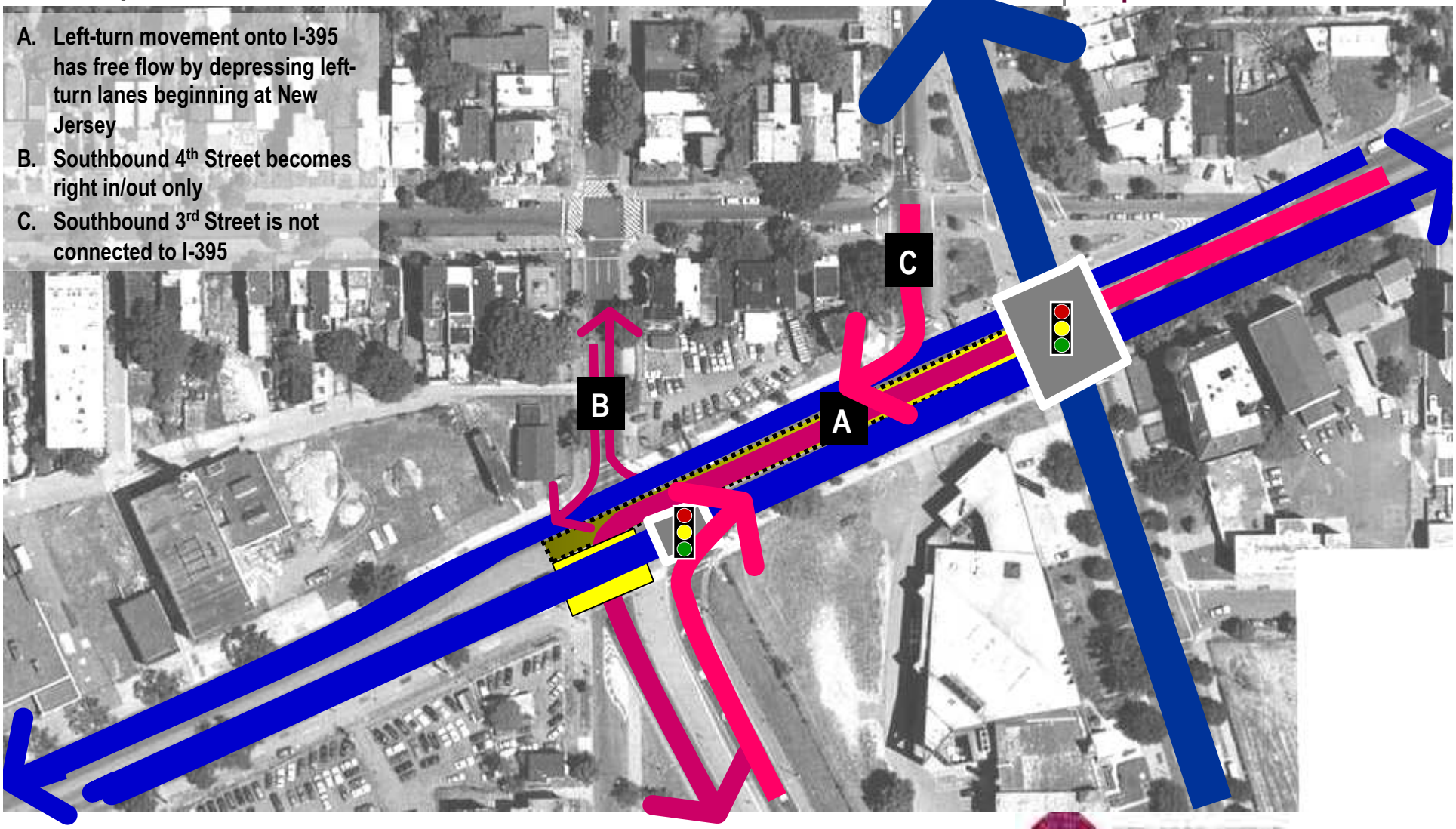
Super Arterial/Boulevard Emphasis

Concept Elements

A. Left-turn movement onto I-395 has free flow by depressing left-turn lanes beginning at New Jersey

B. Southbound 4th Street becomes right in/out only

C. Southbound 3rd Street is not connected to I-395



I-395: Tunnel Connection to Florida Avenue

Figure 6.17

Concept Elements

Super Arterial Emphasis

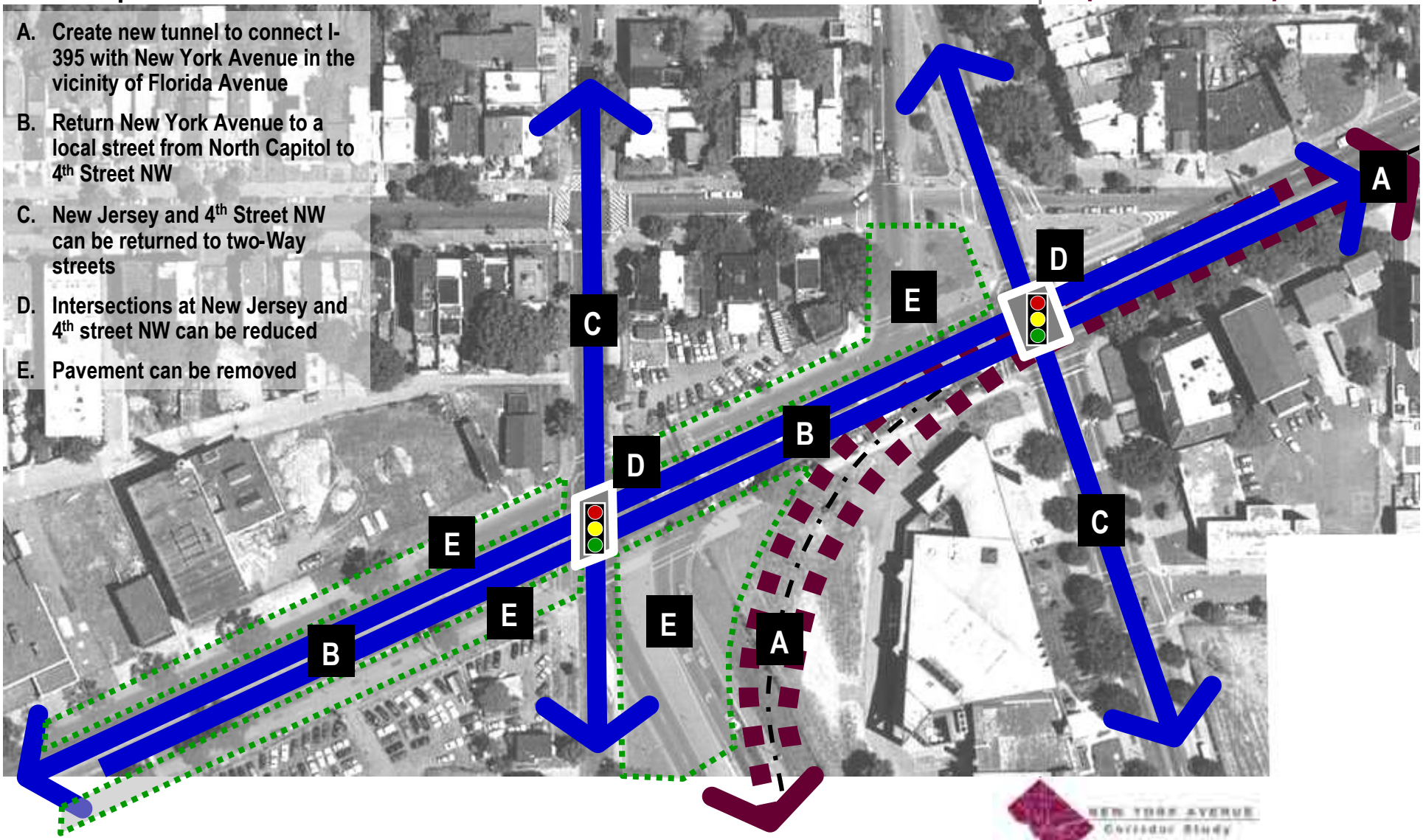
A. Create new tunnel to connect I-395 with New York Avenue in the vicinity of Florida Avenue

B. Return New York Avenue to a local street from North Capitol to 4th Street NW

C. New Jersey and 4th Street NW can be returned to two-Way streets

D. Intersections at New Jersey and 4th street NW can be reduced

E. Pavement can be removed



Evaluation Criteria

Chapter 7

As part of the Study process, specific evaluation criteria were developed to guide the screening of various transportation improvement alternatives. These criteria, which are based on the Study Purpose as described in Chapter 1, were created from community input and project goals, and were further refined at subsequent public meetings and through internal work sessions of the study team.

For purposes of this Draft Plan, the evaluation criteria are grouped according to common topics. The following page highlights the major topics and key issues considered under each category. Figure 7.1: Evaluation Criteria Matrix shows how the preliminary transportation concepts ranked by the major topic categories. The rankings - good, fair and poor - indicate how well each concept achieves the goals identified for each overall topic area.

Accessibility

- Provide good access for pedestrians, automobiles, bicycles, transit (primarily bus) and trucks to and from adjacent properties and neighborhoods along the Corridor
- Provide good access for transit (primarily bus) and truck freight to and from remote locations and support the Corridor as a regional thoroughfare

Aesthetics

- Create a positive visual impression along the Corridor that supports the goal of creating an aesthetically pleasing 'gateway' to the District
- Create opportunities for aesthetic improvements to properties along the Corridor

Neighborhoods

- Retain and support existing residential neighborhoods including historic landmarks, museums, churches and homes
- Minimize the need to acquire properties along the Corridor for transportation improvements
- Create positive opportunities for acquiring and redeveloping properties along the Corridor in conjunction with transportation improvements
- Minimize non-local traffic parking within adjacent neighborhoods
- Minimize cut-through traffic within adjacent neighborhoods

Safety

- Create safer conditions for pedestrians in the Corridor
- Create safer conditions for vehicles (automobiles, trucks and transit) in the Corridor
- Create safer conditions for bicyclists in the Corridor

Environment

- Create opportunities to improve air quality along the Corridor
- Create opportunities to reduce noise pollution along the Corridor
- Minimize the amount of impervious surfaces along the Corridor
- Create more green space along the Corridor

Funding And Constructability

- Create opportunities for regional cost-sharing to fund transportation improvements
- Create transportation improvement options that can be phased over time
- Seek transportation concepts that do not present significant constructability challenges
- Seek concepts that allow for maximum use of federal dollars to fund transportation improvements

Cost

- Consider overall cost as a factor in selecting alternatives so that a preferred option can be implemented

Evaluation Criteria Matrix

Figure 7.1

	Bladensburg Road and New York Ave			Montana Avenue and New York Ave				Brentwood Pkwy		Florida Avenue and New York Ave					I-395 Connection	
	Grade Separated Traffic Circle	Diamond Interchange	Continuous Flow Intersection	Improve Existing Traffic Circle	4-Leg Intersection	Grade Separated Traffic Circle	Diamond Interchange	Ramp Connections	Diamond Interchange	Improve 4-Leg Intersection	Grade Separated Traffic Circle	Diamond Interchange	Diamond Interchange with I-95 Tunnel Connector	Continuous Flow Intersection	Depressed Left Turn Lane	Tunnel Connection to Florida Avenue
Accessibility	GOOD	POOR	FAIR	FAIR	GOOD	FAIR	POOR	FAIR	FAIR	GOOD	FAIR	POOR	POOR	FAIR	FAIR	GOOD
Aesthetics	GOOD	POOR	POOR	GOOD	FAIR	GOOD	POOR	FAIR	FAIR	FAIR	GOOD	POOR	POOR	FAIR	FAIR	GOOD
Neighborhoods	GOOD	POOR	FAIR	GOOD	FAIR	FAIR	POOR	FAIR	FAIR	GOOD	GOOD	POOR	POOR	FAIR	FAIR	GOOD
Safety	GOOD	FAIR	FAIR	FAIR	FAIR	GOOD	FAIR	FAIR	GOOD	FAIR	GOOD	FAIR	FAIR	FAIR	FAIR	GOOD
Environment	GOOD	POOR	FAIR	GOOD	FAIR	GOOD	POOR	FAIR	FAIR	FAIR	GOOD	POOR	POOR	FAIR	FAIR	GOOD
Funding and Constructability	FAIR	FAIR	GOOD	GOOD	GOOD	FAIR	FAIR	FAIR	FAIR	FAIR	FAIR	FAIR	POOR	GOOD	FAIR	POOR
Cost	POOR	POOR	GOOD	GOOD	GOOD	POOR	POOR	FAIR	POOR	GOOD	POOR	POOR	POOR	FAIR	FAIR	POOR

RANKING: GOOD FAIR POOR

Appendix B

Summary of Potential Improvement Concepts for the New York Avenue / Florida Avenue Intersection

Appendix B

Table of Contents

Appendix B **Summary of Potential Improvement Concepts for the New York Avenue / Florida Avenue Intersection**

Appendix B.1 Potential Improvement Concepts Developed Prior to Submittal of the Draft Plan: Summary of Interchange Concepts and At-Grade Intersection Concepts (2/21/2005)

Appendix B.2 Potential Improvement Concepts Developed for Inclusion in the Draft Plan: Excerpts from Chapters 6 and 7 of the Draft Plan (4/29/2005)

Appendix B.3 Potential Improvement Concepts Developed Following Submittal of the Draft Plan: Incorporation of the Interim "At-Grade Semi-Circle" Concept at the Intersection of New York Avenue and Florida Avenue into the Long Term Concepts Involving a Tunnel to I-395 (7/22/2005)

Appendix B.4 Potential Improvement Concepts Developed Following Submittal of the Draft Plan: Task 11 Technical Memorandum: Extended Tunnel Concepts (9/13/2005)

Appendix B.1

Potential Improvement Concepts Developed Prior to Submittal of the Draft Plan:

Summary of Interchange Concepts and At-Grade Intersection Concepts

(2/21/2005)

1. INTRODUCTION

During the course of Task 5, numerous concepts were developed and evaluated for the junction of New York Avenue and Florida Avenue. The concept shown in the Draft Plan, a diamond interchange, was felt by the Study Team to be the best concept for this location. In addition, as noted in the Draft Plan, there was considerable feeling among members of the Oversight Committee that an at-grade intersection concept could be preferable to a grade-separated interchange concept.

The following exhibits provide additional information about the concepts which were developed and evaluated. For the most part, the concepts vary in terms of width of pavement/structure required, extent of property impacts expected, and ability to accommodate anticipated traffic demands. On each exhibit, a volume-to-capacity ratio is shown for key intersections. The lower the volume-to-capacity ratio is, the better the concept functions, from a traffic perspective.

All concepts include an extension of the I-395 tunnel beneath New York Avenue. Unless stated otherwise, this tunnel is assumed to daylight between North Capitol Street and Florida Avenue.

It should be noted that these concepts are conceptual in nature, and are thus extremely preliminary.

2. INTERCHANGE CONCEPTS

I-1 through I-6

Interchange concepts I-1 through I-6 all include the following:

- Westbound local and non-local New York Avenue traffic could be separated to the east of Florida Avenue.
- New York Avenue traffic destined for I-395 (non-local) could not pass through the intersection of New York Avenue and Florida Avenue. Instead, this traffic could pass over Florida Avenue, and then descend into a tunnel to the east of North Capitol Street.
- Local New York Avenue traffic could intersect with Florida Avenue. This intersection could be signalized.
- Traffic on 1st Street, NE could no longer be able to cross New York Avenue.
- Space for pedestrian refuge while crossing New York Avenue could be provided.
- The existing bridge above the railroad to the east of Florida Avenue could be widened.
- Both New York Avenue and Florida Avenue could require widening, and resulting property impacts could be significant.

Features unique to each concept include the following:

- For I-1:
    - Left turns could be permitted from both New York Avenue and Florida Avenue.
    - The intersection between New York Avenue and 1st Street, NE on the south side of New York Avenue could be signalized.
    - The intersection between New York Avenue and 1st Street, NE on the north side of New York Avenue could be right in / right out only.
    - Interchange ramps could provide full access between I-395 and Florida Avenue.
- For I-2:
    - Left turns could be permitted from New York Avenue only.
    - The intersection between New York Avenue and 1st Street, NE on the south side of New York Avenue could be signalized.
    - The intersection between New York Avenue and 1st Street, NE on the north side of New York Avenue could be right in / right out only.
    - Interchange ramps could provide full access between I-395 and Florida Avenue.
- For I-3:
    - Left turns could be permitted from both New York Avenue and Florida Avenue.
    - The intersection between New York Avenue and 1st Street, NE on both the north and south sides of New York Avenue could be right in / right out only.
    - An interchange ramp could provide access from Florida Avenue to southwestbound I-395.
    - No access from northeastbound I-395 to Florida Avenue could be provided.
- For I-4:
    - Left turns could be permitted from New York Avenue only.
    - The intersection between New York Avenue and 1st Street, NE on both the north and south sides of New York Avenue could be right in / right out only.
    - An interchange ramp could provide access from Florida Avenue to southwestbound I-395.

- No access from northeastbound I-395 to Florida Avenue could be provided.

- For I-5:
  - Left turns between New York Avenue and Florida Avenue could not be permitted.
  - The intersection between New York Avenue and 1st Street, NE on the south side of New York Avenue could be signalized.
  - The intersection between New York Avenue and 1st Street, NE on the north side of New York Avenue could be right in / right out only.
  - Interchange ramps could provide full access between I-395 and Florida Avenue (as available due to the restricted left turns).

- For I-6:
  - Left turns between New York Avenue and Florida Avenue could not be permitted.
  - The intersection between New York Avenue and 1st Street, NE on the south side of New York Avenue could be signalized.
  - The intersection between New York Avenue and 1st Street, NE on the north side of New York Avenue could be right in / right out only.
  - Interchange ramps could provide full access between I-395 and Florida Avenue (as available due to the restricted left turns).
  - Separate right turn lanes could be provided on New York Avenue.

I-7

This interchange concept shows an attempt at realigning Florida Avenue. The property impacts could be significant, and the relocated Florida Avenue's geometry could be undesirable.

I-8

This interchange concept lowers Florida Avenue instead of raising New York Avenue. Property impacts and grade changes along Florida Avenue could be significant. In particular, access to the New York Avenue Metrorail Station could be restricted to traffic on the southeastbound ramp.

I-9

This interchange concept continues the I-395 tunnel to a point east of Florida Avenue. There could therefore be no apparent overpass at the intersection of New York Avenue and Florida Avenue. With left turns prohibited for both New York Avenue and Florida Avenue, the property impacts could be far less than those of other alternates. Interchange ramps could still provide access between I-395 and Florida Avenue.

Profile

A very preliminary profile of I-395 was developed. The main purpose of the profile was to determine where along New York Avenue the underground portion of the I-395 grade separation would be far enough underground to permit roads to be built on top of the tunnel. The preliminary design permitted adequate bridge width to not interfere with the New York Avenue / Florida Avenue intersection while also adhering to AASHTO guidelines. This profile was developed using planning level data and is not to be used for detailed analyses or designs.

3. AT GRADE INTERSECTION CONCEPTS

G1 through G4

At Grade Intersection concepts G-1 through G-4 all include the following:

- Westbound local and non-local New York Avenue traffic could be separated to the west of Florida Avenue.
- New York Avenue traffic destined for I-395 (non-local) could pass through the intersection of New York Avenue and Florida Avenue, and then descend into a tunnel to the east of North Capitol Street.
- New York Avenue traffic, both local and non-local, could intersect with Florida Avenue. This intersection could be signalized.
- Space for pedestrian refuge while crossing New York Avenue could not be provided.
- Traffic on 1st Street, NE could no longer be able to cross New York Avenue.
- The existing bridge above the railroad to the east of Florida Avenue could be widened.
- Both New York Avenue and Florida Avenue could require widening, and subsequent property impacts could be significant.
- Interchange ramps could provide full access between I-395 and Florida Avenue (except as noted with the turn restrictions).
- The intersection between New York Avenue and 1st Street, NE on both the north and south sides of New York Avenue could be right in / right out only.

Features unique to each concept include the following:

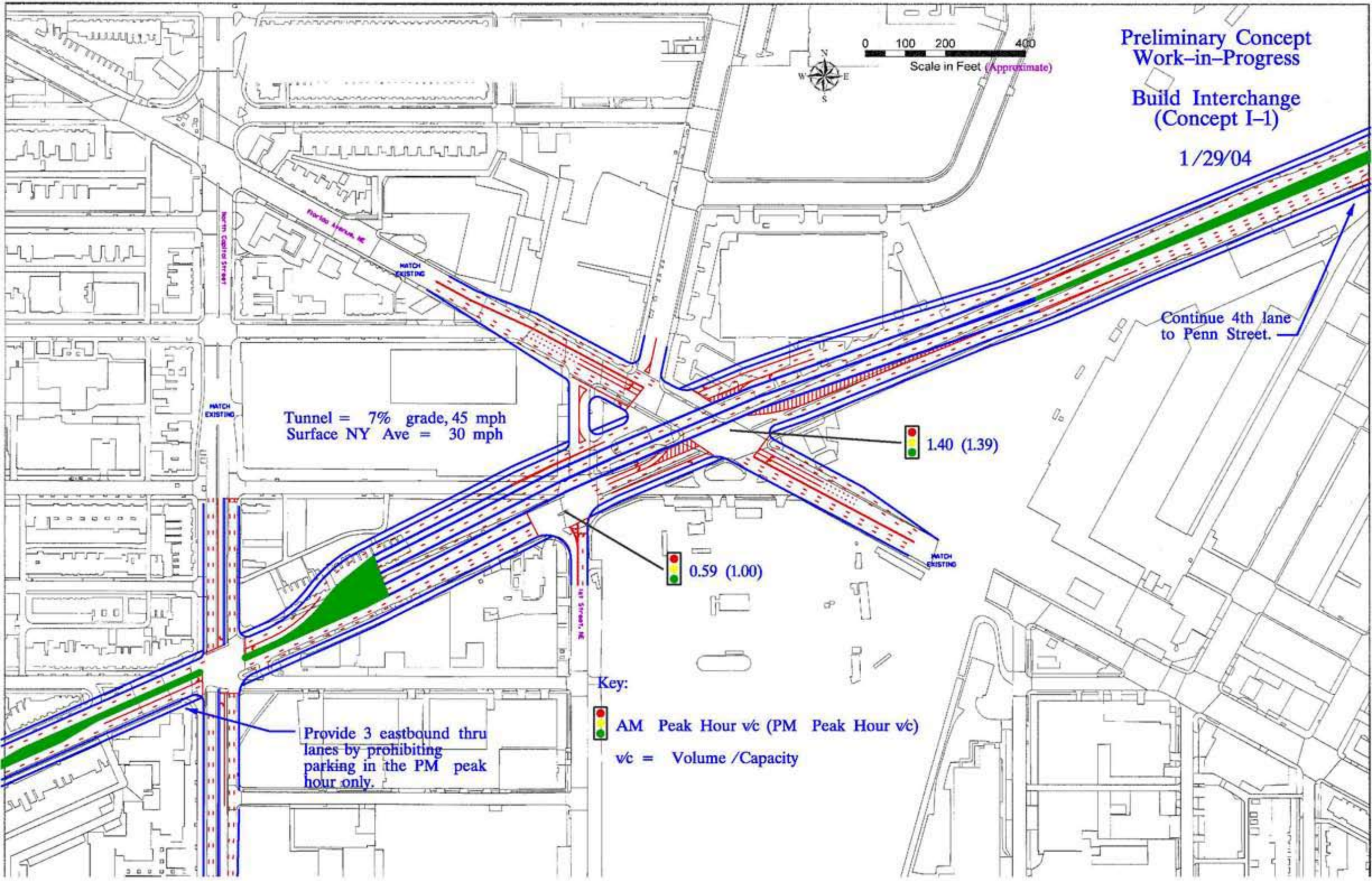
- For G-1:
    - Left turns could be permitted from Florida Avenue, southwestbound New York Avenue, and northeastbound I-395 only.
    - Right turns from northeastbound I-395 could not be permitted.
- For G-2:
    - Left turns could be permitted from southwestbound New York Avenue, and northeastbound I-395 only.
    - Right turns from northeastbound I-395 could not be permitted.
- For G-3:
    - No left turns could be permitted.
    - Right turns from northeastbound I-395 could not be permitted.
- For G-4:
    - No left turns could be permitted.
    - Right turns from northeastbound I-395 could not be permitted.
    - Right turn lanes could be provided on New York Avenue.

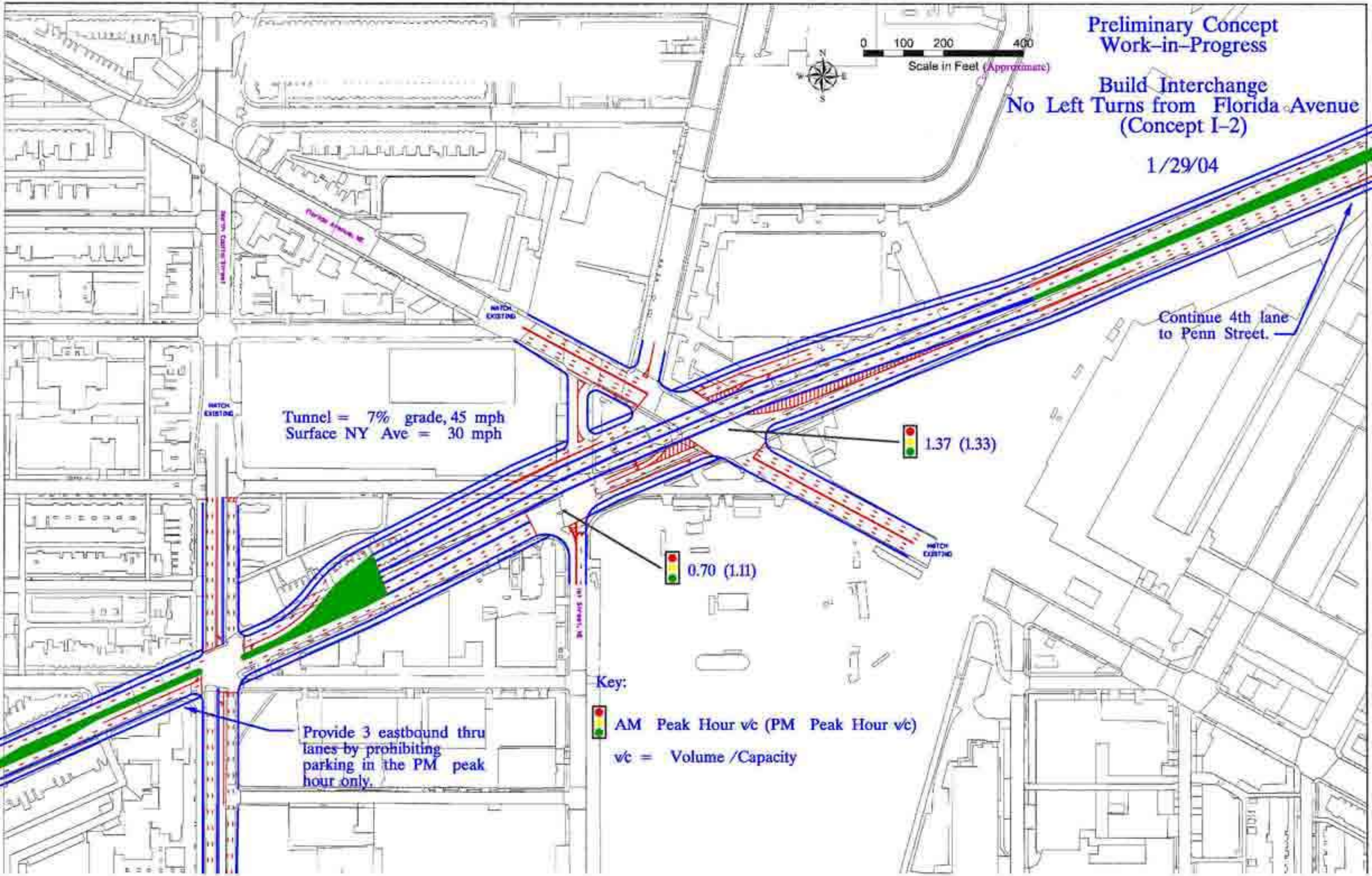
G-5

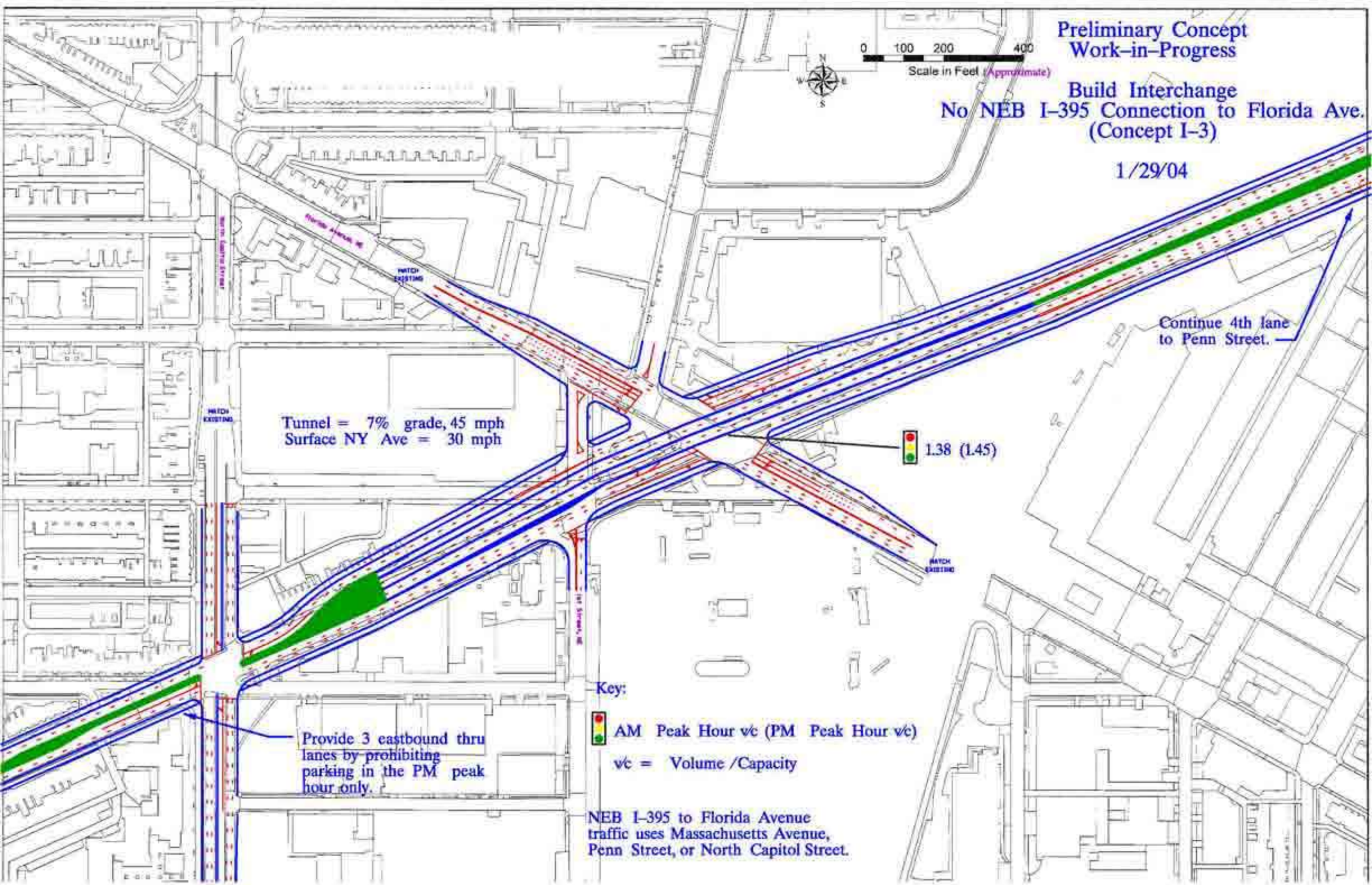
This at grade intersection concept shows no change to the intersection of New York Avenue and Florida Avenue. The intersection of New York Avenue and 1st Street, NE could become a signalized intersection with northeastbound turning restrictions. Property impacts could be minimized and no widening of the New York Avenue bridge over the railroad could be required. The intersection of New York Avenue and 1st Street, NE could be highly congested, and the intersection of New York Avenue and Florida Avenue could experience no relief.

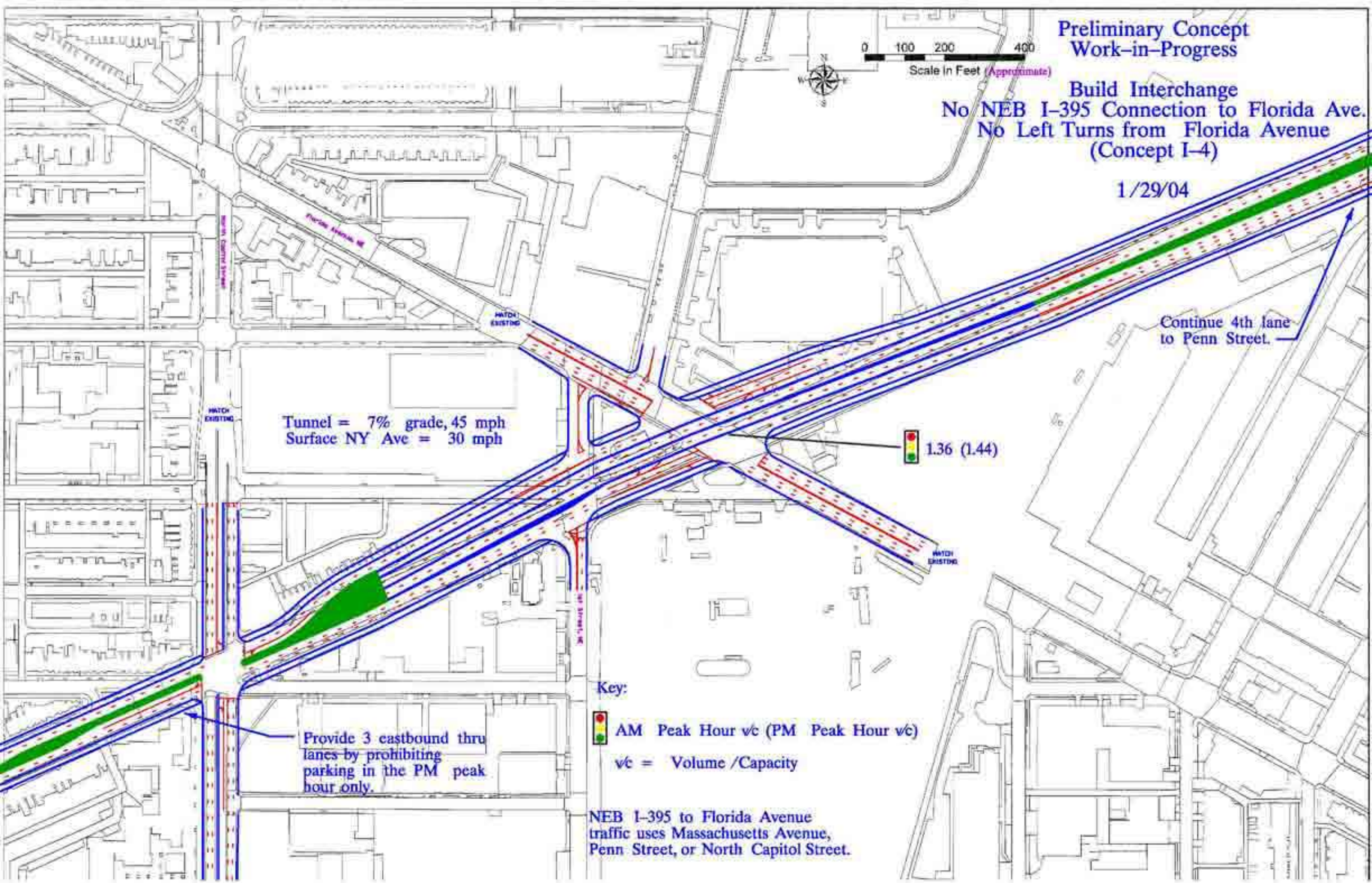
4. IMPACTS OF TURN RESTRICTIONS AT FLORIDA AVENUE

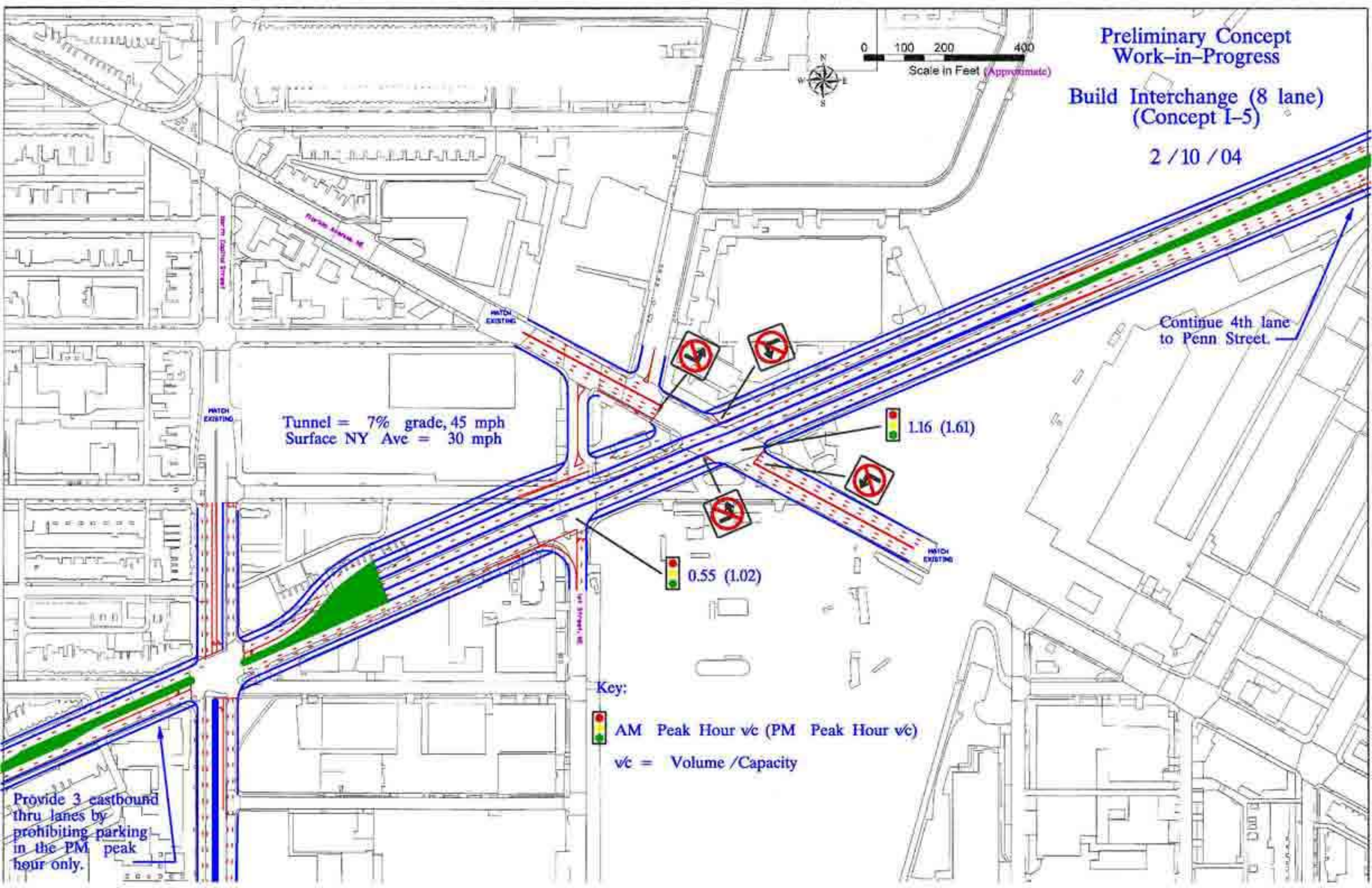
Most of the intersection and interchange concepts shown for the New York Avenue/Florida Avenue junction require prohibition of some turning movements. These restricted movements do not disappear from the roadway network; rather, they are accommodated along other travel paths. The following six figures illustrate potential paths for turns restricted under one or more of the concepts discussed above.

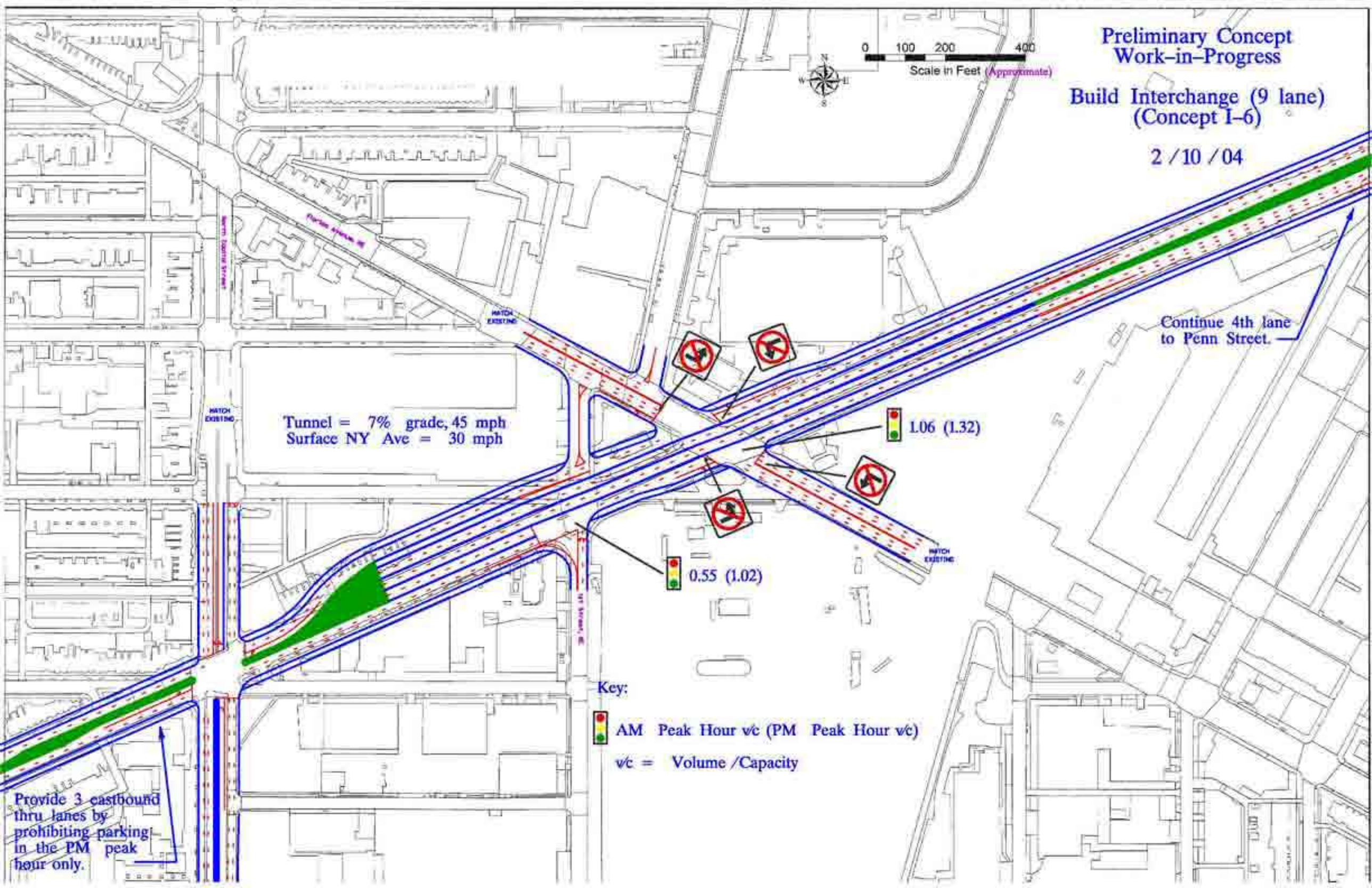

Preliminary Concept
Work-in-Progress
Build Interchange
(Concept I-1)
1/29/04
0 100 200 400
Scale in Feet (Approximate)
N
W
E
S
Florida Avenue, NE
North Capitol Street
MATCH EXISTING
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.40 (1.39)
0.59 (1.00)
Continue 4th lane
to Penn Street.
Provide 3 eastbound thru
lanes by prohibiting
parking in the PM peak
hour only.
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity

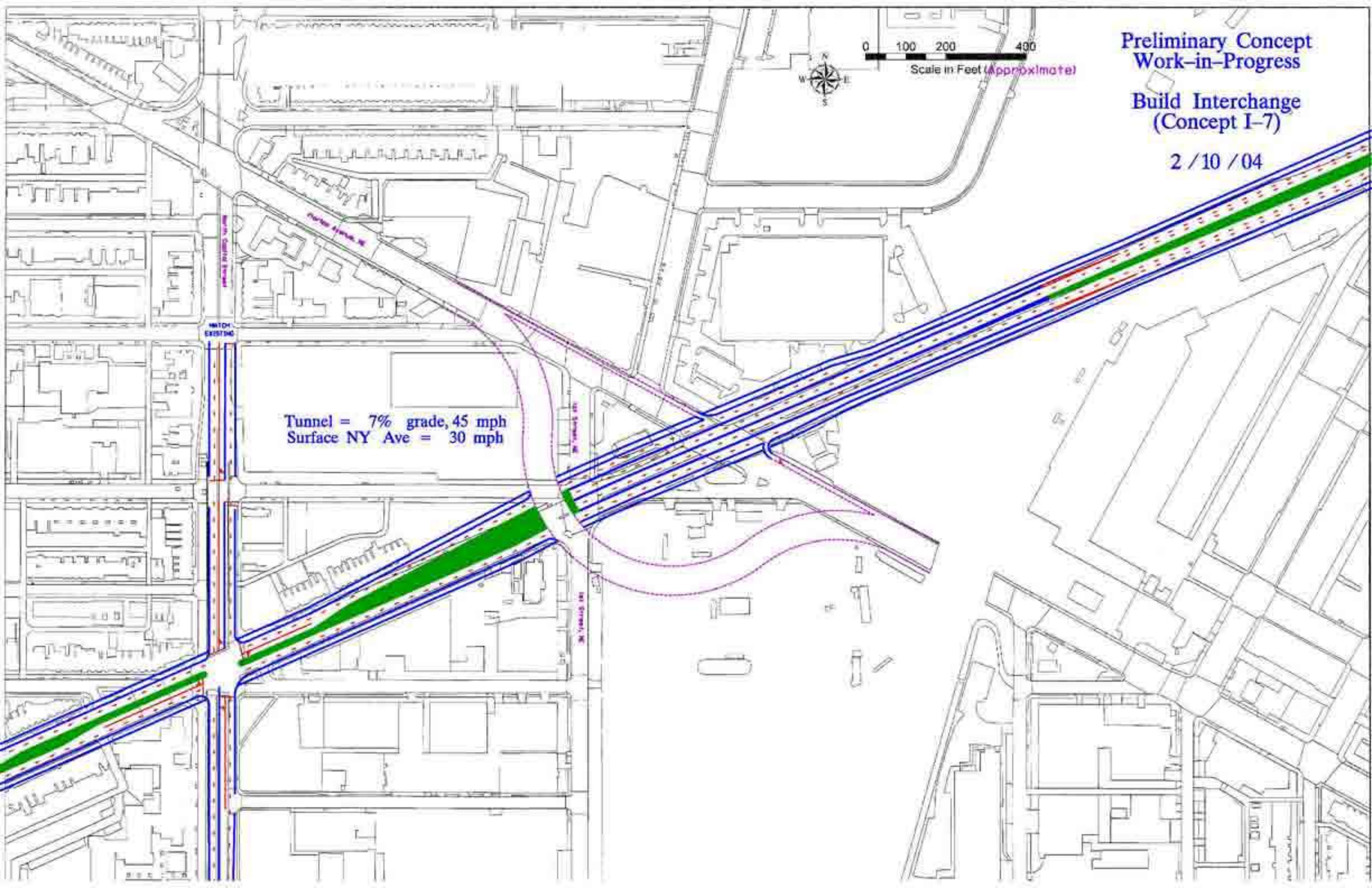

Preliminary Concept
Work-in-Progress
Build Interchange
No Left Turns from Florida Avenue
(Concept I-2)
1/29/04
0 100 200 400
Scale in Feet (Approximate)
N
S
E
W
Continue 4th lane to Penn Street.
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.37 (1.33)
0.70 (1.11)
Provide 3 eastbound thru lanes by prohibiting parking in the PM peak hour only.
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity

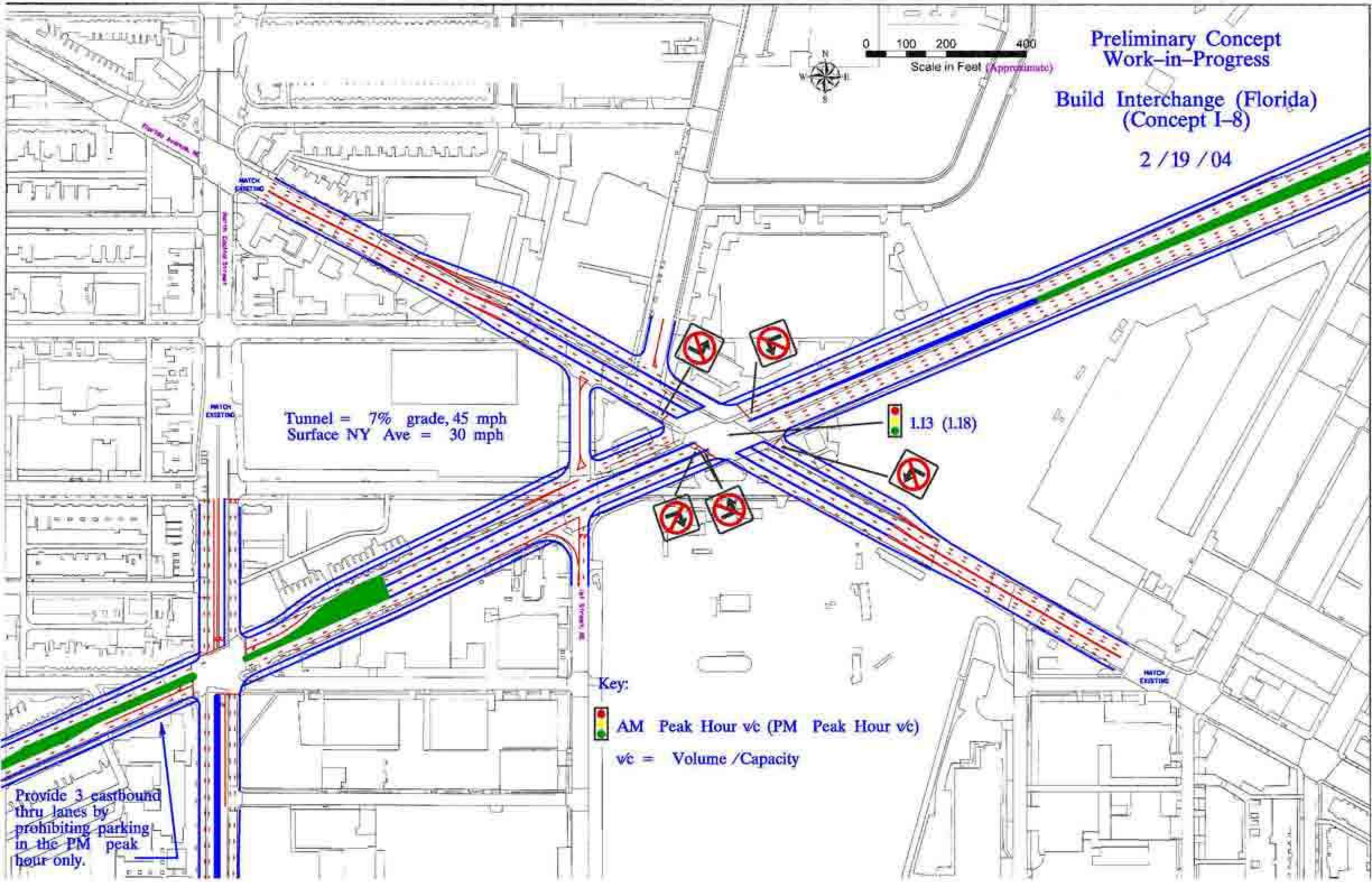

Preliminary Concept
Work-in-Progress
Build Interchange
No NEB I-395 Connection to Florida Ave.
(Concept I-3)
1/29/04
0 100 200 400
Scale in Feet (Approximate)
N
S
E
W
Continue 4th lane to Penn Street.
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.38 (1.45)
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity
Provide 3 eastbound thru lanes by prohibiting parking in the PM peak hour only.
NEB I-395 to Florida Avenue traffic uses Massachusetts Avenue, Penn Street, or North Capitol Street.

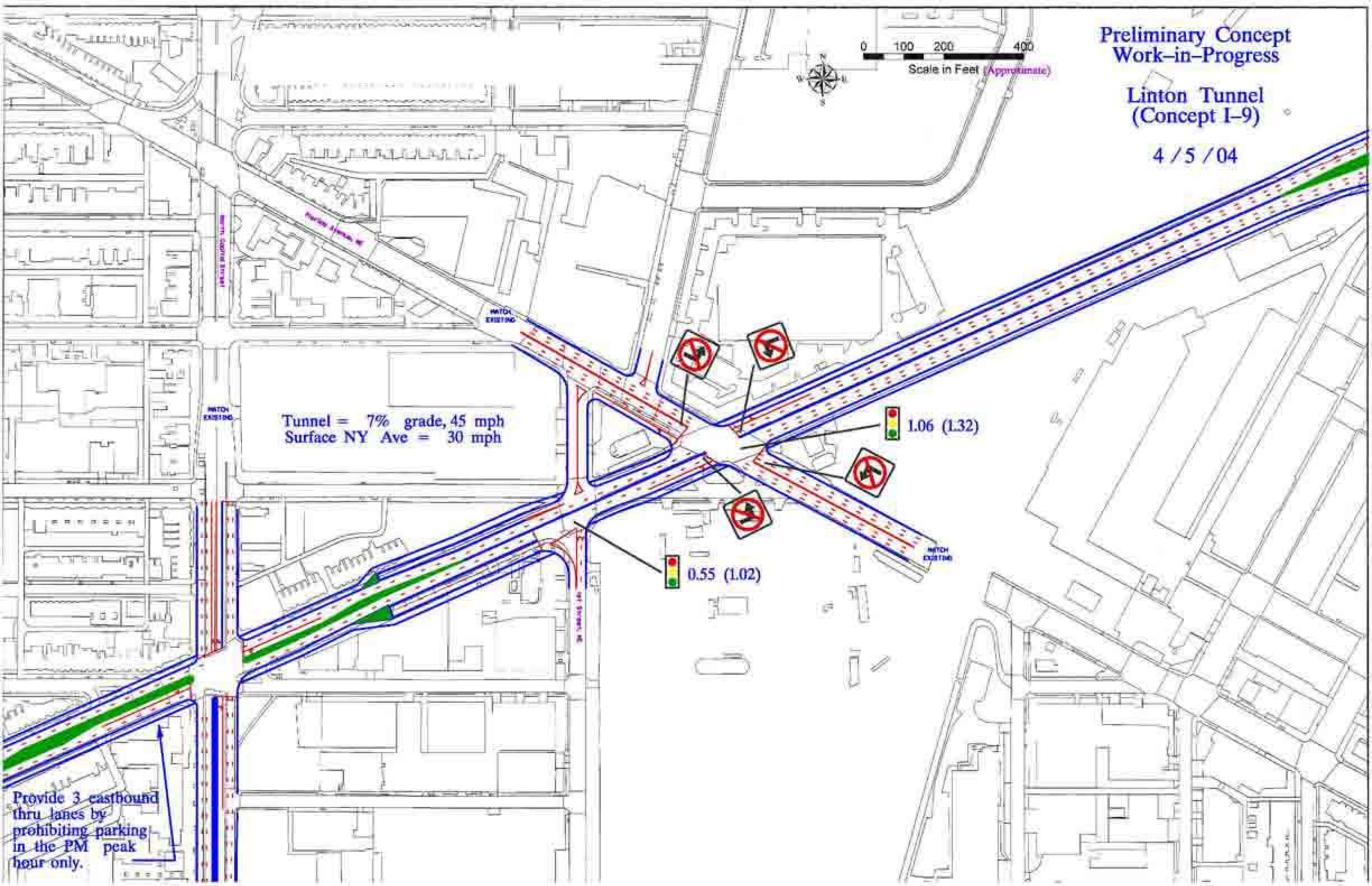

Preliminary Concept
Work-in-Progress
Build Interchange
No NEB I-395 Connection to Florida Ave.
No Left Turns from Florida Avenue
(Concept I-4)
1/29/04
0 100 200 400
Scale in Feet (Approximate)
Continue 4th lane to Penn Street.
1.36 (1.44)
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
Provide 3 eastbound thru lanes by prohibiting parking in the PM peak hour only.
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity
NEB I-395 to Florida Avenue traffic uses Massachusetts Avenue, Penn Street, or North Capitol Street.

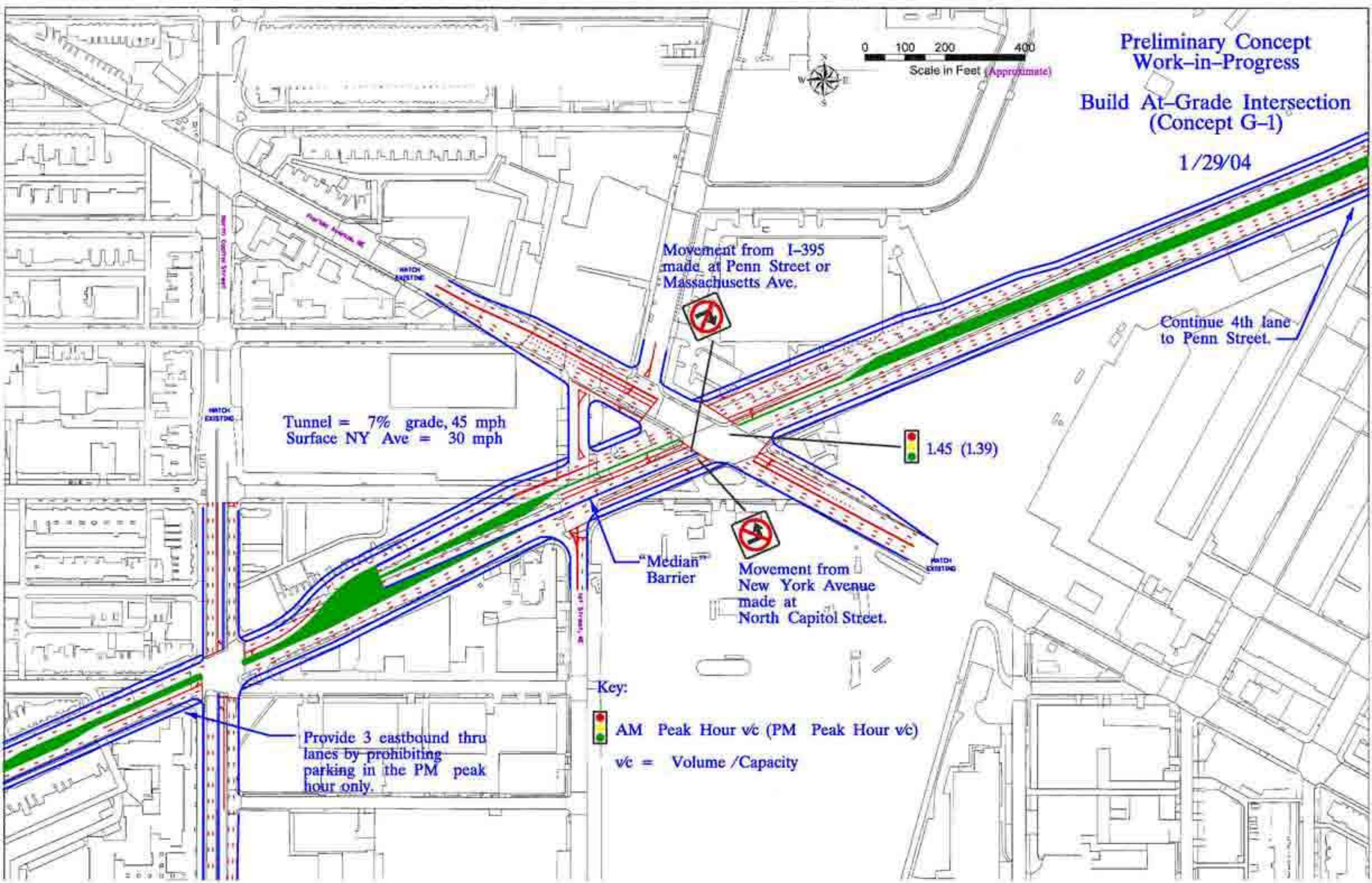

Preliminary Concept
Work-in-Progress
Build Interchange (8 lane)
(Concept I-5)
2 / 10 / 04
0 100 200 400
Scale in Feet (Approximate)
N
S
E
W
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.16 (1.61)
0.55 (1.02)
Continue 4th lane to Penn Street.
Provide 3 eastbound thru lanes by prohibiting parking in the PM peak hour only.
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity

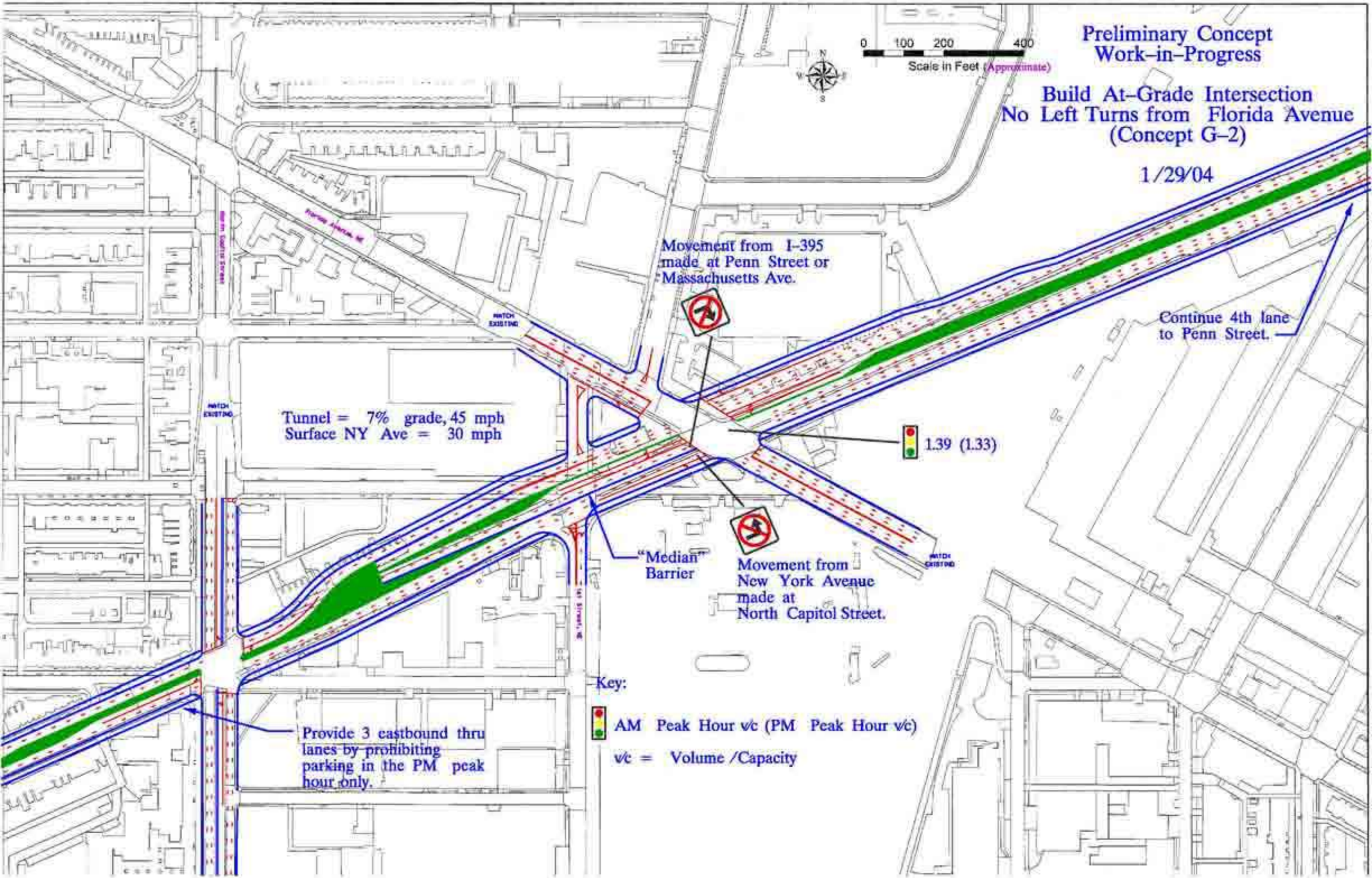

Preliminary Concept
Work-in-Progress
Build Interchange (9 lane)
(Concept I-6)
2 / 10 / 04
0 100 200 400
Scale in Feet (Approximate)
Continue 4th lane to Penn Street.
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.06 (1.32)
0.55 (1.02)
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity
Provide 3 eastbound thru lanes by prohibiting parking in the PM peak hour only.

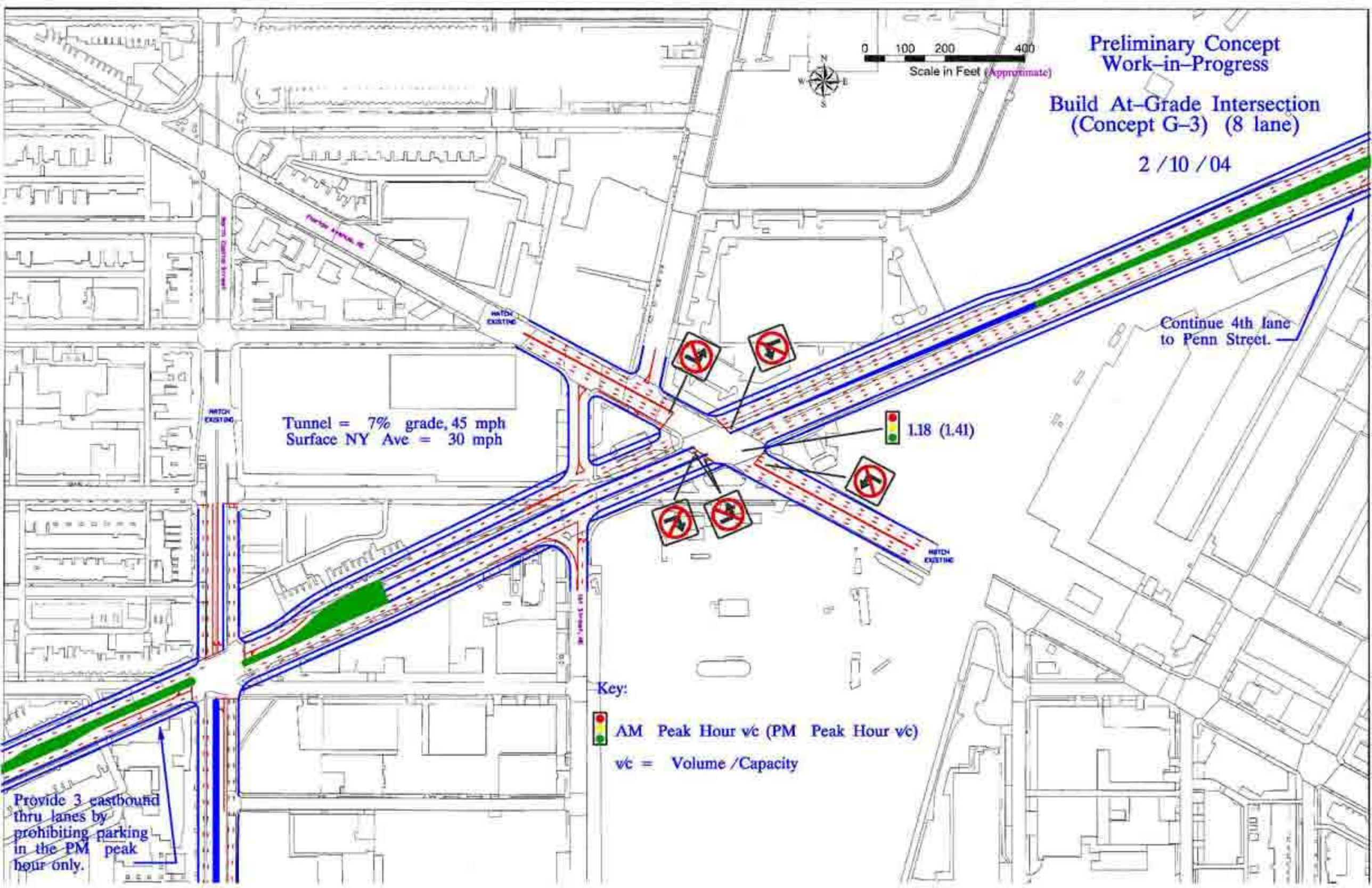

Preliminary Concept
Work-in-Progress
Build Interchange
(Concept I-7)
2 / 10 / 04
0 100 200 400
Scale in Feet (Approximate)
N
S
E
W
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
MATCH EXISTING

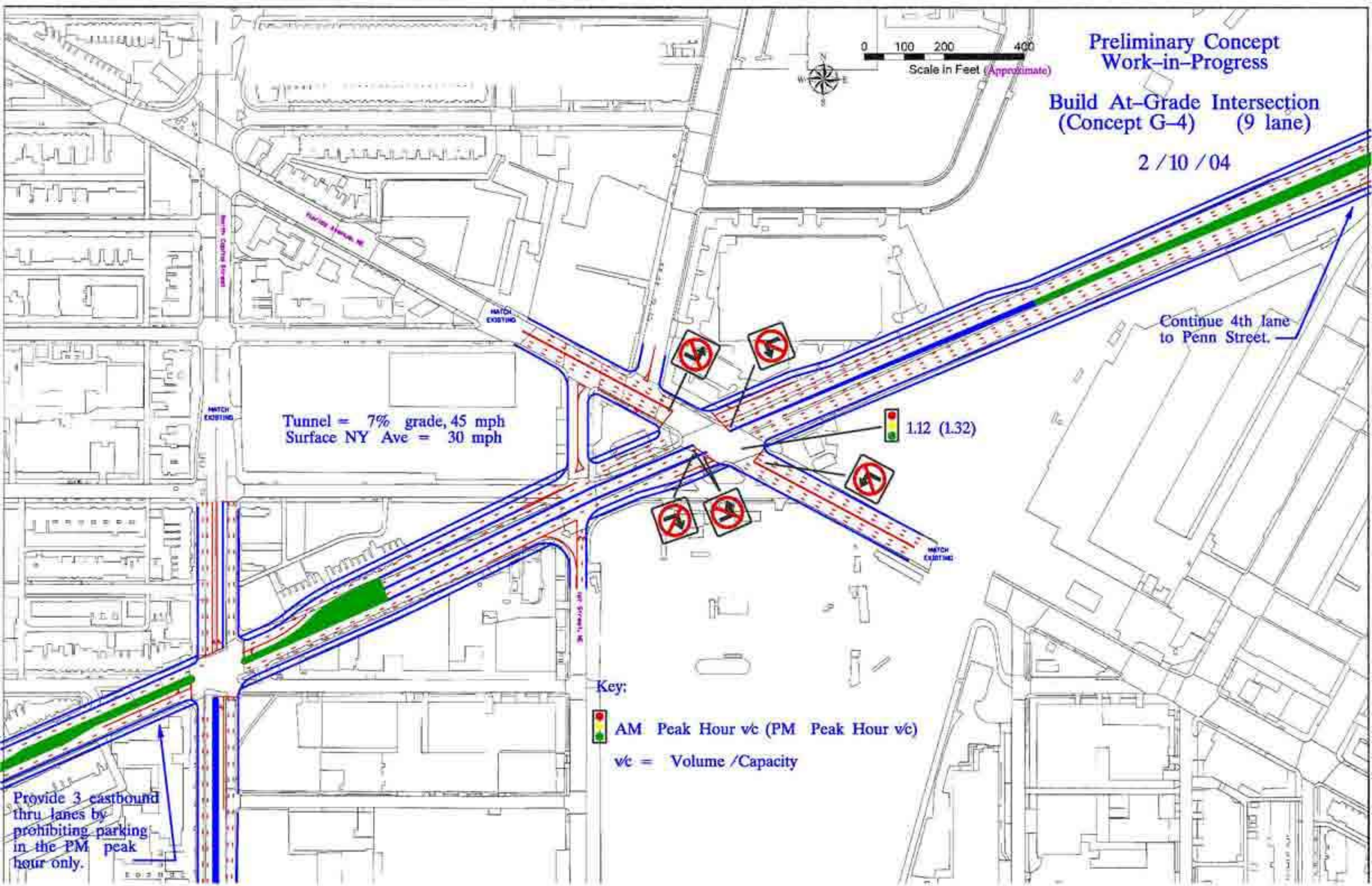

Preliminary Concept
Work–in–Progress
Build Interchange (Florida)
(Concept I–8)
2 / 19 / 04
0 100 200 400
Scale in Feet (Approximate)
N
W
E
S
MATCH EXISTING
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.13 (1.18)
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity
Provide 3 eastbound thru lanes by prohibiting parking in the PM peak hour only.

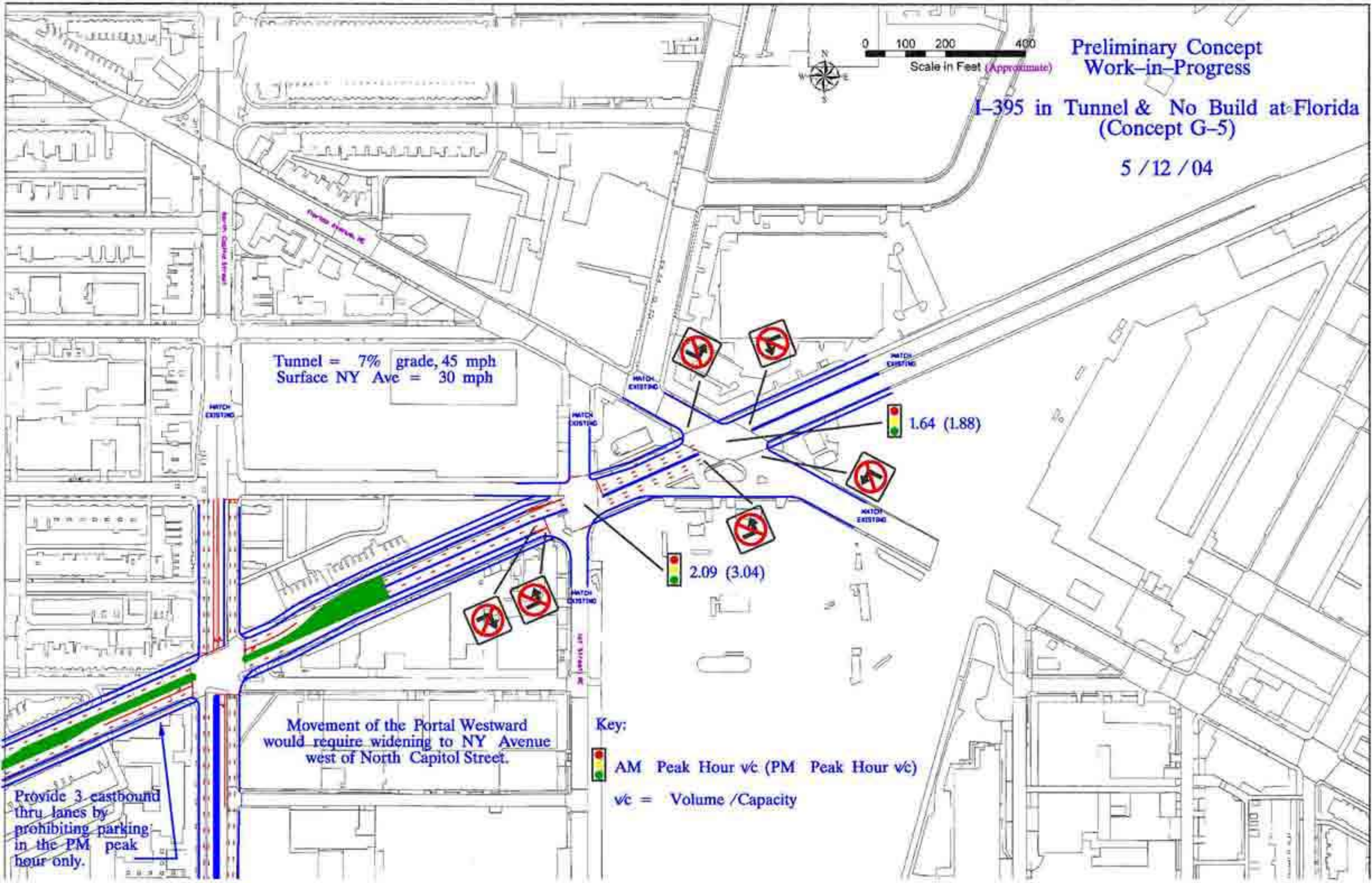

Preliminary Concept
Work–in–Progress
Linton Tunnel
(Concept I–9)
4 / 5 / 04
0 100 200 400
Scale in Feet (Approximate)
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.06 (1.32)
0.55 (1.02)
Provide 3 eastbound thru lanes by prohibiting parking in the PM peak hour only.


Preliminary Concept
Work-in-Progress
Build At-Grade Intersection
(Concept G-1)
1/29/04
0 100 200 400
Scale in Feet (Approximate)
Movement from I-395
made at Penn Street or
Massachusetts Ave.
Continue 4th lane
to Penn Street.
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.45 (1.39)
"Median"
Barrier
Movement from
New York Avenue
made at
North Capitol Street.
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity
Provide 3 eastbound thru
lanes by prohibiting
parking in the PM peak
hour only.


Preliminary Concept
Work-in-Progress
Build At-Grade Intersection
No Left Turns from Florida Avenue
(Concept G-2)
1/29/04
0 100 200 400
Scale in Feet (Approximate)
N
S
Movement from I-395
made at Penn Street or
Massachusetts Ave.
Continue 4th lane
to Penn Street.
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.39 (1.33)
"Median"
Barrier
Movement from
New York Avenue
made at
North Capitol Street.
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity
Provide 3 eastbound thru
lanes by prohibiting
parking in the PM peak
hour only.


Preliminary Concept
Work–in–Progress
Build At–Grade Intersection
(Concept G–3) (8 lane)
2 /10 /04
0 100 200 400
Scale in Feet (Approximate)
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.18 (1.41)
Continue 4th lane
to Penn Street.
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity
Provide 3 eastbound
thru lanes by
prohibiting parking
in the PM peak
hour only.


Preliminary Concept
Work-in-Progress
Build At-Grade Intersection
(Concept G-4) (9 lane)
2 / 10 / 04
0 100 200 400
Scale in Feet (Approximate)
Continue 4th lane to Penn Street.
1.12 (1.32)
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity
Provide 3 eastbound thru lanes by prohibiting parking in the PM peak hour only.

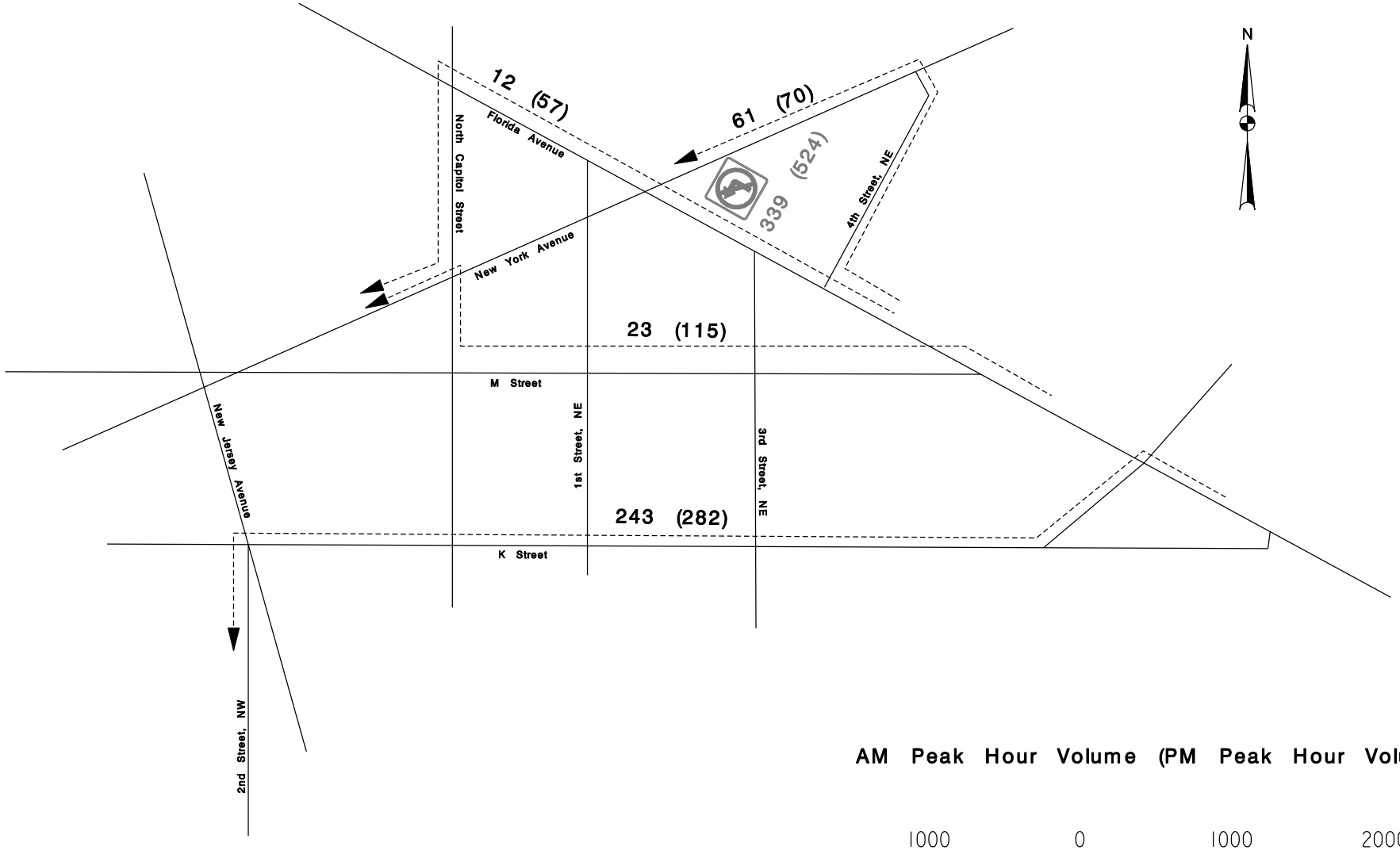

Preliminary Concept
Work-in-Progress
I-395 in Tunnel & No Build at Florida
(Concept G-5)
5 / 12 / 04
0 100 200 400
Scale in Feet (Approximate)
Tunnel = 7% grade, 45 mph
Surface NY Ave = 30 mph
1.64 (1.88)
2.09 (3.04)
Movement of the Portal Westward would require widening to NY Avenue west of North Capitol Street.
Provide 3 eastbound thru lanes by prohibiting parking in the PM peak hour only.
Key:
AM Peak Hour v/c (PM Peak Hour v/c)
v/c = Volume /Capacity

2/27/2004

Figure 1

Relocated Movement: Lefts from NW Bound Florida Avenue to SW Bound New York Avenue

See Concepts I-5, I-6, I-8, I-9, G-3, G-4, and G-5.



AM Peak Hour Volume (PM Peak Hour Volume)

1000 0 1000 2000

SCALE: 1" = 1000'

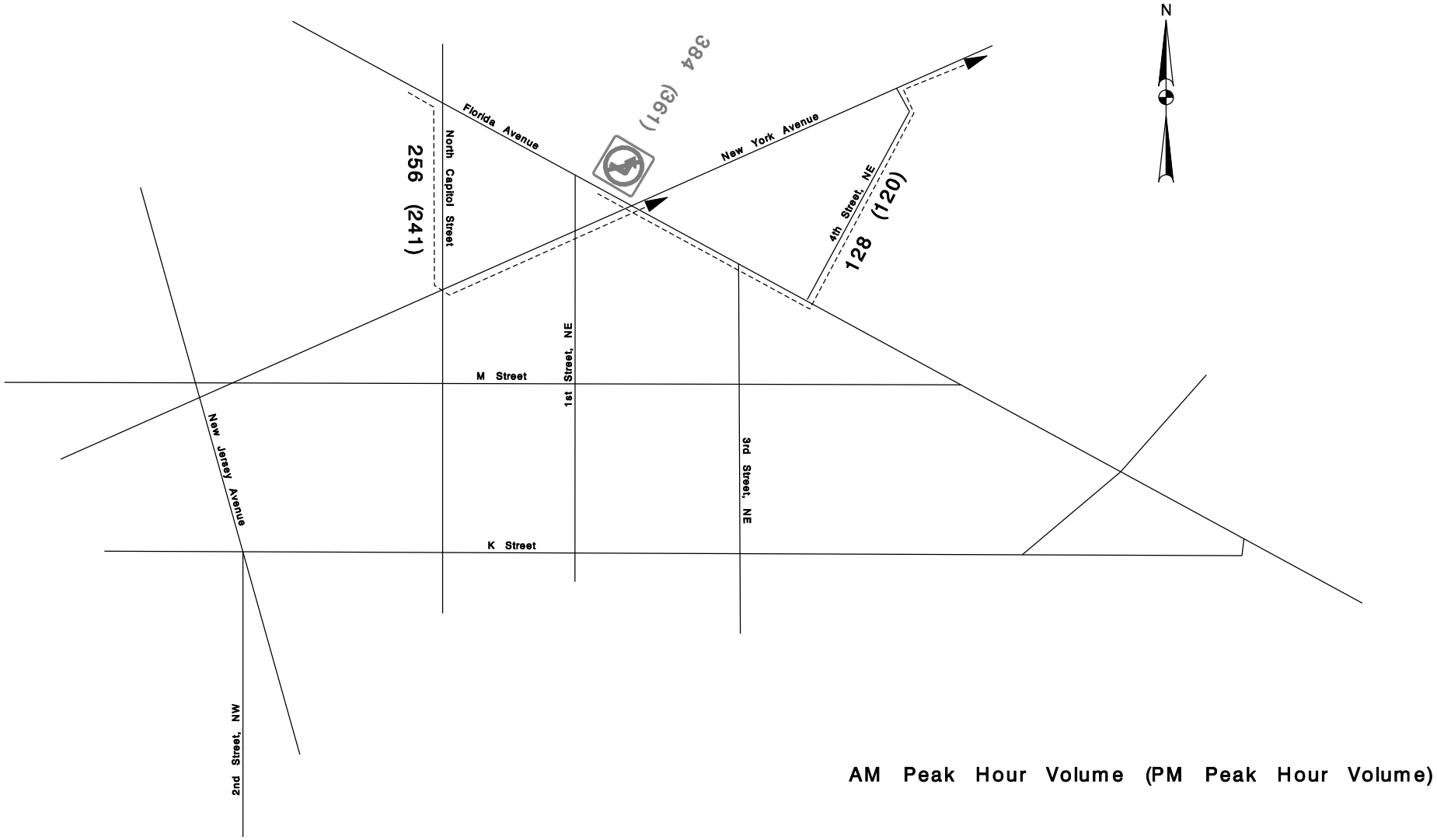
Preliminary Concept
Work-in-Progress

2/27/2004

Figure 2

Relocated Movement: Lefts from SE Bound Florida Avenue to NE Bound New York Avenue

See Concepts I-5, I-6, I-8, I-9, G-3, G-4, and G-5.



AM Peak Hour Volume (PM Peak Hour Volume)

1000 0 1000 2000

SCALE: 1" = 1000'

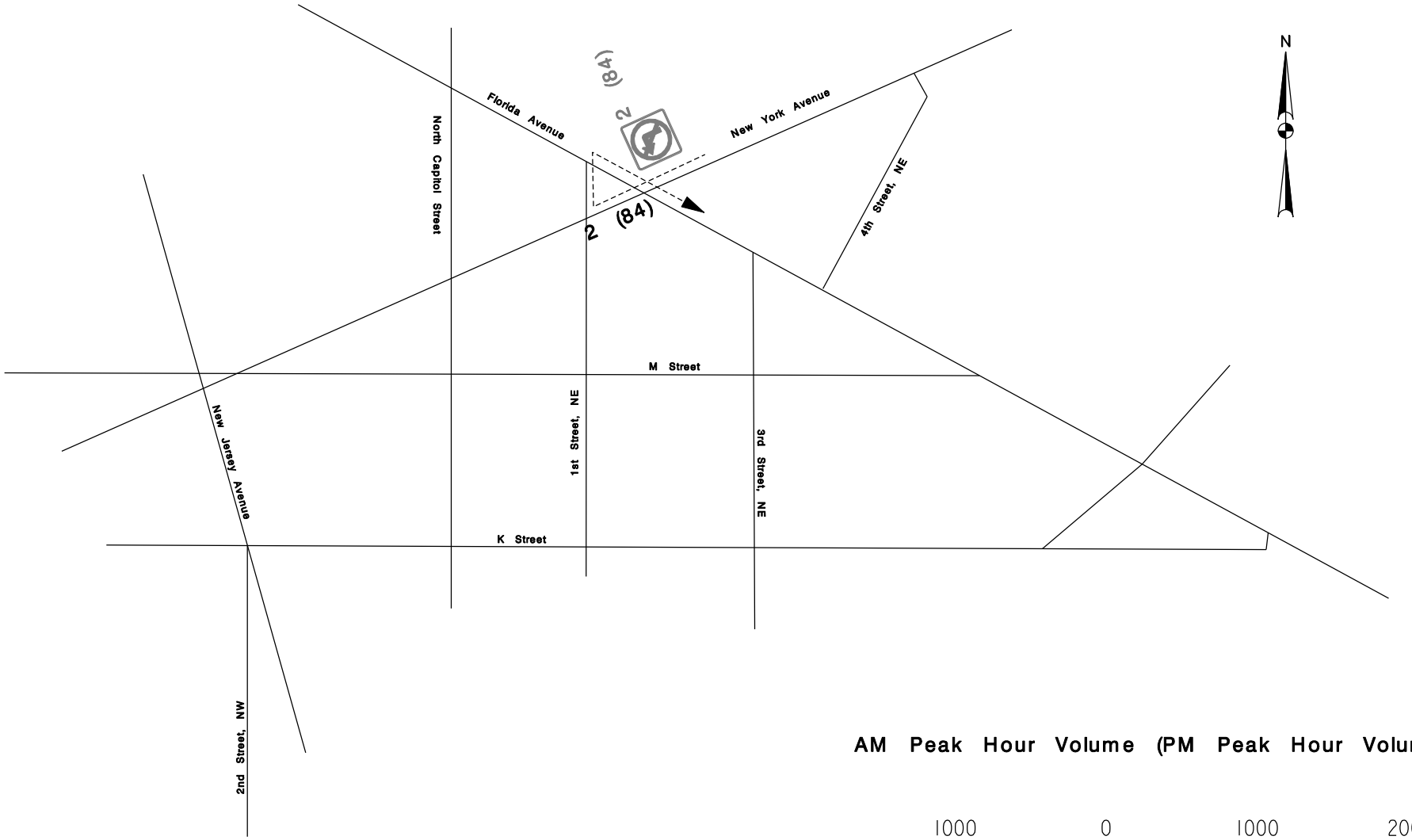
Preliminary Concept
Work-in-Progress

2/27/2004

Figure 3

Relocated Movement: Lefts from SW Bound New York Avenue to SE Bound Florida Avenue

See Concepts I-5, I-6, I-8, I-9, G-3, G-4, and G-5.



AM Peak Hour Volume (PM Peak Hour Volume)

1000 0 1000 2000

SCALE: 1" = 1000'

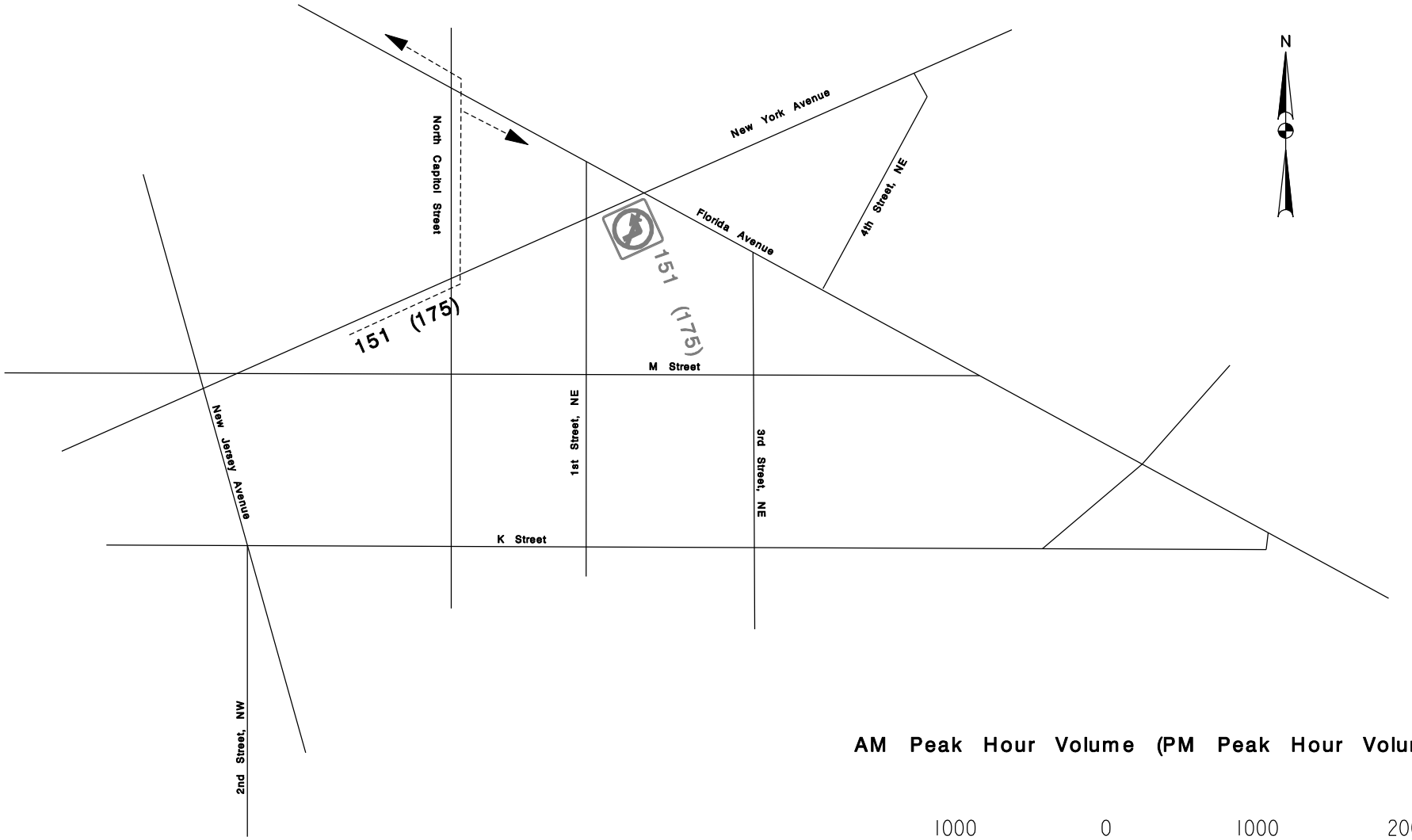
Preliminary Concept
Work-in-Progress

2/27/2004

Figure 4

Relocated Movement: Lefts from NE Bound New York Avenue to NW Bound Florida Avenue

See Concepts I-5, I-6, I-8, I-9, G-1, G-2, G-3, G-4, and G-5.



AM Peak Hour Volume (PM Peak Hour Volume)

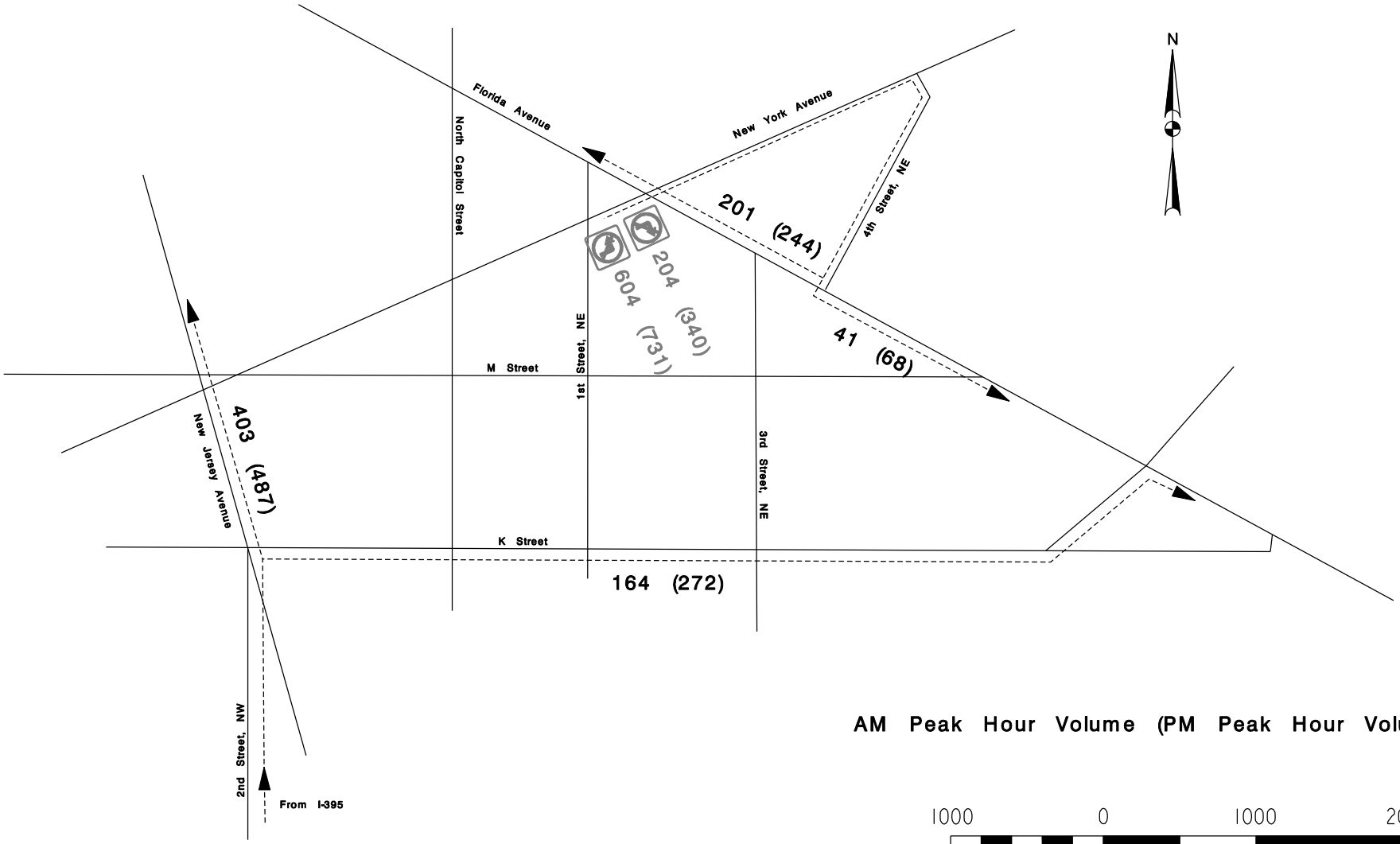
1000 0 1000 2000

SCALE: 1" = 1000'

Preliminary Concept
Work-in-Progress

2/27/2004

Figure 5
Relocated Movements:
Rights from NE Bound I-395 to SE Bound Florida Avenue
Lefts from NE Bound I-395 to NW Bound Florida Avenue
See Concepts I-8, G-1, G-2, G-3, and G-4.



AM Peak Hour Volume (PM Peak Hour Volume)

1000 0 1000 2000

SCALE: 1" = 1000'

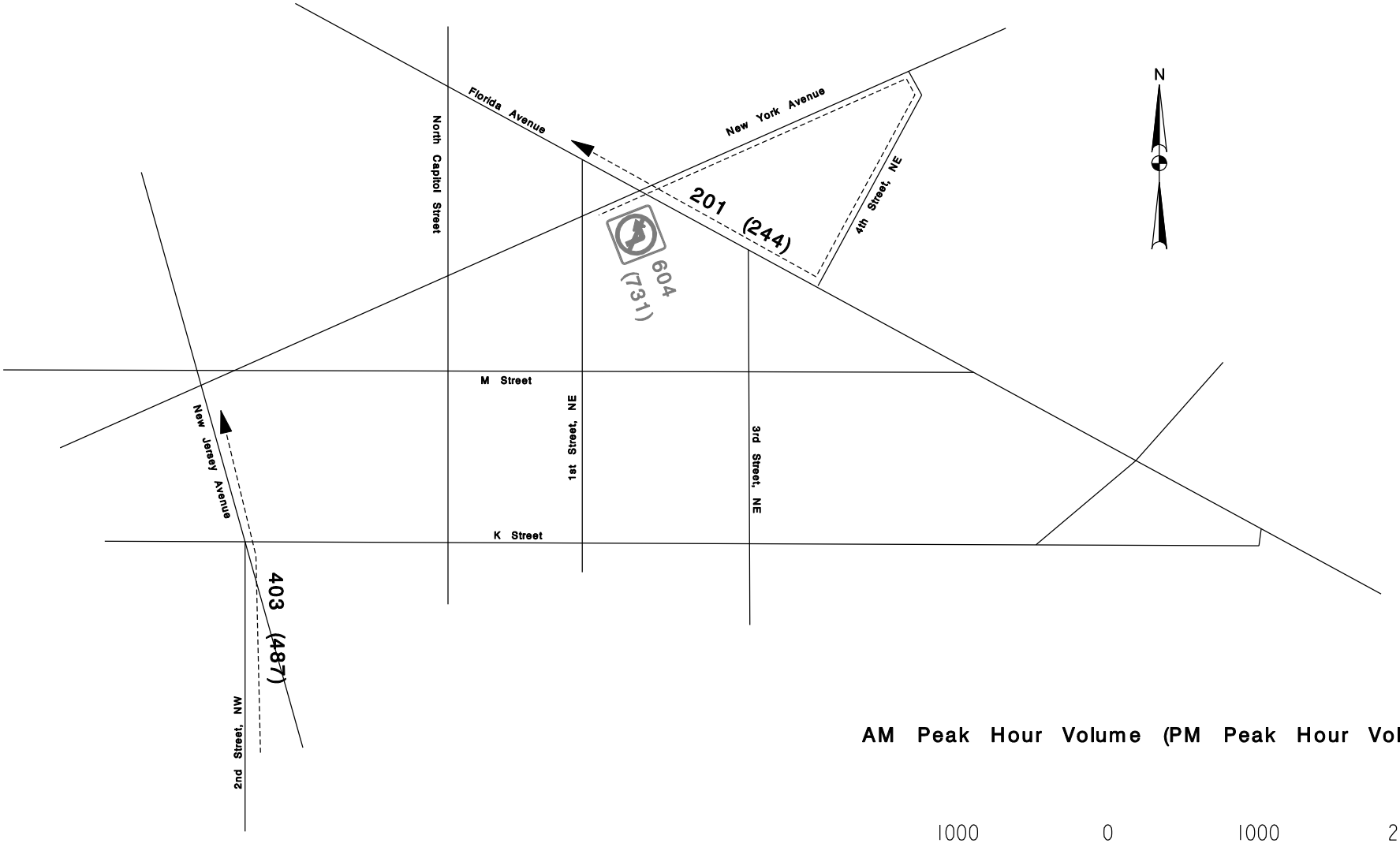
Preliminary Concept
Work-in-Progress

2/27/2004

Figure 6

Relocated Movement: Lefts from NE Bound I-395 to NW Bound Florida Avenue

See Concepts I-5, I-6, I-9, and G-5.

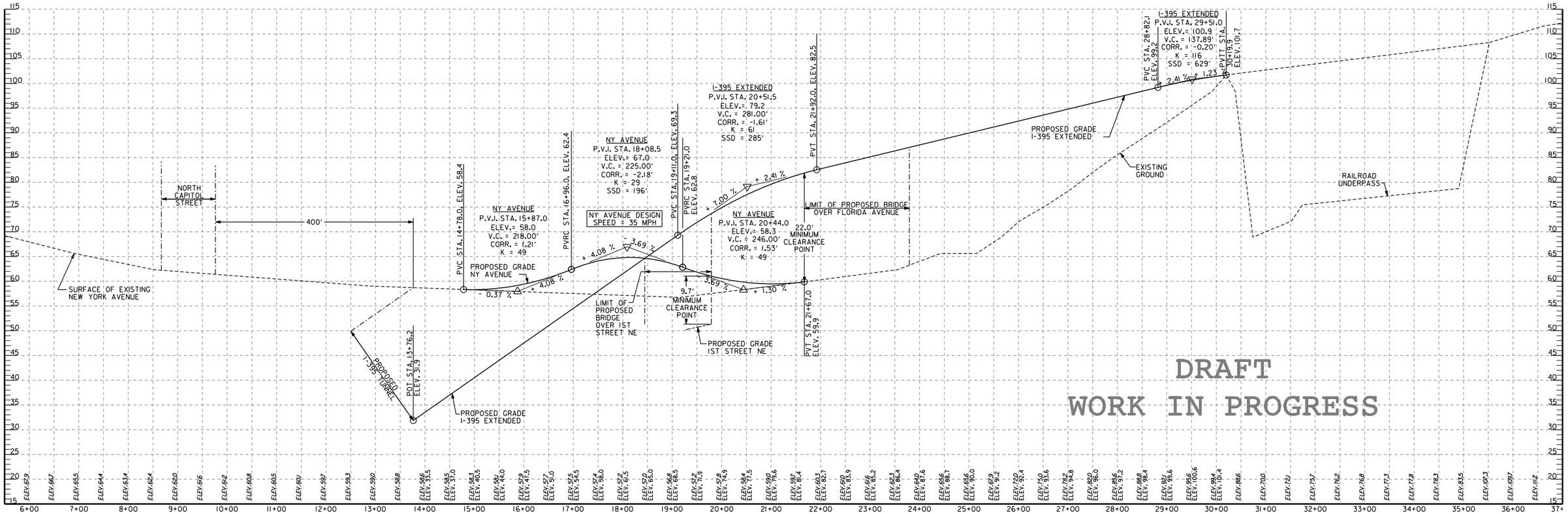


AM Peak Hour Volume (PM Peak Hour Volume)

1000 0 1000 2000

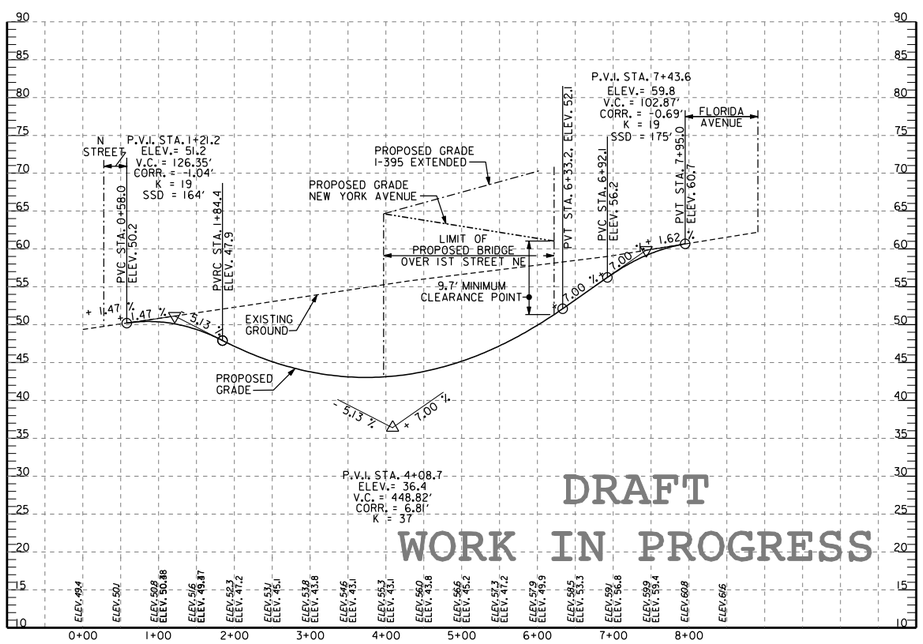
SCALE: 1" = 1000'

Preliminary Concept
Work-in-Progress



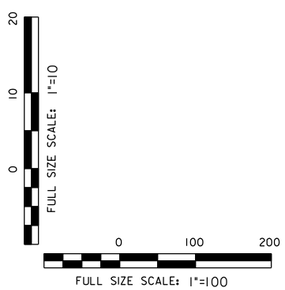
NEW YORK AVENUE & I-395 EXTENDED

DESIGN SPEED = 45 MPH



1ST STREET NE

DESIGN SPEED = 30 MPH
(7% MAX. GRADE)



NOTES:

1. The purpose of this effort was to determine if 1st Street, NE could be grade separated from New York Avenue, if a bridge of New York Avenue over Florida Avenue were constructed.
2. Vertical separation (from surface roadway to surface roadway) of 22'0" is a standard used in conceptual studies of this type. (This is based on a required clearance of 16'9" from the lower roadway to the bottom of the overpassing structure, 16'0" for clearance and 0'9" for future surfacing, and an assumed structure depth of 5'3".) This 22'0" clearance is provided for New York Avenue over Florida Avenue.
3. It does not appear to be feasible to grade separate 1st Street, NE from New York Avenue. Due to the close proximity of the Florida Avenue / 1st Street, NE intersection to New York Avenue, there is very little distance to depress 1st Street, NE. A surface-to-surface vertical separation of only 9'7" would be provided. With an assumed structure depth of 5'3", this would result in clearance of 4'4" from the surface of 1st Street, NE to the bottom of the New York Avenue structure.
4. The 400' gap shown between North Capitol Street and the tunnel portal is necessary to prevent widening of New York Avenue to the west of North Capitol Street.
5. Design speeds and maximum grades are based upon AASHTO requirements and engineering judgment.
6. All measurements and elevations are approximate. These profiles are presented for conceptual use only and are not to be used for design.
7. Stationing is provided for measurement purposes only.
8. A question asked during this effort was: "If North Capitol Street can be grade separated from New York Avenue today, why can't 1st Street, NE be grade separated from New York Avenue in the future?"

   The primary answer to this question is that North Capitol Street, at the point where it begins to descend to pass below New York Avenue today, is already approximately 7' lower than New York Avenue. Thus, the distance required to achieve the required vertical separation is substantially less than will be required at 1st Street, NE.

NEW YORK AVENUE CORRIDOR STUDY
CONCEPTUAL ROADWAY PROFILE EFFORTS
NY AVENUE, I-395 EXTENDED & 1ST STREET, NE
MAY 2004

Appendix B.2

Potential Improvement Concepts Developed for Inclusion in the Draft Plan:

Excerpts from Chapters 6 and 7 of the Draft Plan

(4/29/2005)

6.1 Preliminary Transportation Concepts

One of the primary purposes of Task 5 of the New York Avenue Corridor Study was to develop preliminary transportation concepts to be considered in the development of final transportation recommendations. This chapter presents these concepts as presented to the community at public meetings on May 20, 2003 and June 17, 2003.

Most of the concepts presented in this chapter are no longer relevant to the recommendations of the draft plan. They are presented here for historical perspective. If you are primarily interested in the current recommendations, please skip to Chapter 8.

Major transportation improvement options for the Corridor were developed by exploring four distinct types of roadway facilities. These are illustrated in Figure 6.1: Different Facility Options and include: a local street option, a boulevard option, a super arterial option, and a reversible lanes option.

In addition to the four roadway options, a minimal intervention option was explored that would involve only minor improvements to the existing New York Avenue infrastructure.

From these options, overall corridor concepts were developed and included the following:

- Minimal Intervention
- Boulevard Emphasis
- Super Arterial Emphasis
- Combination Super Arterial/Boulevard Emphasis
- Reversible Lanes

Minimal Intervention Option

As the name implies, this concept would leave New York Avenue in its current configuration throughout most of the study area. Left turn lanes would be added at five intersections (Fairview, Kendall, Fenwick, 16th and 4th) in order to improve traffic flow at those signalized intersections. One or more pedestrian signals would also be added to the Corridor, in the area between I-395 and North Capitol Street.

On balance, this concept would provide approximately the same vehicular traffic-carrying capacity as currently exists: traffic operations would be improved at the newly-widened intersections, but would be diminished somewhat at the new pedestrian signals. Non-motorized modes (bicycle and pedestrians) would benefit from the new pedestrian signals, but would otherwise be essentially unaffected by this option.

Boulevard Emphasis Option

This concept would substantially modify both the operation and appearance of New York Avenue. With the provision of a wide center median, virtually all intersections (with the possible exception of Bladensburg) would be modified, either by creating additional lanes for turning vehicles, reconstruction of at-grade DC-style traffic circles, or reconstruction as grade-separated DC-style traffic circles. In addition, driveways and curb cuts would be limited, and two minor intersections would be eliminated (Fairview and Fenwick), by dead-ending the side streets. If the Florida Avenue intersection were to be reconstructed as a grade-separated traffic circle, a new at-grade intersection could be created at North Capitol Street, replacing the existing diamond interchange. Finally, a depressed left-turn lane, intended to carry traffic from westbound New York Avenue onto I-395, could be provided.

The net change in vehicular traffic-carrying capacity would depend upon the final configurations selected for key intersections. On balance, however, the change would be expected to be an increase in capacity, perhaps a substantial increase. Non-motorized modes would benefit from improvements in facilities alongside New York Avenue, and from improved facilities to cross major intersections.

Super Arterial Emphasis Option

As a "super arterial," New York Avenue would both look and function very differently than it does today. Under this concept, there would be no at-grade intersections, or private driveways from Florida Avenue to the District line. All access to the Corridor in this area would be made from interchanges (which could include grade-separated traffic circles) at Bladensburg, West Virginia-Montana, Brentwood, and Florida. All other existing intersections in this area would be dead-ended, with improvements in nearby surface streets likely to be required, in order to provide access from those roadways to New York Avenue.

Starting in the vicinity of Florida Avenue, a tunnel would carry through traffic to/from I-395, resulting in an at-grade intersection at North Capitol Street. From North Capitol Street to the west, existing New York Avenue would be able to function more as a local street than an arterial, with existing at-grade intersections remaining.

This option would provide the most substantial increase in the vehicular traffic-carrying capacity of New York Avenue of any alternative under consideration. Non-motorized modes would be served by facilities separated from New York Avenue by concrete barriers, although not in as "friendly" a manner as would be possible under the Boulevard Emphasis option.

Super Arterial/Boulevard Emphasis Option

This option was developed in recognition of the fact that a "one size fits all" approach might not be desirable for the New York Avenue Corridor. That is, there may be some segments of the Corridor in which a super arterial might be the best fit; in others, a boulevard might best meet the needs of the District. The descriptions provided above for the two components of this concept apply here as well.

Reversible Lanes

The existing median on New York Avenue would be removed under this concept; it would be replaced by a seventh travel lane. This seventh lane, in the center of the roadway, would be used for westbound traffic in the morning peak period and for eastbound traffic in the evening peak period. During off-peak periods during the day, in the evenings, and on weekends, this new center lane would function as a two-way left turn lane. This reversible lane would somewhat improve the vehicular traffic-carrying capacity of the Corridor. Offsetting this improvement, to some extent, would be the probable need to restrict turning movements at some intersections during peak periods. Pedestrians and bicycles could still be accommodated alongside the roadway, as they are proposed to be accommodated under the Boulevard Emphasis concept.

More detailed descriptions of how each of these concepts would have been applied to individual locations within the Corridor may be found in the Task 5 Summary Memorandum. These concepts were then evaluated against each other using a set of criteria described in the next chapter of this Draft Plan.

6.2 Intersection Options

Several of the general concepts have optional ways that roadway junctions can be treated. For example, under the Boulevard Emphasis concept, intersections can be treated as conventional signalized 4-leg intersections, at-grade traffic circles, or grade-separated traffic circles. Under the Super Arterial Emphasis Concept, all existing at-grade junctions would then be converted into grade-separated interchanges.

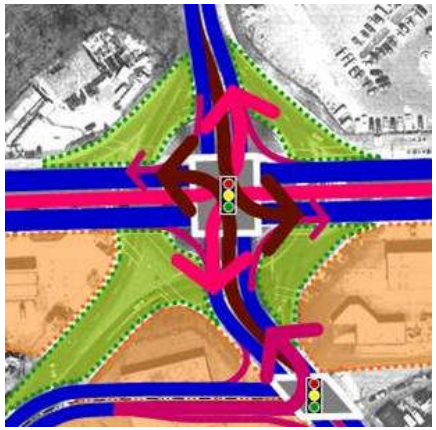
The following paragraphs present some of the pros and cons of each intersection treatment option. Figures 6.2 through 6.17 compare intersection treatment options for each major intersection along the Corridor.

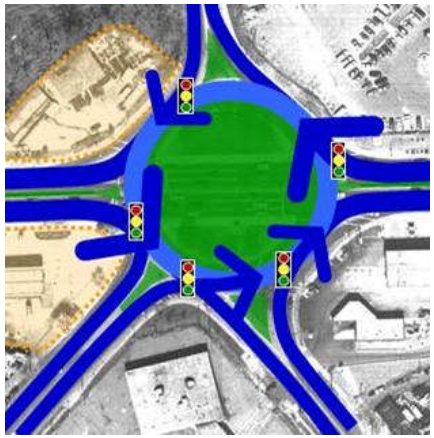
Boulevard Emphasis – 4 Leg Intersections

- Reduces the number of accidents and improves traffic movement at an intersection by removing left-turning vehicles from through lanes and providing left turn lanes with a green arrow
- Maintains the "local street" feel of the roadway
- Is transit and pedestrian friendly
- Does not consume large areas of land for the improvement
- Does not significantly reduce congestion

Boulevard Emphasis – At-Grade Traffic Circles

- Reduces the severity of accidents at an intersection
- Adds green space and is aesthetically pleasing but requires a large radius and land area
- Blends well with other corridors in DC
- Could help stimulate quality development
- Offers opportunities for new focal points and green space improving the aesthetic character of the roadway
- May increase congestion





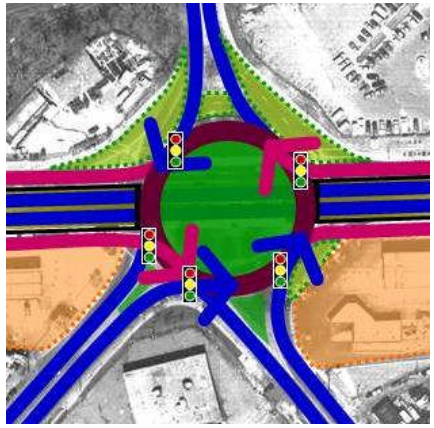
Illustrations showing a 4-Leg Intersection (top) and At-Grade Traffic Circle (bottom) at Montana and New York Avenues

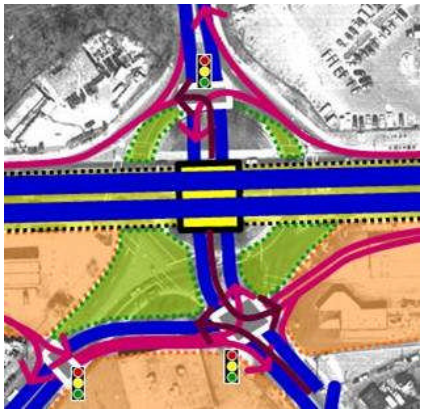
Boulevard Emphasis – Grade-Separated Traffic Circles

- Reduces the severity of accidents at an intersection
- Adds green space with less land area needed due to a smaller radius of the circle
- Reduces congestion by allowing one of the intersecting roads to bypass the circle without disrupting circle operations
- Less transit and pedestrian friendly than at-grade traffic circle
- Offers opportunities for new focal points and green space, improving the aesthetic character of the roadway

Super Arterial Emphasis – Grade-Separated Interchange

- Reduces the number of accidents at an intersection
- Reduces congestion: allows traffic to move at higher speeds and with less interruption than a corridor with signalized intersections and access to businesses along the main route
- Impacts nearby properties and neighborhoods
- Properties adjacent to NY Avenue may be taken (partially or completely)
- Business entrances may be relocated
- Traffic wishing to access local businesses would be redirected along frontage roads
- Some roads that currently intersect New York Avenue may have to be accessed thru a different route; therefore, traffic thru neighborhoods may increase
- Is not necessarily pedestrian or transit friendly

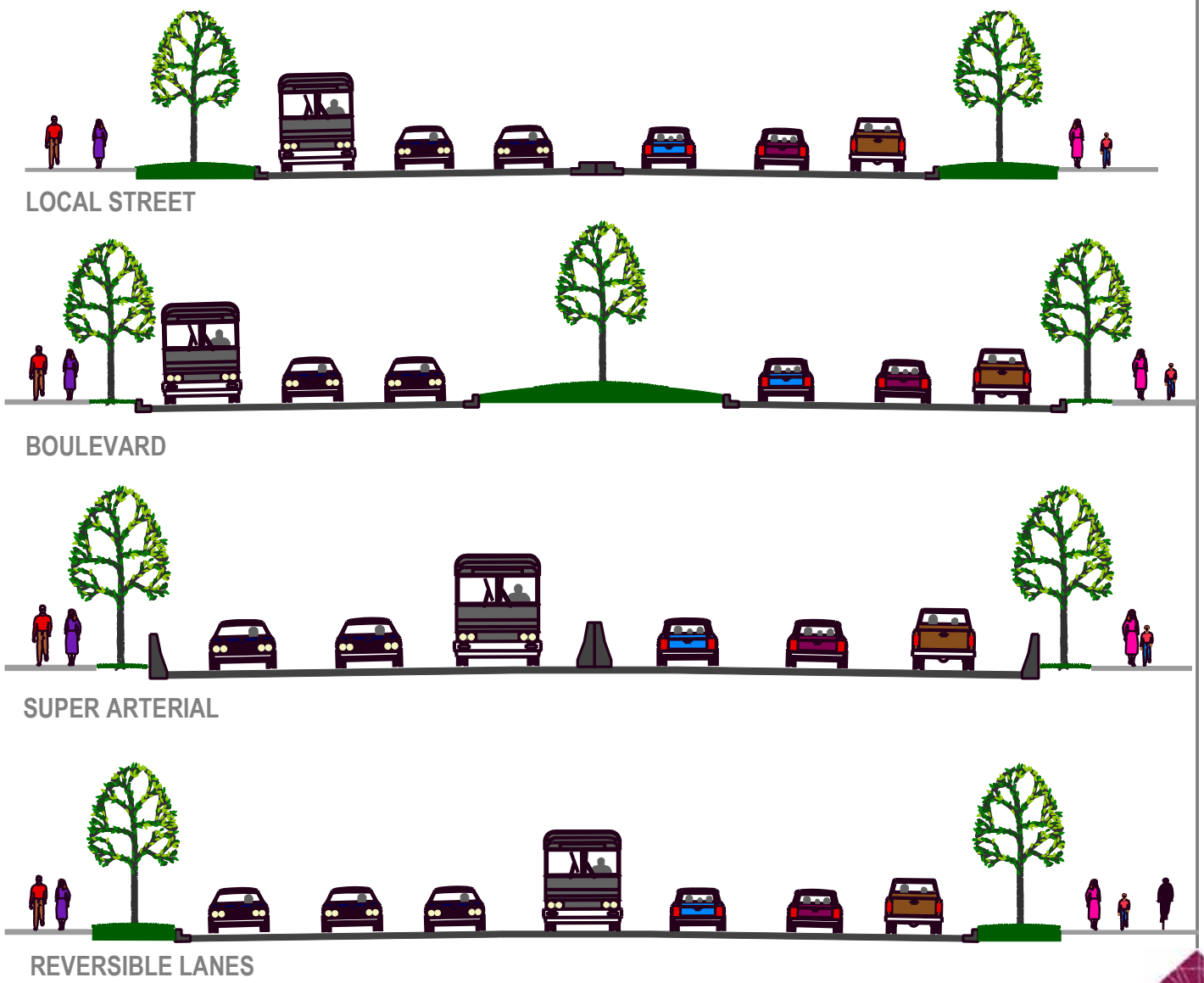




Illustrations showing a Grade-Separated Traffic Circle (top) and Grade-Separated Interchange at Montana and New York Avenues

Different Facility Options

Figure 6.1



LOCAL STREET

- 4 to 6 lanes wide (possibly including parking at curb)
- Wide sidewalks at curb with street trees and landscaping
- No landscaped or wide medians

BOULEVARD

- Wide center median
- Additional lanes at intersections for left turns
- Limited number of driveways / curb cuts
- Dedicated Bicycle and Sidewalk areas

SUPER ARTERIAL

- Up to 55 mph speed limit
- No traffic signals
- Concrete median barrier between opposing traffic and pedestrian areas
- Entry and Exit Ramps/Interchanges to local streets
- No curb cuts or driveways to adjacent property

REVERSIBLE LANES

- Reduces traffic congestion by providing extra lane(s) in direction of rush-hour flow
- Minimizes the width of road by not dedicating lanes to fixed flow direction
- No medians – Signals control lane direction
- Landscape generally limited to sides of the road

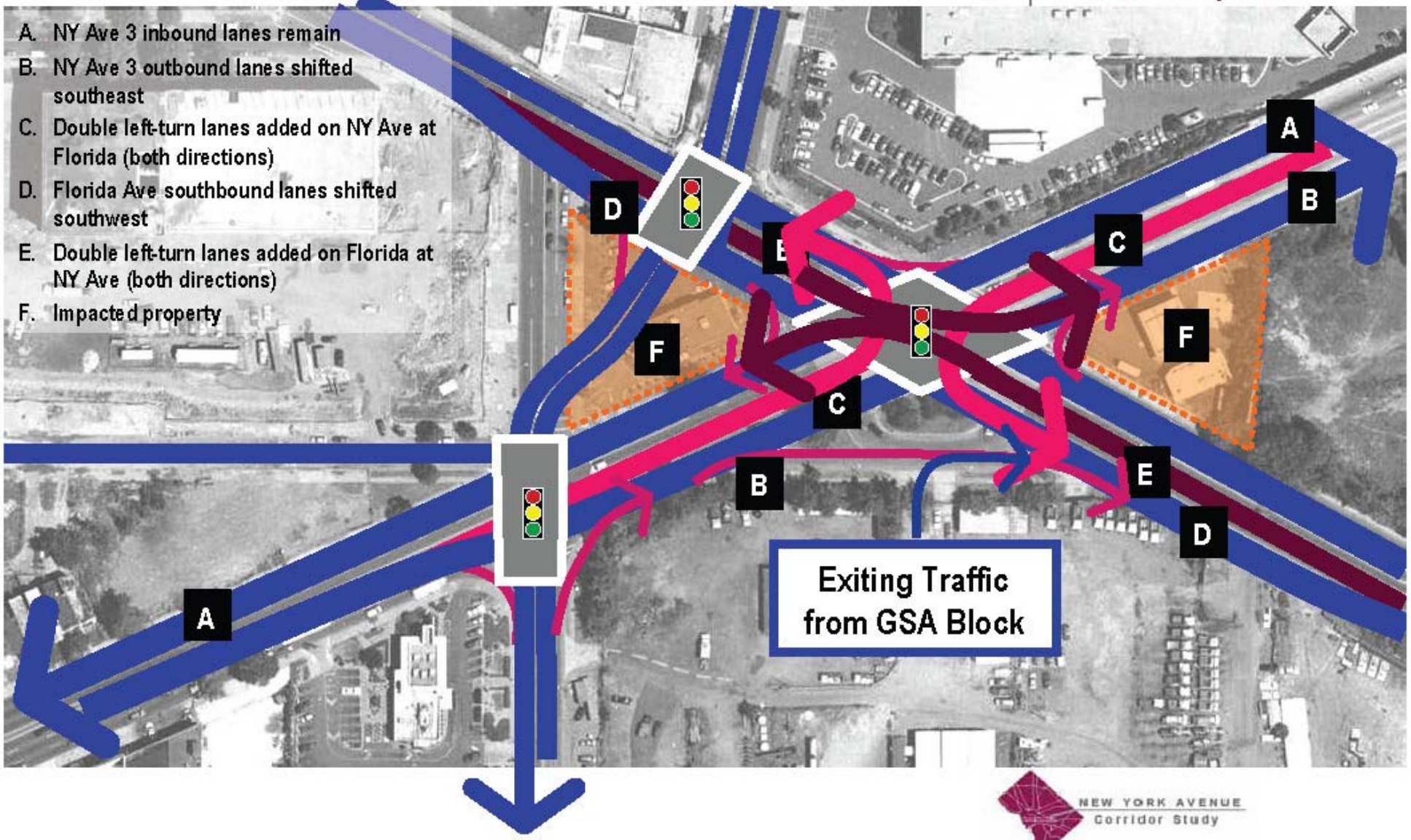
Florida Avenue: Improve 4-Leg Intersection

Figure 6.11

Boulevard Emphasis

Concept Elements

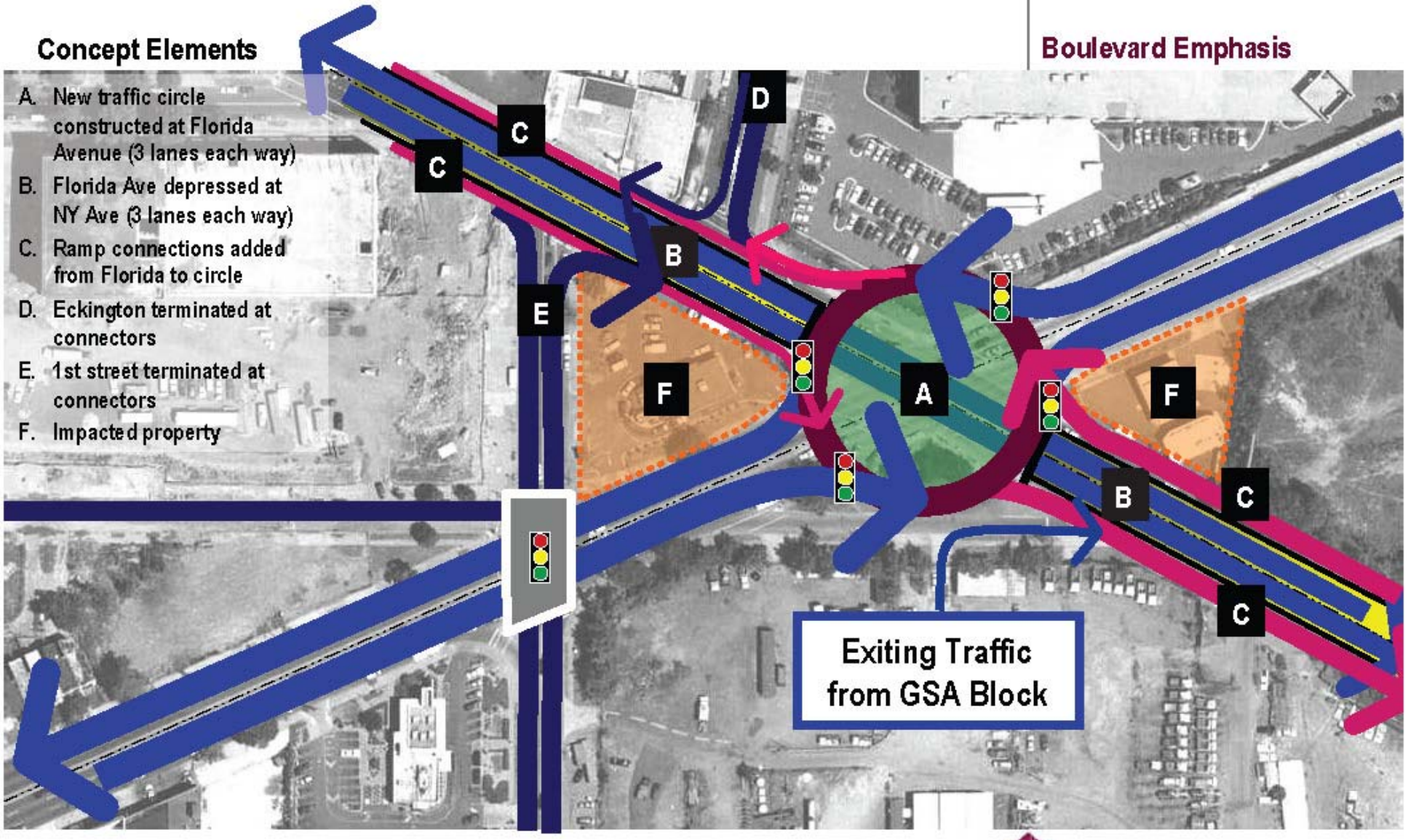
A. NY Ave 3 inbound lanes remain
B. NY Ave 3 outbound lanes shifted southeast
C. Double left-turn lanes added on NY Ave at Florida (both directions)
D. Florida Ave southbound lanes shifted southwest
E. Double left-turn lanes added on Florida at NY Ave (both directions)
F. Impacted property



Florida Avenue: Grade-Separated Traffic Circle

Figure 6.12

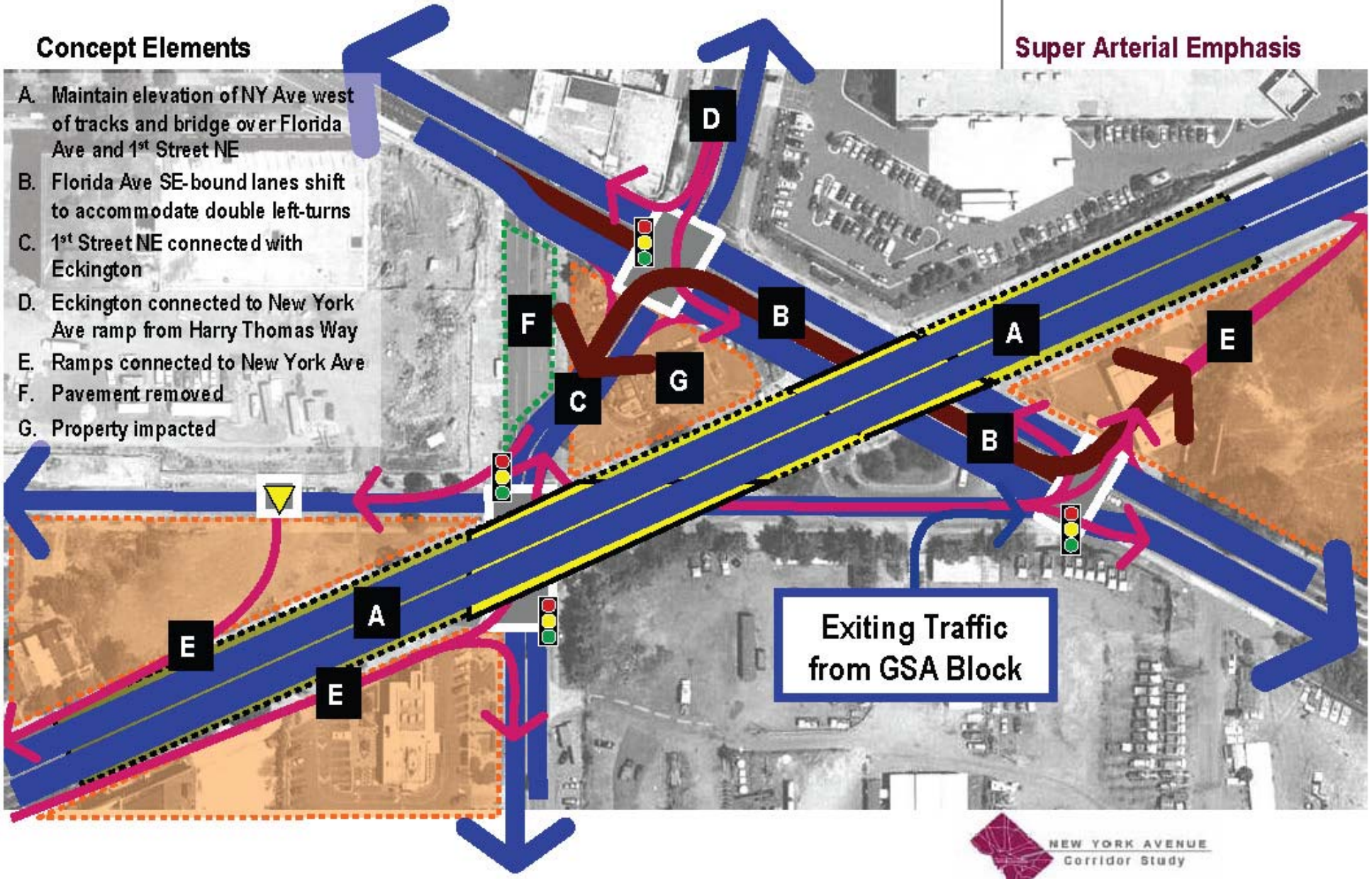
Boulevard Emphasis



Florida Avenue: Diamond Interchange

Figure 6.13

Super Arterial Emphasis



Florida Avenue: Harry Thomas Way Connector

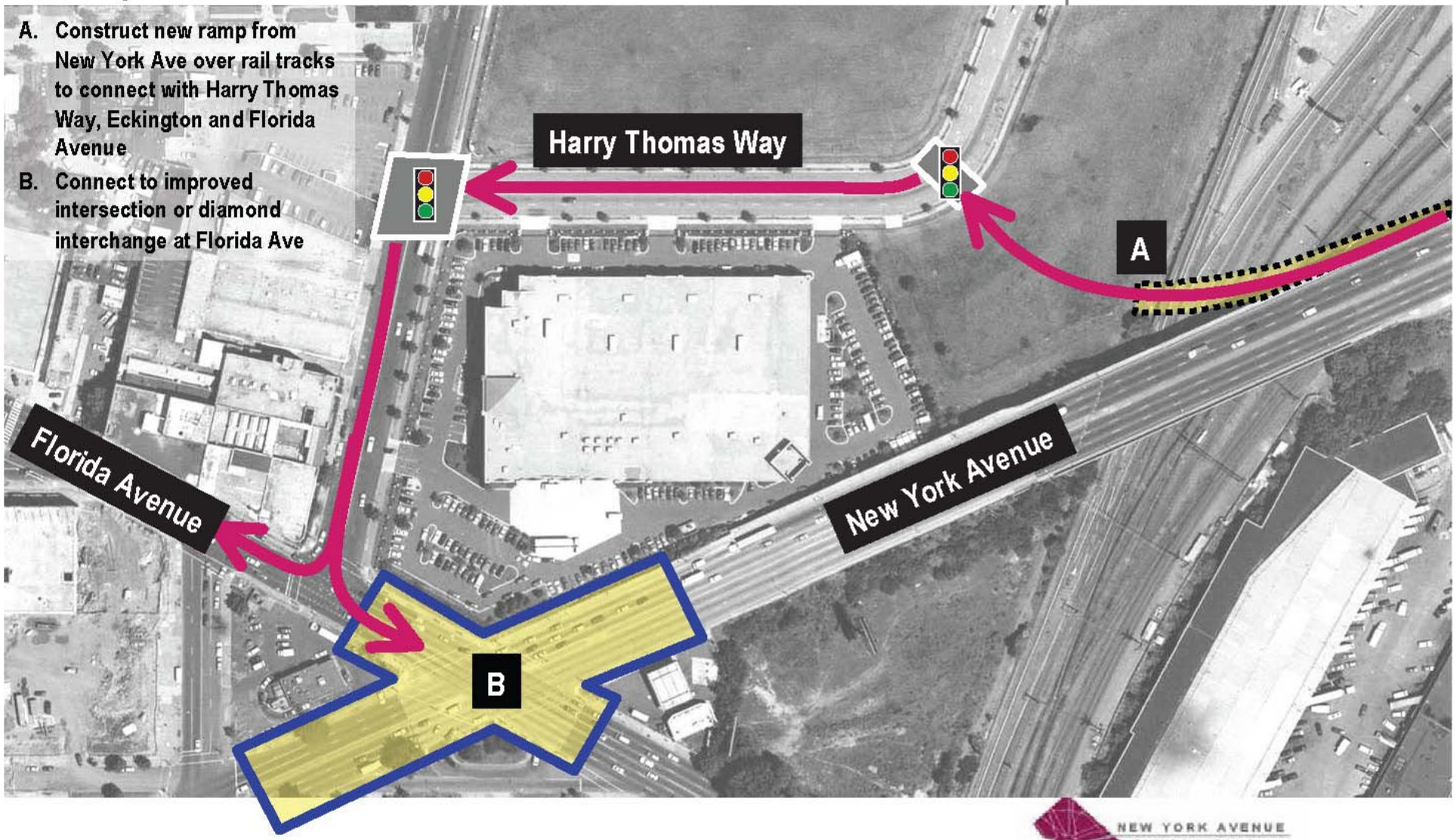
Figure 6.14

Super Arterial Emphasis

Concept Elements

A. Construct new ramp from New York Ave over rail tracks to connect with Harry Thomas Way, Eckington and Florida Avenue

B. Connect to improved intersection or diamond interchange at Florida Ave



Florida Avenue: Diamond Interchange and Tunnel to I-395

Figure 6.15

Super Arterial Emphasis

Concept Elements

A. New York Ave bridges over Florida Ave and comes back to grade west of 1st Street NE

B. New York Ave bridges over Florida Ave and descends into tunnel to I-395 west of 1st St NE

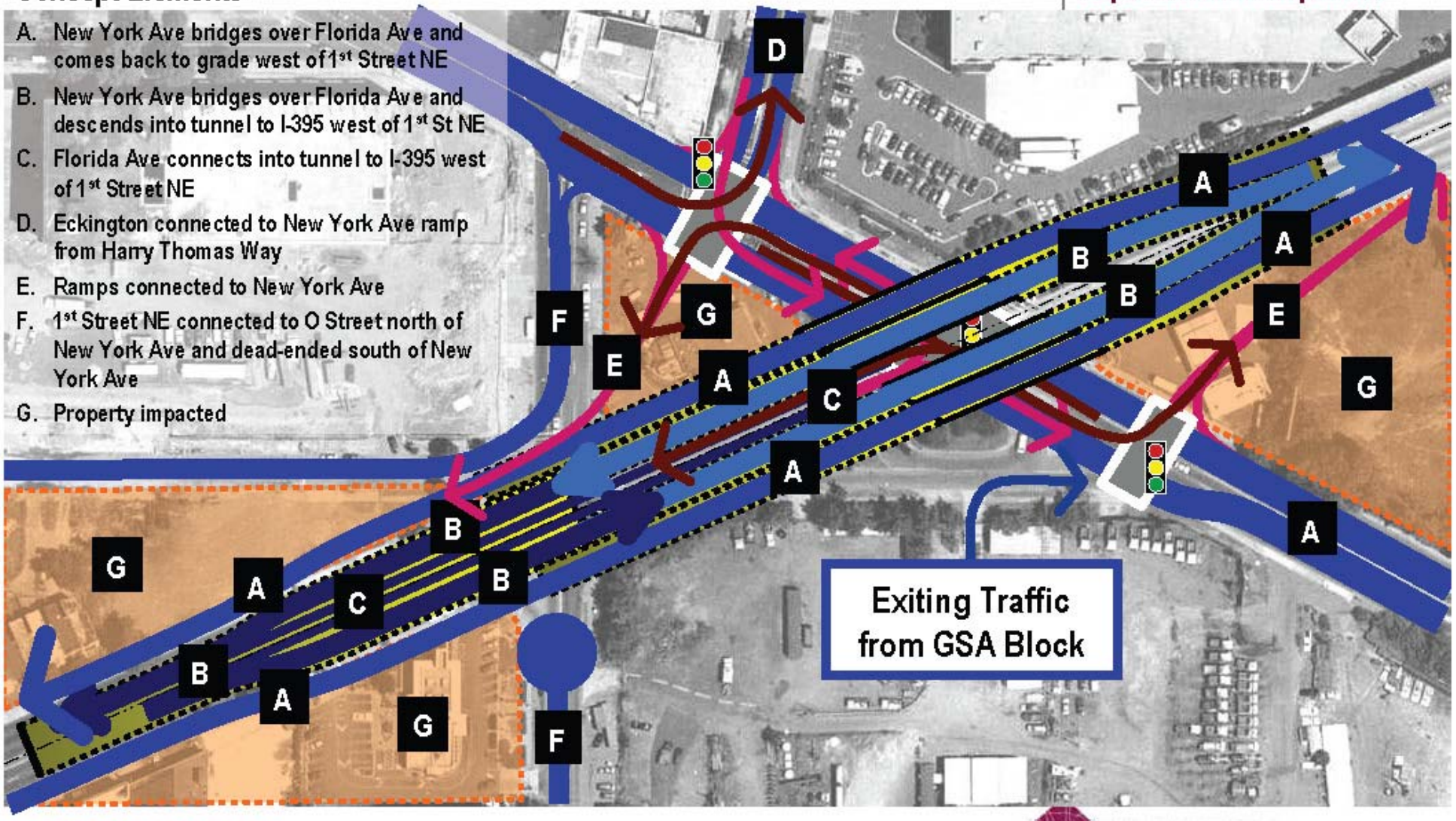
C. Florida Ave connects into tunnel to I-395 west of 1st Street NE

D. Eckington connected to New York Ave ramp from Harry Thomas Way

E. Ramps connected to New York Ave

F. 1st Street NE connected to O Street north of New York Ave and dead-ended south of New York Ave

G. Property impacted



I-395: Tunnel Connection to Florida Avenue

Figure 6.17

Super Arterial Emphasis

Concept Elements

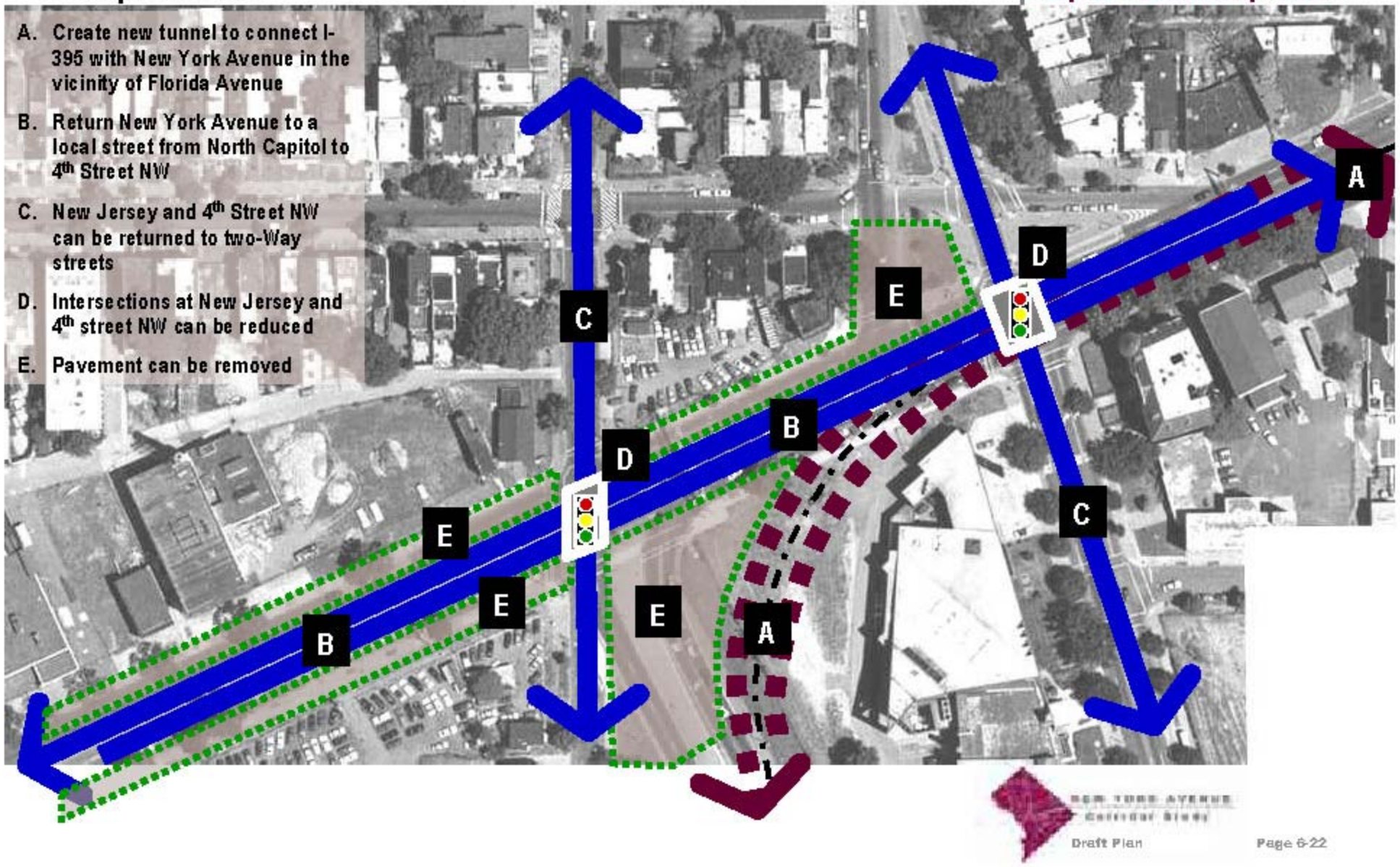
A. Create new tunnel to connect I-395 with New York Avenue in the vicinity of Florida Avenue

B. Return New York Avenue to a local street from North Capitol to 4th Street NW

C. New Jersey and 4th Street NW can be returned to two-Way streets

D. Intersections at New Jersey and 4th street NW can be reduced

E. Pavement can be removed



As part of the Study process, specific evaluation criteria were developed to guide the screening of various transportation improvement alternatives. These criteria, which are based on the Study Purpose as described in Chapter 1, were created from community input and project goals, and were further refined at subsequent public meetings and through internal work sessions of the study team.

For purposes of this Draft Plan, the evaluation criteria are grouped according to common topics. The following page highlights the major topics and key issues considered under each category. Figure 7.1: Evaluation Criteria Matrix shows how the preliminary transportation concepts ranked by the major topic categories. The rankings - good, fair and poor - indicate how well each concept achieves the goals identified for each overall topic area.

Accessibility

- Provide good access for pedestrians, automobiles, bicycles, transit (primarily bus) and trucks to and from adjacent properties and neighborhoods along the Corridor
- Provide good access for transit (primarily bus) and truck freight to and from remote locations and support the Corridor as a regional thoroughfare

Aesthetics

- Create a positive visual impression along the Corridor that supports the goal of creating an aesthetically pleasing 'gateway' to the District
- Create opportunities for aesthetic improvements to properties along the Corridor

Neighborhoods

- Retain and support existing residential neighborhoods including historic landmarks, museums, churches and homes
- Minimize the need to acquire properties along the Corridor for transportation improvements
- Create positive opportunities for acquiring and redeveloping properties along the Corridor in conjunction with transportation improvements
- Minimize non-local traffic parking within adjacent neighborhoods
- Minimize cut-through traffic within adjacent neighborhoods

Safety

- Create safer conditions for pedestrians in the Corridor
- Create safer conditions for vehicles (automobiles, trucks and transit) in the Corridor
- Create safer conditions for bicyclists in the Corridor

Environment

- Create opportunities to improve air quality along the Corridor
- Create opportunities to reduce noise pollution along the Corridor
- Minimize the amount of impervious surfaces along the Corridor
- Create more green space along the Corridor

Funding And Constructability

- Create opportunities for regional cost-sharing to fund transportation improvements
- Create transportation improvement options that can be phased over time
- Seek transportation concepts that do not present significant constructability challenges
- Seek concepts that allow for maximum use of federal dollars to fund transportation improvements

Cost

- Consider overall cost as a factor in selecting alternatives so that a preferred option can be implemented

Evaluation Criteria Matrix

Figure 7.1

	Bladensburg Road and New York Ave			Montana Avenue and New York Ave				Brentwood Pkwy		Florida Avenue and New York Ave					I-395 Connection	
	Grade Separated Traffic Circle	Diamond Interchange	Continuous Flow Intersection	Improve Existing Traffic Circle	4-Leg Intersection	Grade Separated Traffic Circle	Diamond Interchange	Ramp Connections	Diamond Interchange	Improve 4-Leg Intersection	Grade Separated Traffic Circle	Diamond Interchange	Diamond Interchange with I-95 Tunnel Connector	Continuous Flow Intersection	Depressed Left Turn Lane	Tunnel Connection to Florida Avenue
Accessibility	Good	Poor	Fair	Fair	Good	Fair	Poor	Fair	Fair	Good	Fair	Poor	Poor	Fair	Fair	Good
Aesthetics	Good	Poor	Poor	Good	Fair	Good	Poor	Fair	Fair	Fair	Good	Poor	Poor	Fair	Fair	Good
Neighborhoods	Good	Poor	Fair	Good	Fair	Fair	Poor	Fair	Fair	Good	Good	Poor	Poor	Fair	Fair	Good
Safety	Good	Fair	Fair	Fair	Fair	Good	Fair	Fair	Good	Fair	Good	Fair	Fair	Fair	Fair	Good
Environment	Good	Poor	Fair	Good	Fair	Good	Poor	Fair	Fair	Fair	Good	Poor	Poor	Fair	Fair	Good
Funding and Constructability	Fair	Fair	Good	Good	Good	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Poor	Good	Fair	Poor
Cost	Poor	Poor	Good	Good	Good	Poor	Poor	Fair	Poor	Good	Poor	Poor	Poor	Fair	Fair	Poor

RANKING: GOOD FAIR POOR

Appendix B.3

Potential Improvement Concepts Developed Following Submittal of the Draft Plan:

Incorporation of the Interim "At-Grade Semi-Circle" Concept at the Intersection of New York Avenue and Florida Avenue into the Long Term Concepts Involving a Tunnel to I-395

(7/22/2005)

Explanation & Observations

An interim solution for congestion at the intersection of New York Avenue and Florida Avenue has been proposed that uses the existing roadway system to create an at-grade semi-circle at this location. A schematic of this "interim concept" is attached.

The following is a description of a concept that incorporates the "at-grade semi-circle" concept into the "New York Avenue to I-395 tunnel" concept, and places northwestbound Florida Avenue below New York Avenue. A schematic of this concept is also attached.

The "executive summary" is that this concept, from a highway engineering / traffic engineering point of view, doesn't seem to work as well as either the at-grade intersection concept or the bridge concept shown in the Draft Plan.

From a highway engineering perspective, here are some of the things we've discovered:

1. With this concept, the ramps to / from Florida Avenue connecting to New York Avenue to the northeast aren't feasible. (Strictly speaking, the ramp from southwestbound New York Avenue to Florida Avenue could be built, but aren't recommended. It would be a very steep ramp, and would pretty much eliminate FedEx's parking.)

2. Northwestbound Florida Avenue was bowed to the east in order to give this option the best chance of geometric feasibility. With this "bowing" and using a grade of 7% on Florida Avenue (the same grade as currently exists on New York Avenue between Florida Avenue and the railroad tracks), northwestbound Florida Avenue is able to tie back into its existing elevation at the railroad underpass on the southeast side, and at First Street, NE on the northwest side. However, Eckington Place would need to be lowered approximately 6 feet.

3. To get from existing ground elevation at the New York Avenue / First Street, NE / O Street intersection to the "bowed out" northwestbound Florida Avenue, O Street would need to start dropping as it leaves First Street, NE. This could impact the elevation of the GSA access point by anywhere from 2 feet to 16 feet, depending upon just where the access point is located.

4. Access from northwestbound Florida Avenue to the Metrorail Station might not be possible because of the drop in elevation required on Florida Avenue to get under New York Avenue.

5. Both Florida Avenue and O Street would drop into a sump then rise back to grade again in a relatively short distance, and both would do so in the midst of a curve. While AASHTO allows geometry like this (combining significant grade changes with curves), it is not recommended due to potential sight distance issues, particularly for trucks.

From a traffic engineering perspective, we've found the following:

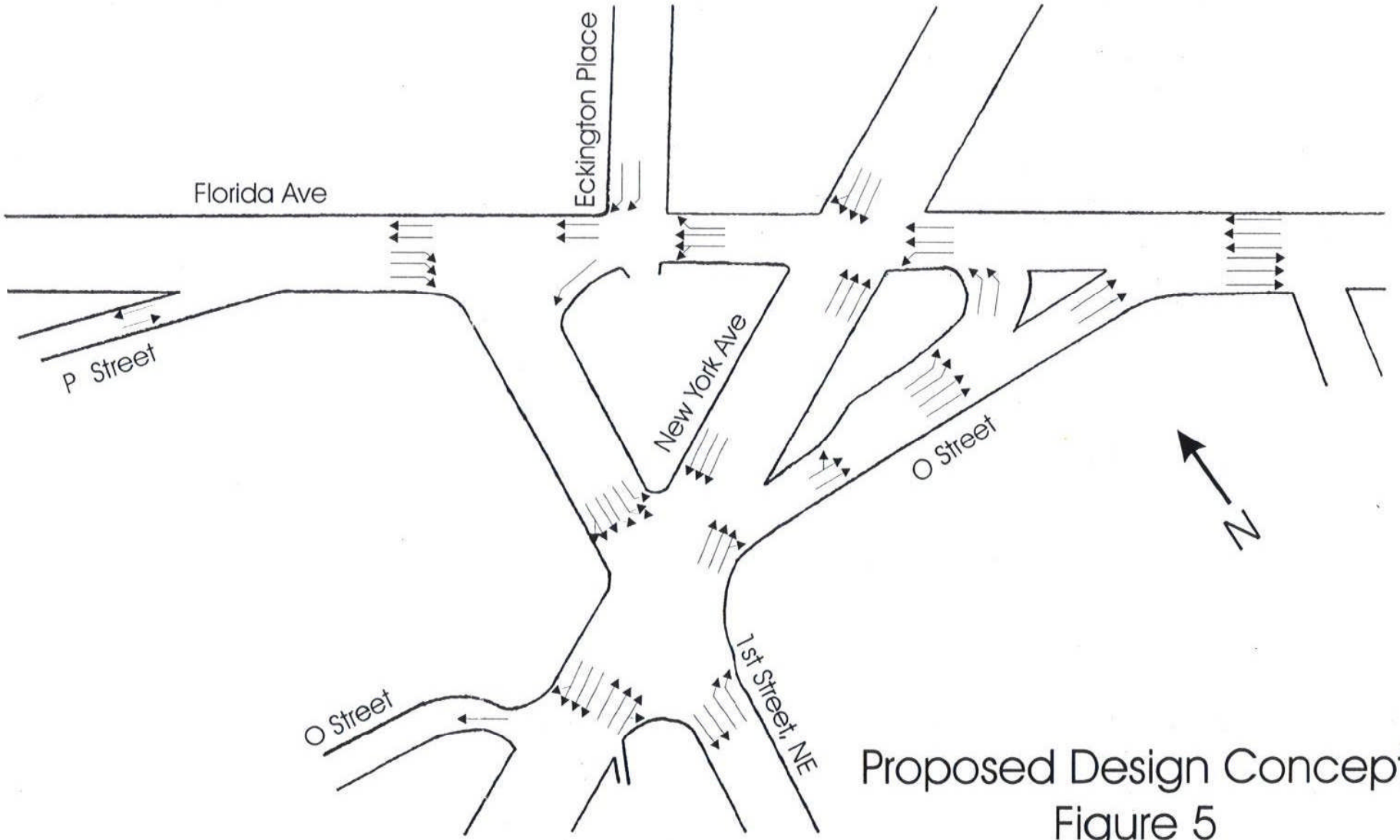
1. Pedestrian accessibility would be problematic due the highly varied elevations between the roads within a small area, particularly for Metrorail patrons attempting to cross Florida Avenue near the station.

2. The resulting intersection of northeastbound New York Avenue (surface) / northeastbound New York Avenue (tunnel) / First Street, NE / O Street / southwestbound New York Avenue (continuing on the surface) / southwestbound New York Avenue (entering the tunnel) would operate very poorly, in part because the two northeastbound legs would have to operate on separate signal phases. Preliminary capacity analyses show that, in 2025, this intersection would have a volume-to-capacity ratio in the neighborhood of 1.76 in the AM peak hour and 2.64 in the PM peak hour. (This is substantially worse than either the at-grade intersection option or the bridge option shown in the Draft Plan, especially in the PM peak hour.)

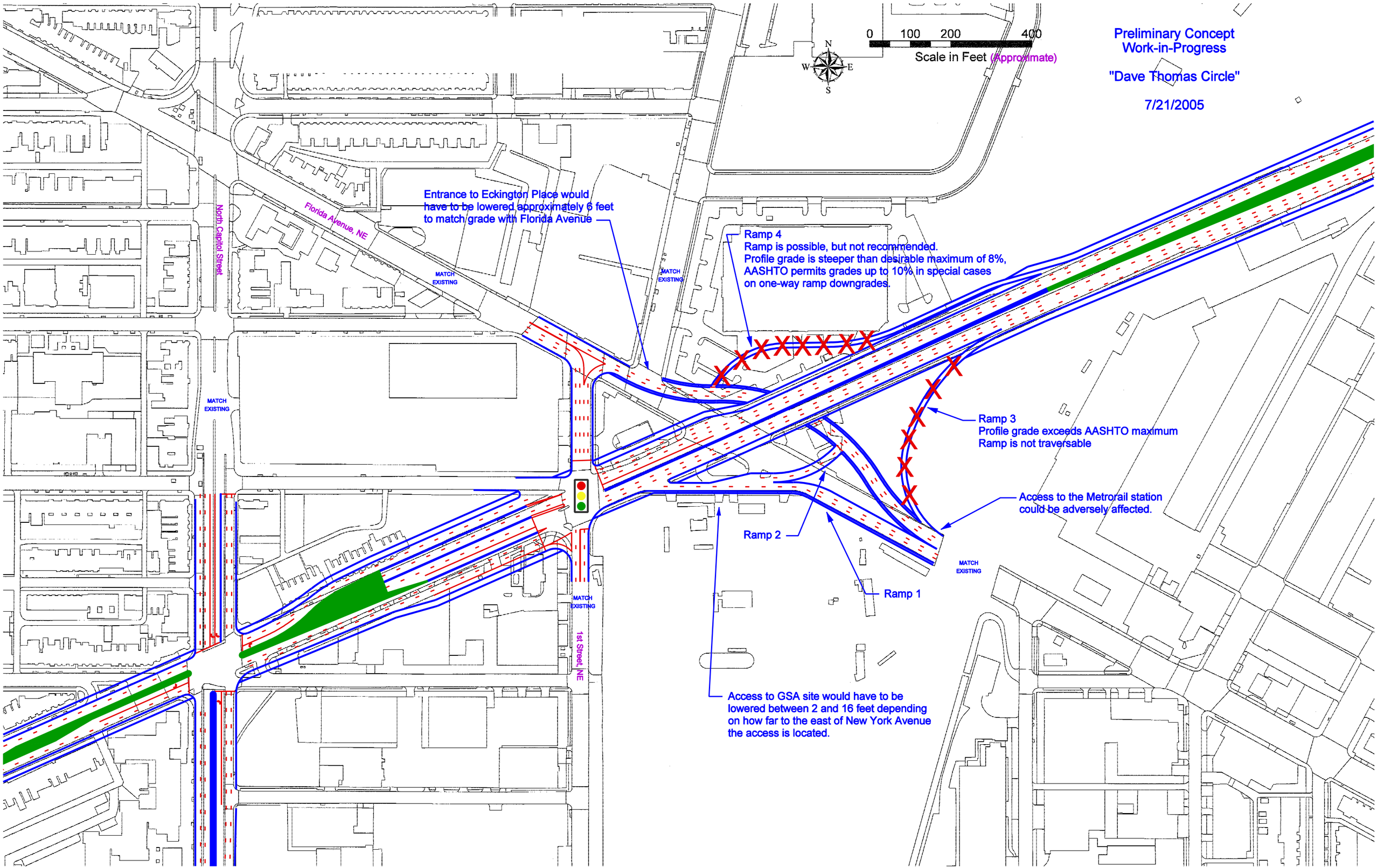
3. The southwestbound approach to this intersection would be undesirable in the configuration shown on the attached concept plan. With the configuration shown, the leftmost lane on southwestbound New York Avenue, which is a thru lane up to First Street, NE, would be required to turn left at that intersection; two new lanes to "feed" southwestbound New York Avenue (surface) would need to be added between the Florida Avenue structure and the signalized intersection. All this means that significant turbulence would be created in the traffic stream at this location while travelers on southwestbound New York Avenue jockeyed for position, within a relatively very short segment, to get into the proper lanes to reach their destinations.

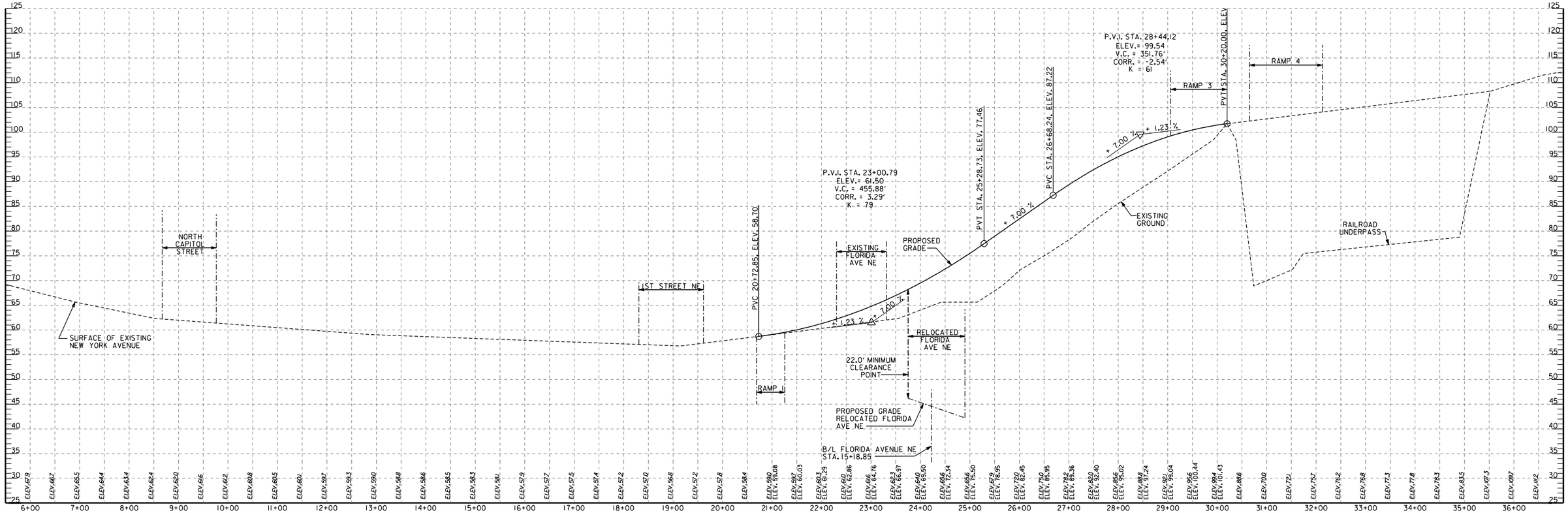
A logical question to ask at this point would be: "If the southwestbound approach is undesirable as shown, why not change it so that it is desirable?" Accomplishing this, would require widening of New York Avenue over northwestbound Florida Avenue, which would mean lowering the grade on Florida Avenue still further to get under the widened New York Avenue. This would be undesirable, because it would extend the needed reconstruction of northwestbound Florida Avenue beyond the railroad tracks to the southeast, and First Street to the northwest.

Based upon the attachments and the preceding text, it is recommended that this option not be carried any further.



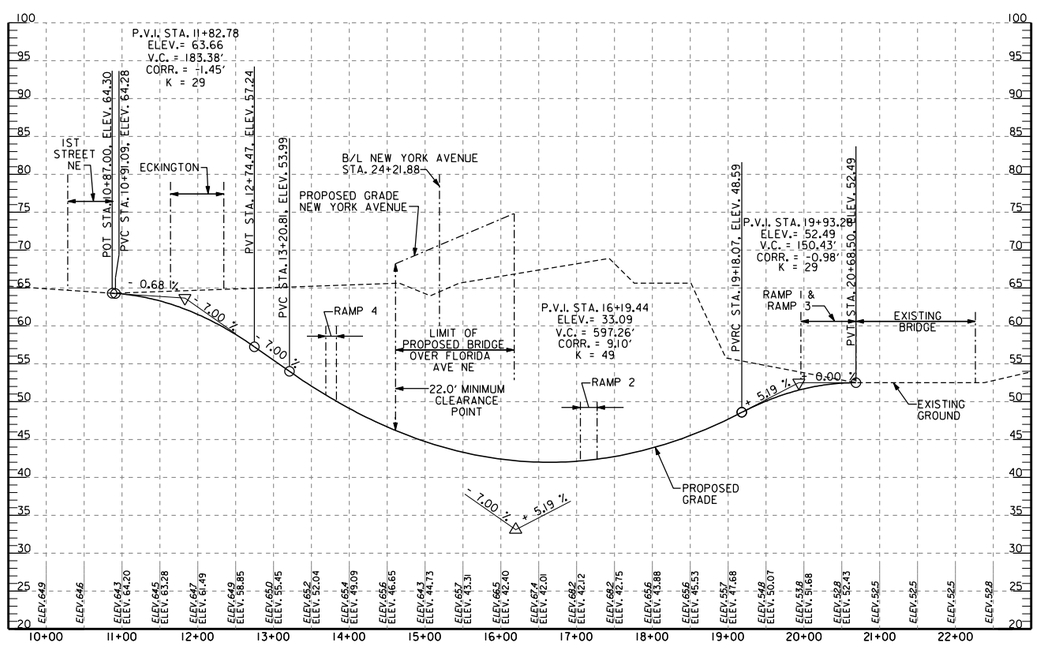
Proposed Design Concept
Figure 5


Preliminary Concept
Work-in-Progress
"Dave Thomas Circle"
7/21/2005
0 100 200 400
Scale in Feet (Approximate)
N
W
E
S
Florida Avenue, NE
North Capitol Street
1st Street, NE
MATCH EXISTING
MATCH EXISTING
MATCH EXISTING
MATCH EXISTING
MATCH EXISTING
Entrance to Eckington Place would have to be lowered approximately 6 feet to match grade with Florida Avenue
Ramp 4
Ramp is possible, but not recommended.
Profile grade is steeper than desirable maximum of 8%,
AASHTO permits grades up to 10% in special cases
on one-way ramp downgrades.
Ramp 3
Profile grade exceeds AASHTO maximum
Ramp is not traversable
Access to the Metrorail station could be adversely affected.
Ramp 2
Ramp 1
Access to GSA site would have to be lowered between 2 and 16 feet depending on how far to the east of New York Avenue the access is located.



NEW YORK AVENUE

DESIGN SPEED = 45 MPH
(7% MAX. GRADE)

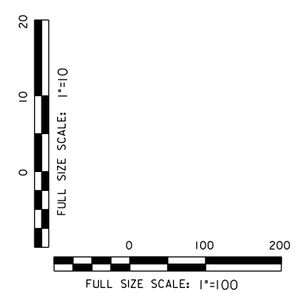


FLORIDA AVENUE NE

DESIGN SPEED = 35 MPH
(7% MAX. GRADE)

NOTES:

1. Vertical separation (from surface roadway to surface roadway) of 22'0" is a standard used in conceptual studies of this type. (This is based on a required clearance of 16'9" from the lower roadway to the bottom of the overpassing structure, 16'0" for clearance and 0'9" for future surfacing, and an assumed structure depth of 5'3".) This 22'0" clearance is provided for New York Avenue over Florida Avenue.
2. Design speeds and maximum grades are based upon AASHTO requirements and engineering judgment.
3. All measurements and elevations are approximate. These profiles are presented for conceptual use only and are not to be used for design.
4. Stationing is provided for measurement purposes only.

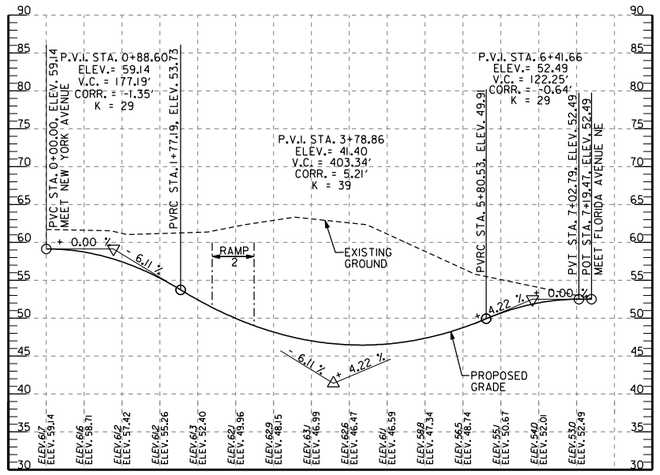


DRAFT

WORK IN PROGRESS

DWG. NO. 1

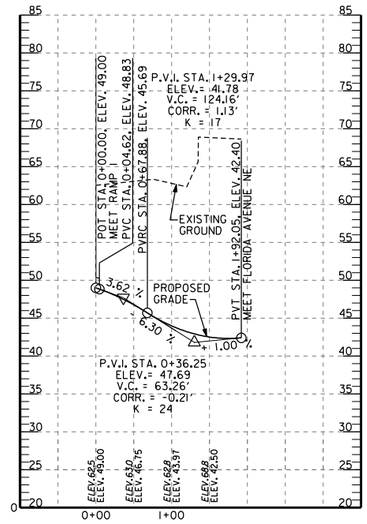
NEW YORK AVENUE CORRIDOR STUDY
CONCEPTUAL ROADWAY PROFILE EFFORTS
NY AVENUE & FLORIDA AVENUE, NE
JULY 2005



RAMP 1

EASTBOUND NEW YORK AVENUE TO SOUTHBOUND FLORIDA AVENUE NE

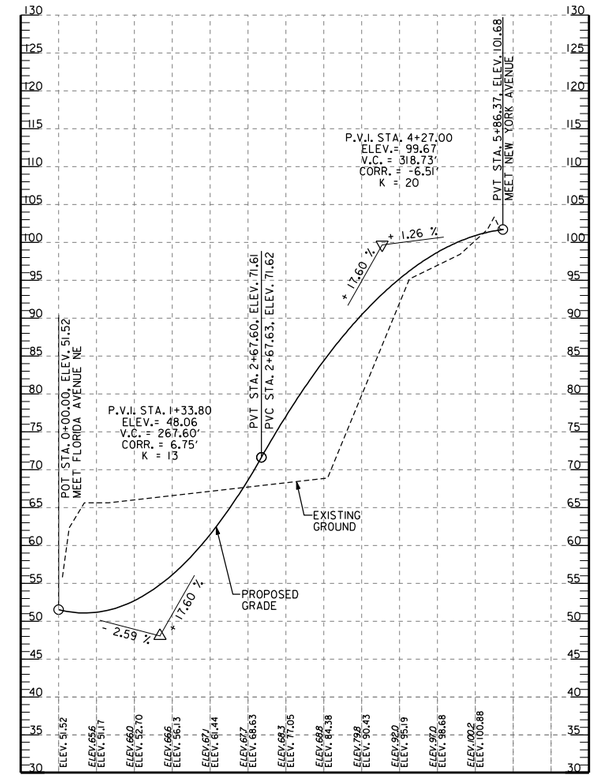
DESIGN SPEED = 30 MPH



RAMP 2

EASTBOUND NEW YORK AVENUE TO NORTHBOUND FLORIDA AVENUE NE

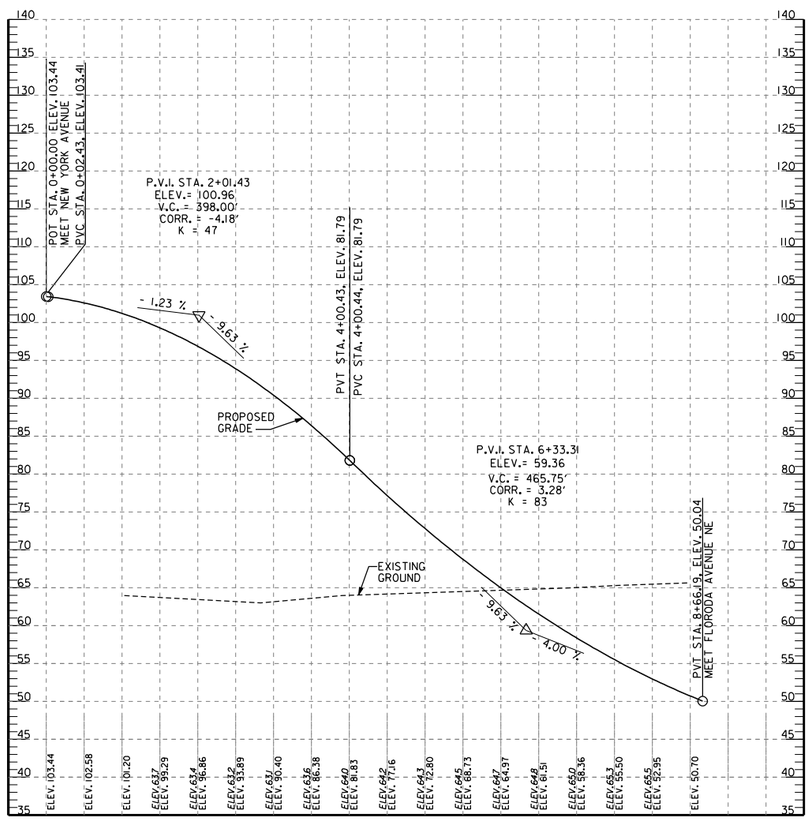
DESIGN SPEED = 20 MPH



RAMP 3

NORTHBOUND FLORIDA AVENUE NE TO EASTBOUND NEW YORK AVENUE

DESIGN SPEED = N/A
-PROFILE GRADE EXCEEDS AASHTO MAXIMUM
-RAMP IS NOT TRAVERSABLE



RAMP 4

WESTBOUND NEW YORK AVENUE TO NORTHBOUND FLORIDA AVENUE NE

DESIGN SPEED = 10 MPH
-PROFILE GRADE IS STEEPER THAN DESIRABLE MAXIMUM OF 8%, AAHSTO PERMITS GRADES UP TO 2% STEEPER IN SPECIAL CASES ON ONE-WAY RAMP DOWNGRADES.

NOTES:

1. Vertical separation (from surface roadway to surface roadway) of 22'0" is a standard used in conceptual studies of this type. (This is based on a required clearance of 16'9" from the lower roadway to the bottom of the overpassing structure, 16'0" for clearance and 0'9" for future surfacing, and an assumed structure depth of 5'3".) This 22'0" clearance is provided for New York Avenue over Florida Avenue.
2. Design speeds and maximum grades are based upon AASHTO requirements and engineering judgment.
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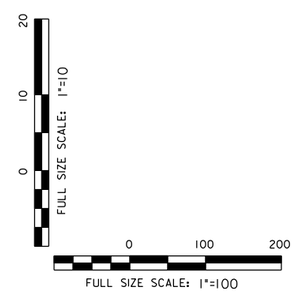

DRAFT

WORK IN PROGRESS

DWG. NO. 2

URS

NEW YORK AVENUE CORRIDOR STUDY
CONCEPTUAL ROADWAY PROFILE EFFORTS
NY AVENUE & FLORIDA AVENUE, NE
JULY 2005

Appendix B.4

Potential Improvement Concepts Developed Following Submittal of the Draft Plan:

Task 11 Technical Memorandum: Extended Tunnel Concepts

(9/13/2005)

New York Avenue Corridor Study

Final Task 11 Technical Memorandum: Traffic Analysis of the Extended Tunnel Concept

URS ● HNTB ● CS ● ERA ● JSA ● PBQD

July 14, 2006

In reply, please refer to: 20827660

July 14, 2006

Mr. Rick Rybeck
Deputy Administrator
Transportation Policy and Planning Administration
District Department of Transportation
2000 14th Street, NW, 7th Floor
Washington, D.C. 20009

Reference: New York Avenue Corridor Study
Contract No. PO-KA-2002-R-0004-LS
Technical Memorandum 11

Dear Mr. Rybeck:

On behalf of the consultant team, URS is pleased to submit the Task 11 Technical Memorandum for the New York Avenue Corridor Study. The document has been revised in accordance with our Contract and our ongoing discussions, as the Study has proceeded.

We look forward to continuing to work with you and the Oversight Committee. In the meantime, if you have any questions or desire further information, please do not hesitate to contact me or other members of the consultant team.

Sincerely,

URS Corporation

Timothy A. Ryan, PE
Project Manager

TAR:jpk

New York Avenue Corridor Study

Final Task 11 Technical Memorandum: Traffic Analysis of the Extended Tunnel Concept

URS ● HNTB ● CS ● ERA ● JSA ● PBQD

July 14, 2006

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1. INTRODUCTION

During review of the New York Avenue Corridor Study Draft Plan, much discussion occurred concerning the intersection of New York Avenue and Florida Avenue. Due to various geometric, property impact, and aesthetic preferences and constraints at this location it has been suggested that alternatives to placing the I-395 tunnel portal at this location should be sought.

An Extended Tunnel Concept was initially considered during Task 5 of the Study (Prepare NYAC Project Concepts). At that time, it was agreed that the costs of such an Extended Tunnel were likely to be so great as to jeopardize the feasibility of the project and that the Concept should not be pursued further. However, given the level of public and agency concern with the future configuration of the New York Avenue/Florida Avenue intersection, it was agreed that the possibility of extending the I-395 tunnel east of Florida Avenue should be re-considered, at a very conceptual level, prior to the preparation of the Final Report.

It was specifically requested that two Concepts be considered. These were:

- An Extended Tunnel (with its portal east of Florida Avenue) that does not include access between New York Avenue and the I-395 tunnel at Florida Avenue

- An Extended Tunnel (with its portal east of Florida Avenue) that does include access between New York Avenue and the I-395 tunnel at Florida Avenue.

The purpose of this Task 11 Technical Memorandum is to document the results of the conceptual engineering and traffic analyses performed with respect to these two Concepts.

2. DEVELOPMENT OF CONCEPTS

Introduction

The intent of the analyses reported upon in this document is to identify, at a very conceptual level, the physical feasibility of the two additional Concepts and to identify any major concerns with them. The schedule for completion of the Study and the resources available for the completion of the Study allow for such conceptual analyses, but do not permit the same level of analyses performed for the two primary Concepts presented in the Draft Plan (an At-Grade Intersection Concept and a Bridge Concept).

This document references several other documents produced during the course of the Study, but generally does not repeat the information contained in them. In particular, the *Final Task 4 Technical Memorandum: Traffic Analysis*, the *Traffic Analysis Supplement – Alternatives at New York and Florida Avenues* and the *Draft Plan* provide information important to an assessment of the two additional Concepts.

When comparing these other documents to this Task 11 Technical Memorandum, several differences should be noted. These differences, and the reasons for them, are explained below.

<u>New York Avenue / First Street, NE Intersection</u>

In the preceding documents, this intersection was shown as a "right in/right out" intersection, with through movements on First Street, NE prohibited. The travel demand forecasts for the corridor for 2025 Build Conditions were based upon this configuration for this location. For the Bridge Concept at Florida Avenue, this reconfiguration of First Street, NE was felt to be necessary from an engineering design point of view. For the At-Grade Intersection Concept, this reconfiguration of First Street, NE was not physically required from an engineering design perspective, but was felt to be necessary from a traffic operations point of view. Given the extensive congestion anticipated at the New York Avenue/Florida Avenue intersection, it was felt that having another major signalized intersection in such proximity would be unsound.

Because of the continuing concern expressed about this intersection, and because of the extensive redevelopment now planned for the "NOMA Corridor" (which could logically have this intersection as its "front door") the Office of Planning felt that the Extended Tunnel Concepts would be preferred as it would leave the intersection of New York Avenue and First Street, NE as a traditional four-legged intersection.

The travel demand forecasts for 2025 Build Conditions shown in **Figures 8A** and **8B** of the *Final Task 4 Technical Memorandum* were post-processed for these analyses, in order to reflect this change. In essence, the turning volumes forecast for First Street, NE under 2025 No Build Conditions were superimposed on the 2025 Build volumes. It is important to note that, while this post-processing provides an estimate of future volumes which is appropriate for use in a corridor study of this sort, it does not provide a detailed assessment of current development plans for the NOMA Corridor.

New York Avenue / Florida Avenue Intersection

In the preceding documents, in an effort to obtain the best possible operating condition at this intersection and to minimize the number of lanes required, a number of turn restrictions were shown. Because the relocation of the tunnel portal to the east reduces the number of required lanes, the two Extended Tunnel Concepts have been prepared with no such turn restrictions. Left turns are shown as permitted on all four approaches to the intersection. This would be an improvement over present day conditions where left turn movements are not allowed.

The concerns stated above, regarding two major intersections spaced so closely together, are not addressed in this document. During detailed planning studies and design for this area, turn restrictions at one or both intersections would need to be investigated.

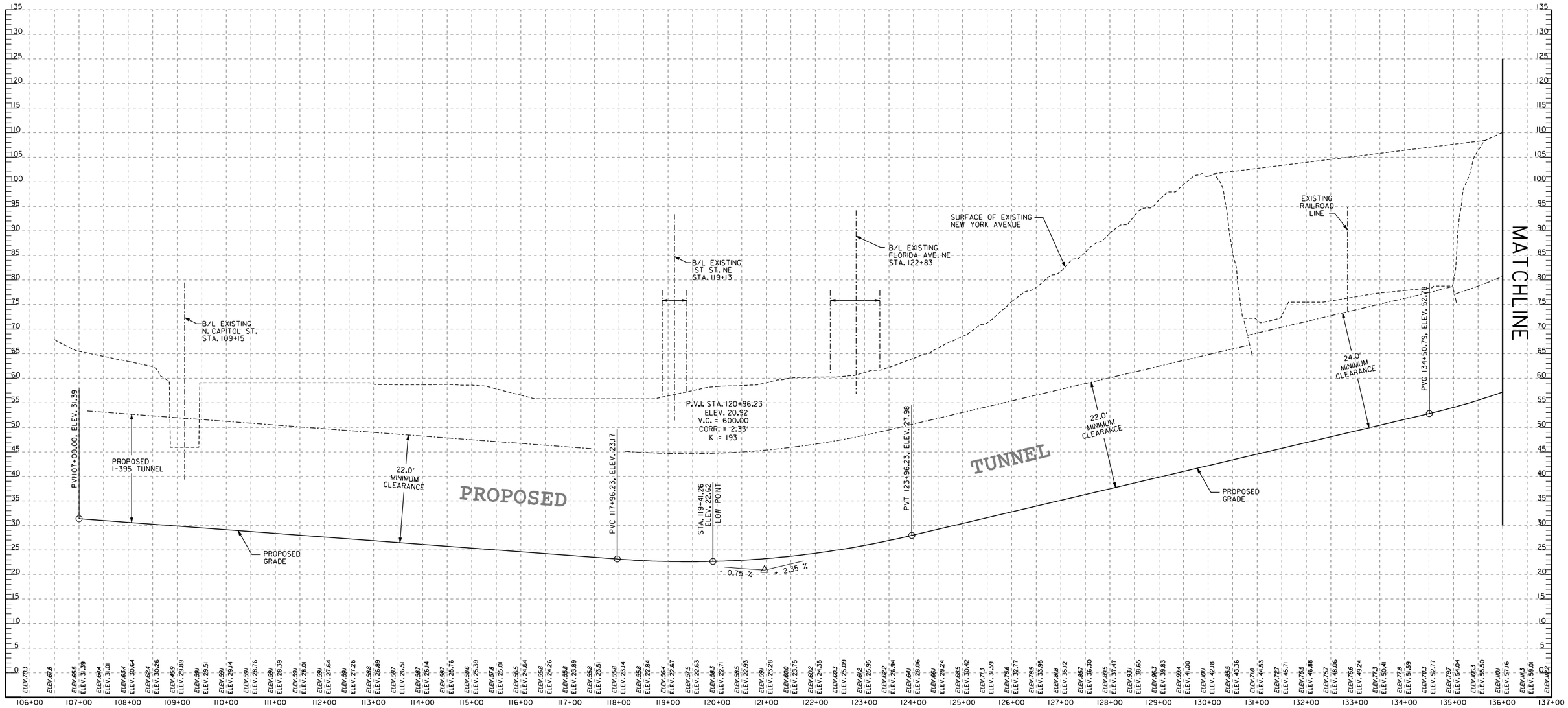
Concept Profile

A conceptual profile was prepared, continuing the I-395 Tunnel under Florida Avenue and under the railroad tracks, then rising to reach the surface of New York Avenue as quickly as practical. This profile is provided in **Figures 1A** and **1B**, and shows that the portal could realistically be located between Penn Street, NE and Ninth Street, NE. (A "flatter" profile, which would allow for more efficient traffic operation, should also be considered during detailed planning and design studies; however, such a profile would be likely to require the portal to be located to the east of Ninth Street, NE.) Consultants assumed minimum clearances below the railroad mainline tracks east of Florida Avenue and did not assume having to pass below a Mag-Lev rail tunnel that has been suggested by a separate study.

Concept Plans

Using the profile shown in **Figures 1A** and **1B**, conceptual plans were prepared, and are shown in **Figures 2 – 4**. **Figures 2** and **3** are different, in that **Figure 2** shows ramps to/from the I-395 tunnel to/from the west, and **Figure 3** shows no such ramps. **Figure 4** is applicable to both **Figures 2** and **3**; that is, there is no difference in geometric configuration in the vicinity of the tunnel portal for the two Concepts.

With the exception of the region between North Capitol Street and Brentwood Parkway, the previously proposed improvements to the New York Avenue Corridor (as documented in the Draft Plan) would remain unaffected by a change in the location of the I-395 tunnel portal.

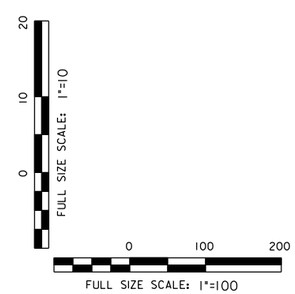


NEW YORK AVENUE TUNNEL

DESIGN SPEED = 45 MPH
(7% MAX. GRADE)

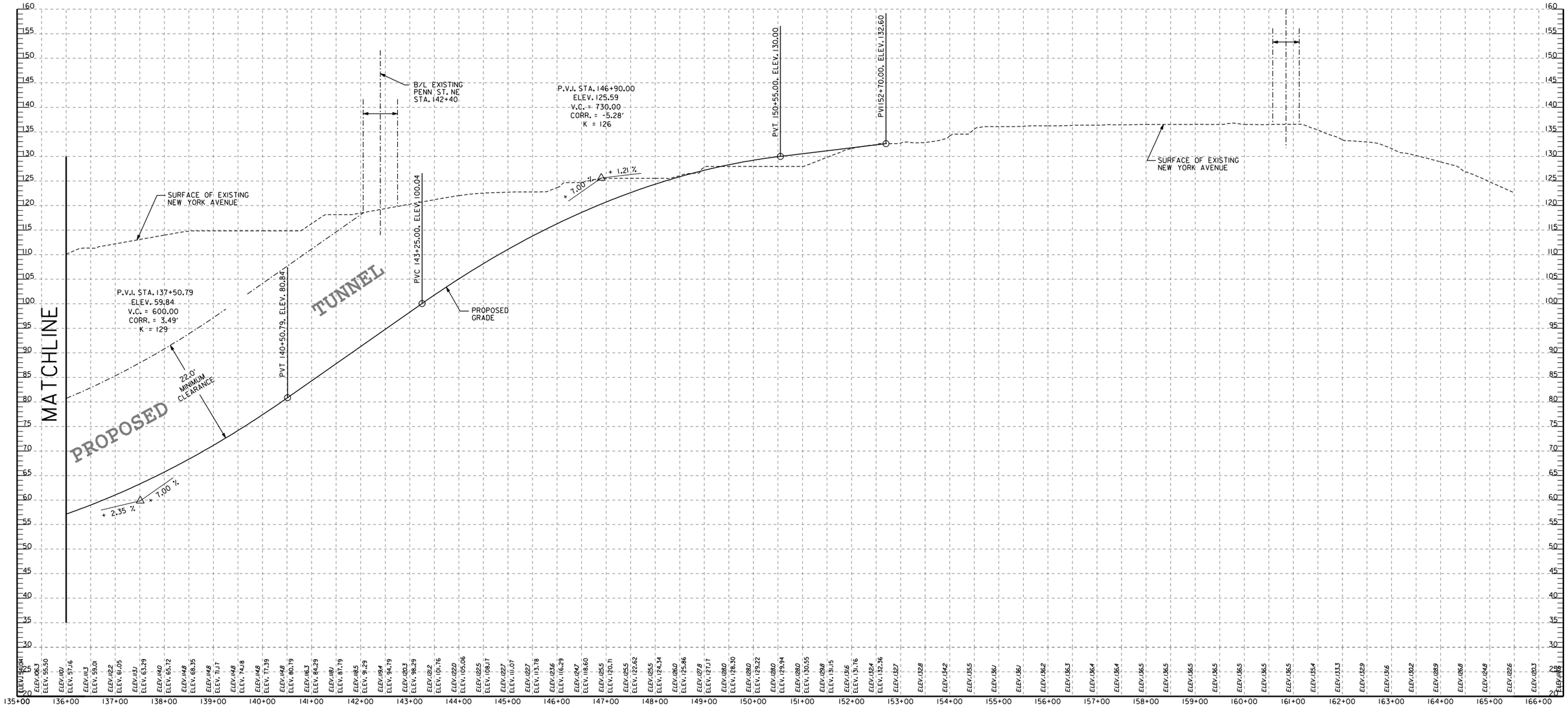
NOTES:

1. Vertical separation (from surface roadway to surface roadway) of 22'0" is a standard used in conceptual studies of this type. (This is based on a required clearance of 16'9" from the lower roadway to the bottom of the overpassing structure, 16'0" for clearance and 0'9" for future surfacing, and an assumed structure depth of 5'3".) This 22'0" clearance is provided for New York Avenue over Florida Avenue.
2. Design speeds and maximum grades are based upon AASHTO requirements and engineering judgment.
3. All measurements and elevations are approximate. These profiles are presented for conceptual use only and are not to be used for design.
4. Stationing is provided for measurement purposes only.



DRAFT
WORK IN PROGRESS

NEW YORK AVENUE CORRIDOR STUDY
FIGURE 1A: EXTENDED TUNNEL PROFILE, SHEET 1
AUGUST 2005



NEW YORK AVENUE TUNNEL

DESIGN SPEED = 45 MPH
(7% MAX. GRADE)

NOTES:

1. Vertical separation (from surface roadway to surface roadway) of 22'0" is a standard used in conceptual studies of this type. (This is based on a required clearance of 16'9" from the lower roadway to the bottom of the overpassing structure, 16'0" for clearance and 0'9" for future surfacing, and an assumed structure depth of 5'3".) This 22'0" clearance is provided for New York Avenue over Florida Avenue.
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3. All measurements and elevations are approximate. These profiles are presented for conceptual use only and are not to be used for design.
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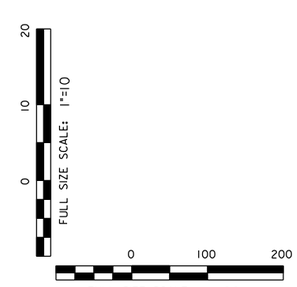

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WORK IN PROGRESS

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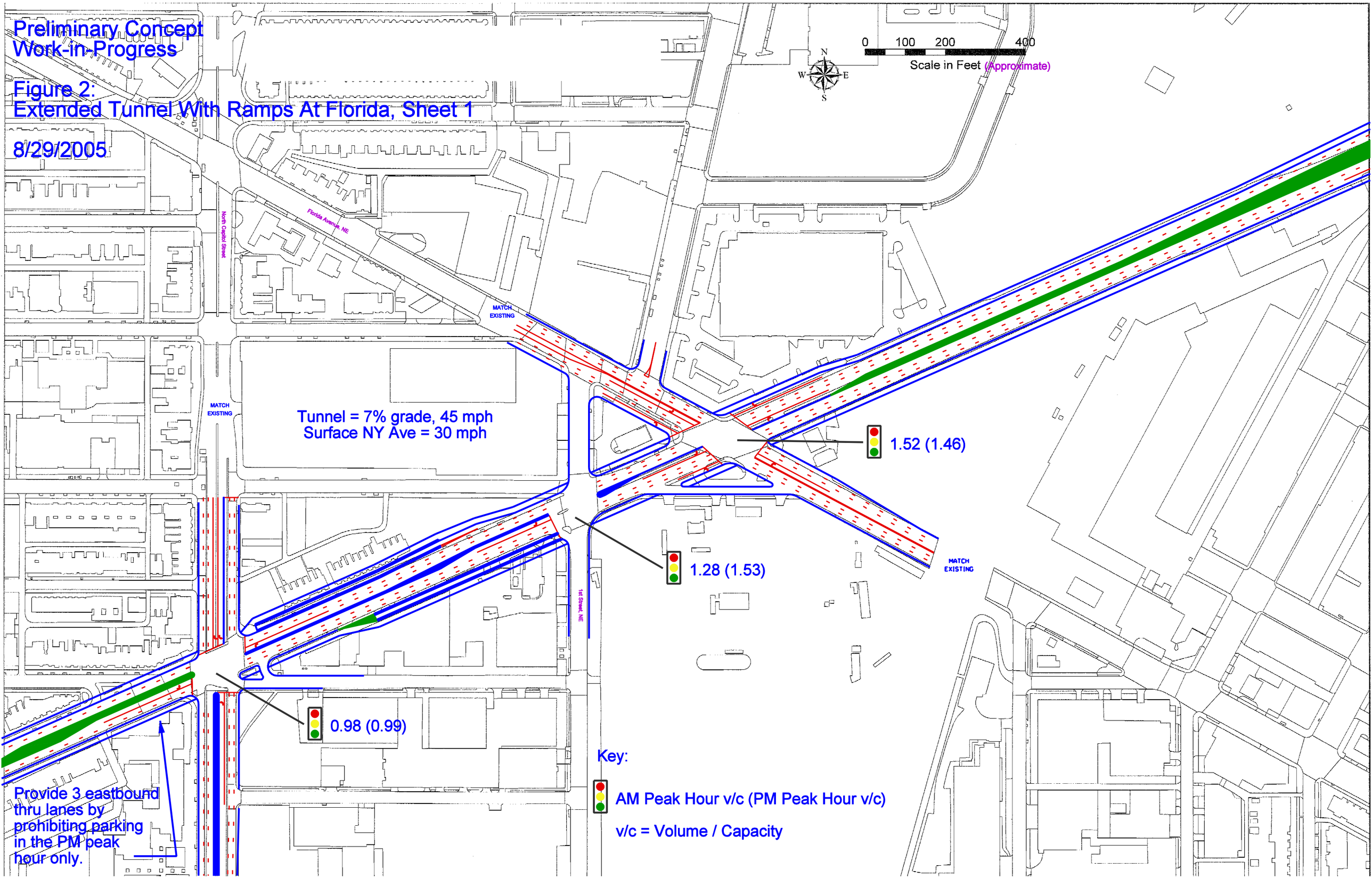
NEW YORK AVENUE CORRIDOR STUDY
FIGURE 1B: EXTENDED TUNNEL PROFILE, SHEET 2
AUGUST 2005

Preliminary Concept
Work-in-Progress

Figure 2:
Extended Tunnel With Ramps At Florida, Sheet 1

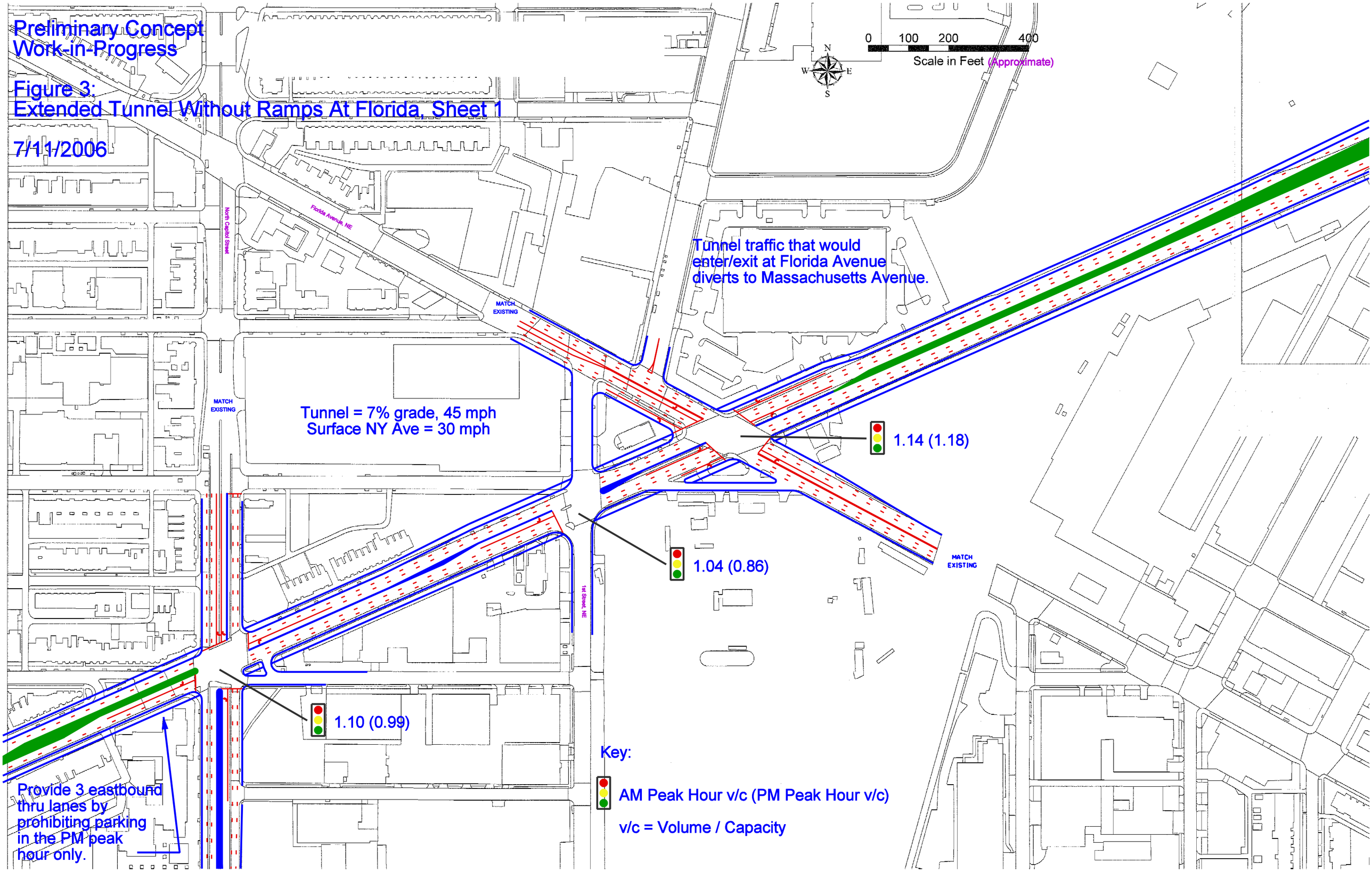
8/29/2005



Preliminary Concept
Work-in-Progress

Figure 3:
Extended Tunnel Without Ramps At Florida, Sheet 1

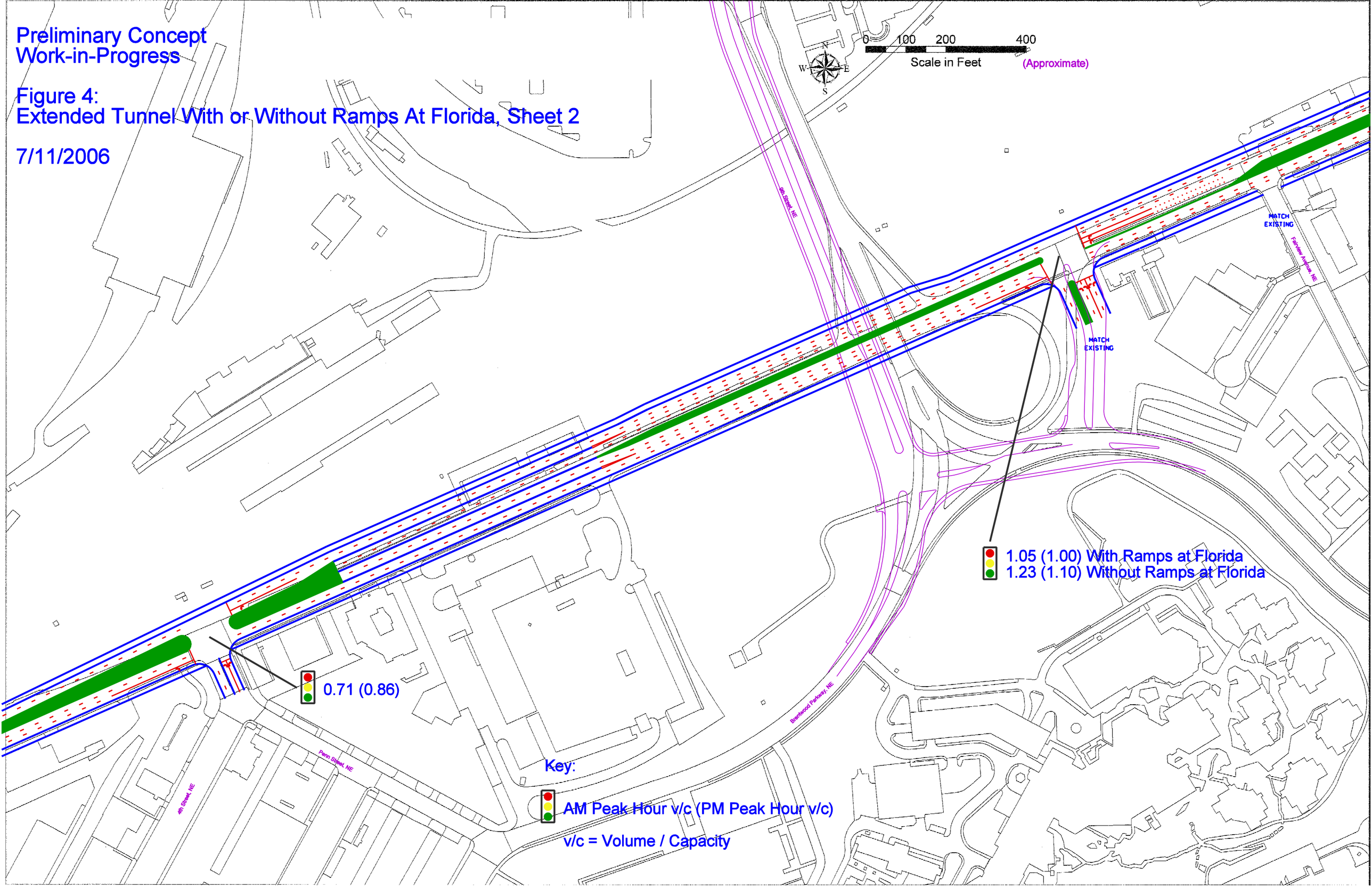
7/11/2006



Preliminary Concept
Work-in-Progress

Figure 4:
Extended Tunnel With or Without Ramps At Florida, Sheet 2

7/11/2006



3. INTERSECTION CAPACITY ANALYSES

Intersection capacity analyses were performed for the two Extended Tunnel Concepts, for the affected intersections, for future build conditions (2025), using the post-processed turning movement volumes. The results of these analyses are summarized in **Table 1**. It is important to remember that the post-processed volumes are based upon the premise that no turn restrictions are required at any of the intersections. Thus, **Table 1** shows "where traffic wants to go," and provides a base case against which other options involving turn restrictions could be compared.

Table 1: Intersection Capacity Results for the Extended Tunnel Concepts

Intersection: New York Avenue @	With Ramps at Florida		Without Ramps at Florida	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	v/c – LOS*	v/c – LOS*	v/c – LOS*	v/c – LOS*
North Capitol Street	0.98 – E	0.99 – E	1.10 – F	0.99 – E
First Street, NE	1.28 – F	1.53 – F	1.04 – F	0.86 – D
Florida Avenue	1.52 – F	1.46 – F	1.14 – F	1.18 – F
Penn Street, NE	0.71 – B	0.86 – D	0.71 – B	0.86 – D
9th Street, NE	1.05 – F	1.00 – F	1.23 – F	1.10 – F

* v/c = volume-to-capacity ratio; LOS = level of service

Examination of **Table 1** reveals the following:

- The North Capitol Street intersection is expected to function at a more congested level of service without the ramps at Florida Avenue, during the AM peak hour. Without the ramps, some of the traffic destined to I-395 from southeastbound Florida Avenue would be expected to use North Capitol Street to access I-395 at Massachusetts Avenue, resulting in a worse LOS at North Capitol Street. (While this diversion is expected to occur during the PM peak hour as well, the northbound North Capitol Street approach has a much higher volume than southbound North Capitol Street during that peak hour, and the southbound diversion can be accommodated without worsening the LOS.)

- The LOSs and v/c ratios for both First Street, NE and Florida Avenue would be better if no ramps were provided at Florida Avenue. What is not shown in this table, however, is that the LOSs and v/c ratios are better because some traffic has been redirected to Massachusetts Avenue, consequently worsening conditions at that location.

- Traffic not using North Capitol Street to reach I-395 would be expected to enter New York Avenue via 9th Street, NE, and would enter the tunnel northeast of Penn Street, NE. Traffic volumes, and consequently v/c ratios at 9th Street, NE would therefore increase if ramps were not provided at Florida Avenue.

A summary of the intersection capacity analyses for the two primary Concepts presented in the Draft Plan, i.e. I-6 and G-3, is provided in **Table 2** for comparison purposes.

Table 2: Intersection Capacity Results Concepts I-6 and G-3

Intersection: New York Avenue @	Bridge: I-6		At-Grade Intersection: G-3	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	v/c – LOS*	v/c – LOS*	v/c – LOS*	v/c – LOS*
North Capitol Street	1.10 – F	1.09 – F	1.10 – F	1.09 – F
First Street, NE	Not Reported	Not Reported	Not Reported	Not Reported
Florida Avenue	1.04 – F	1.27 – F	1.19 – F	1.37 – F
Penn Street, NE	0.99 – E	1.01 – F	0.99 – E	1.01 – F
9th Street, NE	1.05 – F	1.00 – F	1.05 – F	1.00 – F

* v/c = volume-to-capacity ratio; LOS = level of service

Comparison of **Tables 1** and **2** reveals the following:

- Conditions at 9th Street, NE would not vary under any of the Concepts that provide ramps to I-395 at Florida Avenue, but would be expected to be worse if ramps were not provided at Florida Avenue.

- The LOS and v/c ratios at Penn Street, NE would improve under the Extended Tunnel Concepts, due both to the provision of left turns at Florida Avenue under these conditions, and to the relocation of much of the I-395 traffic into the tunnel.

- The LOS and v/c ratios at North Capitol Street would improve under the Extended Tunnel with Ramps at Florida Avenue Concept during both peak hours, and would improve under the Extended Tunnel without Ramps at Florida Avenue Concept during the PM peak hour (the AM peak hour would be the same as for Concepts I-6 and G-3).

- The intersection of First Street, NE would function very differently under the Extended Tunnel Concepts than it would under Concepts I-6 and G-3 since Concepts I-6 and G-3 did not allow First Street, NE to provide thru or left turn movements at New York Avenue.

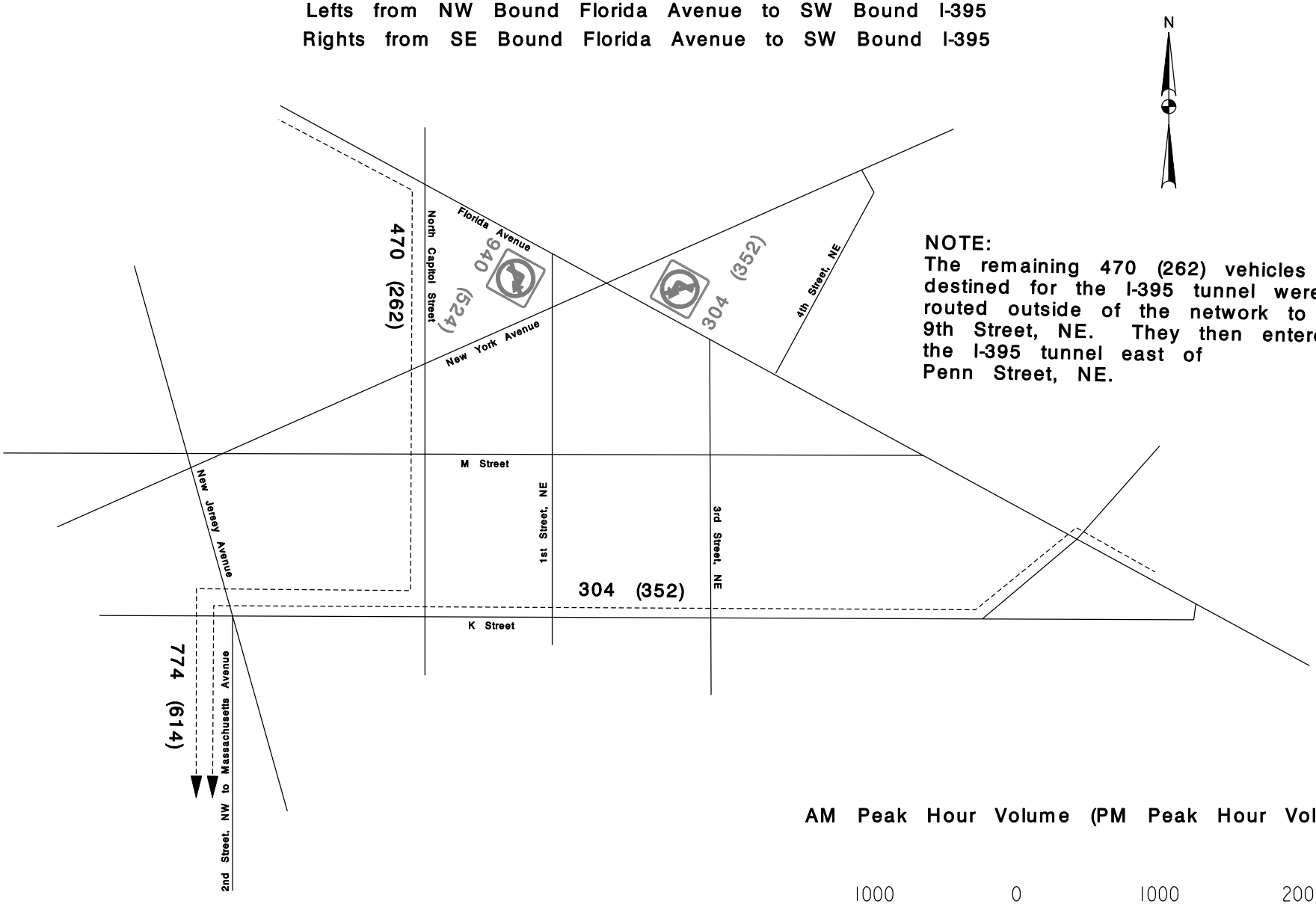
4. TRAFFIC IMPLICATIONS OF RAMPS TO/FROM THE I-395 TUNNEL AT FLORIDA AVENUE

The travel demand forecasts for 2025 Build Conditions included access to I-395 in the vicinity of Florida Avenue. Therefore, analysis of the Extended Tunnel Concept Without Ramps at Florida required that the 2025 Build turning movements be post-processed. In this case, some of the Florida Avenue traffic destined for I-395 was simply diverted to Massachusetts Avenue from Florida Avenue, as shown in **Figure 5**, while the rest was diverted outside the study area to enter I-395 from New York Avenue to the east of Penn Street, NE. I-395 traffic destined for Florida Avenue was diverted to Florida Avenue from Massachusetts Avenue, as shown in **Figure 6**.

While these diversions effectively reduce traffic volumes on New York Avenue at both First Street, NE and Florida Avenue, they also increase traffic volumes on 9th Street, NE, North Capitol Street, K Street, NE, New Jersey Avenue, and Massachusetts Avenue. Although the effects of the increased traffic on most of these roads is not quantitatively evaluated by this study, they should be considered during detailed planning studies of the area.

7/11/2006

Figure 5
Relocated Movement:
Lefts from NW Bound Florida Avenue to SW Bound I-395
Rights from SE Bound Florida Avenue to SW Bound I-395



NOTE:
The remaining 470 (262) vehicles destined for the I-395 tunnel were routed outside of the network to 9th Street, NE. They then entered the I-395 tunnel east of Penn Street, NE.

AM Peak Hour Volume (PM Peak Hour Volume)

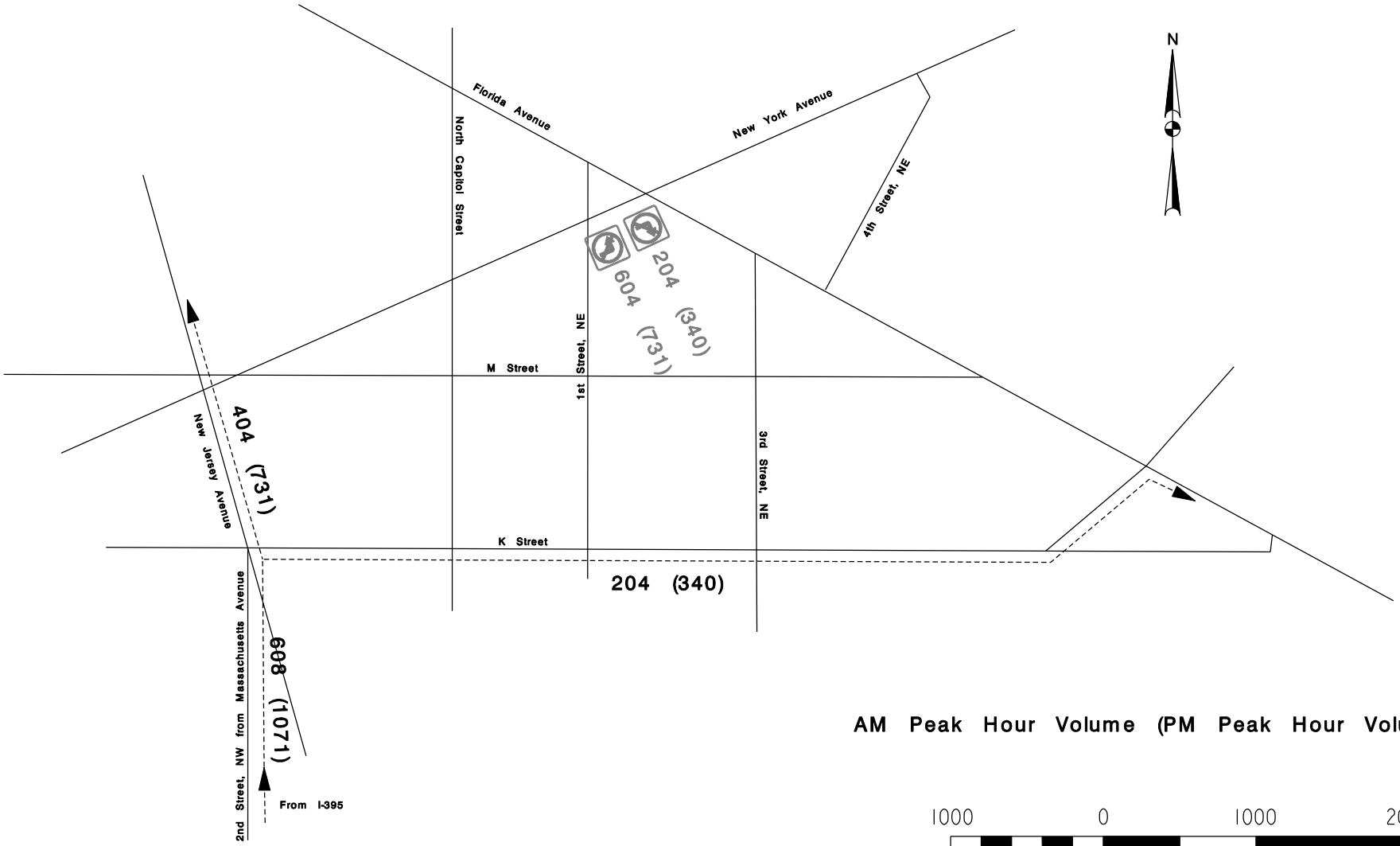
1000 0 1000 2000

SCALE: 1" = 1000'

Preliminary Concept
Work-in-Progress

9/9/2005

Figure 6
Relocated Movements:
Rights from NE Bound I-395 to SE Bound Florida Avenue
Lefts from NE Bound I-395 to NW Bound Florida Avenue



AM Peak Hour Volume (PM Peak Hour Volume)

1000 0 1000 2000

SCALE: 1" = 1000'

Preliminary Concept
Work-in-Progress

5. IMPACTS OF THE REVISED TUNNEL PORTAL ON URBAN PLANNING CONSIDERATIONS

Zone 4

In review of the Draft Plan, one of the concerns raised by the Oversight Committee was the amount of developable land that would be consumed for roadway functions at the intersection of New York Avenue and Florida Avenue. The table below presents a comparison of additional right-of-way needed for transportation improvements between the two prior Concepts in the Draft Plan and the two additional Extended Tunnel Concepts. Additional right-of-way needed is expressed in depth fronting along New York Avenue for the four quadrants of the intersection at Florida Avenue. It should be noted that the additional right-of-way identified under the Extended Tunnel without Ramps Concept is to accommodate the addition of left turn lanes at First Street, NE and Florida Avenue. These turn lanes do not exist today, hence the changes to the intersection.

Table 3: Zone 4 Right-of-Way Takings
(New York Avenue / Florida Avenue Intersection)

Concept	Northwest Quadrant	Southwest Quadrant	Northeast Quadrant	Southeast Quadrant
Bridge (I-6)	90 feet	20 feet	50 feet	0 feet
At-Grade Intersection (G-3)	50 feet	20 feet	40 feet	0 feet
Extended Tunnel with Ramps	30 feet	30 feet	20 feet	0 feet
Extended Tunnel without Ramps	10 feet	10 feet	10 feet	0 feet

Zone 3

In the Draft Plan, the section of New York Avenue between Penn Street NE and Ninth Street NE is shown with a wide median and a linear park on the north side of New York Avenue. With the Extended Tunnel Concepts, both the linear park and median can likely be maintained, but may be reduced in width to some degree to avoid the need for more extensive right-of-way acquisition on the south side of New York Avenue. A quick review of preliminary concept plans suggests that the concept of creating a linear park with separate dedicated walkway and bikeway with some intervening green space can still be achieved. The table below presents a comparison of additional right-of-way needed for transportation improvements between the two prior Concepts in the Draft Plan and the two additional Extended Tunnel Concepts. Additional right-of-way needed is expressed in depth fronting New York Avenue at the mid-point between 4th Street NE and 9th Street NE (in vicinity of the Howard Johnson Motel). It should be noted that all Concepts would require the acquisition of the Howard Johnson Motel.

Table 4: Zone 3 Right-of-Way Takings

Concept	Northwest Side	Southeast Side	Median Width
Bridge (I-6)	30 feet	0 feet	25 feet
At-Grade Intersection (G-3)	30 feet	0 feet	25 feet
Extended Tunnel with Ramps	50 feet	0 feet	0 feet (no median)
Extended Tunnel without Ramps	50 feet	0 feet	0 feet (no median)

6. SUMMARY AND NEXT STEPS

Summary

Based upon the analyses presented above, the benefits of the Extended Tunnel Concepts include:

- Improved levels of service at several intersections along New York Avenue compared with Concepts I-6 and G-3
- Maintenance of First Street, NE as a thru street at New York Avenue
- Possible signalization of the NOMA entrance with all movements provided
- Reduced traffic at the intersection of Florida Avenue and New York Avenue without a Bridge

The drawbacks of the Extended Tunnel Concepts include:

- Increased traffic volumes and potentially reduced levels of service at intersections along 9th Street, NE, North Capitol Street, New Jersey Avenue, K Street, NE, and Massachusetts Avenue
- A substantial increase in the cost of the I-395 tunnel

Next Steps

The results of the analyses described in this document will be used in development of the Final Report.

Appendix C

Draft Plan
Comments and Responses

Draft Plan Comments and Responses

On June 25, 2005, a Public Meeting for the New York Avenue Corridor Study was held. The purpose of the Public Meeting was to allow those interested in the Study to comment on the Draft Plan. At the meeting, and afterward, a number of comments were received; these comments may be found on the following pages.

Some of the comments were operational questions regarding the Draft Plan. (For example, one individual asked how traffic would access I-395 under one particular concept.) Questions such as this were addressed at the Public Meeting, and are not discussed further here.

The remaining comments were considered by the Study Team, and it was found that, for the most part, the comments followed several dominant themes. These themes, and the Team's responses to them, are discussed below.

1. **The intersection of New York Avenue and Florida Avenue should be a "Gateway" to the District. Therefore, the preferred option would be to construct a traffic circle (at-grade or grade-separated) at New York Avenue's intersections with North Capitol Street and/or Florida Avenue. Accordingly, a bridge should not be built at this location because it would not provide the "Gateway" image and would disrupt neighborhood connectivity.**

   A traffic circle at this location would have substantial property impacts, and thus is not recommended by the Final Report. (This concept was considered during the Study, and is discussed further in Appendix A.) Two other concepts that do not include a bridge (an at-grade intersection and a longer tunnel) have been identified in the Final Report for further study as well.

   While the Study Team agrees that the New York Avenue / Florida Avenue intersection would be a good location for a "Gateway" to the District, geometric and property constraints at this location indicate that the New York Avenue intersections with Montana Avenue and Bladensburg Road may provide more feasible "Gateway" treatments.

2. **Additional concepts should be looked at in the vicinity of the New York Avenue / Florida Avenue intersection. For example:**

   - **Construct the concept proposed for Bladensburg Road at Florida Avenue.**
   - **Depress Florida Avenue under New York Avenue and Eckington Place.**
   - **Bring Florida Avenue out behind Gallaudet University to link at Penn Street.**
   - **Maintain a full at-grade intersection at the New York Avenue/First Street, NE intersection.**

   From a traffic flow perspective, the improvement concepts shown for Bladensburg Road could potentially work very well at Florida Avenue. However, geometric constraints at the New York Avenue / Florida Avenue intersection, such as the proximity of the railroad overpass and the multiple intersecting roads at this location, would make implementation of these concepts difficult, and would require significant property takings. Therefore, this concept is not recommended for this location in the Final Report.

Similarly, while the "Depress Florida Avenue under New York Avenue" concept was considered along with a number of others, it was determined by the Study Team that this concept would not be feasible. See Appendix A for further information.

Relocating Florida Avenue to link at Penn Street would divert thru traffic on Florida Avenue, and require it to follow a "dog-leg" on New York Avenue, thereby worsening congestion on New York Avenue. It would also be inconsistent with the L'Enfant plan. Therefore, this concept is not recommended for this location in the Final Report.

Finally, with regard to preferences that the New York Avenue / First Street, NE intersection be a full at-grade intersection, at the level of analyses possible in the Study:

- This would not appear to be feasible, from a geometric design standpoint, with the bridge concept.
- While geometrically feasible with the at-grade intersection concept, such an intersection would be undesirable from a traffic engineering perspective.
- With the extended tunnel concept, such an intersection would appear to be feasible.

This location will certainly be a focal point of the further analysis which will occur during the detailed planning studies which are required before construction of any of the concepts could begin.

3. **In Zone 3, the proposed closures of intersections with New York Avenue should be modified.**

   Which intersections may ultimately be closed will be determined as the project moves through the detailed planning phase. A closer look will be taken at this section of New York Avenue, and the final decision as to which roads will be closed will be made based which scenario has the most benefit, and the least negative impacts, on the community as a whole.

4. **With regard to the New York Avenue / Bladensburg Road intersection, why depress New York Avenue under Bladensburg Road? Why not the other way around? Will there be local property access if New York Avenue is put in a tunnel beneath Bladensburg Road?**

   The concept is shown as it is, with New York Avenue under Bladensburg Road, because this scenario seemed to work better from a geometric and property impact standpoint. However, during more detailed planning studies, the concept may be adjusted. It is also planned that property access along New York Avenue will be provided via service roads.

5. **The Longer Tunnel concept should be studied further. The tunnel should extend to the Baltimore-Washington Parkway, which would provide a highway through the District, and would remove the heavy thru traffic from the City streets.**

   In regard to the Longer Tunnel, the Study Team prepared the Task 11 Technical Memorandum: Traffic Analysis of Extended Tunnel Concept. The results of this Technical Memorandum have been incorporated into the Final Report.

The concept of completing a highway through the District has been studied numerous times in the past, and was considered by the Study Team when developing concepts for the New York Avenue Corridor Study. This concept was not pursued in its purest form for two reasons.

- One of the goals of this study is to be economically feasible. However, construction of a completed highway through the District may not be, at least not in the short-term.

- Analysis of traffic data shows that only approximately 25% of the traffic using the New York Avenue Corridor is "thru traffic" (that is, traffic with neither an origin nor a destination within the District).

6. Charge thru traffic a toll.

This is an interesting idea, and one that was briefly considered by the Study Team during the course of this Study. However, it needs to be considered on a District-wide basis in order to be effective. It was felt that if a toll was charged at one location, then traffic would be likely to simply divert to other "non-tolled" routes, which would only relocate the problem, not fix it.

7. The New York Avenue Corridor Study should not just focus on cars. Bicycles, pedestrian access (including pedestrian bridges or tunnels), and transit (Light Rail or Metro Rail) should be considered more fully.

Bicycle and pedestrian access is one of the focuses of this document, and has been incorporated in improvement concepts throughout the Corridor, where feasible. Proposed concepts include connecting existing and proposed bicycle trails elsewhere in the District, and providing wide sidewalks and linear parks along New York Avenue.

The Study Team did consider pedestrian bridges and tunnels as a possible design feature at early stages of this study. However, experience has shown that the public generally does not like pedestrian bridges or tunnels, either because accessing these facilities requires walking further out of their way, or because they feel the pedestrian bridges and tunnels are unsafe. Consequently, pedestrian bridges and tunnels that have been constructed are frequently underutilized. Consideration of adding pedestrian bridges and tunnels to New York Avenue was therefore dropped.

Additionally, the Study Team did consider providing rail access along New York Avenue. However, little demand currently exists for rail along this corridor, nor is there likely to be much demand in the foreseeable future.

8. **Recognize New York Avenue as an important commercial / industrial access roadway for the District, and plan improvements for it accordingly.**

   The Study Team agrees that New York Avenue is an important commercial / industrial access corridor. However, as stated in the Study Purpose section of the Final Report on Page 1-1, the Study Team intends that New York Avenue serve a variety of functions.

9. **Coordinate the New York Avenue Corridor Study with other current studies. Expand the timeframe of the study to look ahead more than twenty years.**

   DDOT has coordinated this effort with other studies, within the geographic limits of the New York Avenue Corridor Study. In particular, coordination with other agencies regarding the Florida Avenue intersection area is ongoing. Expanding the geographic limits of the New York Avenue Corridor Study and/or the timeframe is not feasible at this late date in the Study.

10. **What is the likelihood of the Final Report actually being implemented? Is Federal funding available?**

    It will ultimately be up to residents, businesses, and other stakeholders to motivate politicians to allocate funding for the project. All improvements are eligible for federal aid. However, the magnitude of the funding needed to make recommended improvements for New York Avenue, in the context of the District's other needs and in the context of historically available amounts of Federal funds, leads the Study Team to conclude that there will not be enough Federal funding to accomplish the tasks identified in this report.

11. **Additional information regarding the costs, benefits, secondary impacts, design details, and construction impacts of improvements to New York Avenue is desired. In particular, ramifications for the NoMa Corridor should be explicitly considered.**

    Additional information is almost always requested in a planning effort such as the New York Avenue Corridor Study. At the scale of such a Study, only preliminary estimates of costs, benefits, and details can be developed. All concepts will be analyzed further during the detailed planning studies which are required before construction of any of the concepts could begin. These detailed planning studies will involve substantial engineering and environmental analyses, as called for in the National Environmental Policy Act (NEPA) and implementing regulations. At that time, the desired additional information will be provided.

12. **Other**

    Finally, a number of comments referred to topics which are not usually addressed in a planning study of this sort. Examples of such topics include current traffic operations, desires for traffic control signals, and undesirable activities by people in/near New York Avenue. In each of these instances, the topic is not addressed in the Final Report. However, DDOT has forwarded those comment to the appropriate staff within the District Government.

August 3, 2005

Mr. Dan Tangherlini, Director
Government of the District of Columbia
District Division of Transportation
Department of Public Works
2000 14th Street, NW 6th Floor
Washington, D.C. 20008

RE: Comments on the New York Avenue Corridor Study, Draft Plan, April 2005
Intersection of Florida Avenue and First Street, NE at New York Avenue

Dear Mr. Tangherlini:

I would like to thank you for your efforts in developing the New York Avenue Corridor Study. I am writing to you on behalf of Bristol Group, owner's of NoMa Station a 2.0 million square foot office development located at the intersection of First & M Streets NE. As a stakeholder in this neighborhood we support those initiatives that will advance this neighborhood.

When fully developed, the NoMa Corridor will support in excess of 16 million square feet of development. The development of the New York and Florida Avenue Corridor is a crucial element to the economic and urban vitality of NoMa. Additionally, this intersection is a key gateway to the District and a major transportation node serving NoMa. The development of this intersection must take into consideration the potential for urban development, the significance of this intersection as a gateway to the District and mitigate traffic issues.

We strongly oppose the current recommendation of a Diamond Intersection with Super Arterial Emphasis as it would divide this neighborhood in half, be detrimental to the economic and urban development of NoMa and impede access to the NoMa Corridor. Any elevated roadway at First Street would result in the division of the neighborhood, would block the new headquarters for Alcohol, Tobacco & Firearms from view and not realize the potential to create a gateway to the District. The long term consequences of this plan are to create two distinct neighborhoods and to impede neighborhood connectivity.

We are however, supportive of any plan that; realizes the potential of establishing a gateway at the intersection of New York and Florida Avenue; recognizes the architectural significance of the ATF headquarters, unites the neighborhoods on the north and south side of this intersection as well as supports economic and urban development of NoMa. A traffic circle and signalized intersection were the best solutions, presented by the study to achieve these goals. The benefits of this plan far out weigh the additional costs. However, further study is needed in order to determine the best solution for the development of this intersection.

Thank you for your efforts and the opportunity to provide comment on the Draft Plan. We look forward to continued participation in the planning of the New York and Florida Avenue intersection and are supportive of those efforts that result in effective neighborhood revitalization in the District.

Sincerely,

Andrew Pellman
Bristol Group, Inc.

JStreet
DEVELOPMENT
Building values

July 29, 2005

Mr. Dan Tangherlini, Acting Director
Government of the District of Columbia
Department of Transportation
2000 14th Street, NW, 6th Floor
Washington, DC 20009

RE: Comments on the New York Avenue Corridor Study, Draft Plan, April 2005
Intersection of Florida Avenue and First Street, NE at New York Avenue

Dear Mr. Tangherlini,

This letter is being written on behalf of the principals of J Street Development and First Place, located at the northwest corner of First and L Streets, NE. It will occupy a prime 2.92 acre site with development potential of 1.27 MSF.

At least 16 million square feet of office and residential development are currently under design in the area south of New York Avenue along First Street. The New York Avenue Metro Station was recently opened and construction is underway on the ATF Headquarters, Capitol Plaza and One NoMa Station. Other projects, including First Place, are scheduled to break ground in the near future.

We applaud the efforts of the New York Avenue Corridor Study Team, and agree with the notion that neighborhood connectivity, in fact the enhancement of it, should be a major consideration. For this reason, we cannot favor an abutment/overpass solution, which we believe would bi-sect the neighborhood surrounding the intersection at New York Avenue and First Street, NE.

Primary design criteria for the design of the intersection of New York Avenue at First Street and Florida Avenue, NE should be provision of adequate access for the millions of square feet of future development planned for the NoMa Corridor.

Our strong recommendation is for further study as we believe a realistic and acceptable solution is "out there." We would very much enjoy and appreciate the opportunity to participate in that effort.

Sincerely,

Cathy Fawell
Director of Marketing & Communications

cc: Rick Rybeck

The Homer Building | 601 13th Street, NW | Suite 720 North | Washington, DC 20005 | 202-639-0339 tel | 202-393-0181 fax

The Capital's New Business Address

August 9, 2005

Mr. Dan Tangherlini, Director
Government of the District of Columbia
District Division of Transportation
Department of Public Works
2000 14th Street, N.W. 6th Floor
Washington, D.C. 20009

RE: Comments on the New York Avenue Corridor Study, Draft Plan, April 2005
Intersection of Florida Avenue and First Street, NE at New York Avenue

Dear Mr. Tangherlini:

This letter is written on behalf the NoMa Corridor Stakeholders Coalition ("the Coalition"), representing ownership of over 55 acres of private land holdings along First Street, N.E. from New York Avenue to Union Station. The Coalition strongly supports your efforts to improve the New York Avenue Corridor. Throughout the study process, however, we have consistently raised concerns over recommendations for the New York Avenue and Florida Avenue intersection negatively impact the city's and the Coalition's vision for revitalization of the NoMa Corridor.

Accordingly, the Coalition urges that the Study add language that reflects and supports the development potential of the NoMa Corridor as well as accommodates the resulting increase in traffic volume and movements. As the enclosed NoMa Corridor map indicates, the area is poised to generate over 16 million square feet of commercial and residential development and 20,000 new jobs for the District. The New York Avenue Metro Station and the new Alcohol, Tobacco & Firearms headquarters represent significant investments by the Federal and District governments, WMATA and the Stakeholders that must be optimized. Construction on several private developments is currently underway and the NoMa Corridor is viewed as one of the few remaining and meaningful opportunities to retain and attract federal lease requirements within the District.

Our review of the "Diamond Interchange" and "Diamond Interchange with Super Arterial Emphasis", as shown in Figure 6.13 and 6.15, shows a resulting bridge abutment dividing the NoMa Corridor neighborhood in half - isolating XM Radio, FedEx and others from their neighbors to the south. Additionally, the proposed access routing to and from over 16 million square feet of anticipated development appears confusing and not supportive of transit and pedestrian-oriented urban design and safety concerns. Finally, the Diamond Interchange with I-95 Tunnel Connection received the highest number of "Poor" (Red) ratings in your Evaluation Criteria Matrix, Figure 7.1.

The Coalition is in full agreement with the National Capital Planning Commission's repeated declaration that this intersection is the gateway to the original L'Enfant city. We support its recommended introduction of a traffic circle and consideration of the ATF site and building design in all plans. Our appreciation of the priority of managing pedestrian and traffic safety lends credence to a grade separated traffic circle similar to that recommended in Figure 6.12.

A traffic circle and signalized four-way intersection at First Street and New York Avenue addresses Office of Planning Transit Oriented Guidelines for the intersection as well as accommodates the traffic demand and turning movements that will be generated by the NoMa Corridor developments. Not surprisingly in our view, the Grade Separated Traffic Circle received the highest number of "Good" (Green) ratings in your Evaluation Criteria Matrix, Figure 7.1. The somewhat higher cost can be justified by the unique opportunity to create an impressive northern "Gateway" entrance to the city that takes full advantage of the panoramic view of the Capital City and monuments, as well as the architectural statement of the ATF headquarters.

The Coalition strongly recommends further study focused on developing the plan best suited to improve this significant intersection in a manner which supports the economic development potential of the NoMa Corridor, recognizes the importance of creating connectivity among the adjoining neighborhoods and establishes a significant gateway into the District. We appreciate the opportunity to comment on the Draft Plan and look forward to our continued participation with DDOT in this effort.

Enclosure

Respectfully,

Andrew Pellman
Bristol Group, Inc.

Joseph Doran, Vice President
The Stephen A. Goldberg Company

Dodd Walker, Development Manager
Akridge

Simone A. Goring Devaney, Principal
CSG Urban Partners, LLC

Charles C. Wilkes, Chairman
The Wilkes Company

Edward J. Morgan, Principal
Trammell Crow Company

THE STEPHEN A. GOLDBERG COMPANY

July 27, 2005

Mr. Rick Rybeck
District Department of Transportation
Reeves Building
2000 14th Street, NW, 6th Floor
Washington, DC 20009
(202) 671-2730

RE: Comments on the New York Avenue Corridor Study, Draft Plan, April 2005
Intersection of Florida Avenue and First Street, NE at New York Avenue

Dear Rick:

This letter is being written on behalf of the owners of Capitol Plaza, a proposed 1.7 million square foot office project currently under construction in the NoMa Corridor on First Street at M Street, NE. Upon completion, Capitol Plaza will consist of six 12 story office buildings surrounding two urban plazas straddling both sides of M Street.

A primary design criteria in the design of the intersection of New York Avenue at First Street and Florida Avenue, NE should be provision of adequate access for the millions of square feet of future development planned for the NoMa Corridor. As the attached NoMa Corridor map indicates, at least 16 million square feet of office and residential development are currently under design in the area south of New York Avenue along First Street. The New York Avenue Metro Station was recently opened and construction is underway on the ATF Headquarters, Capitol Plaza and One NoMa Station. Other projects are scheduled to break ground in the near future. I believe the NoMa corridor will be substantially built out by the time the New York Avenue improvements are completed. Therefore, the intersection design should reflect the future level of traffic demand. The intersection of First Street and New York Avenue is the primary access for the NoMa Corridor traffic to head east on the Baltimore-Washington Parkway to Maryland or west to I-395 into Virginia.

With regard to the various design options presented in the Study, we favor the grade separated traffic circle shown in Figure 6.12 for the reasons stated below. In a recent meeting with the Office of Planning, I was told that they had sent a letter to DDOT expressing support of the grade separated circle as well.

1615 M STREET NW
SUITE 850
WASHINGTON DC
20036
FAX 202 429 6910
202 429 6900

- The center of the circle provides an excellent location for a "Gateway" element to announce a visitor's arrival into the nation's Capital. As drivers reach the crest of the New York Avenue ramp on the bridge over the railroad tracks, they get their first panoramic view of the Capital City and the monuments. They will also have an aerial view of the 'Gateway' circle in the foreground as they come down from the bridge. This opportunity to create a 'Gateway' from the North should not be missed. The curved architecture of the ATF building will reinforce the circle. This will invite future buildings surrounding Truxton Circle to reinforce the Gateway.

- A traffic circle is a proven and effective way of managing multi-directional traffic flow. It is also consistent with L'Enfant's masterplan concept for Washington. A circle at this location will provide traffic flow at a rate that is consistent with the other circles that feed into or are planned along New York Avenue. We believe the slower driving speeds required by a traffic circle are appropriate at this location because it will allow pedestrians going to and from the Metro station to cross New York Avenue more safely.

- A signalized four way intersection at First Street and New York Avenue is the best design to accommodate the traffic demand and turning movements that will be generated by the developments along First Street south of New York Avenue. Cars going north on First Street must be able to make a left turn on New York Avenue to go west toward downtown and I-395.

- The Grade Separated Traffic Circle received the highest number of "Good" (Green) ratings in your Evaluation Criteria Matrix, Figure 7.1. The higher cost can be justified by the unique opportunity to create a northern Gateway.

We strongly oppose the "Diamond Interchange with Super Arterial Emphasis" as shown in Figure 6.13 and 6.15 for the following reasons:

- The bridge abutment at First Street will visually cut the NoMa Corridor neighborhood in half isolating XM Radio, FedEx and others from their neighbors to the south. The result could be similar to the unfortunate long term effect I-395 has had on Southwest Washington. In addition, the elevated lanes will partially block views of the landmark design of the ATF Headquarters Building in a manner similar to what the Whitehurst Freeway does in Georgetown.

- The proposed access to and from the 16 million square feet of development along First Street is confusing and circuitous. This design will disorient visitors and frustrate residents of the area. It simply doesn't work. Clear, direct access to the NoMa Corridor (First Street) should be a primary design consideration. In certain schemes, access to First Street appears to have become an 'acceptable loss' to accomplish the overall design scheme.

- Capitol Hill and the NoMa Corridor are the first concentrations of major development one encounters upon entering the city. This is an appropriate location for arterial traffic to slow and be distributed into the City.

- The Diamond Interchange with I-95 Tunnel Connection received the highest number of "Poor" (Red) ratings in your Evaluation Criteria Matrix, Figure 7.1.

- I understand that both the DC Office of Planning and NCPC have written letters opposing the bridge over Florida Avenue and First Street.

Thank you for your consideration of our comments. If you have any questions, please feel free to call me at (202) 429-6900 X115.

Sincerely,

Joe Doran

Joe Doran
Vice President, Development

The Washington Humane Society

7319 Georgia Avenue, NW
Washington, DC 20012
Telephone 202-723-5730
Fax 202-723-1956
www.washhumane.org

July 5, 2005

Mr. Rick Rybeck, Project Manager
New York Avenue Corridor Study
District Department of Transportation
Frank D. Reeves Center
2000 14th Street, NW – 6th Floor
Washington, DC 20009

Re: New York Avenue Corridor Study Draft Plan

Dear Mr. Rybeck:

Thank you, and please thank the others involved, for your clear and considerate presentation of the New York Avenue Corridor Study Draft Plan at the Public Meeting on June 25. In know I speak for everyone who attended when I say that it was much appreciated, as were your earlier presentations.

As you requested at the public meeting, we are sending you our response to the proposed intersection locations in Zone 3 of the New York Avenue Corridor Study. As you recall from our comments at the hearing, neither the Ivy City community nor we, at the Washington Humane Society, believe the intersections currently proposed will serve the current and proposed uses for the neighborhood well. We strongly urge that you restudy these intersections and modify them before you finalize your plan at the end of July.

It is imperative that your plans include an intersection with Fairview Avenue, either instead of, or preferably in addition to, the Kendall Street intersection.

The Fairview Avenue intersection currently exists, and without it, all D.C. Animal Shelter traffic will be forced to travel through the heart of the Ivy City community on a circuitous route to the shelter. This won't work either for the community or for us at the Animal Shelter.

The D.C. Animal Shelter (located at 1201 New York Avenue, NE) is a District facility operated by the Washington Humane Society that receives animals both from the public and from its field officers 24 hours a day. In addition, we provide other Animal Control services such as adoptions, vaccinations, licenses, lost and found investigations, wildlife assistance, and animal care education to citizens during day and evening hours.

On average, we handle some 12,000 animals per year. About 8,000 of these animals are brought in by field officers and 4,000 are brought in by citizens. Many of these animals are in distress and need emergency treatment, or are aggressive and are being impounded for public safety. Since there is a continual flow of traffic to and from the shelter throughout the day and night, direct access to this vital municipal facility is a must.

Without a Fairview Avenue intersection, our vehicles will be forced to turn into the Ivy City neighborhood on Kendall, travel two blocks, turn right and right again (essentially making a U-turn) and travel two blocks backwards to the Shelter entrance on Fairview (which is only a few feet from New York Avenue). In addition to introducing substantial delay for our patrons and Animal Control Officers, this route brings all Animal Shelter traffic into the Ivy City neighborhood and past a vulnerable row of residences on Gallaudet Street. This is not good either for the residents of Ivy City or for the thousands of citizens and dozens of Animal Control Staff who use our shelter.

Moreover, the D.C. Animal Shelter is dependent on visibility and easy access for the success of its adoption program. We have worked very hard on publicizing our program, and we are proud of the approximately 2,000 animals a year we are able to place in new, loving homes. On weekends particularly, our parking lot is crowded with visitors. It is hard enough to attract people to any animal shelter to adopt a pet, but if patrons cannot see a clear entry to the facility, they will be hesitant to venture into the side streets of an unknown neighborhood searching for entry. This will dramatically lower our adoption rate, essentially resulting in the needless death of many adoptable animals, and will interfere significantly with the performance of the full range of Animal Control functions.

A far better solution is to provide access to the Shelter from an intersection with left turn arrow at Fairview Avenue. The uses served by this intersection will be almost entirely commercial/industrial, eliminating all these vehicles from streets such as Kendall that penetrate the Ivy City residential area.

For the past ten years, the Washington Humane Society has been working with city officials to improve the existing shelter facilities. Some years ago, we met with Office of Planning officials, who confirmed the appropriateness of the current location for the Shelter, so it is clear that the Shelter is likely to remain in its present location for many years. The Shelter is situated on National Park Service (NPS) property. Use of this land (part of U.S. Reservation 495) was transferred to the District government in 1962 for the express purpose of building the Animal Shelter, which has occupied the site since 1965. Just last year – with approval by the District Council, the D.C. Department of Health, and the National Capital Planning Commission -- NPS transferred use of an additional ½ acre of land due east of the shelter to the District for the express purpose of increasing Shelter parking and providing access to Fairview Avenue, so that we could minimize use of the present entry on New York Avenue and provide safer access to the Shelter. The Department of Health (DoH) is actively engaged in getting estimates to pave and fence this land and to provide signs to the new entrance, and DoH also has plans for an addition to the Shelter.

We are aware that the Brentwood overpass will be enhanced in the near future. We have discussed the impact of this improvement with city officials in the past and have been assured that only a small portion of our frontage will be affected. We believe there will be ample merge distance between the intersection of this ramp with New York Avenue, and the Fairview Avenue intersection. In fact, the current situation will be improved, as we plan eventually to close the current entrance to the shelter, which is directly on New York Avenue and very close to the current Brentwood ramp, and rely upon the safe and easy access provided by Fairview Avenue.

We believe a Fairview Avenue intersection is essential to the success of our shelter and to the revitalization of the Ivy City neighborhood. Bringing shelter traffic through Ivy City is highly inadvisable: it will inconvenience the residents of Ivy City, it will dramatically degrade the programmatic quality of Animal Control services for the citizens of the District, and it will run counter to plans for the shelter that have already been approved by numerous city agencies.

Therefore, we strongly encourage you to include a Fairview Avenue intersection on the New York Avenue Corridor Study that you expect to finalize at the end of this month.

If you or anyone from your office would like to discuss this matter further, please feel free to contact me either by phone at (202) 333-4388 or by e-mail at annelewis@verizon.net. We would be happy to come to your offices to discuss this issue in detail and to show you our future plans for the D.C. Animal Shelter.

If, however, despite the foregoing information, it remains under contemplation to eliminate access between New York and Fairview Avenues, then we request a meeting as soon as possible at the highest policy levels of the District Department of Transportation.

Thank you for your kind attention to this important matter.

Sincerely,

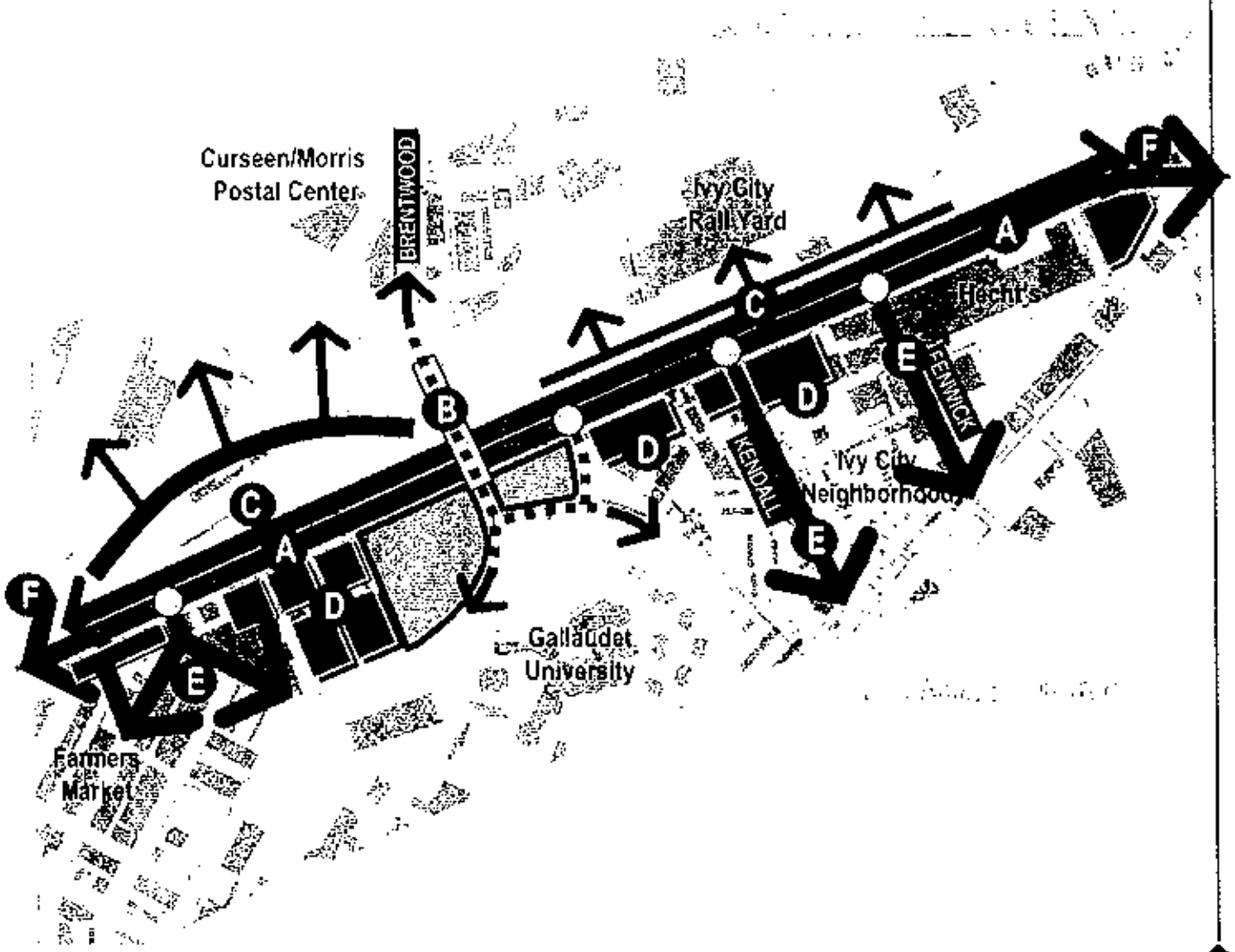
Anne McCutcheon Lewis

Anne McCutcheon Lewis, FAIA
Vice-President for Animal Control and Facilities

cc. Tim Ryan, URS Corporation
Peggy Keller, D.C. Department of Health

Zone 3: Framework Plan

Figure 8.12



Recommendations:

A. Landscape median and left turn lanes added for inbound traffic at key intersections such as Penn, Brentwood Parkway / 9th Street Bridge connector, Kendall, and Fenwick

B. New bridge constructed at 9th/Brentwood to replace existing bridge

C New linear park and promenade with bike and pedestrian ways is created and offers prominent views to rail yard and City

D. Use new buildings to reinforce street edge

E. Extend image to connect to neighborhoods and Farmers Market

F. Connect linear park to Metropolitan Branch Trail and Arboretum

"Rybeck, Rick (DDOT)"
<Rick.Rybeck@dc.gov>
07/28/2005 10:03 AM

To "Weil, Michael W."" <michael.weil@ncpc.gov>
cc "Dowd, William G." <bill.dowd@ncpc.gov>, "Miller, Elizabeth D." <elizabeth.miller@ncpc.gov>, "Zingsheim, Patricia (OP)" <patricia.zingsheim@dc.gov>, "Tim Ryan
bcc
Subject RE: New York Oversight Committee Meeting August 8th

Dear Michael:

Good point. Thanks for the feedback.

Rick

From: Weil, Michael W. [mailto:michael.weil@ncpc.gov]
Sent: Thursday, July 28, 2005 8:42 AM
To: Rybeck, Rick (DDOT)
Cc: Dowd, William G.; Miller, Elizabeth D.; Zingsheim, Patricia (OP)
Subject: RE: New York Oversight Committee Meeting August 8th

Rick, I reviewed your meeting notes from the final public meeting and I thought that your representation of our viewpoint regarding the NY/FLA Avenue Bridge was fair and accurate however, in responding to the cost comparison between the bridge vs. the extended tunnel option, I think that you should have mentioned the possibility that the land and development space gained from an extended tunnel option could have additional positive economic impacts for the District. And these impacts would reduce the $300-$400 million dollar cost difference between the two alternatives. - Mike

From: Rybeck, Rick (DDOT) [mailto:Rick.Rybeck@dc.gov]
Sent: Wednesday, July 27, 2005 6:42 PM
To: Akins, Vanessa C (DHCD); Branyan, George (DDOT); Brown, Stefanie D.; Burns, Ramona; Bushnaq, Tariq; Cherifi, Said (DDOT); Cochran, Stephen; Crain, Deborah (OP); Crocker, Cyril (EOM); Deatrick, John (DDOT); Delfs, Christopher (DDOT); Dowd, William G.; Hinton, Susan; Jackson, Sandra; Lawson, Art; Miller, Elizabeth D.; Mohamed, Abdullahi (DDOT); Ogbeide, Patrick (DDOT); Petkac, Cindy (OP); Reed, Sharlene (DDOT); Rybeck, Rick (DDOT); Sebastian, Jim (DDOT); Shaheen, Chris (OP); Stallworth, Douglas (DDOT); Stevens, Rick; Weil, Michael W.; Zingsheim, Patricia (OP)
Cc: Tim Ryan (timothy_ryan@urscorp.com); Brian Pieplow (Brian Pieplow); Phil Braum (braum@pbworld.com); 'lgrimm@camsys.com'
Subject: New York Oversight Committee Meeting August 8th

Dear Friends,

On June 25th, about 40 people attended our public meeting to review the Draft New York Avenue Corridor Plan. Since then, I have attended several community meetings and a session with the Office of Planning. At this point, I think that we need to reconvene the Oversight Committee to determine how to wrap up the Study this fall.

HNTB has graciously offered to host our meeting on

Monday, August 8th
2pm - 4pm
HNTB

421 7th Street, NW
(near Archives and Gallery Place Metrorail Stations)

Attached are two files:

Flip Chart Notes from the public meeting

Office of Planning comments generated after a brown-bag lunch.

Looking forward to seeing you on August 8th

Rick Rybeck
Deputy Associate Director
Transportation Policy and Planning Administration
District Department of Transportation
2000 14th Street, NW, 7th Floor
Washington, DC 20009
(202) 671-2325
(202) 671-0617 fax
rick.rybeck@dc.gov

"Rybeck, Rick (DDOT)"
<Rick.Rybeck@dc.gov>
07/15/2005 07:20 PM

To "Tim Ryan (timothy_ryan@urscorp.com)" <timothy_ryan@urscorp.com>, "Don Edwards (don@jsallc.com)" <don@jsallc.com>
cc
bcc
Subject FW: [Eckington] NY Avenue Corridor

From: MLeary8258@aol.com [mailto:MLeary8258@aol.com]
Sent: Wednesday, July 13, 2005 12:35 PM
To: Eckington@yahoogroups.com; rick.rybeck@dc.gov
Cc: eckington@yahoogroups.com
Subject: Re: [Eckington] NY Avenue Corridor

As another R Street NE resident, I concur unequivocally. Once we get past the traffic jam from commuters trying to get to I-395 or back to BWI or Route 50, the "within District" traffic issues are minimal. It would be much wiser and more efficient in terms of traffic flow to take the tunnel directly to New York Avenue east of Eckington so folks can get to BWI or out to Route 50. To dump that traffic in Eckington or thereabouts will just create other problems.

"Rybeck, Rick (DDOT)"
<Rick.Rybeck@dc.gov>
07/13/2005 02:47 PM

To "Tim Ryan (timothy_ryan@urscorp.com)" <timothy_ryan@urscorp.com>
cc "Don Edwards (don@jsallc.com)" <don@jsallc.com>
bcc
Subject FW: NY Avenue Corridor

From: Rybeck, Rick (DDOT)
Sent: Wednesday, July 13, 2005 1:46 PM
To: 'Pointer, Scott'; Rybeck, Rick (DDOT)
Cc: eckington@yahoogroups.com
Subject: RE: NY Avenue Corridor

Dear Scott:

Thank you for your comments. I am forwarding them to our consultants for review.

Yours,
Rick Rybeck
671-2325

From: Pointer, Scott [mailto:SPointer@imf.org]
Sent: Wednesday, July 13, 2005 10:18 AM
To: rick.rybeck@dc.gov
Cc: eckington@yahoogroups.com
Subject: NY Avenue Corridor

Hi Rick,

I live on R Street NE. I think the best solution to the NY Avenue traffic nightmare is to build a **tunnel** from the BW parkway to the 395 tunnel. That's all that is needed to fix this problem. 95 percent of the NY Avenue traffic simply wants to get to Virginia and Maryland. They aren't interested in DC - they don't want to stop.

Every day I ride my bicycle to work along NY Avenue headed south and "no-one" continues past the 395 turnoff - **no-one is going to DC**. Every night coming home it is gridlock - cars stuck on NY Avenue. Make these people pay for the changes.

All these "one-person in a vehicle - environment destroyers" come from Maryland and Virginia - why not make them pay for the improvement? If the city had been charging rush hour commuters a quarter each way for the past 5 years you would have a billion dollars for the upgrade now - $32 million per year.

Every day we have 175,000 cars sitting in gridlock, destroying our environment and choking our air - all because of outdated planning.

If we leave the existing roads for local traffic there is no need to change them. Plant trees down the center of NY and Florida Avenues. Plant trees everywhere. Let all the through traffic go underground. That way

we won't have to see or smell them! The amount of pollution and gidlock is disgusting and our neighborhood is suffering because of it. The arteries need to be unblocked and new trees planted.

Once the tunnel is completed and we only have local traffic to deal with, we should bring the neighborhood back to the way it was designed by reinstalling the beautiful traffic circles and adding a new one at NY and Florida.

A bridge over Florida Avenue - ridiculous.

And don't tell me you can't put a tunnel under railroad tracks....

Regards,

Scott Pointer
237 R Street NE
Washington, DC 20002
202 2997018
spointer@imf.org

"Ryback, Rick (DDOT)"
<Rick.Ryback@dc.gov>
07/14/2005 12:10 PM

To "Tim Ryan (timothy_ryan@urscorp.com)"
<timothy_ryan@urscorp.com>
cc
bcc
Subject FW: NY Avenue Corridor Tunnel Extension (Scott Pointer)

From: Pointer, Scott [mailto:SPointer@imf.org]
Sent: Thursday, July 14, 2005 10:12 AM
To: rick.rybeck@dc.gov
Subject: RE: NY Avenue Corridor

Hi Rick,

Thank you for responding.

I posted this on the Group this morning. It may give you an idea how a "world-class" city would handle the problem.

Thinking about this a little more, let's look at how another city - one of the world's premier cities - Sydney - handled this same problem.

http://www.rta.nsw.gov.au/constructionmaintenance/completedprojects/syndeyharbourtunnel/

"Sydney Harbour Tunnel
The Harbour Tunnel was completed in August 1992.

The Sydney Harbour Tunnel was a Government/Private Enterprise Project, with a cost of $738 Million.

The 2.3 km Tunnel has cut crossing time by 10 minutes in peak hour and saves 13 million litres of fuel a year."

Then there is the eastern distributor - an example almost identical to the New York Avenue Corridor.

http://www.rta.nsw.gov.au/constructionmaintenance/completedprojects/easterndistributor/index.html

"Eastern Distributor
The Eastern Distributor motorway provides a high-quality road link between the Cahill Expressway at Woolloomooloo and Southern Cross Drive at Zetland.

The motorway has been funded and built by a private sector consortium, and will be operated, maintained

and repaired by the consortium until 2048, when it will revert to the public sector."

Tunnel safety
Sydney's road tunnels are built to strict safety standards. To minimise the risk to motorists in the unlikely event of a serious incident, the M5 East includes safety features such as emergency passages and barriers, electronic message signs, radio broadcast facilities, deluge sprays, fire extinguishers and emergency phones.

"The smart road
The M5 East is a 'smart' road with a range of hi-tech features.

Special sensors built into the roadway and 125 closed circuit television cameras enable 24 hour monitoring of traffic and feed data direct to the control centre.

Intelligent lighting systems inside the tunnels automatically adjust to suit conditions.
Ventilation systems automatically adjust to traffic conditions within the tunnels.

It doesn't say how much this one cost, but since its all private money - who cares? They will charge the appropriate toll and make a profit.

The more I think about this - and the more of those Maryland plates I see of a morning - the more annoyed I become. Its all made out to be "our" problem - but we aren't the problem - Maryland and Virginia are. They want to live cheap out there with their big back yards - and they want to choke us to death with their pollution on the way to work..... Well fine - let them pay for the privilege. Its about time our politicians got a backbone and started charging these "environmental terrorists" for the right to drive through our neighborhood. Government Organizations that allow workers to park for free are also to blame. Tolls would encourage local commuters to take the Metro instead - or heaven forbid - ride their bicycle..... gasp...

"Rybeck, Rick (DDOT)"
<Rick.Rybeck@dc.gov>

07/06/2005 09:41 AM

To "Tim Ryan (timothy_ryan@urscorp.com)" <timothy_ryan@urscorp.com>
cc "Don Edwards (don@jsallc.com)" <don@jsallc.com>
bcc
Subject FW: Apologies for Inexcusably Long-winded Comments re NY Ave Atud y

-----Original Message-----
From: Leonard Sullivan, Jr. [mailto:lsnarpac@bellatlantic.net]
Sent: Friday, July 01, 2005 1:00 PM
To: rick.rybeck@dc.gov
Subject: Apologies for Inexcusably Long-winded Comments re NY Ave Atudy

Sullivan Issues 05-07-05.doc

Dear Rick:

I thought I'd pass on a series of comments earlier rather later in the hope that at least a few of them might yield digestible food for thought. I will continue to work up my analysis for my web site (by mid-July) with more detail and expanded policy concerns. I have to admit to some serious concerns about the whole thrust of the study, and am using this to try to organize my own jumbled thoughts. I will treat my "proposed redesign" first, in the hopes it will not be as (unintentionally) irritating as my broader concerns about policy, planning, and vision issues.

DESIGN ISSUES (east to west)

I have no substantive problems with Zones 1 and 2, though spending $109M to fix the Bladensburg Intersection must be ten times more important than spending $37M to redecorate Route 50 and Montana Circle for $37M;

However, the work you're proposing for Zone 3 looks like grist for late-night comics. Do you really want to spend $183M on a "linear park" for commuters and truck drivers? The central median is counter-productive from the standpoints of efficient lane use and/or evacuation. And even the locals don't seem to want an open-air drug market with a romantic view of the freight yards. How about just installing some contemporary electronic billboards for tantalizing pin-ups? I could not possibly justify such expense with my version of suitable priorities, goals, etc.

Zone 4 is crucial. I would strongly urge you to consider a "turns-only intersection" at present ground level, with Florida Ave in a below-grade cut (or partial tunnel) from Eckington to the current RR underpass, and a dramatically-open fly-over for NYAve (viz., the Wilson bridge (?)) from the "CSX hump" to beyond the NoCapSt underpass (left as is). Surely rebuilding this zone is worth more than all thechanges to Zones 1, 2, and 3 together.

To me, Zone 5, as a three-block "neighborhood avenue", is an undeserved victory for pandering over good urban planning. Surely more thought needs to be given to an option eliminating, or at least totaling redeveloping, those housing units to remove curbside parking, face away from the thoroughfare, and separate sidewalks from traffic by more than a standard curb. The costs of not doing so are large, and the potential benefits to existing residents/landlords could be very real. It seems preposterous to over-please the current (few?) stakeholders, while planning to keep low density housing along the city's most heavily traveled commercial artery for 50 more years.

Zone 6 is indistinguishable from Zone 5, and in my book the two should be combined. It is not unlike the problem with the Whitehurst Freeway where the primary traffic flow is delayed and inconvenienced by the current (outdated) traffic patterns at both ends. I now clearly understand why you have proposed a tunnel, and why you refer to interstate vs local. After making a crude elevation chart from the "CSX-hump" to the Convention

Center (east to west), I now see one clear limit alternative amounting to a "freeway option", perhaps disguised by a different name!

It flows directly from accepting an elevated NYAve at the major FLAve intersection. It would stay elevated going west over both 1stSTNE and the present depressed NoCapSt. Through traffic would then disappear downhill into a cut/tunnel before passing under 1stStNW (which is some 25' higher that NoCapSt). Through-traffic in the 5-lane (no divider) tunnel (much shorter than yours) would pass under a newly depressed NJAve while turning into I395. This solution does not require "deconstructing" the NoCapSt underpass, but depresses NJAve (optional) as well.

Two "local lanes" of NYAve in each direction (no parking, relocated sidewalks) would "climb the hill", exchange traffic with 1stStNW as well as that redirected from NoCapSt and NJAve, and descend the other side as a "major urban avenue"smack into Mt. Vernon Square. (I disagree that it is no more than a "major urban street").

If it is necessary or desirable to keep "hilltop residential zoning" in the rectangular area defined by NJAve, and NoCapSt. at its ends, and M St and N St on its sides, rebuilding that area (as well as your "urban deck" over the extended I-395 tunnel) could be a fascinating neighborhood redevelopment. For instance, the Tyler House parking lot could be decked over to provide additional parking and attractive new front access to re-built buildings now facing NYAve from the south. The housing on the north side of NYAve should be rebuilt to face M Street with parking underneath. Any (truly) displaced residents could easily be re-absorbed into as many as 250 (?) higher density city-view condos. That redevelopment should easily pay for itself, and perhaps pay for part of the transportation reconstruction as well.

POLICY, PLANNING, VISION ISSUES:

These issues are more important to me than the final design. Hopo my informal tone doesn't irk:

First, there are several references to satisfying the corridor's needs for 30-50 years (see 1.1 and 8.2), though there is no mention of anything beyond 20 years, and no suggestion of changing technologies during that half century. It is at very best a 20 year plan, marginally satisfying 20 year forecasts (left totally unexplained as to content other than that COG dreamed them up), and taking 13 years to materialize with (somewhat?) reduced capacity during all those 13 years.

I have trouble from the outset asserting that NYAve should be a "potential multimodal and intermodal corridor". Is that really the vision and an end in itself? Bikes or bust? Change vehicles or go elsewhere? Planning to walk from the County Line to the Convention Center? Need a barge canal? It's a primary economic transportation artery, not all-things-to-all-movers.

And the order of the five objectives for such an "ideal corridor" seems odd:

* Is the first objective really to get as many different kinds of vehicles as possible on one corridor with people switching from one to another along the way? Why?

* Is it only the third objective to meet all local and regional trans/trans needs for 30-50 years, and don't you have to specify what they are?

* " Isn't "creating capacity for more commercial and residential development" too open-ended? How much of which? Surely it will be more commercial than residential. Where are the new developments to be put? What land use changes are envisioned? Deck over the railroad yards? Replace shaky old single family row houses with high-rises? Use "air rights" above NYAve?

* Avoiding displacement of existing residents or excluding diversity may be politic, but what does it mean? Why not say something realistic like "displaced households unwilling to relocate will be provided equivalent or newer accommodations within two blocks, and affordable housing will be included"? Just how many such residents we're talking about? I count no more than 50 housing units at stake: 40% rentals, all over 75 years old, with total (newly inflated) land values assessed (for 2006) at $4M and $12M in "improvements". I bet 50% are already speculators;

And how do you leap from five major objectives to three (nine?) guiding issues: "health, connectivity, and vitality (are we dancing in the median?)", followed by "safety, connectivity, choice, and (oh yes), capacity", followed by attractive appearance, quality, and (first?) impressions?

And then to a different "three (or really four?) essential goals" starting with safety and local connectivity; meeting the needs of DC citizens (which ones, just the activists?); and using "intersection and corridor improvements as agents for change".How about new technologies?

These issues, goals and objectives look like an attempt to satisfy all the supposed "stakeholders" that attend the meetings, with no sobering influence from the city's and region's commercial, business and government leaders and planners. I think they should be re-sorted and merged: major transportation thrusts require "thinking big", not just collected inputs from nearby activists. Wouldn't it be more realistic to define the inevitable conflict between neighborhood concerns, citywide concerns, and regional concerns?

Perhaps because you know them so well, some of the most obvious aspects seem left out. I think they bear rehearsing because they should temper how much attention you pay to some of the platitudes listed above. Here are a few (that could be made a lot better by serious thought). By leaving them unsaid, I think you end up with a 3-hour meeting about sidewalks, left turn signs, and pet shelters, and not a word about the major things that characterize NYAve:

o the prerequisites for the continued evolution of an economically stable national capital city within the world's finest (and hopefully best connected) national capital metro area.

o being one of the four major commercial routes into the city, and probably bordered by more commercially zoned land than any other route(?) Does it follow the old B&O railroad lines?. Is it the oldest commercial corridor in DC, part of the old "Post Road" to Bladensburg?

o it carries more big heavy trucks than any other route, vehicles that account for maybe 40% of the weight (power and emissions) along this route. (bike better in diesel fumes?) The corridor must be designed to accommodate these vehicles that do everything from re-supplying every fast food joint and gas station in the city to supporting major construction. Isn't it used by most (?) of DC's intercity buses and the trucks that cart 800,000 tons of garbage out of the city every year?

o it is the major truck route into of the city from the entire Northeastern Seaboard. The city is inescapably the hub of a fast-growing metro area, and surely you should include some diagram of where the traffic is coming from (i.e., I-95, Rt 1, BW Expressway; Rt 50, etc.) and going to;

o the western end of the study area is also in flux. Surely something will be done to improve traffic around Mt. Vernon Square, particularly as NOMA develops and K Street is rejuvenated;

o it also provides a major commuter route from east of the city, the area expected (and pushed) by COG to grow the most in the next 50 years (!). I am always puzzled that DC planners never mention growth to the east, particularly to Annapolis;

o its largest use is apparently as the "continuation of I-395", thereby providing one of the few major diagonals across the city (NE<>SW), and an alternate to beltway gridlock. This needs highlighting and a clear policy decision as to whether it is to be encouraged or discouraged;

o it also serves as a major connector to Mass Ave because there is no other east-west means to traverse the city (NE<>NW) north of the Mall other than the (secondary) Military Road;

o along with I-395, it is a major evacuation route from the city in case of a terrorist attack How, incidentally, do you turn two-way "interstate traffic" into a one-way evacuation route?

o it will become an essential link to the city's brand new convention center, it's newest Metro station with all its new developments, as well as the "Downtown creep" to the NOMA Triangle;

o it traverses an area (mostly Ward 5) characterized by three of DC's more disadvantaged neighborhood "clusters", which are losing population (and kids) faster than the DC average;

o it carries relatively little "local" traffic and an unusually large "regional" component. I suggest you replace "interstate" (which sounds alien) to "regional" (for which DC should be the hub);

o it experiences a major daily "tide" into the city in the AM and out in the PM.. Your traffic projections show a substantial difference in AM/PM flow east and west. Both that and the possibility of a vast outward wave at any time, dictate the need for changeable lane directions.

o Is it really a "ceremonial gate" for dignitaries, tourists, horticulturists, aesthetes, and starry-eyed immigrants arriving in the nation's capital city? Aren't most harassed commuters and bored truck drivers trying to get to someplace else fast? Shouldn't capacity rank above beautification?

o it is now bordered by less than three blocks zoned for only "moderate density residential" uses,
Haven't several more blocks already converted to more realistic urban commercial uses? To me, the question isn't how to prevent commercial growth along a major economic artery, but how to minimize both the personal inconvenience and financial exploitation of its inevitability;

o I am always frustrated by the lack of interest in extending Metrorail inside DC. In my long-range world, direct links are needed from a) Cheverley to U Street, via NYAve, as a major part of developing rail service to Annapolis, and b) from Stadium/Armory to U Street via NYAve as the eastern side of a new inner "Circle Line" (as in London) skirting Downtown. Both could well impact the area around the new NYAve station.

Finally, I really encourage you to try to include some of the emerging technology options associated with long-term transportation, particularly urban transportation, issues. I would include the following, to name a few: lower emissions, quieter, vehicle engines; traffic and parking monitoring, controlling, enforcing, (and taxing) using RFID's (embedded in license plates?); converting transportation infrastructure usage into a net revenue-producer; more efficient, variable use of existing traffic lanes and total right-of-way width; exploiting the third dimension, as in "urban decks", "elevated sidewalks", "air rights", and "underground parking (dirt rights)"; high-density robotic parking systems; "smart curbs" (indented, monitored, and remotely metered) for controlling the surge in delivery vehicles; and new developments in "personal transport systems" (viz., segways). I would particularly encourage making all major commercial "gateways" to the city into E-Z Pass-like toll roads, and seek federal study money to explore various implementation strategies.

Related to the above, I would fully support any/all efforts to employ and automate: a) charging $A to $C per hour that every truck over X to Z tons is inside the city limits; b) expanding speeding, red light-running controls and fines; c) increasing parking fees and fines; d) charging $B cents per minute for every delivery truck temporarily parked in restricted, indented-curb parking spaces; e) charging $D to $F per 8-hour day for every private out-of-state vehicle parked in current old-fashioned off-street parking lots, depending on its size and fuel consumption; f) charging $D/2 to $F/2 for every in- or out-of-state vehicle parked/stored in new city-owned high-density robotic parking facilities; and g) establishing a higher property tax rate for any vehicle(s)-owning homeowners without demonstrable off-street parking capacity. I truly believe that vehicle ownership and use in America is undeniable, but that it should pay its way for using and upgrading urban transportation infrastructure.

You may never get this far, Rick, but I apologize again for rambling on.

Have a great holiday weekend!

Len.

NEW YORK AVENUE

TURNING NEW YORK AVENUE INTO A YELLOW BRICK ROAD?

summary

The current high-traffic uses for New York Avenue make it a major functional artery for the city which should grow as the region and its core city grow together. Fanciful notions of converting it into some sort of tree-lined, better landscaped park for the greater good of its fading surrounding neighborhoods are not only unrealistic but counterproductive. In addition to being a major commuter route, it is in fact both the unfinished extension of I-395 for regional traffic, and the major "service entrance" to the city's booming economy. It should be modernized to do those three jobs better, and possibly turned into a 2lst century fully-automated "toll road" that more than pays its way for our national capital city.

background

According to the draft plan recently made available, the DC government retained the services of *five consulting firms* to conduct a team study of the five-mile New York Avenue Corridor in July of 2002. The objective of the million-dollar plus effort has been to produce a "vision" and an "innovative plan" to convert NYAve into an ideal "multimodal and intermodal corridor"which would:

o provide multimodal transportation, including automobiles, public transit, railroad, bicycles, and pedestrians, **along with intermodal opportunities**;

o facilitate smooth traffic flow;

o ensure an ability to accommodate local and regional vehicular transportation and transit needs *foreseeable over the next thirty to fifty years*;

o create capacity for major commercial and residential development;

o avoid displacement of existing residents or *exclusion of income diversity.*

In working up a series of alternative designs for each of *six different segments of a 4.6 mile avenue*, the team of consultants came up with "three major issues that guided the development of their recommendations. These issues and their qualities are:

o Neighborhoods: health, connection and vitality;

o Transportation: safety, connectivity, choice, and capacity;

o Appearance: attractiveness, quality, and impressions."

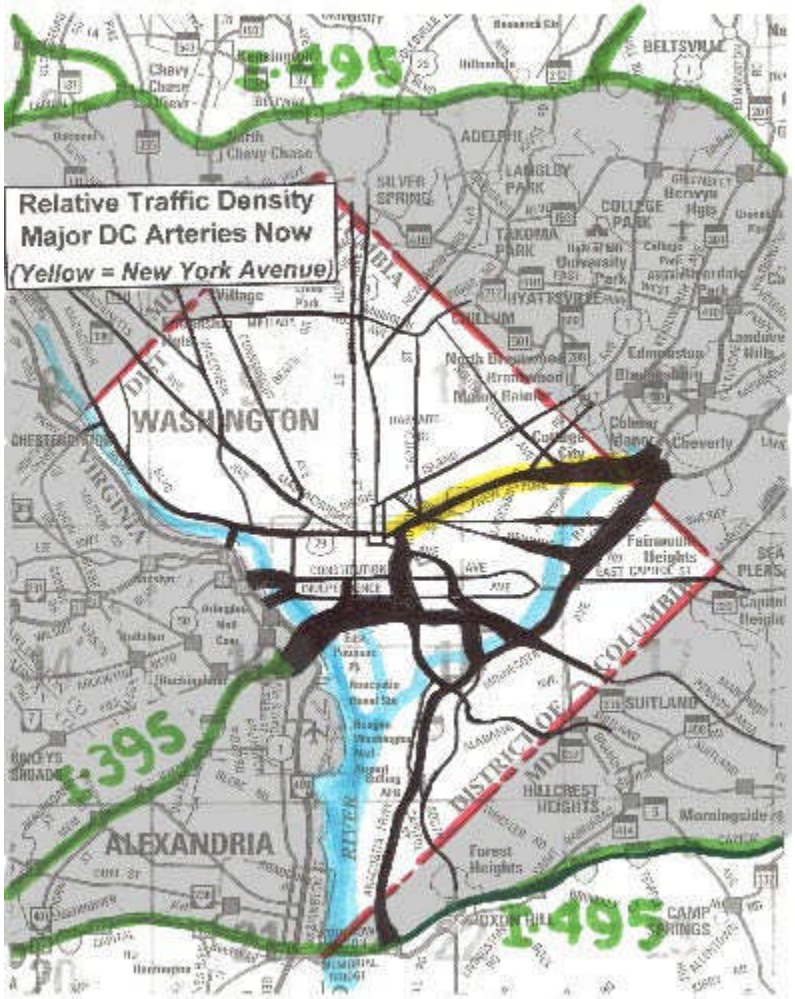
In addition, "three major concepts emerged that capture the essential goals for improving the NYAve Corridor *over the next fifty years:"*

o Need: promote safety and neighborhood connectivity;

o Focus: emphasize the needs of DC citizens;

o Tools: use intersection improvements and corridor enhancements as agents for change.

The draft plan offers an interesting characterization of the NYAve Corridor from the various standpoints of open space (viz., the National Arboretum); residential areas (incl. 18 local neighborhoods); commercial (viz., the DC Farmer's Market); industrial (viz., the major WMATA bus yard), mixed use areas and institutions (viz., Gallaudet University); historic and special resources (viz., the ULine Arena, recently a **trash transfer station!**); and a broad variety of current initiatives already underway (viz., NYAve metrorail station and GSA headquarters).



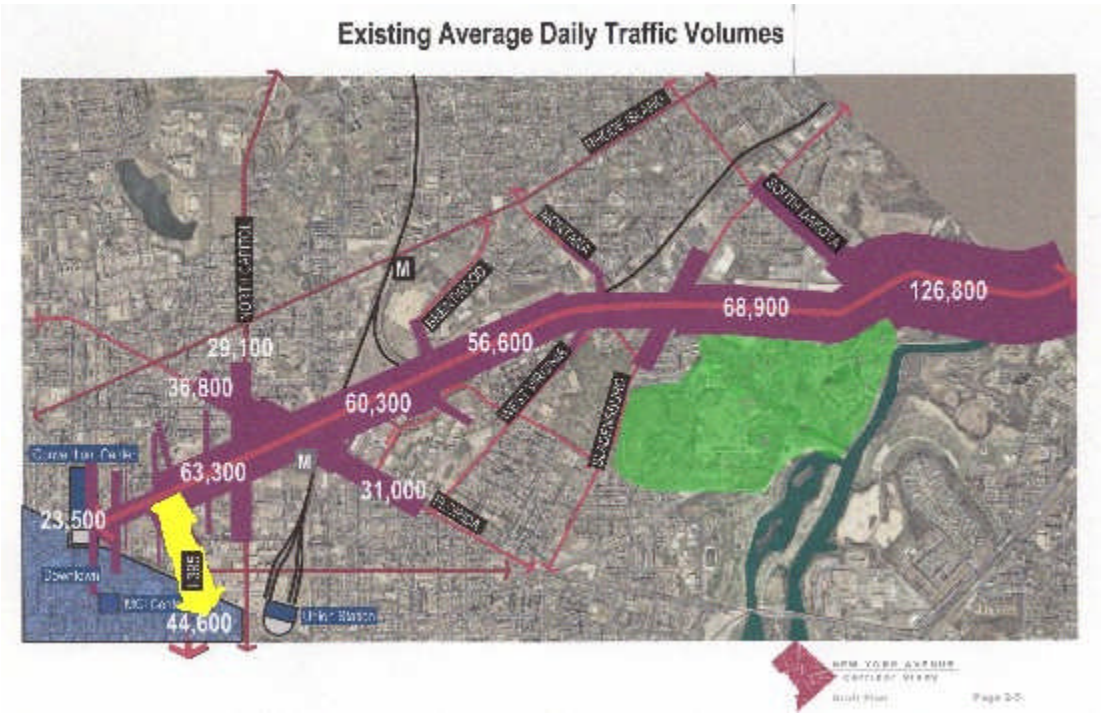
What the draft plan *does not* emphasize is that NYAve is part of the network of very heavily trafficked routes that cross the city "inside the Beltway (I-495) diagonally from Northeast to Southwest, essentially avoiding that Beltway for a variety of reasons. On the chart to the left, the thickness of the lines tracing the major arteries in DC indicates the current relative traffic density. NYAve is highlighted in yellow

mid-range vs long-range projections: supply or demand?

The plan also provides estimates of the anticipated "normal (naturally occurring)" growth in traffic volume along the major thoroughfares within the corridor *in the next 20 years,* but not beyond to 30 or 50 years. But it also predicated on the assumption that *there are no substantive*

changes in the physical characteristics of the roadway. In essence, then, it is not a projection of what is needed to match some desired or expected growth pattern for the city and region, but an estimate of "what the traffic will bear", to coin a phrase, with the modest changes proposed.

The chart below is reproduced (pilfered?) from the very professionally prepared Draft Study Plan and shows the change in traffic volume as it proceeds from the Prince George's County Line (right center), westward to the Convention Center (lower left corner). NARPAC added emphasis to the National Arboretum (green) and the pre-maturely-terminated I-395 (yellow):



front door or back door?

The draft plan characterizes New York Avenue as the "principal vehicular commuter thoroughfare in DC from Interstate 95 and the Baltimore-Washington Expressway, as well as Route 50" (from Annapolis, whish is not mentioned at all, either as Maryland's Capital city, or as one of the most charming and historic waterfront cities (on the Chesapeake Bay) on the East Coast). It notes that the route parallels Amtrak's Northeast corridor passenger line "a major national and regional rail corridor". Unmentioned is that it is also part of the main tracks for CSX rail freight for the Eastern Seaboard, not just from the Northeast, but from the Southeast as well.

The study team also asserts that NYAve "provides the first impression of Washington for many tourists and visitors" and that "apart from its regional function, the corridor acts as a major local street for several residential neighborhoods". It also acknowledges that "the avenue also abuts and provides direct access to the largest concentration of industrially zoned land in DC". To those of us who have lived in the nation's capital for years, NYAve is widely accepted as the kind of heavily traveled, strictly functional, truck-burdened, relatively unattractive, commercial/industrial

roadways that lead into every large city virtually anywhere in the world.

The notion that this type of artery should be beautified and made neighborhood-friendly for some of the city's more run-down communities will strike many as a fool's errand. This is particularly true when one realizes there are other convenient, far more residential avenues nearby, including Rhode Island Avenue to the north and West Virginia Avenue and the newly refurbished H Street to the south. Together, those three major "urban streets" carry half the traffic volume of NYAve. Furthermore, there are far more attractive "gateways" to the city, and most of them provide more direct access to the visitors' parts of town from the major regional arteries. Were DC visualized as one gigantic hotel serving the federal city, it seems irrefutable that NYAve would be considered the primary "service entrance", not the ceremonial boulevard to the grand foyer.

front yard or backyard?

The area around NYAve (well beyond the 2-block limit of the study's defined "corridor") is also, perhaps unfortunately but certainly understandably, not part of DC's "high-rent districts". Using the **cluster analysis approach** used extensively elsewhere on this web site, it is clear that the abutting neighborhoods are significantly below the citywide average in income, home ownership and value, education, two- parent households, and kids not in poverty. Perhaps more telling, population drop has exceeded the city average, suggesting that many of those who can afford to leave are doing so. Is this a bad thing, or a process of natural selection between residential areas and those doing the city's less attractive commerce and industry?

The impression that this study is driven by some possibly misplaced effort at social engineering is reinforced by the team's recognition that "transportation and land use decisions are integrally linked". Interviews with local "stakeholders" indicated their conviction that "there is a strong connection between the low level of transportation service and the generally inferior quality of development that adjoins it". From such interviews the team concludes that "the quality and functionality of the transportation infrastructure must be improved to attract a higher quality of development to the area.". Where then do the railroad and bus service yards, the major FedEx package distribution center, the trash transfer stations, the rodent-infested farmers' market, and the commercial and industrial warehouses go? And for that matter, how do our economy's essential heavy commercial and construction trucks get to them? How do they get to the rest of the city which is the throes of a remarkably robust renovation?

regional vs local?

In fact, the traffic analysis using the widely accepted MWCOG model does not support the notion that much of the traffic is "local". Only 14% of all traffic either originates or terminates within the defined Corridor and virtually *none of it originates and terminates within the corridor.* More to the point, perhaps, a full 50% of the traffic either started or ended their trips outside the corridor, while another 29% of traffic both originates and terminates out DC limits. In short, NYAve is a *primarily a regional artery* which almost certainly should continue to evolve as such, but with an acceptable, if not a minimal, impact on those obliged by circumstances to continue to live nearby.

half a freeway leaves much to be desired

Furthermore, the study plan seems to underplay one of DC's less than stellar transportation facts of life. In the days when building freeways within city limits was more popular, an interstate was planned to cross the city north of the Anacostia from southwest to northeast. Designated I-395, it came into the city from the south, crossed the downtown area underground toward the north, and came to an unceremonious end at New York Avenue just east of Mount Vernon Square (and the new Convention Center). Blocked from proceeding northeast by neighborhood activists, it dumps its "through-traffic" onto New York Avenue. This has not only annoyed the local neighborhoods, but has caused substantial inconvenience to regional traffic for which a longer trip around the subsequently built I-495 "Beltway" is not a economically viable option. NARPAC photographed the northern entrance to the I-395 tunnel in an earlier description of **the plight of DC's homeless**, some of whom find shelter in the landscaped area adjoining the tunnel entrance.

The fact that NYAve still functions primarily as a major, but badly outdated, regional artery is a testament to the pyrrhic victory of activism over economic demand. The fact that this study is focused more on increasing its neighborhood friendliness rather than its economic functionality is a further tribute to failed, or at least misguided, urban planning and leadership. The fact that another federal/local study on impending urban traffic gridlock designates both NYAve and several of its intersecting streets as already *"at or over-capacity"* cast doubt on the realism of planners' emphasis on making this regional artery safe and attractive for pedestrians, joggers and bikers. And the fact that the study doe not mention the roles of either I-395 or NYAve as primary evacuation routes from the primary American urban terrorist target further suggests excessive interest in local parochial demands at the expense of the larger citywide, regional, and national interests. As in the cases of the ongoing **Whitehurst Freeway 'deconstruction'** and **South Capitol Street aggrandizement** studies, it appears that both federal and local planning monies re being spent by consultants charged with answering the wrong questions.

the rim of the topographic bowl

NARPAC has always been somewhat amused by the thought that the prime part of the nation's capital is situated in a **"topographic bowl"**. Nevertheless, such a topographic feature, modest though it may seem in the 21st Century, did describe the limits of the original, and now sacred, L'Enfant plan, and Florida Avenue described its "northern boundaries". Since Florida Avenue may be the most important intersection (traffic-wise) with NYAve, it is inescapable that travelers on that route will be subject to the hills and valleys (!) that surround the bowl. In fact, as one enters DC across the Anacostia River that is still only a few feet above sea level, the avenue rises to cross three consecutive "hills" (approaching 100 feet in elevation!), before "descending" into the "bowl" which has a typical elevation of 40 feet. Those elevation changes do suggest however, whether intersections should be separated by bridges or tunnels/cuts, as will be discussed subsequently.

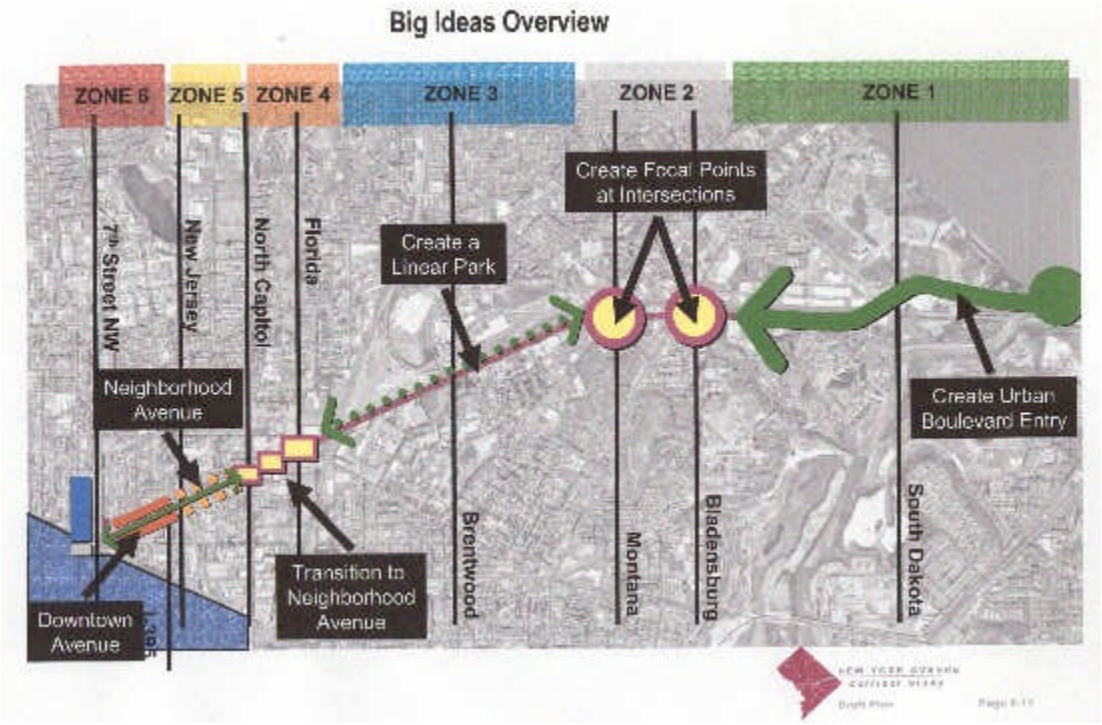
trucks, trucks, trucks

When NARPAC thinks NYAve, we think trucks. Trucks that deliver the sustenance and remove the refuse from that Great Urban Hotel in the Bowl. When the study team looks at NYAve traffic, they apparently only see "vehicles". In all their attractive artist's sketches, only cars or the occasional 2-axle utility van are shown. The most comprehensive readily available truck count was done by COG for the 28 major

entry/exit points around DC. According to this analysis about 8% of all trucks entering DC came across the northwestern face (i.e., Western Ave) while 57% came across the northeastern face (i.e., Eastern Ave), 20 % came across Southern Ave on the southeastern face, and 15% across the major Potomac bridges from Virginia to the southwest. Four entry points were responsible for 52% of all trucks crossing DC borders. More important, they bore 61.5% of all the heavier (3-axle and up, single, and double units) trucks. NYAve accounted for more than a quarter of the total trucks in each category. In a different more recent tally of 16 different key intersections within the city, NYAve at Bladensburg (see below) accounted for 28% of all the trucks counted. Lastly, a more detailed total vehicular count was made for this study effort, racking up a total of 2,104,800 vehicles of while a mere 178,900 were classified as trucks and only 63,000 of those meet NARPAC's standard for "heavy trucks". But because of their larger size and weight, all trucks account for 38% of all the tonnage on the road and 15% of the total vehicular length. Those heavy trucks, in turn, account for two-thirds of the weight (and hence power, and emissions) and half of the length of all trucks. 39% of these Big Mommas are 3- or 4-axle single units (think dump trucks and big-box trucks), and another 49% are the big 8-wheel twin-axle trailers pulled by 10-wheel, 3-axle tractors. The photo below shows such an "18-wheeler" re-supplying the McDonald's at NYAve and First Street NE on a recent Sunday morning.

▲a six-part vision of an all-purpose New York Avenue

Notwithstanding NARPAC's idiosyncratic views, the study team has produced a vision and innovative plan for New York Avenue. It tapers down from a regional freeway where it enters DC from Prince George's County as both US Route 50 and Alternate US Route 1 to an "urban street" as it merges with Massachusetts Avenue in front of the new Convention Center. The following sections summarize the six distinctively designed zones identified by the study team, moving west from the District Line, where New York Avenue crosses the upper reaches of the Anacostia River, toward Mt. Vernon Square (which essentially forms the northeast corner of "Downtown DC"). These zones are shown on this study plan graphic:



Zone 1: "Create an "Urban Boulevard"

Little change is proposed for this first mile and a half stretch as far as the road configuration itself is concerned. It will remain three lanes in each direction with a divider. It currently carries something over 127,000 vehicles per day (vpd) that have just sorted themselves out from several incoming routes including Route 50 (Hanson Highway), Route 201 (Kenilworth Avenue) as well as the Baltimore-Washington Parkway, predecessor to I-95 north. Shortly after entering DC, there is a major interchange with South Dakota Avenue which travels northwest parallel to Eastern Avenue, and handles over 45,000 vpd, leaving a count of some 69,000 vpd headed west into town. There were 36 accidents at this interchange in 2001.

According to the 2003 peak-hour traffic counts done for this study, morning rush is 63% inbound, and afternoon rush is 72% outbound. By 2025, the total flow into DC is projected to rise 29% to 164,000 vpd, with a proportional share diverting to South Dakota Avenue, and 89,000 continuing west. It might be noted that both New York Avenue and South Dakota Avenue are already designated as "at, near, or over capacity".

Elevation-wise, Route US-50 enters DC at about 2 feet above sea level, rises to about 70 feet around the South Dakota interchange, and drops back to about 53 feet at the Bladensburg intersection.

The plan proposes to generate the image of an "urban boulevard" by "creating bicycle and pedestrian facilities....and enhanced edge plantings to define the boulevard edge and better screen buildings along the route". They also propose adding a number of eye-catching "urban design elements" such as distinctive street lighting, ornamental railings, raised planters and decorative walls to pleasure the driver.

South of NYAve in this area lies the huge National Arboretum. The northern side is

zoned entirely for industrial and commercial uses, and is flanked by a major branch of the rail line which turns northeast through Prince George's County.

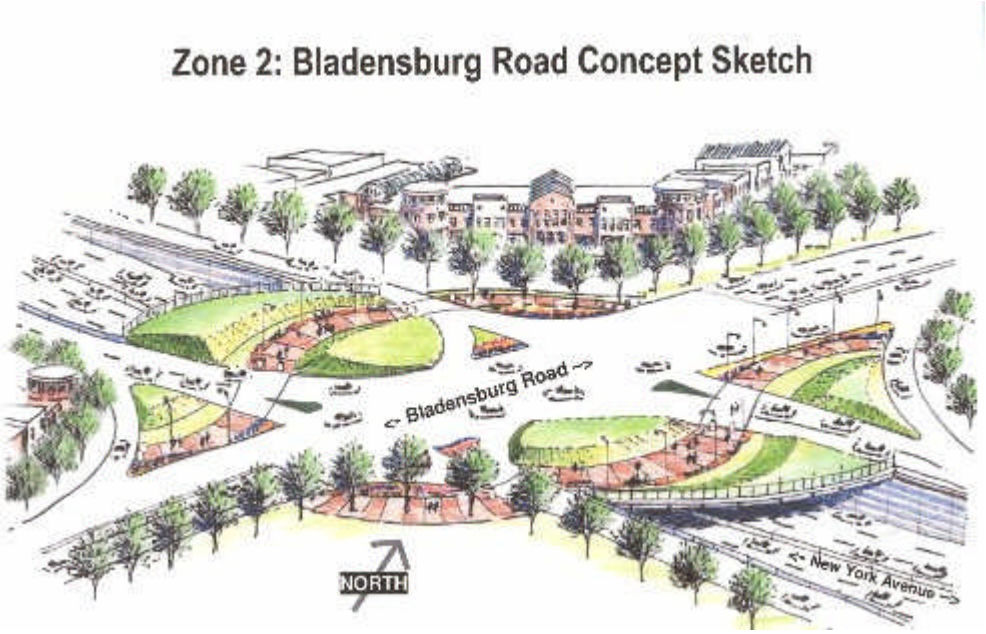
The project cost estimate for this Zone 1 involved $4M in preliminary engineering, plus some $26.6M in construction of special "design elements" and the accommodating of bicycles and pedestrians. No changes are proposed in the rights of way.

Zone 2: "Create Focal Points at Intersections"

This short distance of perhaps a quarter mile is characterized by two grade level intersections only a short distance apart. The first and more important of the two is Bladensburg Road, the latest incarnation of the original horse and carriage trail from Washington to Baltimore and on North. There were 87 significant vehicular accidents at this intersection in 2001, compared to some 36 at South Dakota Avenue, despite its higher traffic flow. The traffic flow on NYAve currently drops to some 57,000 vpd as it continues beyond here, while Bladensburg carries some 27,000. By 2025, traffic on NYAve past this intersection is expected to rise 25% to 71,000.

Only a block or so further on, lies a smaller intersection with Montana/West Virginia Aves which has a traffic flow of only about 7,000 vpd, but also experienced 25 vehicular accidents in 2001. The Montana Avenue intersection is perhaps 20 feet higher in elevation than the one at Bladensburg, as NYAve begins its climb to a "plateau" of about 100 feet in Zone 3. Bladensburg Road has also climbed a hill of about 95 feet from its 47 ft elevation at the "starburst" intersection with Florida and Maryland Avenues, H street, and Benning Road (the subject of yet another consultant-laden study) before dropping back to some 52 feet at NYAve and then climbing back up to almost 100 feet at South Dakota Avenue.

The planners suggest building a major new over-and-under intersection at Bladensburg, while simply upgrading the appearance of the faux "circle" at Montana Avenue. They also suggest improving the landscaping along the roadway edges, and creating new architectural guidelines for any new commercial and industrial buildings, setbacks, and "pedestrian environment". An informative artist's sketch of this new underpass is shown below. NARPAC finds it symbolic that there are no trucks in sight:



The major new intersection would leave Bladensburg Road at grade level, while depressing NYAve below grade. Without explanation, this choice will tend to permanently limit NYAve to three lanes in each direction, while allowing Bladensburg, with far lower traffic rates, to expand more easily. Since this intersection is already in a "depression" along both NYAve and Bladensburg, one wonders why an overpass was not selected rather than an underpass for Bladensburg Road.

Costs are estimated to include $43.6M for right-of-way expansion, $9M for engineering, and $56M for construction. The "beautification" of the Montana Avenue "circle" would involve $6.4M. No new lanes are added for moving traffic, though streamlining the Bladensburg Road intersection would clearly add to both safety and through-traffic capacity.

Zone 3: "Create an "Linear Park"

The mile and a half between the Montana Avenue intersection and the key Florida Avenue interchange contains some of the most far-reaching changes to create a "linear park" including two pedestrian walks, one bike trail, and essentially four potential traffic lanes devoted to trees, (some of which also serve as left turning lanes, since virtually all the commercial/industrial activity along this stretch is accessed by four lesser roads on the south side of the avenue). East and West traffic would be separated by a fixed, raised and planted median (which makes lane- direction-switching almost impossible). An existing set-back on the south side, and some truck- parking areas on the north side would be integrated into the new "linear park", but *no lanes of moving traffic would be added*.

Two "inspiration points" would be added to the north side provide unfettered panoramas of the rail yards and main tracks, the large Brentwood postal facility (made famous by the unsolved and lethal incident of anthrax in the mail), as well as an interesting view of the newly refurbished McKinley Technical High School on the high ground (almost a bluff!) in the Eckington neighborhood. Some local residents suggest that parks in these neighborhoods tend to become homes for the homeless, and are

essentially "zoned for the drug trade".

Traffic along this segment is estimated to be a bit higher at 60,300 vpd now, but expected to grow (without explanation) by some 34% to 81,000 by 2025. This section of roadway is bordered by industrial and commercial zoning as well as one portion of "mixed use". Current rush hour traffic is 66% inbound in the morning, and 73% outbound in the afternoon, and would presumably rise to about 90% outbound during an evacuation at any time. A fixed, obstacle- planted median seems to NARPAC to be thoroughly counterproductive.

Running east to west, NYAve has risen from 70-odd feet above sea-level at Montana Ave to about 100 feet by its minor bend, where it stays level until it passes over the major CSX (and Metro) railroad tracks, and drops 35 to 40 feet into the Florida Avenue at-grade intersection. Half way along this stretch, drivers are surprised to find a dilapidated overpass (looking about as bad as the average railroad bridge in DC) which connects Brentwood, north of the railroad tracks, with Ivy City, Trinidad, and Gallaudet University to the South.

Costs to fix up this zone are expected to exceed $183M, including total refurbishment of the Brentwood Avenue overpass. Of those funds, $78M would go for right-of-way expansion, $11M for engineering, and $94M for new construction. Some minor improvements to traffic capacity will result from changing access to local streets, but the injection of "urban vitality" in the form of pedestrians, strollers, joggers, bikers, inspiration- (and other recreation-) seekers may well contribute to others risks and distractions.

Zone 4: "Transition to a Neighborhood Avenue"

This quarter-mile "transition zone" appears to be the least well thought out part of the planned renovation, as commuters and truck drivers plunge downhill from their "linear park" fantasy, to face the avenue's most heavily trafficked grade-level intersections which also rack up a good share of the avenue's accidents. Between Florida Avenue and the (below-grade) underpass for North Capital Street, redevelopment is in full swing. It has already been fueled by the complete conversion of the old People's Drug Store warehouse into DC government offices, and the construction of the major package sorting FedEx facility on the north side. Another large commercial enterprise will soon be added on formerly residential properties in the wedge between North Capitol and O Streets and NYAve. It will soon be fueled even further on the south side by the development by GSA of the full block facing the brand new NYAve MetroRail station, (accessed from Florida Avenue) including the new federal headquarters for the ATF.

This six-lane, virtually undivided (just a narrow curb-high median) section of NYAve, currently handles some 60,000 vpd (as Zone 3) essentially in a flat "valley" nominally 55 feet above sea level, with traffic again expected to rise to some 34% to 81,000 by 2025 with the proposed avenue changes. Equally important, however, is that traffic on the undivided six-lane Florida Avenue is expected to increase 74% northwest-bound from 37,000 to 64,000 vpd, and 77% southeast-bound from 31,000 to 55,000 vpd. There is also a very large traffic exchange between the two avenues, as much as 30% during peak hours. Florida Avenue northward is already over capacity, and will become so southward as well. And the intersection is further complicated by the nearby traverse of 1stStNE, which results in overlapping traffic and traffic signals.

The photo below was taken from under the Florida Ave railroad underpass just south its intersection with NYAve. NARPAC subsequently recommends continuing this underpass under NYAve and Eckington Street beyond it, resurfacing between the two buildings background center. It might be noted that the new-looking section of bridge shown at the top of the photo is actually the new section of bridge over Florida Avenue for the new bicycle trail:

acknowledging the I-395 "regional traffic"

Planned redevelopments and zonal distinctions are complicated here by the very major (and NARPAC supported) proposal to eliminate the I-395 surface-merge with NYAve west of New Jersey Avenue (hence in Zone 6) by *continuing the four-lane, divided traffic tunnel (from which I-395 traffic emerges)* eastward under NYAve and under the "residential hill" defined as Zone 5 (between NJAve and North Capitol Street) only to surface in the middle of NYAve before it reaches 1stStNE. From here it rises eastward to carry its "interstate" traffic over a bridge across Florida Ave, merging "up the hill" with NYAve. This has two major and somewhat troubling (to NARPAC, at least) aspects:

First, the planners are forced to eliminate the existing North Capitol Street underpass which is now quite heavily used. This is necessary to make room for the new I-395 tunnel under NYAve, but it creates a new surface intersection with "local" (but not "regional") NYAve traffic. That "regional" component of the traffic crossing Zone 4 amounted to some 70% of the total in 2003, and is projected to grow to 80% by 2025. Even more surprising, that I-395 traffic volume will supposedly grow 82% from its recent level of 44,600 to 81,000 vpd., in good measure presumably, because it can handle that much more thanks to the elimination of the current grade level junction. It is also interesting to note that this "regional" traffic is not so rush hour variable. The morning rush is only 59% inbound, and only 57% outbound in the afternoon. While this makes routine AM/PM lane-switching less important, it suggests greater difficulty

handling a major urban evacuation.

Second, the "local" traffic between Florida Avenue and the Convention Center is now in separate grade-level lanes which cannot readily "mix". Complicated by a demand for curbside parking for a short distance "over the hill", these lanes become less utilitarian, and cannot react to the larger AM/PM rush hour bias (72% in, 74% out). This is discussed further under Zone 5.

Third, there is no reason to believe that most of the trucks are "regional", even though most of the cars may be "local" commuters. Trucks are likely to be turning off (or back onto) NYAve at every major intersection that allows them to penetrate the city to their one or several destinations. Those turning intersections must be designed to accommodate large trucks efficiently.

The cost estimate for this tunnel and local street restoration comes to a resounding $400.6M, including $84.2M for expanded rights of way, $50M for engineering, and $326.4M for actual construction. This is a full 48% of the total estimated costs of $955M.

back to Zone 4

In addition to adding the tunnel and removing the North Capitol Street underpass, the planners intend to "improve the Florida Avenue intersection to meet local and regional traffic needs and provide additional turning movements", "enhance pedestrian connections to better serve neighborhoods, Metro and Florida Avenue development", and provide "special 'identity focal points' to create active pedestrian spaces and help to tie Florida, North Capitol, and NYAve together", whatever that may mean.

Three options are sketched out to separate Florida traffic from (some of) New York Ave traffic. The first suggests an "artistic tunnel" for a six-lane Florida avenue passing under a 4-lane (??) New York Avenue, which leaves "local" NYAve traffic crossing at grade level. The sketch indicates that NYAve has been elevated, not Florida depressed. The second option is an "artistic bridge" which appears to differ only in adding sidewalks to Florida Avenue as it passes under NYAve, plus making a dramatic statement out of what would otherwise be your typical overpass. The third option shows a "traditional bridge" that differs primarily by adding center supports under the bridge, and different-looking bridge abutment towers that repeat motifs from the Convention Center down the road. This option is shown below, with an insert showing the Convention Center motifs:

All three options show a six-lane Florida Avenue under a four-lane NYAve. With nothing but sharp corner turns for traffic transferring from one avenue to the other, it is difficult to discern the added "turning movements" whatever that may mean. Furthermore, NARPAC feels obliged to note again, there is not as truck, a bus, or a van illustrated in any of the sketches, and the number of through lanes appears to be less, certainly not more, than exist now. Finally, none of the three sketches, all variations on the same theme, offer any imaginative solutions to the complexities added by the close presence of 1stStNE: it is apparently simply eliminated as a separate cross street for vehicles or pedestrians.

The costs of constructing a bridge at Florida Avenue, plus fixing up the railroad overpass, are estimated at $124.8M, including some $17M for engineering.

Zone 5: "Become a Neighborhood Avenue"

To NARPAC, the least credible segment of this transportation planners' vision is this attempt to revitalize a "neighborhood (residential?) avenue" between North Capitol and the present terminus of I-395. It runs for a total of 2000 feet, complete with streetside sidewalks and curbside parking, 13 vehicle entry and exit points (NoCapSt; N St (2); Tyler House entrance; 1stStNW; M St East; Kirby St; M St West; New Jersey Ave; 3rd St; Bible Way Church parking entrance; I- 395; and 4th St), and at the very most, a total of 80 to 100 front doors and front stoops.

As a matter of curiosity, NARPAC checked out the (already inflated) 2006 property assessments for the 26 well-tended row houses on the north side on NYAve between North Capitol and 1stStNW on "residential hill". Altogether they sit on only half an acre of land whose value is assessed at $2.2M, with improvements now reaching $6.2M. Multiplying this by four still yields a total value of only $25M. It may also be of interest

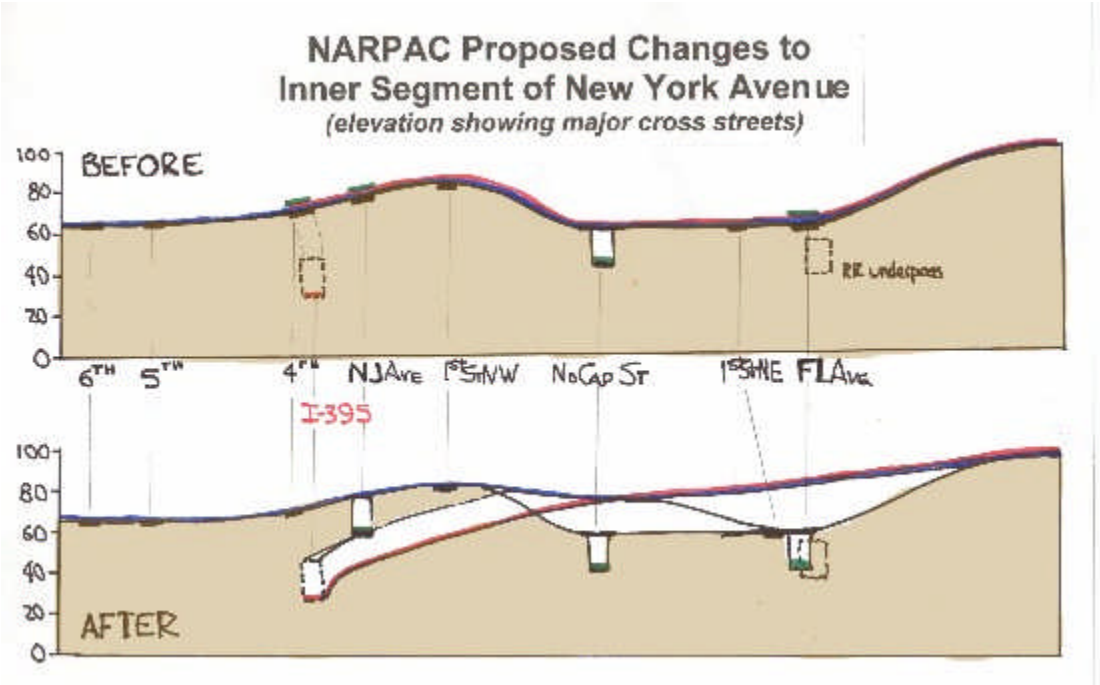
that 42% of these homes are rented, and close to 20% have changed hands within the past few years, six for between $200K to $400K. Hardly a community of long-time, deeply-invested neighbors. They are pictured below:

Traffic-wise, an increase of 53% in "local" traffic on NYAve is expected to pass between North Capitol Street, and Mt. Vernon Square, from 23,500 to 36,000 vpd by 2025. Rumbling beneath the avenue in the new tunnel by 2025 will be 81,000 vpd, which will surely equate to more than one per second during the rush hours. How will those numbers project for the *next* 30 years? Surely modern residential buildings (replacing the old ones currently there) would be far more habitable in the long run, and could readily be designed to include off-street parking, as well as off-main street front doors! NARPAC is convinced that the current quaint homes in Zone 5 should not seriously compromise the redevelopment of NYAve, and that the substitution of new higher density urban dwellings would be preferable, but only if such a demand really exists. Pressures to re-zone these two blocks are certain to grow, and may in fact be applied by the newer homeowners (and speculators?).

Of equal interest is the (questionable?) proposal to eliminate the North Capitol Street underpass which now accommodates some 29,100 vpd with a strong AM/PM directional shift, and a relatively

small share turning onto/off NYAve. The planners project that north/south traffic on NoCapSt will grow by 62% by 2025, reinstating an at-grade intersection with significantly higher cross traffic than east/west then-"local-only" traffic on NYAve. NARPAC recommends a solution be devised which retains the present underpass and accommodates the proposed I-395 tunnel, even if there is no direct exchange between the two routes at this intersection.

Lastly the topography of Zone 5 cannot be overlooked. Ground level at North Capitol Street is approximately 60 feet above sea level. On the other side of "the hill", the 4th Street/I-395 junction is about 70 feet. The top of the hill at 1stStNW is over 80 feet. But the elevation where the I-395 tunnel ends just north of K Street is only 45 feet. NARPAC believes it is practical to "thread the needle" by extending the I-395 tunnel north and east at a constant rising slope until it passes at least 10 feet above the surface road atop the North Capitol Street underpass. It should also allow the depression of New Jersey Avenue under NYAve and eliminate that intersection. The oversimplified chart below shows the current situation ("before"), and NARPAC's proposed solution ("after") which is developed further along:



Zone 6: "Become a Downtown Avenue"

The six-zone gamut is completed in the final 2000 feet from 4th Street NW (and the former I-395 junction) down to 7th Street NW, which forms the eastern boundary of the new Convention Center. The existing and planned traffic flow here is as described in the previous section. Here NYAve amounts to a heavily traveled "major urban street" and is much the same as Massachusetts Ave which runs symmetrically up through Northwest. It has essentially the same volume of traffic designated for Zone 5's "neighborhood avenue". It drops gently from a 70 foot elevation at 4th Street to about 65 feet at 7th Street.

For reasons not clear to NARPAC's analysts, the present six-lane, barely divided avenue

is reduced by the planners to two lanes in each direction, separated by a more formal median, and with double-tree-lined islands separating the curb from the sidewalks. Apparently, no parking or stopping will be allowed along these three blocks identified as hosting "business" on both sides. At 4th Street, outbound traffic would find residential parking lanes replacing one row of trees as it courses through the newly re-asserted residential neighborhood. In the eyes of the transportation planners, NYAve has now become an "address street" for new mixed-use development. And that's a long way to go from the two remaining residential shells on the north side of NYAve between 5th and 6th Streets shown below:

The southern side of NYAve in Zone 6 is the boundary of the new high density planning effort for the "Mount Vernon Triangle" (once referred to as "NOMA" for "North of Mass Ave) which also incorporates the old Wax Museum site. It should be noted that as part of this new development, in fact an extension of "downtown", K Street will be rejuvenated into a major avenue from Mt. Vernon Square eastward at least as far as easily the World's Ugliest Railroad Underpass. NARPAC would hazard a guess that this extension of DC's most important (and widest) downtown boulevard (in the true sense of the word) is a far better candidate to become a prestigious "address street", while NYAve seems destined to become more of a honky-tonk adjunct to the Convention Center along the same sidewalk.

It should be noted that almost 40% of the total accidents within this study zone are between North Capitol Street and 4th Street NW, presumably due to the larger number of intersections, local traffic, and curbside parking.

The one intriguing element in this plan is the opportunity to create a sizeable new lot just west of the Bible Way Church where I-395 traffic emerged from its tunnel to join NYAve. This could add perhaps a full acre of taxable land to DC's limited inventory, and permit reconnecting L Street from NYAve eastward across North Capitol to 1stStNE. It is, in fact, a somewhat larger parcel than all the 26 row houses on the north side of "residential hill", including another set of houses facing north on N Street, and a few

facing west on 1stStNW. Perhaps they should be redeveloped together.

The planners estimate $41M for redesigning and reconstructing the three blocks of NYAve outbound from 7th to 4th Streets, NW, to sustain 33% less traffic but roughly 300% more trees.

Overall Effectiveness of Planners' Preferred Options:

The study's "Task 4: Traffic Analysis" is an interesting effort to estimate the impact of traffic growth if a) nothing is done to improve the streets; and b) the planners' choices are in-place by 2025. There is also an interesting excursion to explore what happens if I-395 is extended along NYAve and to join the inner end of the Washington-Baltimore Expressway. The model used involves an iterative process, which, like most drivers, keep exploring their travel route options until all are equally unattractive. Hence, the "freeway" option attracts substantially more vehicles (almost double on many segments) *and appears to have been discarded for this reason!* Instead, lesser expansion is proposed, and as a result, the major intersections do not (quite) reach serious "overcapacity" *within the next 20 years.*

It seems to NARPAC that the planners are proposing a solution that is heavy on landscaping, appearance and neighborhood friendliness, but one that will be chockablock within a very few years after its 13-year reconstruction is finished! Unfortunately, the study documents do not make clear just how robust the planned growth for traffic into and through DC is compared to other estimates of regional growth. NARPAC, with its normal skepticism, concludes that the proposed changes are probably at best marginal, and overly influenced by neighborhood fear of change and inevitable urban growth.

▲NARPAC Alternative

Mercifully, NARPAC has not redesigned all six separate "zones". But its objectives would be much simpler and more functional:

Plan to modernize NYAve primarily as a commercial/industrial/commuter artery from the Pr. George's County Line to DC's expanding "Downtown" area *at a pace consistent with expected regional growth* so that it can:

a) continue its essential function as the primary "service road" for heavy vehicles into and out of the nation's capital;

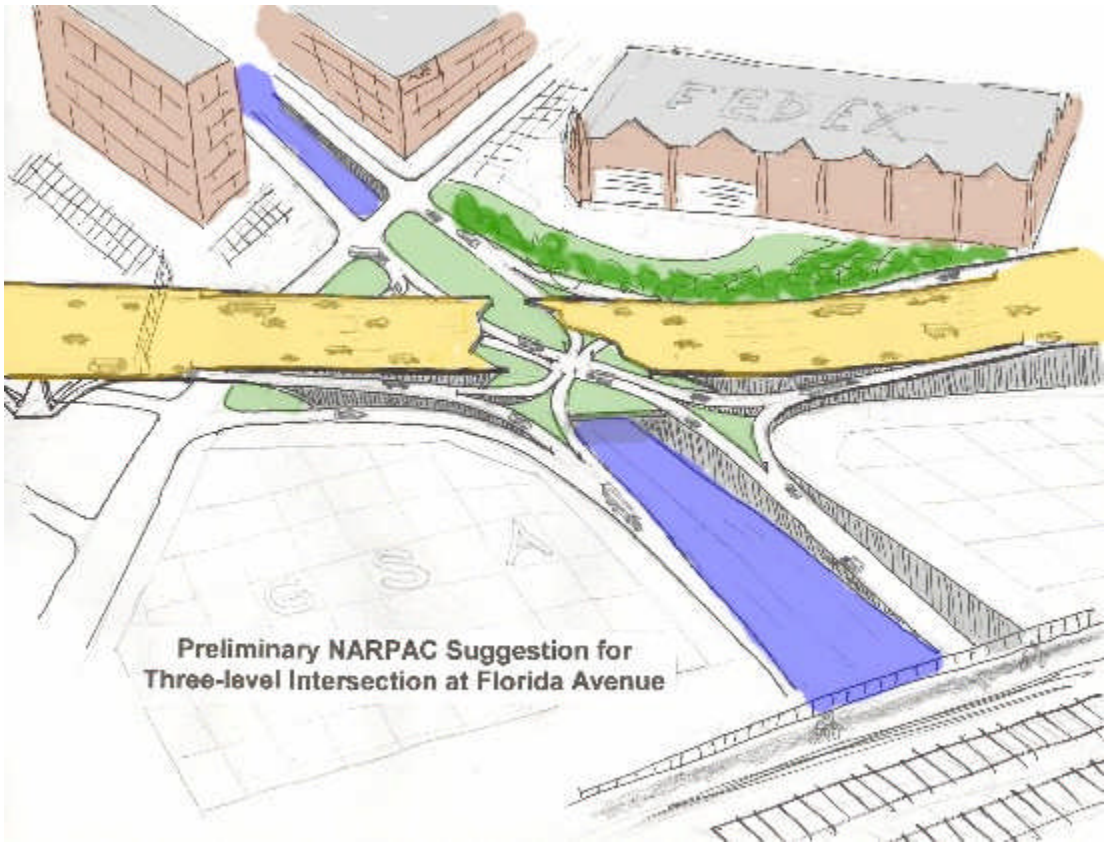
b) serve as the eastern extension of the never-completed I-395 for regional and commuter traffic,

c) exert a minimal negative impact on the viable nearby neighborhoods from the standpoints of safety, connectivity, adverse environment or visual offensiveness; and d) where possible, **encourage the use of other nearby streets and arteries for scenic parks**, pedestrian and personal transport systems, artistic structures, and neighborhood residential living.

We suggest that there need be only two planning segments along this 4.6 mile, high-traffic artery, with the dividing line at Florida Avenue:

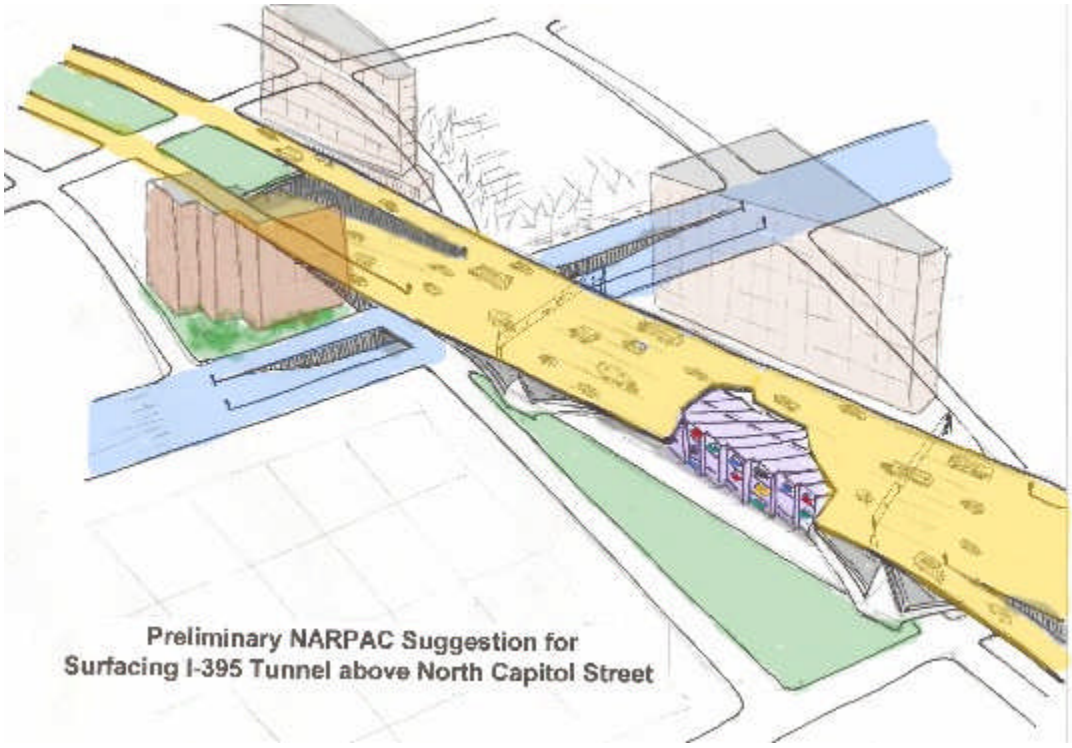
o the **Outer Segment** would be essentially "freeway" with planned growth to eight travel lanes plus various secondary lanes for on/off ramps and access to bordering businesses; There would be no at-grade intersections, and the center four lanes would be "reversible" between ingoing and outgoing flow. We think it would make sense to depress the Montana and Bladensburg cross streets (including the junction with West Virginia Avenue) under the main artery (even if it means elevating NYAve somewhat), and that there should be some sort of single composite traffic exchange for the two crossings. Access to the businesses on the south side of NYAve along its "plateau" would now come from reconfigured local streets, including Brentwood Parkway, from Florida or West Virginia Avenues. "Beautification" would be subordinated to capacity, environment and safety. Pedestrian and personal transport trails would be elsewhere. Overlooks would be limited to those available from the planned Metropolitan Branch trail (already completed under the main railroad underpass, across the depressed Florida Avenue, and beside the new Metro station.

o the **Inner Segment** would begin to differentiate "local" traffic (with destinations within the city) from "regional traffic" (passing on through), but would retain eight travel lanes until the "through traffic" enters its newly extended I-395 tunnel, and six travel lanes thereafter. Some latitude in lane reversibility would be maintained. We envision a three-level interchange at Florida Avenue, with NYAve elevated *all the way to west of North Capitol Street,* while Florida Avenue *would be depressed from before the railroad underpass northwest until beyond Eckington Street.* Current grade-level would provide a robust "exchange plaza" for traffic between the two major avenues (a somewhat simplified version of the proposed Bladensburg "tight diamond) as well as incorporating local traffic from Eckington Street and a re-aligned 1stStNE (as suggested in one option by the planning team). NARPAC's low-budget sketch is shown below: (NYAve in yellow, Florida Ave in blue)



The elevated section of NYAve between the railroad overpass and "residential hill" (see above) would involve considerable "artistic engineering" with the hope of looking more like the new Woodrow Wilson Bridge that the old Southeast Freeway. The large area under the bridge, i.e., the current NYAve roadbed, could provide local access and "connectivity *"as well as a significant amount of high-density, robotic parking.* Between 1stStNE and NoCapSt, one could easily park 750 cars diagonally, nose-to-nose, in 3-level racks (see crude cutaway section above. All would bel within (relatively) easy walking distance of the new New York Avenue Metrorail station, and all the office/commercial buildings now planned to line each side of the avenue.

Driving west, the five-lane entrance cut to the I-395 tunnel would begin immediately after crossing over North Capitol Street, and become a covered, downward sloping tunnel before passing under 1stStNW. Two "local lanes" would follow the current NYAve trace over the top of "residential hill" and down the other side towards Mt. Vernon Square. Parking for the (new?) buildings lining each side of the hill (see above discussion re Zone 5) could be provided in the new median above the tunnel, if needed more than trees. Traffic entering the tunnel from Prince George's County line would have had no traffic lights to contend with inside DC. (NYAve in yellow, North Capitol Street in blue, stacked parking in cut-out under NYAve):



If it is necessary or desirable to keep "hilltop residential zoning" in the rectangular area defined by NJAve, and NoCapSt. at its ends, and M St and N St on its sides, rebuilding that area , including "air rights" above the proposed extension of the I-395 tunnel, could be a fascinating neighborhood redevelopment. In addition, the Tyler House parking lot could be decked over to provide additional parking and attractive new front access to re-built buildings now facing NYAve from the south. The housing on the north side of NYAve should be rebuilt to face M Street with parking underneath. Any (truly) displaced residents could easily be re-absorbed into as many as 250 (?) higher density

city-view condos. Those redevelopments should easily pay for themselves, and perhaps pay for part of the transportation reconstruction as well.

(It may also be possible to provide rush-hour and/or evacuation access to/from the new section of the I-395 tunnel from/to the western end of NYAve (the Planners' Zone 6), but we have not tried to design this.)

what about mass transit?

o NARPAC is always frustrated by the lack of interest in extending Metrorail inside DC. In our long-range world, direct links are needed from a) Cheverley to U Street, via NYAve, as a major part of developing rail service to Annapolis, and b) from Stadium/Armory to U Street via NYAve as the eastern side of a new inner "Circle Line" (as in London) skirting Downtown. Both could well impact the area around the new NYAve station. (See our discussion elsewhere of **suggestions for robust metrorail expansion**

▲ considering new technologies

Finally, NARPAC encourages the planners to include some of the emerging technology options associated with long-term transportation, particularly urban transportation, issues. We would include the following, to name a few: lower emissions, quieter, vehicle engines; traffic and parking monitoring, controlling, enforcing, (and taxing) using RFID's (embedded in license plates?); potential use of robots to speed up curbside pick-ups and deliveries; converting transportation infrastructure usage into a net revenue-producer; more efficient, variable use of existing traffic lanes and total right-of-way width; exploiting the third dimension, as in "urban decks", "elevated sidewalks", "air rights", and "underground parking (dirt rights)"; high-density robotic parking systems; "smart curbs" (indented, monitored, and remotely metered) for controlling the surge in delivery vehicles; and new developments in "personal transport systems" (viz., segways).

Perhaps the most interesting of these in relationship to NYAve would be the possibility of making all major commercial "gateways" to the city into E-Z Pass-like toll roads. Surely this would present an interesting forward-looking opportunity to use consultants and federal study money to explore various implementation strategies.

making America's love affair profitable

NARPAC truly believes that vehicle ownership and use in America is an undeniable privilege, and in most cases a demonstrable necessity. However, since these intrusive vehicles require, use, and wear out public space and infrastructure, they should and can easily pay their way for using up and upgrading urban transportation infrastructure. Hence, we would fully support any/all efforts to employ and automate: a) charging $A to $C per hour that every truck over X to Z tons is inside the city limits; b) expanding speeding, red light-running controls and fines; c) increasing parking fees and fines; d) charging $B cents per minute for every delivery truck temporarily parked in restricted, indented-curb parking spaces; e) charging $D to $F per 8-hour day for every private out-of-state vehicle parked in current old-fashioned off-street parking lots, depending on its size and fuel consumption; f) charging $D/2 to $F/2 for every in- or out-of-state vehicle parked/stored in new city-owned high-density robotic parking facilities; and g) establishing a higher property tax rate for any vehicle(s)-owning

homeowners without demonstrable off-street parking capacity.

In this case, the only new technology required is no longer untried but in increasing use in the US and elsewhere. It is a cross between earlier aircraft IFF systems, current air traffic control transponders, automated bar code readers in all stores and on all railroad freight cars, the "smart- cards" transit riders "swipe" over metro turnstyles, and the latest automated EZ-Pass toll-taking devices used more and more widely by American vehicles for all major roads, bridges and tunnels.

The "transponders" that give off their code number when pulsed now cost a fraction of a dollar. The "receivers" that record that code number and transmit it to computers costs less that $50 (perhaps no more than a parking meter?). Those receivers can be made an integral part of typical overhead traffic signs. The transmission of the code number to the resolving computers is now virtually wireless. The computers required are no bigger than commercial desk-top units, and the billing systems are as automated as in the credit card industry. The result is that not only Big Brother, but even Uncle Tony can now know where that particular transponder is, and a great deal about it: who owns the vehicle; where it's registered; how much it weighs; how big it is (dimensionally); how much fuel it consumes; and, of course, how much toxic gas (and even noise) it emits. There remains only the need for local legislation to require that all vehicles entering DC carry the transponders (NARPAC suggests embedding them in license plates in our analysis of **automated parking garages**), and to set a realistic schedule of fees.

Without pretending to have designed all the details, NARPAC does have a vision for how very substantial revenues might be generated from New York Avenue's busy traffic. Consider three primary aspects of this technique: first a "toll" is charged when any tagged vehicle enters DC, just as the EZ-Pass system does. Second, the time of entry can be logged, and later matched to the time of exit through any other instrumented "gate" in the system. Third, the same system can be used to bill the vehicle for time spent in parking garages or other designated locations, such as reserved curbside delivery points. In addition, these tags lend themselves for registering traffic offenses such as illegal parking, blocking the progress of public vehicles, speeding, and even red- light running. Furthermore, varying rates can be applied depending on the size, weight, and environmental damage wrought by any particular vehicle type. The table below shows the potential revenue generating potential of such a system. Six categories of vehicles are chosen to run the gamut from lightweight, fuel-efficient urban friendly cars weighing from 1200 to 3500 pounds, up through the various common "eighteen wheelers" (tractors with 40-50 foot two-axle trailers) weighing between 20 and 40 tons.

Converting New York Avenue into a Toll Road

Vehicle Type	Wt Range	Tolls	In Town	OK Pkg	Fines	Avg$/unit	#/day	$M/Yr
"Good" Car	2.0-3.5K	3.00	3.00	2.00	0.78	8.78	10000	26.3
"Bad" Car	3.5-5K	6.00	6.00	4.00	1.60	17.60	20000	105.3
Van/bigSUV	5-10K	9.00	9.00	6.00	1.73	25.73	10000	64.3
Box/DelTruck	10K-20K	12.00	20.00	8.00	4.30	44.30	2000	22.2
Bus/DumpTruck	20-40K	15.00	20.00	0.00	5.25	40.25	1000	10.1
18-Wheelers	40-80K	30.00	40.00	0.00	10.35	80.35	500	10.0

Gross Annual Revenue: = $238.2M

The "tolls" column indicates the entry toll charged, not far different from the bridge tolls used on bridges around New York. The"In Town" column shows typical "meter readings" for the time spent by that vehicle within the DC limits. The "OK Pkg" column shows the net revenues from the average time spent in authorized parking spots. These numbers seem low because a good share of the traffic was simply "passing through" town. Some plug numbers are used to guess at the number of traffic rules that might be violated by various vehicle classes in conjunction with the fines levied (also by vehicle class). The lavender column shows the average revenues that might be generated by each class of vehicles in one day. The average city-friendly car might be charged just under $9, while the average huge trailer truck delivering puppy chow in bulk to pet stores in Georgetown might be charged $80. That might equate to *0.2 cents per pound of product delivered,* which should not undermine the city's economy. or its puppies!

And finally, the green column shows the product in millions of dollars of a) the average daily fees times b) the number of vehicles estimated in each category on New York Avenue *in recent years;* times c) the number of days per year in a five-day week for trucks and vans, and a six-day week for cars. The numbers really add up. Using these primitive guesses, it is not fanciful to gross a total of almost $250 million annually. Surely some share of that could be applied to the costs of upgrading New York Avenue and its associated nearby road network.

summary

The current high-traffic uses for New York Avenue make it a major functional artery for the city which should grow as the region and its core city grow together. Fanciful notions of converting it into some sort of tree-lined, better landscaped park for the greater good of its fading surrounding neighborhoods are not only unrealistic but counterproductive. In addition to being a major commuter route, it is in fact both the unfinished extension of I-395 for regional traffic, and the major "service entrance" to the city's booming economy. It should be modernized to do those three jobs better, and possibly

turned into a 2lst century fully-automated "toll road" that more than pays its way for our national capital city.

▲ *This page was updated on July 5, 2005*

Please send us your feedback

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New York Avenue Corridor Study
June 25, 2005 Public Meeting
Flip-Chart Notes

1	Why not move tunnel further east?
2	Cost of Fly-Over?
3	Would cost savings from eliminating the Florida Avenue bridge offset the cost of extending the tunnel east of the railroad tracks?
4	The tunnel / bridge transition appears to have a very steep grade. Over 4% ascent adds to air pollution.
5	Other impacts of putting I-395 under New York Avenue?
6	What impact will underground construction of tunnel have on 100-year old houses?
7	What do you want to see in economic development terms?
8	Did the consultant team talk with the Emergency Systems Management Administration?
9	Will there be access via 1st Street, NE from K Street to New York Avenue and from K Street to Florida Avenue? Will 1st Street, NE be closed?
10	Will properties be facing a wall? Where?
11	H Street enter tunnel before North Capitol Street.
12	Have to allow for mixing before you get to Florida Avenue.
13	Downtown BID sees more density in this area. Need dedicated circulation on New York Avenue.
14	Use the Georgetown project as a model for doing this project as painlessly as possible.
15	No connections for local traffic?
16	Parking doesn't appear to be considered.
17	Go back to HWTA plan with I-95 cutting through City.
18	Do not refashion traffic for the car.
19	Traffic circle at New York Avenue and North Capitol Street?
20	New York Avenue / Florida Avenue: build a pedestrian bridge over New York Avenue.
21	Why don't you have more pedestrian tunnels?
22	Could Bladensburg Road solution work at Florida Avenue?
23	Bring Florida Avenue out behind Gallaudet to link at Penn Street. No access at New York Avenue.
24	What likelihood of overpass happening now? It's been talked about for decades.
25	Is there federal funding?
26	KAC Study at US 50 and the B-W Parkway needs to be included within the New York Avenue study.
27	Separating bikes from cars? Bikes disappeared from the presentation.
28	Between 4th Street, NW and North Capitol Street, ensure designated bike lanes. Bikes would be off street along lane or park.
29	Need to envision 10 times as much bike traffic.
30	Why new buildings at F Street? Why develop?
31	Where Wendy's sits is the problem.
32	Put Eckington Place thru Wendy's.
33	Eliminate left turns.
34	New York Avenue & 1st Street, NW. During non-rush hour, need a left turn signal for EB New York Avenue traffic wishing to go NB on 1st Street, NW. Also, need a left turn signal for SB 1st Street, NW traffic wishing to go EB on New York Avenue.
35	Traffic signal at Eckington / New York Avenue is not synched.
36	1st and N is not a good place for a park due to substance abuse services nearby.
37	Linear park needs activity programming for public safety outcomes. Whole area is a big drug market. Also at Wendy's.
38	New York Avenue & North Capitol Street is a terrible intersection for pedestrians crossing. Service road backs up at Bell's Liquor store.

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39	Eliminate the left turn from WB New York Avenue into Kendall Street. Add one more "No Thru Traffic" sign. Left turn into Fenwick Street is okay. If a second entrance into Ivy City is needed, use 16th Street, NE instead of Kendall Street.
40	Fairview only. Use Fenwick for right turn.
41	Humane Society: Support isolating Ivy City from thru traffic. Forty foot grade behind Humane Society. Need buffer road behind D properties at Dream.
42	Perry School. Redevelopment at NW. Needs to be coordinated with tunnel dig.
43	Boys & Girls Club
44	Can there be a left turn from NB North Capitol Street onto WB P Street, NW during non-rush hours?
45	1st and Bates, NW is a difficult intersection for vehicles and pedestrians. Can DDOT place a 4-way stop at that location to assist pedestrians crossing 1st Street, NW and vehicles traveling along Bates?
46	Bus stop on New York Avenue in front of Holy Redeemer Church backs traffic up. Can that stop be eliminated or moved east to M Street, NW?
47	Need traffic enforcement.
48	Why is traffic backed up from Bladensburg Road to the I-395 tunnel? Why can't a master signal computer control traffic demand? Why not use real-time information to determine traffic signal intervals?
49	Neither DDOT nor OP pay attention to parking. Automate parking. Plan needs a parking plan. Cannot put residential parking on the street.
50	More houses of worship in this corridor than other corridors. Effects parking management.
51	We should require traffic demand management related to churches.
52	Private businesses have private transit services, but they are not coordinated or shared.
53	What was NCPCs issue?
54	Under the Plan, how would folks access I-395?
55	What are the problems with the bridge?
56	Will tunnel decrease traffic going south on 3rd and 4th?
57	Can New Jersey Avenue become 2-way? What are the consequences?
58	Will there be local property access if New York Avenue is put in a tunnel beneath Bladensburg Road?
59	Interior U-turns should be included at New York Avenue and Bladensburg Road, like at DuPont Circle.
60	Can at-grade intersection happen at North Capitol Street and New York Avenue without the tunnel?
61	How wide would right-of-way be at New York Avenue and 1st Street: 2 lanes in both directions.
62	What are next steps?
63	Intermodal Center at Union Station is good. Intermodal centers and transfers should also be farther out.
64	Should there be Light Rail or dedicated bus lanes along New York Avenue?
65	What is the next best alternative?

New York Avenue Corridor Study
Comments Received from the District Office of Planning
July 15, 2005

1	Design cross section of New York Avenue between 5th St, NW and Mount Vernon Square should include a median, two travel lanes in each direction (total of four), and two parking lanes. Its layout should be similar to, but not replicate, New York Avenue west of Mount Vernon Square; you'll want to recognize that the section west of the square may change as part of the redevelopment of the old convention center site. Something needs to be stated about using the design, materials, and landscape palette developed as part of the Mount Vernon Triangle Transportation and Public Realm Design Project that is underway currently.
2	Additional evaluation of the entrances and exits from the tunnel need to be looked into at New York and Massachusetts Avenues. Ask the the consultants to evaluate and recommend a short term upgrade at Freeway entrance/exit at New York Avenue to improve its appearance as one moves toward downtown with freeway signage 'taming' and also some pedestrian safety upgrades. At Freeway entrance/exit at Massachusetts Avenue, evaluate the design provided by project public realm design consultants for this intersection (drawing attached) and determine if there is a solution here that includes a safer and more development friendly design. Consider our goal to get a neighborhood park at this location and to build new developments over the freeway and on the sites on the north side of H Street.
3	What is the impact on the intersection of Freeway entrance/exit at Massachusetts Avenue if entrance and exit closes at New York and freeway is tunneled. Would it be possible to consider an entry at one location and exit at the other to spread out the impact of traffic?
4	OP, given its role in working closely with neighborhood residents, and in providing the primary urban design planning function to District Government, needs to see the bridge design for 9th Street NE. This needs to be sent to Deborah Crain, Ward 5 Neighborhood Planner, and Patricia Zingsheim, Development and Urban Design Division, as soon as possible. This is an important element to the neighborhood and as a portal into the NYNoMa area and the downtown.
5	Consider bike connections in zones 3, 2, and 1.
6	Study opportunities for access to properties south of New York Avenue between Montana Avenue and Bladensburg Road. This could be a bridge over the depressed section of New York Avenue or an access road immediately south of properties fronting New York Avenue.
7	Extend 2nd St NE south past ATF to M street with DDOT easement over Akridge land or purchase of Akridge land
8	Include access ramps on and off of 395 at Florida Avenue under the bridge and on the west side of Florida (see sketches from meeting). Include 1st Street, NE as through road under ramp as per sketch.