



**Government of the  
District of Columbia**

# **PENNSYLVANIA AVENUE SE IMPLEMENTATION PLAN**

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# Short Term Activities



## 26 short term options (\$1.5-2.0 Million)

- To place speed monitors at strategic intersections to display vehicle speeds – **Summer 2004**
- To install uniform regulation signs on both sides of the street from the foot of the Sousa Bridge to Southern Avenue, S.E. **Summer 2004**
- To install uniform parking regulation signs on both sides of the street from the foot of the Sousa Bridge to Southern Avenue, S.E. **Summer 2004**
- To install wayfinding signs on both sides of the street from the foot of the Sousa Bridge to Southern Avenue, S.E. **FY 2005**
- To increase the wattage of the street lights to provide for safe traveling for pedestrians and vehicles on Pennsylvania Avenue, S.E. on both sides of the street from the foot of the Sousa Bridge to Southern Avenue, S.E. **Summer 2004**





# Short Term Activities (cont.)



- To unify the traffic light signal timing at the intersections on Pennsylvania Avenue, S.E. from the foot of the Sousa Bridge to Southern Avenue, S.E. **Initial coordination 2003 – Additional signal analysis underway, implementation in Summer 2004**
- To enhance the pedestrian cross walks, and install count down pedestrian signals at controlled intersections on Pennsylvania Avenue, S.E. from the foot of the Sousa Bridge to Southern Avenue, S.E. **Summer 2004 where pedestrian signals currently exists, other locations – FY 2005.**
- To construct sidewalks on Pennsylvania Avenue, S.E. on both sides of the street, from the foot of the Sousa Bridge to Southern Avenue, S.E. **FY 2005**
- To increase the visibility of Metro Bus Stops on Pennsylvania Avenue, S.E. from the foot of the Sousa Bridge to Southern Avenue, S.E. **Summer 2004**
- To increase the notification of the reversible lanes on Pennsylvania, Avenue, S.E. from the intersection at Minnesota Avenue, S.E. to about 300 feet before Branch Avenue, S.E. where the reversible lanes end. **Summer 2004**





# Short Term Activities (cont).



- To enhance the pavement markings at Pennsylvania Avenue, S.E. and Southern Avenue, S.E. to provide for better directions for vehicles traveling through the intersection. **Summer 2004**
- To enhance the pavement markings at Pennsylvania Avenue, S.E. and Branch Avenue, S.E. to provide for better directions for vehicles traveling through the intersection. **Summer 2004**
- To correct the pavement markings at Pennsylvania Avenue, S.E. and Branch Avenue, S.E. to two continuous travel lanes proceeding east bound. **Summer 2004**
- To provide for a left turning lane on Pennsylvania Avenue, S.E. at Pennsylvania Avenue, S.E. and Branch Avenue, S.E. for vehicles turning left entering into the Penn Branch Shopping Center. **FY 2005**
- To install a traffic signal at the intersection of Pennsylvania Avenue, S.E. and Texas Avenue, S.E. **This intersection has met the warrants for a traffic light and is in design now.** The traffic light has been programmed for construction. **FY 2005**





# Short Term Activities (cont).



- To repair the flashing school light at Randle Highlands Elementary School at the intersection of Pennsylvania Avenue, S.E. and 30<sup>th</sup> Street, S.E. **Summer 2004**
- To install a pedestrian activated crossing signal at the intersection of Pennsylvania Avenue, S.E. and 31<sup>st</sup> Street, S.E. **Fall 2004**
- To modify the median at the intersection of Pennsylvania Avenue, S.E. and Minnesota Avenue, S.E. to prohibit illegal U Turns at that intersection. **Fall 2004**
- To create channelization for right turn in and right turn out of the intersection of Pennsylvania Avenue, S.E. at Fairlawn Avenue, S.E. **FY 2005**
- To connect the median at the CSX Rail Road Tracts to allow for continuous flow of traffic on Pennsylvania Avenue, S.E. **FY 2005 (Dependent upon Anacostia Light Rail Project).**





# Short Term Activities (cont).



- To enhance the pavement markings on Pennsylvania Avenue, S.E. at the Interstate 295 Exchange to increase the length on the lane for vehicles turning left off of Pennsylvania Avenue, S.E. entering the Interstate. **Summer 2004**





# **Intermediate Term**



# **Anacostia Light Rail**

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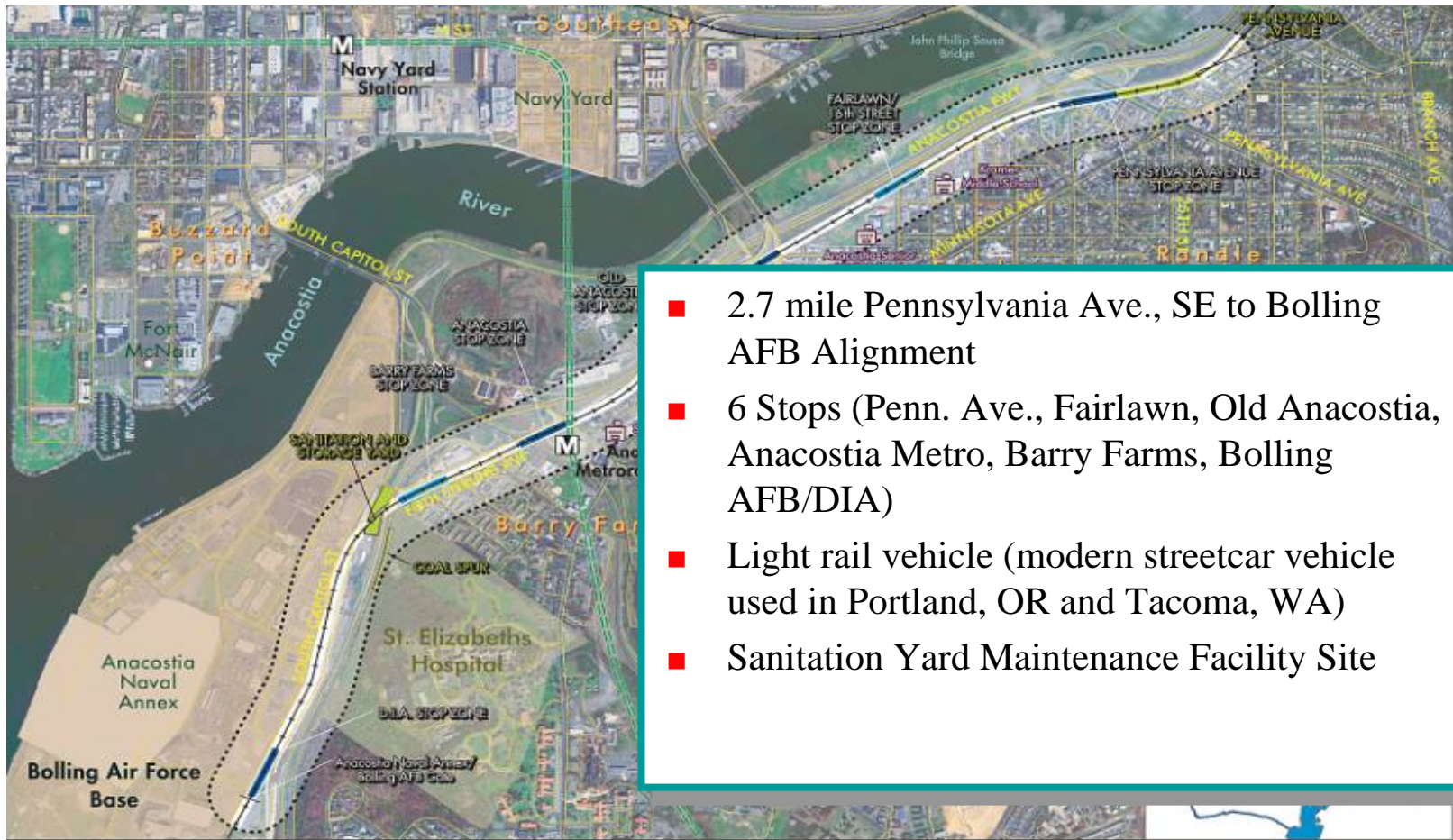


# Alternatives Analysis





# Anacostia Light Rail Demonstration Project



- 2.7 mile Pennsylvania Ave., SE to Bolling AFB Alignment
- 6 Stops (Penn. Ave., Fairlawn, Old Anacostia, Anacostia Metro, Barry Farms, Bolling AFB/DIA)
- Light rail vehicle (modern streetcar vehicle used in Portland, OR and Tacoma, WA)
- Sanitation Yard Maintenance Facility Site





# Long Term Activities



## 11 long-term options (\$37.9-45.2 Million)

- Streetscape enhancements: to install decorative street lights to increase wattage and add to the character of the neighborhood. To install new sidewalks, granite curbs and brick gutters to add to the aesthetics of the surrounding community. To increase the size of the pedestrian crossing medians to enhance safety in the community. **FY 2006**
- Coordinate with the Metropolitan Police Department to install additional Red Light Running Cameras at the intersections on Pennsylvania Avenue, S.E. from the foot of the Sousa Bridge to Southern Avenue, S.E. to deter red light running by motorist. **FY 2005**
- To construct traffic calming measures on the cross streets along Pennsylvania Avenue, S.E. from the foot of the Sousa Bridge to Southern Avenue, S.E. to deter cut through traffic in the neighborhoods. **Fall 2004**
- To construct textured crosswalks at the intersections on Pennsylvania Avenue, S.E. from the foot of the Sousa Bridge to Southern Avenue, S.E. **FY 2005**





# Long Term Activities (cont.)



- To construct overhead signs to direct motorists of the reversible lanes on Pennsylvania Avenue, S.E. from 27<sup>th</sup> Street, S.E. to 300 feet just before the intersection at Branch Avenue, S.E. **FY 2005**
- To reconstruct the intersection at Pennsylvania Avenue, S.E. and 31<sup>st</sup> Street, S.E. to minimize the distance for pedestrians crossing Pennsylvania Avenue, S.E. **FY 2006**
- To reconstruct the intersection at Pennsylvania Avenue, S.E. and 28<sup>th</sup> Place and 29<sup>th</sup> Street, S.E. to minimize the distance pedestrians have to cross the Pennsylvania Avenue, S.E. and to create an enhanced intersection for motorists. **FY 2006**
- To reconstruct the intersection at Pennsylvania Avenue, S.E. and Minnesota Avenue, S.E. to enhance the vehicle movements and to have safe pedestrian crossings. **FY 2006**





# Long Term Activities (cont.)



- To design and construct an additional ramp to allow for vehicles traveling on Interstate 295 to enter Pennsylvania Avenue, S.E. traveling west bound at the 295 Interstate interchange on Pennsylvania Avenue, S.E.; **FY 2007**
- To design and construct an intersection on Pennsylvania Avenue, S.E. at the Interstate 295 interchange to allow for motorist to enter Interstate 295 and to have three lanes of continuous traveling motorist. **FY 2010**





# Middle Anacostia Crossings Study



## Study Area:

- The study area includes the interchanges and the area between 11<sup>th</sup> Street Bridges and Sousa Bridge on both sides. It also includes Reservation 13 area. Minnesota Ave SE between Penn Ave and Good Hope Road is also included in the study. The study area also includes 17th Street, 19th Street and adjacent local streets from north of Barney Circle to Independence Avenue, as well as Pennsylvania Avenue at Minnesota Avenue and the access road from Barney Circle to near RFK Stadium.





# Middle Anacostia Crossings Study



- Study start date: February 2004
- Final Report: November 18, 2004
- Evaluate existing traffic conditions and assess *safety and mobility* improvement options
- Address community problems resulting from commuter traffic.
- Assess current and future needs regarding vehicular, transit, pedestrian, and bicycle mobility and safety
- Evaluate the completion of the missing interchanges/ramps and how will those interchanges minimize the impact of commuter traffic on the community
- Completing the traffic circle at Barney Circle





# Middle Anacostia Crossings Study



- Provide a balanced transportation system in an urban setting
- Improve inter-modal traffic light rail, bicycle and pedestrian accessibility
- Evaluate the option of removing/decreasing the underutilized pavement on I-395 dead-end and the ramps to RFK (decreasing the pavement width, while keeping the interstate status)
- Provide *improved* access to parkland
- Develop short term and long-term improvements
- Minnesota Ave SE between Penn Ave and Good Hope Road is also included in the study due to public comments in 1<sup>st</sup> public meeting







# Middle Anacostia Crossings Study



- Incorporate the findings and recommendations in other studies in the area such as Penn Ave Study, Light Rail Demo Line Study
- Coordinate with other agencies and public

