Agenda

I. Welcome

II. Project Overview

III. Concepts

IV. Comments and Feedback
Project Overview

Primary Purpose of the Study:
- Improve safety, mobility, and quality of life, for all users
- Improve overall safety along the corridor
Project Schedule

Project Study Kick-Off
Fall 2016

Preparing to Develop preliminary recommendations

Refinement of recommendations

Final Report and Recommendations
Summer 2017

Public Engagement and Outreach

Public Meeting #1
*Held on Feb. 11th*

Public Meeting #2
(May 2017)

Public Meeting #3
(Summer 2017)

We are here
What We Heard
From Public Meeting #1 on Feb. 11, 2017

Concerns about:
• Traffic Safety
• Speeding
• Pedestrian crossings at schools, churches, community centers, and bus stops
• Congested intersections
• Timing of traffic lights
Preliminary Recommendations

• High Volume Intersections
• Alternative Corridor Treatments
• Crosswalk Treatments
• Leading Pedestrian Intervals
• Intersections with Complex Geometry
Recommendations Overview

- High Volume Intersection
- Complex Intersection
- Crosswalk Upgrade
- Better Signal Timing for Pedestrians
- Typical Corridor
- Complex Intersection
High Volume Intersections

- Good Hope Road – Skyland Development
- Pennsylvania Ave – Signal Timing Analysis
- Branch Avenue – Signal Timing Analysis
- Stanton Road – Signal Timing Adjustments
High Volume Intersections

Maintain Existing Geometry:
- Stanton Road
- Naylor Rd/Good Hope Rd
- Branch Avenue
- Pennsylvania Ave
Corridor Treatments
Typical Intersection
Existing Conditions
Alternative One
Bike Lanes & Median

- Two travel lanes with curbside bike lanes
- Raised medians where possible
- No curb extensions or parking
- Bike/bus overlap at bus stops
Alternative Two
Bike Lanes & On-Street Parking

- Two travel lanes with bike lanes
- Parking on one side of street
- Curb extensions on parking side of street
- No median
Alternative Three
On-Street Parking & Curb Extensions

- Two travel lanes with parking on both sides of the street
- Curb extensions at intersections
- Shorter crosswalks
- No bicycle facilities
Comparison of Alternatives
Mid-Block Cross Sections

**Existing**
- Current conditions
  - Bike lanes with center median

**Alt. 1**
- Bike lanes with center median

**Alt. 2**
- Bike lanes with parking on one side of street

**Alt. 3**
- On street parking with neckdowns
Crosswalk Treatments
Crosswalk Upgrades

Rapid Flashing Beacon

• The Rapid Flash Beacon is a device that combines flashing beacons and pedestrian warning signs.

• When activated by pedestrians, it provides a high-visibility strobe-like warning to drivers.
Crosswalk Upgrades

- Install Uncontrolled Crosswalk
- Install RFB at New Crosswalk
- Install RFB at Existing Crosswalk
Leading Pedestrian Intervals

• Allows the ‘walk’ signal for pedestrians to appear at least three seconds before the green signal for drivers

• No right turns on red

• Because pedestrians start to cross before cars begin moving, they are already well into the crosswalk when signal changes to green
Leading Pedestrian Intervals

Intersections with conflicting pedestrian / vehicle movements
Complex Intersections
Alabama Avenue at Suitland Parkway & 24th Street SE
Existing Conditions

- High-speed turns
- No crosswalk across Alabama Ave at 24th Street
Alabama Avenue at Suitland Parkway & 24th Street SE

Recommendation

- Curb extensions to slow turns, shorten crossings, and increase pedestrian space
- New crosswalk across Alabama Ave at 24th Street
Alabama Avenue at Knox Place SE

Existing Conditions

- High-speed right-turn from Alabama Ave to Knox Place
- Long pedestrian crossing
Alabama Avenue at Knox Place SE

Alternative One

- Tightens right-turn to slow traffic
- Adds pedestrian refuge island and bike lanes
Alabama Avenue at Knox Place SE
Alternative Two

• Tightens right-turn to slow traffic
• Adds curb extensions
Alabama Avenue at Burns Street, Stanley Street & Bowen Road SE
Existing Conditions

- Confusing navigation for drivers and unclear right-of-way
Alabama Avenue at Burns Street, Stanley Street & Bowen Road SE

Recommendation

- Closes unnecessary intersection legs to decrease confusion
Alabama Avenue at Suitland Road & 36th Street SE
Existing Conditions

- Confusing navigation for drivers and unclear right-of-way
- Long pedestrian crossings and missing crosswalk
Alabama Avenue at Suitland Road & 36th Street SE
Right-In, Right-Out Only for 36th Street

- Safer and shorter pedestrian crossings and new crosswalk across Alabama Avenue
- Right-in right-out only at 36th Street simplifies intersection for drivers
Alabama Avenue at 25th Street SE
Existing Conditions

- High-volume turns, uncontrolled crosswalk
- No crosswalk across Alabama Ave on south leg
- Schools in immediate area
Alabama Avenue at 25\textsuperscript{th} Street SE
Alternative One: Redesign High-Speed Right Turn
Alabama Avenue at 25th Street SE
Alternative Two: Roundabout
Let us know what you think

• Alternative Concept Boards
• Roll Map
• Comment Table
Moving Forward

Next Steps

• Refine preliminary recommendations based on community input
• Collect additional information and data
• Coordinate with ANC Commissioners and other stakeholders
• Continue to update project website: www.alabamaavenuesestudy.com
Project Schedule

- Project Study Kick-Off
  - Fall 2016

- Preparing to Develop preliminary recommendations

- Refinement of recommendations

- Final Report and Recommendations
  - Summer 2017

Public Engagement Outreach

- Public Meeting # 1
  *Held on Feb. 11th at TheARC

- Public Meeting # 2
  (Spring 2017)

Public Meeting # 3
(Summer 2017)

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