

Preliminary Transportation Concepts Chapter 6

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.



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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.



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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.

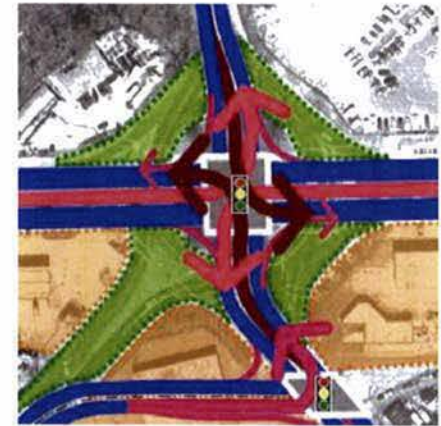
The following paragraphs present some of the pros and cons of each intersection treatment option. Figures 6.2 through 6.17 compare intersection treatment options for each major intersection along the Corridor.

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



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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

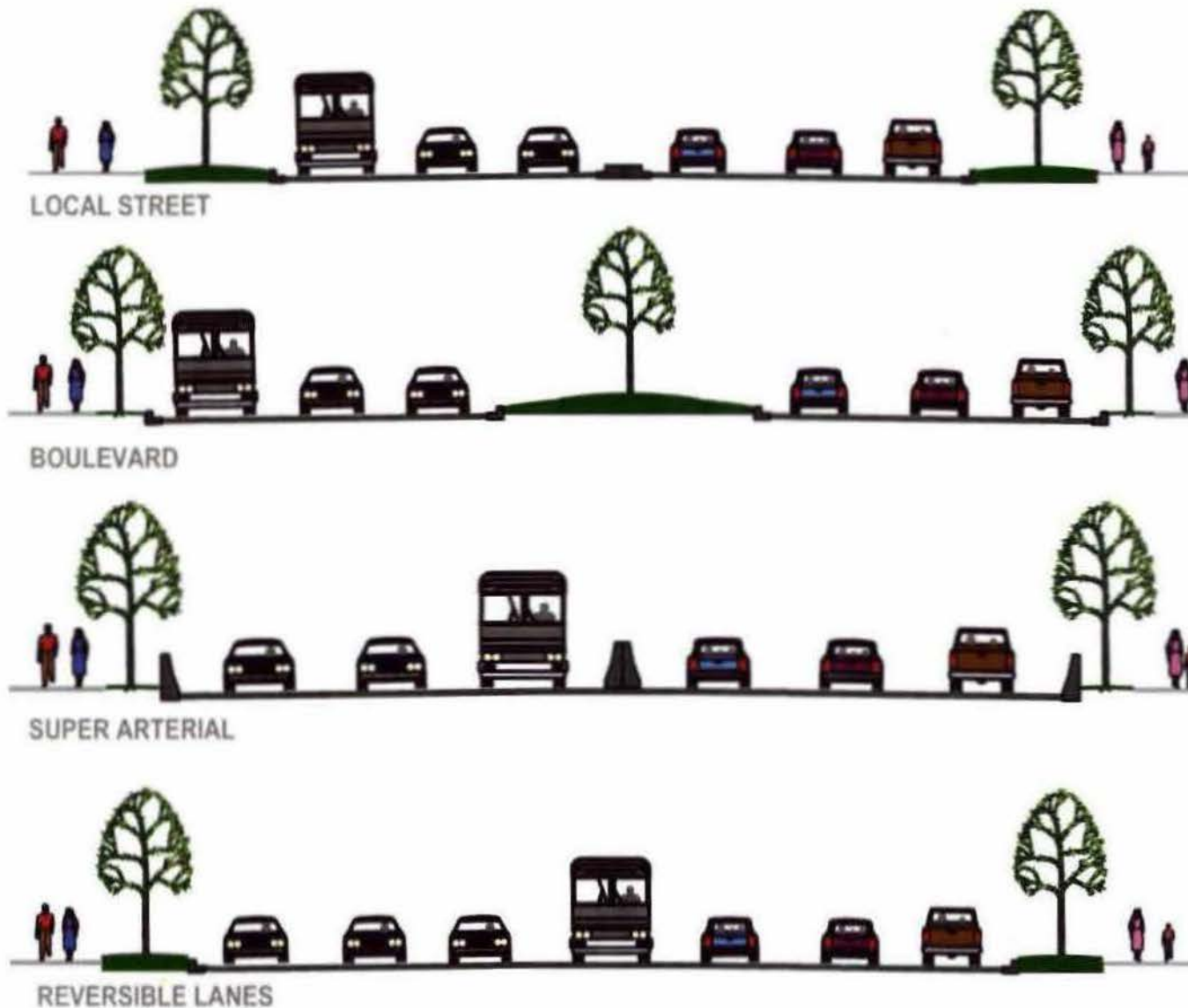


Illustrations showing a Grade-Separated Traffic Circle (top) and Grade-Separated Interchange at Montana and New York Avenues



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

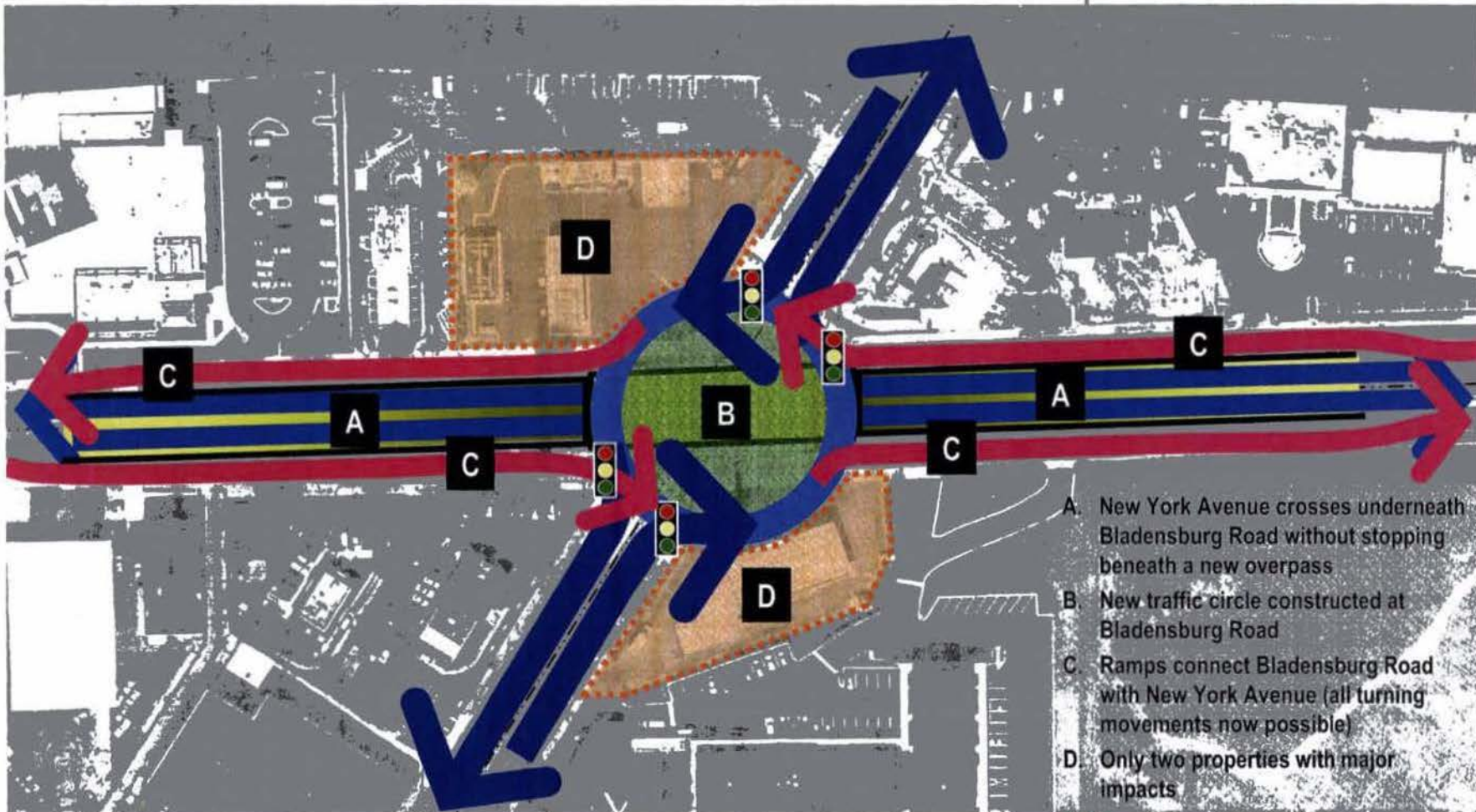
- Reduces traffic congestion by providing extra lane(s) in direction of rush-hour flow
- Minimizes the width of road by not dedicating lanes to fixed flow direction
- No medians – Signals control lane direction
- Landscape generally limited to sides of the road

Bladensburg Road: Grade-Separated Traffic Circle

Figure 6.2

Concept Elements

Boulevard Emphasis

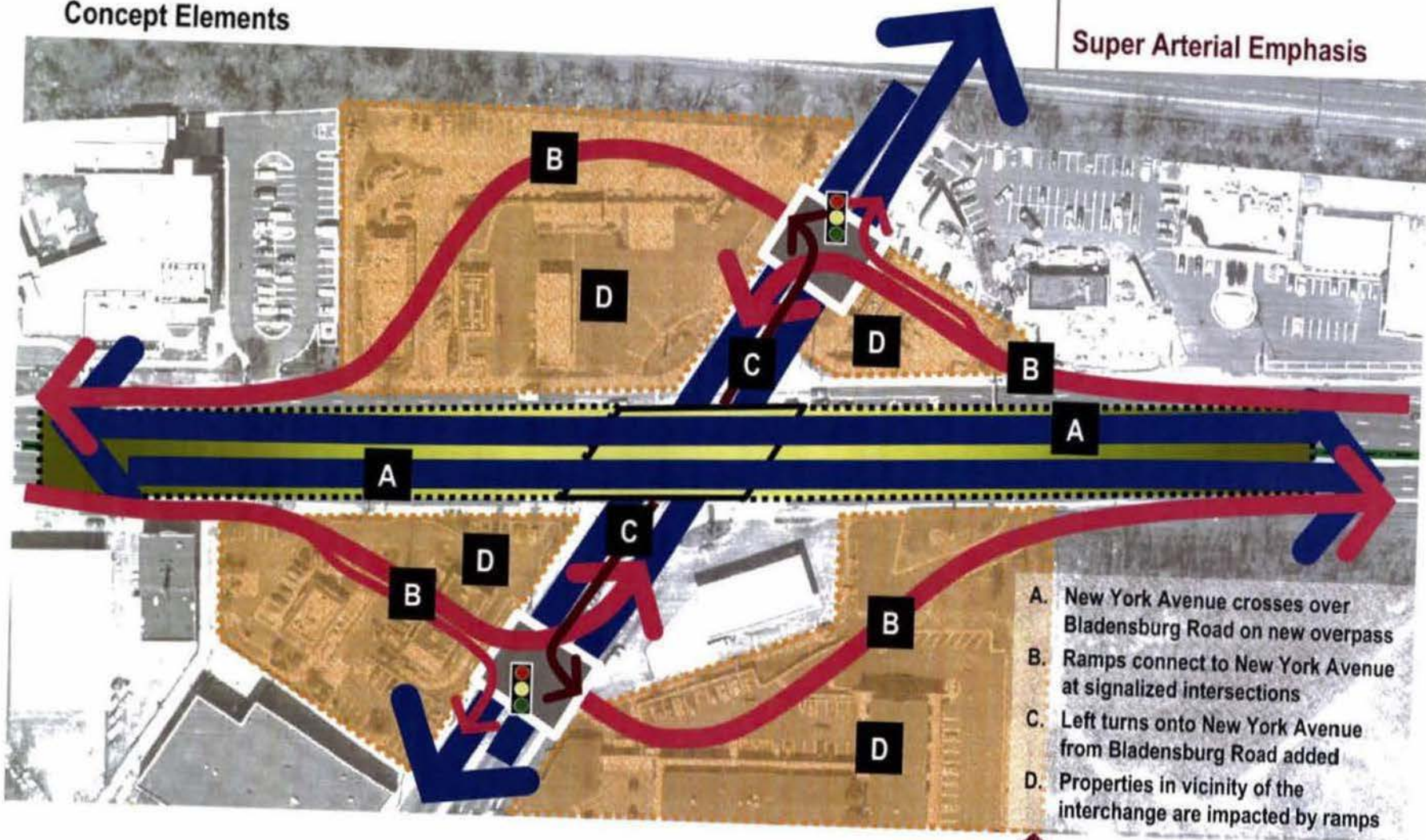


Bladensburg Road: Diamond Interchange

Figure 6.3

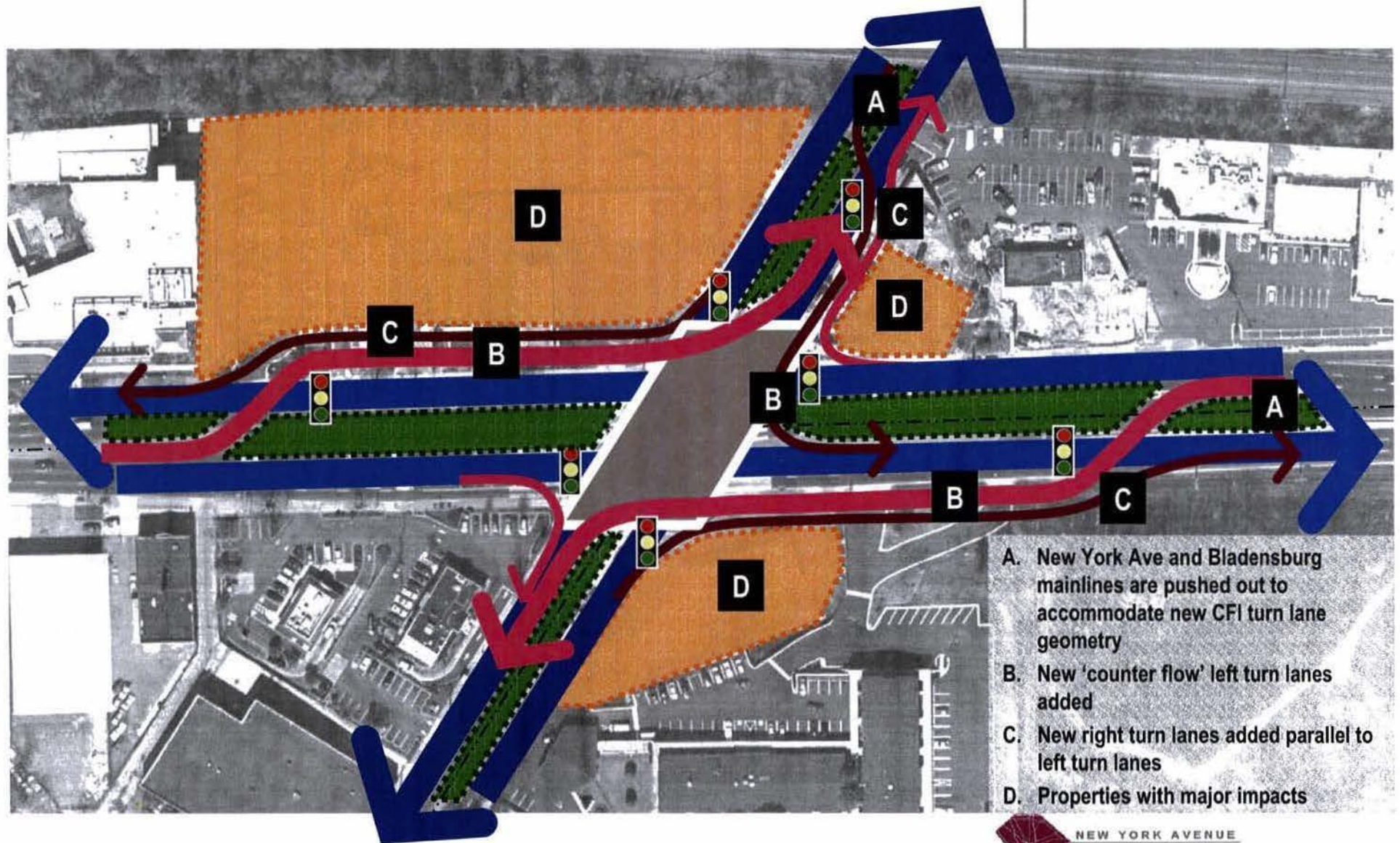
Concept Elements

Super Arterial Emphasis



Bladensburg Road: Continuous Flow Intersection

Figure 6.4



Montana Avenue: Improve Existing Traffic Circle

Figure 6.5

Concept Elements

Minimal Intervention

- A. Intersection realigned to create traffic circle at Montana – 3 Lanes
- B. Impacted Property



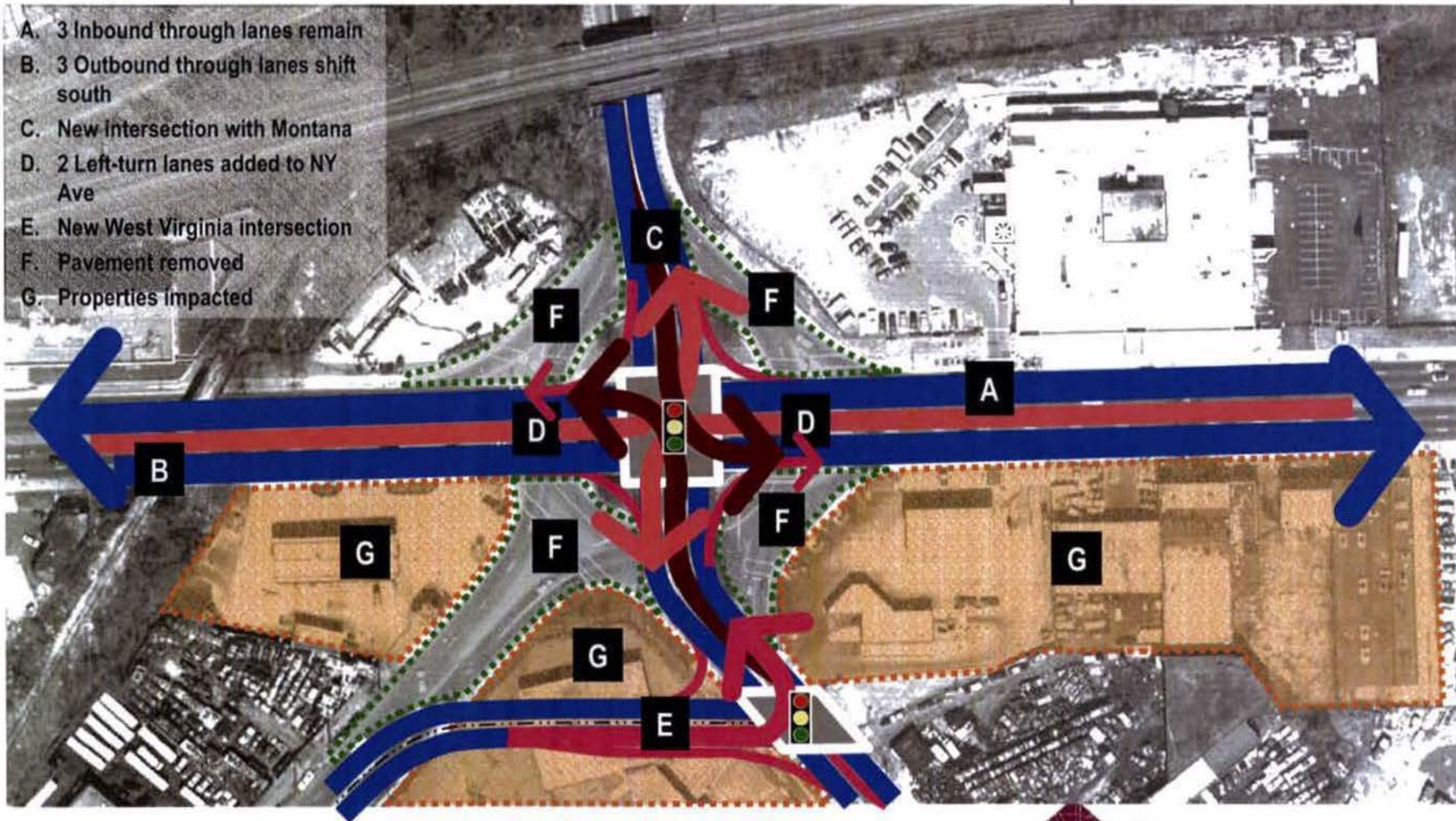
Montana Avenue: 4-Leg Intersection

Figure 6.6

Concept Elements

- A. 3 Inbound through lanes remain
- B. 3 Outbound through lanes shift south
- C. New intersection with Montana
- D. 2 Left-turn lanes added to NY Ave
- E. New West Virginia intersection
- F. Pavement removed
- G. Properties Impacted

Minimal Intervention



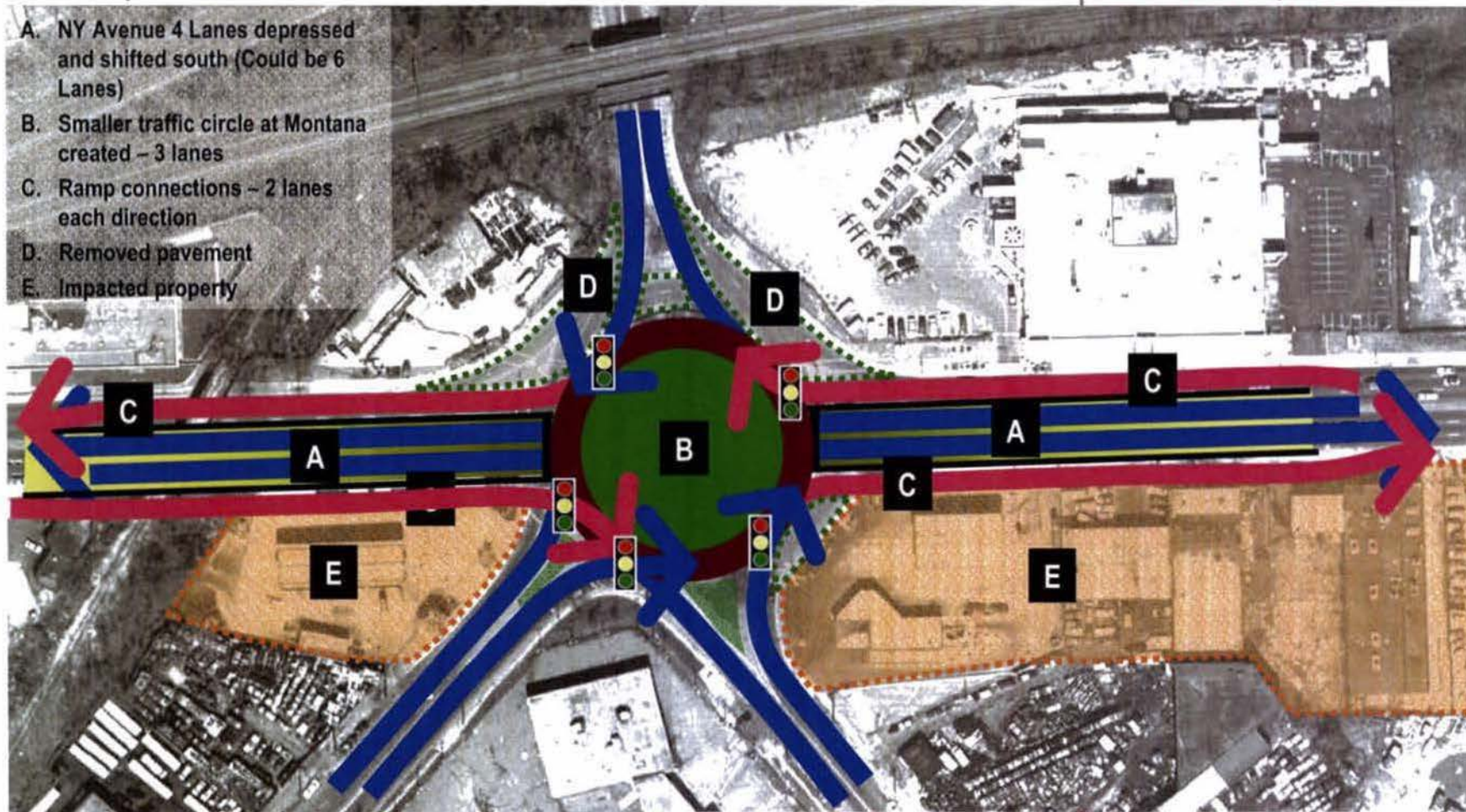
Montana Avenue: Grade-Separated Traffic Circle

Figure 6.7

Concept Elements

- A. NY Avenue 4 Lanes depressed and shifted south (Could be 6 Lanes)
- B. Smaller traffic circle at Montana created – 3 lanes
- C. Ramp connections – 2 lanes each direction
- D. Removed pavement
- E. Impacted property

Boulevard Emphasis



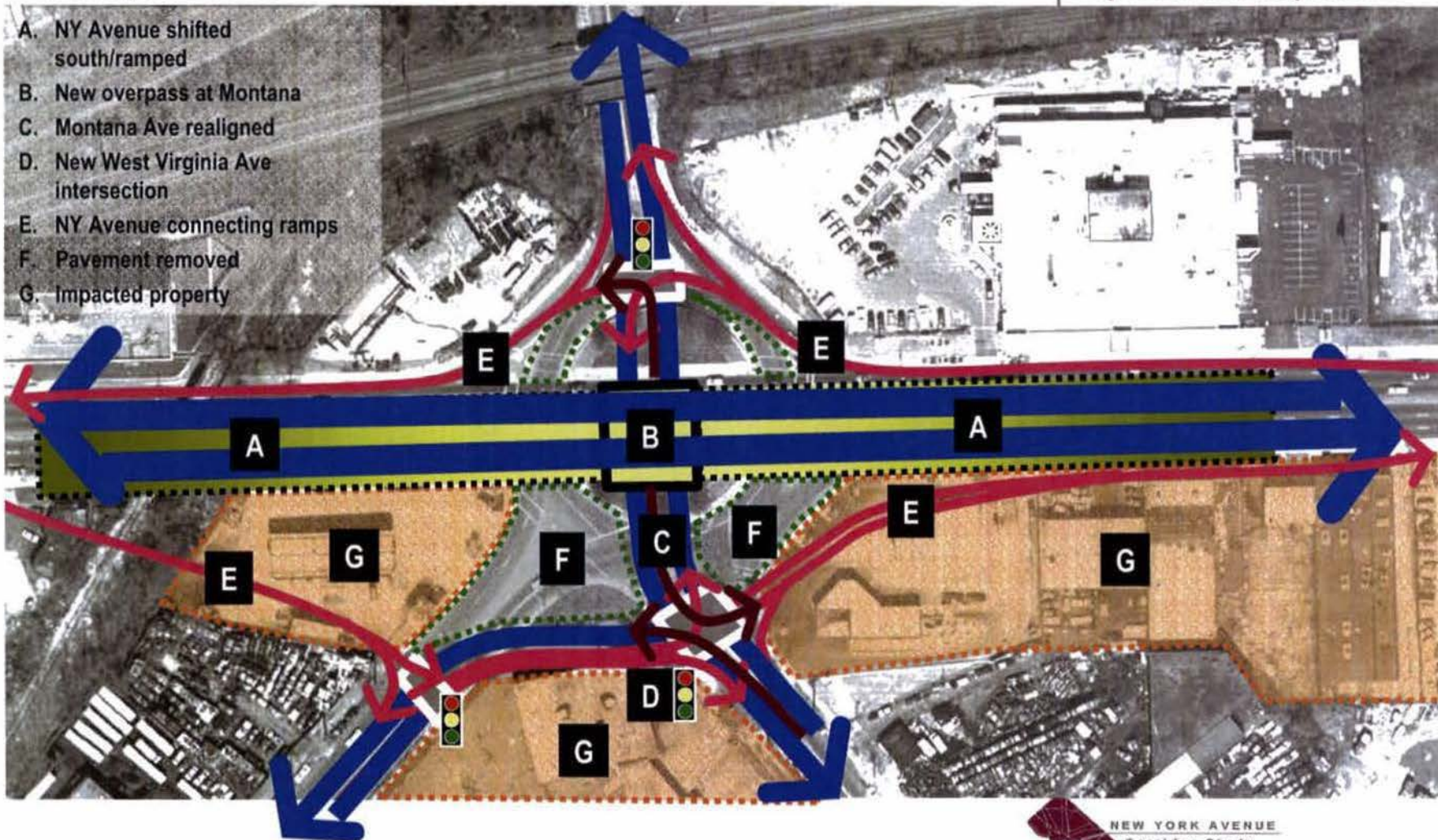
Montana Avenue: Diamond Interchange

Figure 6.8

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

Super Arterial Emphasis



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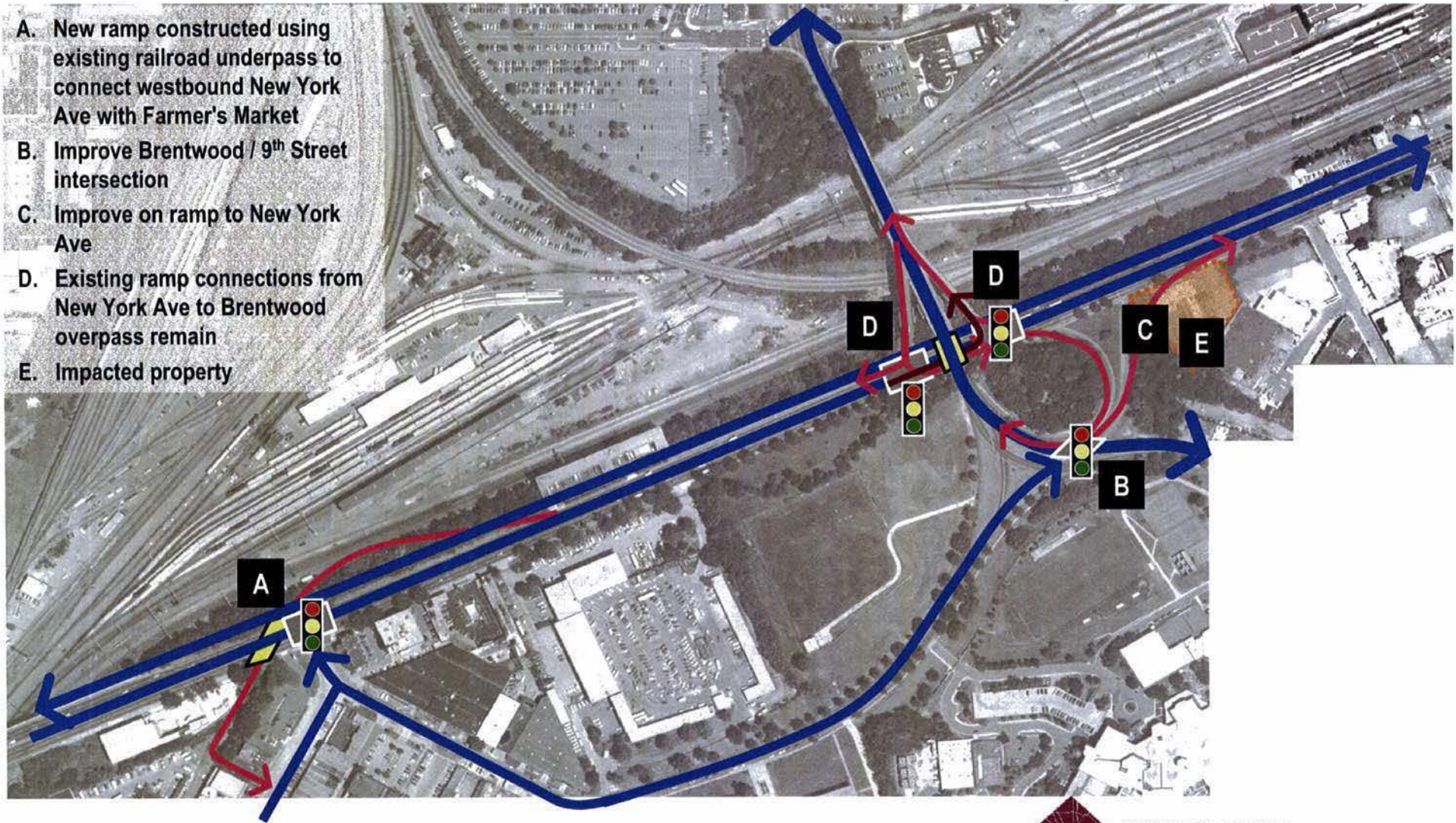
Brentwood Parkway / 4th Street / 9th Street: Ramp Connections

Figure 6.9

Concept Elements

- A. New ramp constructed using existing railroad underpass to connect westbound New York Ave with Farmer's Market
- B. Improve Brentwood / 9th Street intersection
- C. Improve on ramp to New York Ave
- D. Existing ramp connections from New York Ave to Brentwood overpass remain
- E. Impacted property

Boulevard Emphasis



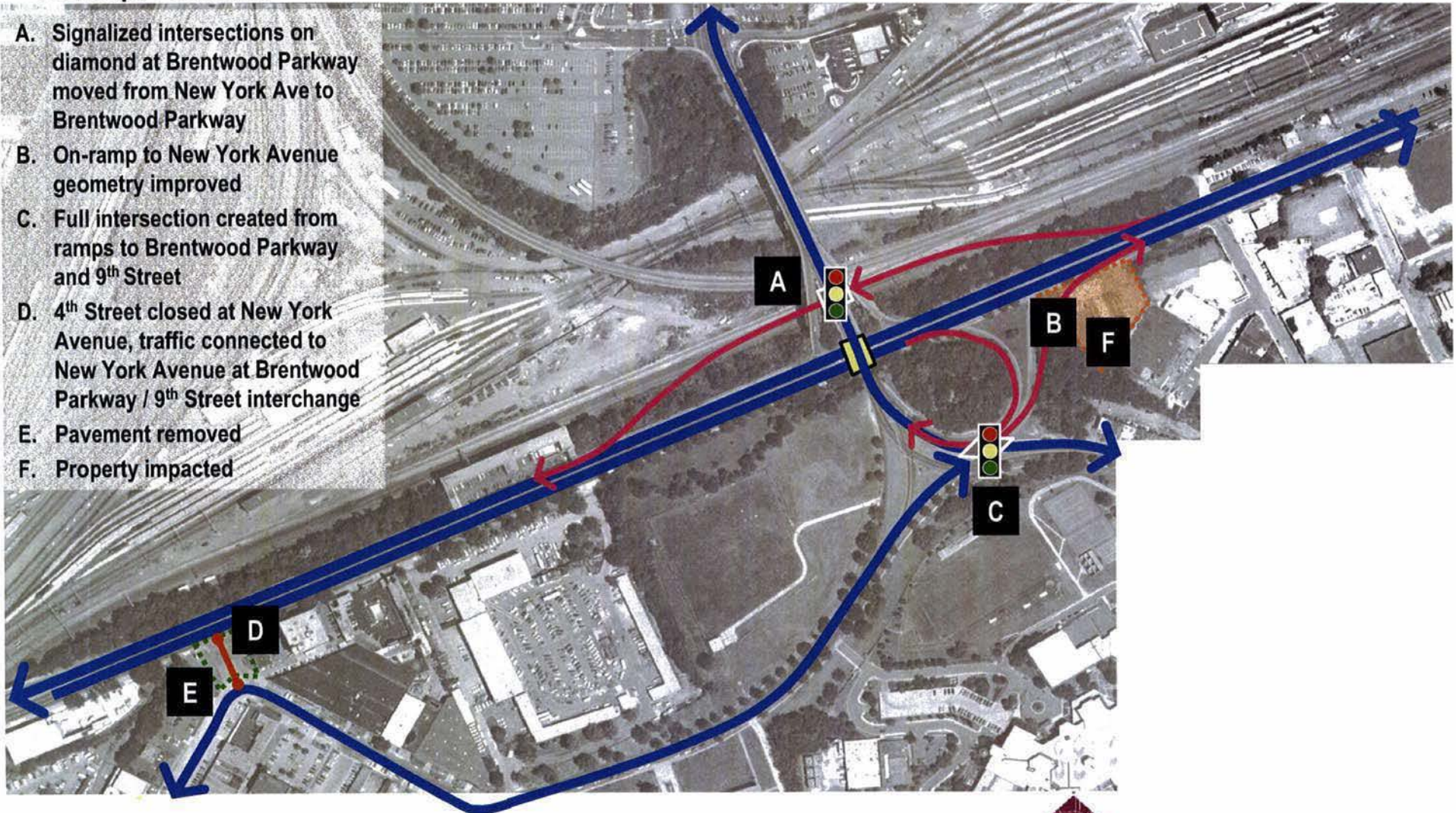
Brentwood Parkway / 9th Street: Diamond Interchange

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



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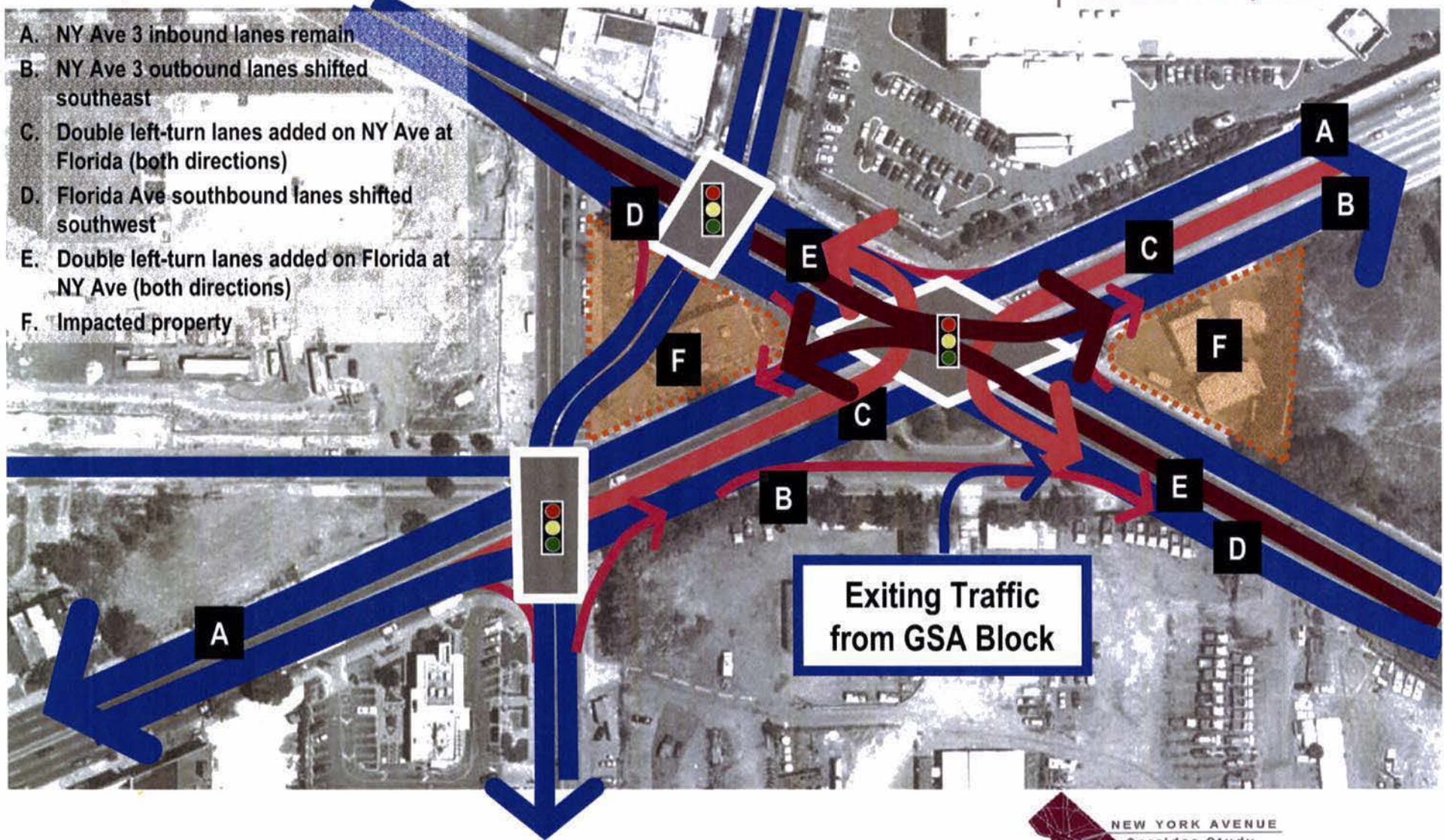
Florida Avenue: Improve 4-Leg Intersection

Figure 6.11

Concept Elements

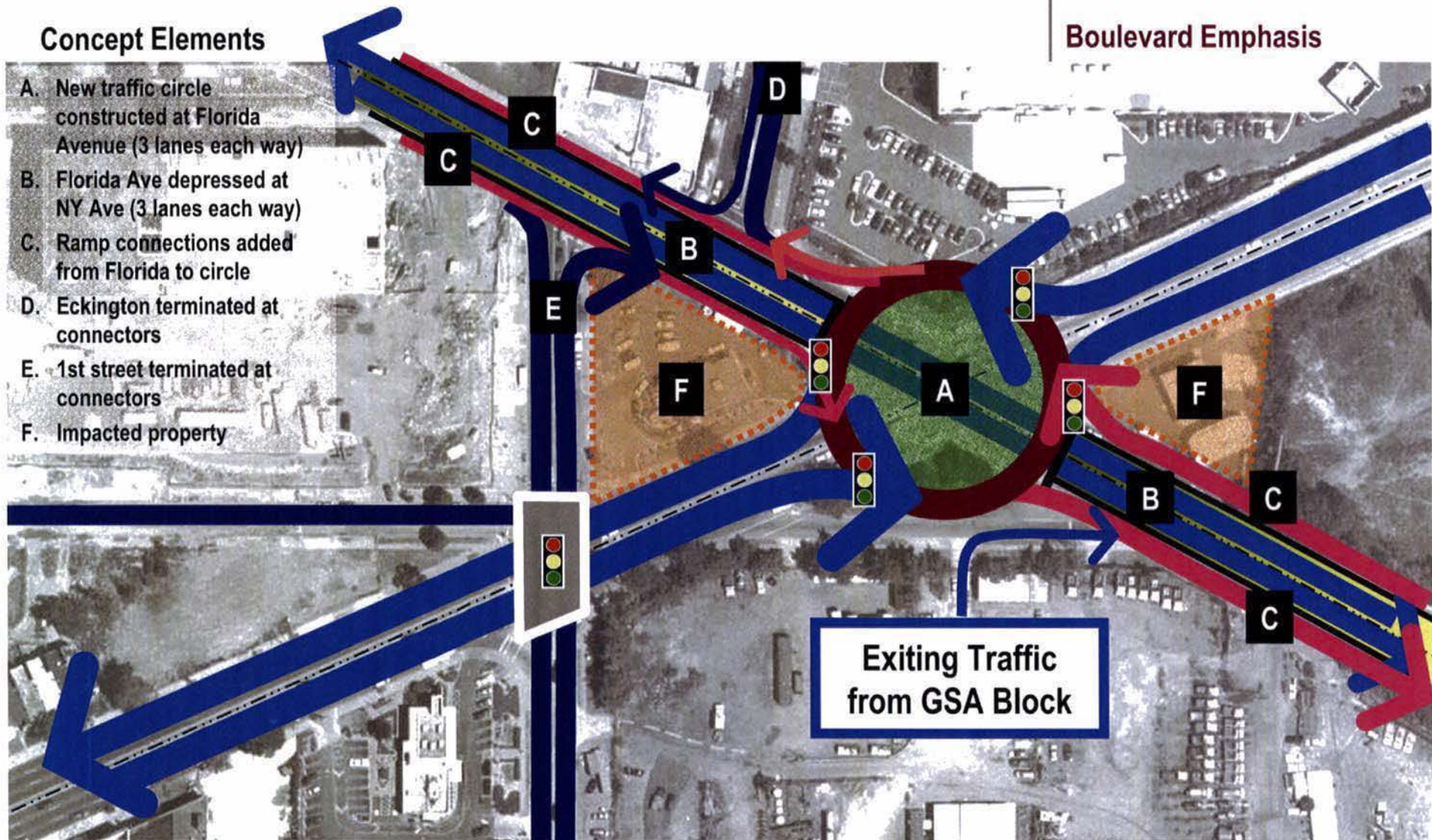
- A. NY Ave 3 inbound lanes remain
- B. NY Ave 3 outbound lanes shifted southeast
- C. Double left-turn lanes added on NY Ave at Florida (both directions)
- D. Florida Ave southbound lanes shifted southwest
- E. Double left-turn lanes added on Florida at NY Ave (both directions)
- F. Impacted property

Boulevard Emphasis



Florida Avenue: Grade-Separated Traffic Circle

Figure 6.12



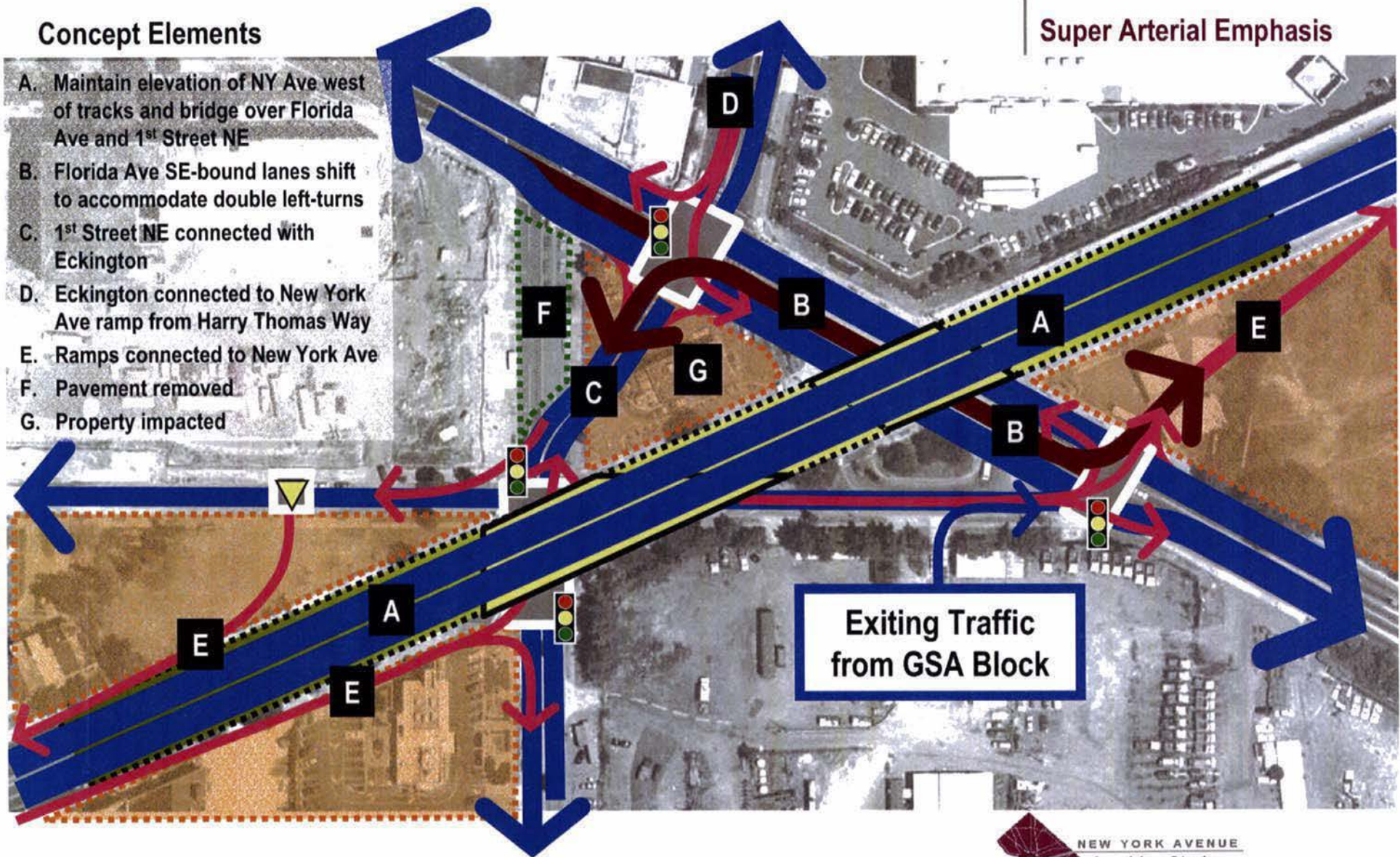
Florida Avenue: Diamond Interchange

Figure 6.13

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

Super Arterial Emphasis



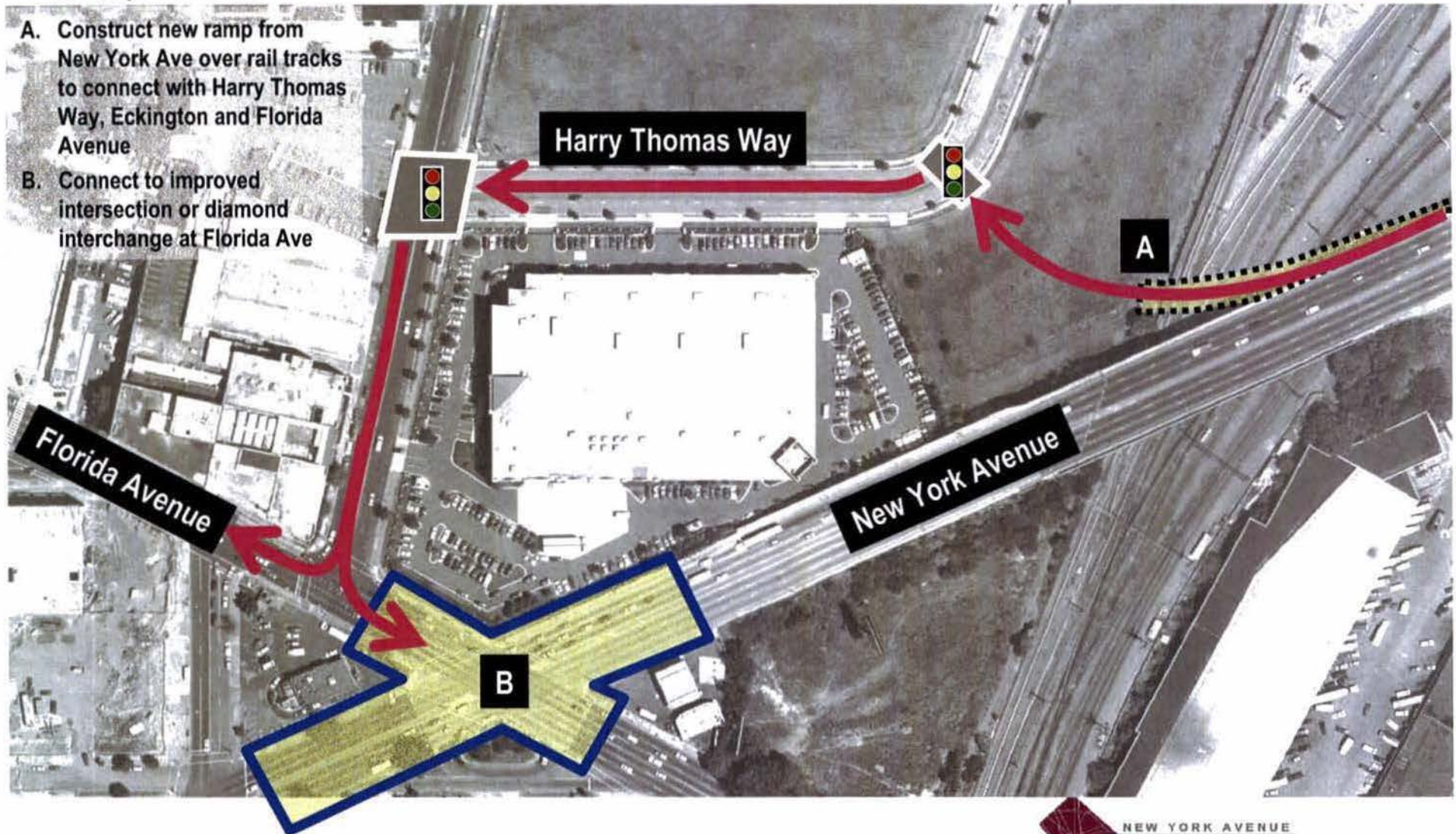
Florida Avenue: Harry Thomas Way Connector

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



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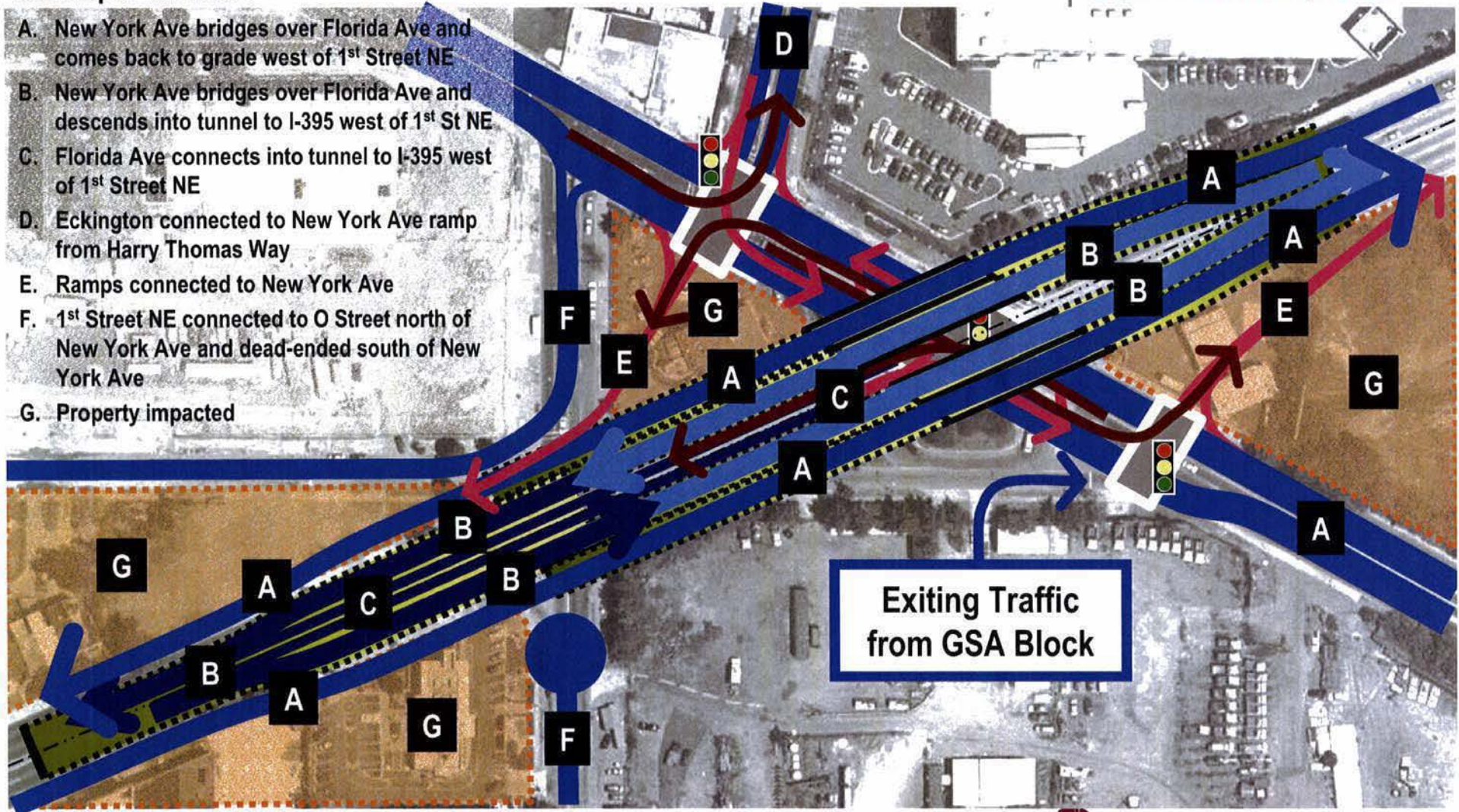
Florida Avenue: Diamond Interchange and Tunnel to I-395

Figure 6.15

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

Super Arterial Emphasis



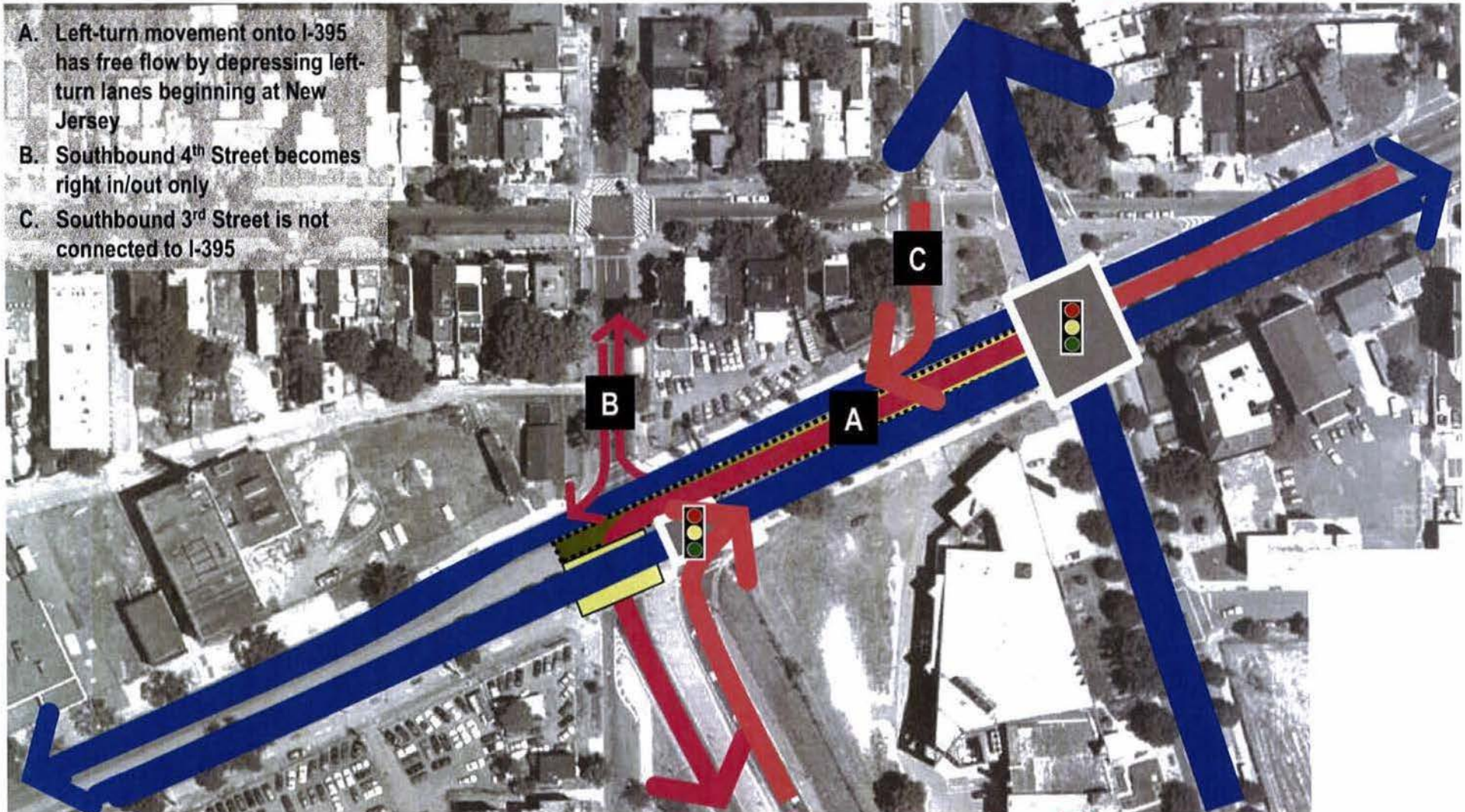
I-395: Depressed Left Turn Lane

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



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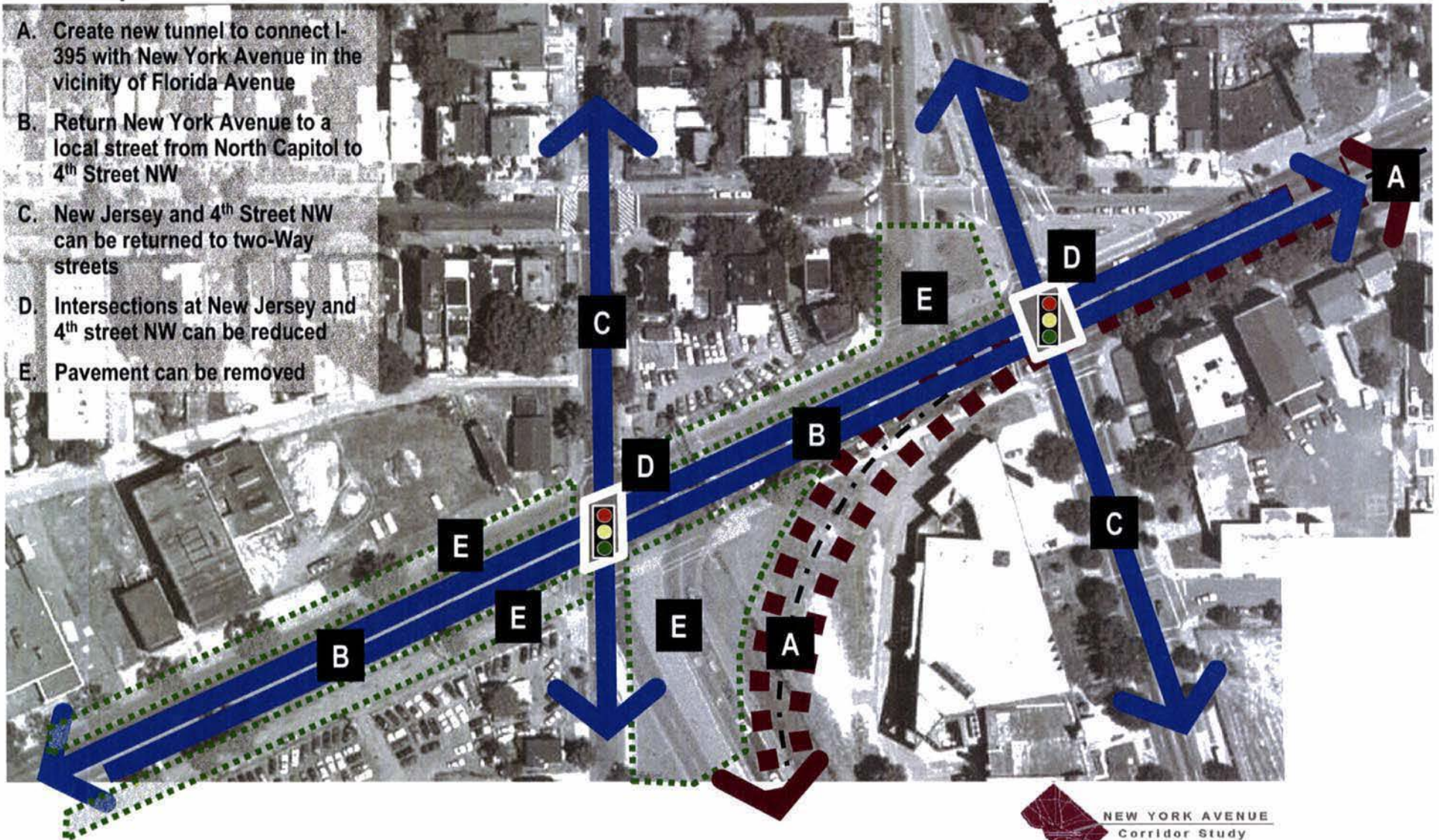
I-395: Tunnel Connection to Florida Avenue

Figure 6.17

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

Super Arterial Emphasis



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



Evaluation Criteria

Chapter 7

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					
Aesthetics					
Neighborhoods					
Safety					
Environment					
Funding and Constructability					
Cost					
RANKING: GOOD FAIR POOR					



Recommendations

Chapter 8

8.1 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 Draft Plan 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.

8.2 Guiding Principles

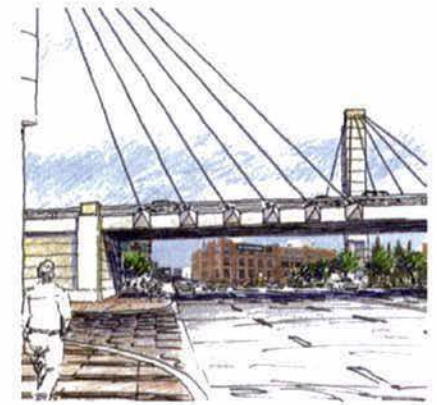
Working from the Evaluation Criteria discussed in Chapter 7, the Study Team identified three major issues that guided the development of recommendations. These issues and their qualities are:

- **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 Citizens
- **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).



8.3 Refinement of Alternatives

The guiding principles described above were then used to further evaluate the preliminary transportation concepts discussed in Chapter 6. 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 8.18 and 8.19](#), 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 8.17](#).)



Recommendations Chapter 8

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 structure, 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

A tunnel connecting existing I-395 with New York Avenue, with the tunnel coming back to the surface between North Capitol Street and Florida Avenue, was preferred over the Depressed Left Turn Lane alternative. This tunnel was preferred 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 on the project website at: <http://ddot.dc.gov/ddot/cwp/view,a,1247,q,560773.asp>) The results of these analyses are shown in Figures 8.1 and 8.2.

In Figure 8.2, 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 Longer Tunnel (Linton) is a tunnel 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.



Recommendations Chapter 8

8.4 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 8.3: 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 8.4 through 8.21](#) 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, 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 8.4 to 8.7](#).



Buildings such as the New 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.



Recommendations Chapter 8

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, the most logical zone for this is between North Capitol and Florida Avenue. After much study and investigation, the Study Team determined that the least-disruptive way to accommodate this may be to keep regional traffic separate from local traffic at Florida Avenue. The Study Team recommends creating a quality pedestrian environment and an attractive setting that complements ongoing 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. These concepts are illustrated in [Figures 8.8 to 8.11](#).

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 Oversight Committee. While the Draft Plan recommends the construction of an urban diamond type interchange for this location, there were strongly-held opinions among some members of the Committee that an at-grade intersection would offer a superior solution for this location.

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. However, due to the added expense of this option, it was not reviewed in as much detail as other options. Very preliminary conceptual studies put the estimated additional expense at approximately \$450 million (in 2004 dollars), and quite possibly more, given the additional depth needed to tunnel under the existing railroad tracks, and depending upon precisely where the longer tunnel would come back to the surface and rejoin New York Avenue. Nonetheless, NCPC recommends 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.

It is important to note that the Draft Plan, 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 Draft Plan 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 Draft Plan, even comparing those recommendations to a "no build" alternative.

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.



Recommendations Chapter 8

However, there will be no further analysis of this intersection unless there is a groundswell of support for a particular solution here. If the public cannot reach consensus about a solution for this intersection, or if they remain undecided or indifferent, District politicians will probably not allocate funds for its redesign and reconstruction. Unless funds are allocated for redesign and reconstruction, thereby initiating the NEPA process, there will be no additional analysis or exploration of alternatives.

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. 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.

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 8.12 to 8.15.

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 that that now exist at Thomas Circle, Scott Circle, and Dupont Circle. These concepts are illustrated in Figures 8.16 to 8.19.

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 8.20 to 8.21.



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

Figure 8.1a

Criterion	No Build	Depressed Left Turn Lane	I-395 Tunnel
Vehicular Traffic			
V/C Ratio	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			



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

Figure 8.1b

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

Figure 8.2a

Criterion	No Build	G-3 (8 lane intersection)	I-6 (9 lane, with bridge)	Longer Tunnel (Linton) (1)
Vehicular Traffic				
V/C Ratio	1.22 (1.46)	1.19 (1.37)	1.04 (1.27)	1.04 (1.27)
Potential to divert traffic from Rhode Island Ave. and Kenilworth Ave. (compared to No Build)	Neutral	Somewhat Greater	Much Greater	Much Greater
Pedestrian Accessibility				
Number of Ped. Barriers Eliminated	0	0	0	0
Number of Ped. Barriers Created	0	1	1	1
Number of Ped. Connections Improved	0	0	1	1
Number of Ped. Connections Diminished	0	1	0	0
Aesthetics				
Obstruction of Pedestrian Views (compared to No Build)				
NY Avenue west of Florida Avenue looking northeast	N/A	Neutral	Diminished	Neutral
NY Avenue west of Florida Avenue looking southwest	N/A	Neutral	Diminished	Neutral
NY Avenue east of Florida Avenue looking northeast	N/A	Neutral	Neutral	Neutral
NY Avenue east of Florida Avenue looking southwest	N/A	Neutral	Diminished	Neutral
Florida Avenue south of NY Avenue looking northwest	N/A	Neutral	Diminished	Neutral
Florida Avenue south of NY Avenue looking southeast	N/A	N/A	N/A	N/A
Florida Avenue north of NY Avenue looking northwest	N/A	N/A	N/A	N/A
Florida Avenue north of NY Avenue looking southeast	N/A	Neutral	Diminished	Neutral
NY Avenue & NJ Avenue, NW looking northeast	N/A	N/A	N/A	N/A
NY Avenue & NJ Avenue, NW looking southwest	N/A	N/A	N/A	N/A
First & O Street, NE (north of NY Avenue) looking south	N/A	Neutral	Diminished	Neutral
First & O Street, NE (north of NY Avenue) looking west	N/A	Neutral	Diminished	Neutral
Residential Properties				
Block Sides with Improved Views	N/A	N/A	N/A	N/A
Block Sides with Diminished Views	N/A	N/A	N/A	N/A
Commercial Properties				
Obstructed Views from Floors 1 and 2	N/A	No	Yes	No
Obstructed Views from Higher Floors	N/A	No	No	No
(1) With ramps to/from Florida Avenue added N/A: Not Applicable Note: All cell entries assume continued redevelopment of the area.				

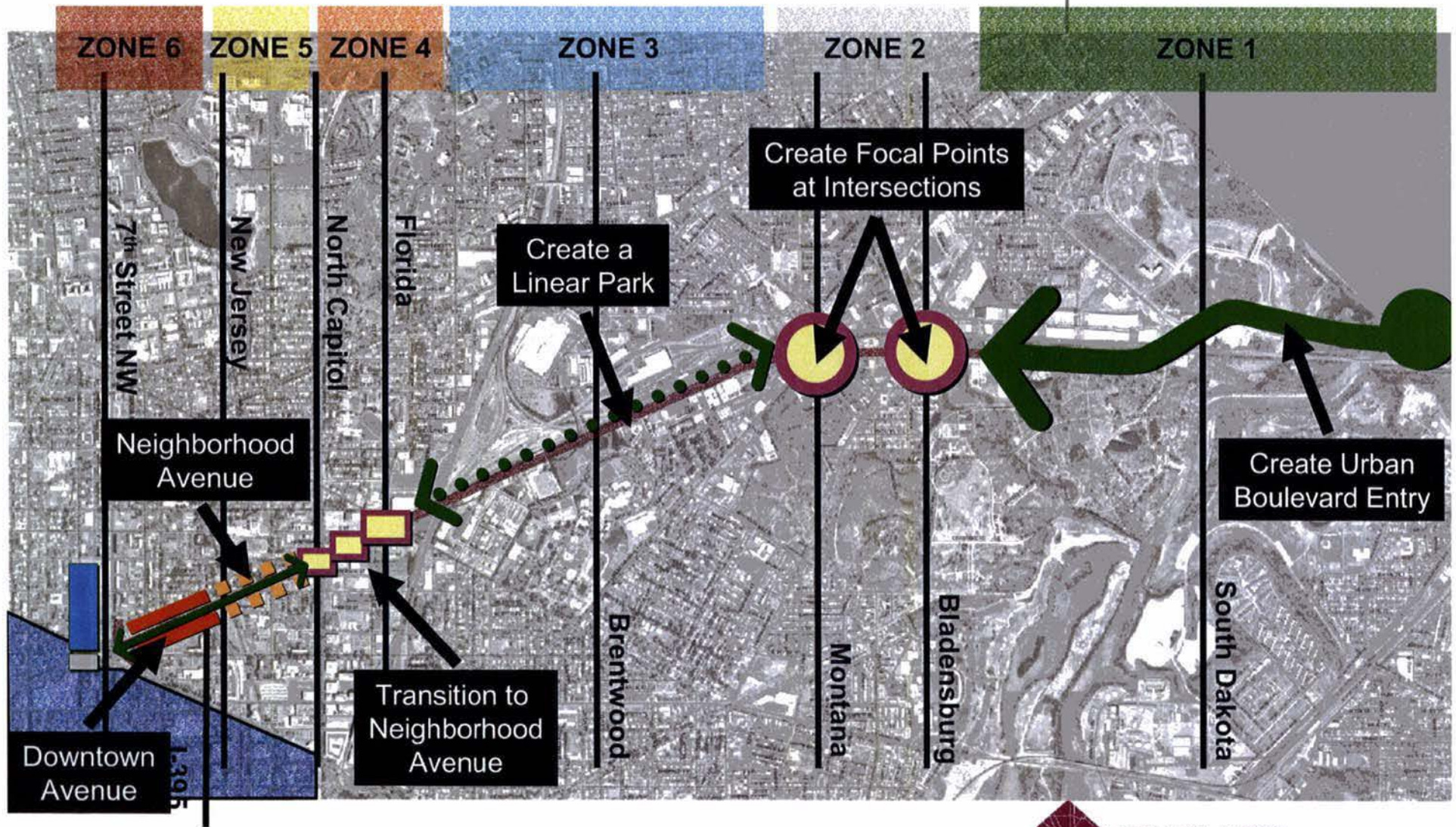


New York Avenue & Florida Avenue Intersection: Comparison of Concepts

Figure 8.2b

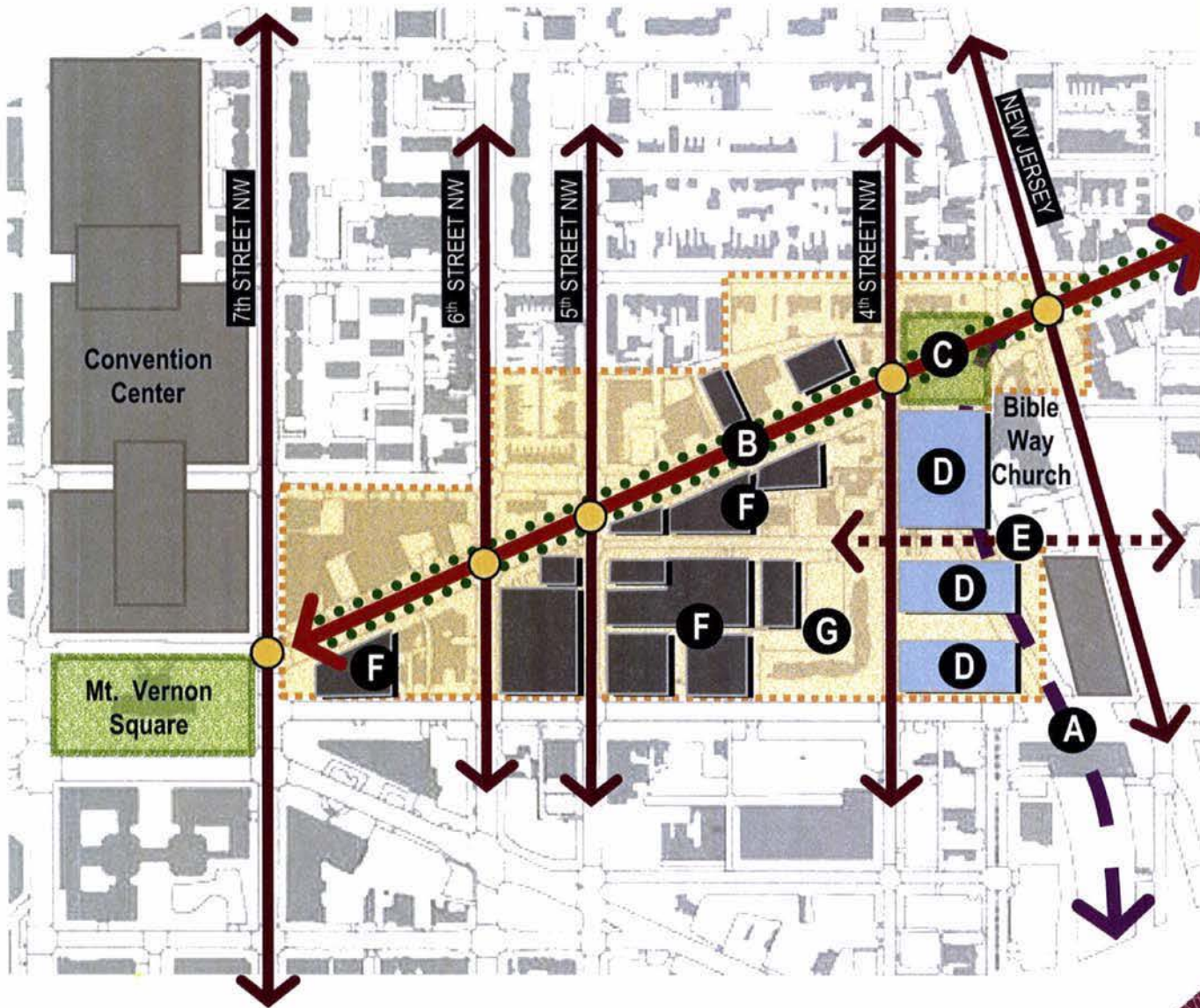
Criterion	No Build	G-3 (8 lane intersection)	I-6 (9 lane, with bridge)	Longer Tunnel (Linton) (1)
Impact on Individual Properties				
Residential Properties				
Block Sides with Improved Auto Access	N/A	N/A	N/A	N/A
Block Sides with Diminished Auto Access	N/A	N/A	N/A	N/A
Economic Impact on non-purchased properties (The impact of infrastructure on the marketability of a property to develop to its maximum use as defined by zoning)	N/A	N/A	N/A	N/A
Total Acreage Purchased (approx.)	N/A	N/A	N/A	N/A
Total Acreage "Created" (approx.)	N/A	N/A	N/A	N/A
Commercial Properties				
Block Sides with Improved Auto Access	0	0	0	0
Block Sides with Diminished Auto Access	0	4	4	4
Economic Impact on non-purchased properties (The impact of infrastructure on the marketability of a property to develop to its maximum use as defined by zoning)	N/A	Positive	Positive	Positive
Total Acreage Purchased (approx.)	0	<2	<3	<2
Total Acreage "Created" (approx.)	0	0	<1	0
Metrorail Station				
Pedestrian Access	N/A	Diminished	Improved	Diminished
Bus Operations on Florida Avenue	N/A	Diminished	Improved	I
Urban Design Potential (Quality of Environment)	N/A	Positive	Very Positive	Positive
Safety				
Potential for Vehicle/Vehicle Accidents (compared to No-Build)	N/A	Somewhat Greater	Much Less	Somewhat Greater
Potential for Vehicle/Pedestrian Accidents (compared to No-Build)	N/A	Somewhat Greater	Much Less	Somewhat Greater
Impacts				
Environmental Impact (Noise, Runoff, etc., relative to other Build options)	N/A	Moderate	High	Low
Impacts during Construction (relative to other Build options)	N/A	Low	Moderate	High
Cost (relative to other Build options)	N/A	Low	Moderate	High
(1) With ramps to/from Florida Avenue added N/A: Not Applicable Note: All cell entries assume continued redevelopment of the area.				

Big Ideas Overview **Figure 8.3**



Zone 6: Framework Plan

Figure 8.4



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



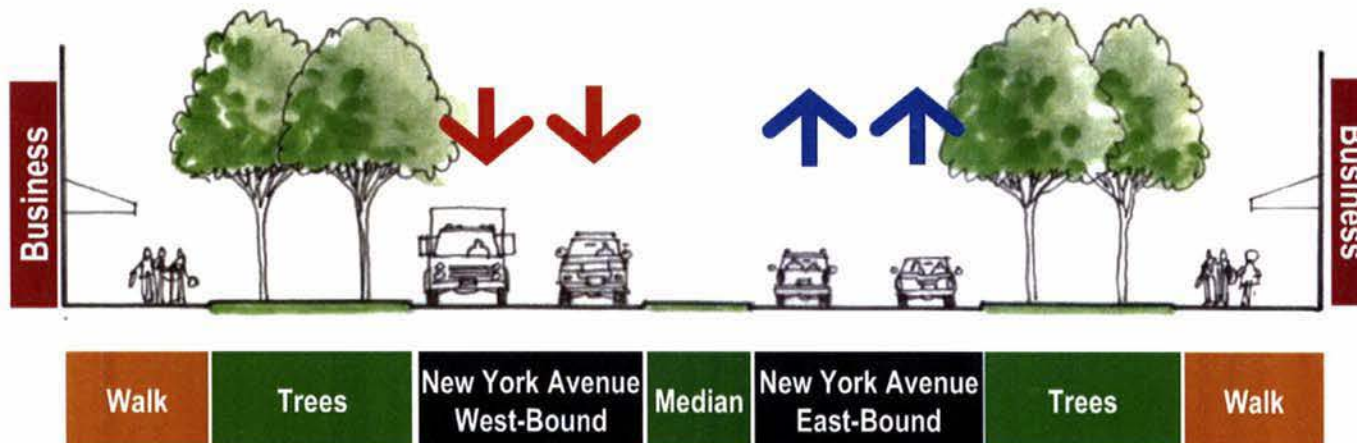
Zone 6: Section Views

Figure 8.5



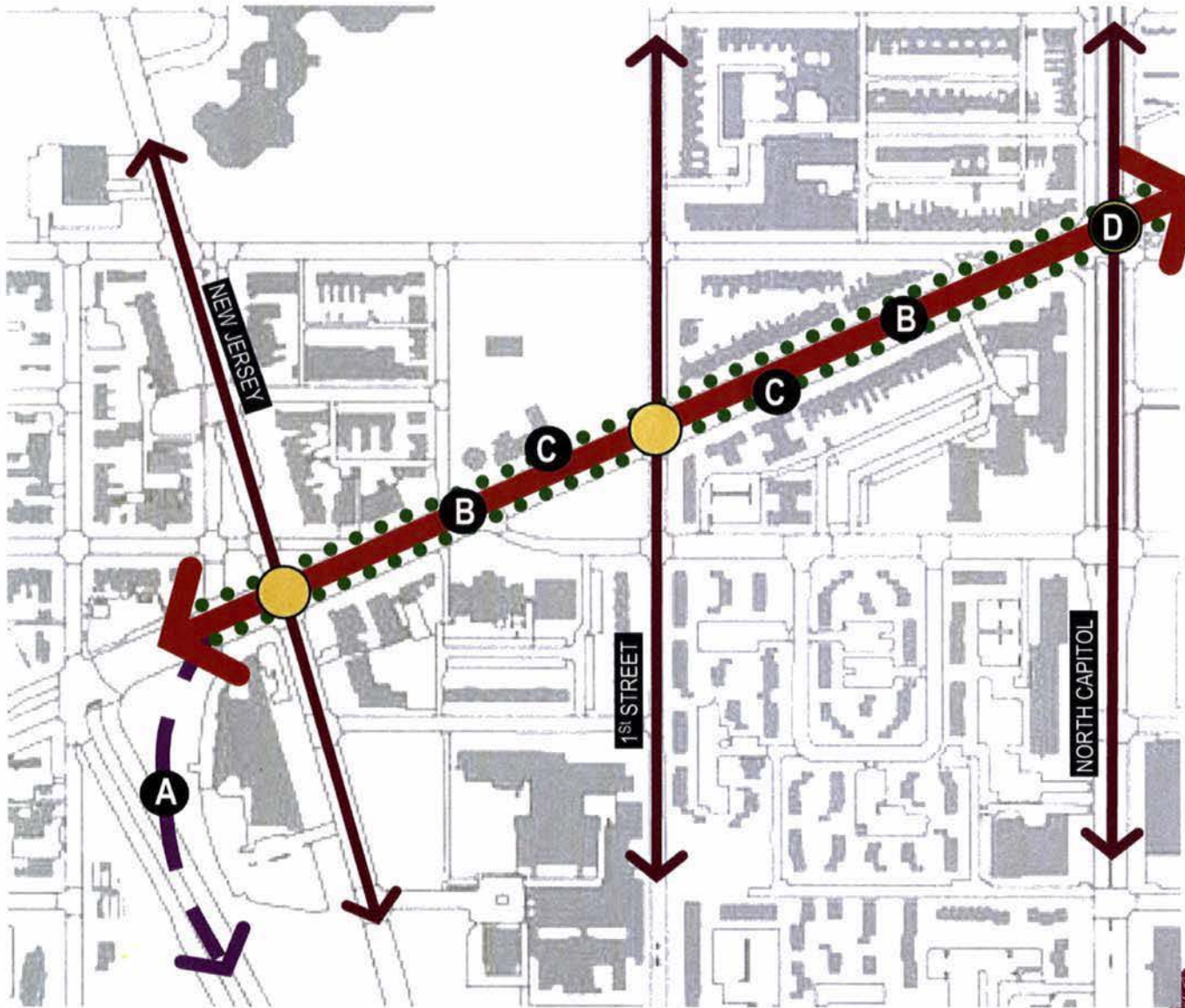
Currently (upper left), New York Avenue from Mt. Vernon Square to New Jersey offers a number of older buildings of with interesting architectural character as well as a number of vacant sites attractive for development in support of the New Convention Center and on-going planning efforts in the Mt. Vernon 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 8.6



Recommendations:

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

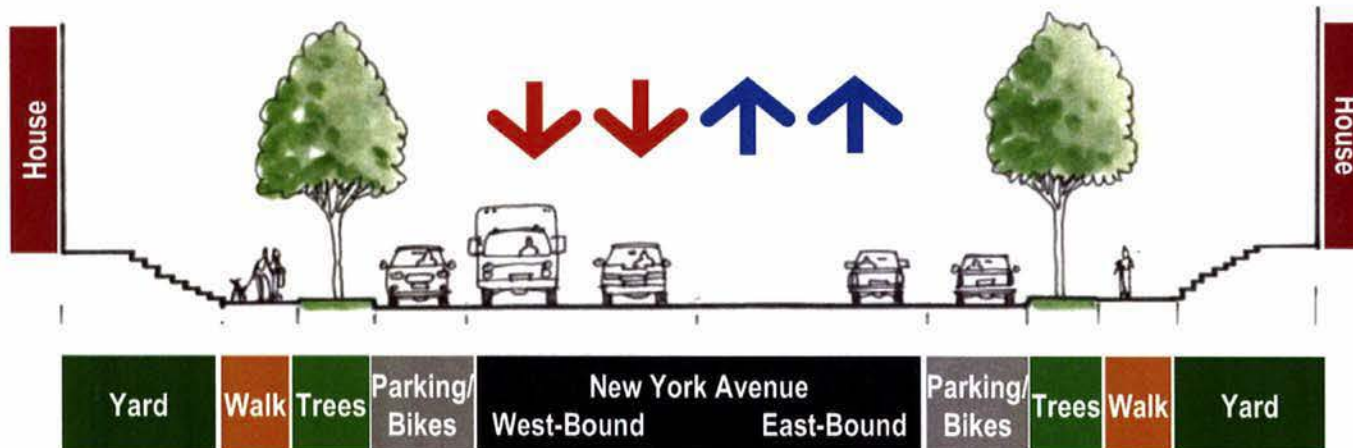
Zone 5: Section Views

Figure 8.7



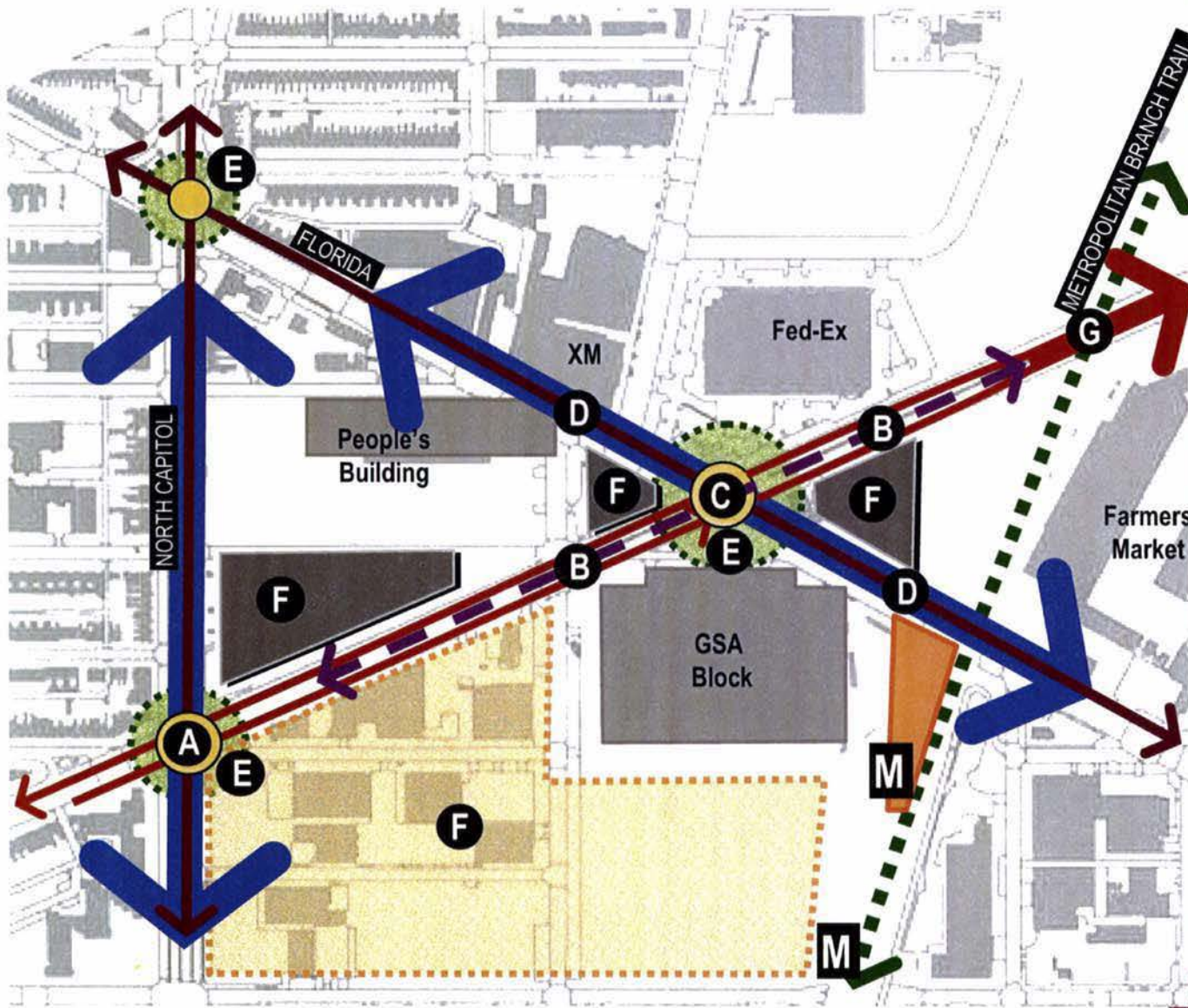
Currently (upper left), traffic attempting to use New York Avenue to connect with I-395 in the vicinity of New Jersey Avenue creates a high degree of congestion and delay. This same volume of traffic creates unsafe conditions for pedestrians and affects the quality of life as New York Avenue passes through neighborhoods between New Jersey and North Capitol (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 8.8



Recommendations:

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

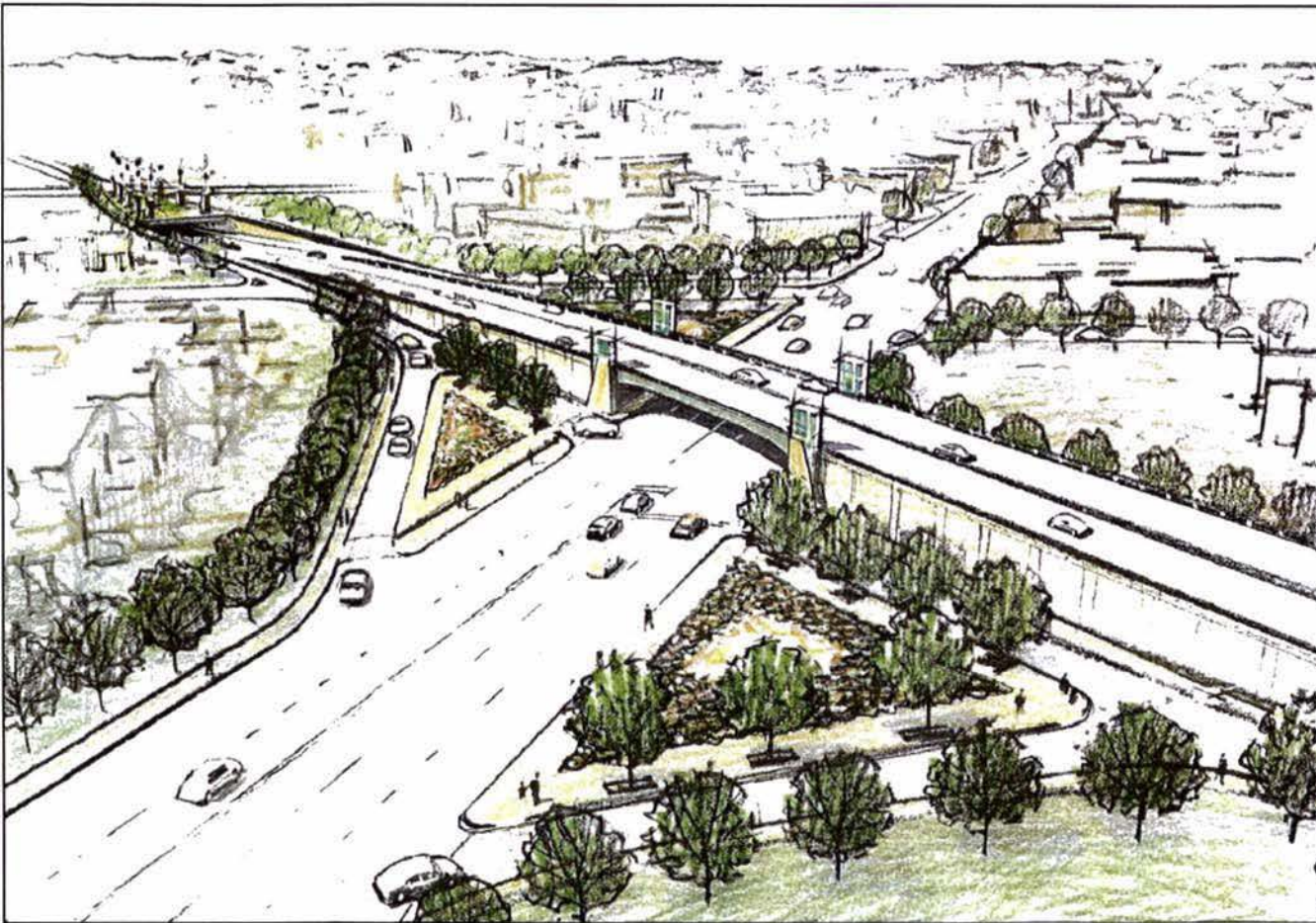
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Zone 4: Florida Avenue Artistic Tunnel Concept Sketch

Figure 8.9

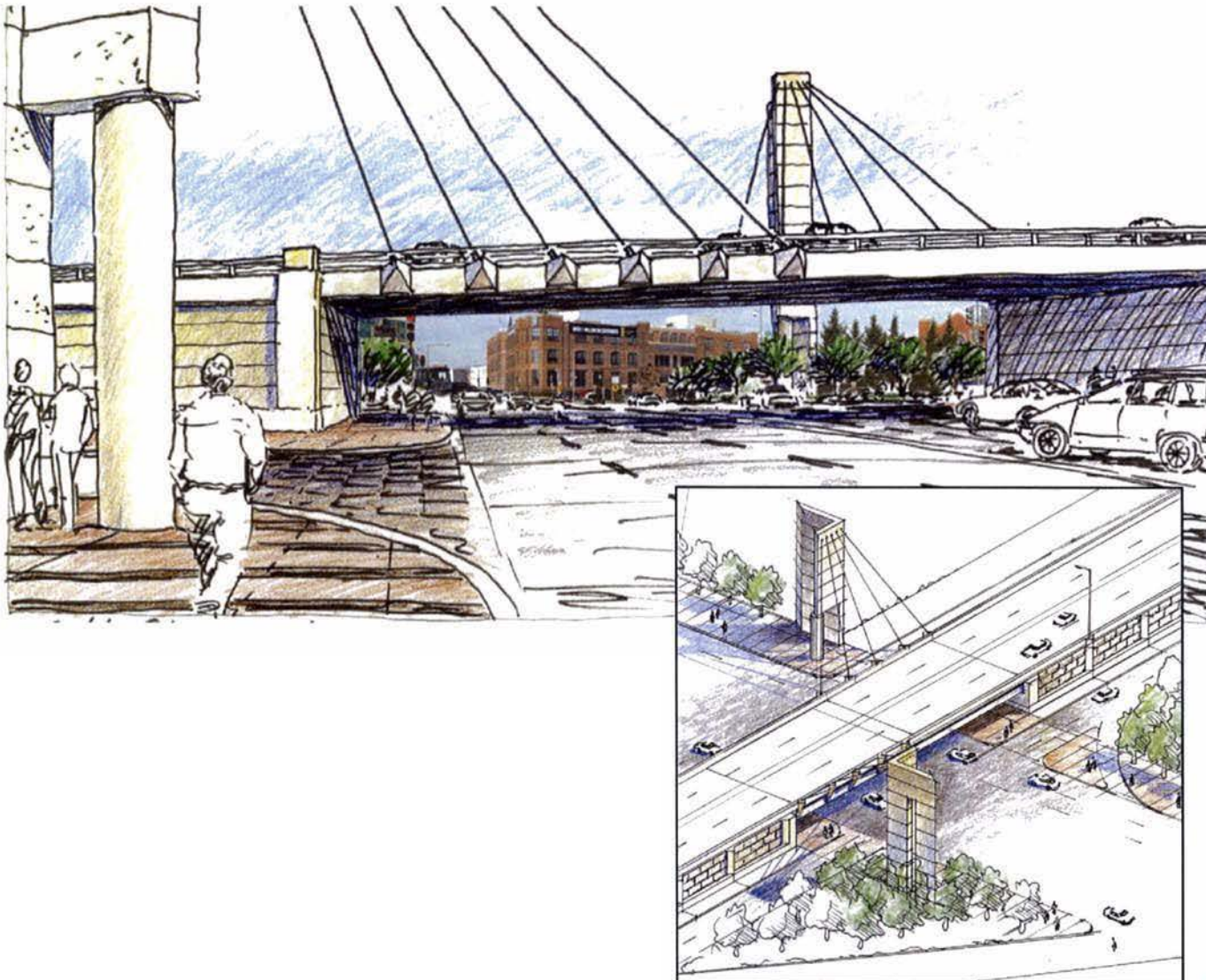


One option to address anticipated traffic congestion from the I-395 tunnel extension as well as additional traffic from new development at Florida Avenue is to have New York Avenue bridge over Florida Avenue, and to remove I-395 traffic from New York Avenue to the west of Florida Avenue via a tunnel. 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 8.10



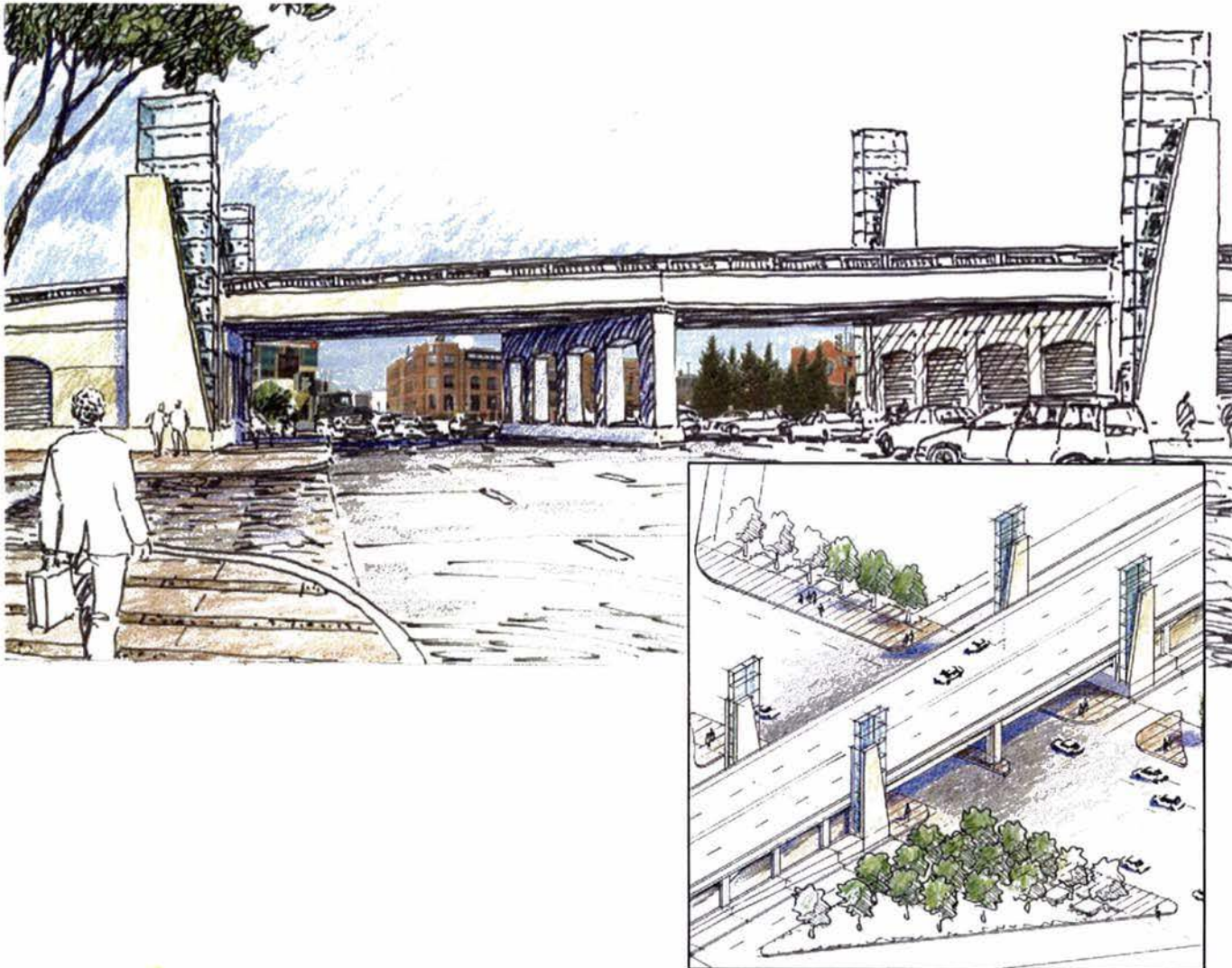
One option to address anticipated traffic congestion from the I-395 tunnel extension as well as additional traffic from new development at Florida Avenue is to have New York Avenue bridge over Florida Avenue. An artistic 'cable-stay' bridge approach could be employed that would provide unblocked views 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 8.11



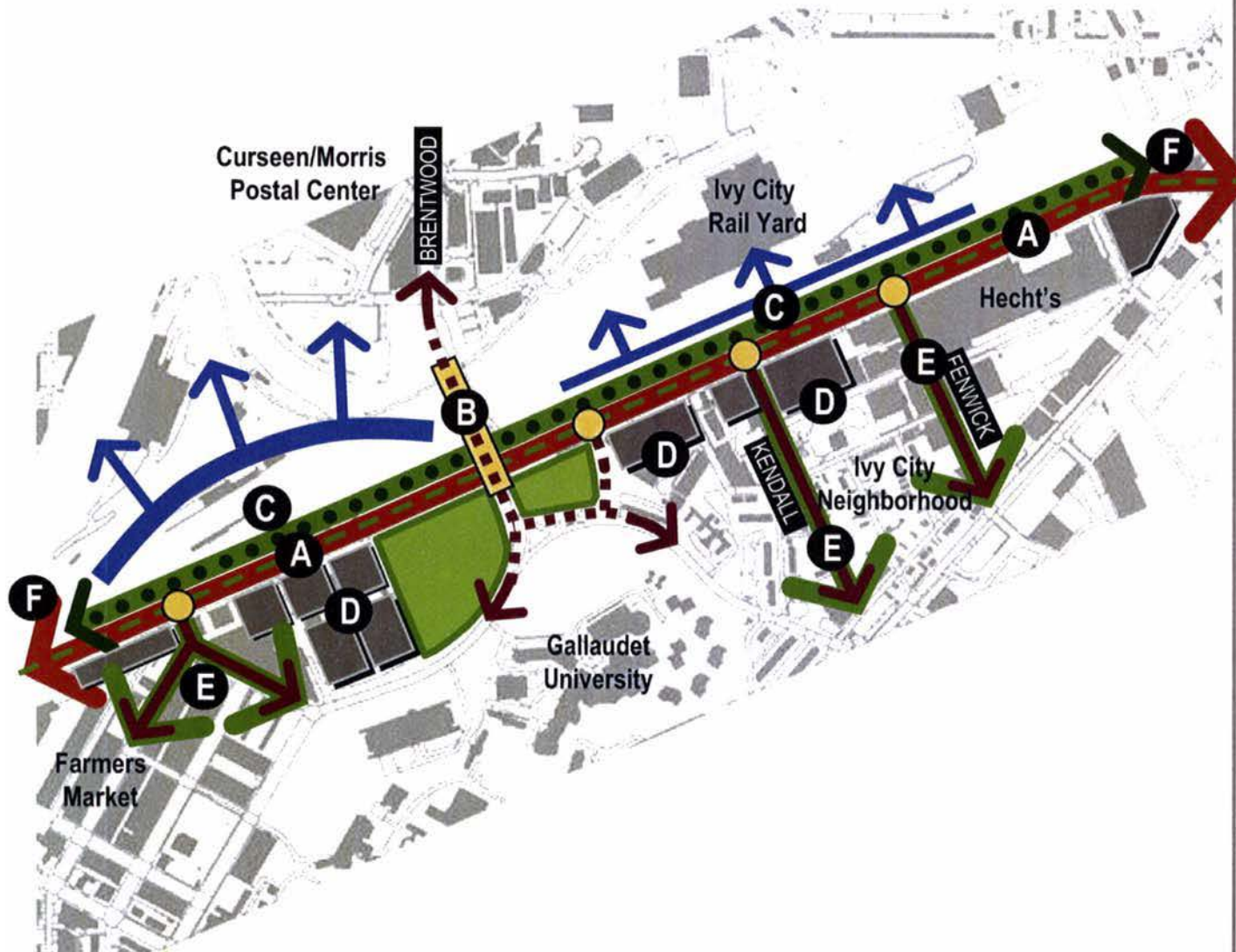
One option to address anticipated traffic congestion from the I-395 tunnel extension as well as additional traffic from new development at Florida Avenue is to have New York Avenue bridge over Florida Avenue. A traditional, conventionally supported bridge design could be employed that could provide a 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 8.12



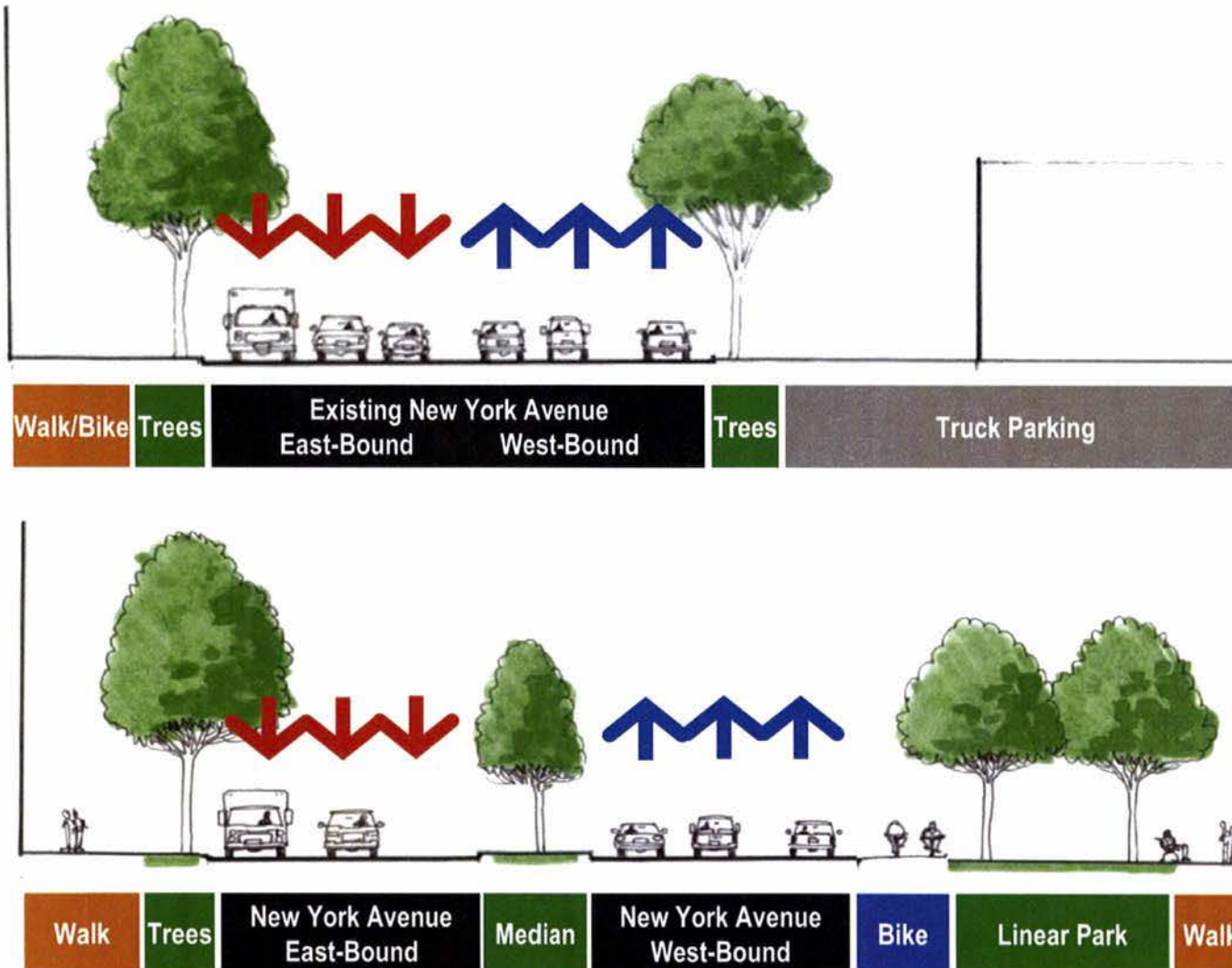
Recommendations:

- 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



Zone 3: Section Views

Figure 8.13



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 side walk 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 included 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 8.14.

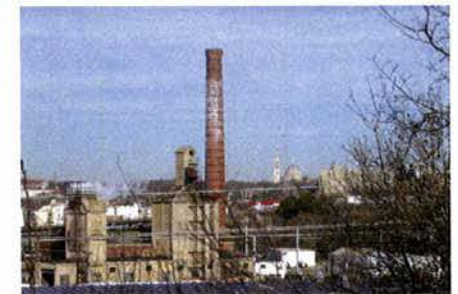


Zone 3: Linear Park Concept View and Sketch



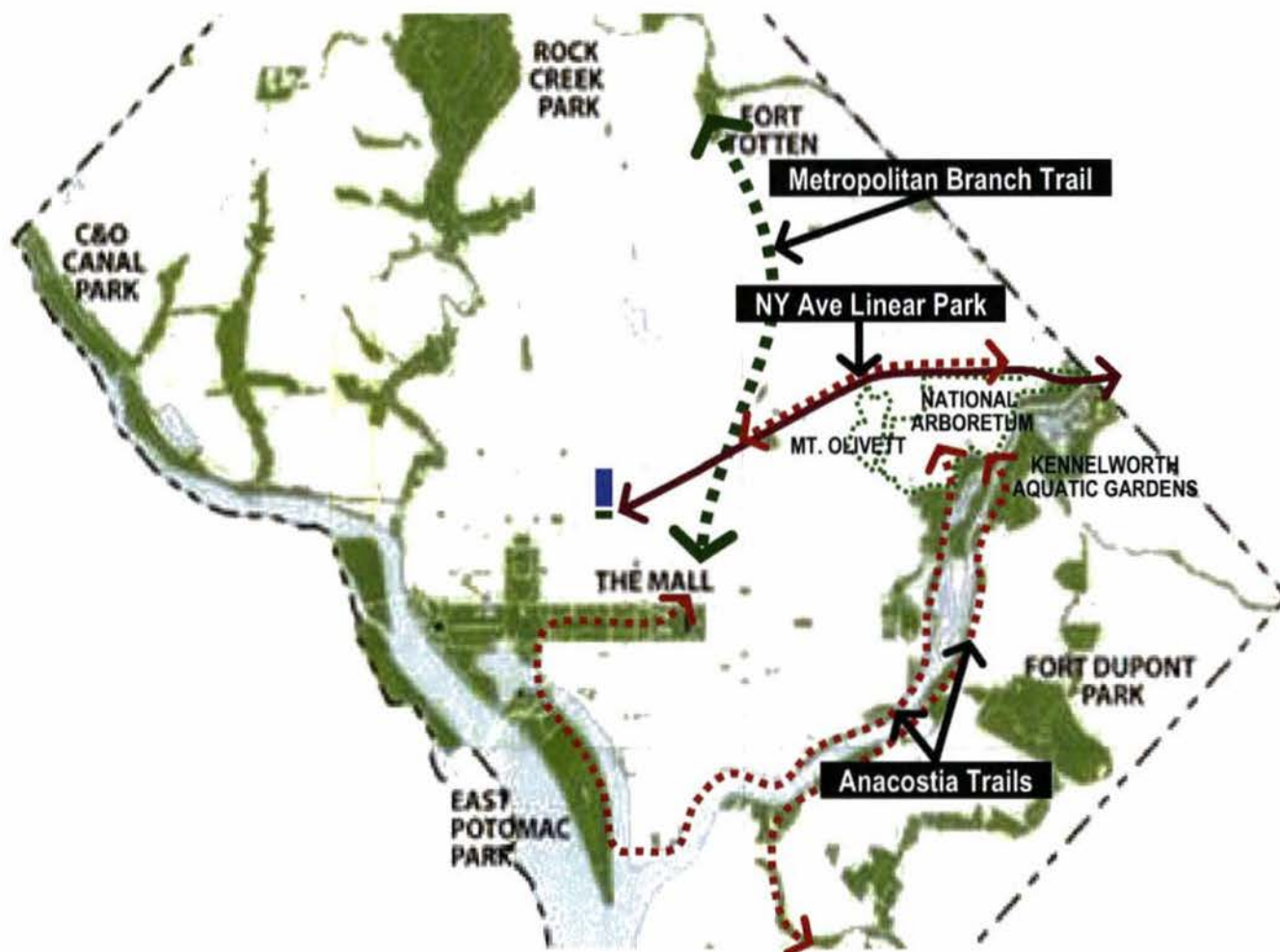
Figure 8.14

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 8.15

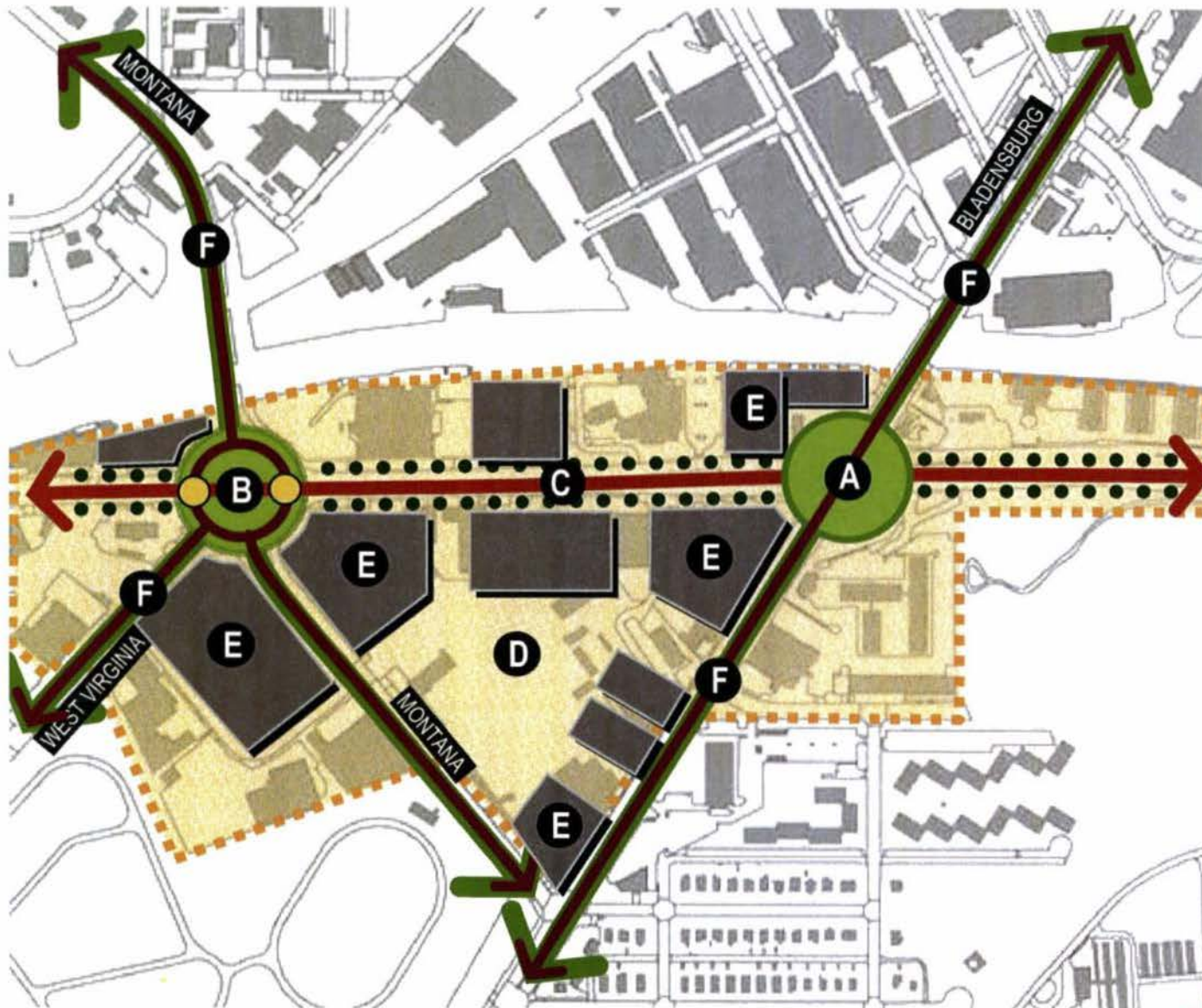


The Study Team recommends construction of a dedicated bikeway on the north side of the Corridor east of Florida Avenue to connect the Metropolitan Branch Trail to the Anacostia Trails. This would create a seamless bike trail loop linking to Union Station and The Mall, through East Potomac Park, along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



Zone 2: Framework Plan

Figure 8.16



Recommendations:

- A. Create a new interchange and focal point image at Bladensburg
- B. Enhance traffic circle image at Montana
- 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, Montana and West Virginia



Zone 2: Montana Avenue Concept Sketch

Figure 8.14



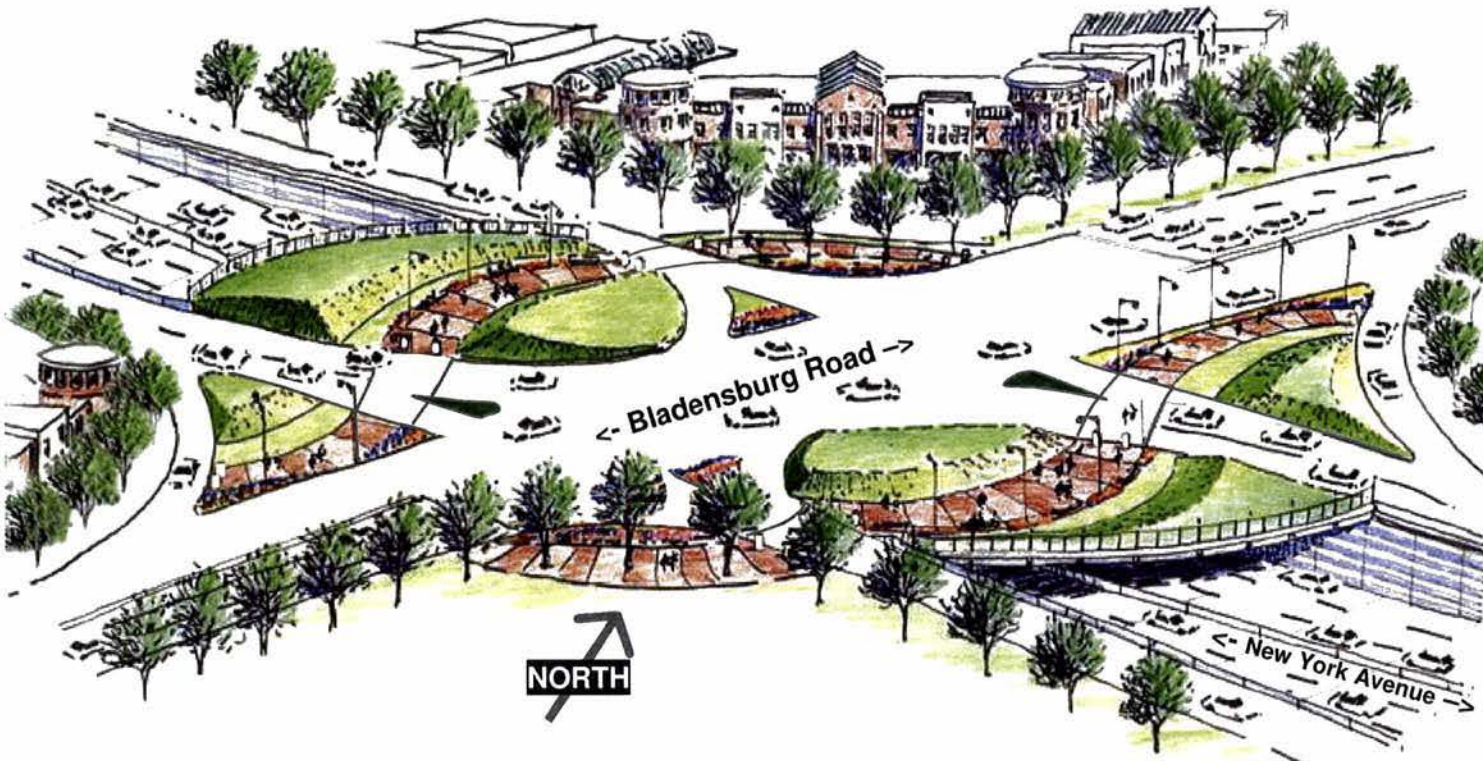
The Study Team proposes enhancing the appearance of the remnant traffic circle at Montana (lower left) by the creation of a strong tree edge around the perimeter of the circle and creation of a semi-circular sculptural wall, art or monument in the two center halves of the circle. A view looking from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



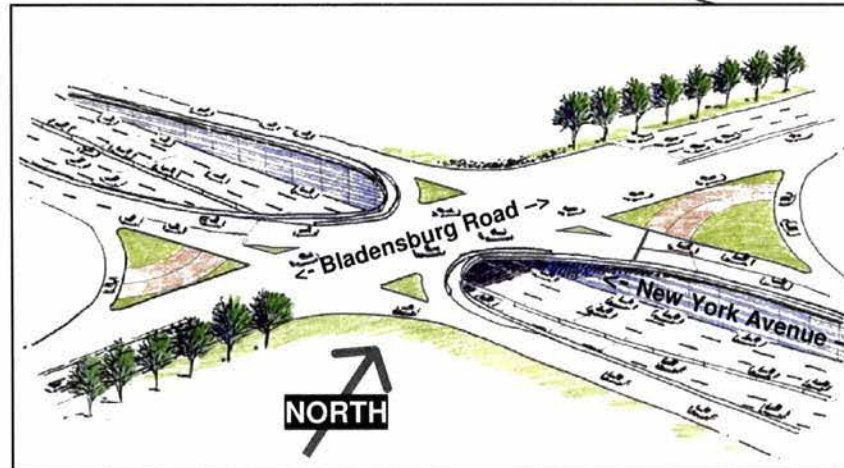
Zone 2: Bladensburg Road Concept Sketch

Figure 8.15



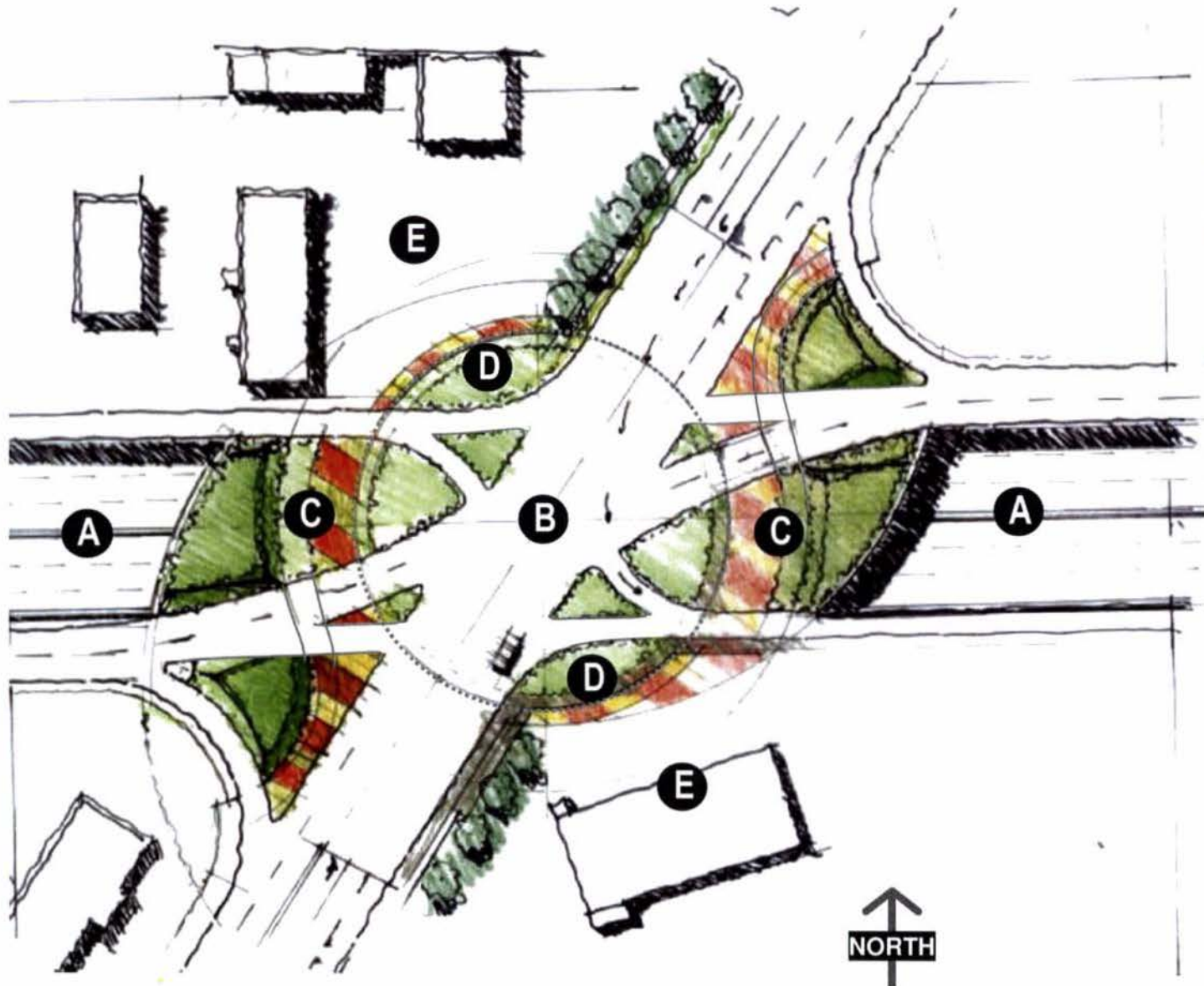
The Study Team proposes transforming the existing high-accident intersection at Bladensburg Road by reconstructing New York Avenue below Bladensburg Road similar to many traditional DC traffic circles (below). Traffic wishing to connect between the two roadways would do so via a "single-point urban diamond" intersection configuration (lower right and Figure 8.16) 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 (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 8.16



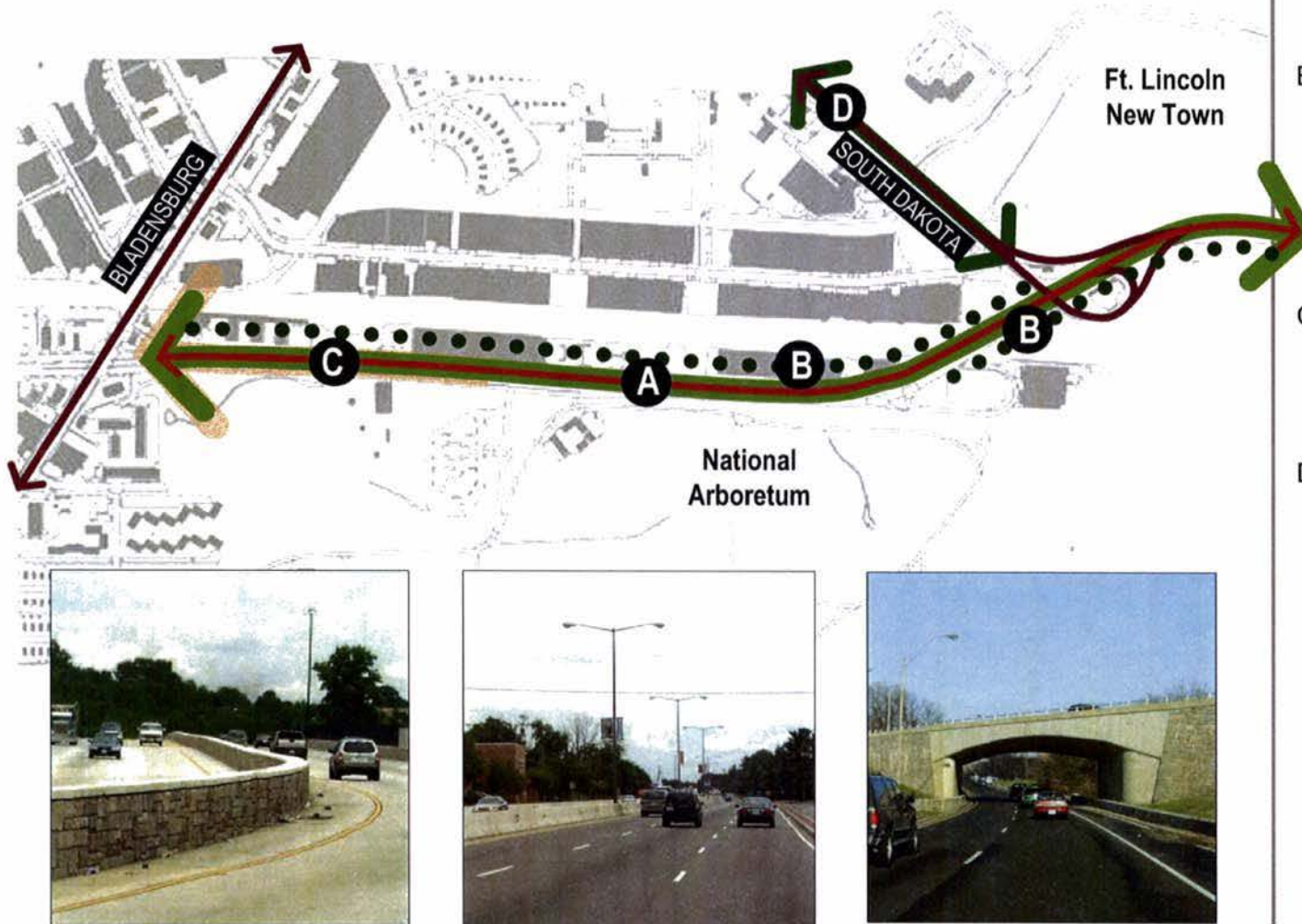
Recommendations:

- A. New York Avenue is reconstructed below grade to pass under Bladensburg Road
- B. Create a new "single-point urban 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 8.20



Recommendations:

- Create an "Urban Boulevard" image in the Corridor
- 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
- Use stone on median barrier and edge walls on tunnel approach to grade separated "circle" at Bladensburg
- Extend image on South Dakota 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).



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Zone 1: Urban Boulevard Images

Figure 8.21



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. 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).

