



Parkside Access and Circulation Study

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Saturday, March 9, 2018

Agenda

- **Project Study Overview**
 - What is the purpose of the study?
 - The study approach and examples of solutions possible
 - How can you help?
- **Parkside Access and Circulation Study**
 - Study Area Boundaries
 - Study Process Goal and Objectives
 - Project timeline: When we'll meet with you
- **The Study Area in Maps**
- **Preparation for the neighborhood walk**

Project Study Overview

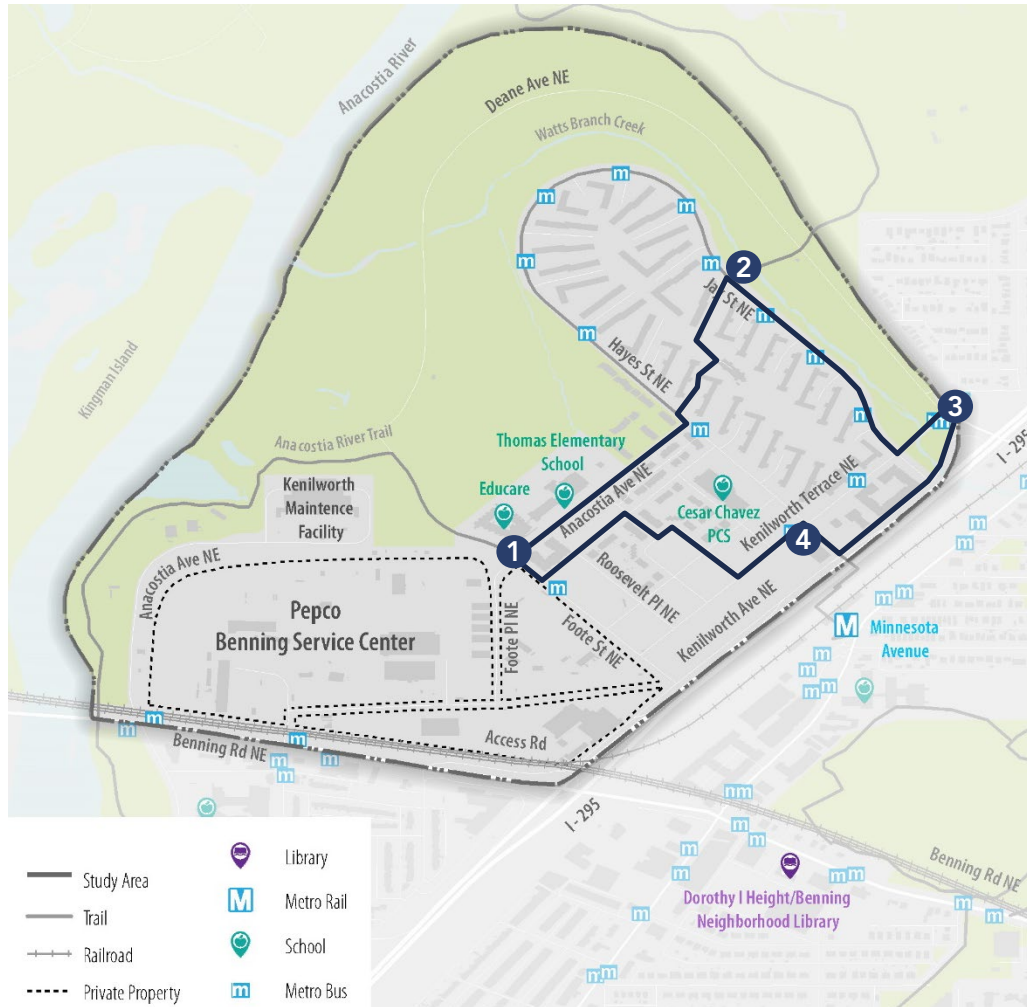
Study Purpose

- Respond to community requests to look **holistically at circulation in the neighborhood** taking into account the approved new development in the community.
- Increase the **community quality of life** experienced by the people who live, work, and recreate in the area.
- In the transportation context, explore **improvements in the public space that increase safety and access for all users of the transportation system.**

Approach

- **The study aims to:**
 - Focus on transportation from a neighborhood perspective
 - Integrate past planning into current conditions and needs
 - Investigate and propose solutions to solve community-identified issues
- **Types of actions the study can propose:**
 - Provide greater pedestrian convenience and comfort to reach destinations within and just beyond Parkside
 - Improve getting in and out and circulating within Parkside in a vehicle
 - Investigate new connections, travel patterns and intersection operations
 - Street designs that reduce traffic travel speeds

How can you help?



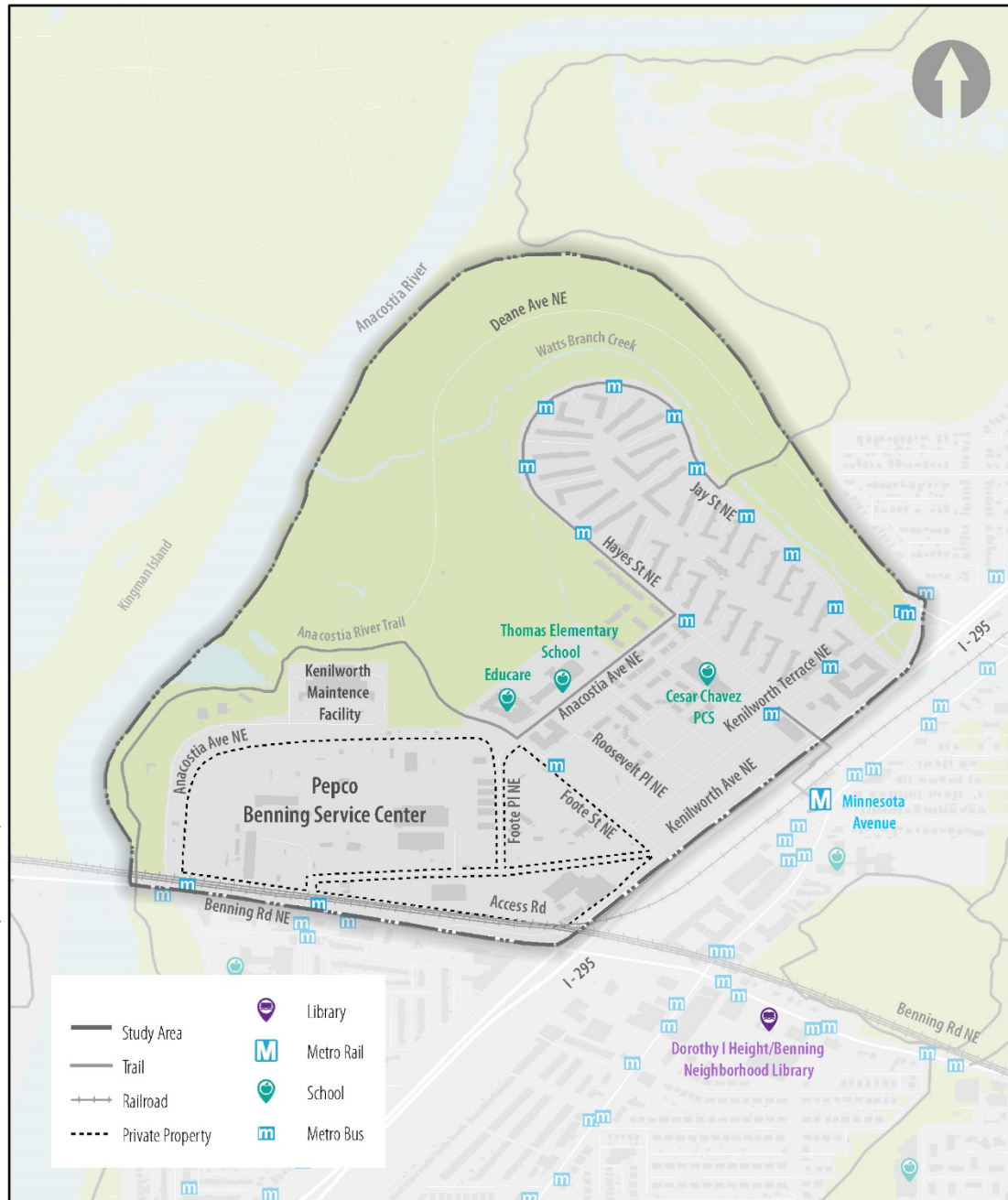
- **Help DDOT understand issues to be addressed:**
 - Share problems you see
 - Provide location(s)
 - Indicate when the problem occurs
- **Use the various means available**
 - Visit the boards
 - Participate in the neighborhood walk
 - Use the mapping website (coming soon!)
 - Encourage your neighbors to participate

Parkside Access and Circulation Study

Study Area

Boundary

- DC 295
- Benning Road NE
- Anacostia River
- Nannie Helen Burroughs Avenue NE



Data: opendata.dc.gov

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Goal

Identify opportunities for safer travel for residents and visitors to the study area, and improve the transportation network, regardless of how you get around.

Outcomes of the Study Process

- Develop a comprehensive approach to identifying additional options for **access** to and from the area
- Identify **operational improvements for all users** living in and visiting the area
- Identify **specific issues that impact safety and comfort** of pedestrians, bicyclists, transit users, and motorists, while also accommodating freight and delivery needs
- Design **cost-effective and measurable system improvements** that benefit all users
- Emphasize **safety and access improvements** around neighborhood facilities including but not limited to: schools, parks, recreation centers, transit stops, and other key community facilities
- Enhance **comfort and livability** for residents and visitors to the project area

When we will meet to hear from you!

Public Meeting #1

March 9, 2019



Gather
Information

Public Meeting #2

April/May 2019



Develop and
Screen Ideas

Public Meeting #3

May/June 2019



Evaluate Ideas and
Draft
Recommendations

Summer 2019



Final
Recommendations



We are
here!

Project Team Area Understanding

Project Area



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Project Area



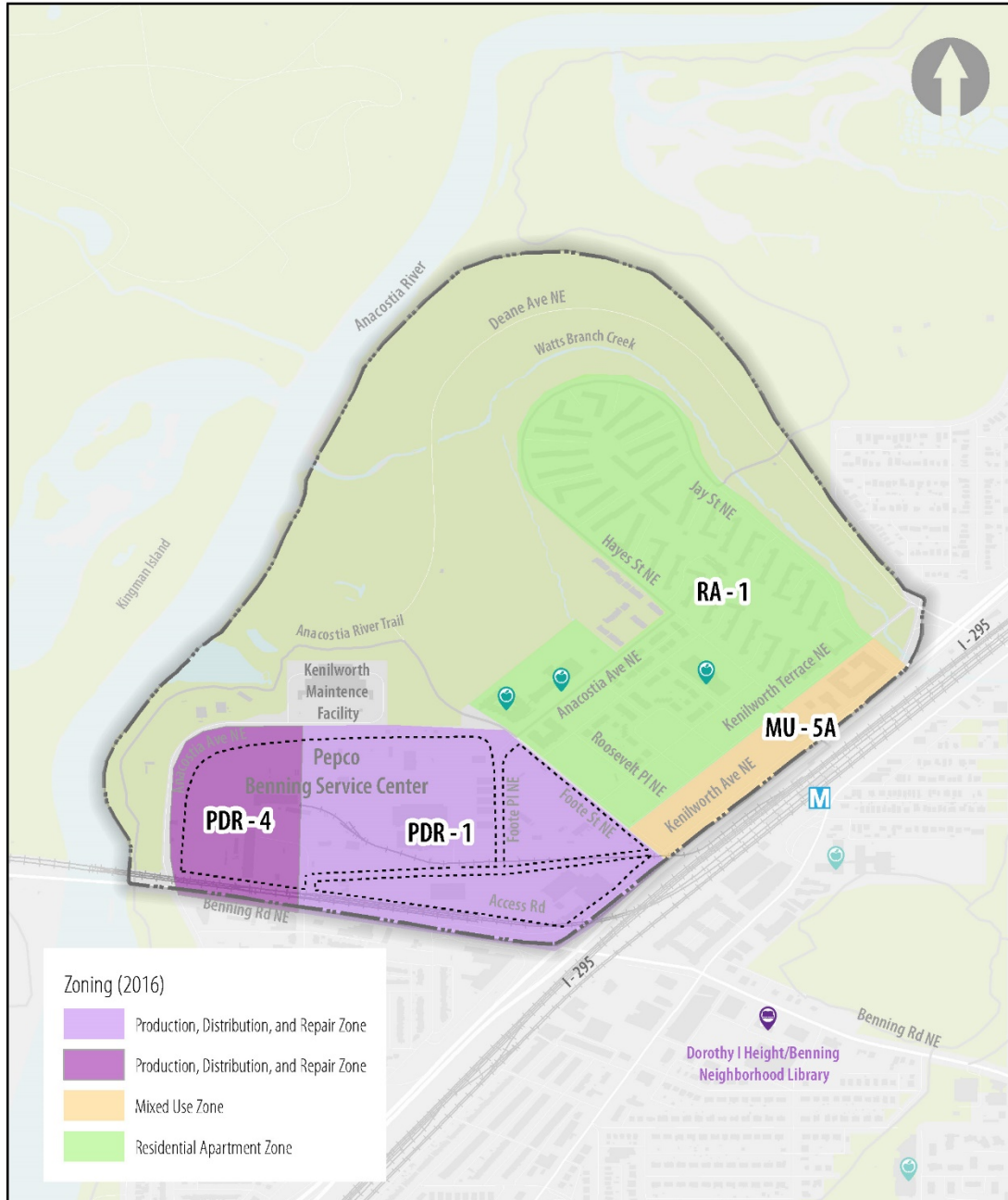
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Project Area



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Land Use and Zoning



The study area is residential to the north, mixed-use in the center, and industrial to the south

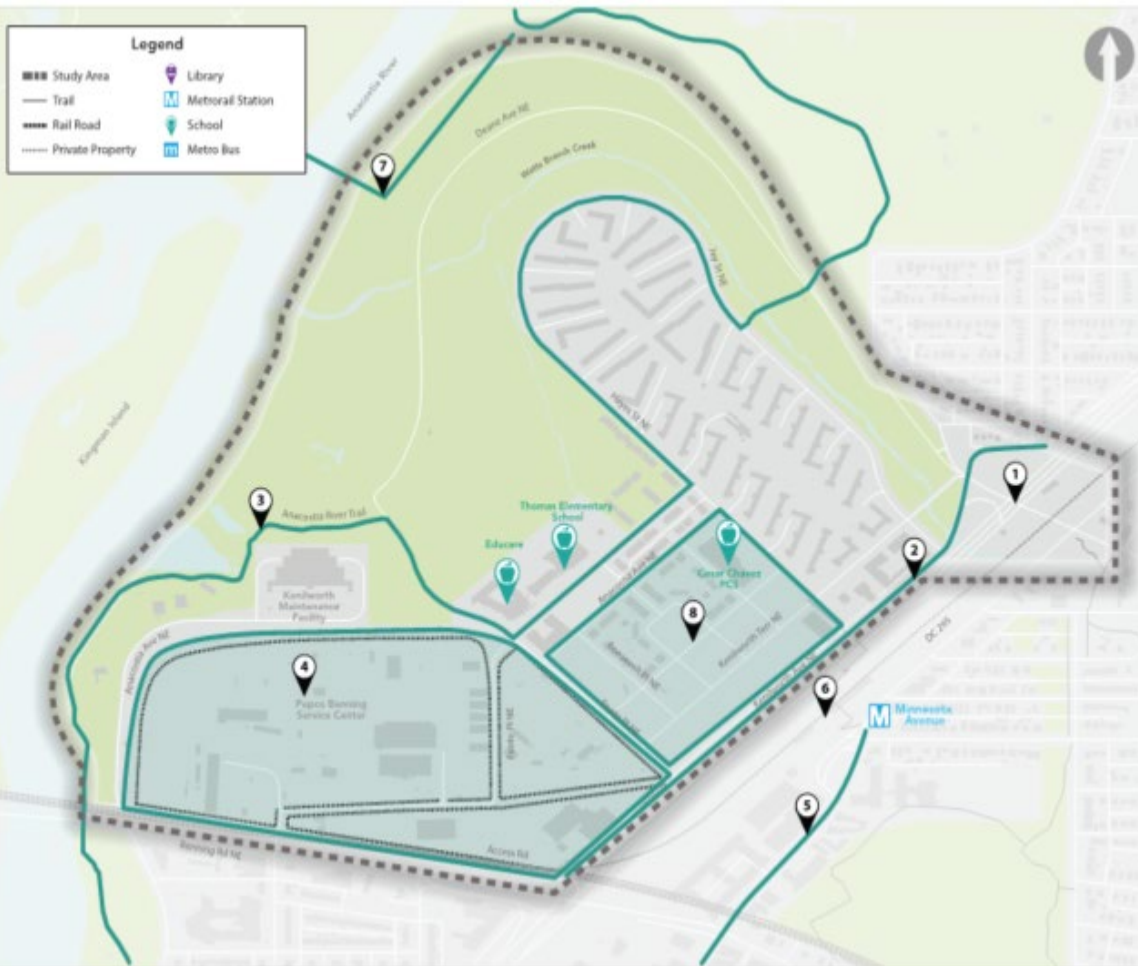
The empty parcels in RA-1 have recently been rezoned as part of the Parkside-Kenilworth Planned Unit Development

Development includes multi-family residential, retail, and office

Data: Provided by DDOT

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Existing and Planned Projects



1. **Nannie Helen Burroughs Project** - Recommends pedestrian and bicycle improvements under DC-295.
2. **Kenilworth Avenue Corridor Study** - Recommends replacement of the Minnesota Avenue Metrorail Station Pedestrian Bridge.
3. **Anacostia Riverwalk Trail** - Connects existing trails to create seamless trail system throughout the Anacostia watershed.
4. **Pepco Plant** - Consent Decree (2011) mandates remediation
5. **moveDC** - Recommends high-capacity surface transit on Minnesota Avenue.
6. **Parkside Pedestrian Bridge** - Recommends a more direct and safer connection from the Parkside neighborhood to the Minnesota Avenue Metrorail Station.
7. **Arboretum Bridge and Trail Project** - Provides a bridge connection to the Arboretum from the Anacostia River Trail.
8. **Parkside Development** - The full development will include up to 1,500 residential units, 750k SF of office, and 50k SF of retail.

Parks



National Park Service land borders the area to the north and west

The Anacostia River Trail provides some connectivity to adjoining neighborhoods and across the river

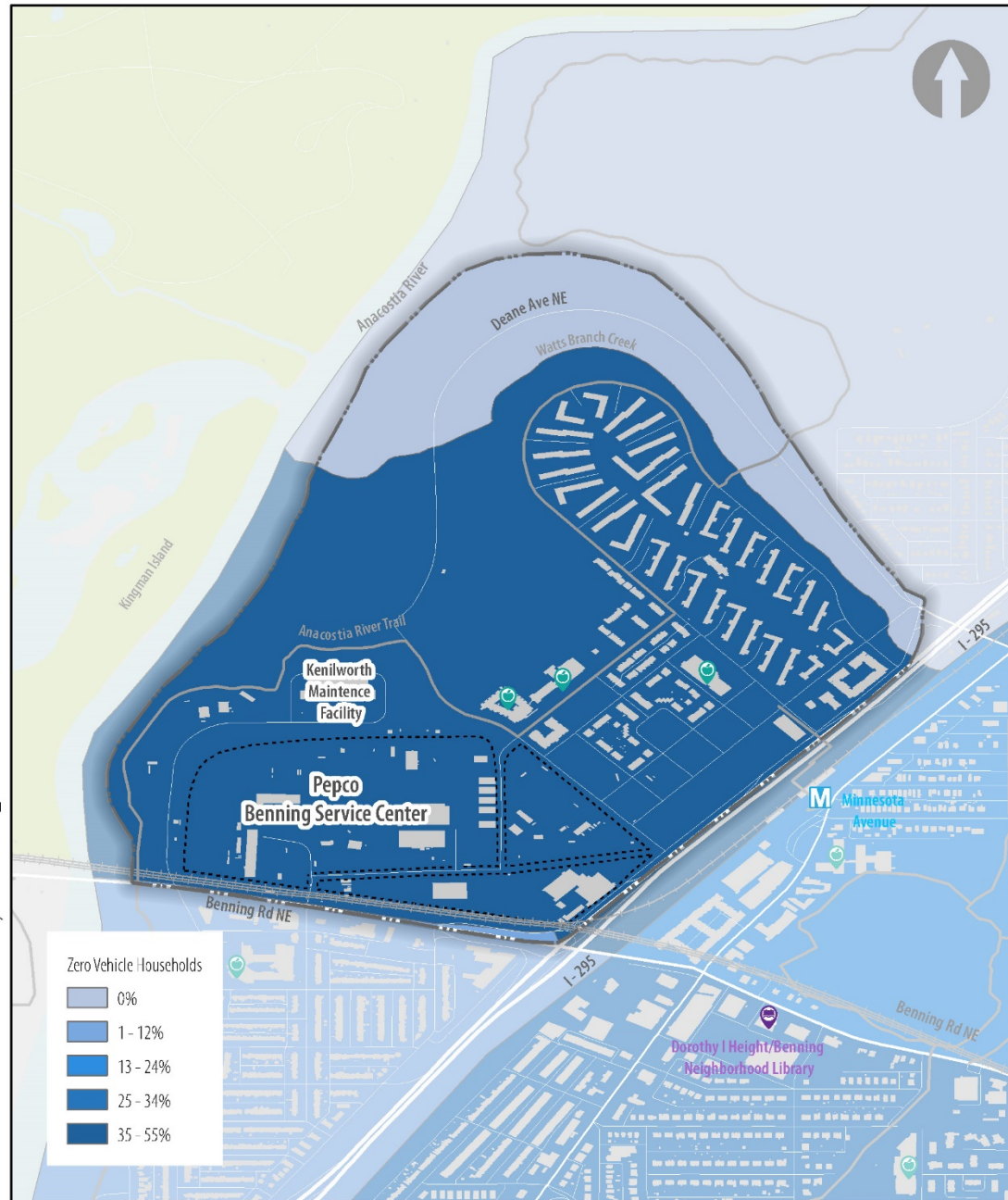
Access to the parks from the neighborhood is limited

Data: "National Parks" from [opendata.dc.gov](https://data.compendia.org/)

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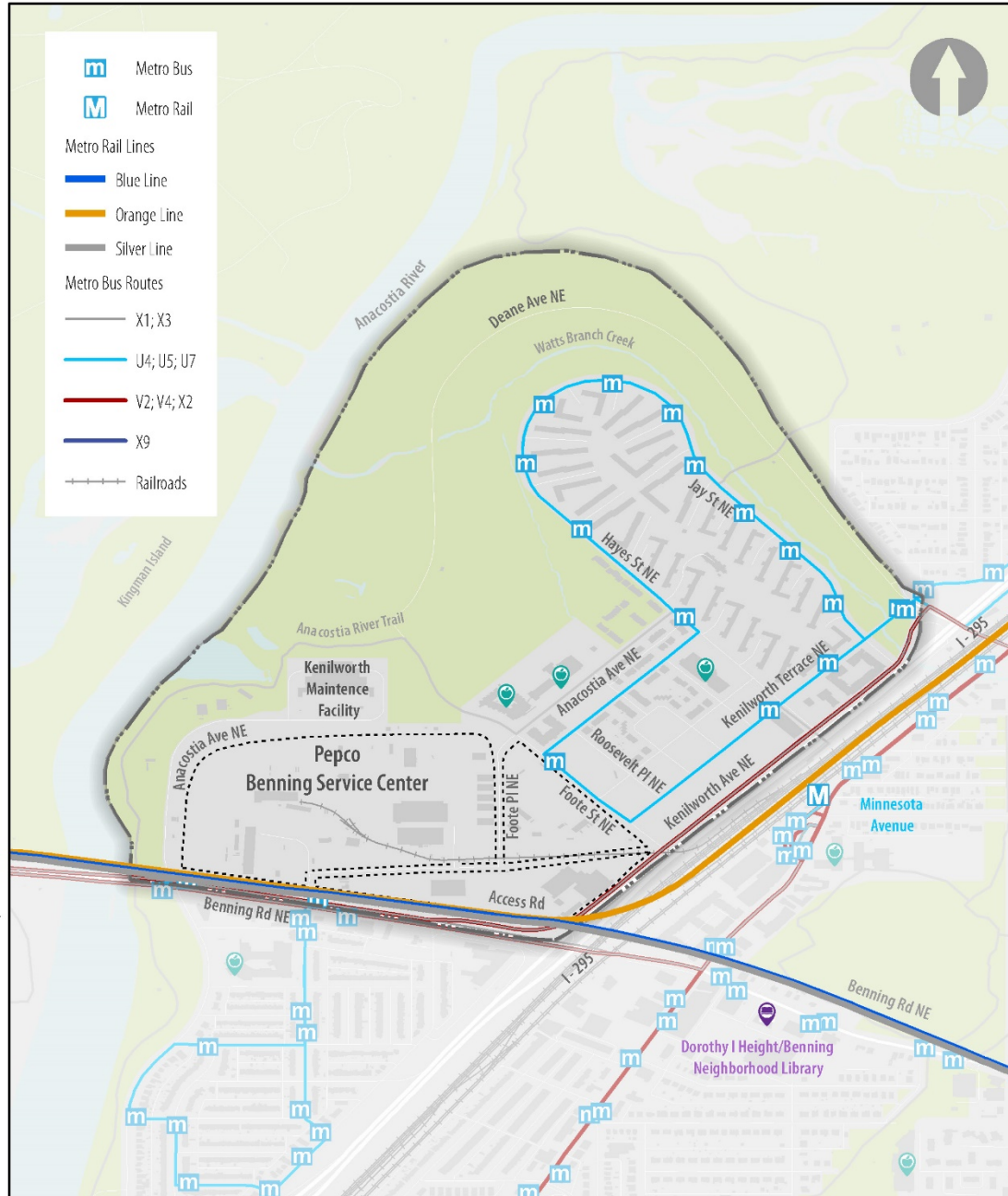
Zero Vehicle Households

Within the study area, between 35 and 55% of households do not own or have access to a private vehicle



Data: "Journey to Work" American Factfinder

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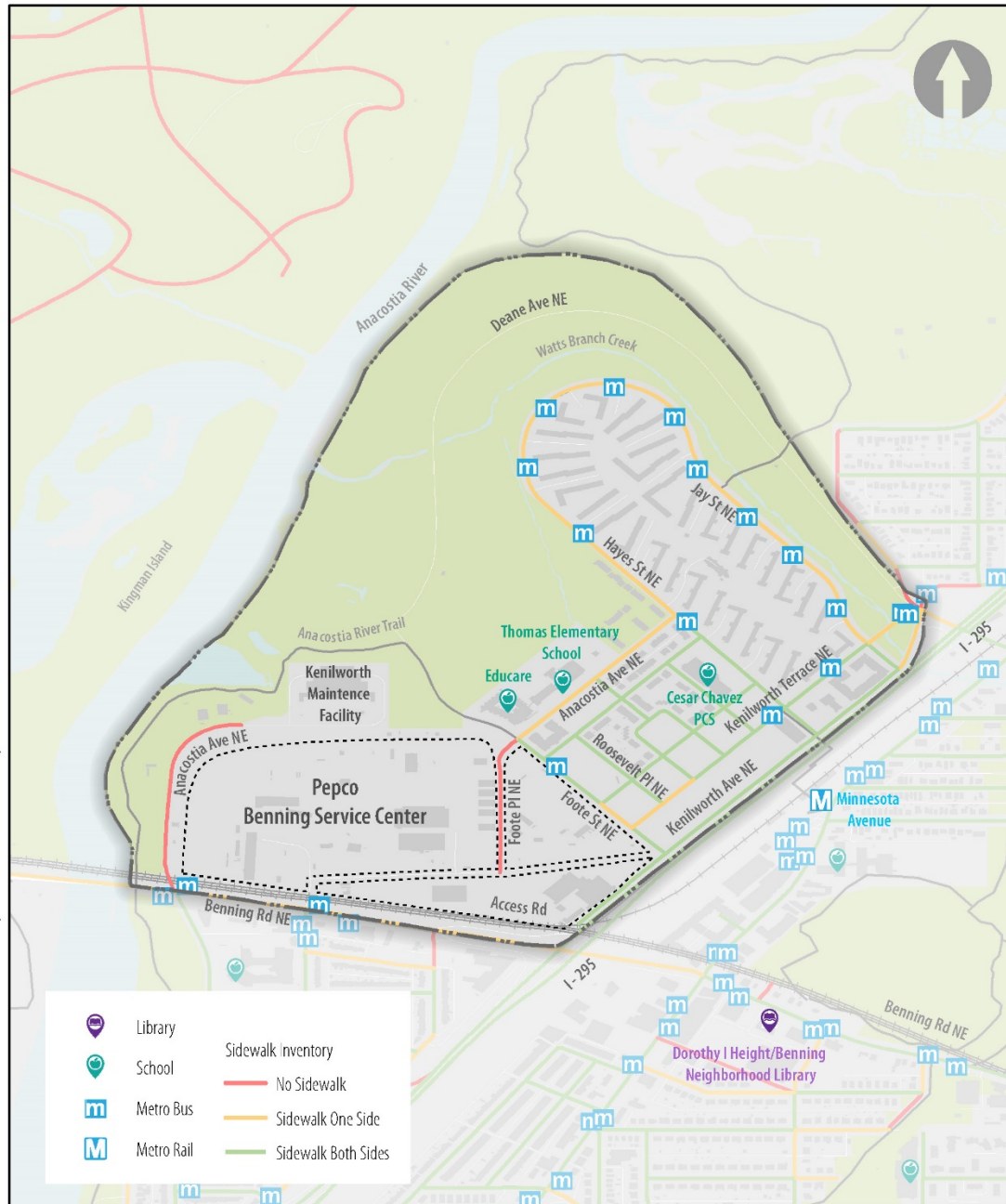


Most homes in Parkside are within walking distance of the Minnesota Avenue Metrorail Station, which offers some of the area's highest levels of transit service

- Orange Line Metrorail
- MetroExtra
- Metrobus

WMATA provides U7 bus service connecting the neighborhood to the Deanwood Avenue and Minnesota Avenue Metrorail stations

Sidewalks and Pedestrian Generators



All roads in the study area all have a sidewalk on at least one side of the road

Educare, Thomas Elementary, and Cesar Chavez all generate pedestrian activity

The area has limited pedestrian connections to and from the study area

The pedestrian bridge to the Minnesota Avenue Metro Station and Downtown Ward 7 is in design and funded for construction

Data: "Sidewalk" Internal Data

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Bicycle Facilities

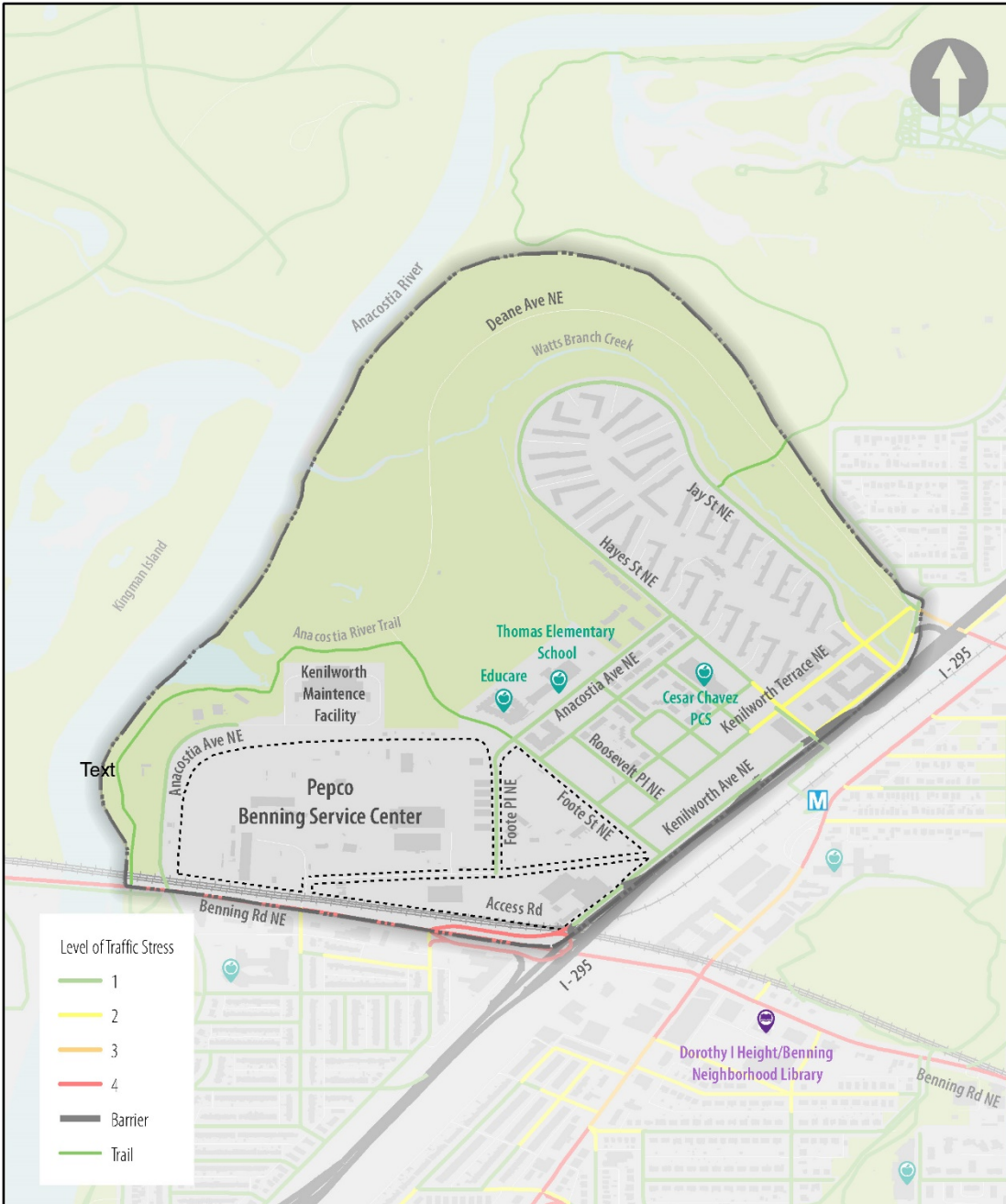
The area provides a through connection for the Anacostia River Trail via a shared lane on Anacostia Avenue NE and a cycle track on Hayes Street NE/Jay Street NE



Data: "Bicycle Lanes" opendata.dc.gov

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Bicycle Comfort



The Bicycle Level of Traffic Stress (LTS) is used to describe the *level of comfort* riders have with bicycle facilities

Generally, low traffic volume and low speed roads are more comfortable for more bicyclists

Level 1 = facilities comfortable for cyclists of all skill levels

Level 4 = facilities comfortable only for cyclists with high skill level

Pedestrian and Bicycle Severe Crashes

Over the past five years, two bicyclists were injured in crashes on Kenilworth Avenue NE near Foote Street NE, and one pedestrian died in a crash on Kenilworth Terrace NE



Data: "Crashes" opendata.dc.gov

Note: Crash data is from the period between 1/1/2013 and 1/8/2019.

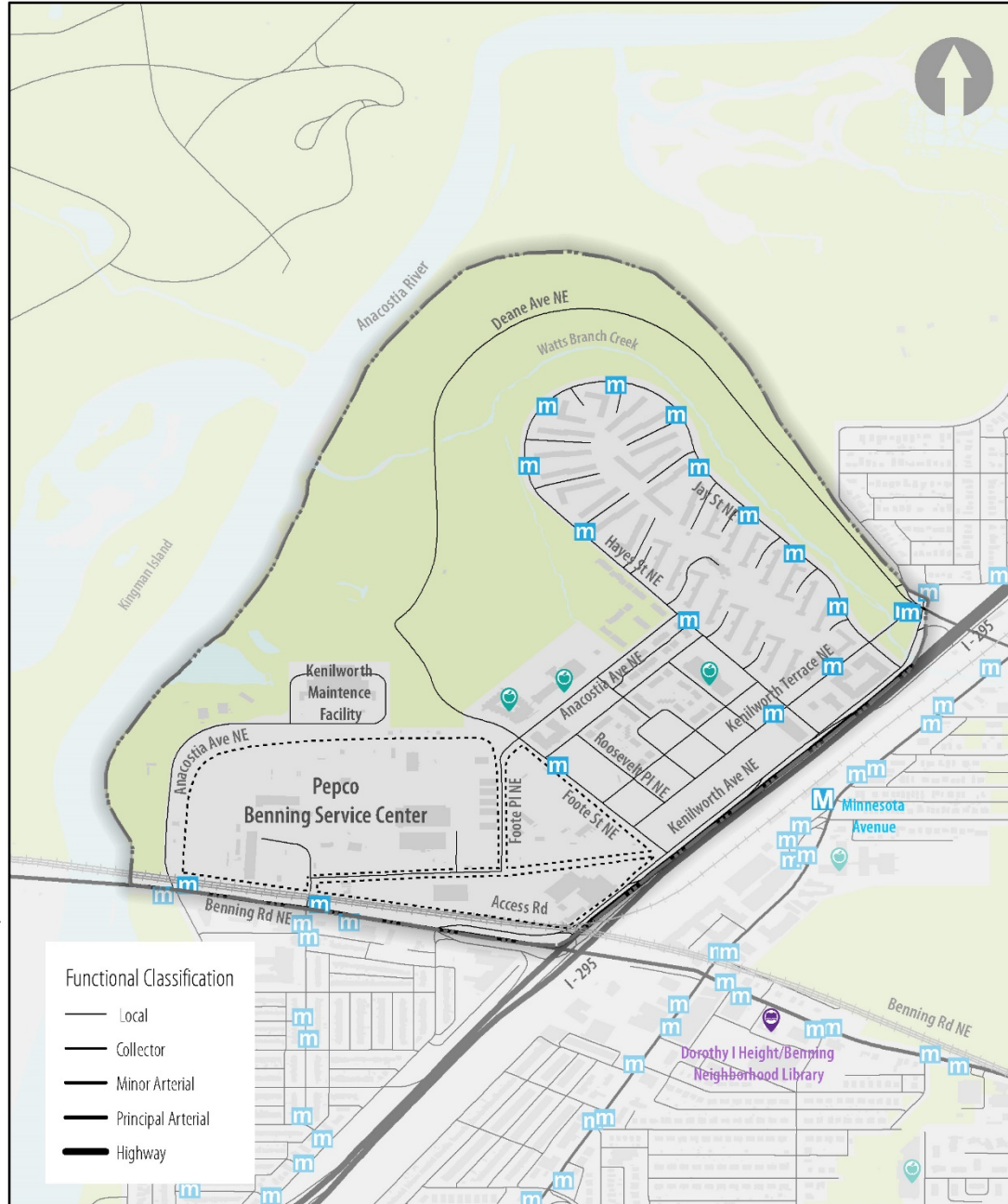
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Roadway Functional Classification

The Parkside study area is entirely comprised of “local” roads (streets meant for local use and property access)

The study area is bounded by

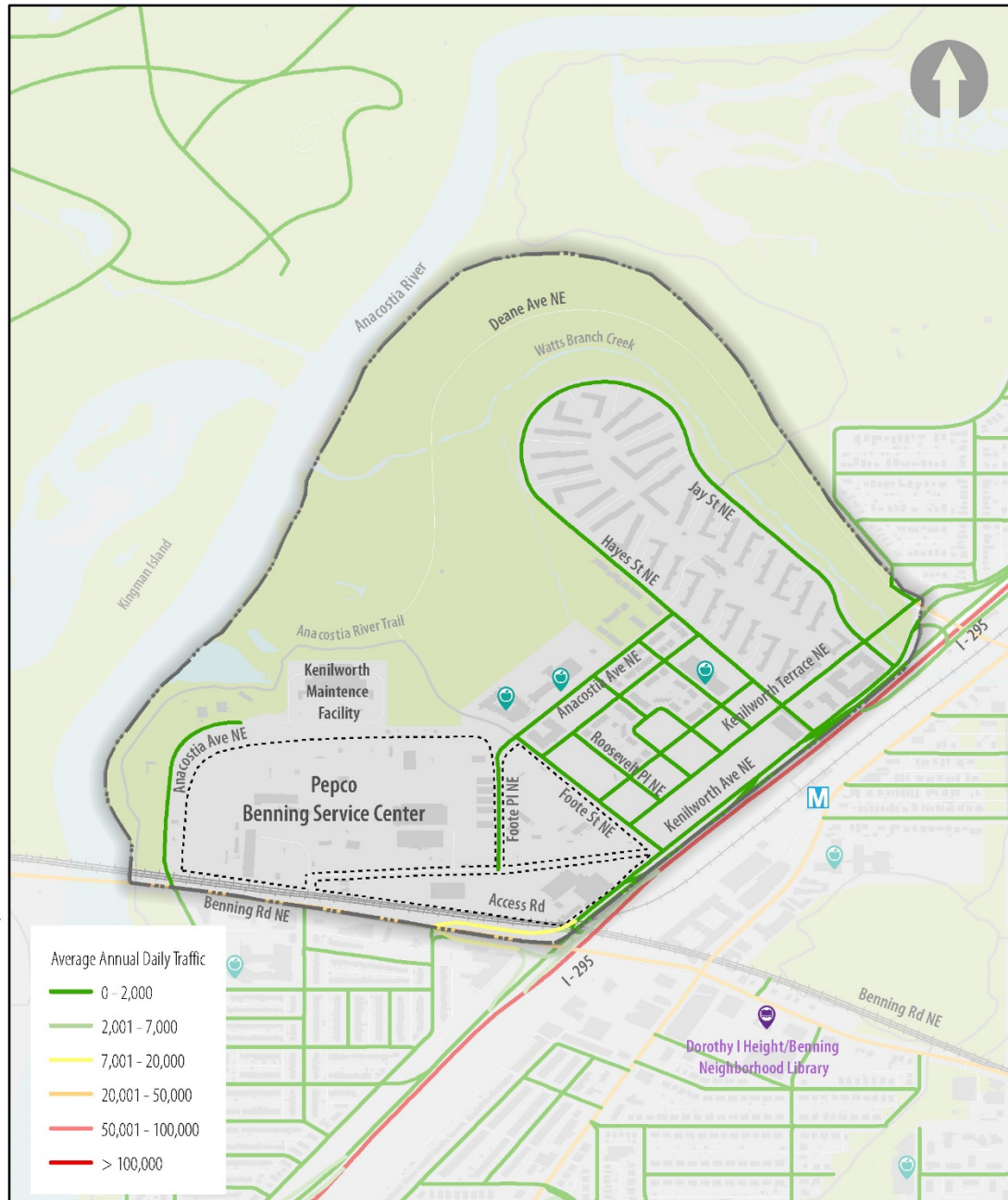
- DC 295, a limited-access highway, to the east, and
 - Benning Road, a principal arterial to the south,
- ...but has limited access to both facilities



Data: "StreetCenterlines" opendata.dc.gov

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Daily Traffic Volumes



Traffic volumes within the study area are very low at less than 2000 vehicles per day

Daily traffic volumes may not be representative of peak-hour traffic conditions

Parkside is bounded by roads carrying some of the highest traffic volume in the District

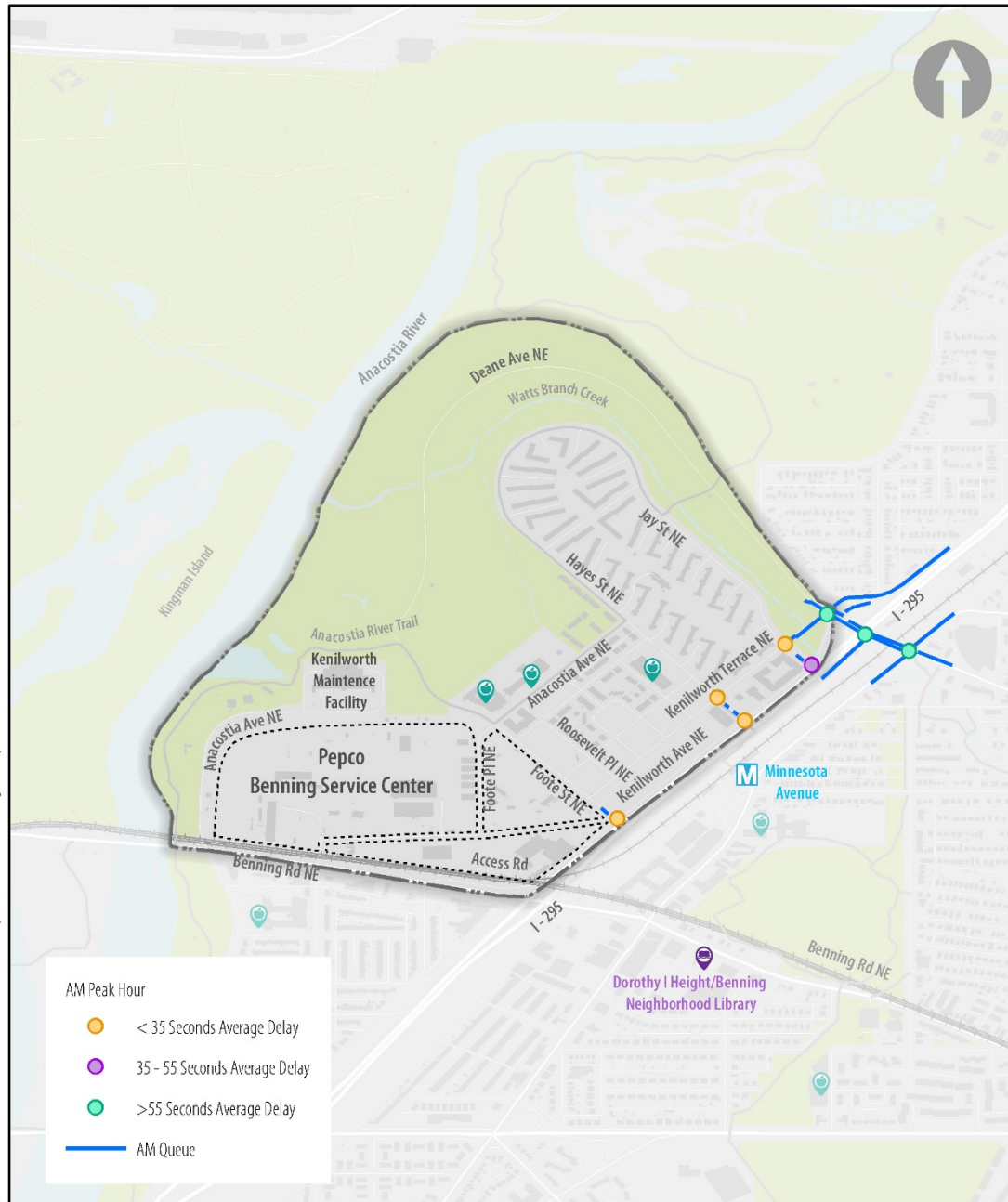
Data: "Traffic Volume 2016" opendata.dc.gov

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Weekday AM Peak Hour: Queue Length and Delay

In the morning, queues on Kenilworth Avenue NE back up towards DC 295

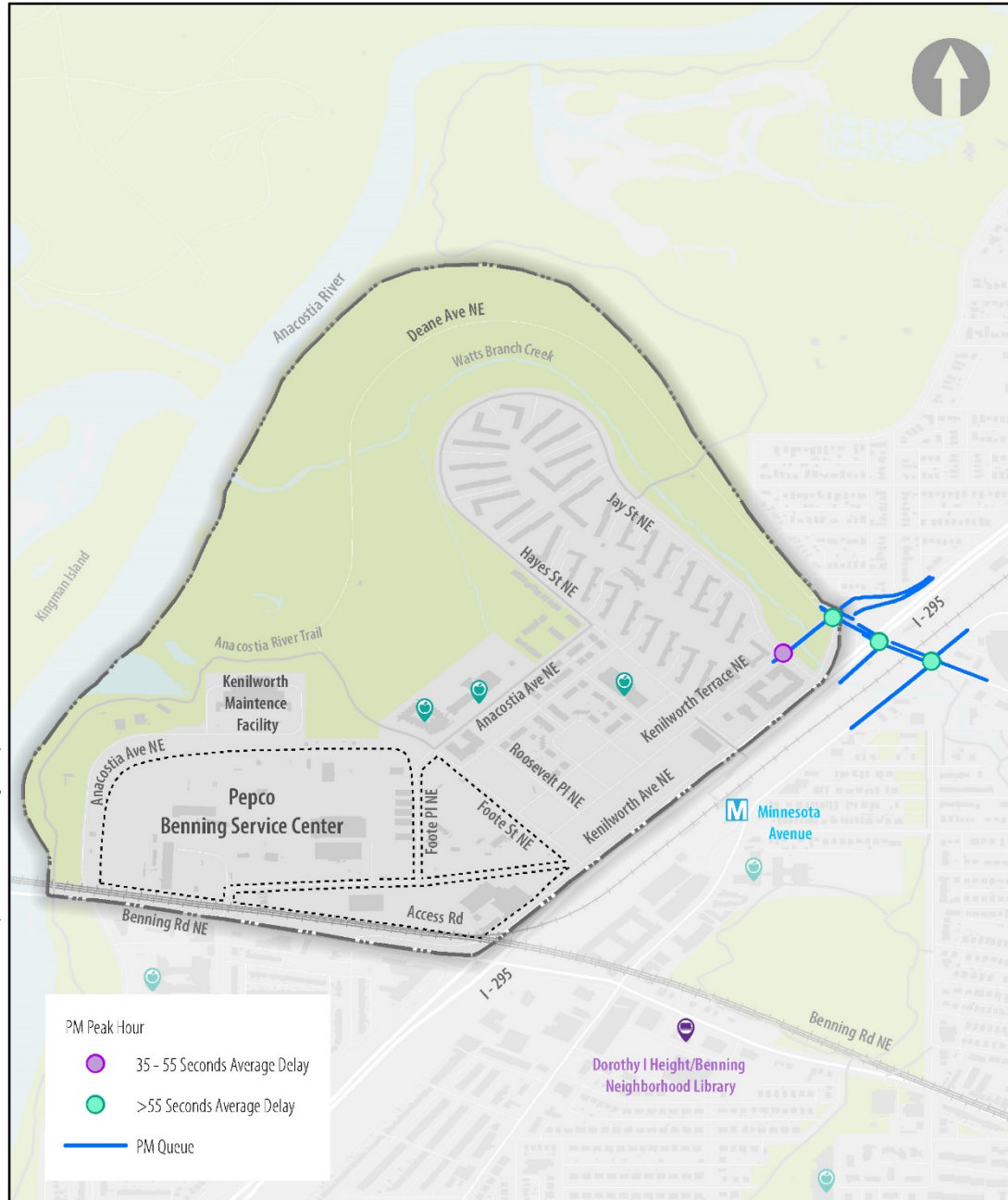
The intersections leading to and from DC 295 and Nannie Helen Burroughs Avenue NE experience average delays of more than 55 seconds per vehicle



Data: Internal Data Collection

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Weekday PM Peak Hour: Queue Length and Delay



With the exception of the northbound traffic queues on Minnesota Avenue NE, the evening queues are shorter than the morning queues

The intersections leading to and from DC 295 and Nannie Helen Burroughs Avenue NE experience average delays of more than 55 seconds per vehicle

Data: Internal Data Collection

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Public Perception of Travel Safety

Vision Zero Incidents



Accessibility Issue



Poor Visibility



Cross Time Too Short



Other Walking Issue



Other Biking Issue



Failure to Stop for Pedestrians



Red Light Running



Stop Sign Running



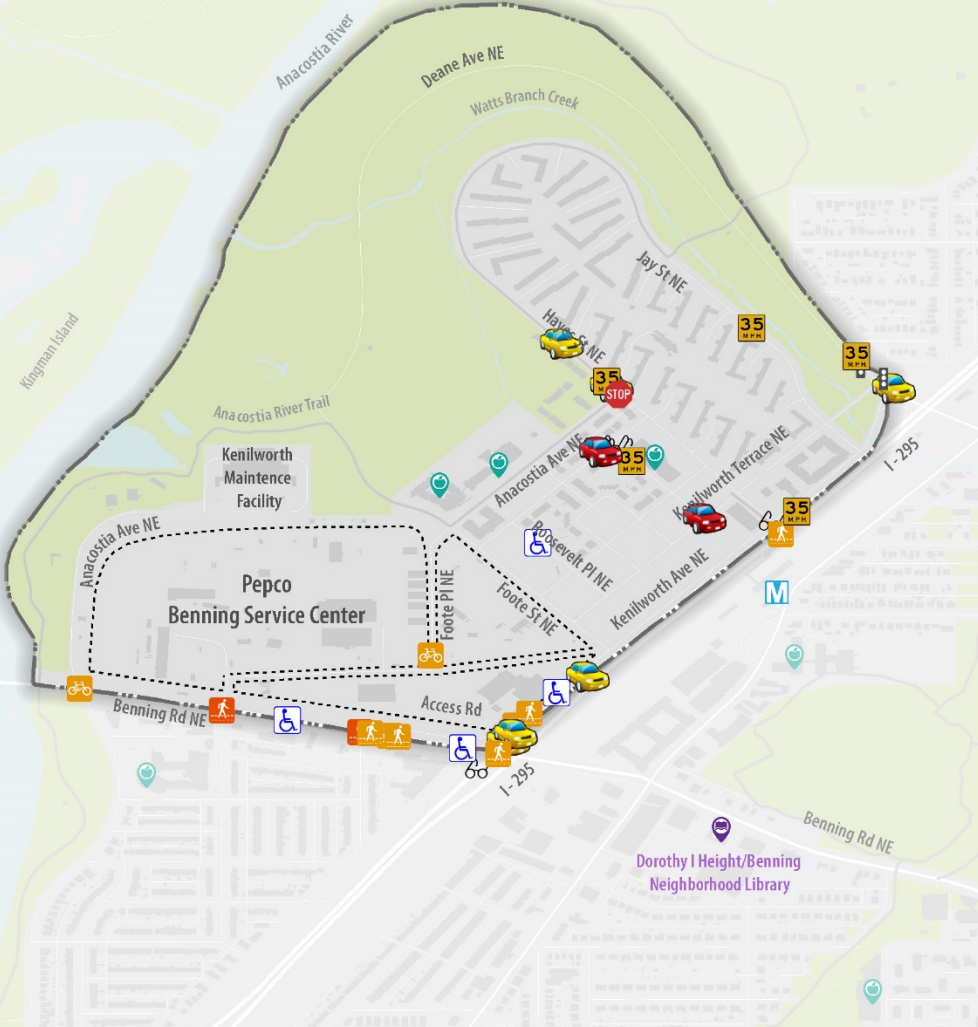
Speeding



Other Driving Issue



Speeding, failure to stop for pedestrians, and stop sign running were all identified as potential traffic safety issues with the study area



Data: "Vision Zero Safety" opendata.dc.gov

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Thank You

STUDY CONTACT

Gabe Onyeador at DDOT

gabe.onyeador@dc.gov

202-671-0590

STAY INFORMED

<https://ddot.dc.gov/page/parkside-access-study>