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
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!

Parkside Access and Circulation Study
Project Team Area Understanding
Project Area

Parkside Access and Circulation Study
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.
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.


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.
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.
Within the study area, between 35 and 55% of households do not own or have access to a private vehicle.
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.
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.
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.
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
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.
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.
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.
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.
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.
Speeding, failure to stop for pedestrians, and stop sign running were all identified as potential traffic safety issues with the study area.
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STAY INFORMED
https://ddot.dc.gov/page/parkside-access-study