






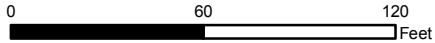
-  **Signalized Intersection**
-  **Traffic Volume Count Location**
- 233** WB Potomac Ave traffic making a right on Pennsylvania Ave. has poor visibility of pedestrians standing at the north side of intersection. A similar conflict exists for EB Potomac Ave. traffic bearing right onto EB Pennsylvania Ave.
- 235** Poor alignment of ADA ramps at SE corner of intersection; no ADA ramp at NE corner; Island is in deteriorated condition.
- 237** Circulation through kiss and ride area is used for Metro employees parking during the day.
- 239** Multiple bus stop locations around this intersection (some for Potomac Ave. and Penn Ave. service) appear to inhibit easy transfers between routes or to the Metro entrance.
- 241** Mid-block pedestrian crossings observed at area with no signal or crosswalk.
- 243** Intersections between 14th St. and Potomac Ave. are not well integrated with signalized intersections at Potomac Ave. and Penn. Ave. "Right Turn Only" sign not obeyed.
- 245** Storage of left turns onto Potomac Ave. from Pennsylvania Avenue.
- 247** Unclear where EB traffic along Potomac Ave. must stop at 14th street or further on at Penn Ave.
- 248** Directionality of signal heads at Penn Ave. and Potomac Ave. is very similar and potentially confusing.
- 249** Pedestrian phases not long enough for full crossing of Penn Ave.
- 250** No bus shelter at EB Penn. Ave.
- 251** Poor pavement condition at Potomac Ave. north side at bus shelters.
- 369** Improve crosswalks and signage

Figure 7-26

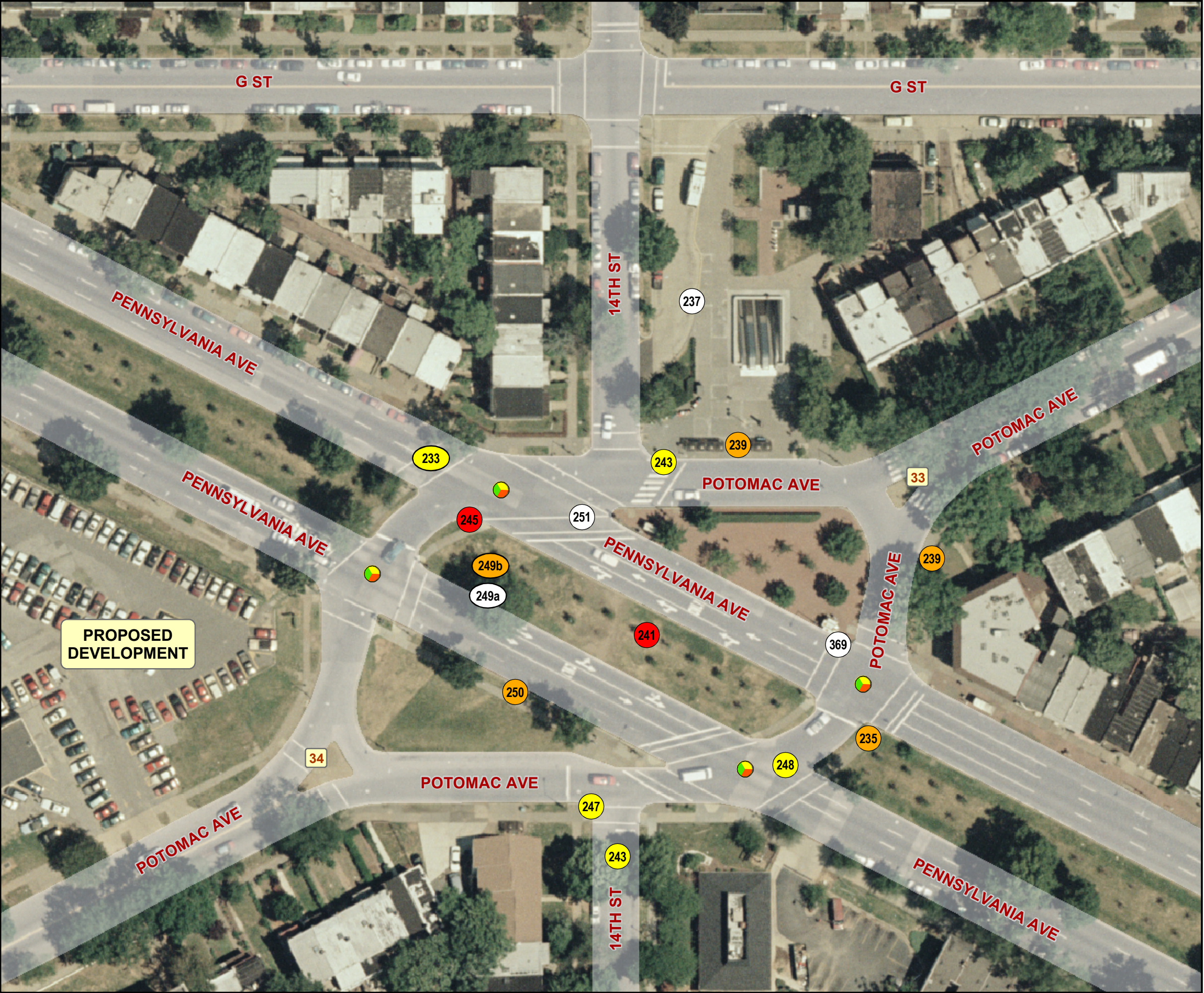
Potential Transportation Problems


Potomac Avenue Metro


 

Capitol Hill Transportation Study

December 2006 Page 57



 **Signalized Intersection**

 **Traffic Volume Count Location**

233 1) Create a separate signal phase for pedestrian.
2) include better signage to indicate crossing pedestrian traffic.

235 Install ADA-Compliant ramps at all crosswalks.

237 No Recommendation.

239 1) Route most buses through north side of intersection in vicinity of Metrorail entrance, using the intersection as a traffic circle. Limited space exists here (2 buses)
2) Use adjacent area along Potomac Ave. east of intersection

241 Move bus stops to common location and consider geometric improvements to this intersection that convert it into a traffic circle allowing greater pedestrian access across and through the intersection. (Refer to Middle Anacostia Transportation Study)

243 Conduct signal movement study at this intersection.

245 Reconfigure intersection as traffic circle where all turns would use Potomac Ave. Refer to Middle Anacostia Transportation Study.

247 An additional signal head could be installed along Potomac Ave.


248 Reorient or reposition signal heads.


249a 1) Extend phase so pedestrians can cross entire intersection.
2) Install signage warning motorist of pedestrian crossings.
3) Paint all crosswalks with highly visible ladder-style pattern as appropriate.
4) Improve enforcement at this location.


249b Consider traffic calming improvements such as curb extensions, textured pavements, raised crosswalks.


250 Install shelter.


251 If pavement and road subbase conditions warrant, repaving or reconstruction of road may be suitable.

 Priority Short Term Improvements

 Short Term Improvements

 Medium Term Improvements

 Long Term Improvements

 Time frame to be determined