

EXECUTIVE SUMMARY

SECTION 1

EXECUTIVE SUMMARY

New York Avenue NE is a six-lane principal arterial roadway that functions as a primary gateway from Maryland to downtown Washington D.C. The existing condition of the corridor is vehicle-centric, with insufficient pedestrian and bicycle accommodations to meet current demand and future growth. In October 2016, the District Department of Transportation (DDOT) initiated the year-long New York Avenue NE Streetscape and Trail Project (Project) to facilitate multimodal opportunities and unify the corridor with streetscape improvements. Goals of this Project include improving pedestrian facilities, bicycle accommodations, and safety along New York Avenue NE. The Project limits extend along New York Avenue NE between Florida Avenue NE and Bladensburg Road NE and extend south of New York Avenue NE from NoMa-Gallaudet U Metro Station to the U.S. National Arboretum (the Arboretum). Details about the Project area are shown in **Figure 1**.

EXTENSIVE PUBLIC AND STAKEHOLDER ENGAGEMENT

The Project Team developed design concepts that address the pedestrian and bicyclist needs of this important corridor. These concepts were refined based on extensive public engagement including:

- Four (4) community meetings held in locations throughout the corridor.
- Two (2) on-site public engagement events.
- Four (4) interagency meetings.

Considering input from stakeholders and the community, each concept was evaluated for its ability to achieve the Project goals. Public outreach was communicated through direct mailings, online, and in-person to reach the widest constituency as possible. The public outreach is further defined in **Section 3** of this report.

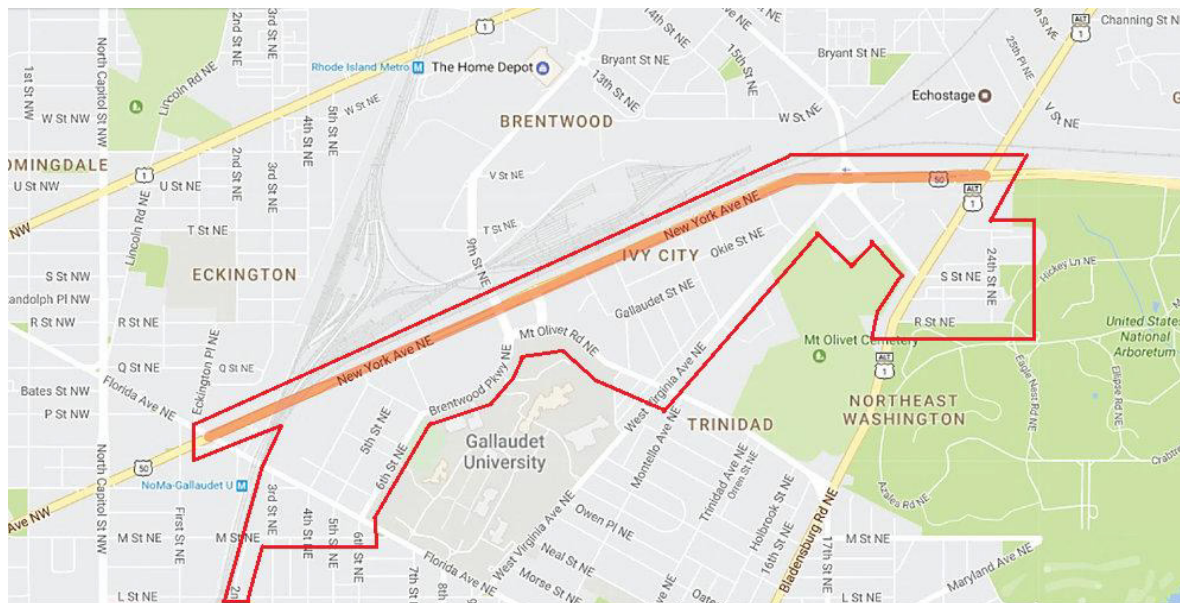


Figure 1: Project Area

DESIGN CONCEPT SUMMARY

The selected design concept includes streetscape improvements throughout the Project Limits with substantially new facilities for pedestrians and bicyclists located on the north side of New York Avenue NE from the 4th Street NE intersection to 16th Street NE intersection. The streetscape improvements improve safety and visibility for all, while preserving the vehicle capacity of the roadway. The preferred design concept is further discussed in **Section 5**. This concept includes:

- Bicycle Improvements: Raised two-way cycle track on the north side of New York Avenue NE, a continuous bicycle route between the

Metropolitan Branch Trail (MBT) and the Arboretum, and improved pavement markings, road crossings, and signage.

- Pedestrian Improvements: New sidewalks that fill in the gaps between missing segments, updated intersection designs, and new wayfinding signage and street furniture.
- Green Infrastructure: Opportunities to implement Low Impact Development (LID) strategies, permeable pavements and bioretention facilities that will reduce the amount of impervious surfaces and stormwater runoff.
- Landscaping: Enhance the overall character and sense of community with plantings of over three hundred (300) street trees, shrubs, and groundcover.
- Lighting: New LED Standard DDOT fixtures for the roadway, pedestrian, and bicycle facilities that will enhance the natural surveillance by all users.



Figure 3: Conceptual rendering of north side New York Avenue NE streetscape from Fairview Avenue NE to 16th Street NE.

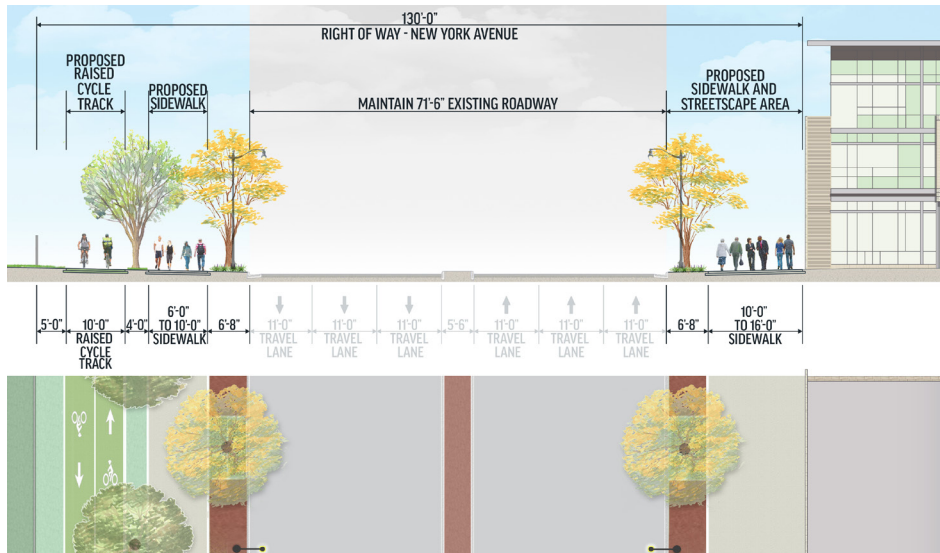


Figure 2: Typical streetscape section of the preferred concept of New York Avenue NE between 4th Street NE and 16th Street NE, excluding the intersection at 9th Street NE Bridge.

New York Avenue NE	Existing	Proposed
New Sidewalk Connections	NA	3,800 LF
ADA Compliant Sidewalk	4,400 LF	18,600 LF
ADA Compliant Sidewalk Ramps	8	86
ADA Compliant Driveway Crossings	10	41
Separated Bicycle Facilities	0 LF	5,265 LF
Street Trees	102	332
Bio-Retention Facilities	0	29
Consistent Light Fixture Design	No	Yes

Figure 4: Improvements along New York Avenue NE.

NEXT STEPS

The following next steps should be taken to ensure that the improvements to New York Avenue are achieved:

- **Right of Way (ROW):** Generally, the proposed streetscape improvements fit within the existing DDOT roadway right of way. Several permitted and non-permitted private encroachments onto the roadway right of way must be removed in order to accommodate the proposed improvements. The proposed off New York Avenue NE bicycle accommodations along the roadway network are within the existing roadway right of way. Several of the proposed connections to the MBT will require property acquisition. See **Section 4** and **Section 5** for additional detail.
- **Construction Cost Estimation:** The construction cost estimate for the selected design concept is approximately \$27 million. This cost is in 2017 dollars and does not include final engineering, right of way, and construction inspection costs. See **Section 5** for additional details.
- **Phasing Plan:** The Project Team developed a strategy outlining how construction could be phased into six (6) construction projects in the event that the Project is not constructed under a single phase. The phasing plan would be implemented in the case that circumstances arise, such as conflicting adjacent project schedules and issues due to funding availability (**Figure 6**). See **Section 6** for additional details.
- **Future Studies and Projects:** Through the public process and technical review of the Project Area, the Project Team identified and recommended seven (7) additional projects in the surrounding community. The recommendations can be found in **Section 6**.

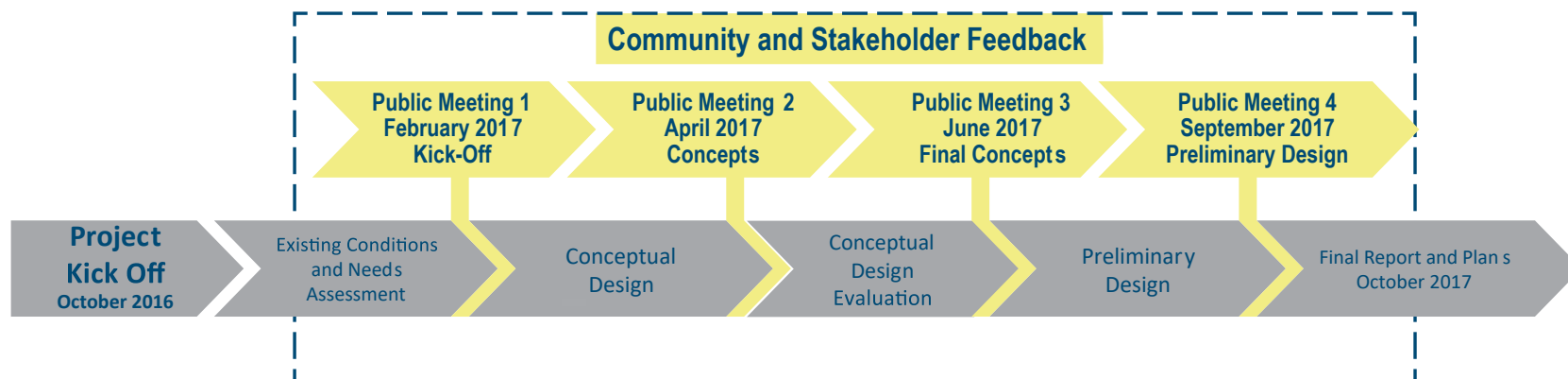
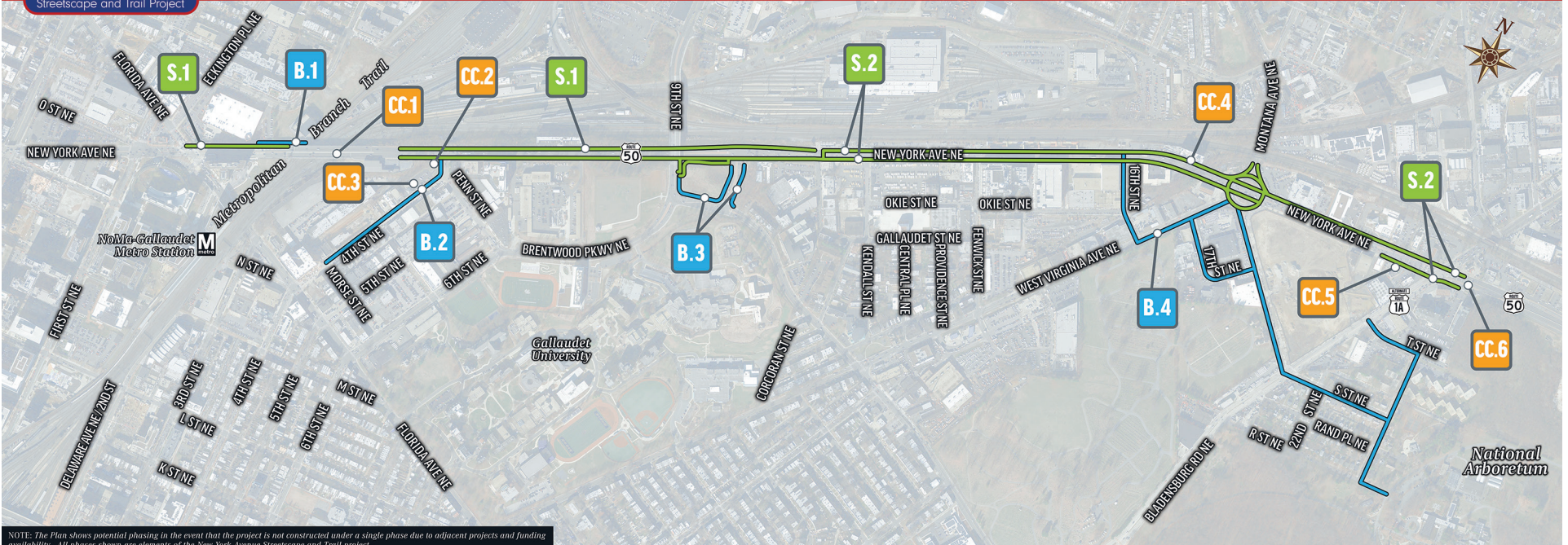


Figure 5: Project Timeline



NOTE: The Plan shows potential phasing in the event that the project is not constructed under a single phase due to adjacent projects and funding availability. All phases shown are elements of the New York Avenue Streetscape and Trail project.

STREETSCAPE FOCUSED PHASE		BICYCLE FACILITY FOCUSED PHASE			
PHASE - S.1 New York Avenue NE Streetscape between Florida Avenue NE and Fairview Avenue NE	PHASE - S.2 New York Avenue NE Streetscape and Cycle Track Improvements between the Fairview Avenue NE and Bladensburg Road NE	PHASE - B.1 Metropolitan Branch Trail Connections to New York Avenue	PHASE - B.2 4th Street NE Bicycle Improvements	PHASE - B.3 Improved and widened sidewalks at 9th Street NE / Mount Olivet Road to New York Avenue NE	PHASE - B.4 Off-New York Avenue Bicycle Connections (16th Street NE to National Arboretum)
CONCEPT CONSIDERATIONS					
CONCEPT CONSIDERATION - CC.1 New York Avenue Bridge Bicycle Infrastructure	CONCEPT CONSIDERATION - CC.2 Multimodal Tunnel Under New York Avenue	CONCEPT CONSIDERATION - CC.3 Multimodal Connection at 1348 4th Street NE	CONCEPT CONSIDERATION - CC.4 New York Avenue Raised Cycle Track Extension to Montana Avenue	CONCEPT CONSIDERATION - CC.5 New City Bicycle Facilities Extension to Bladensburg Road	CONCEPT CONSIDERATION - CC.6 Bladensburg Road to South Dakota Multimodal Connection

Figure 6: Construction Phasing Plan