

Maryland Avenue, NE
Project
Historic Preservation
Stakeholders Meeting




November 17, 2014

George Branyan
Pedestrian Program Coordinator
District Department of Transportation

Meeting Overview



- Project Overview
 - Purpose and Need
 - Project Area
 - Alternative Concept Plans
 - Alternative 2
 - Alternative 3
 - Discussion of historic preservation effects
- 


Project Purpose and Need:

- Project Purpose:
 - The purpose of the project is to improve multi-modal safety and access on the Maryland Avenue, NE corridor by calming travel speeds, turning speeds, shortening pedestrian crossing distances, providing pedestrian refuge islands, and providing new bicycle facilities.
- Project Need:
 - Pedestrian Safety and Access. Pedestrian safety crossing Maryland Avenue is an issue for accessing civic uses, including the Northeast Branch Library, Stanton Park, and schools on either side of Maryland Avenue, and transit. The diagonal alignment of Maryland Avenue also creates “soft” right turn geometries that allow relatively high-speed turns that create hazards for pedestrians crossing side streets.
 - Vehicular Safety. Crash rates have increased in the corridor from 2005-2012 and speeding by motorists along the corridor, especially in the off-peak periods.
 - Bicycle Access. There is a lack of designated east-west bicycle facilities in the broader neighborhood. A bicycle lane on Maryland Avenue is recommended in the 2005 Bicycle Master Plan and the Bicycle Element of MoveDC (2014).

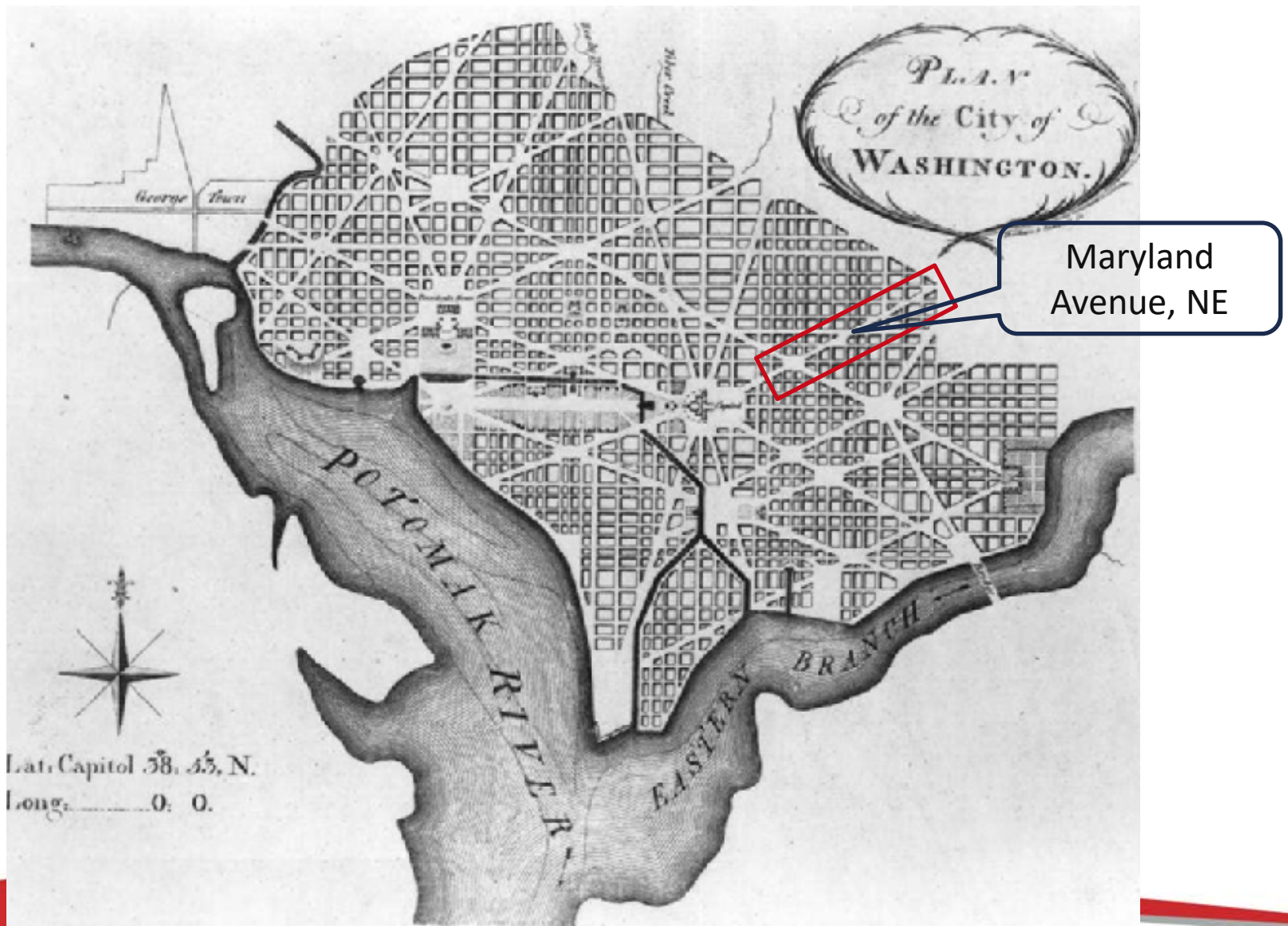
Maryland Avenue Project Area



Key Transportation Safety Issues:

- Increasing number/rate of crashes
 - Speed-related crashes
 - Turning-related crashes
 - “Multiple-threat” crash risk at uncontrolled pedestrian crossings
 - Long crossing distances for pedestrians
 - Substandard sight lines
- 

L'Enfant Plan of 1791, National Register of Historic Places



Historical Perspective on Maryland Avenue NE



Maryland Ave. and 12th Street, 1909-1932

Maryland Ave. between 14th and 15th Streets NE

4 ft. wide
concrete
median

Original wide
planted
median (NPS)

1947



Maryland Avenue in 1951: Two travel lanes and wide median



- 2005
- 2002
- 1980
- 1964
- 1963
- 1957
- 1951
- 1949
- Topos
- T1992
- T1988
- T1984
- T1983
- T1979
- T1971
- T1966
- T1962
- T1961
- T1959
- T1951
- T1945
- T1943

Maryland Avenue at
7th and D Streets, NE

Maryland Avenue in 1951: Two travel lanes and wide median

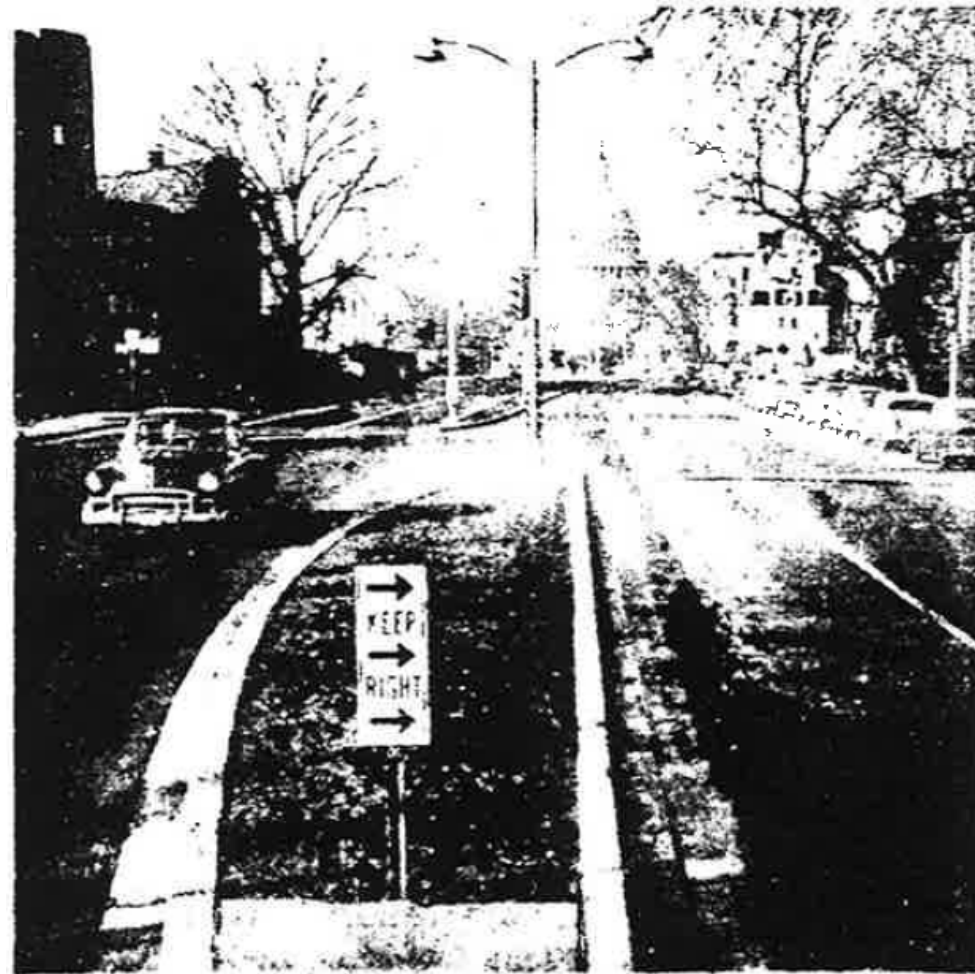
- 2002
- 1980
- 1964
- 1963
- 1957
- 1951
- 1949
- Topos
- T1992
- T1988
- T1984
- T1983
- T1979
- T1971
- T1966
- T1962
- T1961
- T1959
- T1951
- T1945
- T1943
- T1938



Maryland Avenue at 8th Street, NE

Historical Perspective on Maryland Avenue NE

- How has Maryland Avenue changed over time?
- Photo shows addition of new traffic islands, signals, and streetlights between 2nd and 3rd Streets on Maryland Ave. in 1956 (*The Evening Star*)



NEW TRAFFIC IMPROVEMENTS NEAR CAPITOL

These new traffic lights, street islands and special lanes to channelize traffic through intersections are part of many improvements to ease traffic to and from the new East Capitol Street Bridge. Some traffic lights were turned on for the first time today. The scene looks westward on Maryland Avenue N.E. toward Second Street and Constitution Avenue.—Star Staff Photo.

50 Area Projects Put Drivers on Defensive

Have you been wondering lately why your way to work has been invaded by bulldozers?

Does a bumper bumper line the same every day—where will it be closed? About 25 highway and sewer projects are a way in the Washington Metropolitan area. The Star today brings a non-flourishing series of bits of the projects and their tentative completion dates when possible. Another list will appear next month.

The list follows:

District of Columbia

Military road, between Twenty-seventh street and Nighthawk avenue N.W.—Widening and paving work; traffic restricted to one-way traffic; tentative completion time between 20 and 45 days.

Military road, Thirtieth to Twenty-seventh streets N.W.—Widening and paving along with construction of bridges at Sixteenth street and Logan Circle; 60 days.

Mississippi road, New York avenue to Seventeenth street N.E.—Widening and repaving; about 1 year.

New York avenue N.W., Seventeenth street N.W. to First street N.E.—Widening and paving; time of five months.

Rock Island avenue N.W., Logan circle to Fourth street N.E.—Traffic work and time to be moved; widening and repaving; 30 months; entire project will run from the District line.

Maryland avenue—Work on Fifteenth street—Completed; work with widening completed; June 21.

Southern avenue, Capitol square to River road—Widening and paving; six to eight months.

Park place N.W., Rock Creek Church road to Michigan avenue—Widening and paving; traffic diverted to Warder street; 30 days.

Ferry-ninth street and Massachusetts avenue N.E.—3000 water sewer project; one-way traffic restricted to traffic for parking work; completion this work.

Ferry-ninth and Young streets N.W.—Closed for seven water sewer project, which will progress eastward from Ferry-ninth to Ferry-ninth, eastward to Ferry-ninth to Alden street; 30 months.

Redwood terrace, South Capitol street to Sixth street N.E.—No traffic restrictions.

Columbia road, Wisconsin street to Connecticut avenue N.E.—Construction work; 20 to 40 days.

Essex road, Quebec to Van Ness streets N.W.—First layer of asphalt paving; traffic restricted except during rush hours; 30 days.

Thirteenth street N.W., Massachusetts to California—Widening and paving; traffic diverted to Iowa avenue—Four months; Pennsylvania street route; 30 days.

Connecticut avenue N.E., between Delaware avenue and First street, and east side of

Hampshire avenue, Connecticut to Van Ness streets N.W.—Widening and paving; traffic restricted to one-way traffic; with main contractor this work will be completed along the parallel Eleventh and Thirtieth streets; January 1, 1960.

Fourth street N.E., Florida avenue to Stanton park—Repaving; open to south-bound traffic; June 20.

North Capitol street, Wisconsin street to Bladensburg road—Widening and paving; traffic restricted to one-way traffic; tentative completion time between 20 and 45 days.

Whelan road, Madison line to Barnhart road—Improvement of existing roadway; level to traffic; completion 1 year.

Marl-Crest, Madison line to Temple road—Improvement of existing roadway; level to traffic; completion, 1 year.

Whelan road, Madison line to Barnhart road—Improvement of existing roadway; level to traffic; completion, 1 year.

Marl-Crest, Madison line to Temple road—Improvement of existing roadway; level to traffic; completion, 1 year.

Marl-Crest, Madison line to Temple road—Improvement of existing roadway; level to traffic; completion, 1 year.

Marl-Crest, Madison line to Temple road—Improvement of existing roadway; level to traffic; completion, 1 year.

Fairfax County

Route 113—Two lane main line; no existing pavement disturbed; completion time June 1.

Route 113—Grading and base construction on two lanes; November 1.

Route 413—Bridge construction, grading and drainage improvements; no existing traffic at

Route 113—Two lane main line; no existing pavement disturbed; completion time June 1.

Route 113—Grading and base construction on two lanes; November 1.

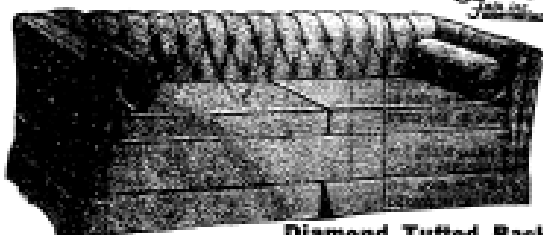
closed, the completion date for traffic, completion date being paved; ready for traffic, paved, and grade corrected, traffic allowed, to be completed.

THE EVENING STAR

Washington, D. C., Wednesday, June 3, 1959

Maryland avenue N.E., Sixth to Fifteenth streets—Repaving work with widening completed; June 21.

ON CLEARANCE OF ONE-OF-A-KIND ITEMS
LIVING ROOM, BEDROOM, DINING ROOM, CLOSET



Diamond Tufted Back 90-in. TRADITIONAL SOFA \$118

Your selection will be made to order in your choice of the American and imported fabrics in attractive finishes, expertly tailored, at discount prices. Sofas, chairs, sleepers and recliners are from America's most famous shops reserved for their workmanship and attention to the smallest detail.

Furniture Fair Inc.
Small Furniture, Fine Quality

McLEAN, VA. • EL. 6-4300

BUDGET TERMS
Available on Approved Credit
Inquire Regarding Our Double Money-Back Guarantee

OPEN WEEKDAY NIGHTS TO 9 P.M.
SATURDAY TO 6 P.M.

Shop Nights and Park With Ease on Our Own Spacious Parking Lot Adjacent Store



Special
Charter
Membership

\$1.00

PER WEEK FIRST
226 MEMBERS

INTRODUCTORY OFFER
THE FAMOUS FIGURETTE GUARANTEE

4 MONTHS FREE
If you fail to get the following results in 30 days:

WEIGHT	UNDERWEIGHT
Over 10 Pounds	Less Than 10 Pounds
10 Pounds or More	10 Pounds or More
Less Than 10 Pounds	10 Pounds or More
10 Pounds or More	10 Pounds or More

WASHINGTON
STUDIO
1614 F St.
N.W.

ME. 8-5166

FIGURETTE

THE AUTHORITY FETTER CARRYING CHAIR OF WOMEN'S GLAMORIZING SALONS

Woodward & Lothrop

Where counter and quality are traditional.

Quality and Value
Guaranteed
Less Than
5¢
Steps



Maryland Avenue in 1964: Four travel lanes and narrow median

- 2005
- 2002
- 1980
- 1964
- 1963
- 1957
- 1951
- 1949
- Topos
- T1992
- T1988
- T1984
- T1983
- T1979
- T1971
- T1966
- T1962
- T1961
- T1959
- T1951
- T1945
- T1943





**MARYLAND AVENUE
PERMANENT CONCEPT PLANS**

**ALTERNATIVES:
NO-BUILD (EXISTING)
ALTERNATIVE 2
ALTERNATIVE 3**

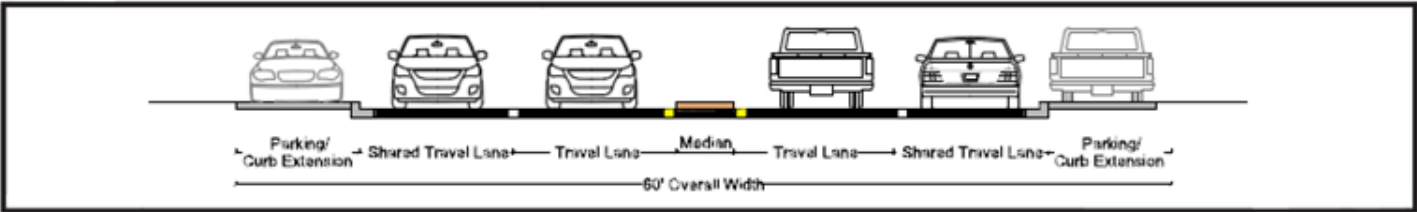
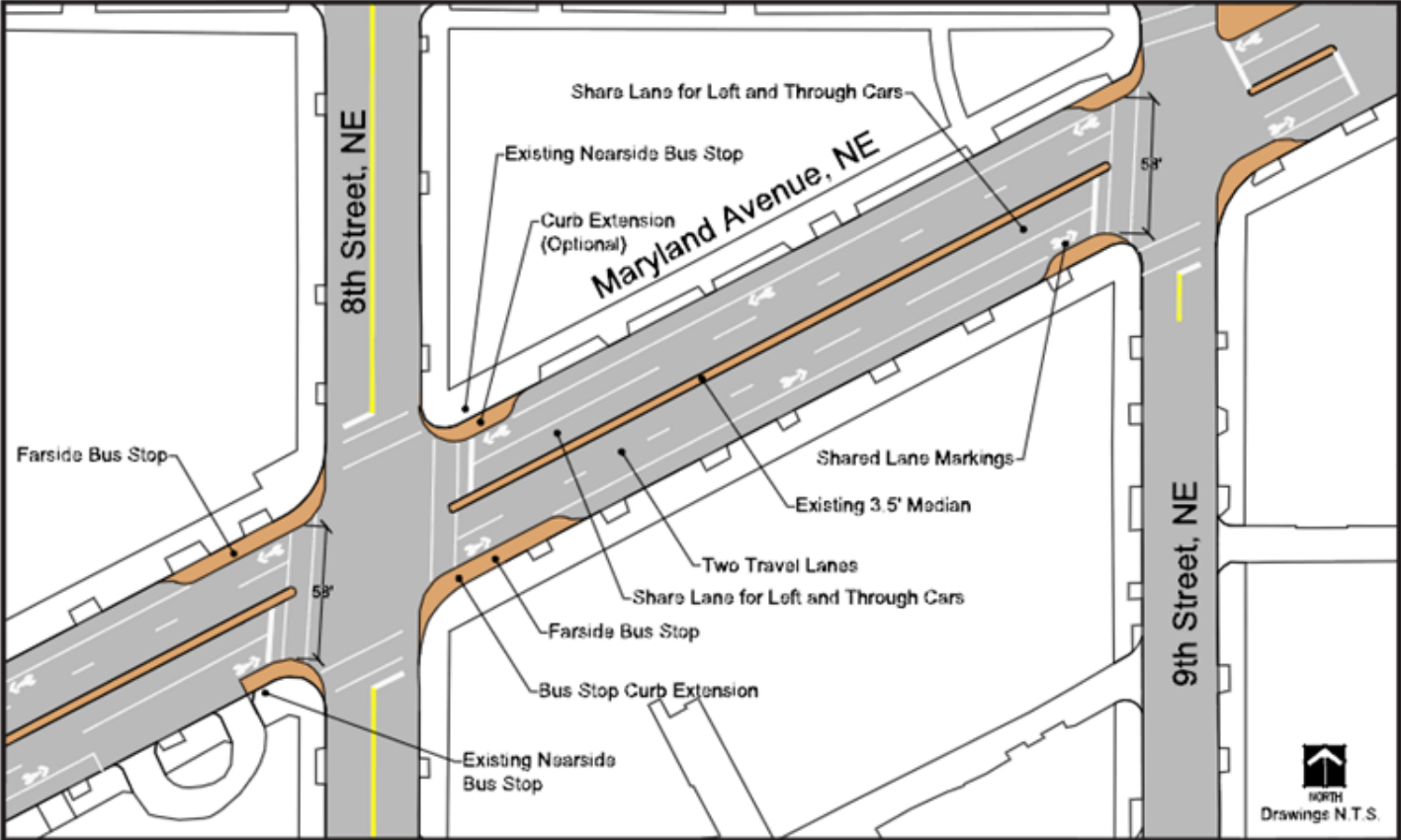




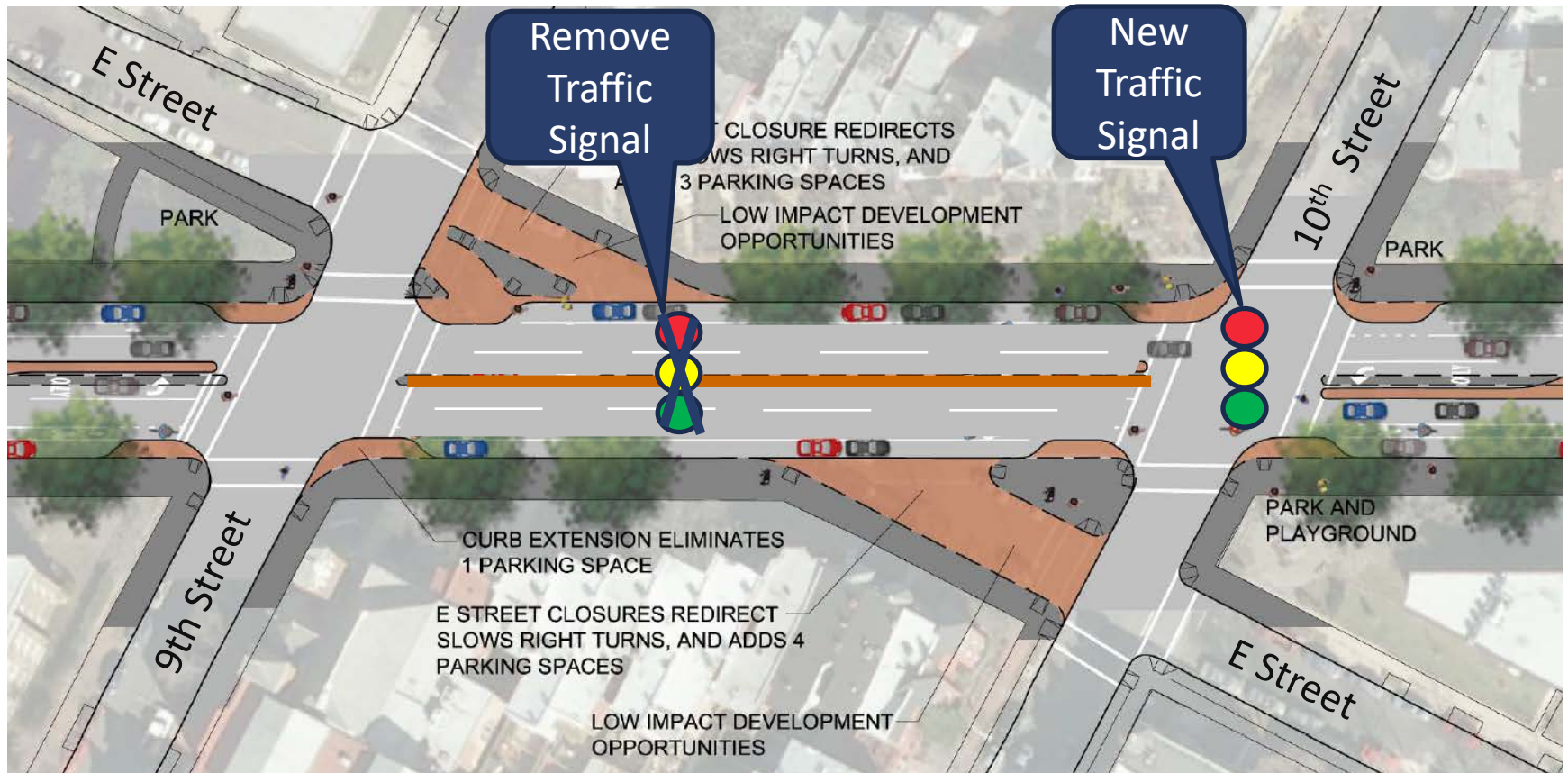
ALTERNATIVE 2



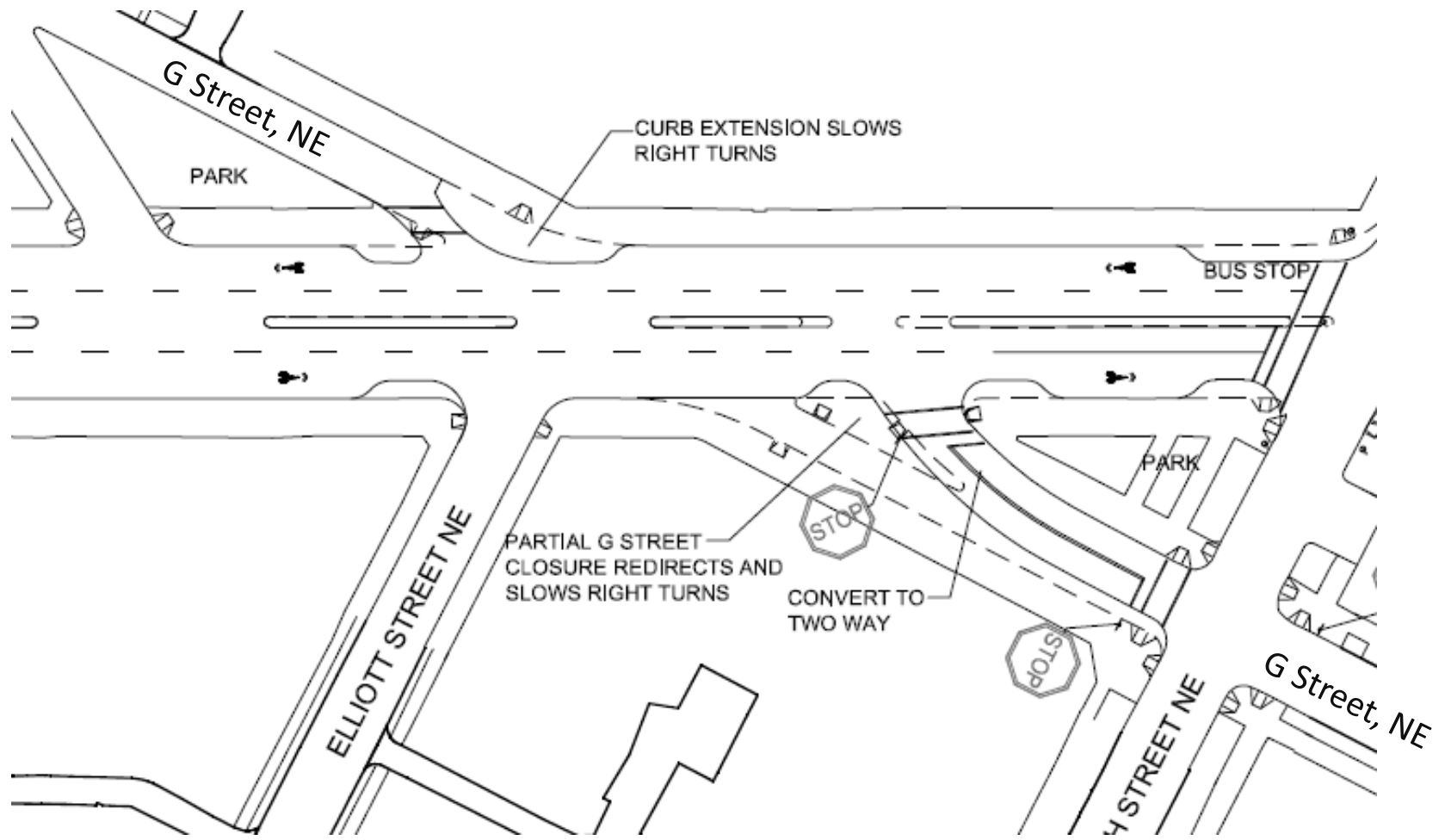
Alternative 2- Retains 4 lanes. Adds curb extensions to shorten crossings, slow turning vehicles



Alternative 2- E Street & 9th and 10th Streets:



Alternative 2- Elliott and G Streets

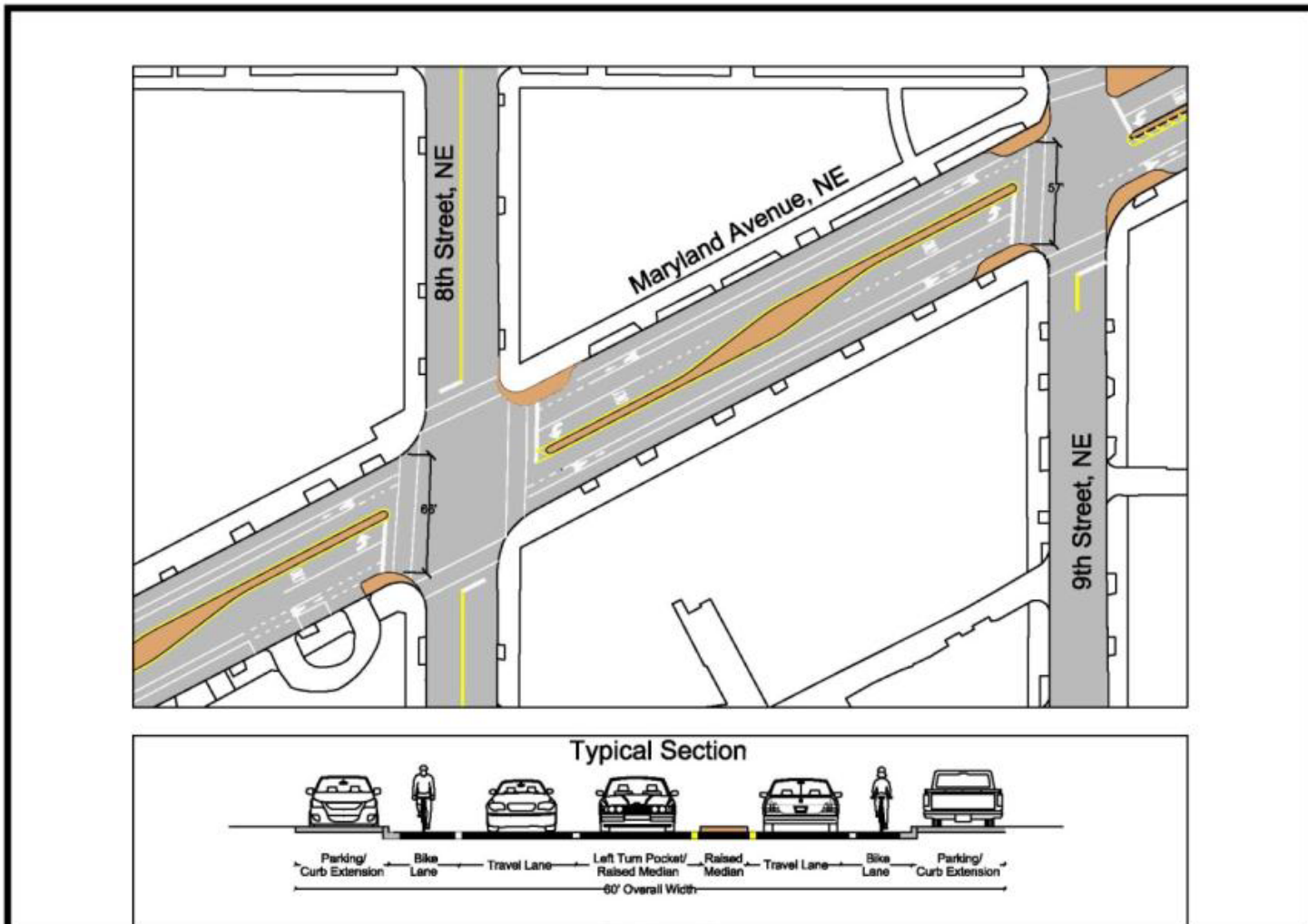




ALTERNATIVE 3



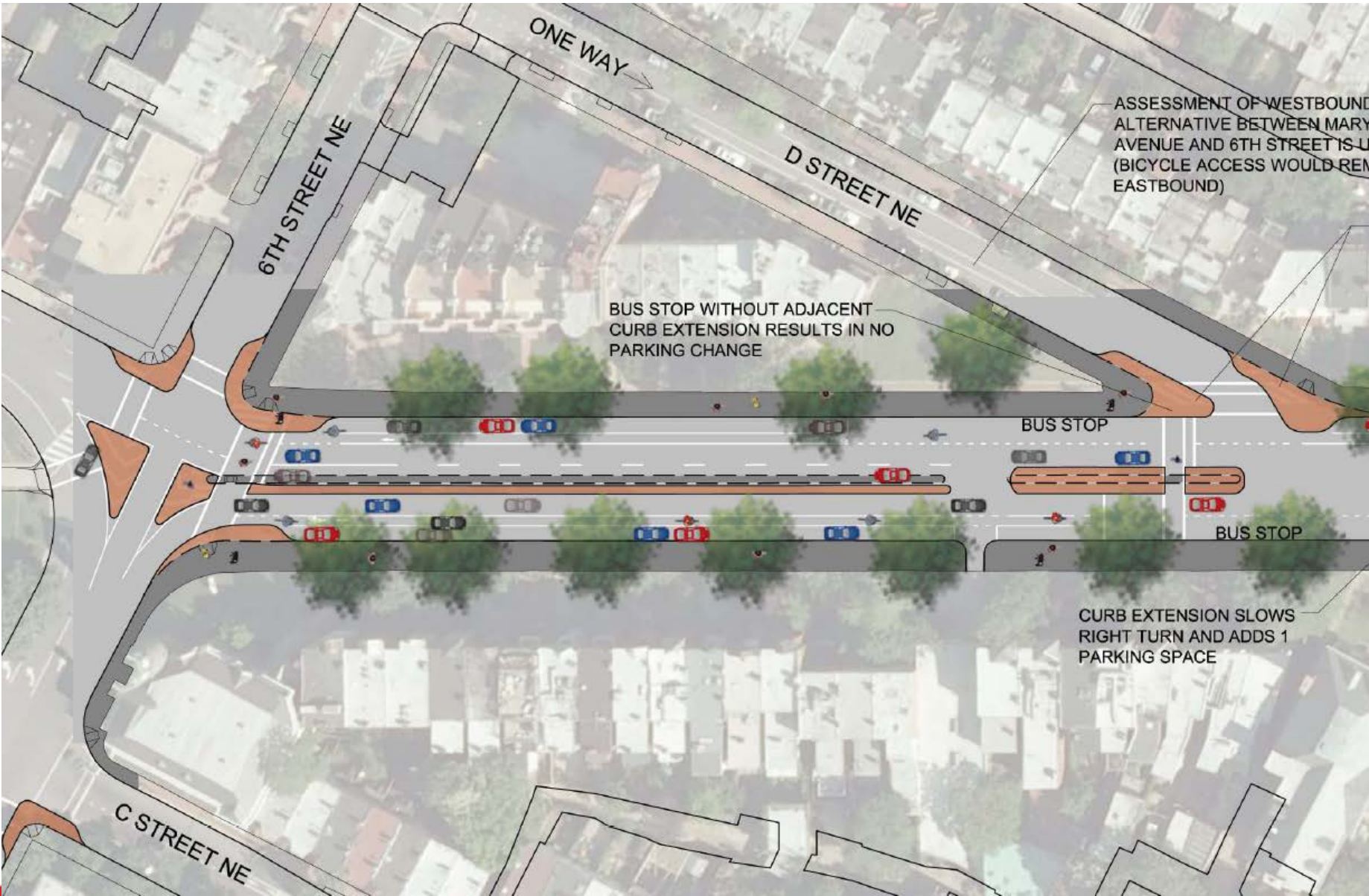
Alternative 3- Removes 2 travel lanes, adds wide median, left turn pockets, bike lanes, curb extensions to shorten crossings to slow turning vehicles



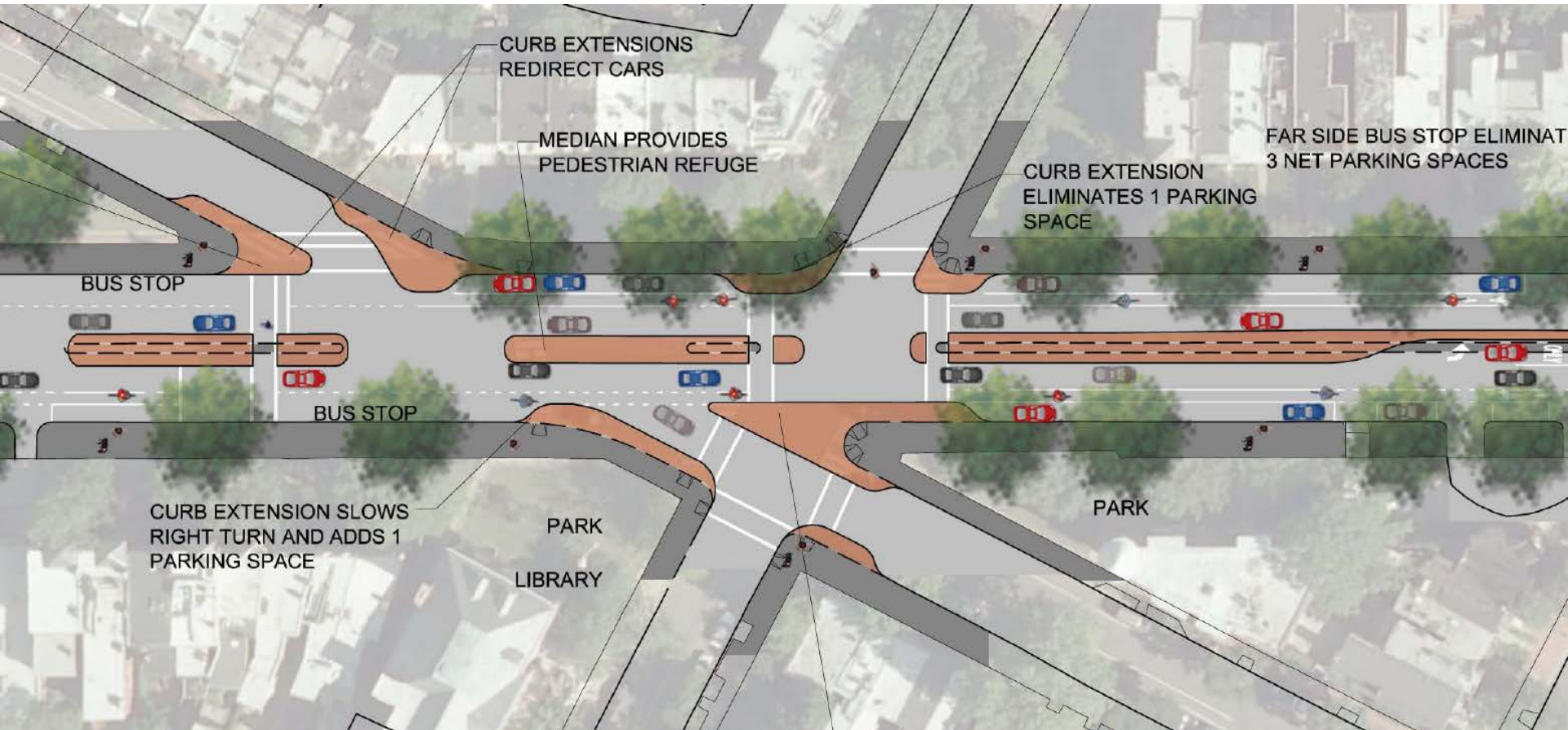
Alternative 3 - 3rd Street and around Stanton Park to 6th Street:



Alternative 3– 6th Street to D Street:



Alternative 3 - 7th/D St. cluster:

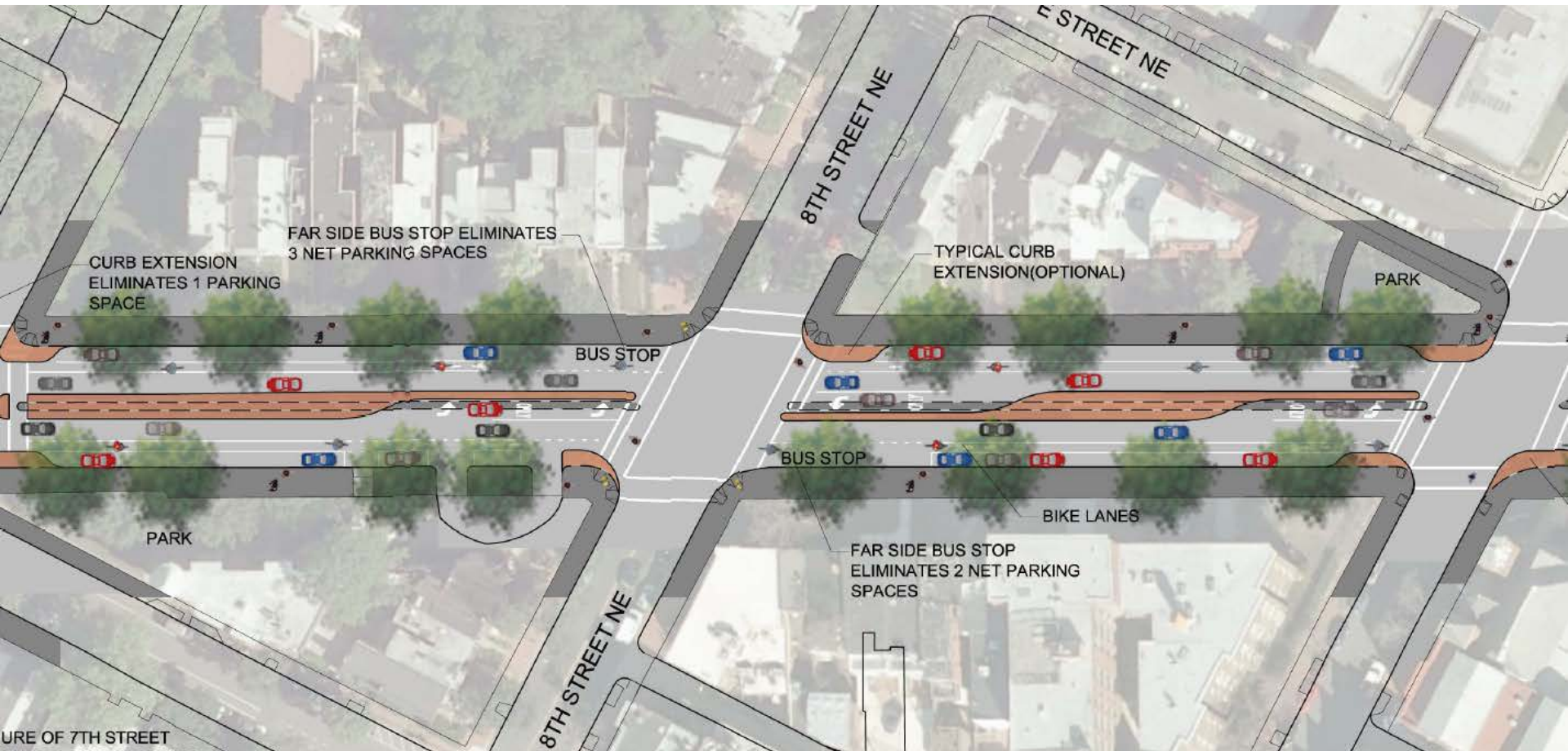


- Retains elements of the existing temporary safety treatment

Alternative 3 - 7th/D/MD Rendering:

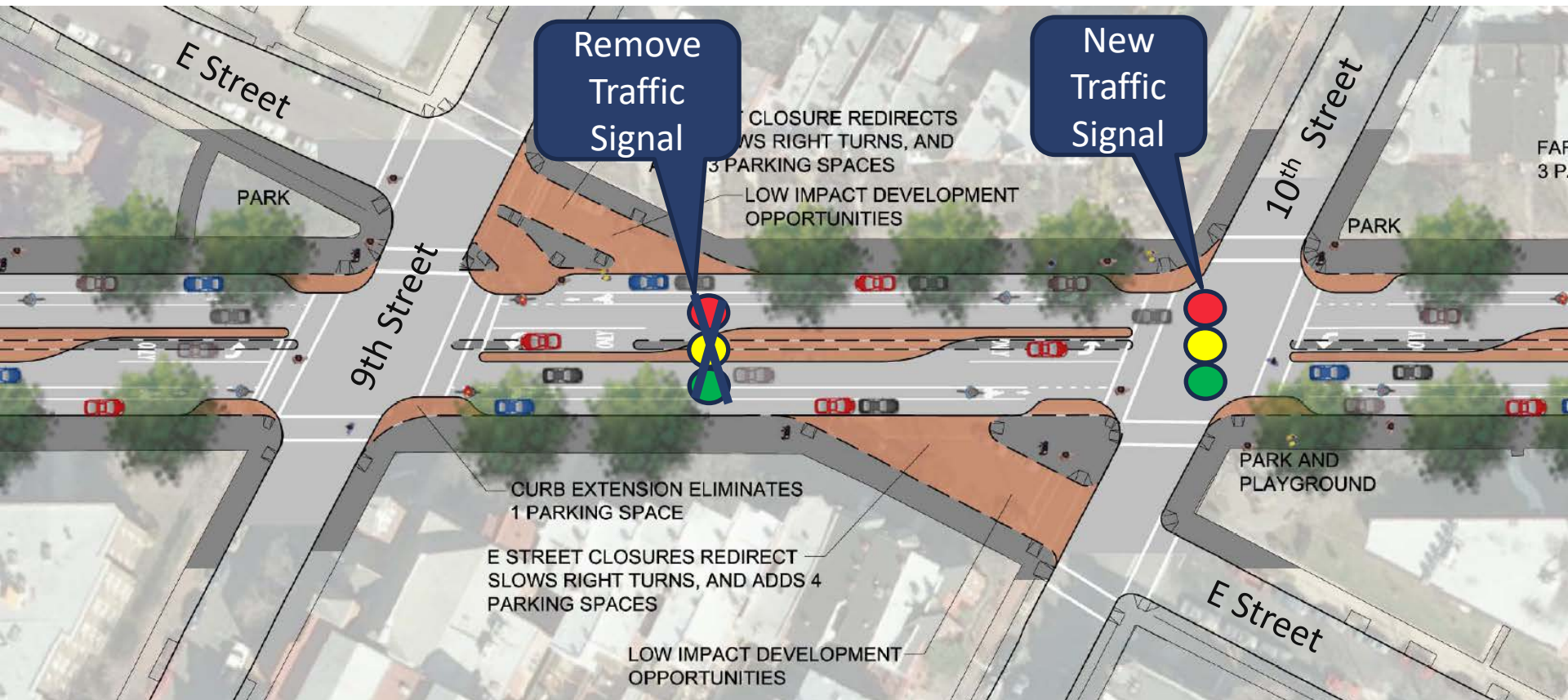


Alternative 3 - 7th to 9th Street:



- Note: narrow median adjacent to turn lanes will be omitted throughout the corridor.

Alternative 3 - E St./9th/10th/MD



- Removal of E St. traffic signal and median cut
- Traffic signal proposed for 10th and Maryland

Alternative 3 at 9th/10th/E and Maryland:



Rendering illustrates the uninterrupted “view-shed” of historic L'Enfant plan.

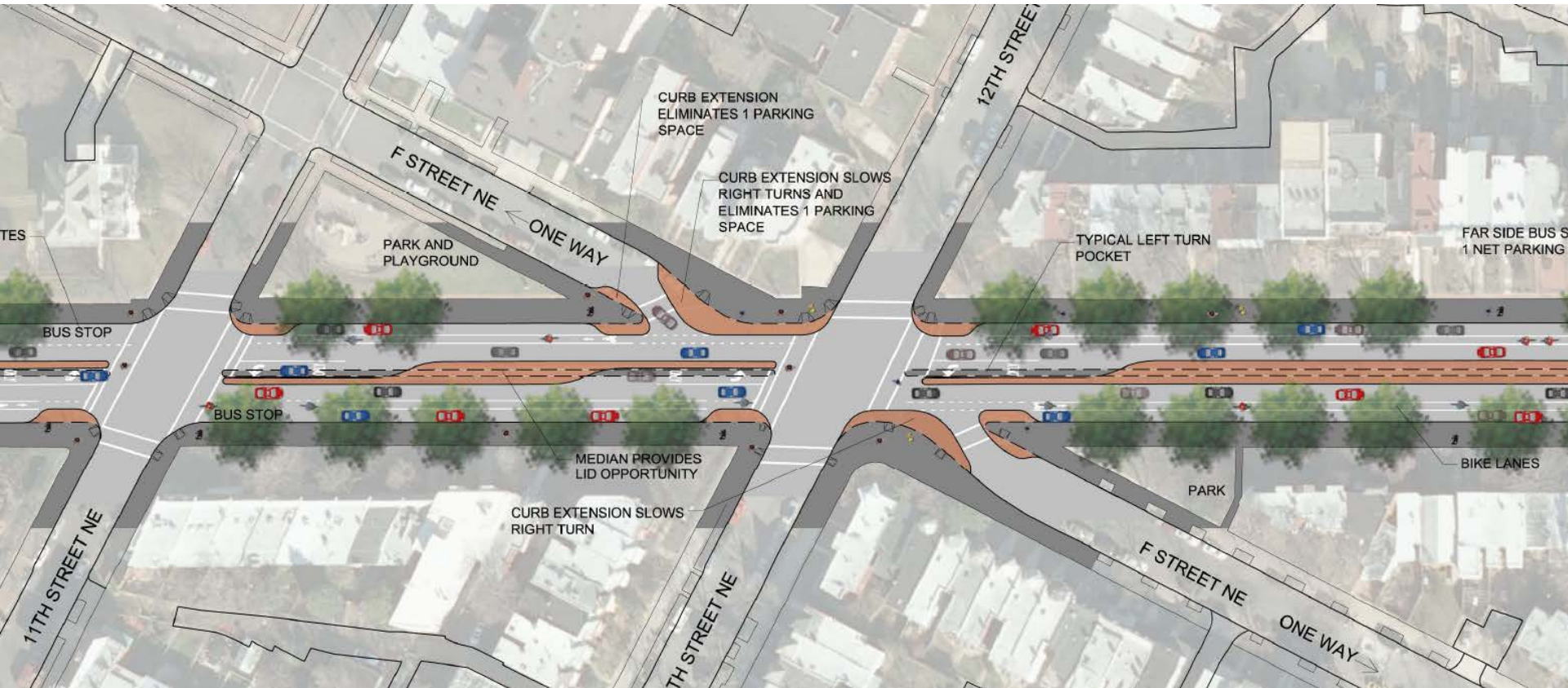
Alternative 3 at 9th/10th/E and Maryland:



Alternative 3 at 9th/10th/E and Maryland:

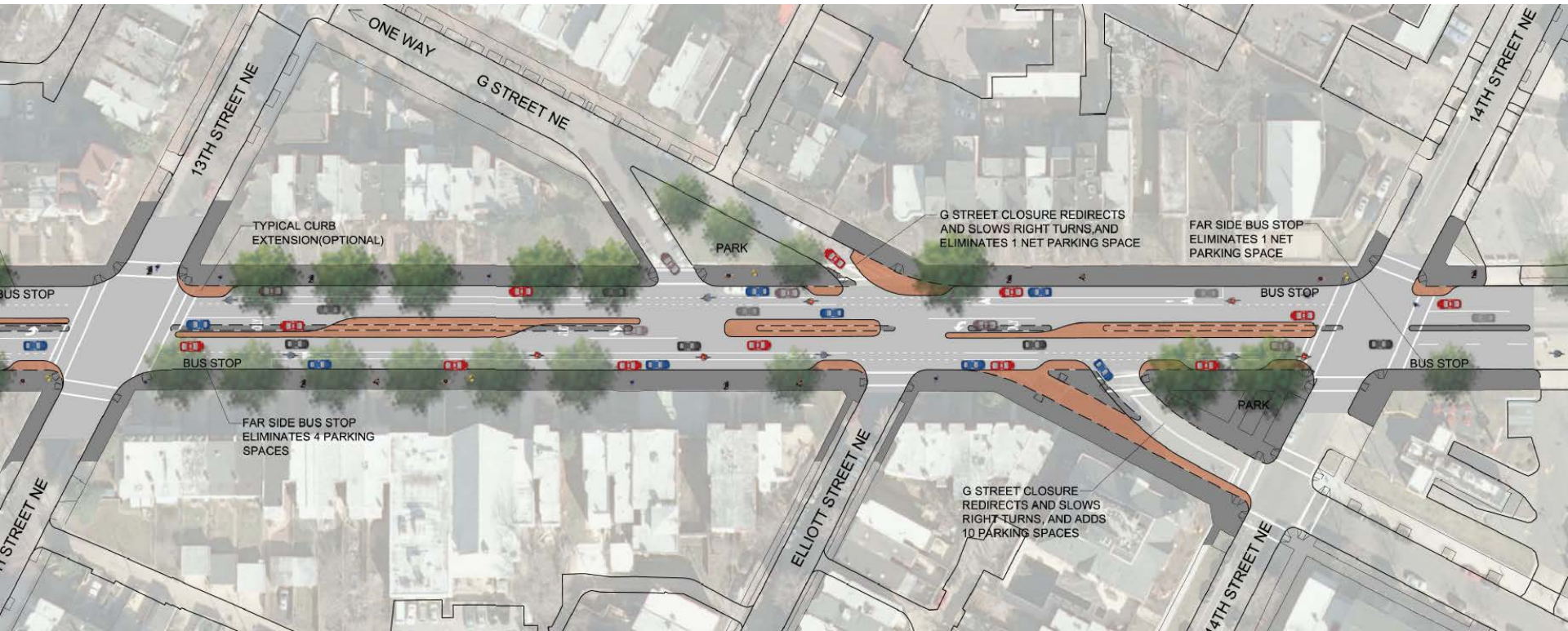


Alternative 3 - 11th Street to 13th Street:



- Curb extensions to slow turning vehicles at 12th and F Streets

Alternative 3 - 13th Street to 15th Street



- Curb extensions/geometric changes to slow turns onto G Street
- East of 14th Street, two lanes remain to accommodate vehicle stacking at Starburst intersection



District Department of Transportation

George Branyan

Pedestrian Program Coordinator

Policy, Planning, and Sustainability Administration

202-761-2561

george.branyan@dc.gov