

PLAN A
EXISTING CONDITIONS
ASSESSMENT
&
DESIGN
CONSIDERATIONS

Transportation

The 14th Street corridor is well served by metro buses 52,53, and 54, connecting to west-east routes on P Street (G2) and U Street (90,92,93,96,98,X3). The U Street/African-American Civil War Memorial/Cardozo station is a block away from the U Street/14th Street intersection, leaving the southern portion of the 14th Street neighborhood with little means to quickly access the metro. Beneficial to local residents are four ZipCar/FlexCar locations dispersed along the corridor. With the recent resurfacing and bike lane markings, 14th Street has become a popular bike route but lacks a sufficient number of bike racks.



Streetscape/ Open Space

STREET TREE BOXES

Similar to the eclectic mix of land uses along 14th Street, a wide range of tree plantings and tree box designs decorate the sidewalk. Many iron enclosures are donated and maintained by local community associations; however a substantial number are in disrepair and/or do not provide a healthy growth environment for trees, hence the recent replacement of dead trees.



Potential Sub-Districts

Transportation & Economic Development

- Introduce 'Parking by Demand' Pilot Program
- Create transit-oriented transfer points
- Encourage car-sharing and Metrobus and Metrorail use
- Improve bicycle and pedestrian safety, bike storage/parking
- Consider bus express routes/ Circulators/ Connectors
- Address conflicts between bike routes, parking, and delivery zones.
- Manage truck traffic
- Optimize signs and signal timing
- Facilitate activity hubs (business and arts-related) by improving west-east connection
- Establish 14th Street as a retail, arts, restaurant, and entertainment destination
- Encourage infill revitalization and renovation of exiting buildings by planning the appropriate transit system



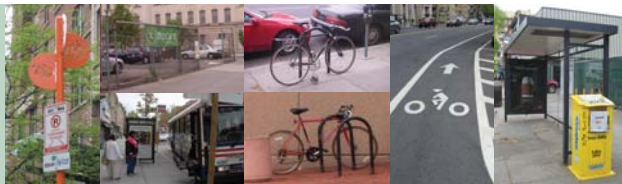
Open Space

Elements include:

- Pedestrian Safety Devices
- Street Trees & Understory Plantings
- Roadway Edging and Transition to Sidewalk
- Walkway & Spillout Zones - Paving & Accents
- Lighting
- Signage (Wayfinding, Specialty Signs, Banners)
- Planting/Furnishing Zone Treatments
- Furnishing
- Public Art

Environmental Sustainability: Low Impact Development





LIGHTING

Based on traffic volumes, land use, and expected growth, 14th Street is classified as a major arterial. The average maintained illuminance levels (per adopted AASHTO guidelines) for commercial areas is 1.2 foot-candles. Lighting fixtures, pole spacings and heights must be chosen to meet required illumination; however, poles should be installed in 60 feet (or greater) intervals. A photometric study found the current lighting output of the 400W cobra luminaires along 14th Street to be above the AASHTO standards which are published in the DC Streetlight Grand Plan. New led lights or adjustment to the mounting height, arm length and wattage can bring the streetlights into compliance.



SIGNAGE

Blue DC wayfinding signs directing visitors toward attractions and metro stations are installed at several locations along 14th Street. Temporary banners, some of which are in disrepair, draw attention to the historic U Street corridor. Additionally, freestanding signs for the 'Greater U Street Heritage Trail' are placed around the 14th & U Street activity hub.



MISC. STREETScape ELEMENTS

14th Street presents a wide range of both streetscape elements and conditions. While community organizations, business owners, and new residences and property owners have taken initiatives to beautify and maintain the public realm, many locations appear dilapidated and cluttered with trash cans, parking meters, signs, mail and newspaper boxes. In order to utilize the great potential of the corridor's wide public right-of-ways, safety concerns, lighting, parking & deliveries, and a lack of furnishings (e.g. seating, bike racks) need to be addressed.



PUBLIC ART

Building on the area's rich history and revitalization, 14th Street has an eclectic mix of specialty stores, entertainment venues, and restaurants, each adding to their facade and lending an artistic feel to the corridor. While public art is considered a focus of the community and the corridor is designated as an Arts Overlay District, few examples currently exist. This study will foster community input and explore opportunities to incorporate art that reflects the neighborhood's assets and interests.



(LID) Devices



Cultural Ecology: Public Art

An interconnected system of art venues, theaters, educational sites, community complexes, recreational activities, and entertainment locations that strengthens the creative fabric of the city. Promoting a healthy cultural ecology becomes a multi-dimensional approach to urban

revitalization and transformation. Public art that is integrated with streetscape features and references specific sites becomes an extension of cultural ecology.

<p>Lighting</p> <p>Heating Vents Covered by Steel & Glass, Lit from Underneath at Night, Vancouver</p> <p>LED Lighting Installation, Vancouver, Canada</p> <p>Event Lighting - Conyers, GA</p>	<p>Murals</p> <p>Mural - San Francisco Mission District, NY Times Photo</p> <p>Mural Arts Program - Philadelphia</p>	<p>Paving</p> <p>Trail Marker & Plaques - Dublin</p>	<p>Furniture</p> <p>Seating - Local Resident's Photos of Interiors, Trash Can as Time Capsule, Vancouver</p> <p>Bus Bench, Seattle</p> <p>Bench, UK</p> <p>Bike Rack as Public Art</p>	<p>Sculpture/Installations</p> <p>Bike Installation, Chicago</p> <p>Flyover Sculpture, Dayton, OH</p> <p>Fountain/Video Installation, Chicago</p>
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