

PLAN B
TRANSPORTATION
&
STREETScape
RECOMMENDATIONS

Recommendations - Southern End of 14th Street Study Area

Symbols

Streetscape

Each icon represents a group of streetscape elements. The detailed description of each element is located in the Streetscape Elements Library.

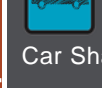
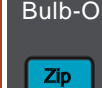
Streetscape

-  F1
-  H1
-  L1
-  LI1
-  P1
-  S1
-  d.S1



Thomas Circle

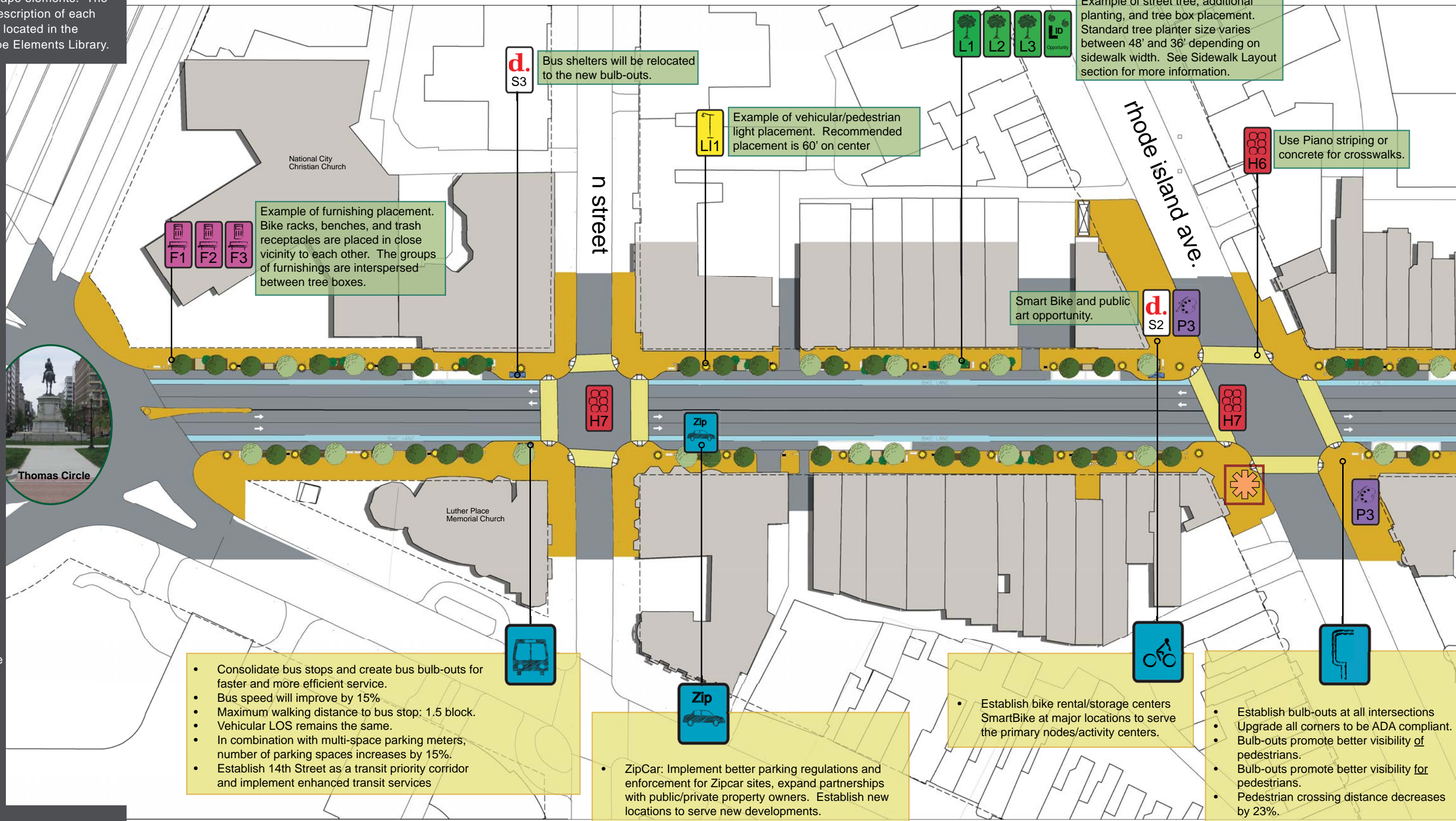
Transportation

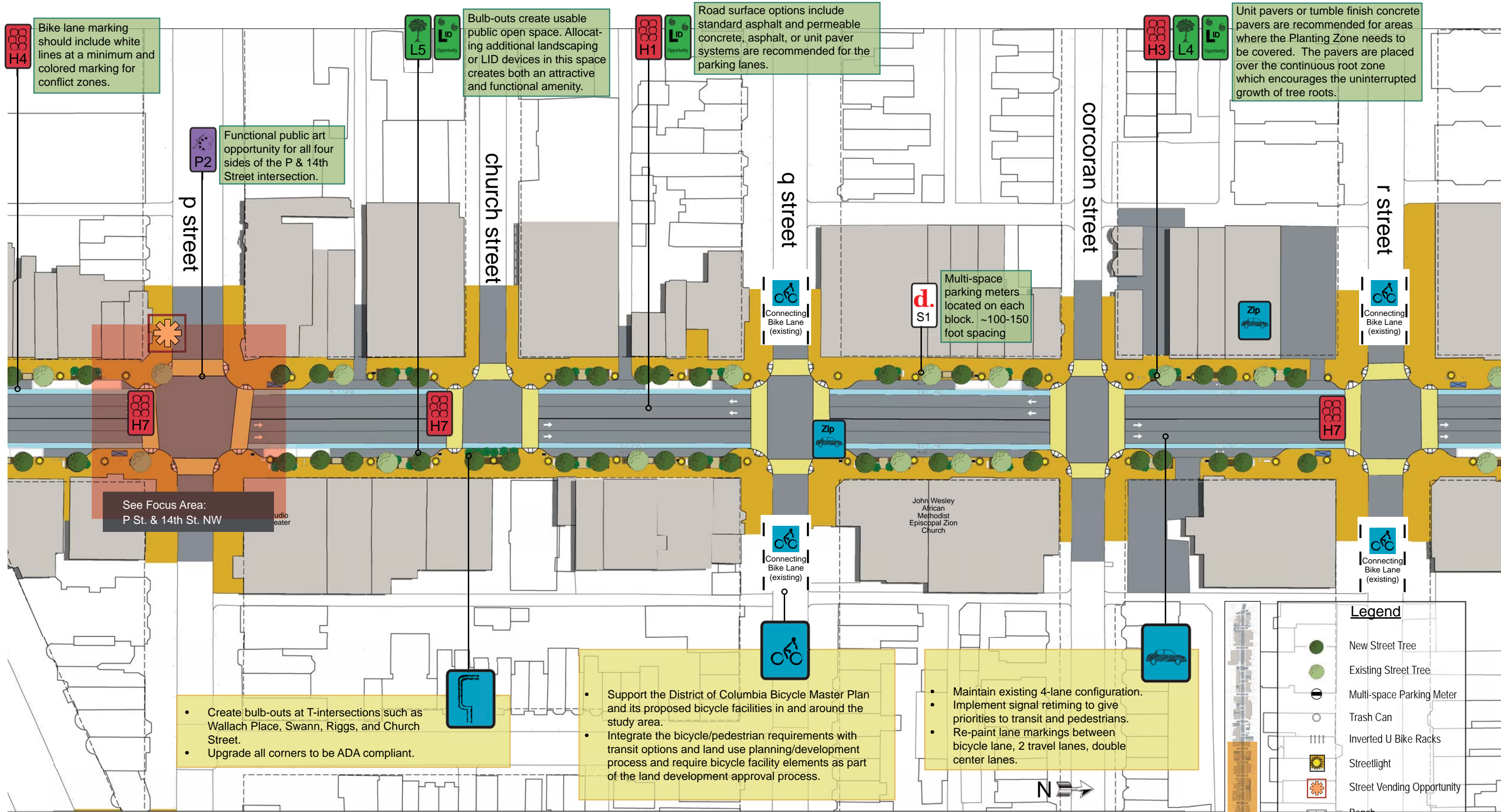


Vehicular

Transportation

See Transportation Recommendations section for detailed information.





H4
Bike lane marking should include white lines at a minimum and colored marking for conflict zones.

P2
Functional public art opportunity for all four sides of the P & 14th Street intersection.

L5 **LID Opportunity**
Bulb-outs create usable public open space. Allocating additional landscaping or LID devices in this space creates both an attractive and functional amenity.

H1 **LID Opportunity**
Road surface options include standard asphalt and permeable concrete, asphalt, or unit paver systems are recommended for the parking lanes.

H3 **L4** **LID Opportunity**
Unit pavers or tumble finish concrete pavers are recommended for areas where the Planting Zone needs to be covered. The pavers are placed over the continuous root zone which encourages the uninterrupted growth of tree roots.

d. S1
Multi-space parking meters located on each block. ~100-150 foot spacing

See Focus Area:
P St. & 14th St. NW

- Create bulb-outs at T-intersections such as Wallach Place, Swann, Riggs, and Church Street.
- Upgrade all corners to be ADA compliant.

- Support the District of Columbia Bicycle Master Plan and its proposed bicycle facilities in and around the study area.
- Integrate the bicycle/pedestrian requirements with transit options and land use planning/development process and require bicycle facility elements as part of the land development approval process.

- Maintain existing 4-lane configuration.
- Implement signal retiming to give priorities to transit and pedestrians.
- Re-paint lane markings between bicycle lane, 2 travel lanes, double center lanes.



NOTE:
All streetscape and transportation recommendations noted on this plan apply to the entire 14th Street NW corridor from Thomas Circle to Florida Avenue.

| Legend | |
|--------|----------------------------|
| | New Street Tree |
| | Existing Street Tree |
| | Multi-space Parking Meter |
| | Trash Can |
| | Inverted U Bike Racks |
| | Streetlight |
| | Street Vending Opportunity |
| | Bench |
| | Bus Stop |
| | Loading Zone |
| | Property Lines |

Key Map

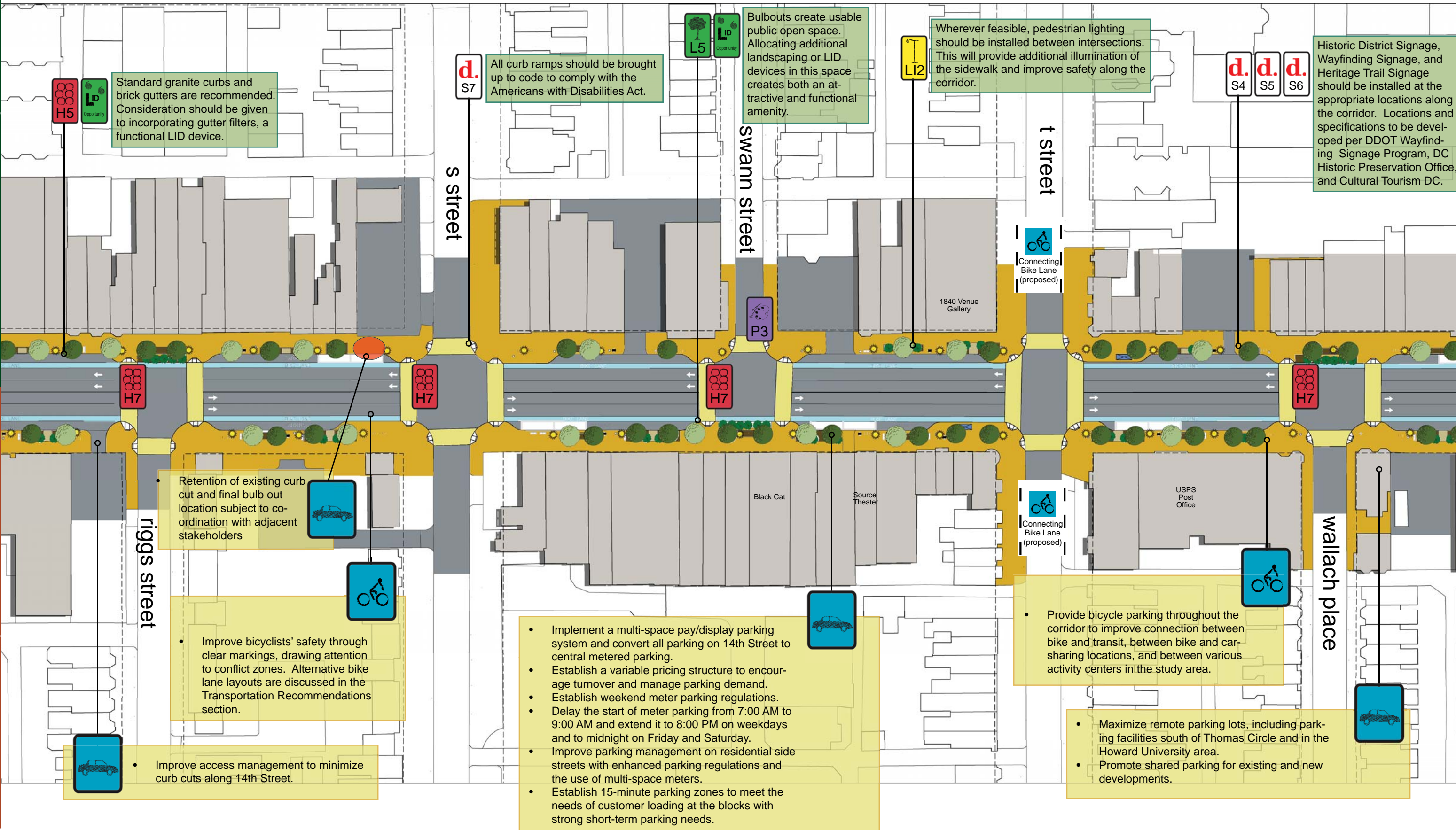
Symbols

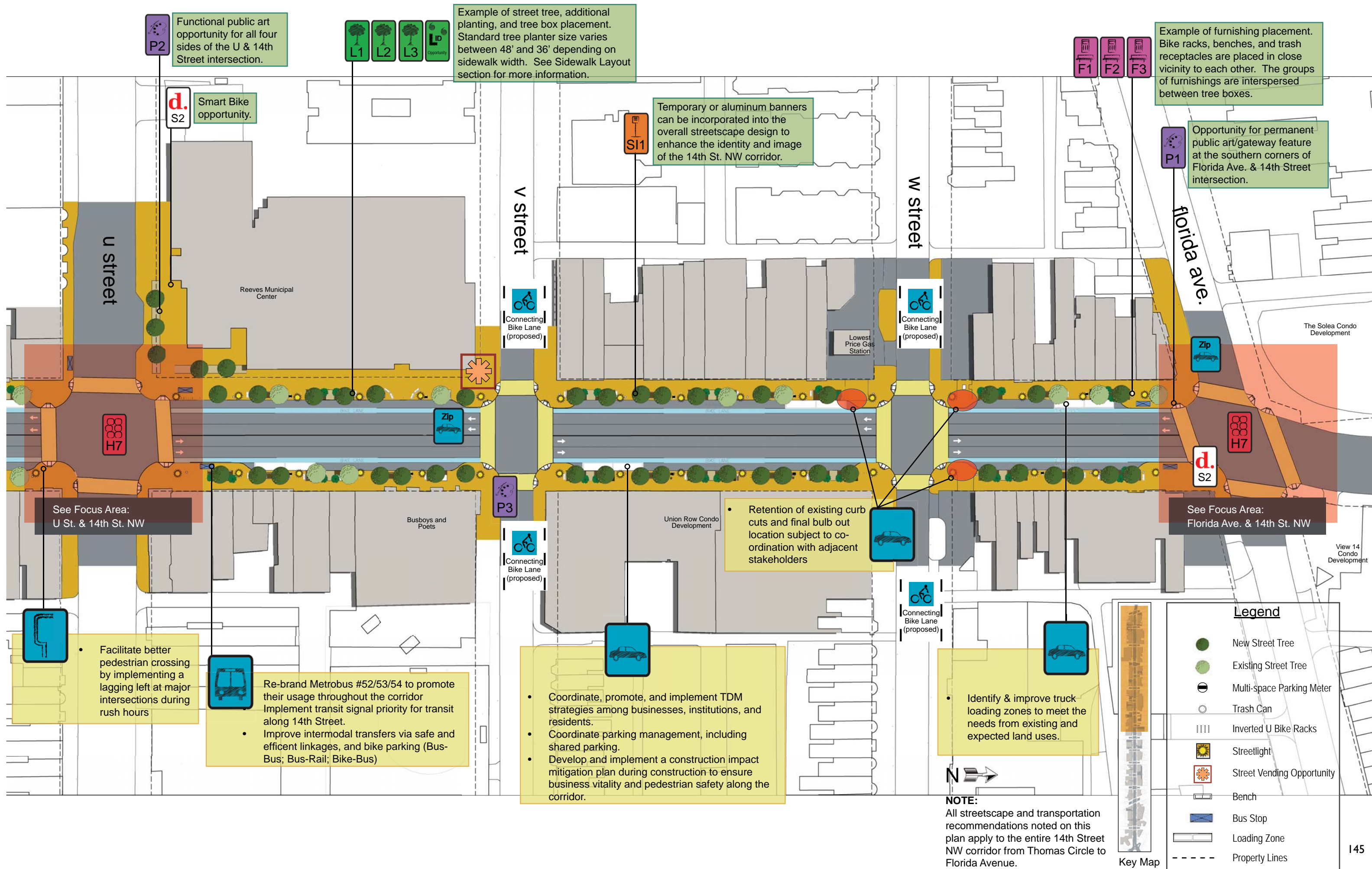
Each icon represents a group of streetscape elements or transportation recommendations.

Recommendations - Northern End of 14th Street Study Area

Streetscape

Transportation





P2 Functional public art opportunity for all four sides of the U & 14th Street intersection.

d. S2 Smart Bike opportunity.

L1 L2 L3 Opportunity

Example of street tree, additional planting, and tree box placement. Standard tree planter size varies between 48' and 36' depending on sidewalk width. See Sidewalk Layout section for more information.

SI1 Temporary or aluminum banners can be incorporated into the overall streetscape design to enhance the identity and image of the 14th St. NW corridor.

F1 F2 F3

Example of furnishing placement. Bike racks, benches, and trash receptacles are placed in close vicinity to each other. The groups of furnishings are interspersed between tree boxes.

P1 Opportunity for permanent public art/gateway feature at the southern corners of Florida Ave. & 14th Street intersection.

See Focus Area: U St. & 14th St. NW

See Focus Area: Florida Ave. & 14th St. NW

Facilitate better pedestrian crossing by implementing a lagging left at major intersections during rush hours

Re-brand Metrobus #52/53/54 to promote their usage throughout the corridor. Implement transit signal priority for transit along 14th Street.

- Improve intermodal transfers via safe and efficient linkages, and bike parking (Bus-Bus; Bus-Rail; Bike-Bus)

- Coordinate, promote, and implement TDM strategies among businesses, institutions, and residents.
- Coordinate parking management, including shared parking.
- Develop and implement a construction impact mitigation plan during construction to ensure business vitality and pedestrian safety along the corridor.

- Retention of existing curb cuts and final bulb out location subject to co-ordination with adjacent stakeholders

- Identify & improve truck loading zones to meet the needs from existing and expected land uses.

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