

### Project 14 - Pennsylvania Avenue/Potomac Avenue Intersection Improvements

**Categories:** Safety, Accessibility, and Redevelopment of Transportation Right-of-Way

The complex intersection of Pennsylvania Avenue and Potomac Avenue is a very active location within the study area. The combination of heavy traffic volumes, transit and pedestrian activity associated with the Potomac Avenue Metro Station, numerous bus stops, and close interaction with 14th Street make this intersection confusing and difficult to negotiate for both pedestrians and motorists. The Potomac Avenue Metro Station is located on the north side of the intersection. Additional pedestrian and vehicular demands will be introduced with the planned redevelopment of the northwest corner of the intersection known as Jenkins Row, which will include a grocery store, other retail uses, and condominiums. For more information on the Jenkins Row development, refer to **Appendix H**.

Although most of the signalized locations within this intersection have striped crosswalks, the logical path chosen by most walkers is a direct route across the center median area to and from the Metro Station, which introduces an unmarked, uncontrolled midblock pedestrian crossing.



Aerial view of the Pennsylvania Avenue/Potomac Avenue intersection.

To better address the circulation of all user at this intersection, it is recommended that a more traditional "D.C.-type" circle be developed within the existing right-of-way. The conceptual design is reflective of other circles in the District such as Seward Square and DuPont Circle. **Figure 35** illustrates the new intersection configuration with proposed locations for signals and stop-controls. The newly configured oval-shaped intersection maintains four lanes along Pennsylvania Avenue. A larger, more consolidated pedestrian refuge area is achieved with this configuration. The combined aspects of the proposed crosswalk locations and new median area offer pedestrians a more direct path to get to and from the Potomac Avenue Metro Station. The new crosswalks are proposed to be decorative, and developed with a different material than the roadway. The goal is to use these crosswalks to make drivers more aware of the pedestrian activity and to encourage lower speeds.

#### Cost Estimate

The estimated cost for these improvements is **\$2,623,000**.

#### Related project improvements

- Near-term Pedestrian Spot Improvements (Project 5 – Near-Term)
- Bicycle Network Improvements (Project 6 – Near-Term)
- Bus stop amenities improvements (Project 7 – Near-Term)



2005 - 2010 IMPROVEMENTS

