



# APPENDIX A: PROJECTS SUMMARY TABLE



Site	Corridor	Purpose	Issue	Implementation Timeline	Cost	Recommendation	Priority Tier	Reasoning	Lead PM
1	Minnesota Ave	Pedestrian and Vehicular Safety, Green Infrastructure	This is a skewed intersection with complex turning movements, issues with pedestrian accessibility and crossing time near high volume bus stops.	Long term 4-8 years	\$167,700	Install curb extensions to address intersection skew. Move stop bars. Add high visibility ladder crosswalks and upgraded curb cuts. Examine signal phasing and timing to address angle and turning collisions.	1	This location at Minnesota/B St has effects on safety and walkability, is achievable, and has potential for green infrastructure	Ped and Bike Team
2	Minnesota Ave	Pedestrian Safety	This is an uncontrolled crossing on an arterial, with curb ramps that are not aligned to the existing crosswalks.	Medium term 2-4 years	\$12,400	Reconstruct curb ramps to align with crosswalks. Add high visibility ladder crosswalks. Add pedestrian warning signage.	2	This is an uncontrolled crosswalk across a multi-lane arterial roadway.	Ped and Bike Team
3	Minnesota Ave	Pedestrian and Vehicular Safety, Accessibility, Bus Stop Improvements, Green Infrastructure, Lighting, Intersection Geometry	This is a high crash location, with complex turning movements, and significant pedestrian and bus activity next to an elementary school.	Long term 4-8 years	\$819,650	Construct major intersection improvement addressing pedestrian safety, vehicular crashes, traffic flow, bus stop access and condition, and lighting. Full details in concept drawings.	1	This is a safety, and safe routes to schools/transit issue. It will likely take a long time to enact the full scope of this project, but the sooner it can be begun, the more achievable it's going to be long-term.	IPMA
4	Minnesota Ave	Bus Stop improvements, Pedestrian Safety	This is an uncontrolled crossing on an arterial, with a bus stop placement that create safety issues near an elementary school and church.	Short term 1-2 years	\$7,100 - \$47,100	Add warning signage at school zone crosswalk and improve bus stop amenities. Consider adding rapid flashing beacon.	2	Crossing near school zone should be addressed.	Ped and Bike Team
5	Minnesota Ave	Pedestrian Accessibility and Safety, Bus Stop Improvements, Green Infrastructure	This is an uncontrolled crossing on an arterial, with a bus stop placement that create safety issues near an elementary school and church.	Medium term 2-4 years	\$34,700 - \$74,700	Improve uncontrolled crosswalk by installing in-street "Stop for Pedestrians in Crosswalk" signs, and advanced pedestrian warning signage, consider adding HAWK or rapid flashing beacon. Clean inlets to address pooling water. Paint school zone pavement marking to increase awareness and reduce speeding. Upgrade bus stop amenities.	2	Uncontrolled crosswalk needs to be addressed.	Ped and Bike Team
6	Ely Place	Pedestrian and Vehicular Safety	The signage at Anacostia Rd is outdated, and should be upgraded to be retroreflective and warn drivers in advance of the one-way restriction.	Medium term 2-4 years	\$15,800	Improve pedestrian amenities - curb ramps, correct Do Not Enter signage to make MUTCD compliant.	3		Ped and Bike Team
7	Ely Place	Pedestrian Accessibility, Green Infrastructure	Empty tree boxes are a sidewalk hazard for ADA compliance. Additionally, sediment from adjacent slopes are washing over the sidewalk and creating issues at the inlets in the area.	Medium term 2-4 years	\$21,250	Make improvements to address pedestrian access and erosion issues.	3		Asset Management
8	Ely Place	Lighting, Safety, and Pedestrian Accessibility	There is a need for street lighting along the sidewalks to community park uses	Medium term 2-4 years	\$88,500	Add lighting to sidewalks leading up to athletic fields and basketball courts, addressing safety issues and access issues.	3		Asset Management or Street Light
9	Ely Place	Pedestrian Safety and Accessibility	Empty tree boxes are a sidewalk hazard for ADA compliance.	Short term 1-2 years	\$25,000	Eliminate sidewalk obstructions (utilities/tree boxes) that impede pedestrian traffic near Sousa Middle School and Nats Academy.	3		Asset Management
10	Ely Place	Bicycle Improvements	There is a need for an east-west bike corridor. Ely is a good candidate because of land uses along the corridor and lower speeds.	Medium term 2-4 years	\$14,200	Add shared lane markings, opportunity for traffic calming and increased pedestrian visibility with raised crosswalks on Ely Pl.	2	Community really supported this connectivity	Ped and Bike Team
11	Ely Place	Pedestrian Accessibility	Empty tree boxes are a sidewalk hazard for ADA compliance.	Short term 1-2 years	\$5,625	Extend sidewalk to provide accessible path around the tree box.	3		Asset Management
12	Ely Place	Pedestrian Improvements, Green Infrastructure	Stormwater runoff has eroded the gutter pan and curb, and washed away pavement markings. There is a need to upgrade the pedestrian crossing, and add stormwater treatments along Ely.	Medium term 2-4 years	\$1,358,200	Install permeable parking lanes along Ely Place to address stormwater erosion of gutter pan. Add truncated dome curb cuts at 37th St SE. Restripe fading crosswalks.	3		Asset Management
13	Ridge Rd	Signal Improvements, Pedestrian and Vehicular Safety, Accessibility, Bus Stop Improvements	This is an intersection with complex turning movements, complex geometry, a high volume of buses, and issues with signal coordination.	Long term 4-8 years	\$654,500	Signalize 37th St, and have this signal on the same controller as Ridge Rd/B St. Construct curb extensions in northeast corner to correct geometry. Install pedestrian warning signs, and no right turn on red signs for the B St eastbound approach. Move the stop bar back on northbound Ridge Rd. Add crosswalks for the new intersection, and relocate and upgrade the existing east side bus stop accordingly.	2	This is a priority intersection, but impacts may be overstated presently due to Minnesota and E Capitol construction projects.	IPMA
14	Ridge Rd	Pedestrian and Vehicular Safety	Parking obstructs driveway access and impedes bus and pedestrian access	Medium term 2-4 years	\$56,700	Remove parking around driveway to improve visibility, and enforce parking restrictions. Construct curb extensions on Ridge Road. Install pedestrian and driveway warning signage. Stripe parking lane area.	1	These are largely signage and striping improvements, but they have large pedestrian safety benefits, and are lower-cost improvements that can be tied to a larger Ridge Rd pedestrian corridor safety plan.	IPMA
15	Ridge Rd	Pedestrian and Vehicular Safety	Parking obstructs intersection, and there are safety issues with pedestrians crossing C St due to turning vehicles	Medium term 2-4 years	\$55,950	Remove parking around intersection to improve visibility and construct curb extensions. Relocate bus stop on west side of street. Extend median nose and flexible bollards on C St to provide pedestrian refuge and discourage improper turning. Stripe parking lanes.	1	These are largely signage and striping improvements, but they have large pedestrian safety benefits, and are lower-cost improvements that can be tied to a larger Ridge Rd pedestrian corridor safety plan.	IPMA
16	Ridge Rd	StreetLights	The area around the community center lacks lighting.	Medium term 2-4 years	\$69,000	Add streetlights by community center.	1	These are largely signage and striping improvements, but they have large pedestrian safety benefits, and are lower-cost improvements that can be tied to a larger Ridge Rd pedestrian corridor safety plan.	Asset Management or Street Light
17	Ridge Rd	Pedestrian Safety, Accessibility	There are uncontrolled crosswalks with visibility issues due to slope of the roadway on all four legs of this intersection. There are missing sidewalk elements along D St SE east of the intersection.	Medium term 2-4 years	\$134,925	Construct curb extensions on all four corners. Apply ladder crosswalk pavement markings across all approaches. Install pedestrian crossing warning signage and advance warning signage. Complete sidewalk on D St.	1	These are largely signage and striping improvements, but they have large pedestrian safety benefits, and are lower-cost improvements that can be tied to a larger Ridge Rd pedestrian corridor safety plan.	Ped and Bike Team
18	Ridge Rd	Pedestrian Safety and Accessibility	This is an uncontrolled crosswalk along Ridge Rd and a bus stop in the middle of the intersection with Ely Pl SE.	Medium term 2-4 years	\$39,350-\$79,350	Construct curb extensions on both sides of Ridge Road. Apply ladder crosswalk pavement markings across Ridge Road. Install pedestrian crossing signage at crossing and in advance, consider rapid flashing beacon. DDOT has plans for bicycle facilities along this segment to potentially include a climbing lane.	2	uncontrolled crosswalk presents dangers	Ped and Bike Team
19	Ridge Rd	Pedestrian Safety and Accessibility, Bus Stop Improvements	The crosswalks at this location are not highly visible, and the bus stop location encourages crossing at locations other than the crosswalks.	Medium term 2-4 years	\$63,300	Construct curb extensions on all four corners. Apply ladder crosswalk pavement markings. Relocate and improve bus stop with a level waiting pad and paved connection to the street.	3		Ped and Bike Team
20	Ridge Rd	Vehicular Safety, Bicycle Improvements, Green Infrastructure, Pedestrian Accessibility	There is traffic congestion at this intersection during peak hours. Additionally, this area needs upgraded pedestrian and stormwater facilities.	Medium term 2-4 years	\$171,821	Improve signal timing, improve wiring and non-functional signal heads. Reconstruct gutter pan and upgrade stormwater facilities.	1	The intersection of Texas/Ridge/and Ft Davis Dr has a number of issues, particularly with vehicular congestion and stormwater infrastructure. However, improving this highly-trafficked and high-visibility intersection will be key to making the Ridge Rd sidewalk project work.	IPMA

21	Ridge Rd	Pedestrian Safety and Accessibility, Bicycle Improvements	The pool and community center needs an upgraded pedestrian crossing to connect to the proposed bicycle or pedestrian facilities adjacent to Fort Dupont Park.	Short term 1-2 years	\$22,850	Construct curb extensions and add pedestrian crossing warning signage. Install bike lanes and bump-outs for crosswalks.	1	These were crosswalk enhancements along ridge Rd that can be pulled into the existing Ridge Rd crosswalk/bump out plans	Ped and Bike Team
22	Ridge Rd	Vehicular Safety, Green Infrastructure, Pedestrian Safety, Bicycle Improvements	This is an uncontrolled crosswalk along Ridge Rd with some flooding issues and the need for better pedestrian and bicycle facilities	Long term 4-8 years	\$244,610	Construct curb extensions on both sides of Ridge Road on the eastern approach. Install ladder crosswalk pavement markings. Install in-street "Stop for pedestrians in Crosswalk" signs. Construct sidewalk from SE corner to connect to existing sidewalk. Construct advanced warning signage about one way restriction, change location of Do Not Enter signs. Add stormwater resource. Install bike lanes and bump outs along Ridge	2		Ped and Bike Team
23	Ridge Rd	Pedestrian Safety, Vehicular Safety, Accessibility	This is a complex intersection with long pedestrian crossing times needing better signage and upgraded pedestrian amenities.	Medium term 2-4 years	\$89,375	Install in-street sign with "Stop for Pedestrians in Crosswalk", install pedestrian crossing warning signage, construct curb extensions on both sides of Bowen Rd, mention wayfinding bicycle routes, construct sidewalk along Ridge Rd	2		Ped and Bike Team
24	Texas Ave	Pedestrian Accessibility and Safety, Green Infrastructure	An uncontrolled crosswalk on Texas Ave by Plummer Elementary with higher vehicle speeds, and there is evidence of stormwater erosion issues.	Medium term 2-4 years	\$35,850	Improve crosswalk near school. Construct curb ramp. Replace utility grate, perform sidewalk repair. Add crossing warning signage.	3		Ped and Bike Team
25	Texas Ave	Signal Improvements, Pedestrian Safety	Pedestrians are unable to cross Texas Ave in the allotted time for the pedestrian signal.	Medium term 2-4 years	\$16,000	Improve signal phasing/timing for pedestrians, given proximity to Plummer Elementary School.	3		Ped and Bike Team
26	Texas Ave	Pedestrian and Vehicular Safety, Bus Stop Improvements, Green Infrastructure, Pedestrian Safety	Unsafe pedestrian crossing distances, unsafe bus stop conditions, intersection geometry presents challenging yield conditions.	Long term 4-8 years	\$330,200	Realign Chaplin St SE, Create plaza with green space, Relocate ladder crosswalk to E Street SE, Improve bus stop and sidewalk along E Street SE, sidewalk, slope.	2	Major safety project will need strong community buy-in.	IPMA
27	Benning Rd	Accessibility, Vehicular Safety, Green Infrastructure, Bus Stop Improvements	There are problems at this location with bus stop crowding, turning vehicles, and stormwater erosion.	Medium term 2-4 years	\$20,800	Install wayfinding signage to reduce pedestrian and vehicular confusion. Install curb ramps and additional bus shelters. Work with shopping center to install erosion control and changing traffic movements to have designated entrance and exit driveways.	2	High priority and can be tied to E Capitol/Benning re-design	Ped and Bike Team
28	Benning Rd	Pedestrian Safety and Accessibility, Green Infrastructure	There is an uncontrolled crosswalk here at a busy pedestrian crossing location across four lanes of traffic on a popular commuting route.	Medium term 2-4 years	\$84,690	Install ladder crosswalk, rapid flashing beacon, pull stop bars back, consider installing HAWK or rapid flashing beacon, install pedestrian crossing warning and advanced warning signage, sediment control. Improve DMV access.	1	This crossing and bus stop area experience a lot of activity and are presently difficult to navigate. This is a safety issue, but it can be upgraded along with the E Capitol St/Benning Rd improvement plan	Ped and Bike Team
29	Benning Rd	Pedestrian Safety and Accessibility, Signal Improvements, Green Infrastructure	Benning and C streets are scheduled for signal optimization in FY 2018, but presently operate inefficiently, and do not facilitate safe crossing by pedestrians	Long term 4-8 years	\$87,400	Synch separate signals at both Benning/C intersections. Remove phase for cemetery when no cars present. Improve pedestrian conditions by installing curb ramps, sidewalk and crosswalk improvements. Move bus stop locations to more favorable sites, and address stormwater management in Northwest area of intersections.	2	Can improve corridor operational efficiency	IPMA
30	Benning Rd	Pedestrian Safety, Streetlights	The bus stop and crosswalk placement at E and F Sts SE encourage midblock crossing to get to the market and schools.	Medium term 2-4 years	\$89,100	Install advanced warning signage for school zone. Install street lighting.	1	This is a relatively simple project, but it has safety benefits and improves walkability, especially near schools and a market.	Ped and Bike Team
31	Benning Rd	Pedestrian and Vehicular Safety	There was a pedestrian fatality at Benning and H St SE. There are also issues with turning traffic not having a protected phase at this intersection	Short term 1-2 years	\$32,600	Install ladder crosswalks, consider signal modification for a leading pedestrian interval.	3		IPMA
32	Southern Ave	Vehicular Safety, Pedestrian Safety	Vehicles are stopping in travel lanes in front of the shopping center and church, issues with turn lane space and the sight lines for turning vehicles.	Medium term 2-4 years	\$43,200	Install "No Right Turn on Red" signage. Check signal warrants for protected left phase. Upgrade signal design. Upgrade crosswalks. Stripe and add signage for no parking zones in front of store/church.	3		IPMA
33	Southern Ave	Vehicular Safety, Green Infrastructure	This is a high crash location near a community center. There is also congestion at this location.	Long term 4-8 years	\$297,800	Construct mini-roundabout with splitter islands. Upgrade pedestrian crossings. Install new install wayfinding signage. Improve stormwater drainage with pervious inscribed circle and new inlets for the new grade and geometry.	1	Southern and Fitch was one of the high-crash locations within the study area, and it's along a commuter route, and close to a community center. Constructability of a solution (roundabout, traffic signal, or otherwise) at this location needs additional study to address these safety concerns, and the sooner those begin, the easier the project will be.	IPMA
34	Southern Ave	Pedestrian Safety	This is an uncontrolled crossing on Southern Ave. At times parked vehicles may obstruct pedestrians from vehicles traveling along Southern Ave.	Short term 1-2 years	\$31,450 - \$71,450	Provide better advance warning signage for pedestrian crossing. Add traffic calming to reduce speeds on Southern Ave. Consider either adding curb extensions to shorten crossing distance or eliminating one of the crosswalks and giving one crossing a rapid flashing beacon.	2	uncontrolled crossing on highly-traveled roadway	IPMA
35	Southern Ave	Pedestrian and Vehicular Safety	There is traffic congestion at this intersection, and a lack of wayfinding to help guide vehicles into the appropriate lanes in advance. There are also an elevated number of collisions at this location.	Medium term 2-4 years	\$17,900	Adjust signal timing. Add lane use pavement markings. Upgrade crosswalks to be highly visible.	1	This location is one of the busiest intersections in the study area, and a safety concern. While the improvements here were primarily concerned with improving vehicular safety, they are all shorter-term projects with a lower cost.	IPMA
36	Other	Pedestrian Safety and Accessibility	This is a missing sidewalk connection.	Medium term 2-4 years	\$18,125	Construct sidewalk to connect E Capitol Street with existing sidewalk.	3		Ped and Bike Team
37	Other	Pedestrian Safety and Accessibility	A portion of the sidewalk is impassible due to maintenance issues	Short term 1-2 years	\$10,500	Repair buckling sidewalk and perform tree maintenance.	3		Ped and Bike Team
38	Other	Pedestrian Accessibility and Safety, Green Infrastructure	There are missing sidewalk connections and stormwater issues due to steeper slope and recent construction.	Medium term 2-4 years	\$87,600	Install missing sidewalk segment. Construct upgraded curb ramps with truncated domes, high visibility crosswalks, , and green curb extensions for stormwater flows.	3		Ped and Bike Team
39	Other	Pedestrian Accessibility and Safety, Green Infrastructure	There are missing sidewalk connections and stormwater issues due to steeper slope and recent construction.	Medium term 2-4 years	\$286,700	Construct sidewalk. Add plantings and bioretention to address erosion issues.	1	This is completing the sidewalk network near a school, and installing infrastructure to combat stormwater erosion. It's an achievable safety project with environmental benefits.	Ped and Bike Team
40	Other	Pedestrian Accessibility and Safety	There are missing sidewalk connections and stormwater issues due to steeper slope.	Medium term 2-4 years	\$91,000	Construct sidewalk and upgrade curb ramps.	3		Ped and Bike Team
41	Other	Pedestrian Accessibility and Safety, Green Infrastructure	This intersection is missing sidewalk connections, has complex geometry, and stormwater issues.	Long term 4-8 years	\$139,200	Construct curb extensions. Construct sidewalk and curb ramps. Address stormwater and erosion by creating green space and reducing impervious surface area on 54th St at the intersection with Central Ave.	3		Ped and Bike Team

42	Other	Pedestrian Safety and Accessibility	A portion of the sidewalk is impassible because of tree root buckling, and stormwater erosion. Privately owned retaining walls flanking the sidewalk are in disrepair.	Short term 1-2 years	\$72,000	Repair raised sidewalk (multiple locations) and perform tree maintenance.	3		Ped and Bike Team
43	Other	Streetlights	This area needs better street lighting.	Medium term 2-4 years	\$147,500	Install street lighting.	3		Asset Management or Street Light
44	Other	Streetlights	This area needs better street lighting.	Medium term 2-4 years	\$147,500	Install street lighting.	3		Asset Management or Street Light
45	Other	Bicycle Improvements, Accessibility	There is no access the Anacostia Riverwalk Trail.	Long term 4-8 years	\$1,112,500	Provide bike trail connection from study area to Anacostia trail. Clearing, grading, paving, and possible bridge over wet areas may be necessary.	3		Ped and Bike Team
46	Other	Bicycle Improvements	There is a need for an east-west bike corridor. Ely is a good candidate because of land uses along the corridor and lower speeds.	Medium term 2-4 years	\$3,200	Add shared lane markings, and signage for bicycle corridor connectivity.	2	Community liked the idea of better East-West bicycle connectivity and this is a viable and implementable solution.	Ped and Bike Team
47	Other	Pedestrian Safety	There are two uncontrolled pedestrian crossings that do not align with the sidewalk network.	Short term 1-2 years	\$34,050	Install in-street signs with "Stop for Pedestrians in Crosswalk" and pedestrian crossing warning signage, eradicate west of Stanley St SE and east of Burns St SE. Install flexible bollards and add high visibility crosswalk east of Stanley St SE. The goal is to have one crossing that aligns with the most popular crossing movement and minimizes dangers to pedestrians and bicycles.	1	This is a short-term, inexpensive project that improves safety and potential north-south pedestrian connectivity for any new Ridge Rd sidewalk network.	Ped and Bike Team
48	Other	Pedestrian Safety, Bicycle Improvements, Green Infrastructure	There is an uncontrolled trail crossing east of existing Ft Davis/Massachusetts intersection.	Medium term 2-4 years	\$30,650	Construct curb extension on Massachusetts Avenue. Install trail crossing signage. This may be a candidate for a raised crosswalk.	3		Ped and Bike Team
49	Other	Pedestrian Safety and Accessibility	There is an uncontrolled crosswalk without curb cuts along Massachusetts Ave.	Medium term 2-4 years	\$11,800	Construct curb ramp on north side of Massachusetts Avenue. Reconstruct curb ramp on south side to align with crosswalk.	3		Ped and Bike Team
50	Other	Pedestrian Accessibility, Green Infrastructure, Bus Stop Improvements	There are breaks in the sidewalk network, issues with erosion, bus stop access, pedestrian crossing safety, and traffic signal timing.	Medium term 2-4 years	\$88,300	Repair sidewalks. Improve bus stop access. Address sediment wash on southeast side of intersection. Coordinate traffic signal timing with Byer St SE.	3		Ped and Bike Team