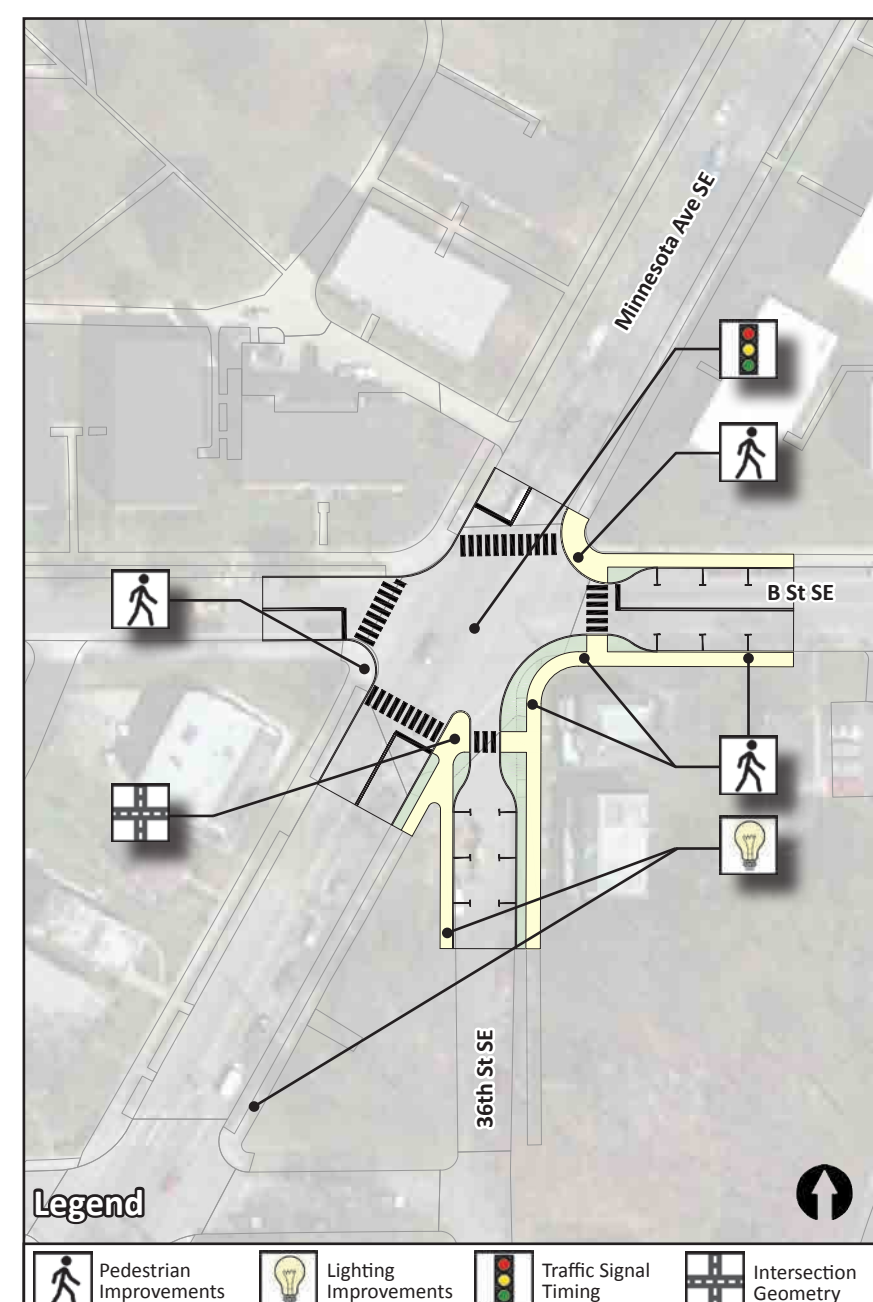


Location # 9 Minnesota Ave SE, B St SE, & 36th St SE

Minnesota Ave and B St SE intersect just south of East Capitol St and form a five-legged intersection with 36th St SE. This intersection is signalized, but the crossing distance of the intersection Minnesota Ave is quite long. This distance, combined with the lack of a protected left turn phase, tempts turning vehicles into risky turning behavior to access B St SE. The pedestrian network at this intersection is inadequate due to low-visibility crosswalks and a lack of directional curb cuts. There is a heavily-used bus stop in the island created by 36th St, B St, and Minnesota Ave SE, but it is difficult to access due to the intersection geometry, existing pedestrian facilities, and traffic behavior at this location.

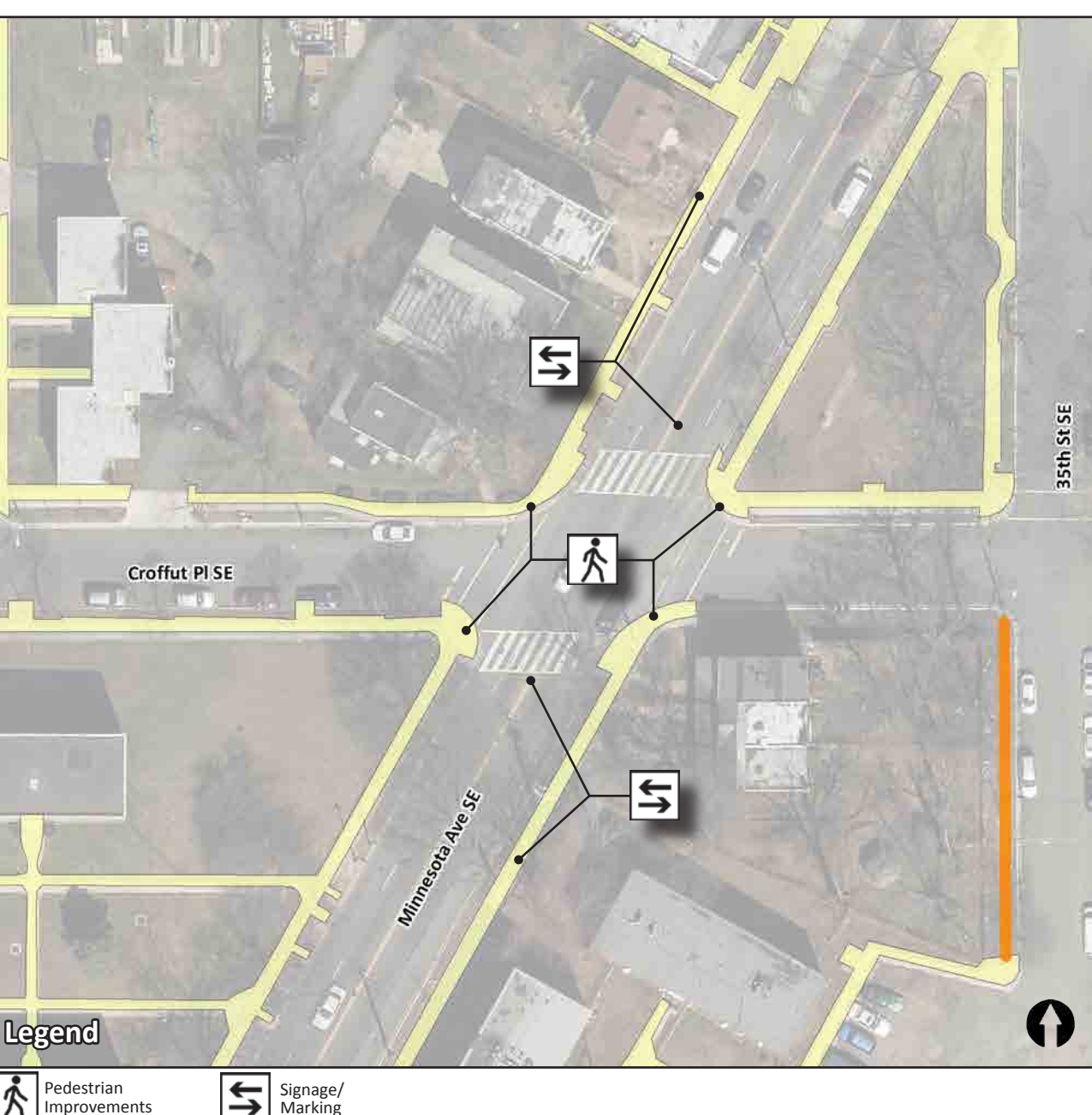
To address these conditions, curb extensions should be constructed on both sides of 36th St SE and the east leg of B St SE. High visibility crosswalks should be constructed on all approaches. Dotted line lane extension markings should be placed through the intersection to help traffic navigate the intersection and maintain their lanes. Truncated-dome curb ramps should be applied to all crosswalk legs. Depending on the size of the curb extensions, there may be potential for additional green infrastructure within those features. Finally, the signal timing and phasing should be examined to account for all turning and pedestrian movements through the intersection.

Implementation Timeline	Long term 4-8 years
Estimated Project Cost	\$167,700
Right-of-Way Needed	No
Coordination Needs	Yes, WMATA
Parking Impacts	No
Green Infrastructure Project	Yes, potential for bioretention and inlets in curb extensions, reduced impervious surface area



Location # 8 Minnesota Ave SE & Croffut Pl SE

The intersection of Minnesota Ave and Croffut Pl SE has two uncontrolled crosswalks across Minnesota Ave SE. Speeds in this area are frequently in excess of the posted speed limit, posing a risk to pedestrians trying to cross the street. Also, the curb ramps on several of the approaches are not in the direction of the crosswalk, which risks directing wheelchairs users away from a crosswalk rather than through it. This study recommends upgrading the curb ramps to truncated domes and aligning the curb ramps with the crosswalks. To address driver behavior and pedestrian safety, warning signage should be installed north and south of the intersection along Minnesota Ave, and in-street "Stop for Pedestrians in Crosswalk" regulatory signage should be installed at the intersection. There is an option for a rapid flashing beacon to also be installed at this intersection to promote vehicular awareness of pedestrians.

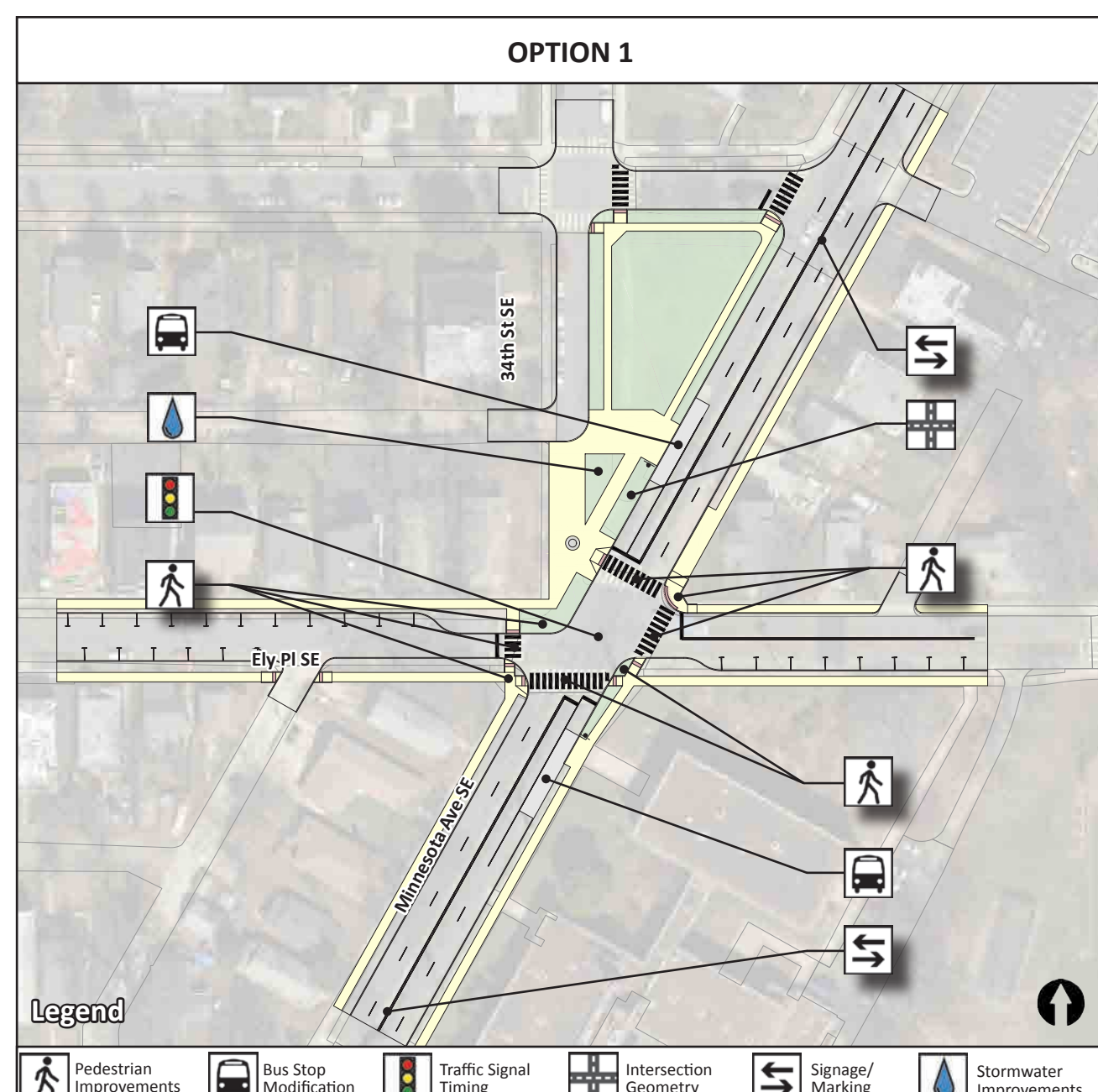


Implementation Timeline	Medium term 2-4 years
Estimated Project Cost	\$12,400
Right-of-Way Needed	No
Coordination Needs	No, DDOT only
Parking Impacts	No
Green Infrastructure Project	No

Location # 5 Minnesota Ave SE, Ely Pl SE, & 34th St SE

The intersection of Minnesota Ave and Ely Pl is complex. Ely Pl SE west of Minnesota Ave, Ely Pl is two-way, Minnesota is a major corridor within the study area. It has four lanes without a median and regularly has travel speeds in excess of the posted speed limit. 34th St SE is a minor connector roadway that ends at this intersection, adding a fifth approach complicating turning movements at the traffic signal. Directly to the southeast of the intersection is Kimball Elementary School, which faces onto Minnesota Ave. There are bus stops along Minnesota Ave with significant boarding activity both south of the intersection in front of the school and north of the intersection in the triangle created by 34th St SE.

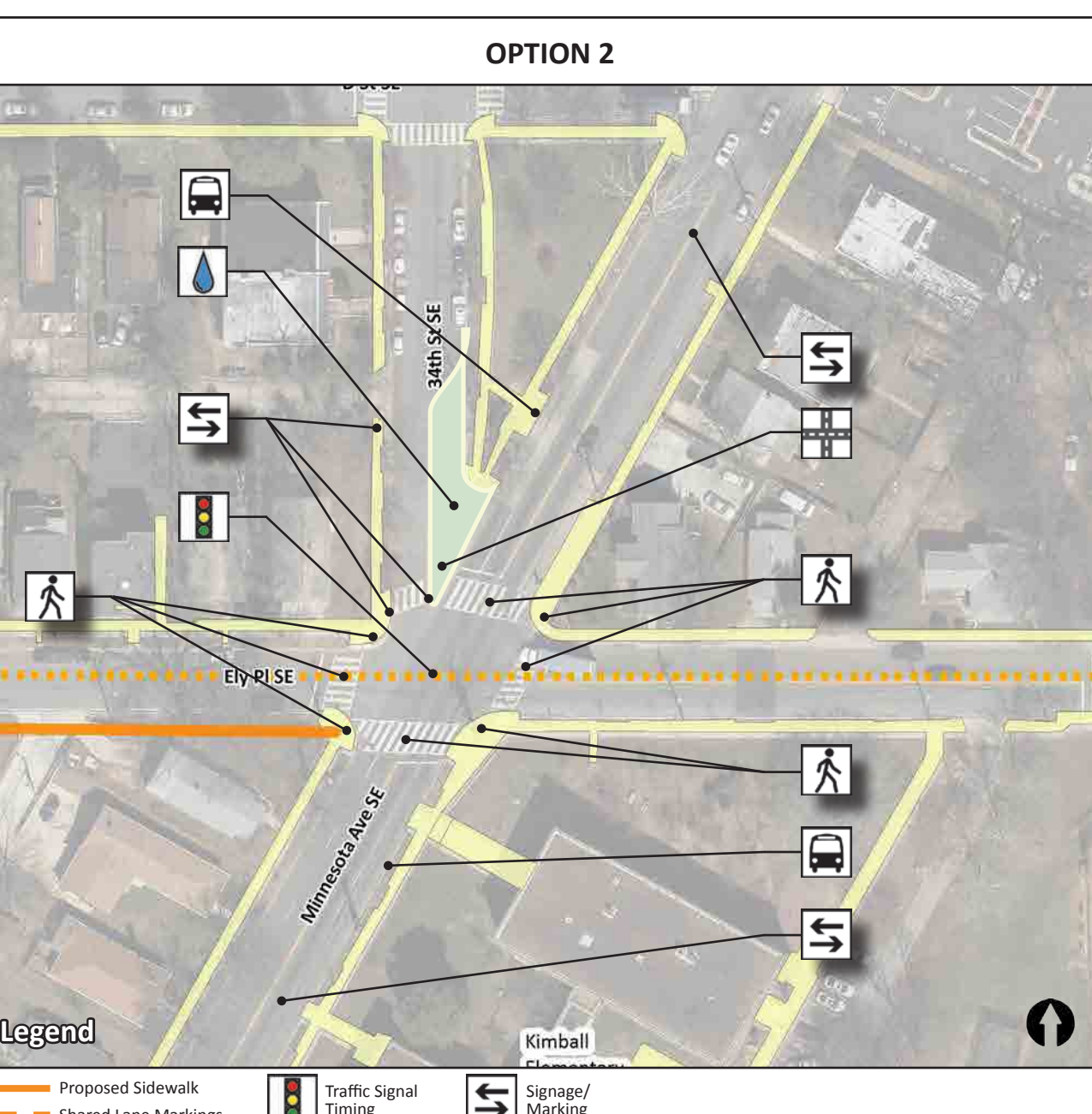
Implementation Timeline	Long term 4-8 years
Estimated Project Cost	\$819,650
Right-of-Way Needed	No
Coordination Needs	Yes, coordinate with DCPS and WMATA
Parking Impacts	Yes, fewer than 10 spaces will be lost along 34th St
Green Infrastructure Project	Yes, reduces impervious surface and creates park space adjacent to bus stop



Location #5 Minnesota Ave SE, Ely Pl SE, & 34th St SE (Cont.)

The recommendations at this intersection are primarily focused on making it safer for vehicles navigating the intersection and for pedestrians accessing to the school and bus stops. These recommendations include:

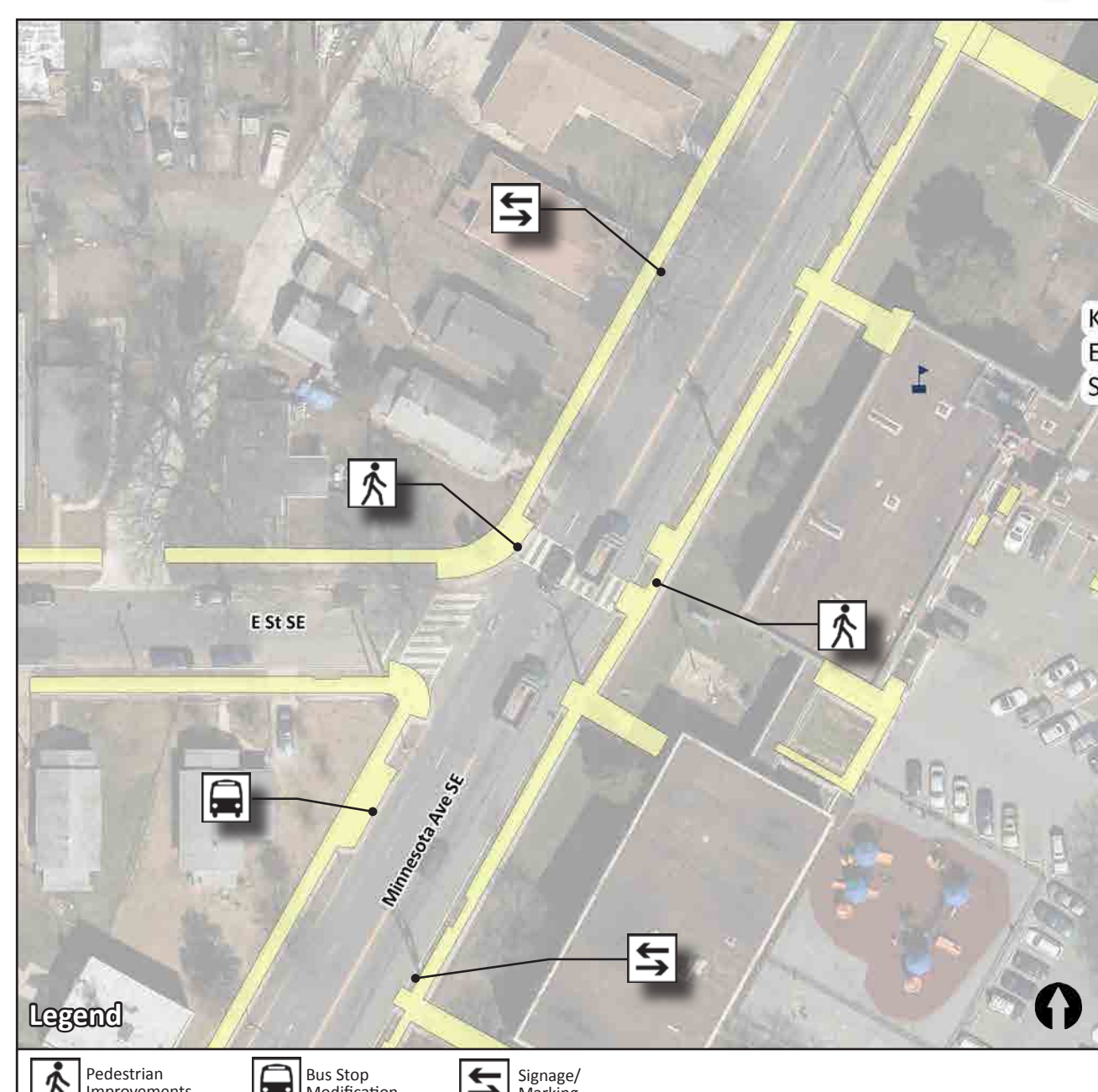
- Adding curb extensions, realigning, and restriping crosswalks to shorten pedestrian crossing distances on Ely Pl.
- Improving the waiting area and sidewalk connection for the bus stop in front of Kimball.
- For Option 1, removing access to 34th St SE, removing the roadway and replacing it with green infrastructure, and making the alley parallel to Ely Pl the access point to get to D St SE. This change eliminates the potential for angle and head-on collisions from vehicles entering and exiting 34th St SE.
- For Option 2, access to the intersection from 34th St SE is limited to southbound vehicular traffic. This removes some collision potential, but would require its own activated phase, and new signal heads.



Location # 6 Minnesota Ave SE & E St SE

This is an uncontrolled crosswalk across Minnesota Ave at E St SE. It is just north of a bus stop on the west side of Minnesota and an important crossing for children accessing Kimball Elementary School directly to the east. Vehicle speeds along this segment of Minnesota can be high, so adding advanced warning signage is important to alert drivers to the crossing. Advance warning signage both north and south of the intersection and in-street "Stop for Pedestrians in Crosswalk" regulatory signage should be installed at this intersection. The curb ramps should be upgraded to truncated domes, and the crosswalk should be restriped for increased visibility. There is an option for a rapid flashing beacon at this location as well.

Implementation Timeline	Short term 1-2 years
Estimated Project Cost	\$7,100
Right-of-Way Needed	No
Coordination Needs	Yes, coordinate with DCPS and WMATA
Parking Impacts	No
Green Infrastructure Project	No



Location # 60 Minnesota Ave SE & F St SE

There is an uncontrolled crosswalk that extends across Minnesota Ave SE at F St SE. This is to the south of Kimball Elementary School and an access road to Fort Dupont. Speeds along this intersection are in excess of the speed limit, and the location is a basin for the surrounding topography. There are opportunities here for a variety of pedestrian, bus, and stormwater-related improvements. The pedestrian conditions can be improved with advance warning signage, in-street "Stop for Pedestrians in Crosswalk" signage at the crosswalk, and additional roadway markings announcing the school zone. This may also be a candidate for a rapid flashing beacon or HAWK signal. The bus stop at this location needs to have additional amenities, and the inlets and pavement to the north of the intersection need to be cleaned and properly graded.



Implementation Timeline	Medium term 2-4 years
Estimated Project Cost	\$34,700
Right-of-Way Needed	No
Coordination Needs	Yes, NPS, WMATA
Parking Impacts	No
Green Infrastructure Project	Yes

MINNESOTA AVE CORRIDOR