

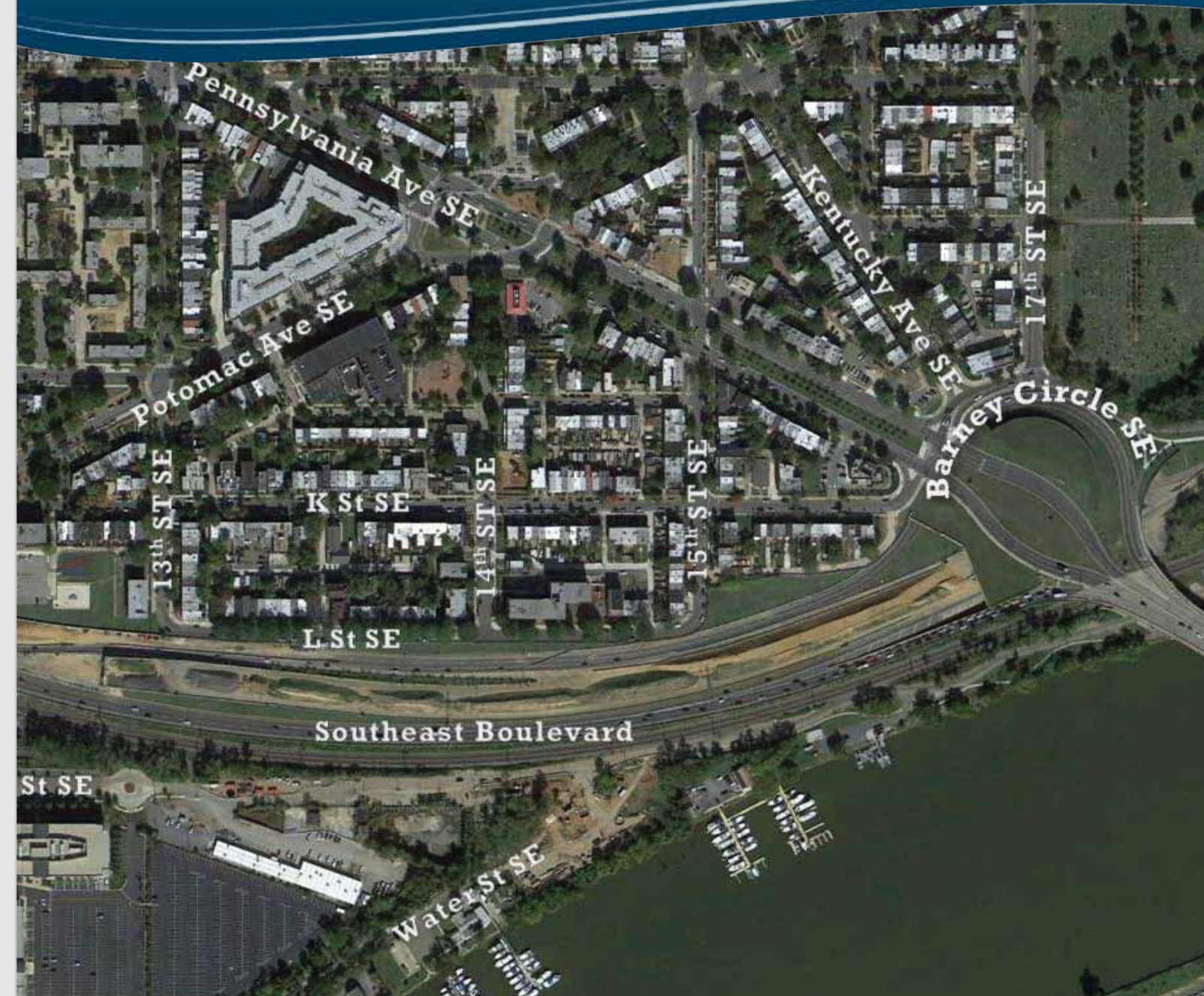
Thank you very much for your time and participation!

Please visit the study's website
anacostiawaterfront.org/BarneyCircle

You can also send your comments to barneycircle@prrbiz.com.

Barney Circle and Southeast Boulevard Transportation Planning Study

Thursday, November 21, 2013



Concepts Meeting Guide



d.

PURPOSE AND NEED

- Reconfigure Barney Circle to accommodate:
 - Neighborhood turning movements,
 - Pedestrian and bicyclist connectivity to the waterfront.
- Redesign Southeast Freeway right-of-way into a great urban boulevard.
- Reconnect the city to the boulevard and mitigate the barrier between the neighborhoods and the waterfront parks.
- Provide opportunities for enhanced public transit.

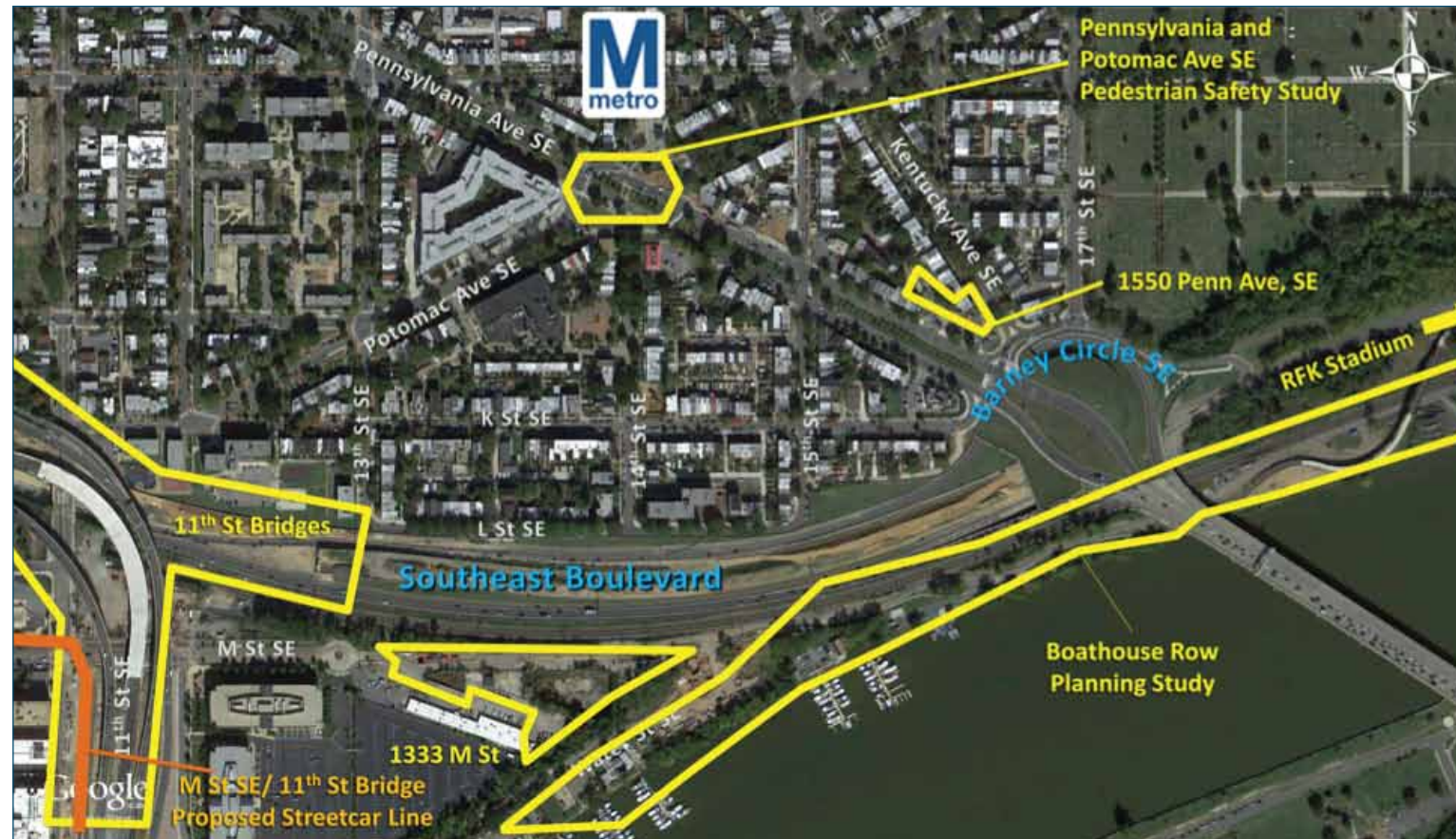
ANACOSTIA WATERFRONT INITIATIVE PRINCIPLES

- Provide continuous pedestrian and bicycle access along the entire waterfront
- Aggressively promote a modal shift to public transit
- Create great urban boulevards with mixed uses, landscaping, and great civic spaces
- Redesign highways and freeways to reduce barriers between neighborhoods and waterfront parks
- Reconnect the city street grid to waterfront parks

WE HAVE CONSIDERED YOUR COMMENTS

- Pedestrian and Bicycle Connections to the Waterfront
 - Create pedestrian and bicycle connections from 13th, 14th, and 15th Streets SE to waterfront.
 - Allow pedestrian and bicycle access through Barney Circle.
- Kentucky Avenue Included in Study Area
 - Expand the study area to include 700 and 800 blocks of Kentucky Avenue SE to evaluate potential cut through traffic that may result from the improvements to Barney Circle.
- Southeast Boulevard Design
 - Do not provide vehicle connections to 13th, 14th, and 15th Streets SE.
 - Do not locate Southeast Boulevard immediately adjacent to homes along L Street SE.
- Parking Facility
 - An underground parking facility is quieter and allows for green space on top.

Adjacent Projects to Southeast Blvd. and Barney Circle



CONCEPTS FOR SOUTHEAST BOULEVARD

Concept 1: No Build

- No changes planned to either Barney Circle or Southeast Boulevard
- Existing Conditions Barney Circle
 - Barney Circle prevents several turning movements to and from neighborhood side streets
- Existing Conditions Southeast Freeway
 - Southeast Freeway reopens and operates in the same way before the 11th Street Bridges Project
 - There would be no bicycle or pedestrian access to the waterfront from L Street SE
 - No additional open space or parking facilities would be constructed



CONCEPTS FOR SOUTHEAST BOULEVARD (continued)

Concept 2: Southeast Boulevard and Green Space Elevated on Structure above Multi-Modal Parking Facility

- Southeast Boulevard
 - Alignment mid-way between L Street SE and railroad tracks
 - Raised to same level as L Street SE
 - Green space buffer between L Street SE and Southeast Boulevard
 - Multi-modal parking facility below the roadway
 - Pedestrian and bicycle trail along Southeast Boulevard
- Pedestrian and Bicyclist Access to Waterfront
 - Connection aligned with 14th Street SE allows pedestrians and bicyclists to travel from L Street SE to M Street SE
 - Pedestrian signal to cross Southeast Boulevard
 - Pedestrian bridge crosses railroad tracks
 - ADA compliant ramps connect pedestrian bridge to M Street SE
- Multi-Modal Parking Facility Below Southeast Boulevard
 - Length from 12th Street SE to 15th Street SE
 - Width from L Street SE to railroad tracks
 - Landscaped green space and Southeast Boulevard above parking facility
 - Access to parking facility from ramps located along Southeast Boulevard



CONCEPTS FOR SOUTHEAST BOULEVARD (continued)

Concept 3A: Southeast Boulevard Aligned Close to L Street SE with Surface Parking and Green Space Adjacent to Roadway

- Southeast Boulevard
 - Alignment close to L Street SE
 - Pedestrian and bicycle trail along Southeast Boulevard
- Surface parking lots and green space
 - Located between Southeast Boulevard and railroad
 - Vehicles enter and exit surface parking lots from Southeast Boulevard only



Concept 3A

- Southeast Boulevard
 - At-grade below the level of L Street SE
 - Surface parking lot and/or green space
- Surface Parking Lots and Green Space
 - At-grade below the level of L Street SE
- Pedestrian and Bicyclist Access to Waterfront
 - Connection aligned with 14th Street SE allows pedestrians and bicyclists to travel from L Street SE to M Street SE
 - Pedestrian bridge starts at L Street SE and crosses over Southeast Boulevard, surface parking lots, and railroad tracks
 - ADA compliant ramps connect pedestrian bridge to M Street SE and surface parking lots below bridge



CONCEPTS FOR SOUTHEAST BOULEVARD (continued)

Concept 3B: Southeast Boulevard Aligned Close to L Street SE with Surface Parking and Green Space Adjacent to Roadway

- Southeast Boulevard
 - Alignment close to L Street SE
 - Pedestrian and bicycle trail along Southeast Boulevard
- Surface parking lots and/or green space
 - Located between Southeast Boulevard and railroad
 - Vehicles enter and exit surface parking lots from Southeast Boulevard only



Concept 3B

- Southeast Boulevard
 - On fill at the same level of L Street SE
- Surface Parking Lots and Green Space
 - On fill at the same level of L Street SE
- Pedestrian and Bicyclist Access to Waterfront
 - Connection aligned with 14th Street SE allows pedestrians and bicyclists to travel from L Street SE to M Street SE
 - Pedestrian signal to cross Southeast Boulevard
 - Pedestrian bridge crosses railroad tracks
 - ADA compliant ramps connect pedestrian bridge to M Street SE



CONCEPTS FOR SOUTHEAST BOULEVARD *(continued)*

Concept 4A: Southeast Boulevard Aligned Close to Railroad Tracks with Surface Parking and Green Space Adjacent to Roadway

- Southeast Boulevard
 - Alignment close to railroad tracks
 - Pedestrian and bicycle trail along Southeast Boulevard
- Surface Parking Lots and Green Space
 - Located between Southeast Boulevard and L Street SE
 - Vehicles enter and exit surface parking lots from Southeast Boulevard only



Concept 4A

- Southeast Boulevard
 - o At-grade below the level of L Street SE
- Surface Parking Lots and Green Space
 - o At-grade below the level of L Street SE
- Pedestrian and Bicyclist Access to Waterfront
 - o Connection aligned with 14th Street SE allows pedestrians and bicyclists to travel from L Street SE to M Street SE
 - o Pedestrian bridge starts at L Street SE and crosses over surface parking lots, Southeast Boulevard, and railroad tracks
 - o ADA compliant ramps connect pedestrian bridge to M Street SE and surface parking lots below bridge



CONCEPTS FOR SOUTHEAST BOULEVARD *(continued)*

Concept 4B: Southeast Boulevard Aligned Close to Railroad Tracks with Surface Parking and Green Space Adjacent to Roadway

- Southeast Boulevard
 - Alignment close to railroad tracks
 - Pedestrian and bicycle trail along Southeast Boulevard
- Surface Parking Lots and Green Space
 - Located between Southeast Boulevard and L Street SE
 - Vehicles enter and exit surface parking lots from Southeast Boulevard only



Concept 4B

- Southeast Boulevard
 - On fill at the same level of L Street SE
- Surface Parking Lots and Green Space
 - On fill at the same level of L Street SE
- Pedestrian and Bicyclist Access to Waterfront
 - Connection aligned with 14th Street SE allows pedestrians and bicyclists to travel from L Street SE to M Street SE
 - Pedestrian signal to cross Southeast Boulevard
 - Pedestrian bridge crosses railroad tracks
 - ADA compliant ramps connect pedestrian bridge to M Street SE



OPTIONS FOR BARNEY CIRCLE

Option 1

- Barney Circle re-constructed as a signalized traffic circle. Full access is provided at:
 - 17th Street SE
 - Kentucky Avenue SE
 - Pennsylvania Avenue SE
 - Southeast Boulevard
- K Street SE is one-way exiting the circle and can only be accessed from eastbound Pennsylvania Avenue SE
- Kentucky Avenue SE
 - Two-way south of Freedom Way SE alley to Barney Circle
 - One-way northbound, north of Freedom Way SE alley
- Pedestrian bridge connects John Philip Sousa Bridge with Anacostia Riverwalk Trail



OPTIONS FOR BARNEY CIRCLE (continued)

Option 2

- Barney Circle re-constructed as a signalized traffic circle. Full access is provided at:
 - 17th Street SE
 - Pennsylvania Avenue SE
 - Southeast Boulevard
- K Street SE
 - One-way exiting the circle
 - Access from all approaches
- Kentucky Avenue SE
 - No access to Kentucky Avenue SE from Barney Circle
 - One-way southbound from H Street SE to Barney Circle
 - One-way northbound, north of H Street SE
- H Street SE is two-way between 16th Street SE and 17th Street SE
- All-way stop sign installed at intersection of 17th Street SE and H Street SE
- Pedestrian bridge connects John Philip Sousa Bridge with Anacostia Riverwalk Trail

