



# Modernizing Pennsylvania Avenue

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# Session Overview

**Reimagining  
DC's Corridors**



**Pennsylvania  
Avenue West**

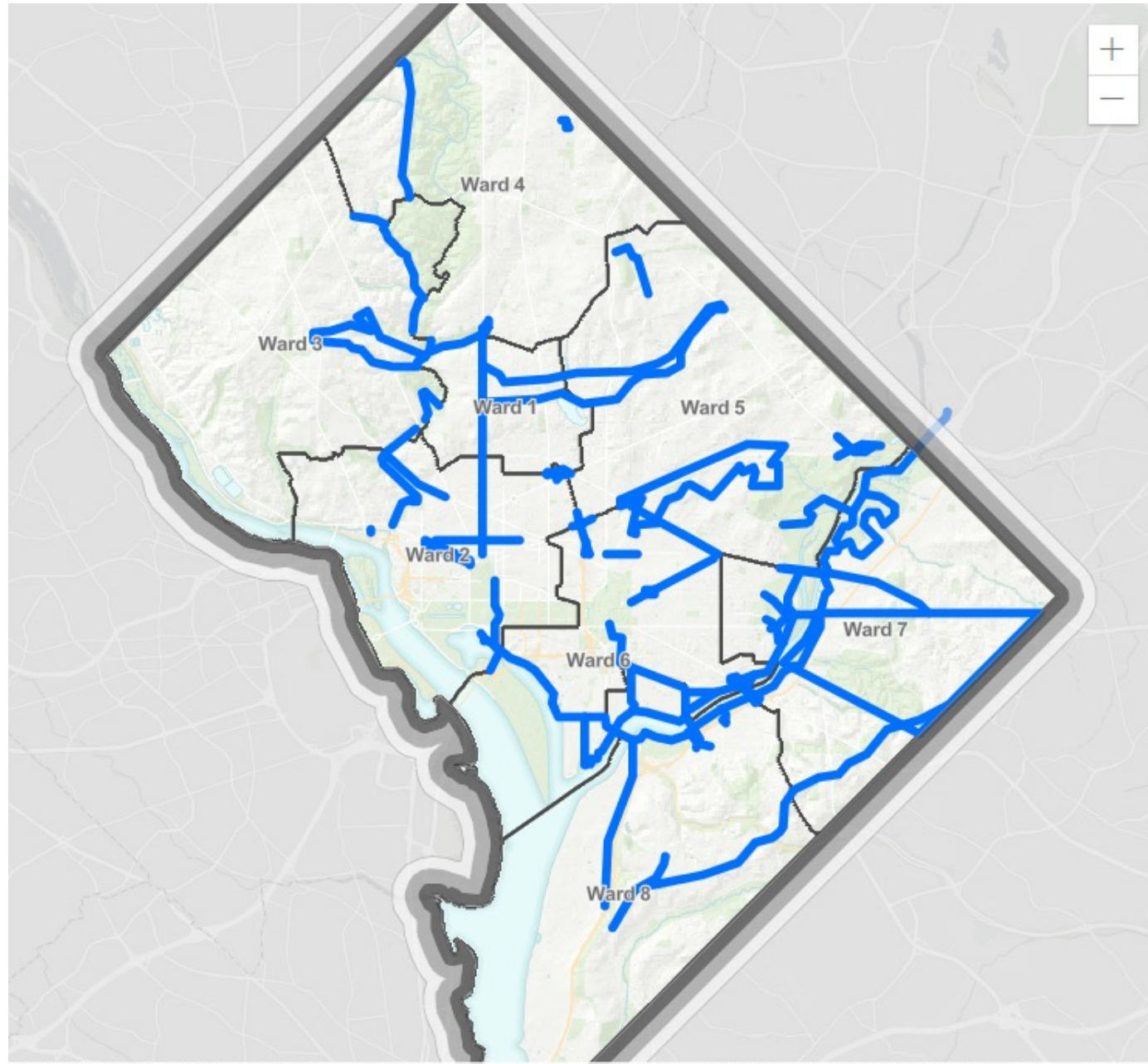


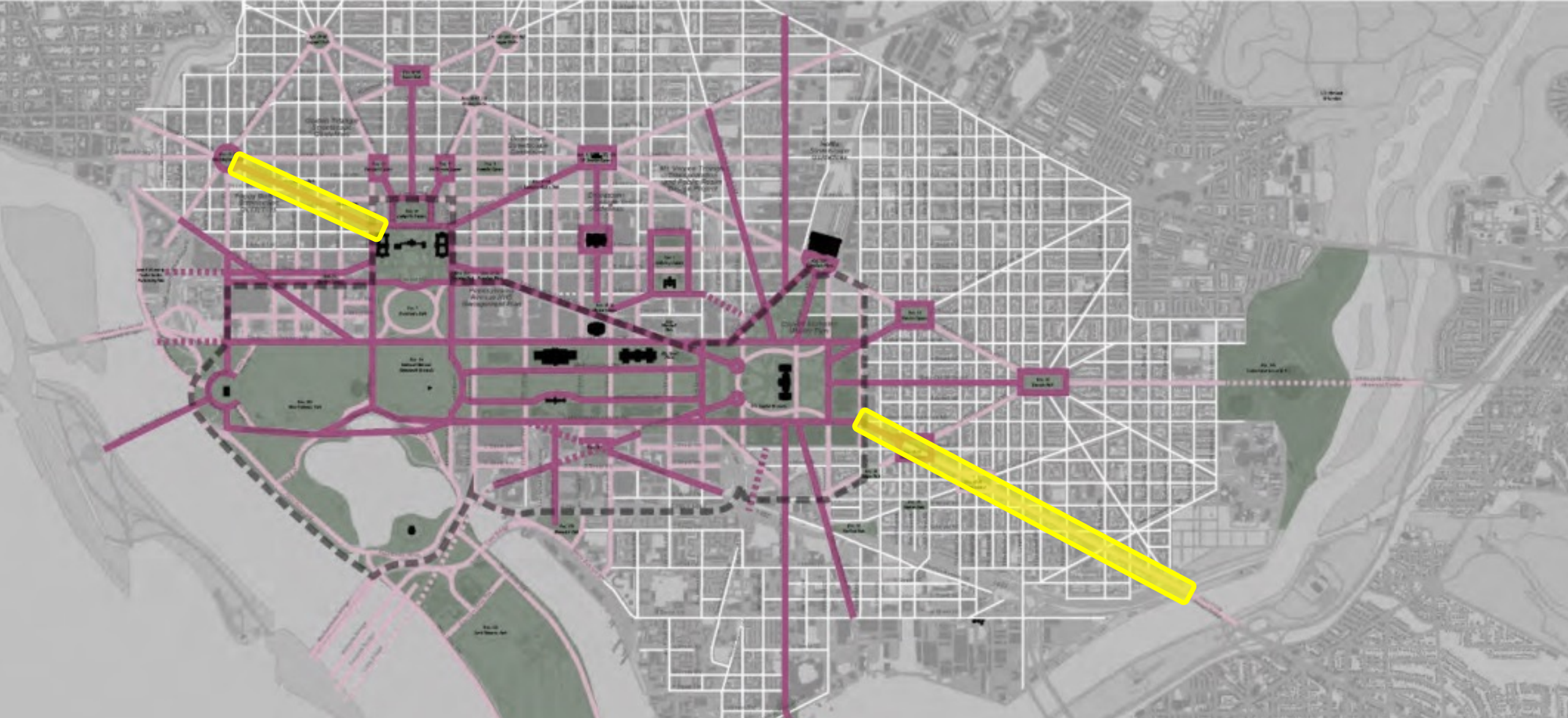
**Pennsylvania  
Avenue SE**



**Lessons  
Learned**







Project Location

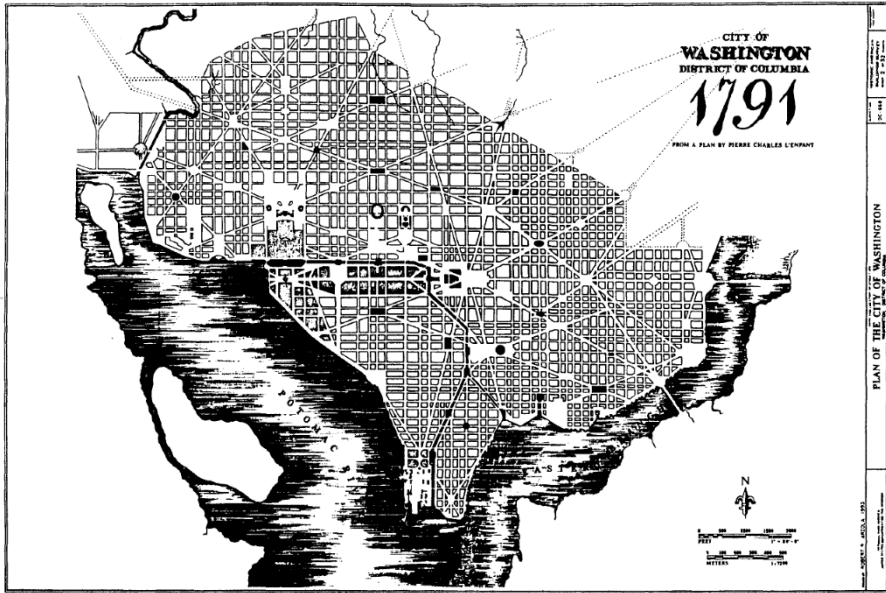


# Penn Ave West



# History

- Original connection between the Federal City and Georgetown (before the District was established)
- Historic Streetcar route for lines to Rosslyn-Benning, Cabin John, and Tenleytown
- Metro operation (Farragut West) began in 1977
- Pennsylvania Avenue in front of White House closed to traffic in May 1995



Penna Ave west from 18th. Dept of Commerce. Negative No 8222 to 24

ONE WAY

Existing Conditions





# Existing Conditions



# Existing Conditions

## GRANITE



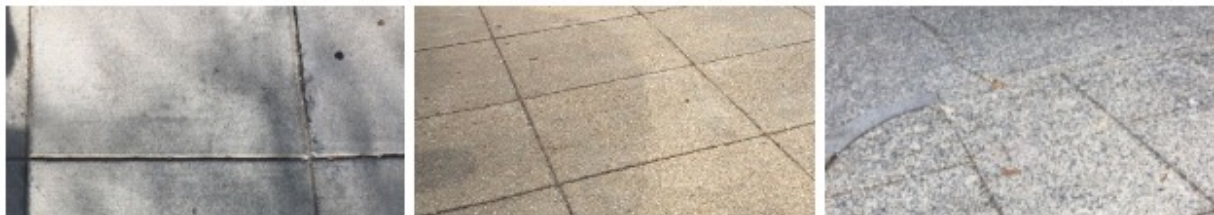
## BRICK



## CONCRETE PAVERS



## CIP CONCRETE



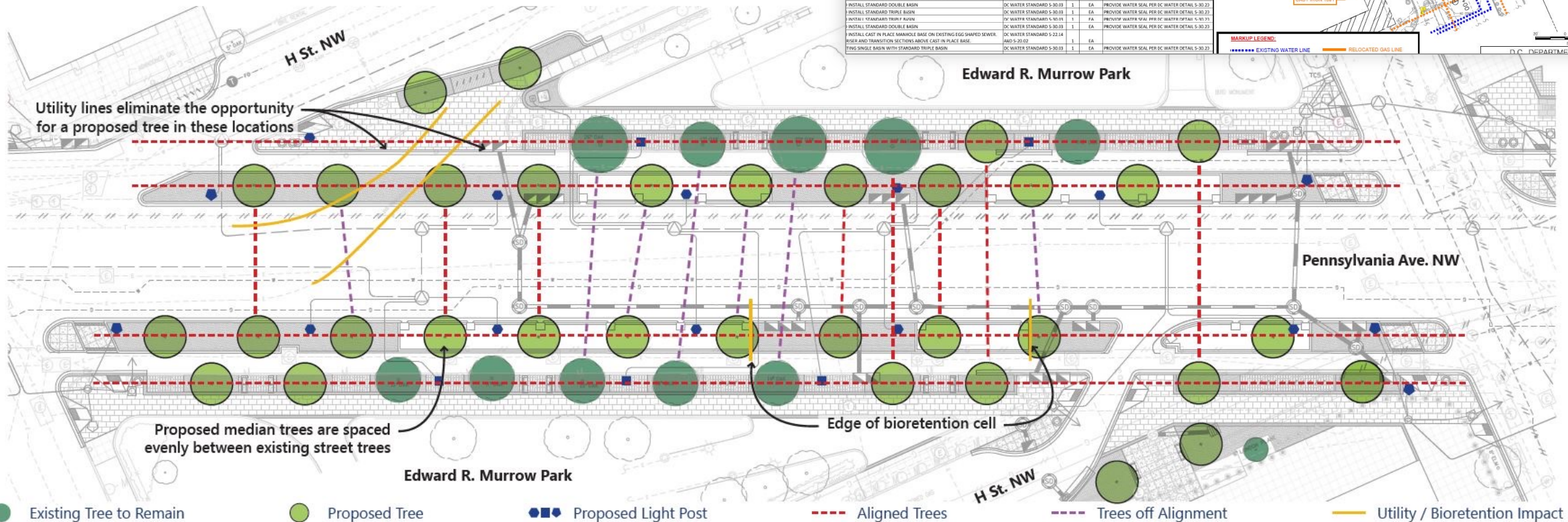
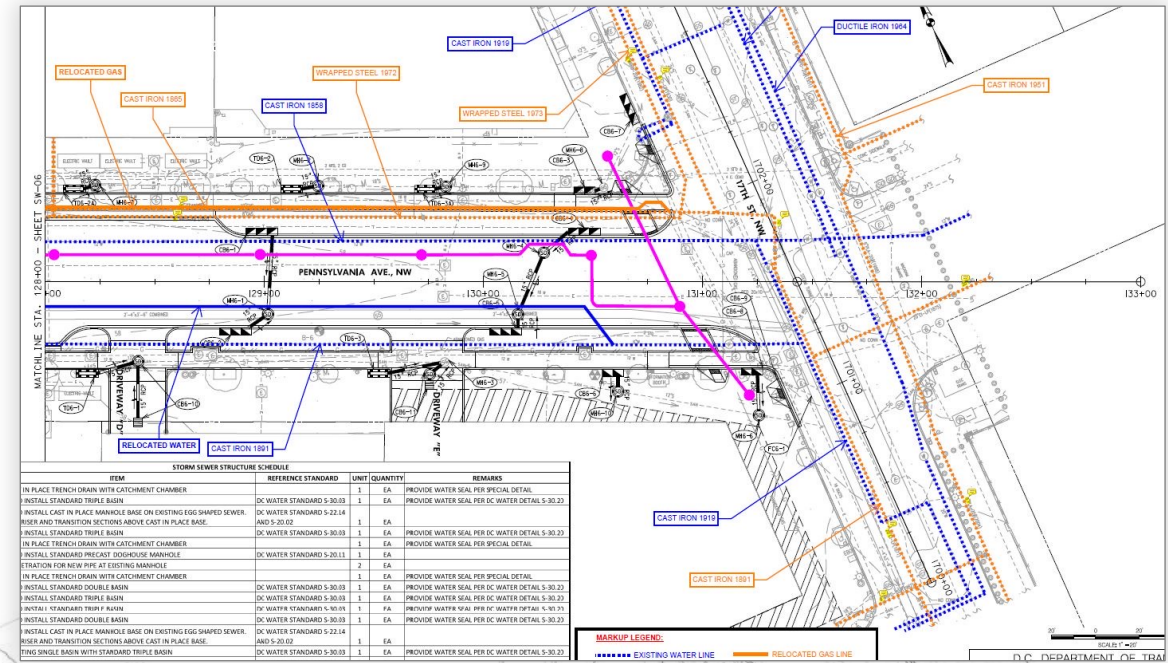
*\*Existing Sidewalk Paving Inventory has been provided in a separate document.*



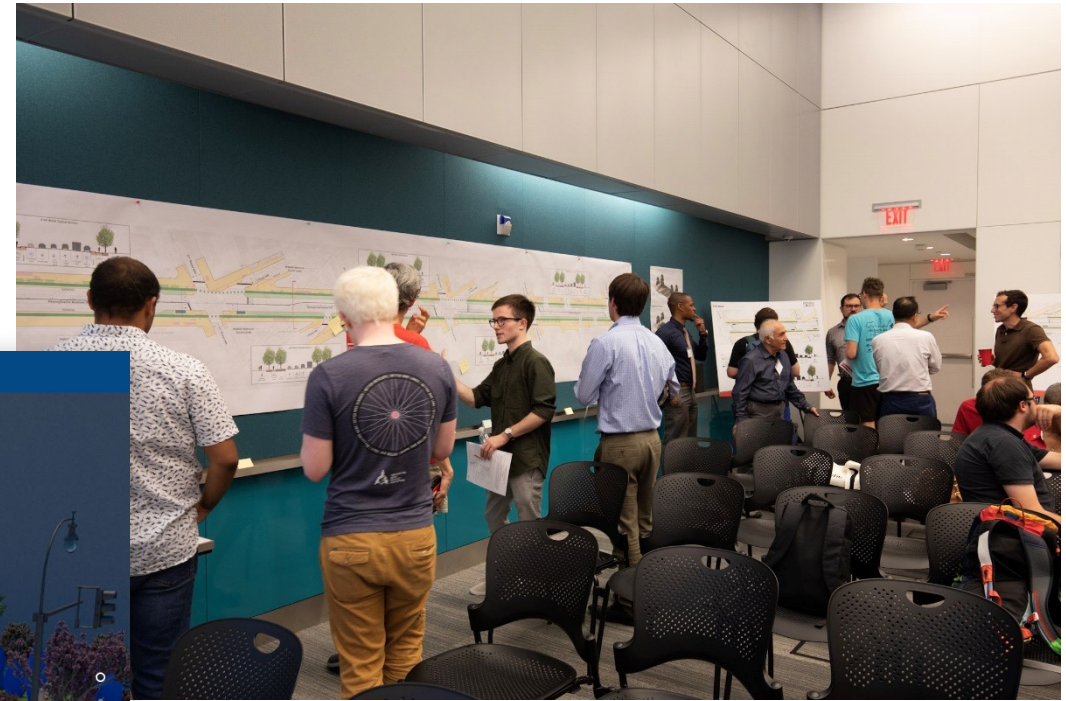
Existing Conditions



# The Challenge



# Take It to the People



**PENN AVE WEST**

[Click here to view the September 2020 project update materials presented to ANC2B and ANC2A!](#)

**About the Project**

## Pennsylvania Avenue West

Led by the District Department of Transportation (DDOT), the Pennsylvania Avenue West streetscape project (Penn Ave West) seeks to improve travel for pedestrian, bicycle and vehicular traffic along this iconic corridor in the western portion of downtown DC.

[Project Map](#)

[About](#)  
Project Background  
Public Meeting Materials  
Gallery  
Frequently Asked Questions  
Contact Us

Twitter Facebook Email

360 STREET VIEW





### STORMWATER



**70,000**  
GALLONS OF  
WATER CAPTURED

**32,000 SF**

REDUCTION OF  
IMPERVIOUS SURFACES



### CIRCULATION

**~50%** REDUCTION  
IN CROSSING  
LENGTHS



**1.1**  
MILES OF NEW  
BIKE LANES

### ECOLOGY



**72%**  
INCREASE IN  
CANOPY COVER




**75%** OF EXISTING  
TREES TO  
REMAIN

### PUBLIC REALM



**1.65 ac.**  
RECLAIMED AREA  
FROM ROADWAY

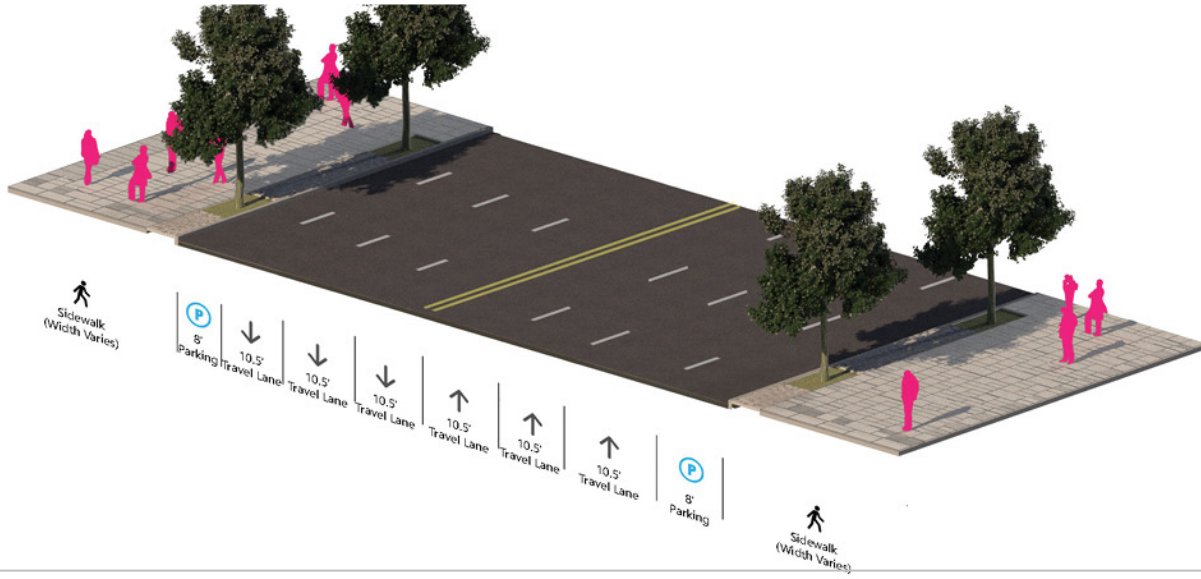
**90** NEW BENCHES   
**3** NEW PUBLIC PLAZAS 







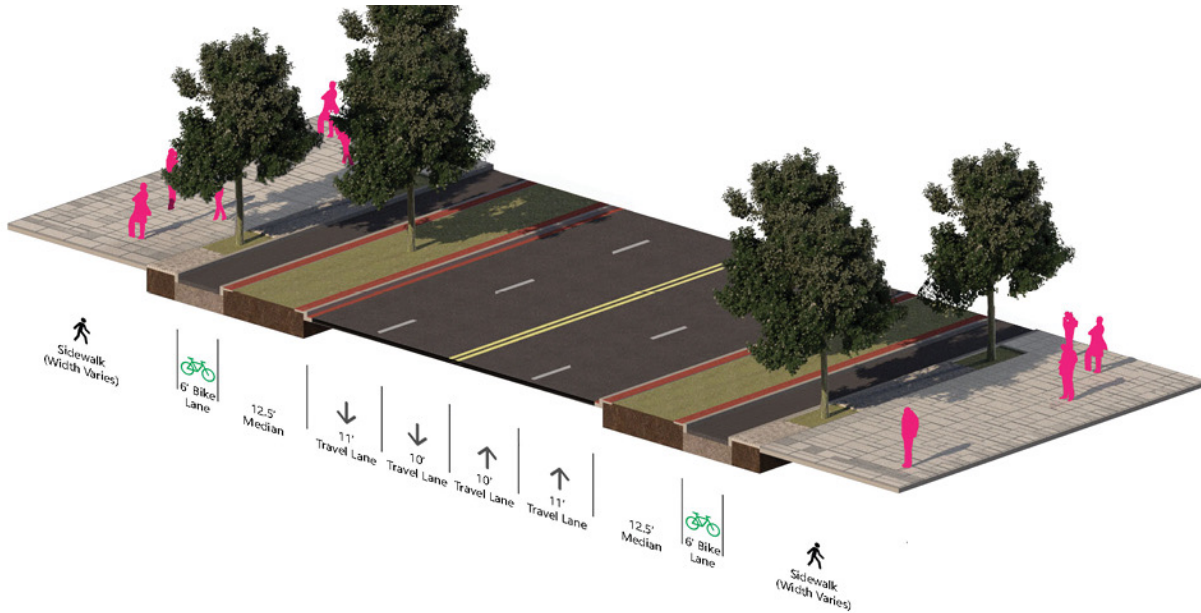
# EXISTING



# EXISTING

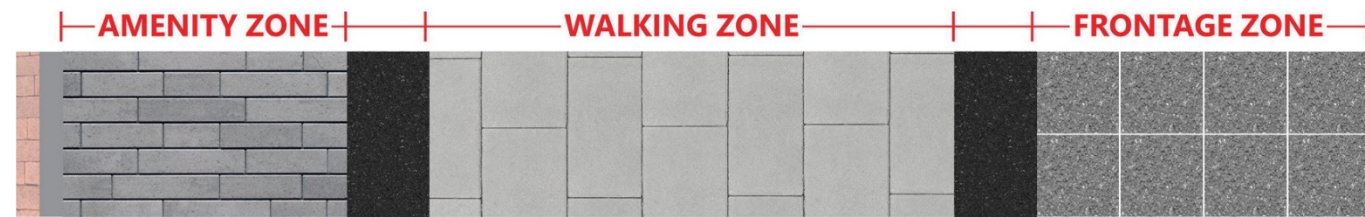
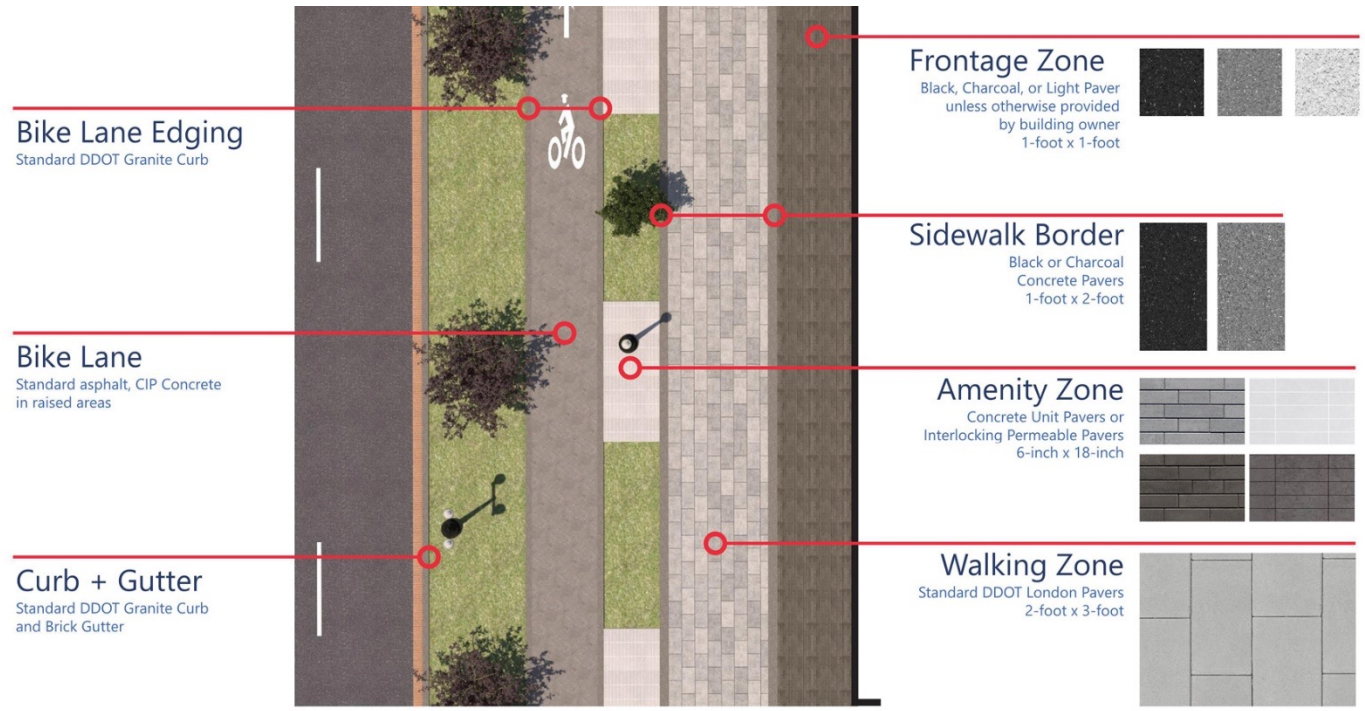


# PROPOSED



# PROPOSED





# Penn Ave SE





# History

- Identified as a Preeminent Viewshed in the 2016 Comp Plan
- Has long been an important multimodal transportation corridor for the District and the region
  - Streetcar service began 1903, ended 1962
  - Metrorail service launched on July 1, 1977
- Most of corridor (between 2nd Street SE and 13th Street SE) falls within the Capitol Hill Historic District

# Existing Conditions



Commercial hub  
for Capitol Hill

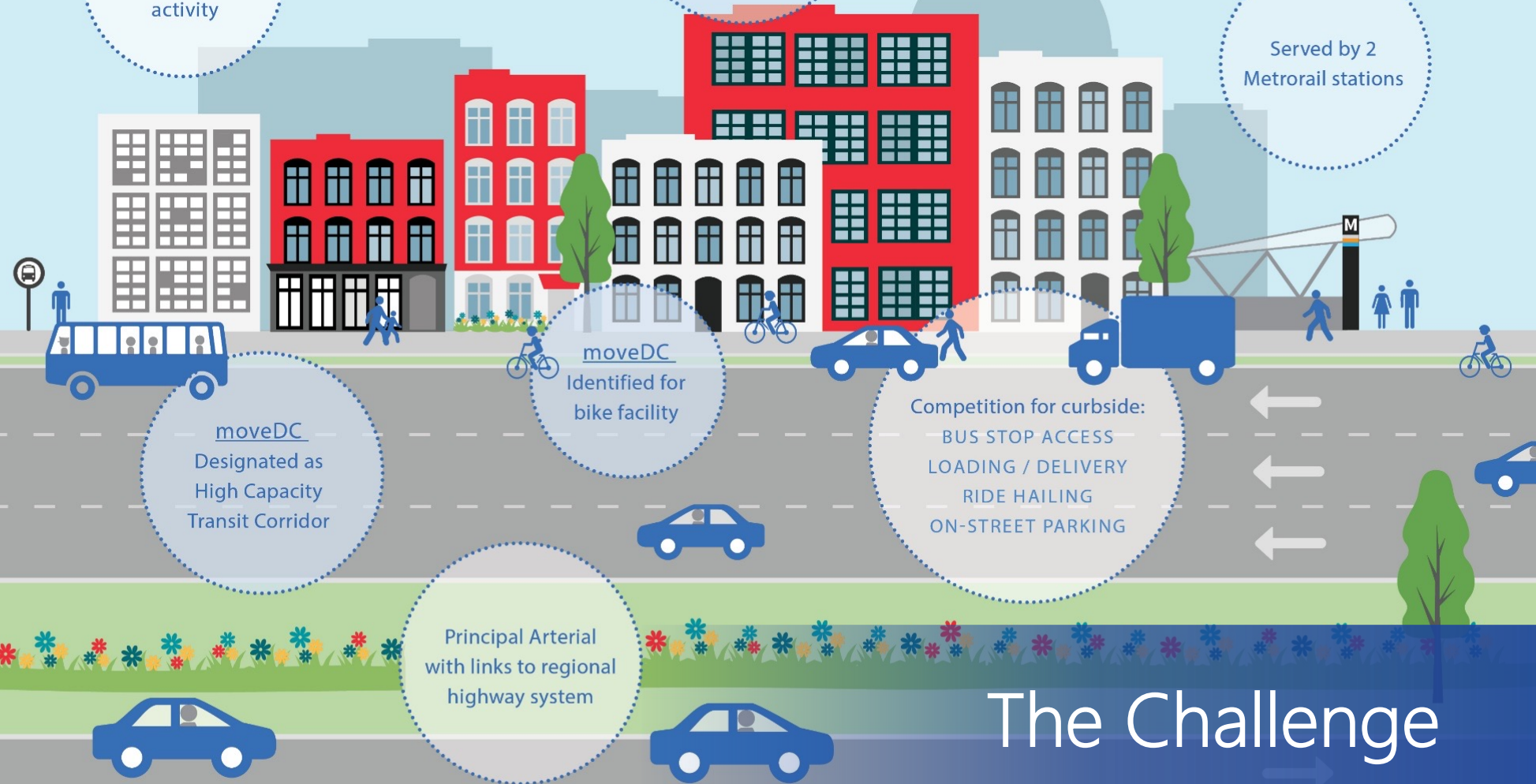
High levels  
of pedestrian  
activity

moveDC  
Designated as high  
priority Freight  
Improvement  
Corridor

Served by 2  
Metrorail stations

Key  
transportation  
corridor  
connecting DC  
core and points  
south/east

Cultural/historical  
considerations  
NPS ownership of medians/parks  
Protected viewshed  
Capitol Hill Historic District



moveDC  
Designated as  
High Capacity  
Transit Corridor

moveDC  
Identified for  
bike facility

Competition for curbside:  
BUS STOP ACCESS  
LOADING / DELIVERY  
RIDE HAILING  
ON-STREET PARKING

Principal Arterial  
with links to regional  
highway system

# The Challenge

# Take It to the People

## Key Design Principles for Penn Ave SE

- Enhance Safety & Multimodal Operations
- Minimize Cost & Implementation Challenges
- Utilize DC Property & Right-of-Way
- Facilitate Curbside Opportunities & Equity

Nine preliminary bike lane options developed based on input from ANC 6B.

Preliminary options evaluated based on key design principles that align with project goals and objectives.

FAILS TO MEET KEY DESIGN PRINCIPLES

MEETS KEY DESIGN PRINCIPLES

### Eliminated from Consideration

Preliminary options that failed to meet one or more key design principles

#### Buffered Bike Lanes



#### Median Trail



#### Separated Bike Lanes on Outside Curb (no on-street parking)



#### Two-way Cycle Track on Outside Curb



#### Two-way Cycle Track Adjacent to Median



#### Raised Curbside Bikeway (Repurposing Portion of Sidewalk)



### Advanced to Analysis Phase

Preliminary options that met all 4 key design principles

#### Alternative A: Separated Bike Lanes on Outside Curb (Peak-restricted On-street Parking)



#### Alternative B: Separated Bike Lanes on Outside Curb (Full-time On-street Parking)



#### Alternative C: Separated Bike Lanes Adjacent to Median



# Outcomes



**Establishes continuous dedicated separated bike facility**



**Maintains effective bus operations and access**



**Preserves on-street parking to serve commercial zones**

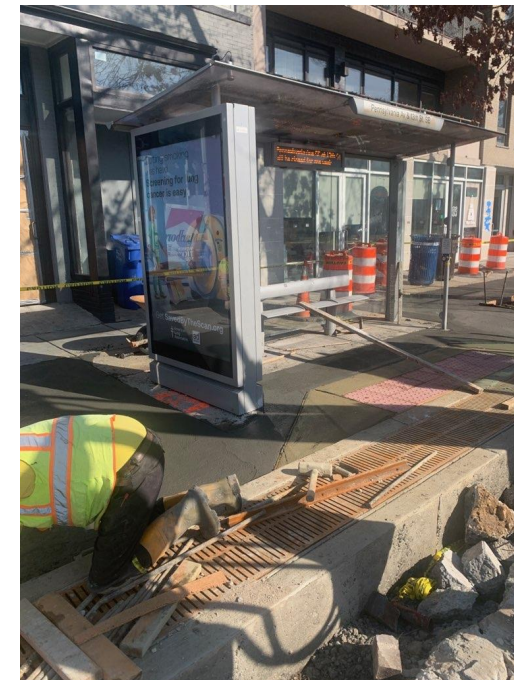
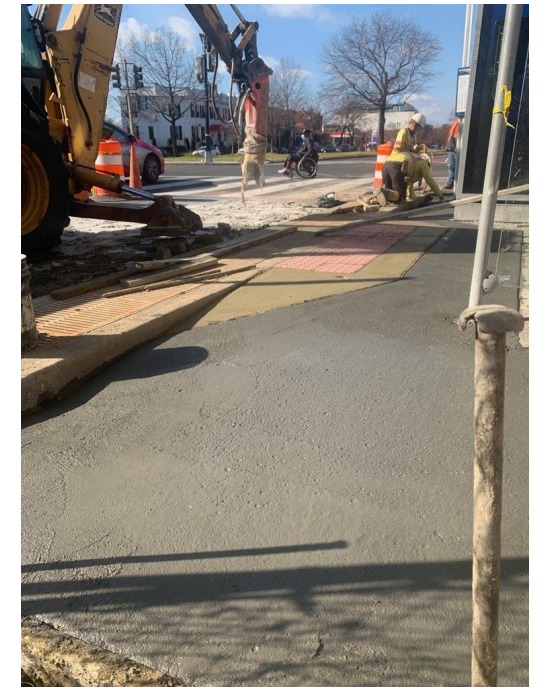
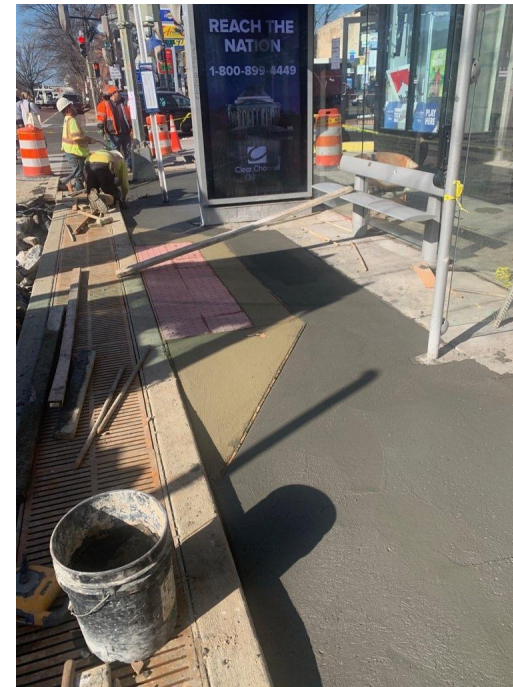


**Maintains acceptable traffic operations**



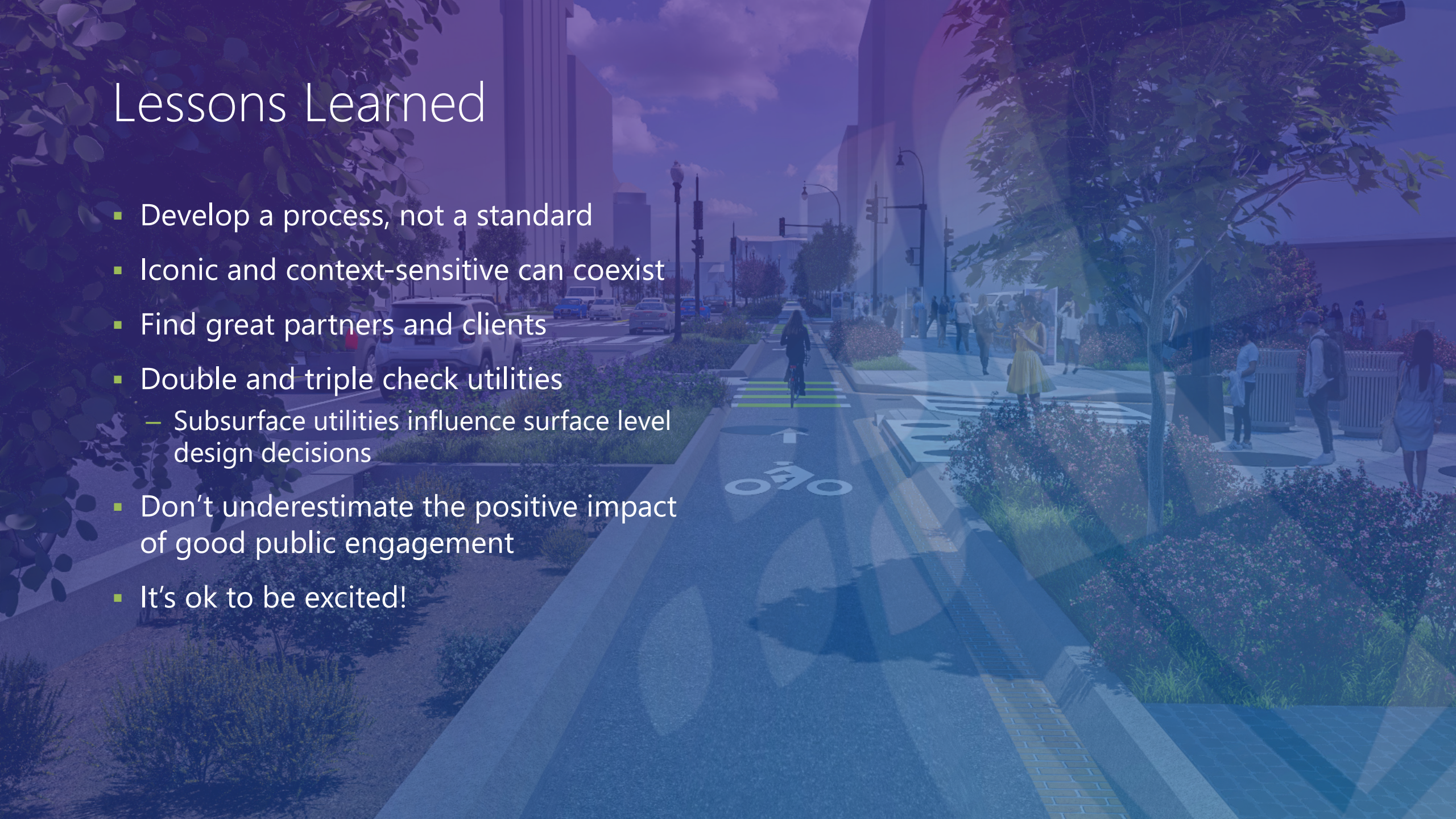
# Implementation

- **Phase 1** is under construction – Penn Ave SE between 2nd and 13th Streets SE
  - Bus lanes painted in Fall 2022
  - Bus boarding platforms being installed in Winter 2022/23
  - Bike lane installation and bus stop relocation in Spring 2023
  - Operational mid-2023
- **Phase 2** will be implemented in coordination with Penn Ave/Potomac Ave intersections improvements



# Lessons Learned

- Develop a process, not a standard
- Iconic and context-sensitive can coexist
- Find great partners and clients
- Double and triple check utilities
  - Subsurface utilities influence surface level design decisions
- Don't underestimate the positive impact of good public engagement
- It's ok to be excited!



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