

Takoma Transportation Study

Final Report



Prepared by:
DMJM+HARRIS, Inc.
For:
District of Columbia Department of Transportation
and
City of Takoma Park, Maryland
July 2003

I. INTRODUCTION

The District Department of Transportation (DDOT) and the City of Takoma Park conducted a study that evaluated transportation conditions in the Takoma area of Northwest Washington DC and adjacent Takoma Park, Maryland. DDOT hired the consulting firm DMJM+HARRIS (Consultant) to conduct the technical analyses for this study. In this report work performed by either the Consultant or a combination of Consultant, DDOT staff and/or Takoma Park staff is referred to as work performed by the “Study Team.” This study was a continuation and an expansion of the transportation work conducted in conjunction with the development of the Takoma Central District Plan¹.

STUDY GOALS

The main goals of this study were to examine existing and future transportation conditions and determine short-term and long-term management and infrastructure improvements to reduce traffic congestion, especially during peak morning and evening travel hours; improve traffic and pedestrian safety; protect surrounding residential streets from traffic impacts; enhance transit service; and improve bicycle and pedestrian transportation facilities in the study area. In addition, as described in the Scope of Work, included in Appendix A, the study included an assessment of the commercial parking needs in support of a municipal parking facility in Takoma Park.

STUDY PROCESS

As shown in Figure 1, the study area boundaries are the following streets:

- Georgia Avenue, NW² to the west,
- Peabody Street, NW to the south,
- Eastern Avenue, NW and Eastern Avenue NE to the east and
- Philadelphia Avenue and Blair Road to the north.

The study was conducted with assistance from the area residents. The Study Team held several meetings with area residents to discuss existing transportation issues. The area residents provided additional input via e-mail, regular correspondence and meetings with DDOT, Takoma Park and Consultant representatives. The Study Team also held several meetings with representatives of key local agencies, including the Washington Metropolitan Area Transportation Authority (WMATA), Ride On, the District of Columbia Office of Planning, the City of Takoma Park and Maryland National Capital Park and Planning Commission (MNCPPC). The input from the residents and the public agency representatives was helpful in the identification of key transportation issues and the identification of future levels of development in the study area.

¹ Completed in the year 2002.

² Most of the District of Columbia streets in the study area are located in the northwest quadrant of the District. Therefore, throughout this report where the NW designation is omitted, it should be understood that the street is located in the northwest quadrant of the District.

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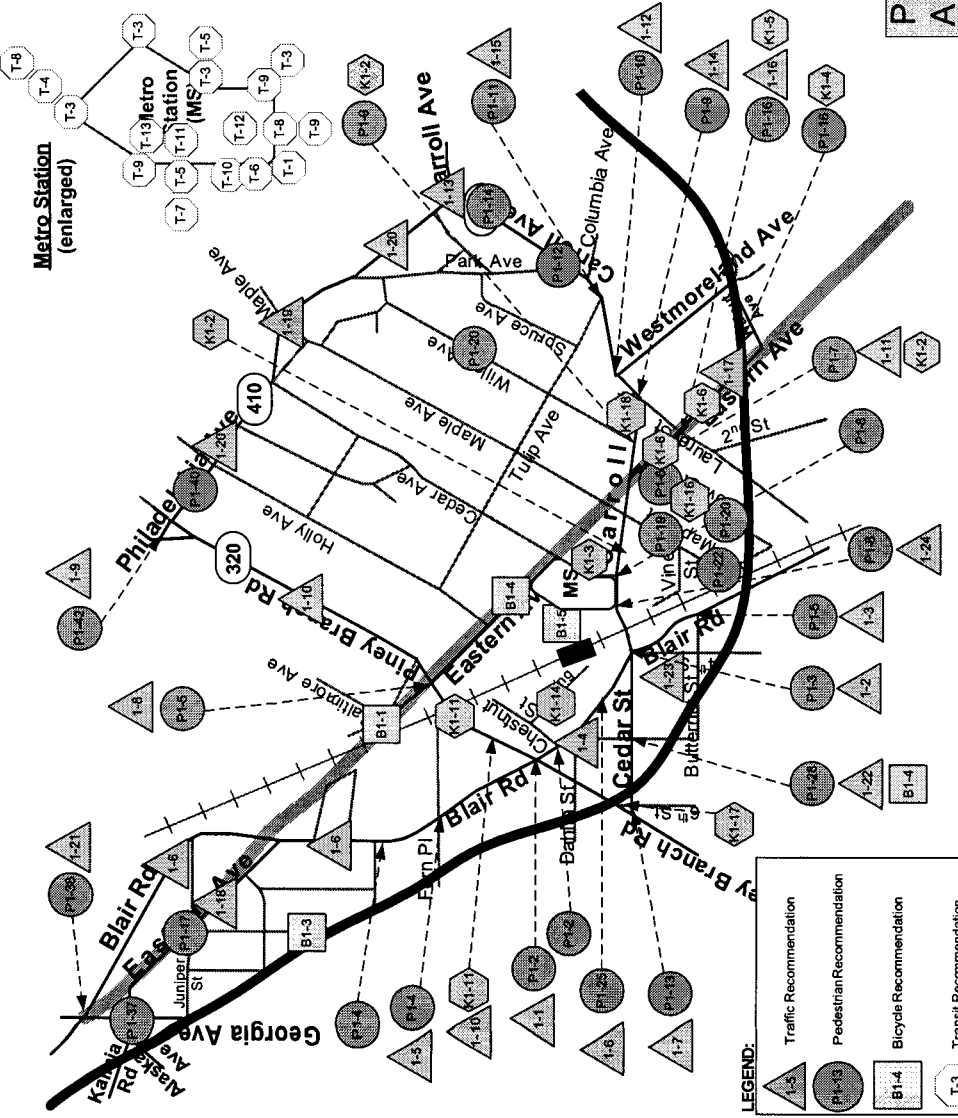
Figure 1. Study Area

TRANSIT RECOMMENDATIONS

| | |
|---------|--|
| T-1. | <ul style="list-style-type: none"> a) Relocate taxi stand to Cedar Street, beneath the Metro Station, directly adjacent to the station entrance. The taxi stand should be 60 feet in length. b) Provide signage in station indicating location of taxicab stand, adjacent to elevators and at main station entrance(s)/exit(s), perhaps at a kiosk. |
| T-2. | <ul style="list-style-type: none"> a) Re-develop sidewalk area beneath the Metro Station to provide a pull-in/out area for the taxicabs to stand (long-term) |
| T-3. | <ul style="list-style-type: none"> a) Provide 12 bus bays to accommodate the Metro and Ride On buses using the station (long-term) |
| T-4. | <ul style="list-style-type: none"> a) Provide pedestrian crossing signs at all station entrance(s)/exit(s) b) Signalize the intersection of the Katz development driveway with the Metro station bus entrance roadway and Cedar Street, if signalization warrants are met six months after completion of the development (long-term) |
| T-5. | <ul style="list-style-type: none"> a) Allow buses to enter the station (after redevelopment at the site) via Carroll Street and exit via Carroll Street and Eastern Avenue (long-term) |
| T-6. | <ul style="list-style-type: none"> a) Maintain agreement with providers to enforce bus layover restrictions b) Provide unassigned bus bays at station in the Bus Transfer Area of the station (after redevelopment at the site) (long-term) |
| T-7. | <ul style="list-style-type: none"> a) Provide a western entrance into the Metro Station, beneath the Underpass along Carroll Street (long-term) b) Provide an ADA accessible entrance from the west to the station by extending the tunnel currently used for ADA access on the eastern side |
| T-8. | <ul style="list-style-type: none"> a) Provide standard signage to clearly identify separate bus and private vehicle entrances to station b) Signalize the intersection of Cedar St and the bus access street (long-term) |
| T-9. | <ul style="list-style-type: none"> a) In addition to the spaces in front of the Metro Station (Cedar Street) identified under the proposed plan, additional Kiss and Ride spaces should be provided in the back of the Metro station (parking area) and on Cedar Avenue (across from existing T-11) by eliminating parking spaces on south side of block between Eastern Avenue and Carroll Street (long-term) |
| T-10. | <ul style="list-style-type: none"> a) Do not provide Kiss and Ride on the west side (long-term) |
| T-11. | <ul style="list-style-type: none"> a) Provide parking spaces at a 1:1 ratio in the new Metro Station layout (long-term) b) Place lighting stands adjacent to bike racks/lockers to increase visibility and minimize safety concerns, install and aim video cameras on bike racks/lockers to monitor activity and install CCTVs in messager's office to monitor criminal activity. Also place signage regarding the property under CCTV watch at all times |
| T-12. | <ul style="list-style-type: none"> a) Relocate bike racks and lockers adjacent to Village Green area (long-term) |
| T-13. | <ul style="list-style-type: none"> a) Review existing zoning policy of the District of Columbia officials should be involved in the developments in the City of Takoma Park study |
| General | <ul style="list-style-type: none"> a) Monitor bike rack usage over a six month trial period. If utilization exceeds 75% of capacity consistently over trial period, install additional racks as needed to satisfy need. b) Monitor bike locker rentals. When utilization exceeds 75% of capacity, install additional lockers to satisfy growth needs. c) Provide 50 new bike racks to accommodate increased demand due to the implementation of the Metropolitan Branch Trail (MBT) (long-term) d) Provide an information kiosk just outside the Metro station that provides phone numbers for cab companies, bus maps, and safe routes to walk home (long-term) |

PARKING

| | |
|----------------------------|--|
| Walter Reed Medical Center | <ul style="list-style-type: none"> a) Implement AM peak service onto the Walter Reed campus via Elder or Dania Streets, exiting at either 14th & Alaska Ave or 16th & Main Drive b) Implement PM peak service onto the Walter Reed campus via 14th & Alaska Avenue or 16th & Main Drive exiting at Elder or Dania Streets c) Implement a regular all day service onto the Walter Reed campus using most practical entrance and exit (long-term) |
| South of Takoma Metro Stn | <ul style="list-style-type: none"> a) Implement evening off-peak service until 11:00 PM along the K2 route on a trial basis for one year b) Restore discontinued K6 bus service along 3rd Street. Implement a cross town service, within the study area, connecting the virtually parallel 7071, 62, and K2 bus routes (long-term) |
| K1-2. | <ul style="list-style-type: none"> a) Include these properties in the overall assessment of parking in the proposed parking garage |
| K1-3. | <ul style="list-style-type: none"> a) Eliminate parking along Cedar Street and develop as Kiss & Ride drop-off area (long-term) |
| K1-4. | <ul style="list-style-type: none"> a) Include these properties in the overall assessment of parking in the proposed parking garage |
| K1-5. | <ul style="list-style-type: none"> a) Build a municipal parking garage in Takoma Park to increase the parking supply and accommodate some of the parking demand (long-term) |
| K1-6. | <ul style="list-style-type: none"> a) Install standard "No Parking" signs b) Provide more parking signs |
| K1-11. | <ul style="list-style-type: none"> a) Install parking meters in this area which allow lower rates to be assessed for short term parking periods |
| K1-14. | <ul style="list-style-type: none"> a) Implement parking restrictions on Piney Branch Road |
| K1-16. | <ul style="list-style-type: none"> a) Prohibit formal on-street parking b) Replace missing signs |
| K1-17. | <ul style="list-style-type: none"> a) Make 6th Street one-way northbound between Piney Branch Road and Cedar Street |
| K1-18. | <ul style="list-style-type: none"> a) Install parking meters to regulate parking adjacent to retail establishments b) Implement short-term zone limits in the vicinity of retail establishments |
| AI Metro Station | <ul style="list-style-type: none"> a) Improve enforcement of parking regulations b) Maintain adequate parking to service the Metro Station ridership requirements (long-term) |



BICYCLE RECOMMENDATIONS

| | |
|-------|--|
| B1-1. | <ul style="list-style-type: none"> a) Increase speed enforcement. b) Install speed limit signs. |
| B1-3. | <ul style="list-style-type: none"> a) Install bike route signs. b) Install speed table on Takoma Avenue at Baltimore Avenue. |
| B1-4. | <ul style="list-style-type: none"> a) Install Signage for bicycle routes on Piney Branch Rd and on 8th Street. b) Designate Cedar St from Piney Branch Rd to Cedar Ave as a bike route. c) Designate Eastern Ave from Takoma Ave to Metro entrance as a bike route. |
| B1-5. | <ul style="list-style-type: none"> a) Add 50 bicycle racks. |

LEGEND:

- Traffic Recommendation (Triangle with number)
- Pedestrian Recommendation (Circle with number)
- Bicycle Recommendation (Square with number)
- Transit Recommendation (Hexagon with number)
- Parking Recommendation (Hexagon with number)
- TAKOMA Metro Station (Square with 'MS')
- Metro Rail Line (Line with cross-ticks)

Note: Unless mentioned, the recommendations are short-term in nature

FIGURE ES-1

Transportation Recommendations for Area 1

Takoma Transportation Study

Not to Scale
May, 2003

| TRAFFIC RECOMMENDATIONS | |
|-------------------------|---|
| 1-1. | <ul style="list-style-type: none"> a) Prohibit left turns on the southbound approach of Blair Rd during peak hours b) Re-stripe all pavement markings on Piney Branch Rd at the intersection of Blair Rd |
| 1-2. | <ul style="list-style-type: none"> a) Install "Dangerous Intersection, Yield to Pedestrians at Crossing" signs on the westbound approach of Cedar St b) Move the crosswalk on Blair Rd north of Cedar St parallel to Cedar St and install "Yield to Pedestrians at Crossing" signs c) Install truck crossing signs on both directions of Blair Rd north of Cedar St d) Permit full access to the parking lot, but restrict exit from the Grand China parking lot to right turn only. Paint arrow markings for entering and exiting the parking lot and install Right Turn Only sign at the exit of the parking lot e) Place a sign warning northbound traffic of vehicles entering and exiting the parking lot |
| 1-3. | <ul style="list-style-type: none"> a) Make 4th St one-way southbound and Blair Rd one-way northbound from Cedar St to Butternut St (long-term) b) Eliminate the striped arrows in the middle of the intersection and make 4th St one-way southbound and Blair Rd one-way northbound from Cedar St to Butternut St. It is recommended that this improvement be fast-tracked (long-term) c) Provide utility pedestrian signal timing to accommodate the forecasted additional 100 bicycles during the peak hours (long-term) |
| 1-4. | <ul style="list-style-type: none"> a) Re-stripe crosswalk and install "Yield to Pedestrian in Crosswalk" sign on Butternut St approach b) Make 4th St one-way southbound and Blair Rd one-way northbound from Cedar St to Butternut St and signalize the intersections of Butternut with Blair Rd and Butternut with 4th St (long-term) c) Redesignate Dahlias St one-way westbound from Blair Rd to Piney Branch Rd d) Re-stripe the crosswalk on 5th St e) Replace the stop signs f) Install median/stand on the southbound approach of Blair Rd for right turns onto 5th St and Dahlias St (long-term) |
| 1-5. | <ul style="list-style-type: none"> a) Implement (a) if it can be negotiated with the property owner, otherwise implement (b) b) Clear the obstruction preventing eastbound traffic on Fern St from viewing northbound traffic from Blair Rd at the stop bar c) Prohibit left turns from Fern Pl to Blair Rd |
| 1-6. | <ul style="list-style-type: none"> a) Re-stripe double yellow lines from Piney Branch Rd to Eastern Ave b) Increase speed enforcement during off-peak hours c) Install additional speed limit signs d) Do not provide public access from Blair Rd to Spring Pl e) Install two speed cameras (one in each direction) on Blair Rd between Eastern Ave and Georgia Ave (long-term) |
| 1-7. | <ul style="list-style-type: none"> a) Install "End School Zone" Signs (S5-2) 300 ft from school property line on Piney Branch Rd b) Replace the Stop Sign on the northbound approach of 6th St c) Prohibit northbound left turns from 8th St to Piney Branch Rd |
| 1-8. | <ul style="list-style-type: none"> a) Optimize signal timing |
| 1-9. | <ul style="list-style-type: none"> a) Optimize signal timing b) Install pedestrian signals to cross Philadelphia Ave c) Stripe crosswalks for all approaches d) Install red light camera (long-term) |
| 1-10. | <ul style="list-style-type: none"> a) Increase speed enforcement during off-peak hours b) Install additional speed limit signs |
| 1-11. | <ul style="list-style-type: none"> a) Install two speed cameras (one in each direction) on Piney Branch Rd north of Blair Rd (long-term) b) Redesignate Willow St one-way southbound and provide parking on both sides of Willow St c) Relocate the stop bar on the westbound approach of Carroll Avenue 20 feet back (short-term) d) Provide an exclusive right turn lane on the eastbound approach of Carroll St by prohibiting on-street parking on the south side of the eastbound approach of Carroll St from Maple St to Willow St. Prohibit parking during the PM peak hours (4:00 PM to 6:30 PM) |
| 1-12. | <ul style="list-style-type: none"> a) Prohibit left turns from Westmoreland Ave onto Carroll St (short-term) b) Reconfigure the curb of the northbound approach to bring the stop bar (or the northbound approach closer to Carroll Ave (long-term) and remove short-term suggestion. |
| 1-13. | <ul style="list-style-type: none"> a) Maryland State Highway Administration (SHA) should evaluate the existing offsets for the traffic signals at Ethan Allen Ave with Carroll Ave, Carroll Ave with Philadelphia Ave, and Ethan Allen Ave with Sycamore Ave; and also adjust the offsets if necessary |
| 1-14. | <ul style="list-style-type: none"> a) Install signal heads and refine the intersection to accommodate the westbound movement from the parking lot at Carroll St and Laurel St. |
| 1-15. | <ul style="list-style-type: none"> a) Install signal heads for Tulip Ave approach b) Operate Tulip Ave approach as an actuated phase |

| TRAFFIC | | PEDESTRIAN | |
|---------|---|--|--|
| 1-16. | <ul style="list-style-type: none"> a) Repave Eastern Ave between Laurel St and Willow Ave b) Perform full circulation study and signalize the intersection of Eastern Ave and Laurel St if the warrants are met | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) b) Move crosswalk markings on north side of Cedar closer to intersection | |
| 1-17. | <ul style="list-style-type: none"> a) The Takoma parking lot circulation plan should be as follows (long-term): <ul style="list-style-type: none"> b) Allow vehicles to enter from Carroll St and allow vehicles to enter and exit from Eastern Ave c) Operate the intersection of Eastern Ave and parking entrance as an unsignalized intersection d) Signalize the intersection of Eastern Ave and Laurel St e) Increase speed enforcement during off-peak hours f) Install additional speed limit signs g) Install street signs and re-stripe crosswalks on Eastern Ave at 7th St h) Install two speed cameras (one in each direction) on Eastern Ave between Georgia Ave and Blair Rd (long-term) | <ul style="list-style-type: none"> a) Add pedestrian signals to cross Philadelphia Ave b) Optimize signal timings c) Increase speed enforcement during off-peak hours (short-term) d) No Stopping Zone Sign needed on Philadelphia Ave needs to be replaced between Chestnut St and Holly Ave e) End School Zone Signs needed on Philadelphia Ave west of Piney Branch Rd and east of Maple St f) Optimize signal timings g) Turn the branches that block the signal head h) Install flashing stop sign i) Signalize the intersection of the Katz development driveway with the metro station bus entrance roadway and Cedar St. Warrants are met six months after the completion of the development (long-term). | |
| 1-18. | <ul style="list-style-type: none"> a) Install two speed cameras (one in each direction) on Eastern Ave between Georgia Ave and Blair Rd (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| 1-19. | <ul style="list-style-type: none"> a) Add pedestrian signals to cross Philadelphia Ave | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| 1-20. | <ul style="list-style-type: none"> a) Optimize signal timings b) Increase speed enforcement during off-peak hours (short-term) c) No Stopping Zone Sign needed on Philadelphia Ave needs to be replaced between Chestnut St and Holly Ave d) End School Zone Signs needed on Philadelphia Ave west of Piney Branch Rd and east of Maple St | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) b) Move crosswalk markings on north side of Cedar closer to intersection | |
| 1-21. | <ul style="list-style-type: none"> a) Optimize signal timings | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| 1-22. | <ul style="list-style-type: none"> a) Turn the branches that block the signal head | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| 1-23. | <ul style="list-style-type: none"> a) Optimize signal timings | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| 1-24. | <ul style="list-style-type: none"> a) Turn the branches that block the signal head | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-2. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-3. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-4. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-5. | <ul style="list-style-type: none"> a) Install signs informing motorists to look for pedestrians at crossings b) Signalize the intersection of Butternut Street and Blair Rd and provide pedestrian signals (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) b) Move crosswalk markings on north side of Cedar closer to intersection | |
| P1-6. | <ul style="list-style-type: none"> a) Replace crosswalk striping | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-7. | <ul style="list-style-type: none"> a) Inspect pavement markings regularly and re-stripe where needed (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-8. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) b) Close off unused business access points where possible within zoning laws (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | |
| P1-9. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | |
| P1-10. | <ul style="list-style-type: none"> a) Install Pedestrian Crossing signing conforming with Manual of Uniform Traffic Control Devices (MUTCD) b) Upgrade sidewalk to a 5-ft minimum and ensure proper grading (long-term) c) Reconfigure the curb of the northbound approach to bring the stop bar and crosswalk for the northbound approach closer to Carroll Avenue (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-11. | <ul style="list-style-type: none"> a) Install Pedestrian Crossing signing b) Reconstruct ADA access ramps (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-12. | <ul style="list-style-type: none"> a) Re-stripe pedestrian crosswalks b) Use retro-reflective material on the curb to improve visibility c) Upgrade sidewalk to a 5-ft minimum and ensure proper grading (long-term) d) Widening the area beyond the curb (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-13. | <ul style="list-style-type: none"> a) Improve sidewalks within 2 city blocks of school to 6 ft minimum | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-14. | <ul style="list-style-type: none"> a) Install Pedestrian Crossing signing conforming with Manual of Uniform Traffic Control Devices (MUTCD) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-15. | <ul style="list-style-type: none"> a) Install sidewalk on both sides of Street (long-term) b) Shift sidewalk to avoid fire hydrant (long-term) c) Upgrade sidewalk to 5-ft minimum (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-16. | <ul style="list-style-type: none"> a) Replace crosswalk striping b) Inspect pavement markings regularly and re-stripe where needed (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-17. | <ul style="list-style-type: none"> a) Do not provide additional sidewalk on Vine Street west of Maple Street | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-18. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) b) Install connecting sidewalk to 5-ft minimum (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-19. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-20. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-21. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-22. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-23. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-24. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-25. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-26. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-27. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-28. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-29. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-30. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-31. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-32. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-33. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-34. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-35. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-36. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-37. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-38. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-39. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-40. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-41. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |
| P1-42. | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5-ft minimum and ensure proper grading (long-term) | <ul style="list-style-type: none"> a) Upgrade sidewalk to 5 ft minimum (long-term) | |

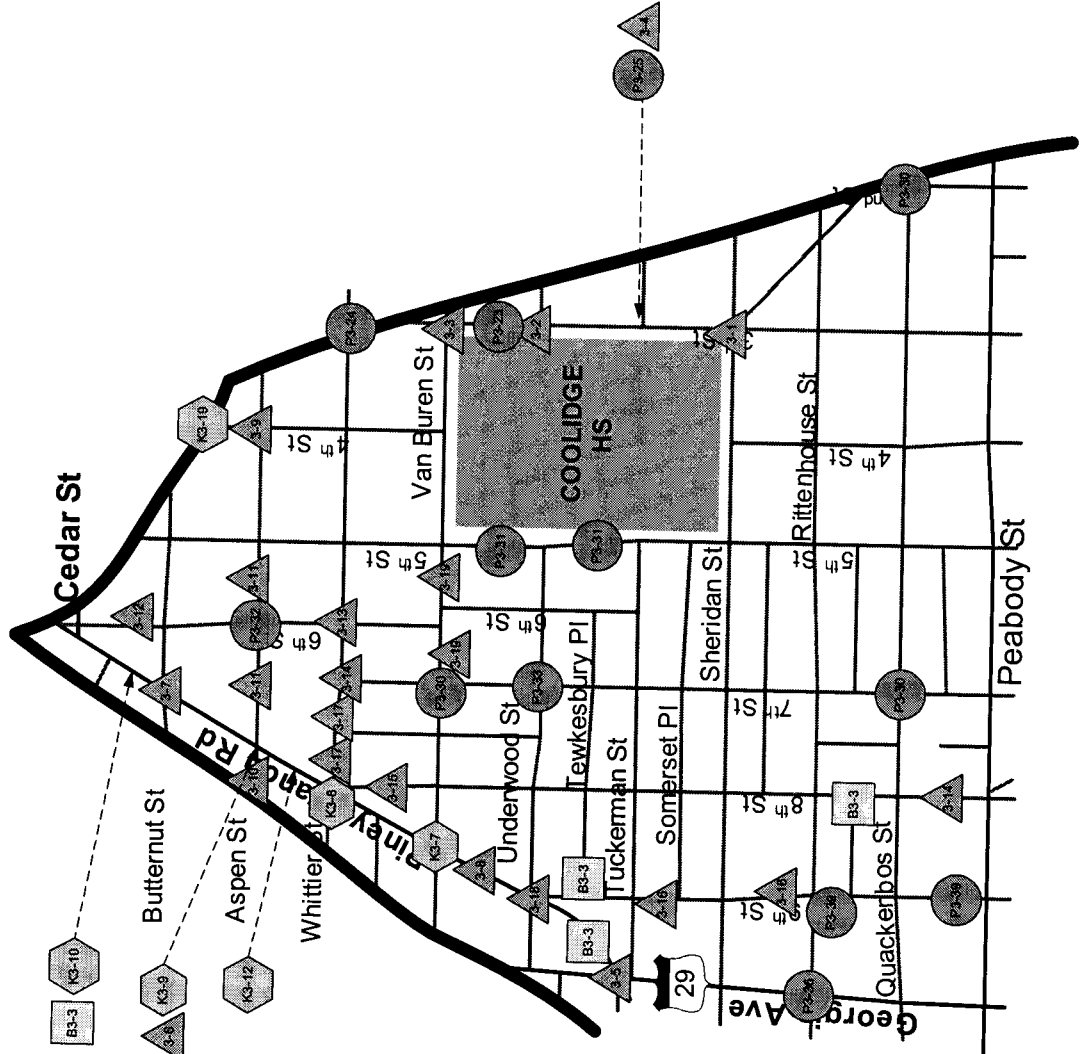
FIGURE ES-1

Transportation Recommendations for Area 1

Takoma Transportation Study



Not to Scale
May, 2003



- LEGEND:**
- Traffic Recommendation
 - Pedestrian Recommendation
 - Bicycle Recommendation
 - Transit Recommendation
 - Parking Recommendation
 - TAKOMA Metro Station
 - Metro Rail Line

Not to Scale
May, 2003

Takoma Transportation Study

Transportation Recommendations for Area 3

FIGURE
ES-3

TRAFFIC RECOMMENDATIONS

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|-------|--|
| 3-1. | a) Replace 8" signal heads with 12" heads at Sheridan St and 3rd St |
| 3-2. | a) Repair the Stop Ahead sign on the northbound and southbound approaches of 3rd St |
| 3-3. | a) Trim tree branches that block Stop Ahead sign on the southbound approach of 3rd St |
| 3-4. | a) Repair the Stop Ahead sign on the southbound approach of 3rd St |
| 3-5. | a) Increase parking enforcement on the westbound approach of Piney Branch Rd b) Provide a leading left turn phase for the eastbound movement on Piney Branch Rd a) Reconstruct the intersection to provide left turn bays on eastbound and westbound Piney Branch Rd and operate with a protected left turn phase (long-term) |
| 3-6. | a) Install Signal Ahead sign on Piney Branch Rd approaches b) Optimize signal timing. a) Install Red Light camera (long-term). |
| 3-7. | a) Provide longer arms for No Turn On Red signs to make them visible b) Trim tree branches that block the "No Turn On Red" signs. c) Optimize signal timing and provide all-red time |
| 3-8. | a) Stripe parking lane on northbound Piney Branch Rd from Butternut St to Blair Rd |
| 3-9. | a) Repair the Stop sign at 4th St and Aspen St |
| 3-10. | a) Prohibit parking for a distance of 40 feet from the western end of the driveway on the south side of Aspen St |
| 3-11. | a) Increase speed enforcement during off-peak hours b) Provide shorter green time on Aspen St at Piney Branch Rd c) Install additional speed limit signs a) Install speed camera on Aspen St (long-term) b) Make Aspen St one-way eastbound from 4th St to Georgia Ave. Provide a westbound bike lane and allow bicycles to share the road with traffic on the eastbound direction (long-term) |
| 3-12. | a) Increase speed enforcement b) Convert 6th St one-way north from Cedar St to Piney Branch Rd and install one speed hump on 6th St between Cedar St and Butternut St. |
| 3-13. | a) Install All-Way stop signs if the warrants for all-way stop signs are met |
| 3-14. | a) Repair stop sign and stripe crosswalks |
| 3-15. | a) Repave 8th St between Piney Branch Rd and Van Buren St b) Install speed limit signs |
| 3-16. | a) Install speed limit signs |
| 3-17. | a) Repave Whittier St between Piney Branch Rd and 6th St |
| 3-18. | a) Stripe diagonal lines within the solid lane line on the east side of Piney Branch Rd north of Underwood St |
| 3-19. | a) Increase speed enforcement b) Install speed hump in each block of Van Buren St between 3rd and 7th Streets c) Install speed hump warning signs (one in each direction) in each block of Van Buren St between 3rd and 7th Streets (short-term) |

PARKING RECOMMENDATIONS

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| K3-7. K3-8. K3-9. K3-10. | a) Change pavement markings to delineate parking lanes which end 40 ft from the intersection |
| K3-12. | a) Improve enforcement of imposed parking regulations |
| K3-18. | a) Institute angled parking to help commercial needs |

PEDESTRIAN RECOMMENDATIONS

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| P3-23. | a) Install Pedestrian Crossing signing conforming with Manual of Uniform Traffic Control Devices (MUTCD) |
| P3-25. | a) Install crosswalk striping |
| P3-30. | a) Improve sidewalks within 2 city blocks of school to 6 ft minimum (long-term) |
| P3-31. | a) Improve sidewalks within 2 city blocks of school to 6 ft minimum (long-term) b) Replace crosswalk striping |
| P3-32. | a) Inspect pavement markings regularly and re-stripe where needed (long-term) |
| P3-33. | a) Replace crosswalk striping |
| P3-36. | a) Inspect pavement markings regularly and re-stripe where needed (long-term) |
| P3-39. | a) Replace crosswalk striping a) Inspect pavement markings regularly and re-stripe where needed (long-term) a) Install connecting sidewalk to 5-ft minimum (long-term) |

BICYCLE RECOMMENDATIONS

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| B3-3. | a) Install Signing for bicycle routes on Piney Branch Rd and on 8th St |
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