

New York Avenue NE Segment 3 16th Street NE to Bladensburg Road NE Design Options

16TH STREET NE TO BLADENSBURG ROAD NE

MONTANA AVENUE INTERSECTION OPPORTUNITIES AND CHALLENGES

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	OPPORTUNITIES
MONTANA A	GATEWAY/PUBLIC SIGNAGE AREAS
ROUTE	* EXAMINE PEDEST REFUGE ISLANDS ADJUSTMENTS
New City Development	• PLACE - MAKING
TST NE	* REMOVE PAVEME SPACE AND GREE

Green Space

Lighting

Street Trees

Public Art

Bioretention

Wayfinding Signs

Development

WAY/PUBLIC ART AND WAYFINDING

INE PEDESTRIAN AND BICYCLE USE OF GE ISLANDS AND DESIGN APPROPRIATE **TMENTS**

- MAKING OPPORTUNITY

VE PAVEMENT AND INCREASE OPEN AND GREEN INFRASTRUCTURE

CHALLENGES

- MAINTAINING VISIBILITY OF PEDESTRIANS AND BICYCLISTS
- MULTIPLE INTERSECTION CROSSINGS
- LIMITED RIGHT OF WAY
- PINCH POINTS CREATED BY EXISTING INFRASTRUCTURE

For Potential Bicycle Route Options not along New York Avenue see Off of New York Avenue Bicycle Route board at Station 4. These Pinch Points represent a few major locations along the corridor where the available space is limited. There are other additional pinch points along the corridor.

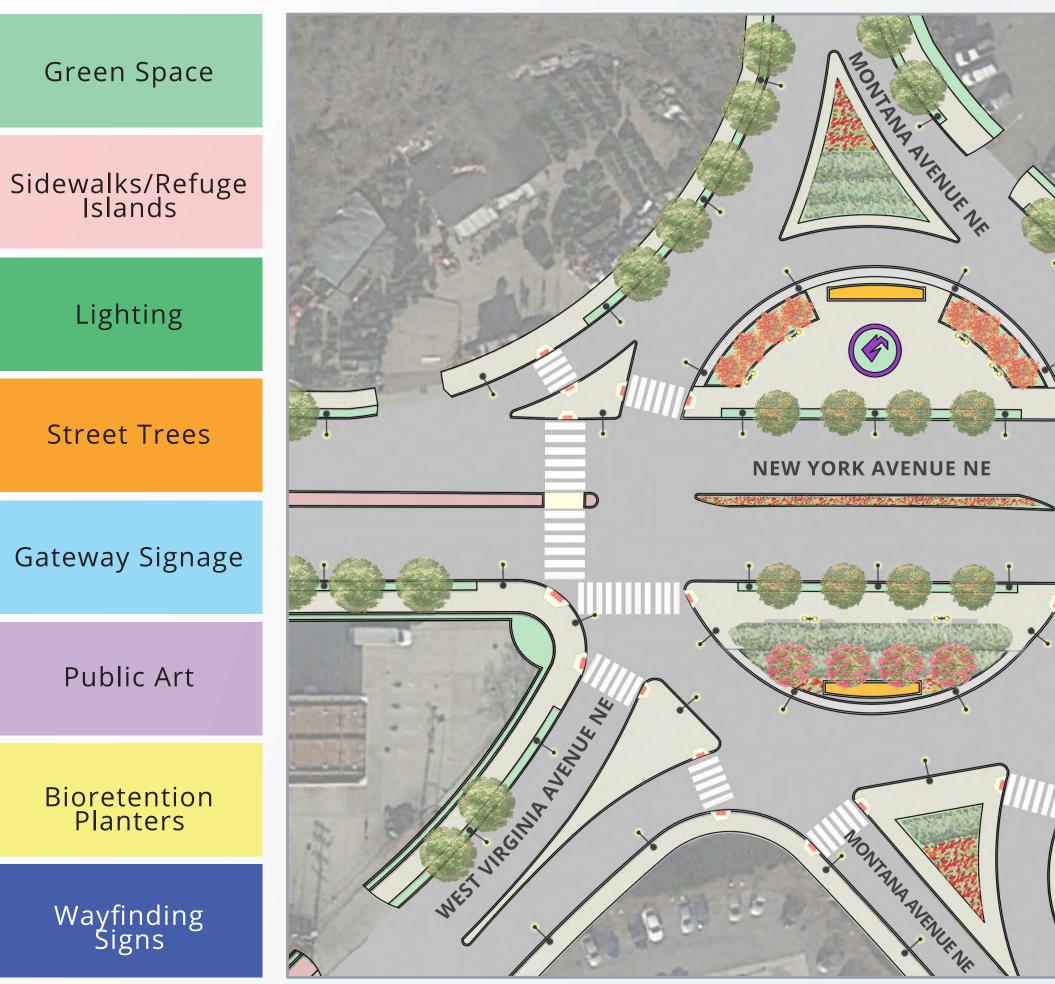
LEGEND: ——Potential Bicycle Route Options ==== Future Bike Trail and Sidewalk Connections ——New York Avenue Right of Way () Trail Crossing Existing Traffic Signal () Pinch Point

Development

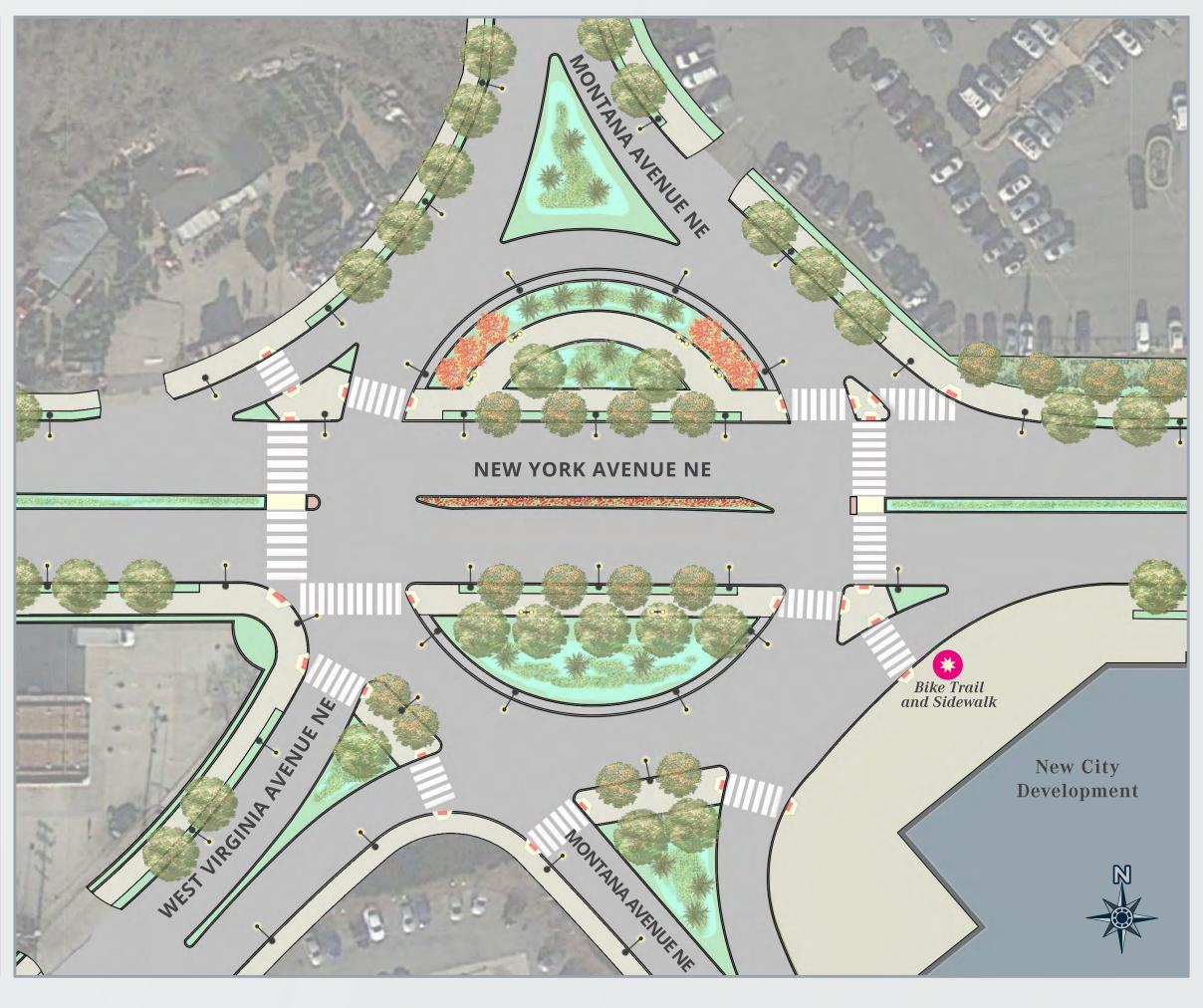


POTENTIAL MONTANA CIRCLE IMPROVEMENTS

CONCEPT 1 - PUBLIC ART & GATEWAY SIGNAGE



CONCEPT 2 - GREEN INFRASTRUCTURE





NEW YORK AVENUE NE

New City Development approved streetscape dimensions along New York Avenue and Montana Avenue are 5' Tree Box, 8' Bike Trail, 4' Buffer, varying width Sidewalk (minimum of 7'-3")