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# **Rhode Island Ave.** **Community Visioning** **Workshop Results**

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# THEMES

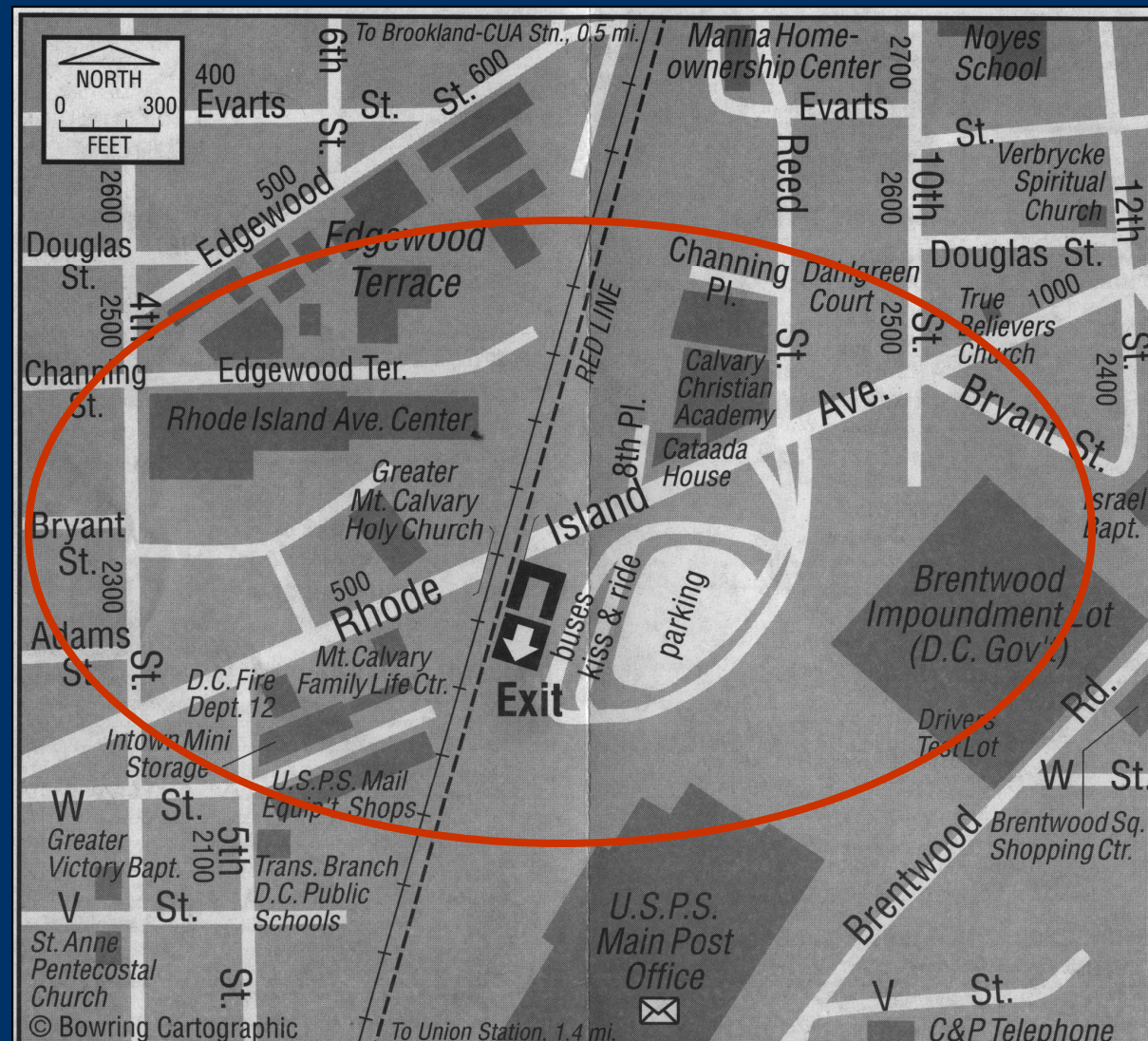
Rhode Island Avenue: creating a community street

Access to Metro:

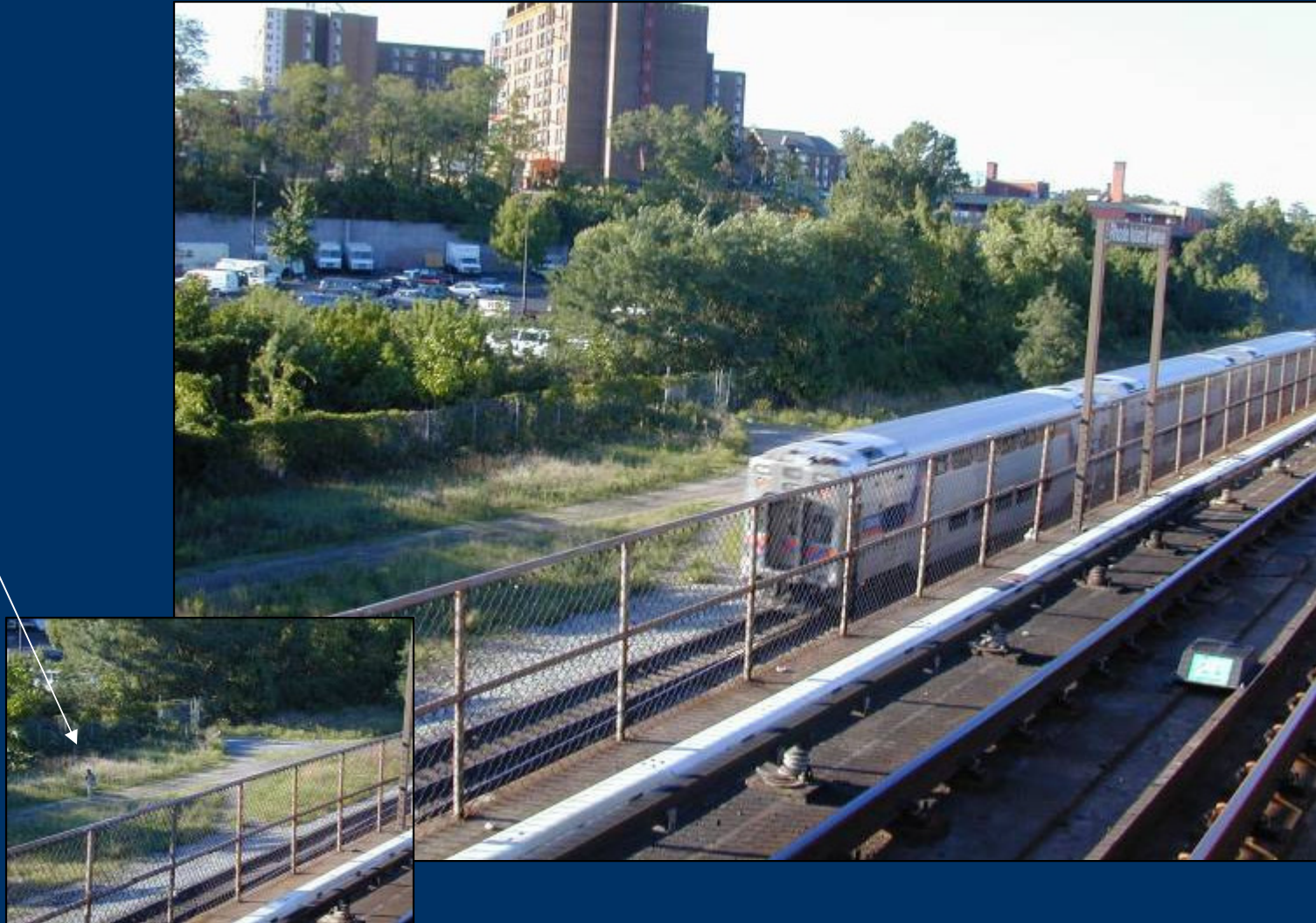
Uniting East and West over the Tracks

Redevelopment of RI Ave Metro Parking Lot

## Creating a Community Street







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Pedestrian Ramps to nowhere



Wide intersection frequently crossed  
by pedestrians



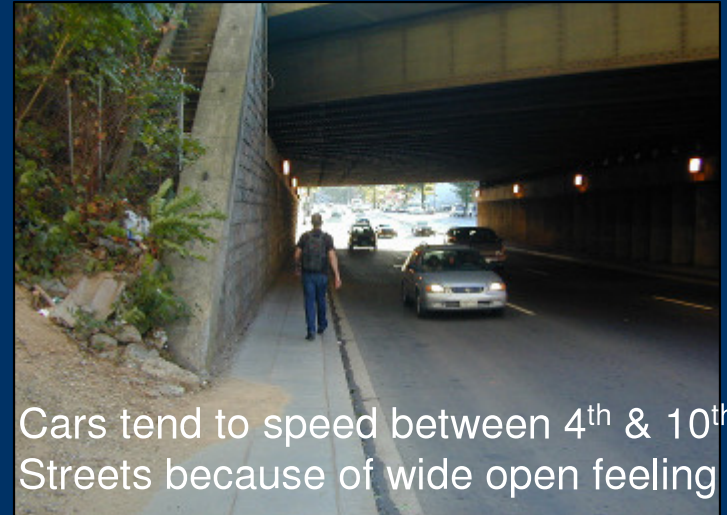


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Narrow sidewalks, with no parked car buffer make pedestrians feel uncomfortable



Cars tend to speed between 4<sup>th</sup> & 10<sup>th</sup> Streets because of wide open feeling



Dark & often wet underpass





No sidewalk on ramp



No buffer of parked cars or bike lane

Wall built in recent years – creates more comfortable edge for pedestrians, replaced open lot





Unclear pedestrian zones

Multiple curb cuts

Yet many pedestrians

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Pedestrian hazards:

Auto-oriented uses

Drive thrus

Drive ways

Broken sidewalks

Parking lots





## 4<sup>th</sup> Street NE & Rhode Island Ave.



Signal timing too short for pedestrian crossing RI Ave.

Cross walk poorly defined

Turning cars speed through intersection & frighten pedestrians

Pedestrian signals not facing pedestrians



Corner gas station creates pedestrian hazards





Trees & parked cars create buffer & definition to pedestrian zone

# Rhode Island Ave. Shopping Center



Safety concerns over Ames becoming a vacant building when it closes – facing the government-owned vacant building

No provisions for pedestrians in parking lot



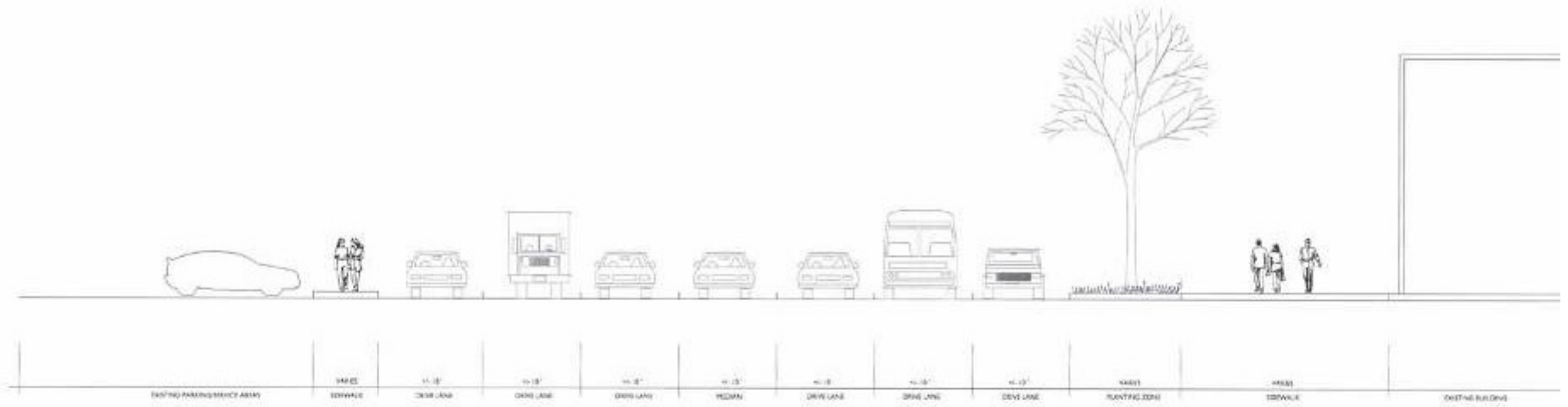




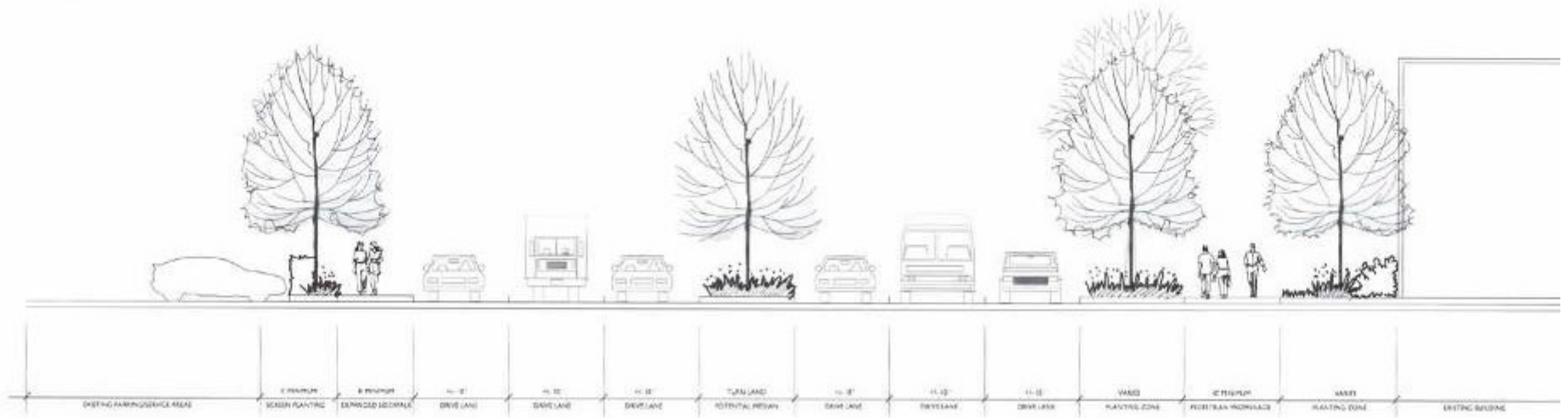
Unappealing blank wall and awkward spaces







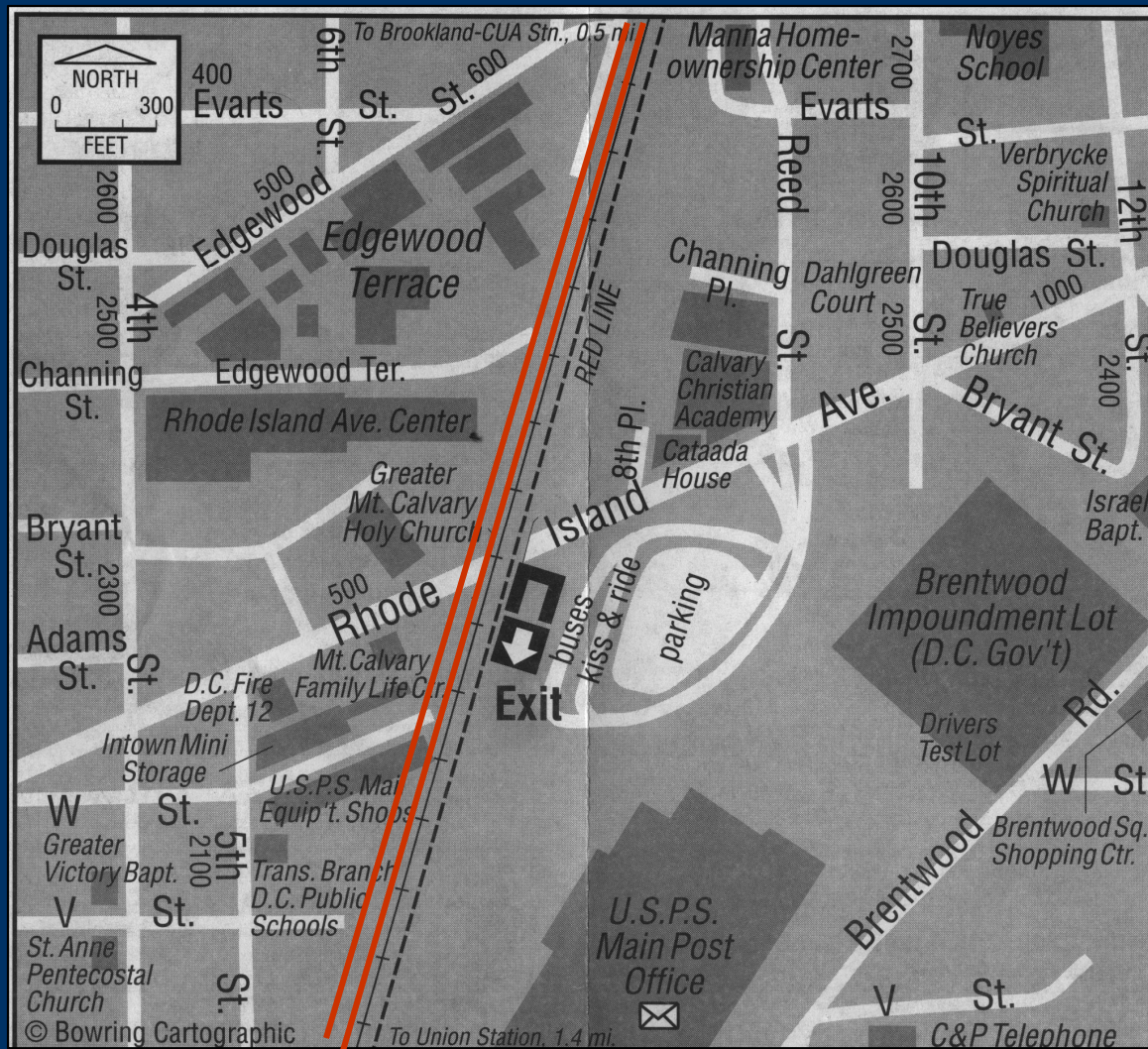
EXISTING CONDITIONS



ENHANCEMENT CONCEPT I



# Access to Metro: Uniting East and West Over the Tracks











Hundreds cross live railroad tracks every day





Access point to RI Ave. Shopping  
Center Parking Lot on westside



## WRN's drawing of proposed Pedestrian Bridge



# Metropolitan Branch Trail

Rhode Island Avenue Metro Segment

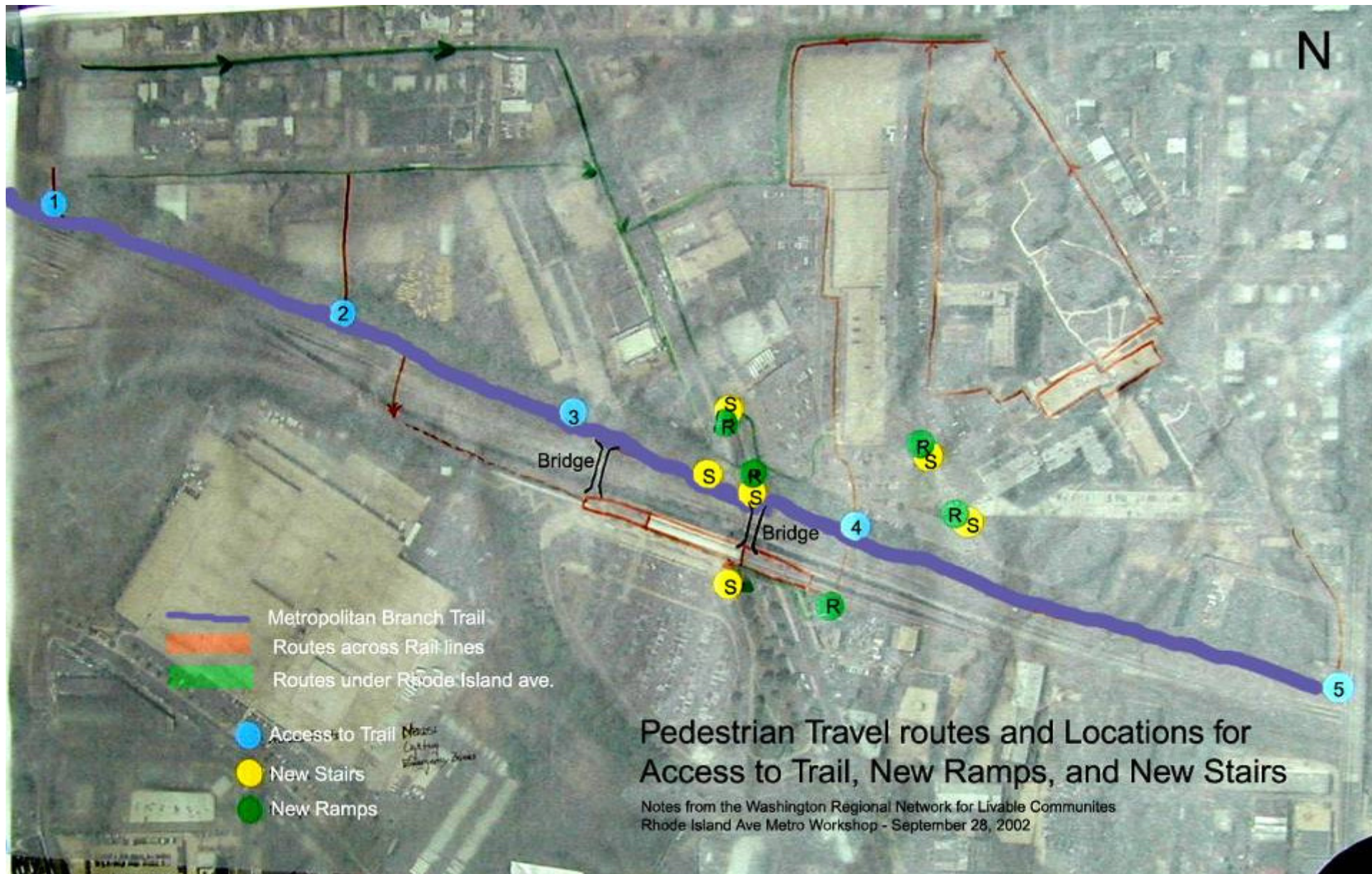




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## **Estimated Walking Time between Edgewood Terrace & Metro station**

	<b>Legal Crossing</b>	<b>Rail Crossing</b>	<b>Direct route</b>
Distance in Miles	0.8	0.71	.023
Time at 2.5 mph	20 minutes	17 minutes	6 minutes





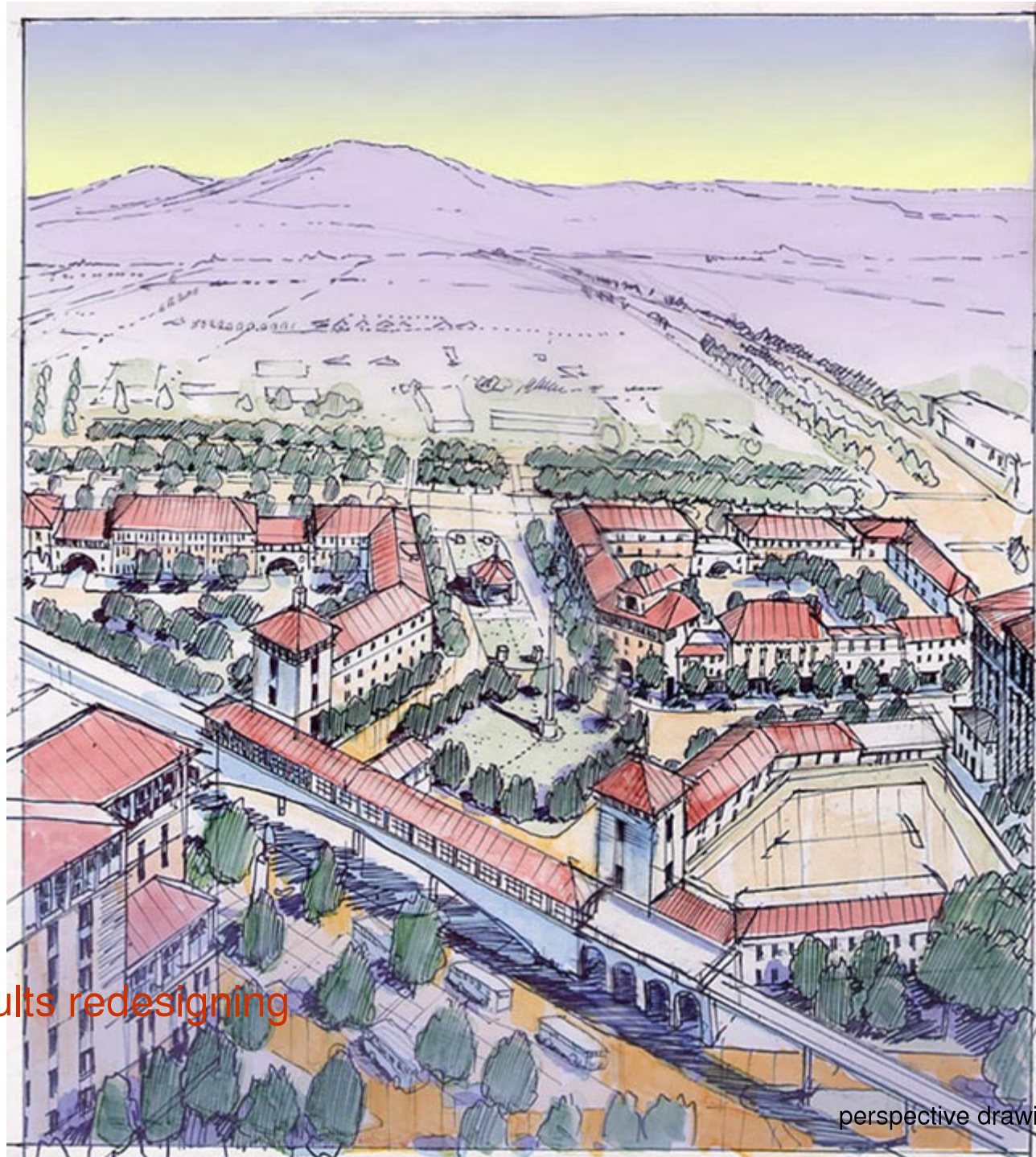
# Successful Designs for Communities



**Pleasant Hill BART Station –  
existing conditions**







Charrette results redesigning  
BART station

perspective drawing



Treat Boulevard - before





Treat Boulevard - after



Las Juntas Entrance - before





Las Juntas Entrance – after

## Market Commons, Clarendon Metro









## Bumpout creates safe crossing

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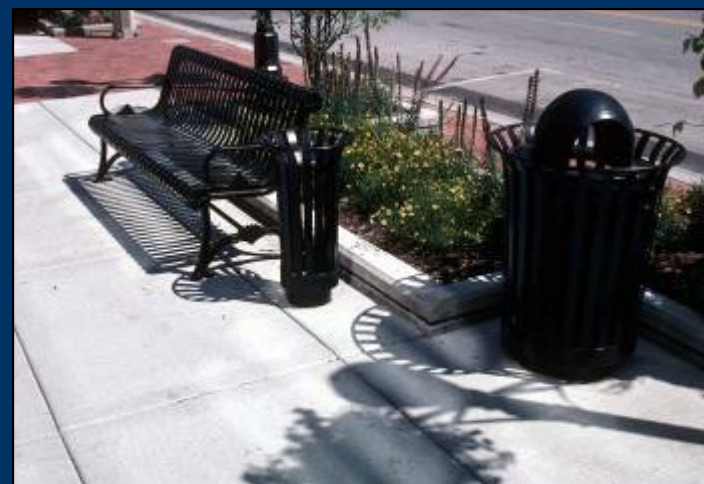
Crosswalks, Pedestrian-friendly intersection

Parked Cars & trees create buffer

















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