

WARD 5 BLADENSBURG CORRIDOR SCORECARD: D

Bladensburg Rd NE Corridor Saturday, June 24, 9:30 am - 12:30 pm

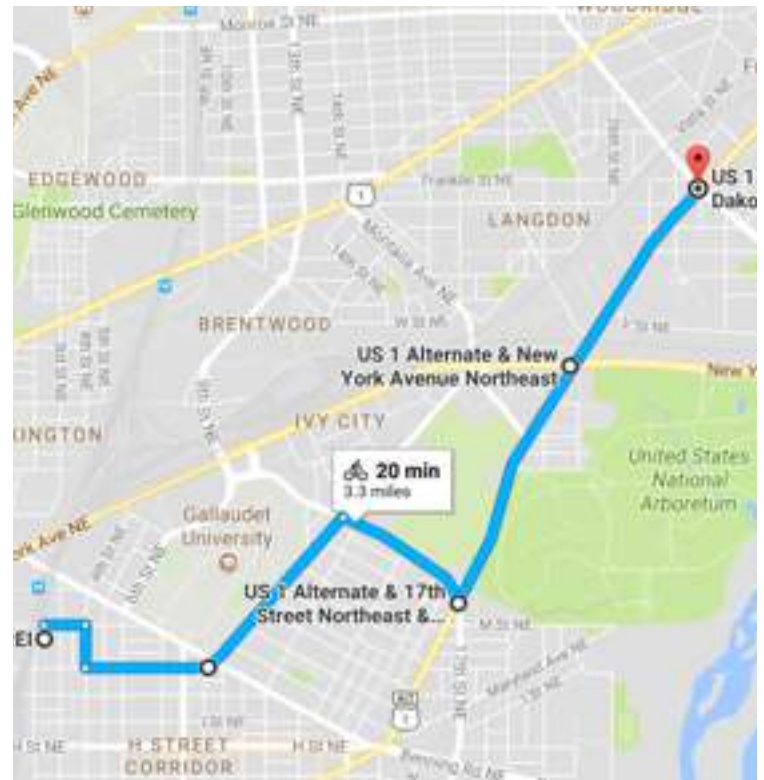
BY THE NUMBERS

(COMBINED ALONG CORRIDOR)

- ★ Number of attendees: 4
- ★ 2015 Crashes: 194
- ★ 2015 Injuries: 69
- ★ 2015 Pedestrian Fatalities: 8

AGENDA

- ★ 9:30 am Registration & Introductions
- ★ 10:00 am Field trip to the intersections
- ★ 10:10 am 9th/ L St / West Virginia Ave NE
- ★ 10:30 am Bladensburg Rd/ Mt. Olivet Rd/ 17th St NE
- ★ 11:00 am Bladensburg Rd/ New York Ave NE
- ★ 11:20 am Bladensburg Rd / South Dakota Ave NE
- ★ 11:30 am ride back to REI
- ★ 12:00 pm wrap up and adjourn



L ST NE, 9TH ST NE AND WEST VIRGINIA AVE- STOP 1

After introductions, we talked about Vision Zero, traffic safety and traffic calming measures. We discussed the route we would take and the 3 intersections we would be viewing during our bike ride. After going over the Rules of the Road, we went down 2nd St to L Street and crossed over to West Virginia Ave. We decided to make this our first stop after noticing that it was difficult to see the cars going Northeast on West Virginia Ave without going into the intersection.

Group Suggestions For Improvements @ L St NE / West Virginia Ave NE / 9th St NE

Paint a design in the middle of the road at the intersection of L St , West Virginia and 9th St NE

Bump outs on 9th & L St NE and 9th and West Virginia so bikes and pedestrians can better see cars

Southeast corner of West Virginia and 9th needs a curb cutout for those with disabilities

West Virginia could use a stop sign going both north and southbound to allow bikes and pedestrians and opportunity to cross onto West Virginia Ave NE

MT. OLIVET NE, 17TH ST NE AND BLADENSBURG RD NE- STOP 2

After leaving the first stop, we rode West Virginia Ave to Mt. Olivet Rd. Because Mt. Olivet Rd moves pretty fast, we rode on the sidewalk to our second stop, 17th and Bladensburg Rd. This intersection has had 32 crashes, 10 injuries and 1 pedestrian fatality. We stood in front of the Denny's to observe this complicated intersection with cars driving and turning in 6 directions.

Group Suggestions For Improvements @ Bladensburg Rd, Mt. Olivet Rd and 17th St NE

longer walk signals on Bladensburg Rd

wider sidewalks for bikes and pedestrians

add bike lane on Mt. Olivet

mid block cross walk on Mt. Olivet to make it easier for pedestrians to cross

BLADENSBURG RD AND NEW YORK AVE NE- STOP 3

We crossed the awkward intersection at Bladensburg Rd and Mt Olivet over to 17th St to get onto the northbound Bladensburg Rd sidewalk. Getting onto the sidewalk was challenging because cars were blocking the curb cut from 17th St to Bladensburg Rd NE. Once onto the sidewalk, we found it was difficult to ride. It was narrow, in need of repair and had many tree branches that needed to be trimmed so that pedestrians and bicyclists wouldn't have to duck their heads in order to ride or walk on the sidewalk. After a few minutes of riding, we reached our third stop, Bladensburg Rd and New York Ave NE. This intersection has had 129 crashes, 41 injuries and 5 pedestrian fatalities.

Group Suggestions For Improvements @ Bladensburg Rd and New York Ave NE

longer walk signals on Bladensburg Rd crossing NY Ave

Lead pedestrian signal crossing NY Ave before cars turn right onto NY Ave

Improve pedestrian islands and add cut out to island west side of New York Ave

prevent the gas station from being a cut through for cars/ trucks to enter onto New York Ave

dedicated turn time for cars without pedestrians and dedicated walk time with cars turning

definitely create a way to slow down traffic on New York since cars are often speeding into DC from 295.

BLADENSBURG RD AND SOUTH DAKOTA AVE NE- STOP 4

We were all nervous about crossing New York Ave especially after observing it for 7-10 minutes. The double right turning lanes coupled with the 25 second pedestrian signal made us apprehensive; but we hopped on our bikes and rode as fast as we could across 8 lanes of traffic! We made it to the other side and had a relatively pleasant ride up Bladensburg Rd to South Dakota Ave NE. This intersection has had 33 crashes, 18 injuries and 2 pedestrian fatalities.

Group Suggestions For Improvements @ Bladensburg Rd and S. Dakota Ave NE

Widen sidewalks on Bladensburg Rd

Lead pedestrian signal crossing at all intersections

Line up lanes on NE side of Bladensburg RD. It goes from 3 lanes to 2 lanes because of left turn only lane on SE side of Bladensburg Rd

sidewalks need to be repaired on Bladensburg rd

Difficult right turns for buses due to narrow lanes on South Dakota Ave