The North Capitol Street/Irving Street Ramp Terminus Modification project will create geometric improvements to the ramp termini at Irving Street to eliminate weaving movements and provide a safer bicycle and pedestrian crossing environment for the long-term B.1 project.

This project will require signal timing modifications and a new signing and marking plan to accommodate new crossings at the intersection. The cost estimate is $230,000.

Cost Estimate: $360,000

A curb extension will be installed in the southeast quadrant of North Capitol Street and Michigan Avenue NW/NE. The project will create an opportunity to further reinforce full-time parking on the southeast side of the intersection and will also prevent high-speed northbound right-turning auto movements from North Capitol Street to Michigan Avenue NE.

Cost Estimate: $90,000

The five intersection improvements proposed should be treated as a corridor improvement project. Together, the designs proposed will create predictable interactions between all modes of travel along Michigan Avenue NE.

Cost Estimate: $3.9 million

The intersection improvements proposed within the Michigan Avenue NW/Hobart Place NW area will eliminate redundant turning movements, improve pedestrian crossing visibility, create new sidewalk connections, and simplify movements for all modes.

Cost Estimate: $360,000

The North Capitol Street/Irving Street Ramp Terminus Modification project will create geometric improvements to the ramp termini at Irving Street to eliminate weaving movements and provide a safer bicycle and pedestrian crossing environment for the long-term B.1 project.

Cost Estimate: $750,000 to $1 million

Because a full interchange modification at North Capitol Street and Irving Street is more complex due to the FHWA process and right-of-way investigation, this project could be started as a standalone project or could be started concurrently (in terms of starting at the same time, but not being dependent upon) as the project above.

Cost Estimate: $40 million

The Street Grid Reconfiguration project will simplify the intersections within the existing road network in the Michigan Avenue NW/Hobart Place NW area by eliminating existing streets and ramps that allow higher-speed vehicular movements and limit pedestrian crossing opportunities.

Cost Estimate: $19.5 million

A future 16th Street NW intersection study will determine a constructible design solution for this complex intersection that will address needs for all travel modes.

Cost Estimate: $250,000 to $450,000 (study only)

The sidewalk improvement project will widen the existing sidewalks along Michigan Avenue NW (around the southern side of the Hospital Center) from Hobart Place NW to Irving Street NE.

Cost Estimate: $510,000

Recommended Start: Initiated 2016
Estimated Duration: 12 months

Recommended Start: 2017
Estimated Duration: 12 months

Recommended Start: 2018
Estimated Duration: 12 months

Recommended Start: 2019
Estimated Duration: 24 months

Recommended Start: 2018
Estimated Duration: 12 months

Recommended Start: 2021
Estimated Duration: Minimum 6 years

Recommended Start: 2021
Estimated Duration: Minimum 6 years

Recommended Start: 2021
Estimated Duration: Minimum 6 years

Recommended Start: 2017
Estimated Duration: 12 months

Recommended Start: 2018
Estimated Duration: 12 months

Recommended Start: 2018
Estimated Duration: 12 months

Recommended Start: 2016
Estimated Duration: 12 months
The Irving Street Cycle Track will be two-direction and center running along the median. The transitions between Kenyon Street and Irving Street may require a signal warrant study to determine whether a bike and pedestrian movement will need to be signalized or designed differently to optimize safe movements between the streets. Can be completed with or without the project below. Cost Estimate: $1.2 million

Recommended Start: 2018
Estimated Duration: 12 months

The Kenyon Street NW Cycle Track will be a two-direction, separated bicycle facility on the north or south side of Kenyon Street NW. The transitions between Kenyon Street and Irving Street may require a signal warrant study to determine whether a bike and pedestrian movement will need to be signalized or designed differently to optimize safe movements between the streets. Can be completed with or without the project above. Cost Estimate: $1.1 million

Recommended Start: 2021
Estimated Duration: 36 months

The multilane trail project is dependent on right-of-way acquisition from both the Washington Hospital Center and the Armed Forces Retirement Home. Cost Estimate: $2.3 million

Recommended Start: 2017
Estimated Duration: 12 months

The Brookland Gateway Bicycle Facility can be completed with a Signing and Marking Plan and will connect riders east to west through Brookland. The project could be constructed concurrently or without MM.6. Cost Estimate: $280,000

Recommended Start: 2021
Estimated Duration: 24 months

The Michigan Avenue NE bicycle lanes will require a traffic engineering study to optimize a design solution that considers the operational impact of a reduction from four travel lanes to two travel lanes and a center turning lane with bicycle lanes. Right-of-way impacts will also be examined as part of the initial phase of the project. Cost Estimate: $810,000

Recommended Start: 2021
Estimated Duration: 24 months

The Transit Priority Project will enhance Michigan Avenue NW/NE between Hobart Place NW and Monroe Street NE with a mix of transit signal prioritization and dedicated transit lanes. Cost Estimate: $27.8 million

Recommended Start: 2020
Estimated Duration: Minimum 6 years

This project will add dedicated transit lanes running westbound on Columbia Road NW and eastbound on Irving Street NW through Columbia Heights. The transit lanes are dependent upon an increased frequency of buses and will initially include peak period bus lanes. Cost Estimate: $34 million

Recommended Start: 2020
Estimated Duration: Minimum 6 years