

Complete Streets DC Experience and Policy



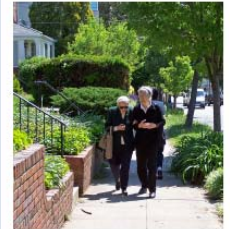
TPB Work Session
March 21 2012

Planning Context

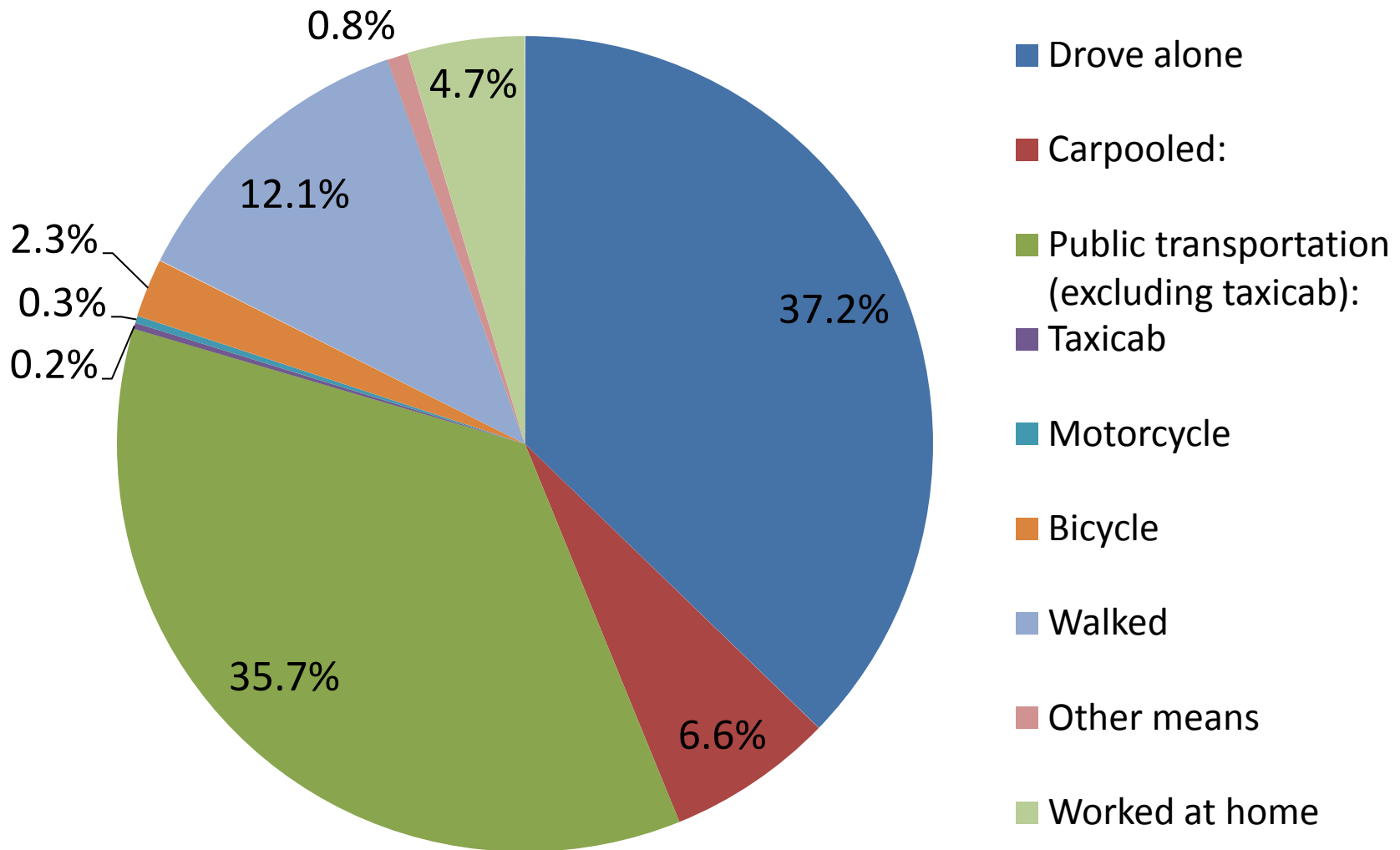
- DDOT Vision: “Develop and maintain a cohesive, sustainable transportation system that delivers safe, affordable and convenient ways to move people and goods — while protecting and enhancing the natural, environmental and cultural resources of the District.”

- Bicycle Master Plan in 2005
- Pedestrian Master Plan in 2009
- Design and Engineering Manual, 2009
- Context Sensitive Design Manual
- Complete Streets Policy 2010
- DDOT Great Streets Program

DISTRICT of COLUMBIA PEDESTRIAN MASTER PLAN



How do DC residents get to work?



2008 American Community Survey

Bike Lanes

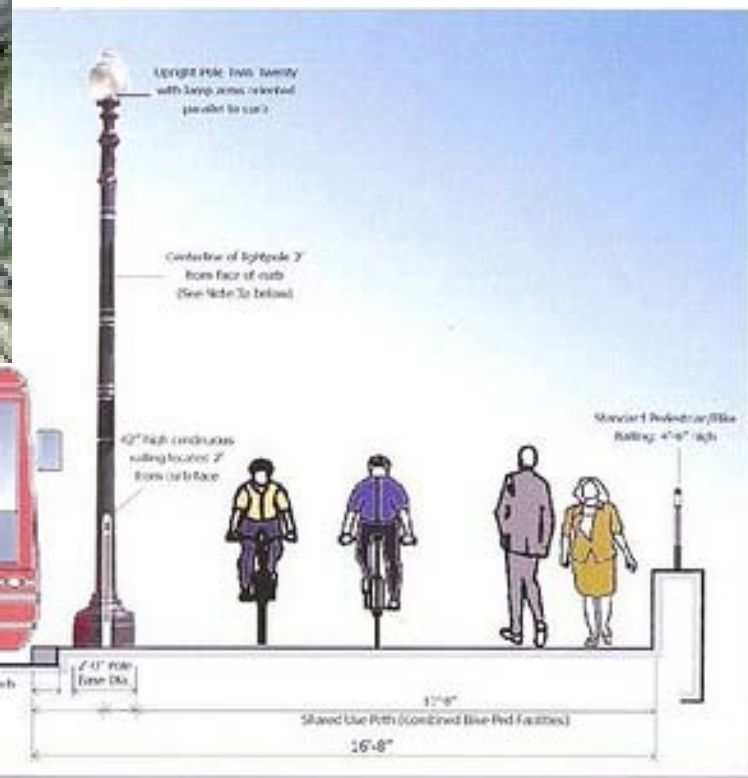
- 55 miles in place



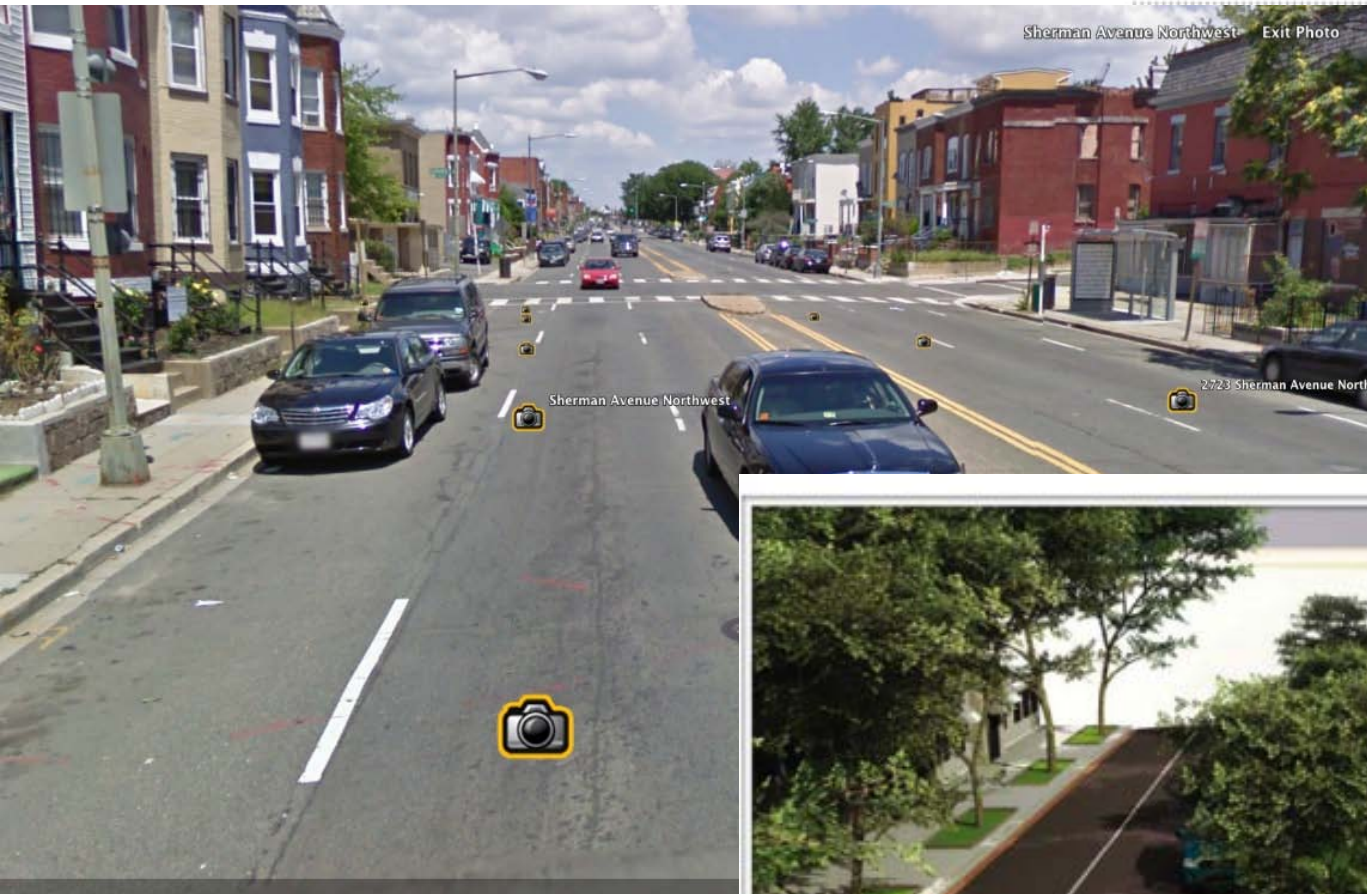
E Street NW Road Diet



Integrate with larger projects



Sherman Ave Rehabilitation



8th Street, Barracks Row

- \$9 million in streetscape improvements completed in 2003

- Sidewalks
- Trees
- Parking (diagonal)
- Streetlights
- Bike racks

- Sales and rental quadrupled between 1999 and 2006

- 43 new businesses
- 52 facades restored
- 200 new jobs

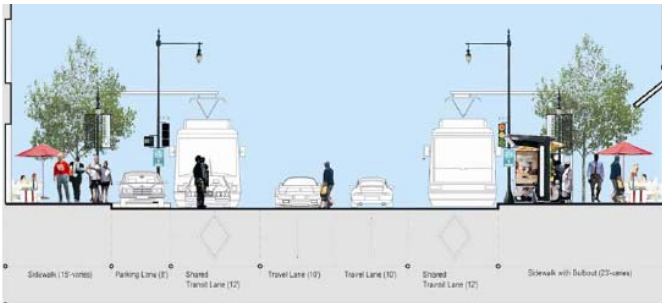


Columbia Heights



Great Streets Program

- 6 Corridors. H Street NE shown.
- Goal: Change the existing corridors function from major vehicular arterials into streets that sustain healthy pedestrian and transit based activities....



GREAT STREETS FRAMEWORK PLAN



DC Complete Streets Policy, 2010:

- a. The District's transportation **network as a whole shall accommodate the safety and convenience of all users, recognizing that certain individual corridors have modal priorities.** While these priorities should remain and be encouraged along specific corridors, connectivity throughout the network for users of all modes is essential. Examples of modal priorities include, but are not limited to, residential streets, green streets, school routes, and corridors that are important to transit, freight, commuter traffic, and retail;

- b. All transportation projects shall reflect the land-use, transportation, and green space needs of the city-wide transportation network, be **sensitive to its various contexts**, and should improve, not diminish, network connectivity;

-
- c. All transportation and other public space **projects shall accommodate and balance the choice, safety, and convenience of all users of the transportation system including pedestrians, users with disabilities, bicyclists, transit users, motorized vehicles and freight carriers**, and users with unique situations that limit their ability to use specific motorized or non-motorized modes to ensure that all users can travel safely, conveniently and efficiently within the right of way;
- d. Pedestrian, bike, and transit **Level of Service (LOS)**, in addition to vehicle measurements, shall be evaluated to ensure proposed alternatives balance, as appropriate, the needs of all users of the right of way.
- The planner or designer shall calculate and design for an appropriate combination of LOS that accommodates all users;
 - The planner and designer shall also refer to previously established plans to ensure consistency;

-
- e. Wherever possible, projects should help DDOT achieve goals as set by the Action Agenda or subsequent **strategic plan**;
 - f. Improvements to the right of way shall consider **environmental enhancements** including, but not limited to: reducing right-of-way storm water run-off, improving water quality, prioritizing and allocating sustainable tree space and planting areas (both surface and subsurface), reusing materials and/or using recycled materials, and promoting energy conservation and efficiency wherever possible; **Procedures**

II. Procedures:

- a. The aforementioned policies shall be employed in all transportation planning, design, review, operations, major maintenance projects (such as milling and overlay), new construction and reconstruction projects, except where prohibited by federal and District law (such as interstates, non-motorized trails);
- b. Routine daily maintenance and operation activities (such as potholes and cracked ceilings) are specifically exempt from this Policy. Any other exceptions require written justification, documentation, and approval by the DDOT Director or Delegate. Exceptions may be granted based upon documented safety issues, excessive cost, or absence of need.

Implementation: From Policy to Practice

An effective policy should prompt these changes:

- Retrain planners and engineers
- Rewrite design manuals
- Retool measures to track outcomes
- Restructure procedures

15th Street Analysis

	Lane Configuration Existing (4 Lanes)		Alternatives 1 & 2 (3 Lanes)	
	AM	PM	AM	PM
15th Street and Massachusetts Avenue, NW	B/15.3	B/18.0	B/11.6	C/27.7
15th Street and Rhode Island Avenue, NW	B/11.9	B/16.0	B/18.2	C/21.5
15th Street and P Street, NW	A/7.1	A/6.8	B/10.6	B/12.0
15th Street and Q Street, NW	A/5.7	A/4.0	A/9.4	B/13.1
15th Street and R Street, NW	A/4.5	A/3.5	B/10.6	B/13.5
15th Street and S Street, NW	A/6.6	A/4.4	A/7.4	A/5.5
15th Street and T Street, NW	A/4.0	A/1.7	A/8.3	B/12.3
15th Street and U Street, NW	B/15.5	D/35.4	B/15.4	B/17.6
15th Street and V Street, NW	A/4.4	A/5.4	A/5.7	A/6.4

Rapid Flash Beacons



“HAWK” signals



Countdown Signals

(many with leading pedestrian intervals)



The End