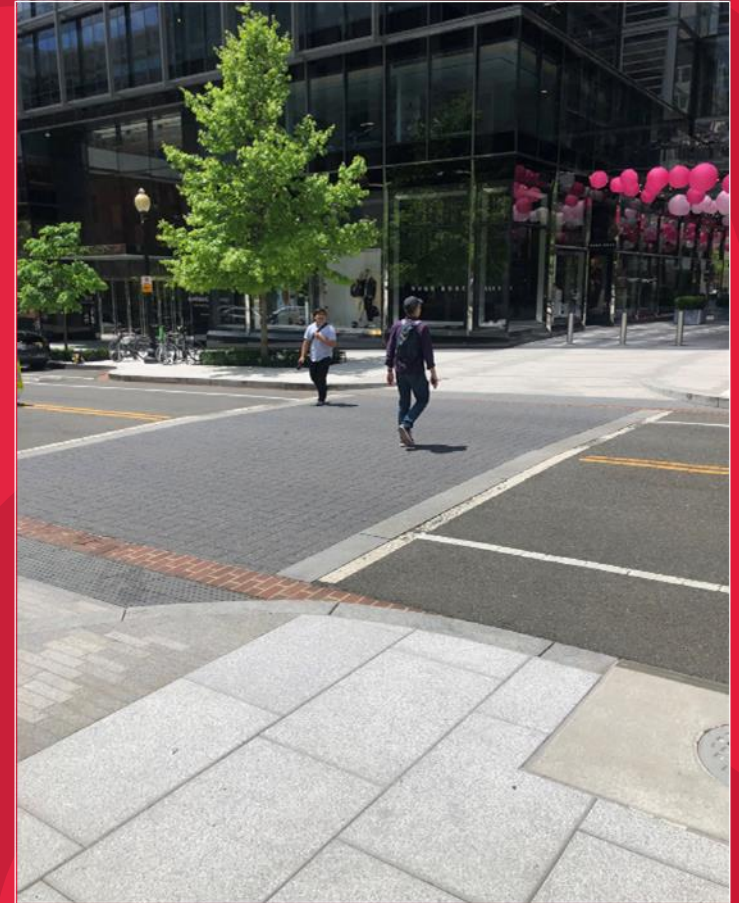


# DowntownDC Pedestrian Safety and Experience Study

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| MWCOG: Transportation Safety  
Subcommittee Meeting

April 11, 2023



# AGENDA

1. **BID Planning & Placemaking Team**
2. **Project Overview**
3. **Public Input**
4. **Site selection**
5. **Current Status & Next steps**
6. **Questions**

# ABOUT THE BID

The DowntownDC Business Improvement District (BID) is a private nonprofit place-management organization that operates as a catalyst, facilitator, and thought leader in diversifying the economy, promoting public-private partnerships, and enhancing the downtown experience for all.

The Planning & Placemaking team oversees a mixture of transportation, parks/rec, and public realm projects looking to increase the vibrancy and safety of the DowntownDC area. Each projects has their own unique benefit for the DowntownDC core but can positively impact the community in the following ways:

- Increased sense of identity for the area
- Multimodal travel
- Attraction of local business and retail
- Active mobility for residents, visitors, and employees

# Project Objective

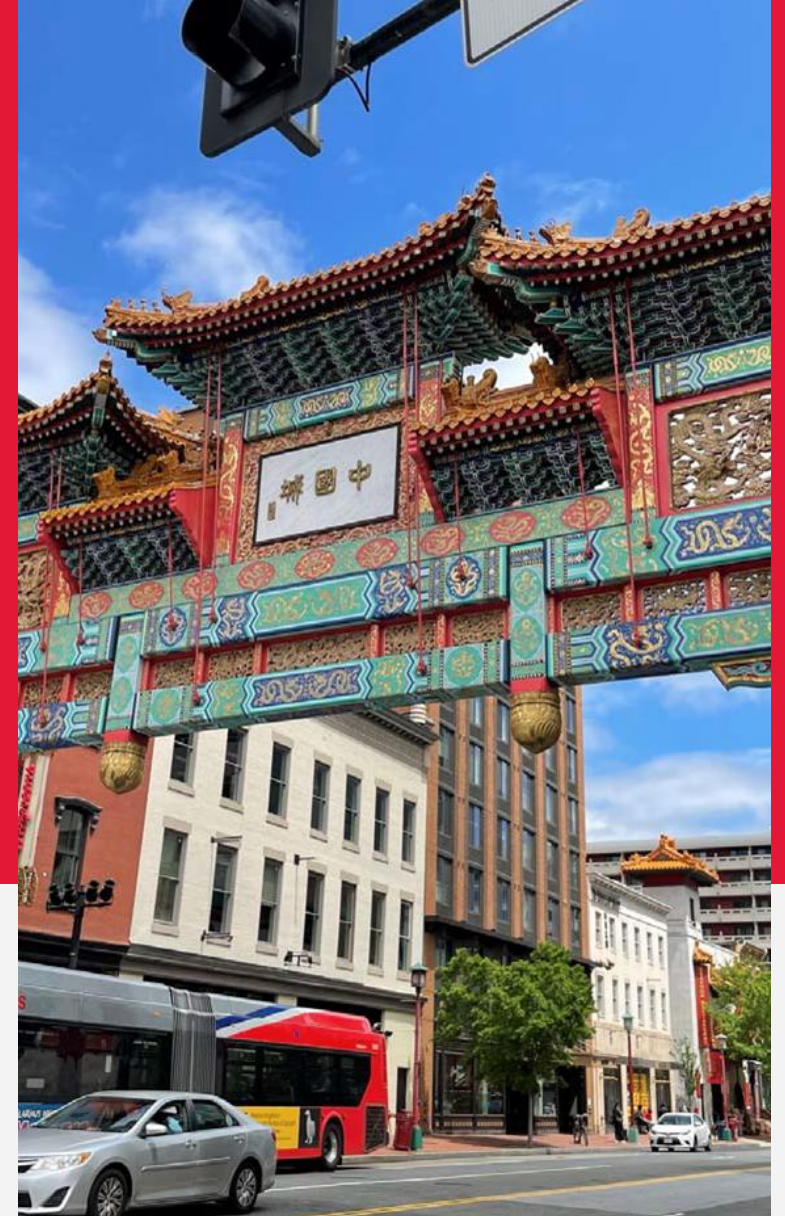


# Purpose and Objective

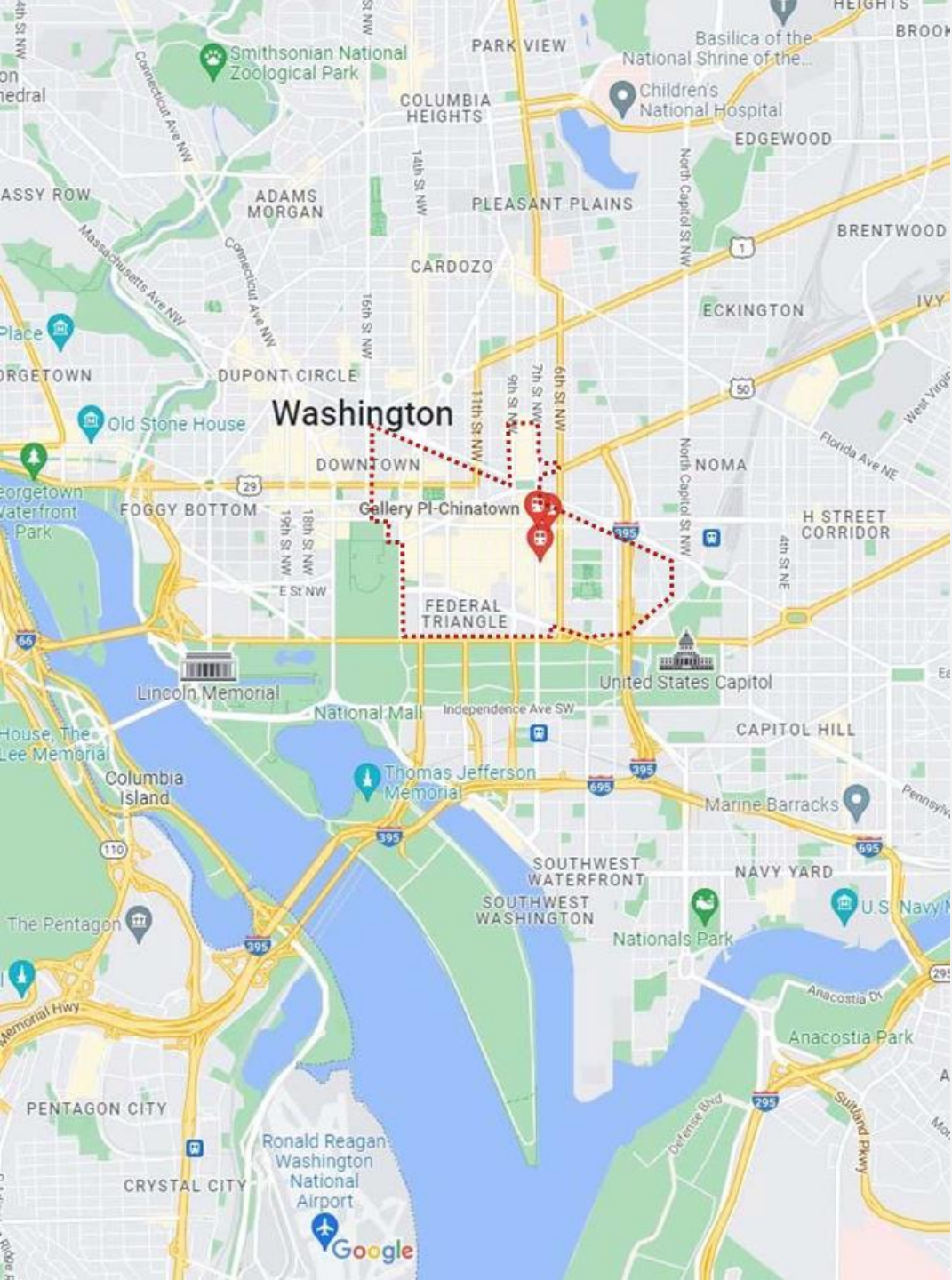
Crashes involving pedestrians are a persistent problem in DowntownDC. Despite pandemic-related declines, most of DowntownDC has high pedestrian activity, specifically in the west end of downtown where there are a high number of mixed-use spaces. Considering this, the DowntownDC BID endeavors to assess the overall safety and experience conditions for pedestrians and develop vibrant, engaging, and safety interventions. In coordination with the DowntownDC BID, TooleDesign group designed key interventions to support the creation of a more human-scaled public realm.

## GOALS

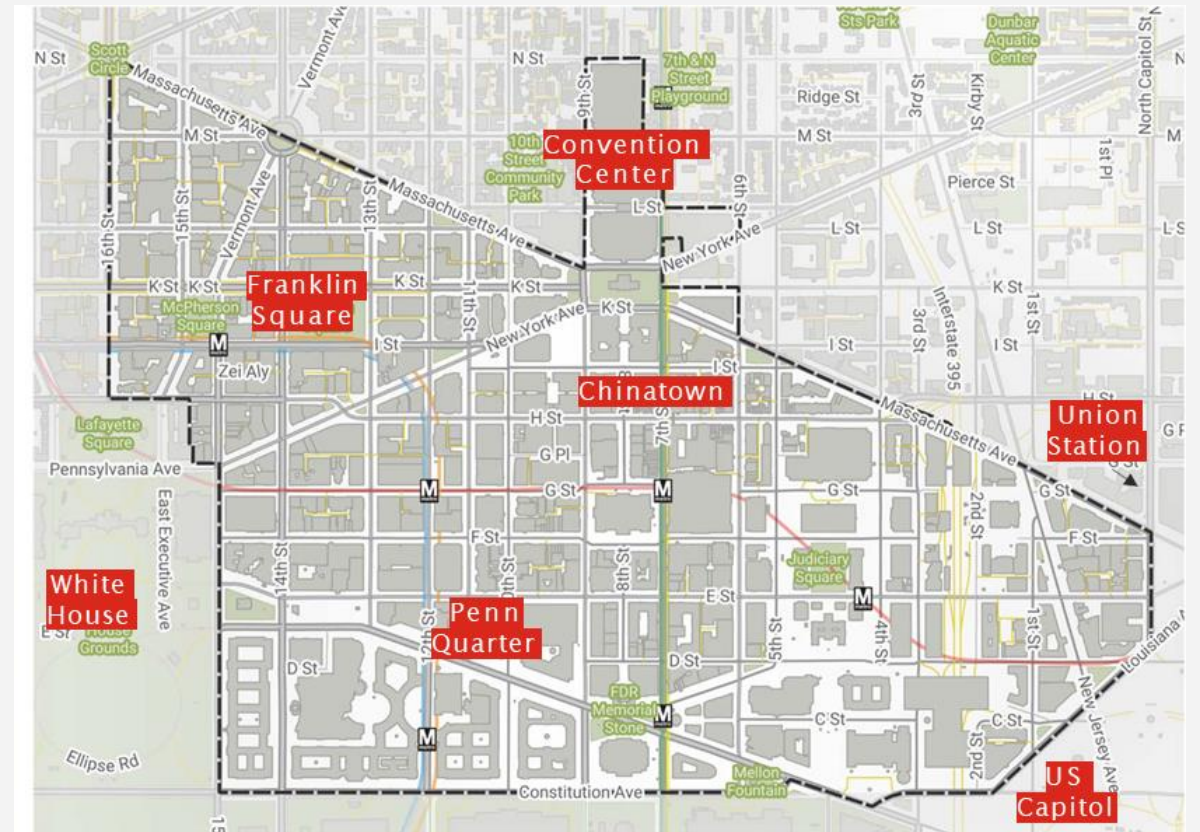
1. Assess the **safety** and overall **experience** for pedestrians.
2. Align **work with concurrent plans** in the DowntownDC BID and agencies' existing capacities.
3. Implement **three quick-win projects** and develop **longer-term strategies** for pedestrian comfort and safety in high pedestrian, high visibility areas.



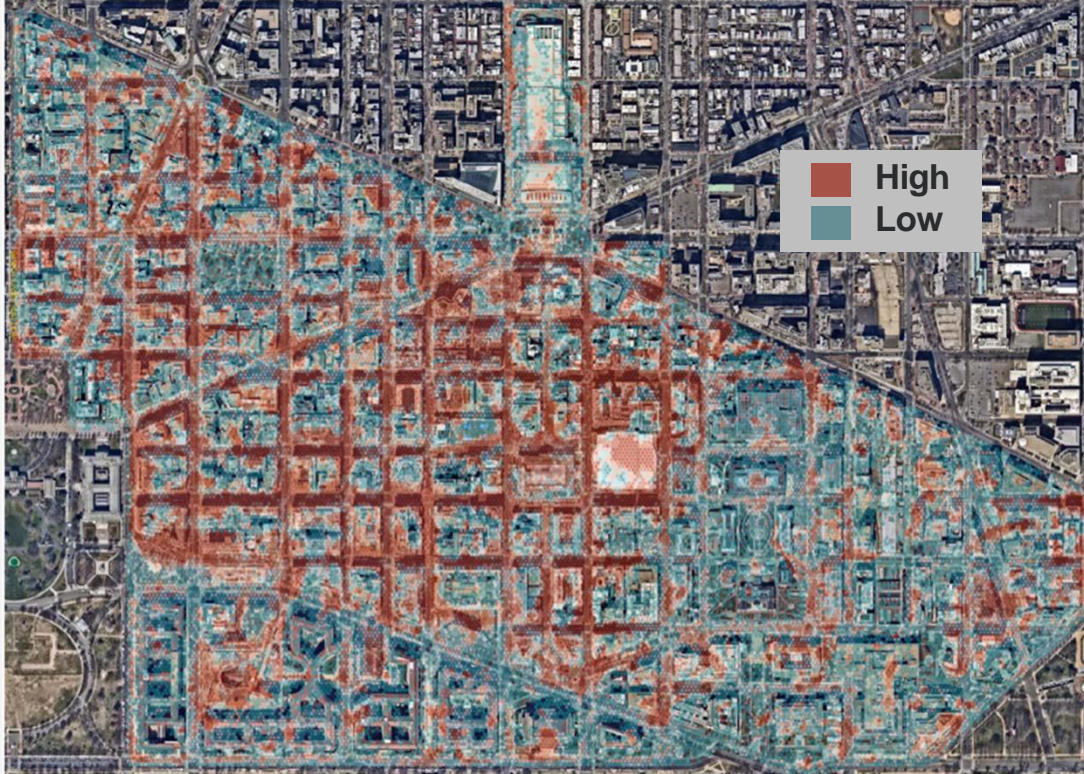




# Study Area







Source: 2021 Pedestrian Activity, DowntownDC BID; Placer.ai

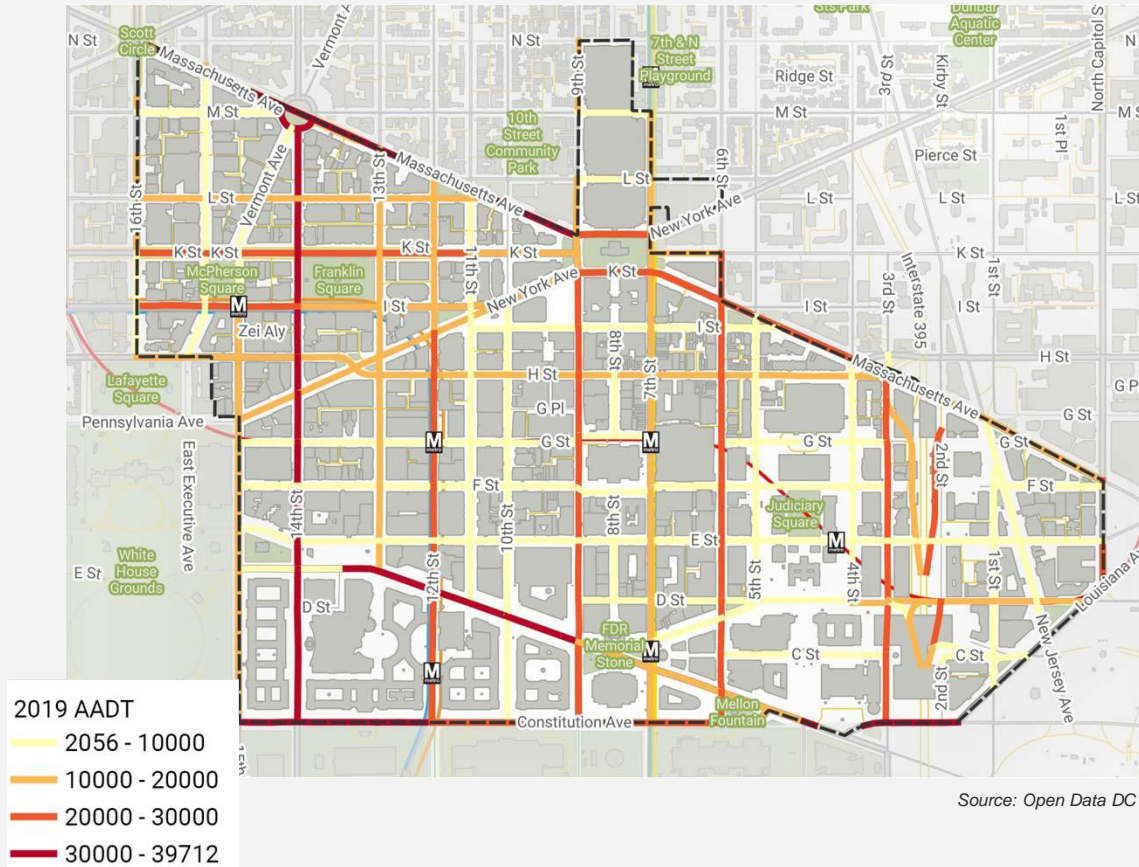
# Planning and Design Context

## Strong Pedestrian Activity

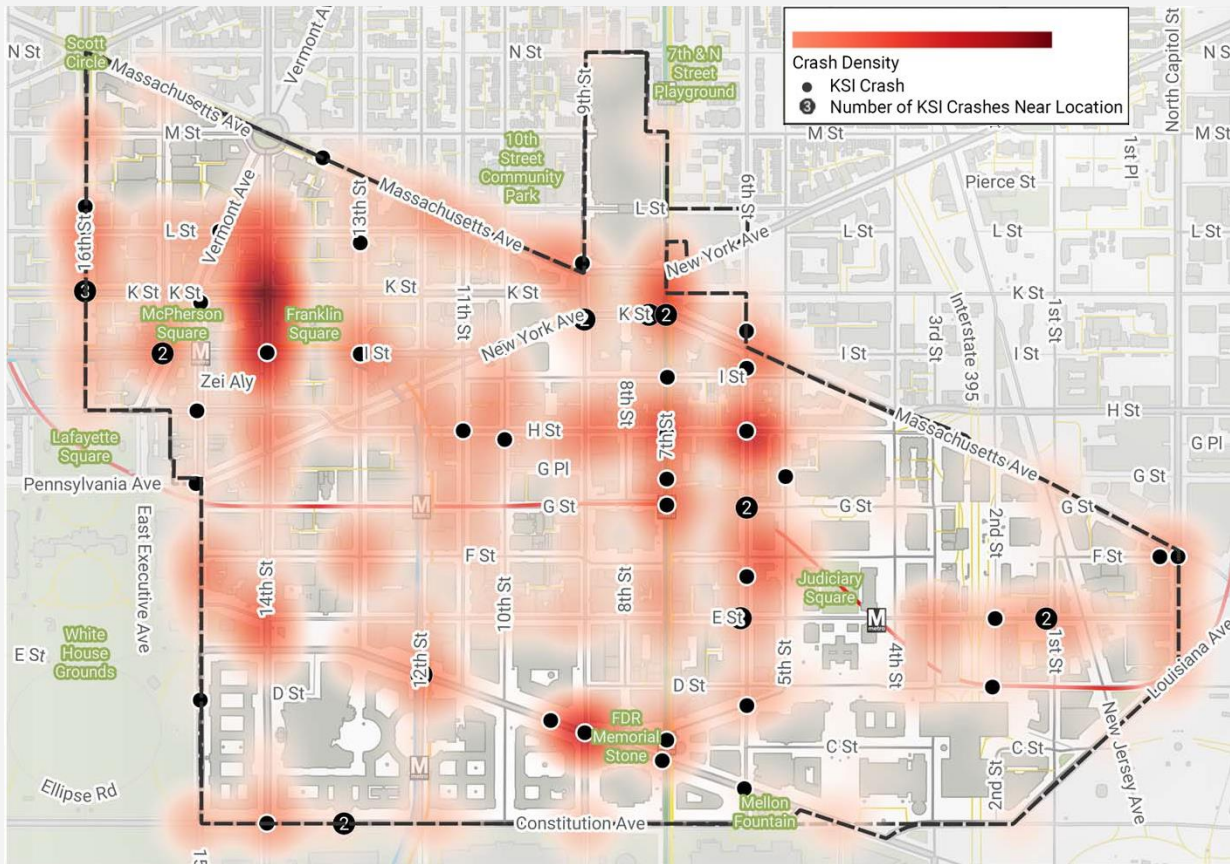
Despite pandemic-related declines, most of DowntownDC also has high pedestrian activity. Pedestrian volumes are higher in the west side of downtown where there is a greater mix of uses.

# Significant Motor Vehicle Volume

Prioritizing the accommodation of high motor vehicle volumes has diminished the public realm and created conditions that are often unsafe and uncomfortable for pedestrians, for example via wide pedestrian crossings.







# Pedestrian Collisions (2015-2019)

High motor vehicle volumes combined with significant pedestrian activity can contribute to crashes, some resulting in serious injury or death (KSI).

- 570 reported pedestrian crashes
- 58 killed or seriously injured

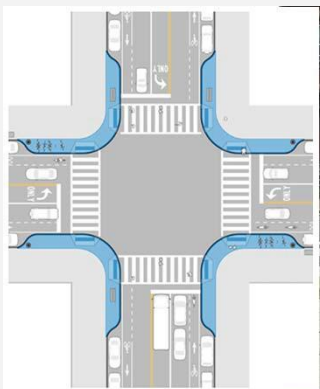
# Current Plans and Projects

1. DowntownDC Parks Master Plan
2. Gallery Place-Chinatown Corridor Study
3. Streets for People Downtown Economic Recovery Public Realm Planning (OP)
4. DowntownDC Action Agenda (DBID/GT)
5. Pennsylvania Avenue Initiative (NPCP)
6. Signature Element Planter project (DBID)
7. MoveDC
8. K Street Transitway
9. 11th Street Bus Priority Street
10. 9th Street Protected Bike Lane



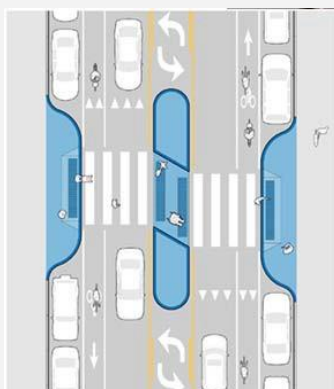


# Best Practice Concepts



## Curb Extensions

- Tighter corner radii slows turning traffic
- Reduced crossing distances improves pedestrian safety



## Road Diet/Midblock Crossings

- Calms traffic
- Improves safety for all users
- Increases space for non-motor vehicle uses



## Pedestrian Streets/Plazas

- Create and support a sense of place
- Provide additional pedestrian space
- Are useful at a variety of scales



# Public Input



## Public Input to Date

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- Advisory Committee Meeting #1 – November 9, 2022
- Community Meeting #1 – November 16, 2022
- Pedestrian Advisory Committee Meeting – December 12, 2022
- Survey – November 22, 2022 – January 6, 2023
- Holiday Market and Pop-Up Events in DowntownDC in November and December 2022
- Advisory Committee Meeting #2 – February 10, 2023
- Community Meeting #2 – February 13<sup>th</sup>, 2023
- ANC 2C Meeting – February 14, 2023

## Pedestrian Safety and Experience Study

The **DowntownDC Business Improvement District** is working to create safe and dynamic walking spaces. In partnership with **Toole Design**, we're conducting a study that will inform three "quick-win" pilot projects for installation in 2023.

**You are essential to our vision, and we need your input. It only takes a few minutes. Thank you for participating!**

### We want to know:

- Where do you walk?
- What challenges do you encounter?
- Where would you like to see improvements?



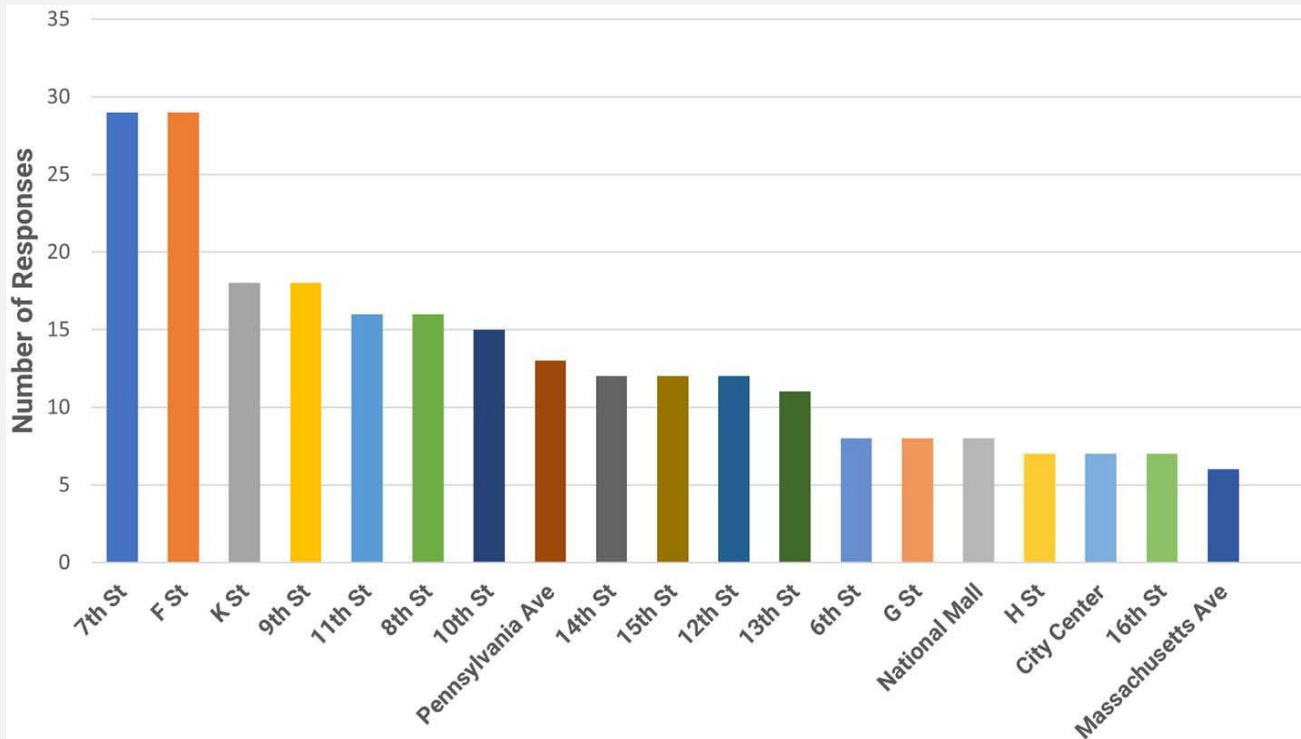
**LEARN MORE AND TAKE THE SURVEY**

Survey will close January 1st 2023

In Partnership With  
**TOOLE**  
DESIGN

# Public Input to Date: Key Location Survey Results

Top 20 “Most Comfortable” Streets Based on Number of Mentions



The community was surveyed through the DowntownDC Holiday Market, Franklin Park events, pop-up events, and social media. Questions included:

- Where are your LEAST favorite spots to walk in DowntownDC? Please list up to three (3) locations. This could relate to the comfort and safety of your walking experience downtown, or something else.

**600**  
**responses**

The survey provided keen insight into which downtown streets need safety interventions and the community considerations for walkable and vibrant streets.



# Site Selection



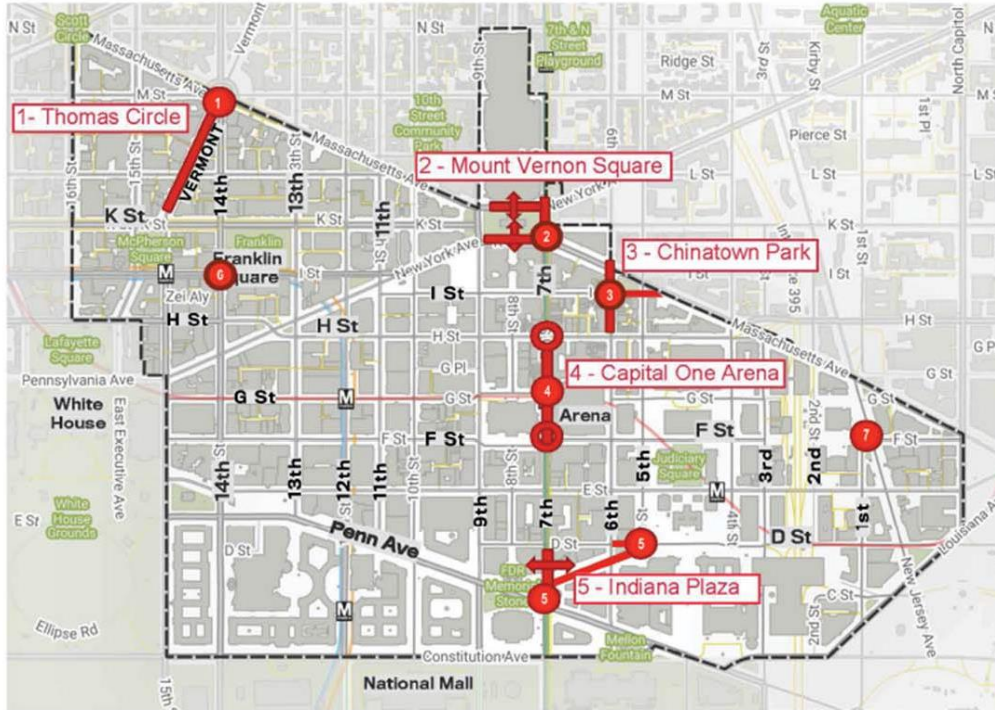
# Site Identification Process

To identify possible quick-win locations, the project team looked at several factors including:

- Crash history
- Pedestrian activity
- Inclusion in other plans
- Conflicts with other plans
- Public input
- Feasibility



# Map of Identified Sites



From a list of 30 problem sites gathered from field investigation, workshop sessions, public outreach surveys, and stakeholder meetings, the sites have been narrowed to 7 locations that are:

- a high crash area OR a pedestrian experience concern
- AND a placemaking opportunity

Supplemental characteristics considered for (3) quick-win site:

- supports other plans to date
- is supported by stakeholders (DBID, DDOT, NPS)
- implementable in the near term
- a diversely different pilot project than the others
- replicable around the BID to similar corridors or intersections
- is adjacent to public open space and/or a metro station

**1** Location: Vermont Avenue at K & 14th  
 Observations: Many crosswalks, no direct route for pedestrians, many lanes w/ low volume  
 Interventions: Closing slip lanes to calm traffic and reduce vehicular priority  
 Plan Ref: [Parks Master Plan](#) "car focused right-of-way", "Wider sidewalk", Pg. 69  
 Safety Score: -3 Experience Score: -8

**2** Location: 7th Street at Massachusetts & K  
 Observations: High pedestrian volumes, high traffic congestion, high conflicts between modes  
 Interventions: Reducing travel lanes between Mass & New York to accommodate other modes  
 Plan Ref: [Gallery Plan Corridor Study](#) wider sidewalks, more trees, pg. 22; "safety and comfort, active mobility emphasis," pg. 25  
 Safety Score: -7 Experience Score: -18

**3** Location: I Street between 6th & Massachusetts  
 Observations: Wide lanes on I, many lanes and narrow sidewalks on 6th, disconnected from park  
 Interventions: Reduce triangular intersections, expand park, I St becomes shared and one-way.  
 Plan Ref: [Parks Master Plan](#) "growing parks", "identifying key streets to parkify", Pg. 49  
 Safety Score: -7 Experience Score: -8

Safety Scale:	Good	Bad
Is it a high crash area? (2015-2019 KSI)	0	-12
Experience Scale:	Good	Bad
Is it high pedestrian-stress? (SSRI) Or high pedestrian activity? (2021 Placer)	0	-24

**4** Location: 7th Street from H to F  
 Observations: Narrow sidewalks, congested during events, unwanted activity from inactive facades during non-events  
 Interventions: Close on-street parking, increase visibility  
 Plan Ref: [Gallery Plan Corridor Study](#) drop-off need, pg. 25; prioritize pedestrian flow, pg. 56  
 Safety Score: -3 Experience Score: -6

**5** Location: 7th Street from D to Pennsylvania  
 Observations: High pedestrian volumes, high traffic congestion, high conflicts between modes  
 Interventions: Reducing travel lanes between Mass & New York to accommodate other modes  
 Plan Ref: [Gallery Plan Corridor Study](#) wider sidewalks, more trees, pg. 22; "safety and comfort, active mobility emphasis," pg. 25  
 Safety Score: -6 Experience Score: -12

**5** Location: Indiana Avenue from 6th to 5th  
 Observations: Unconventional circulation, not enough pedestrian refuge, misaligned crosswalk  
 Interventions: Indiana Avenue becomes shared street, convert D St two-way, expand park and widen crosswalk across D Street.  
 Plan Ref: [Parks Master Plan](#) "growing parks", "identifying key streets to parkify", Pg. 49  
 Safety Score: -6 Experience Score: -12

**6** Intervention similar to 2, but lower visibility  
 Safety Score: -4 Experience Score: -6

**7** Intervention similar to 1 and 3, lower visibility  
 Safety Score: -1 Experience Score: -3





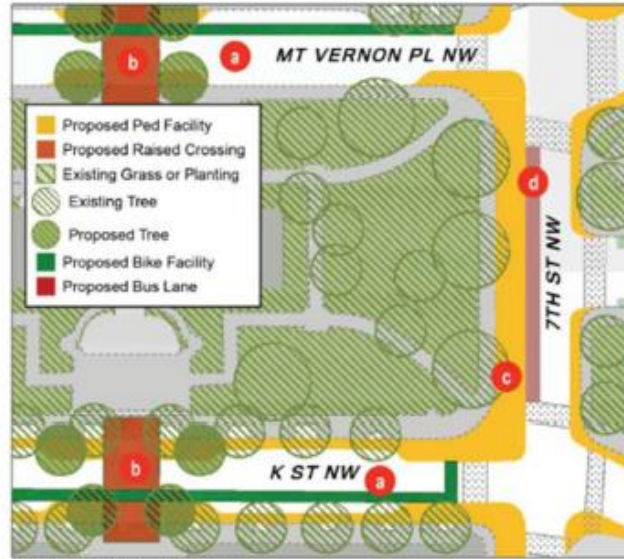
LOCATION

Pros

- Is a high crash area.
- High pedestrian volume area.
- Is near public open space.
- A concept design in draft DowntownDC Parks Master Plan.
- 7th Street is mentioned a lot in public surveying and the Draft Gallery Place Corridor Study.

Cons

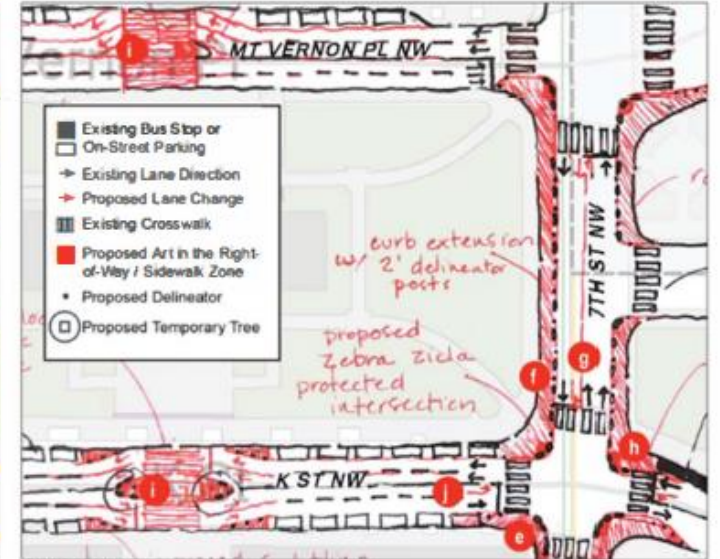
- 7th Street design considerations already underway as shown in the Draft Gallery Place Corridor Study.
- Challenging, complex location.



LONG-TERM VISION

Design elements

- a** One-way traffic loop
- b** Raised mid-block crossings
- c** Protected bike facilities
- d** Bus priority in line with designs for 7th Ave



QUICK-WIN 1

Design elements

- e** Curb extension and protected intersection delineators
- f** Potential mode separation for bikes and scooters
- g** Reduced lanes to reflect number of lanes south on 7th
- h** Reduce radius for right turning vehicles
- i** Midblock crossing refuge
- j** Add dedicated left turn cycle to signal



This preliminary concept is for planning purposes only. Field verification, site condition assessments, engineering analysis and design are necessary prior to implementing recommendations contained herein.

**MOUNT VERNON SQUARE  
7TH STREET AT MASSACHUSETTS & K  
PRELIMINARY CONCEPT – NOT FOR CONSTRUCTION**





**LOCATION**

Pros

- High crash area.
- Cultural heritage site.
- Residentially-oriented programming opportunity.
- A concept design in draft DowntownDC Parks Master Plan.
- Streets mentioned in draft Gallery Place Corridor Study.

Cons

- Need to approach adjacent owners.
- Modification to travel pattern.

**LONG-TERM VISION**

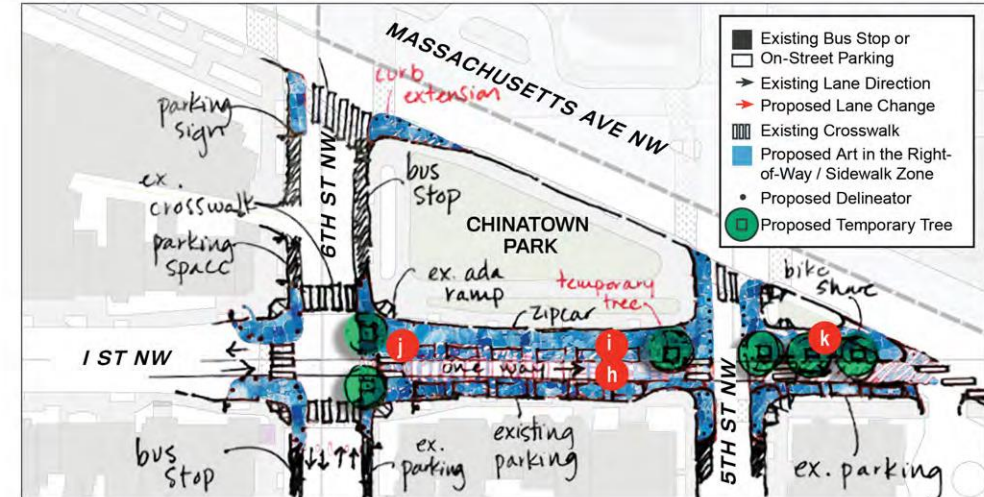
Design elements

- a** Shared street
- b** Expanded park
- c** Connect to other parks
- d** Curb extensions
- e** Bus prioritization and signaling
- f** Reduced number of through lanes
- g** Integral community fountain

**QUICK-WIN**

Design elements

- h** One-way street with on-street parking both sides
- i** Programmable space for weekend closures
- j** Sidewalk expansion art in the right-of-way
- k** Sculptural vertical separation between street and bike share area in triangle



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**CHINATOWN PARK  
I STREET BETWEEN 6TH & MASSACHUSETTS  
PRELIMINARY CONCEPT – NOT FOR CONSTRUCTION**





**Pros**

- Near the metro.
- Addresses sense of safety mentioned in Draft Gallery Place Corridor Study.
- Previous site of traffic calming.
- Capital One Arena investment.

**Cons**

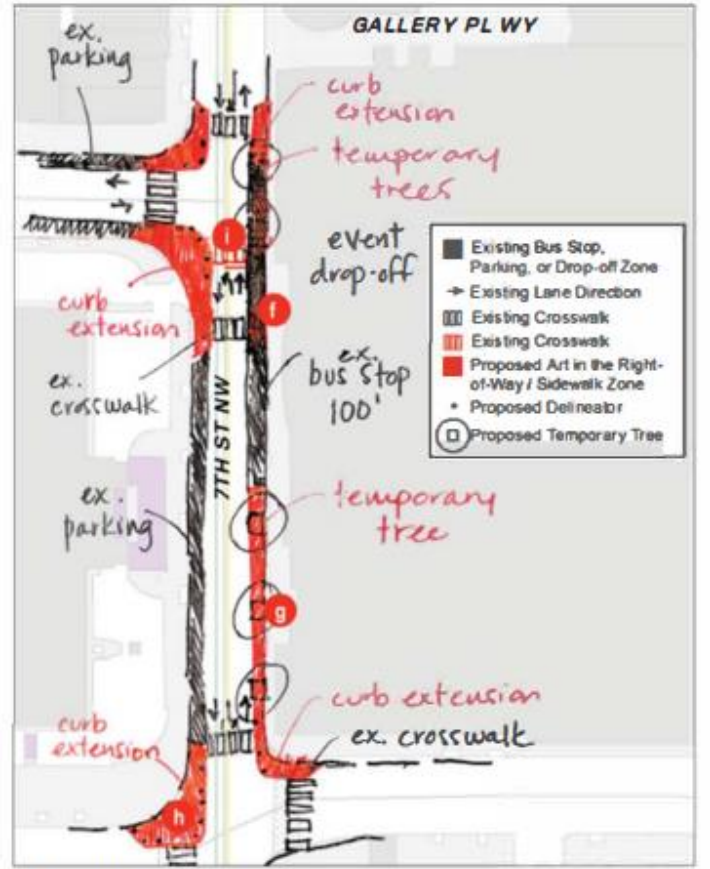
- 7th Street design considerations already underway as shown in the Draft Gallery Place Corridor Study.



LONG-TERM VISION

**Design elements**

- a** Visibility of sidewalk when arena is closed / no standing cars
- b** Expanded sidewalk with drop-off and planting
- c** Curb extension
- d** reduced turning radius at corners



QUICK-WIN 2

**Design elements**

- f** Drop-off areas for bus stop and events
- g** Temporary trees to emphasize 'no parking'
- h** Art in the right-of-way curb extensions
- i** added crosswalks

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**CAPITAL ONE ARENA  
7TH STREET FROM H TO F**  
PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION



# Project Status



## Next Steps

- One out of three sites have designs finalized.
- Soliciting artist for the curbside extensions
- Soliciting feedback from stakeholders within the site proximity about design concepts



## KEY PLAYERS

Key Stakeholders: 1882 Foundation,  
Sixth and I Synagogue, Cushman  
& Wakefield

Project Team: Jim Sebastian, Maria  
Espinoza, Brittany Sink, and Scott Harris

## Project Timeline

Winter 2023



**Quick Win Site Selection**

Survey and existing conditions data assessed.

Spring 2023



**Quick Win Preliminary Design**

Proposed concepts from TooleDesign and continued solicitation of feedback. Currently here.

Summer 2023



**Quick Win Install**

Fully developed design is moved towards development.

Fall 2023



**Evaluation/Final Report**

# Questions?

[DOWNTOWNDC.ORG](http://DOWNTOWNDC.ORG)

# THANKS

[DOWNTOWNDC.ORG](http://DOWNTOWNDC.ORG)