



Public Workshop #1 Summary

Draft – March 2016

TRINITY WASHINGTON UNIVERSITY

O'CONNOR AUDITORIUM

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CHAPTER 1 INTRODUCTION

The first public workshop for the Crosstown Multimodal Transportation Study was a kickoff to introduce the study to the community and stakeholders as well as the engagement process for the study. This study is seen as a continuation and detailed evaluation of moveDC outreach and recommendations established in 2013-2014. Over the course of the study, there will be 4 workshops and 2 pop-up style events held in study area communities. The feedback gained at these events will be used to develop, refine, and help select recommendations for short- and long-term improvements. Feedback from the first public workshop will feed into the development of conceptual-level improvement recommendations.

1.1 Purpose of the Workshop

The purpose of the workshop was to introduce the study to the community and give an overview of what the public can expect to see from the study. The team presented materials that acknowledged previous plans and recommendations in the study area, engaged the community and stakeholders in activities that would help inform conceptual development, and allowed for other comments about the study area to be noted.

1.2 Event Information

The event was held on Tuesday, February 2, 2016 from 6:00 – 8:00 pm at Trinity Washington University's O'Connor Auditorium. Trinity University is located in the eastern portion of the study area near the Brookland Metro Station and accessible by the H-Line, 80, and D8 buses. The next public workshop will be located closer to the Columbia Heights Neighborhood.

1.3 Format

In order to engage the community the public workshop was a blend of an open-house and interactive activities. There was an overview presentation on a loop, which guided people through the study background, process, and timeline. Team members from the study were positioned near each board and activity to guide participants around the room. DDOT staff floated around to answer questions.

1.4 Boards and Activities

Boards were designed to give attendees an overview of the study and its purpose and need. The following boards were presented:

- Welcome Board: This board provides guidance to participants in navigating around the room with a brief summary of each station.
- Current and Past Transportation Studies: There have been many studies completed both, past and current, that affect the Crosstown corridor. This board outlines these studies and shows major recommendations.
- moveDC Recommendations: moveDC provided high-level recommendations related to the study area. This study drills down further and examines what short and long-term projects are feasible in the corridor.
- Modal and Physical Conditions: The crosstown corridor experiences several challenges for each mode and in the built environment. This board provides an overview of the challenges facing the transportation system and street network.
- Existing Street Conditions: The public right of way is a finite resource. To help participants understand this, each east-west street was shown in cross-section format with widths, the percentage of current space allocation for each use, and traffic volumes.

- Projected Population and Employment Growth: The maps show the projections by census tract for growth in population or employment to 2040.
- Major Planned Area Developments: The study area is set to experience a high level of growth in the coming years with major planned developments being built and occupied as well as expansion of current institutions. This board summarizes and maps these large developments providing data on expected space or amount of growth projected for each.
- Existing Use of Alternative Travel Modes: The map and data show the percentage of non-automobile mode split by census block as well as which non-auto modes see the most use.
- Vision Zero Safety Map: The Vision Zero Safety map shows data from the crowdsourced map categorized by the issue reported. The board highlights hotspots for driving, pedestrian, bicycling, and other resident-identified safety concerns.

1.5 Activities

Activities were designed to allow attendees to give feedback on priorities, issue areas in the corridor and describe their current use of the corridor. The following activities were available:

- Activity- My Route: Participants had the opportunity to map their route to certain attractions within the study area and in the District at large. Color-coded pins and string were used to indicate the attraction and mode used to access it. Feedback was used to determine what routes are currently the most used by each mode as well as what modes were most popular in the study area.
- Activity- Priority Setting: Participants were asked to select their top three priorities for improvements in the crosstown corridor. These votes were tabulated and shown on a screen in real-time. The feedback for this station was to help develop performance metrics and conceptual alternatives.
- Activity- Defining the Corridor: Participants were given a set of color-coded dots with one bonus and asked to select their top choice for improvements by mode and category. An "other" category was provided for people to make suggestions for improvements not mentioned in each category. The comments gathered at this activity will be used to develop conceptual alternatives.
- Activity- Mapping Crosstown: An interactive map was developed to capture comments specific to the study area. This activity was made available to participants to contribute to the map during the workshop. The feedback gathered from the map will be used to target improvements and alternative recommendations to alleviate the stresses of the system.

CHAPTER 2 OUTREACH EFFORTS

Outreach for the first public meeting is always key to familiarizing the community with the project and the process. For this workshop DDOT took careful effort to include stakeholders, organizations, institutions, media outlets, and as many residents as we could reach.

2.1 Notifications

DDOT contacted organizations, elected officials, media outlets, residents, and institutions through phone calls, e-mail blasts, and sending information about the study.

2.1.1 Media

The following media outlets were contacted and sent information:

- Newspapers and Print Media
 - *Washington City Paper*
 - *Washington Post Express*
 - *Current Newspaper*
 - *Street Sense*
 - *The Washington Sun*
 - *Washington Blade*
 - *Capital Community News*
- Blogs
 - *Greater Greater Washington*
 - *New Columbia Heights*
 - *Parkview*
 - *Life on the Edgewood*
 - *Brookland Bridge*

2.1.2 Electronic Communications and Social Media

moveDC collected contact information for its planning effort and as this project comes from moveDC, information was sent to the 2,200+ recipients on that listserv. Crosstown is also building a contact list with including interested residents that sign up on the website, ANCs, and other stakeholders. This list currently has about 250 contacts.

Notifications were also submitted to neighborhood listservs and yahoo groups. These postings are often facilitated through the Mayor's Office of Community Relations (MOCRs) Representatives.

Utilizing the moveDC Twitter and Facebook profiles, workshop information was posted regularly up to the meeting date. These profiles together reach almost 2,600 followers. One posting for the meeting reached almost 2,200 people on Facebook alone.

2.1.3 Organizations

Neighborhood and civic organizations were also contacted and sent information about the public workshop. These organizations included:

- Edgewood Civic Association
- Michigan Park DC Citizen's Association
- New Columbia Heights Civic Association
- Rack Cards and Posters

2.2 Rack Cards and Posters

900 rack cards and 45 posters were distributed throughout the study area and to stakeholders. These included both Spanish and English materials. Materials were distributed to the councilmembers' offices as well as handed

out at the Columbia Heights and Brookland Metrorail Stations. Posters were placed in libraries, senior centers, recreation centers, churches, coffee shops, and other community spaces around the study area. This type of distribution has also been effective in reaching Title VI populations.

2.3 Title VI Outreach

Key locations in the study area were identified to be areas in which DDOT could reach Title VI populations about the Crosstown Multimodal Transportation Study. Phone calls were made and information was sent both electronically and physically distributed to the following locations. Title VI surveys were also given to meeting participants.

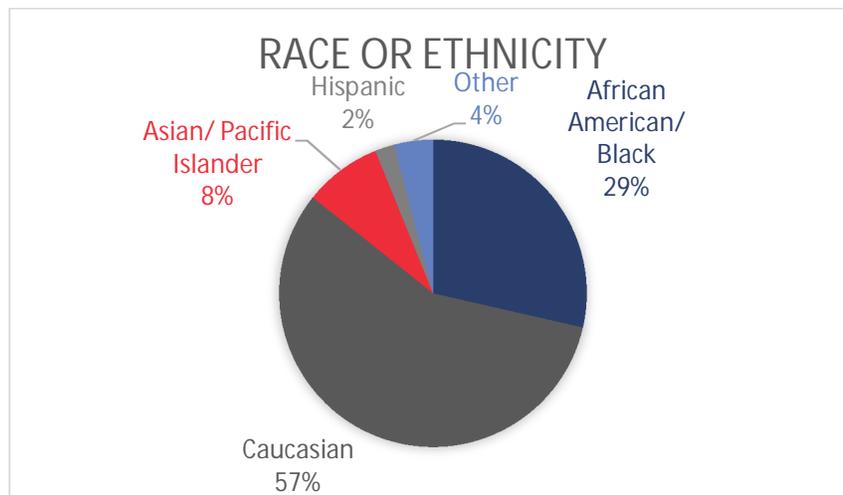
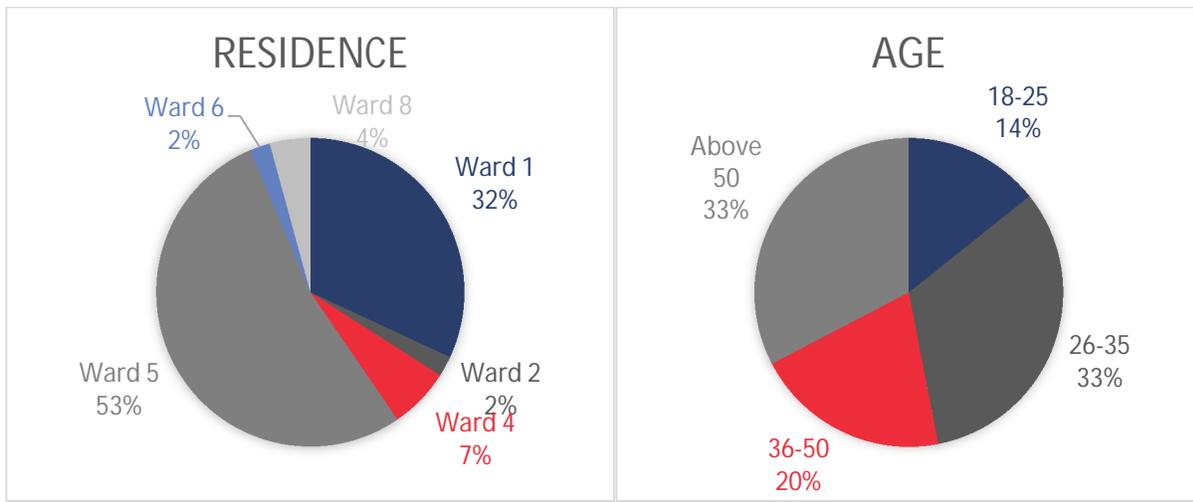
- Senior Centers
 - *Fontenau Senior Center*
 - *Casa Iris*
 - *Eofula Espanish Senior Center*
- Faith-Based Institutions
 - *Commissariat of the Holy Land*
 - *Guildfield Baptist Church*
 - *St. Anthony's Catholic Church*
 - *Highway Christian Church*
 - *Old Pentecost Church*
 - *Living Hope Church*
 - *The District Church- Columbia Haight*
 - *Shrine of the Sacred Heart*
 - *All Souls Episcopal*
 - *St. Thomas Apostle*
- Community Centers
 - *Taft Recreation*
 - *Turkey Thicket*
 - *Banneker Recreation Center*
 - *Powell Recreation Center*

CHAPTER 3 ATTENDANCE

Approximately 70 members of the public signed into the first public workshop. These attendees included members of the media, elected officials (ANCs), stakeholders, institutions, as well as residents, students at local universities, and bicycle advocates.

3.1 Attendees

The charts below represent the demographic makeup of meeting attendees. The location of the meeting was based in Ward 5, therefore we see a higher number of Ward 5 residents in attendance.



CHAPTER 4 COMMENTS

Comments, feedback, and other input were received at each activity station. The sections below summarize the input received by activity.

4.1 Key takeaways

Through collecting feedback and comments at the workshop, the following themes emerged by category:

- Pedestrians want safer crossings and better sidewalk facilities: Participants walking throughout the study area noted the streets and intersections of concern, as well as the need for facility improvements. In many cases, participants suggested widening sidewalks.
- Bicyclists want infrastructure and a reduced level of stress: Many participants noted that their primary preferred form of transportation is by bicycle. These participants expressed concern over the lack of facilities in the area as well as barriers and obstacles that can make safe riding difficult. These participants expressed a desire for protected bicycle lanes to make the Crosstown corridor easier and safer to travel.
- Buses get caught in congestion and circuitous routing: Participants noted the congestion and circuitous bus routes along Crosstown routes, which cause delays and extended travel times. These participants expressed the desire for more direct service that bypasses the Washington Hospital Center, provides limited stop service all day, and for roads to have dedicated bus lanes to separate buses from vehicular traffic.
- Drivers experience congestion and parking stresses: Some participants spoke on the driving experience in the area noting the congestion through Columbia Heights and along Michigan Avenue. Long-term residents and seniors noted the difficulty of on-street parking spaces in their neighborhoods at certain times of the day.
- Residents seek reconnections through street network improvements: Participants overwhelmingly feel that the Washington Hospital Center presents a barrier and an incompatible land uses in the Crosstown corridor. Residents and transit users supported reconnecting the street grid through the hospitals where possible and rethinking the cloverleaf interchange at North Capitol and Irving Street NE/NW.
- Residents want transportation improvements to help manage expected growth: Participants are aware of the large developments expected to bring new residents to the area. Many emphasized the need for study recommendations and improvements to help manage this growth in transportation system users.

4.2 Activities

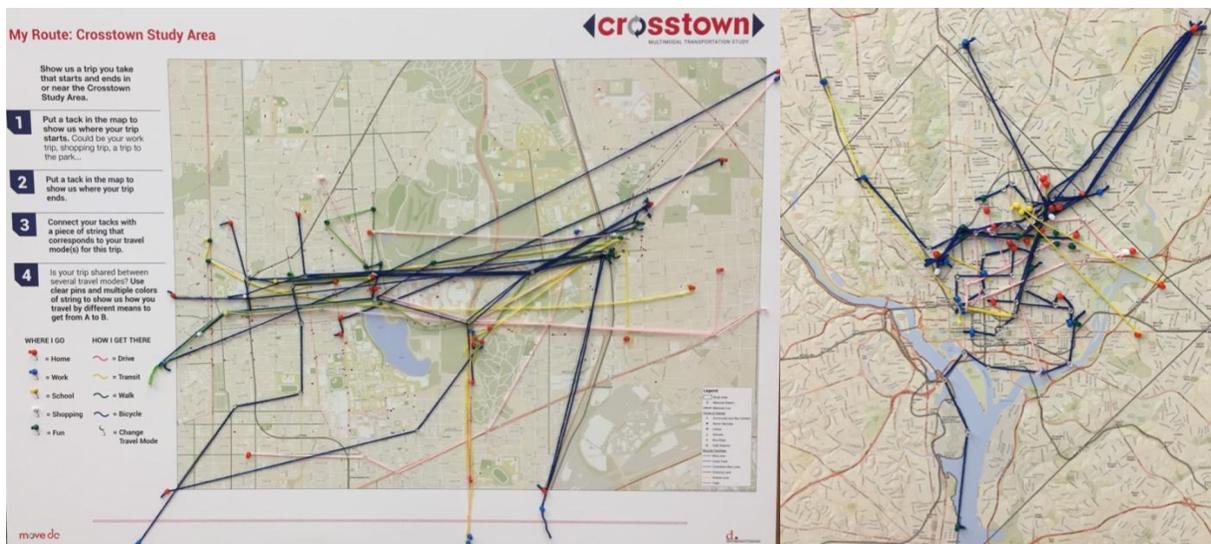
4.2.1 My Route

Maps were provided for the entire District as well as the study area. The following major trends emerged from the activity:

- District-wide:
 - *People are traveling to the study area for shopping, school, and entertainment from areas in Montgomery County, Prince George's County, and surrounding neighborhoods, primarily in the northern quadrants of the district.*
 - *People living in the neighborhoods are traveling to Downtown, Capitol Hill, and areas outside of the District for work.*
 - *The longest trips noted by participants were:*
 - *Bicycling from College Park, Maryland to the study area*

- *Bicycling from the study area to Downtown Alexandria, Virginia*
- *Bicycling to Union Station then taking transit to Bethesda, Maryland*
- *People are traveling east-west in the Crosstown corridor to get to major north-south facilities to go elsewhere in the District or region.*
- **Study Area:**
 - *Movements tend to be by bicycle and transit for those in attendance at the workshop*
 - *Concentrations of activity near Brookland Station, Stronghold and Parkview Neighborhoods, and along 14th Street in Columbia Heights*
 - *A few long walking trips were noted from the Stronghold Neighborhood to the Brookland Metro Station Area as well as across the Columbia Heights Neighborhood to Adams Morgan.*
 - *There are many people using North Capitol Street to bike, take transit, and drive.*
 - *Those in attendance at the workshop favored biking on Irving rather than Michigan*

See below for the resulting images of the activity:

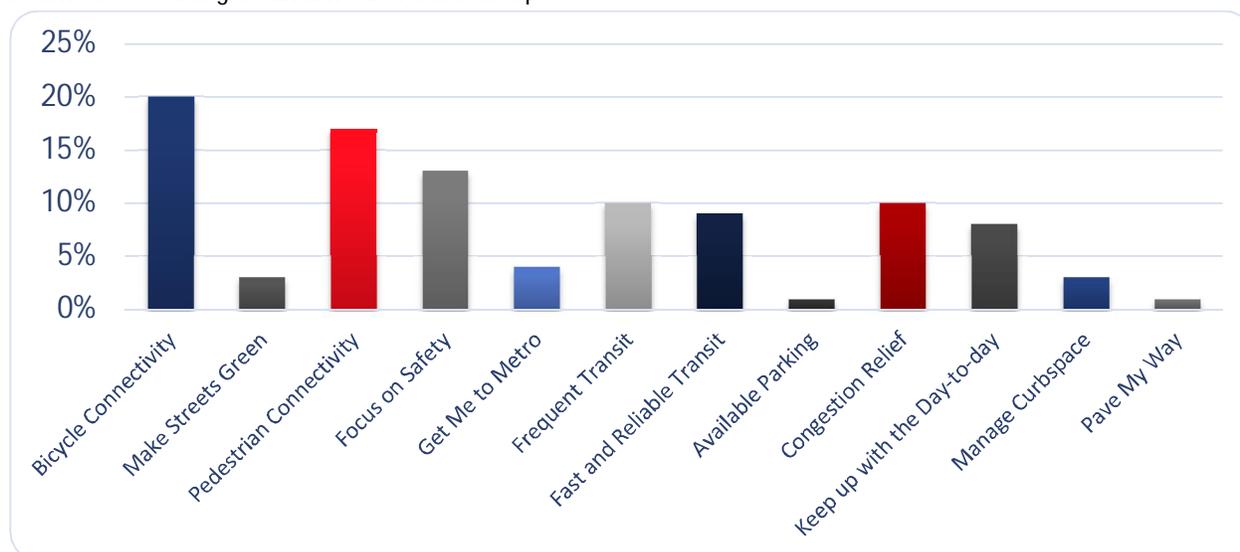


4.2.2 Priority Setting

During this activity people were asked to 'vote' on their top 3 choices for study priorities out of 12 choices. 50 people completed the survey at the meeting. The top 5 most voted priorities in order of popularity during the workshop were:

1. **Bicycle Connectivity:** Provide a direct, safe, and continuous route for east-west bike travel
2. **Pedestrian Connectivity:** Widen sidewalks, provide more or improved crosswalks or signalized crossings, and improve accessibility for persons with disabilities throughout the study area
3. **Focus on Safety:** Implement projects that will improve physical safety and operations for all users
4. **Frequent Transit:** Provide more frequent east-west public transit, with a longer span of service (more hours of the day)
5. **Congestion Relief:** Improve the choke points to keep traffic moving smoothly through the corridor

This activity is currently available for participation through the website at dccrosstownstudy.com. See the chart below for the voting breakdown at the workshop:



4.2.3 Defining the Corridor

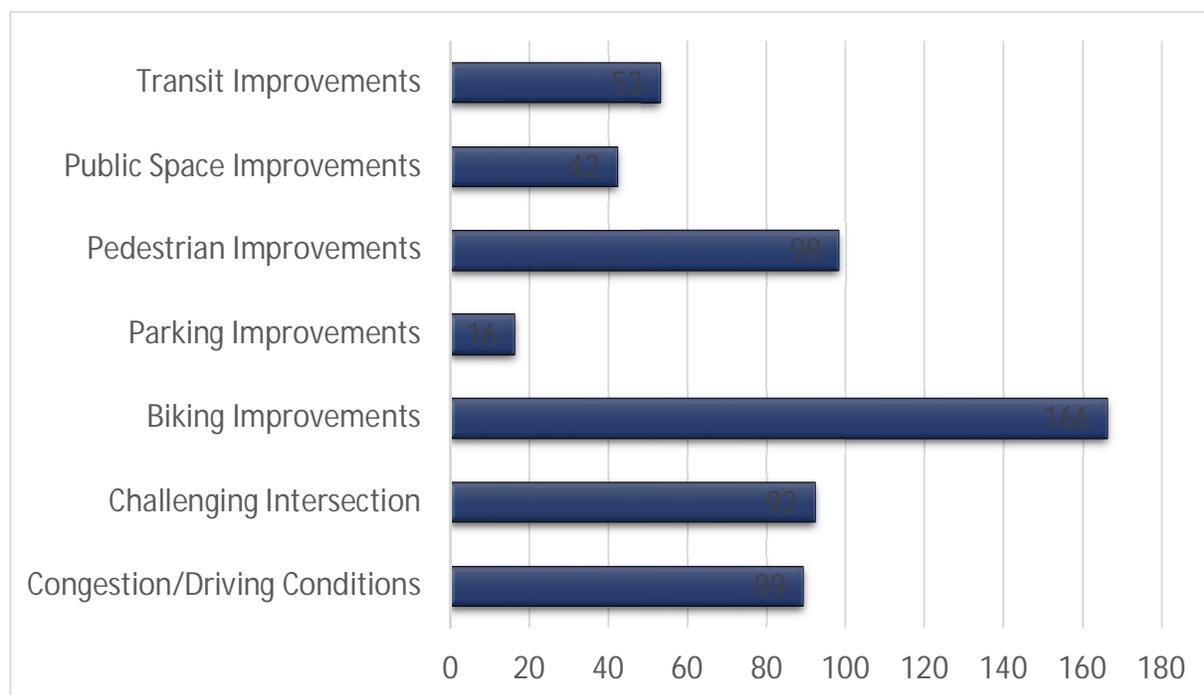
This activity gave participants the option to choose their most desired modal improvement out of 4-5 options in each category. The top voted improvements by category are detailed below:

| Improvement | Votes |
|----------------------------------------------------|-------|
| Street Network | |
| Traffic Signal Optimization | 8 |
| Improve Parking and Curbside Management | 9 |
| Dedicated Lanes for Transit and/or Bike Facilities | 30 |
| Intersection Improvements | 16 |
| Bicycle Facilities | |
| Bike Lanes | 5 |
| Protected Bike Lanes | 43 |
| Shared-use Pathways | 4 |
| Separated Pedestrian/Bike Paths | 11 |
| More Bikeshare Stations | 6 |
| Pedestrian Facilities | |
| Enhanced Crossings | 24 |
| Streetscaping | 11 |
| Improved Sidewalks | 14 |
| Better Access to Metro Stations | 3 |
| Improved Accessibility | 7 |
| Bus Service | |

| Improvement | Votes |
|------------------------------------------------------------------------------------------------------------------------------------|-------|
| Strategies to Reduce Trip Times (i.e. traffic signal enhancements, queue jump lanes, stop consolidation, pre-payment of bus fares) | 20 |
| Dedicated Bus Lanes | 15 |
| Buses More Often (higher frequency) | 15 |
| Enhanced Bus Stops (i.e. bus shelters, real-time information, lighting, trash/recycling cans) | 6 |
| Long-term Multimodal Options | |
| Streetcar | 3 |
| Bus Rapid Transit | 17 |
| Woonerfs (Bike/Pedestrian Priority Streets) | 10 |
| Reconnect Street Grid (i.e. reassess utility and design of cloverleaf intersection, new street connections) | 33 |
| Other (write-in comment themes) | |
| Removing or reconfiguring the Cloverleaf at North Capitol and Irving | |
| Safer alleyways | |
| Streetscaping (trees, bus shelters, lighting, etc.) | |

4.2.4 Mapping Crosstown

The interactive map available through the project website saw a multitude of comments both at the workshop and afterwards. It also received attention from local and regional blogs and was shared through social media. The map is still open for comments at dccrosstownstudy.com and continues to collect comments. The following chart represents the over 550 comments received as of February 9th:



The geographic hotspots of these comments are as follows:

- Biking Improvements
 - *Michigan Avenue between the Brookland Metrorail Station and Irving Street NE and between 1st Street and Park Place NW*
 - *Irving Street between Michigan Avenue and Park Place NW*
- Pedestrian Improvements
 - *Michigan Avenue between 13th Street NE and Franklin Street NE*
 - *Irving Street between 16th Street and 14th Street NW and between 1st Street and Park Place NW*
- Parking Improvements
 - *Monroe Street and Michigan Avenue NE*
 - *Michigan Avenue NE between Franklin and North Capitol Street*
 - *The Washington Hospital Center*
 - *Irving Street NW between Warder Street and 14th Street*
- Challenging Intersections
 - *Michigan Avenue, Park Place, Columbia Road, and Irving Street NW (ramps west of hospital center)*
 - *Michigan Avenue and 4th Street NE*
 - *Irving Street and North Capitol Street NE/NW*
 - *14th Street and Kenyon Street NW*
 - *16th Street and Columbia Road, Harvard Street, and Mt Pleasant Street NW*
- Congestion / Driving Conditions
 - *14th Street, Park Road, and Kenyon Street NW*
 - *East-west roads between Park Place and Georgia Avenue NW and 14th to 16th Streets*
 - *Michigan Avenue between Irving and 10th Street NE*
- Public Space Improvements
 - *Georgia and Columbia Road NW*
 - *Michigan Avenue, Park Place, Columbia Road, and Irving Street NW (ramps west of hospital center)*
 - *Irving Street and North Capitol Street NE/NW*
- Transit Improvements
 - *Irving Street NW between Warder Street and 16th Street NW*
 - *The Washington Hospital Center*
 - *Brookland Metrorail station*

4.3 Other Comments

Additional comments were provided on Title VI forms and through written comments on a flip- chart near the end of the meeting circulation. The comments are summarized below:

- Bike and Pedestrian Facilities
 - *Suggestion to add or enhance facilities along Michigan Avenue*
 - *Concern over safety at 14th Street and Columbia Road NW*
 - *Suggestion to strongly consider protected bike lanes*
- Parking
 - *Concerns over not having enough on-street parking in the Columbia Heights Neighborhood*
 - *Suggestion to remove parking during peak periods in the Columbia Heights Neighborhood to help buses move through*
 - *Concern for those that need to drive and use cars*
- Enforcement
 - *Concern over speeding on Michigan Avenue NE/NW, Irving Street NE/NW, Columbia Road NW, and Kenyon Street NW*
 - *Perception of speed traps and over-ticketing with automated enforcement*
- Traffic Patterns

- *Concern over 818 Michigan Parking Garage traffic pattern*
- *Suggestion to add traffic calming measures at 7th and Jackson Streets NE*
- *Suggestion to study north-south routes*
- *Suggestion to slow traffic in Stronghold Neighborhood*
- **Traffic Signals**
 - *Concern about signal synchronization encouraging speeding through residential streets*
- **Challenging Intersections**
 - *Concern over Michigan Avenue and North Capitol Street intersection*
 - *Concern over 14th Street/ Park Road/ Kenyon Street NW intersection*
- **Bus Service**
 - *Suggestion to introduce H8 service to Washington Hospital Center*
 - *Suggestion to allow buses to bypass Washington Hospital Center*
 - *Suggestion to extend H1 service*
- **Additional Information Requested**
 - *Cloverleaf interchange traffic volumes*
 - *Future Growth and impacts on the transportation system*
 - *Bus Capacity and how many transit riders the corridor can handle*