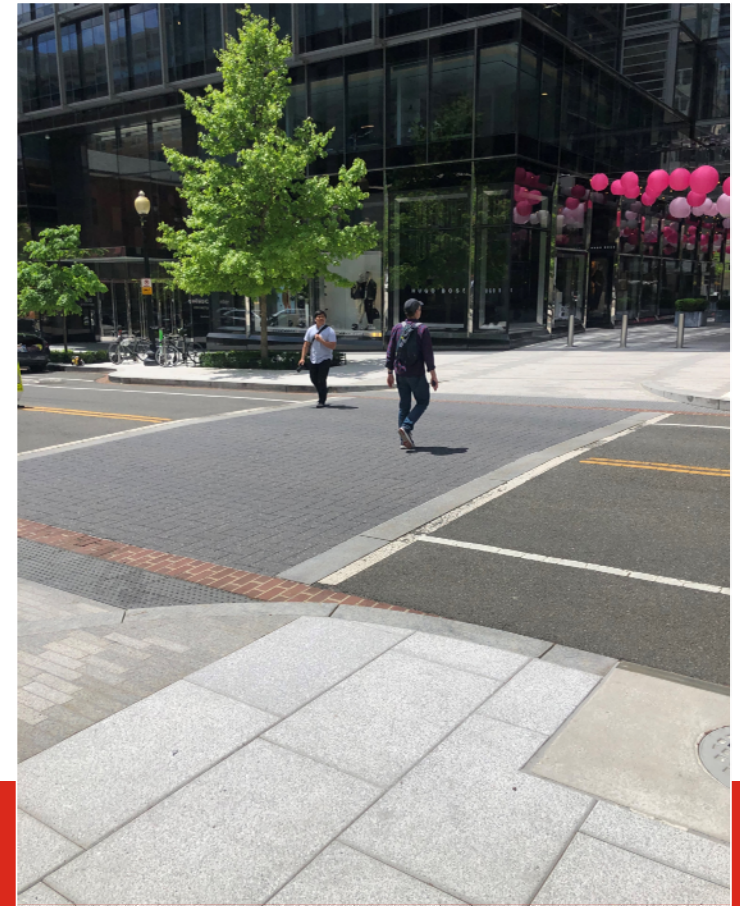




DowntownDC Pedestrian Safety and Experience Study

| Community Meeting #2

March 1, 2023



Agenda

1. Project Overview
2. Planning Context
3. Public Input
4. Site Selection
5. Review Sketches



Project Purpose and Objectives

01

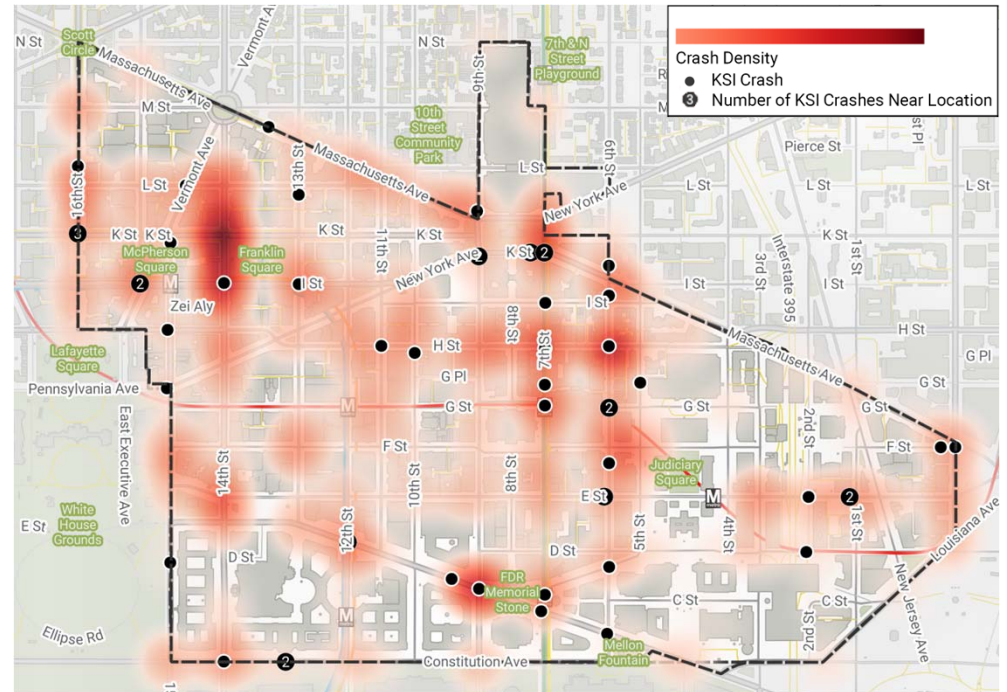
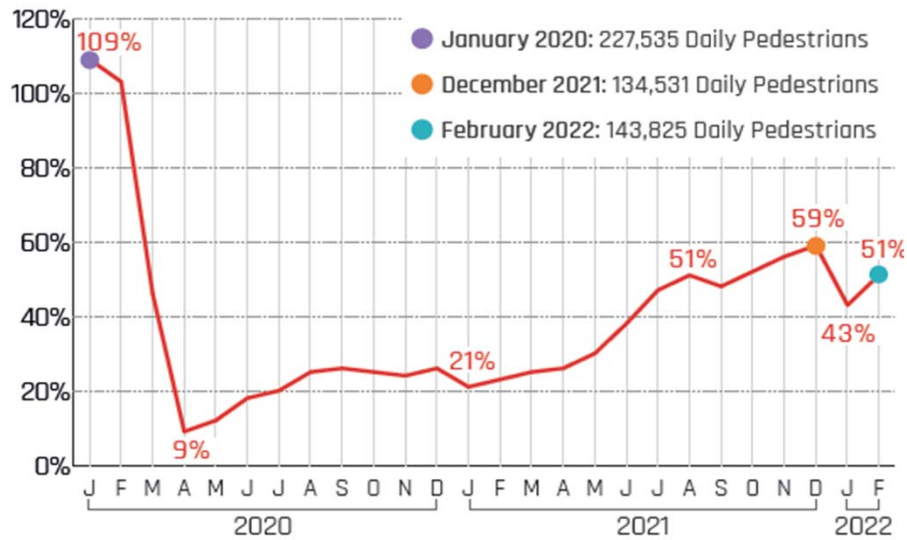


Challenge:

Pedestrian activity declined during the pandemic and crashes involving pedestrian are a persistent problem in DowntownDC.

Pedestrian Counts In DowntownDC During Pandemic

Pedestrian Counts as % of Pre-Pandemic Counts*



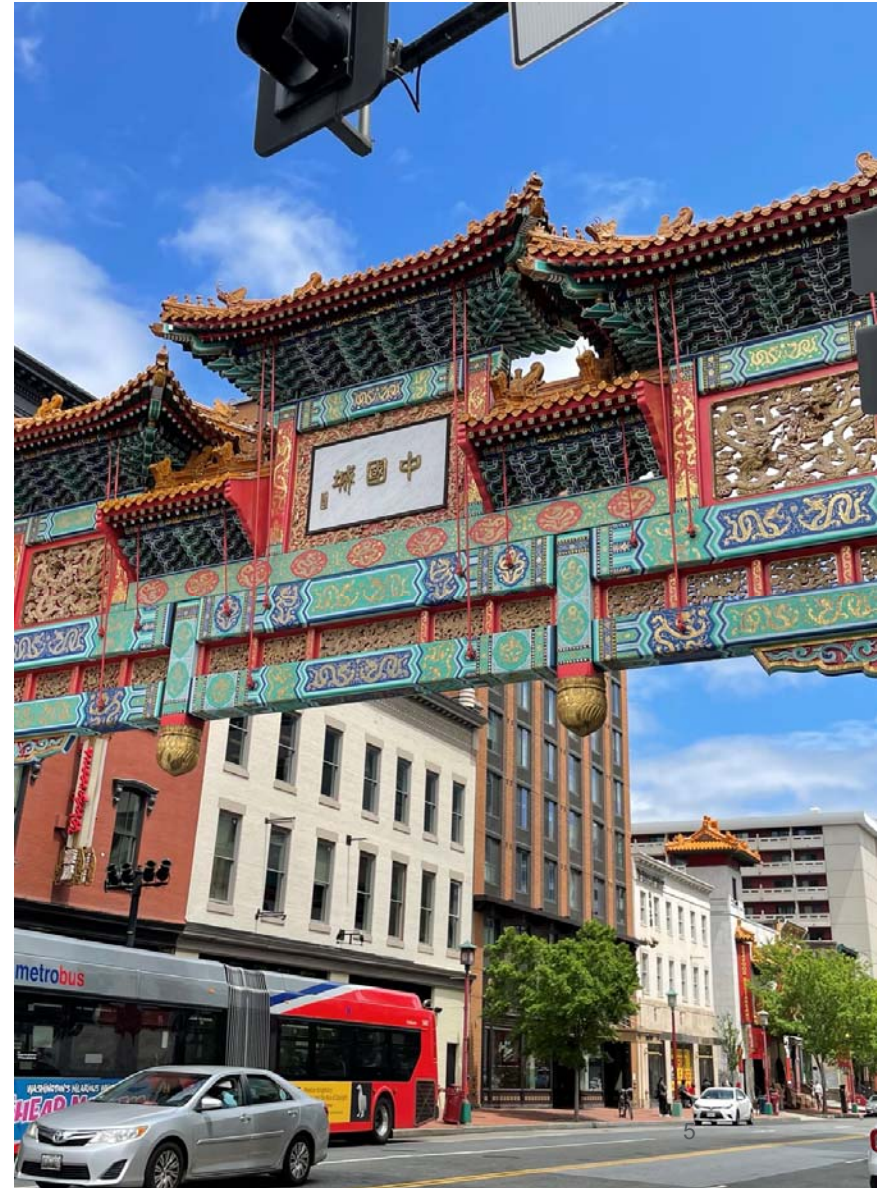
Project Objectives

PROPOSED VISION

To create a dynamic, inviting, and comfortable human-scaled public realm for the workers and visitors in the DowntownDC Business Improvement District (BID).

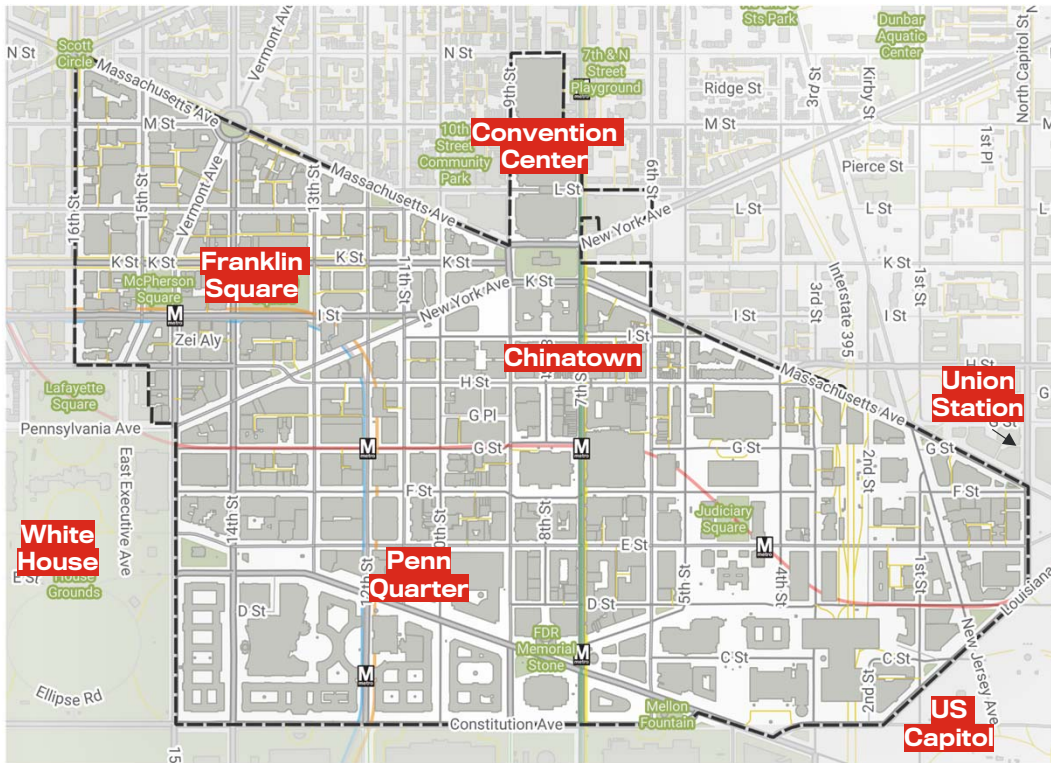
GOALS

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-wins projects** and develop **longer-term strategies** for pedestrian comfort and safety in high pedestrian, high visibility areas.

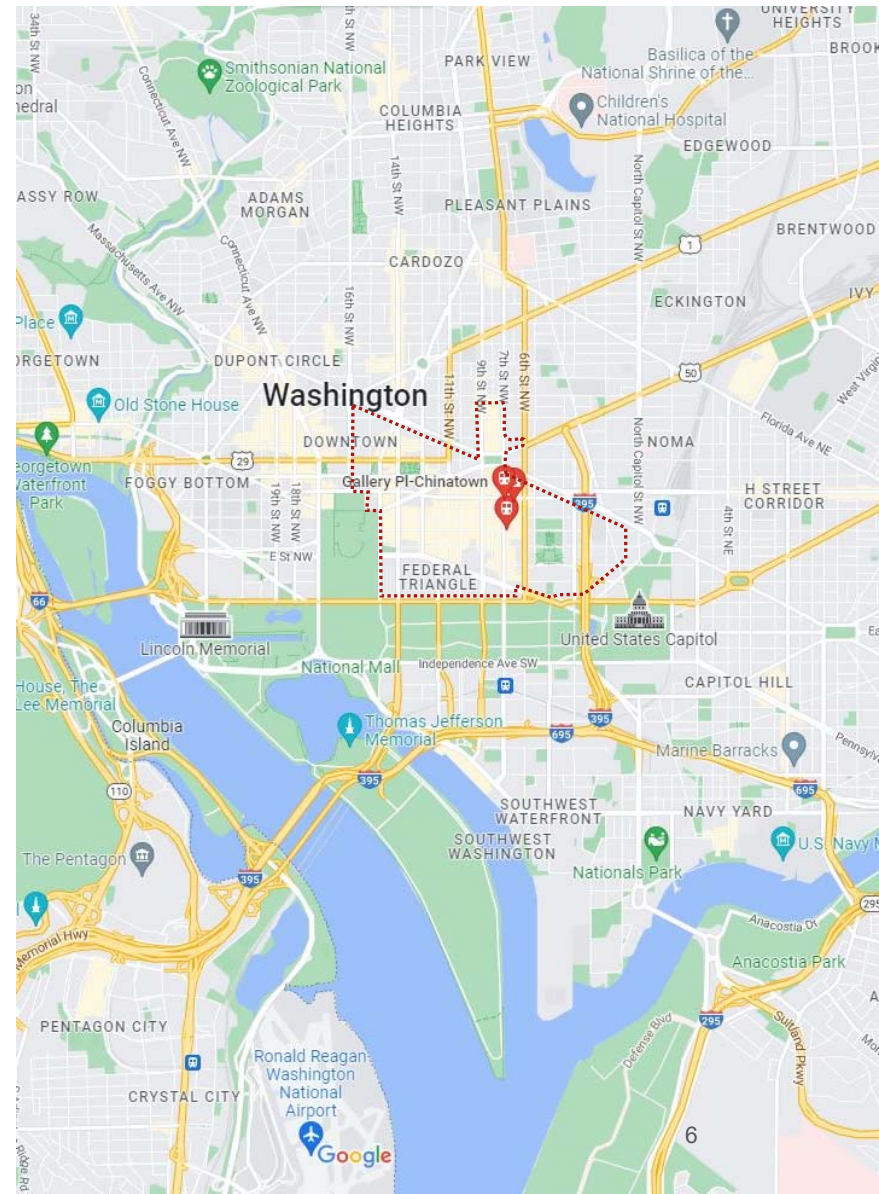




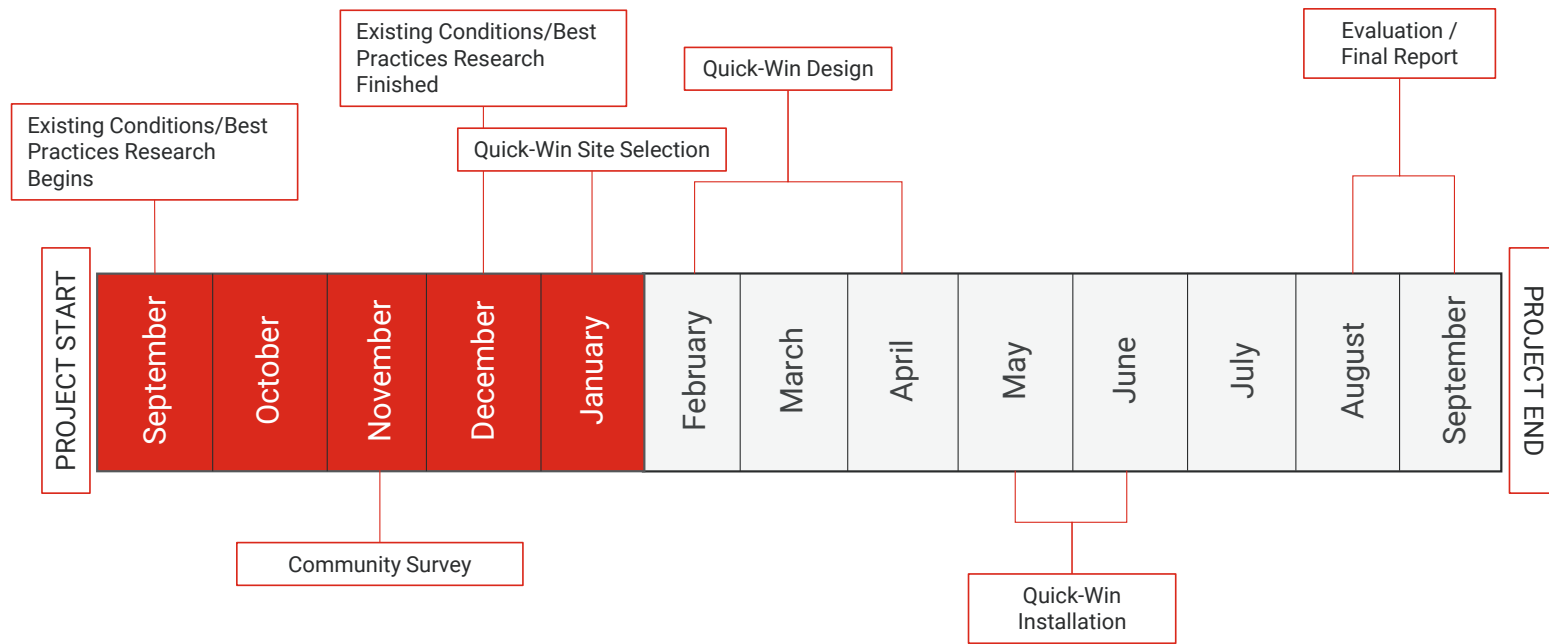
Study Area



TOOLE
DESIGN



Project Timeline



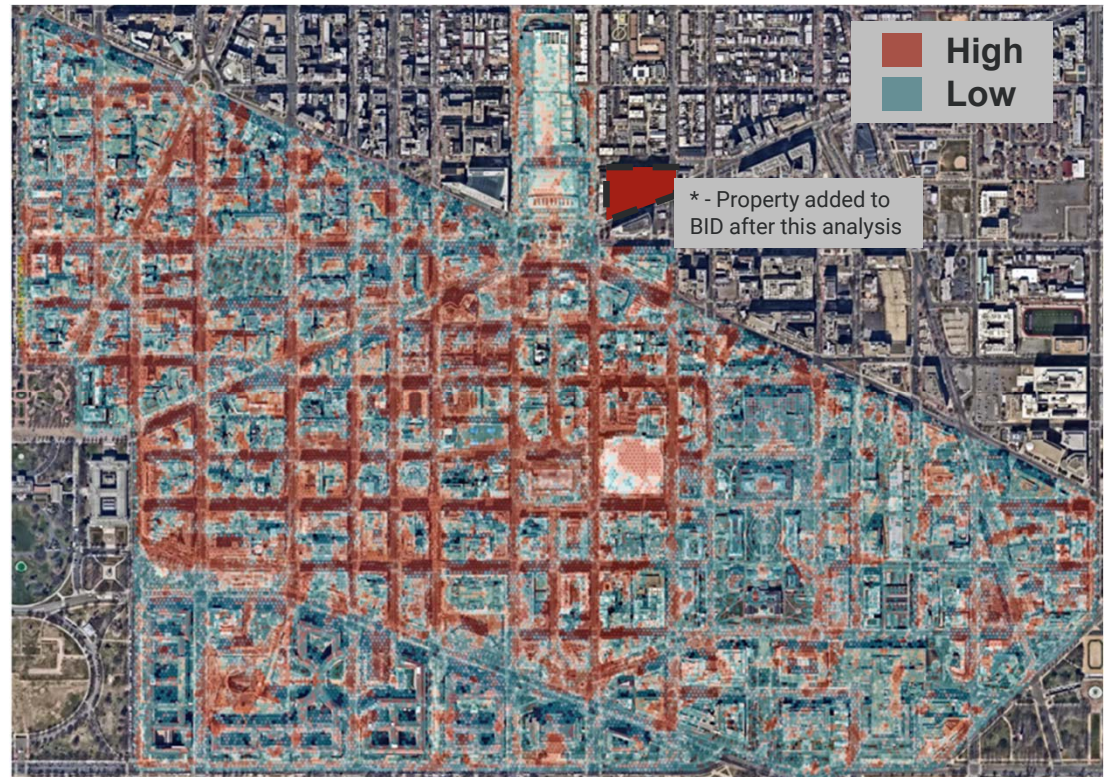
Planning and Design Context

02



Strong Pedestrian Activity

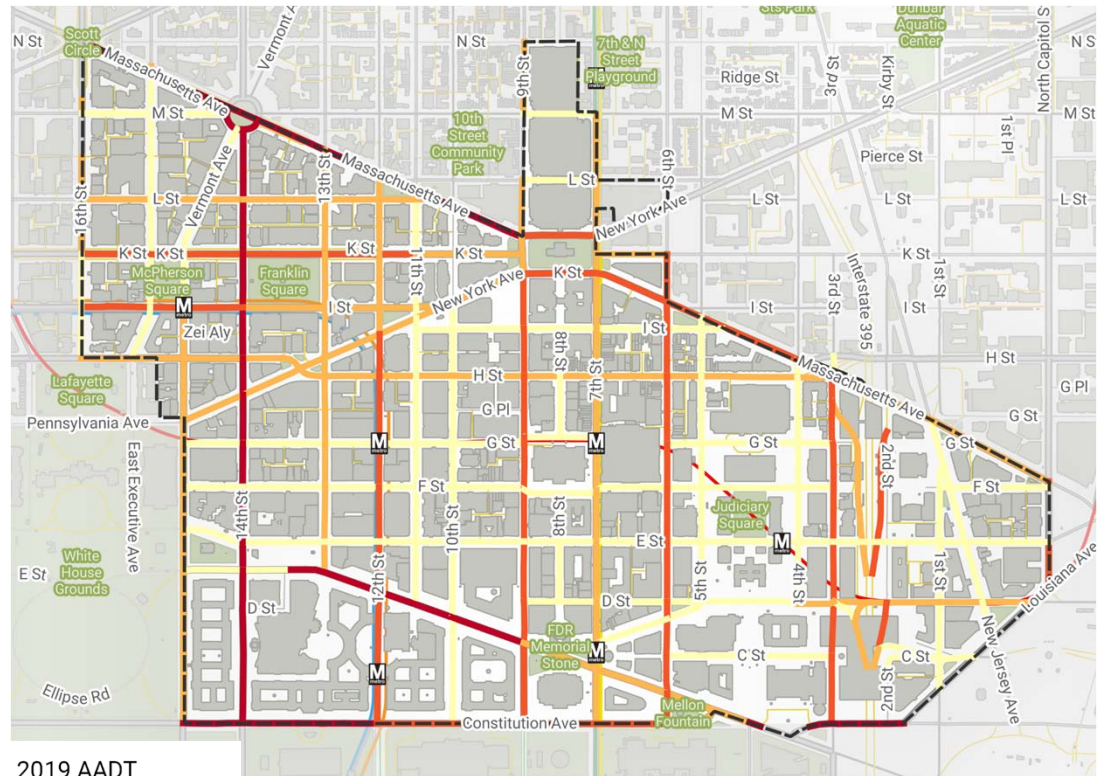
Despite pandemic-related declines, most of DowntownDC also has high pedestrian activity. Pedestrian volumes are higher in the west side of downtown where there is a greater mix of uses.



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

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.

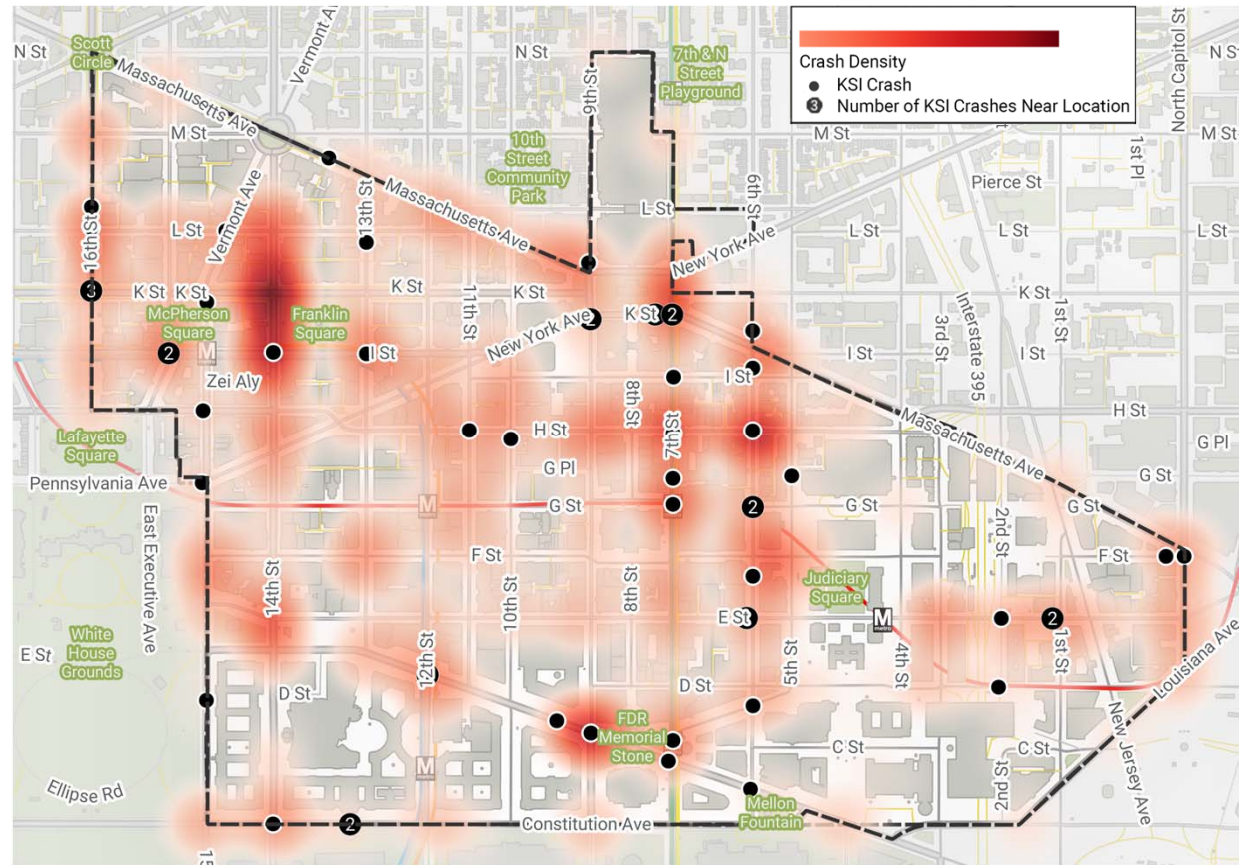


Source: Open Data DC

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

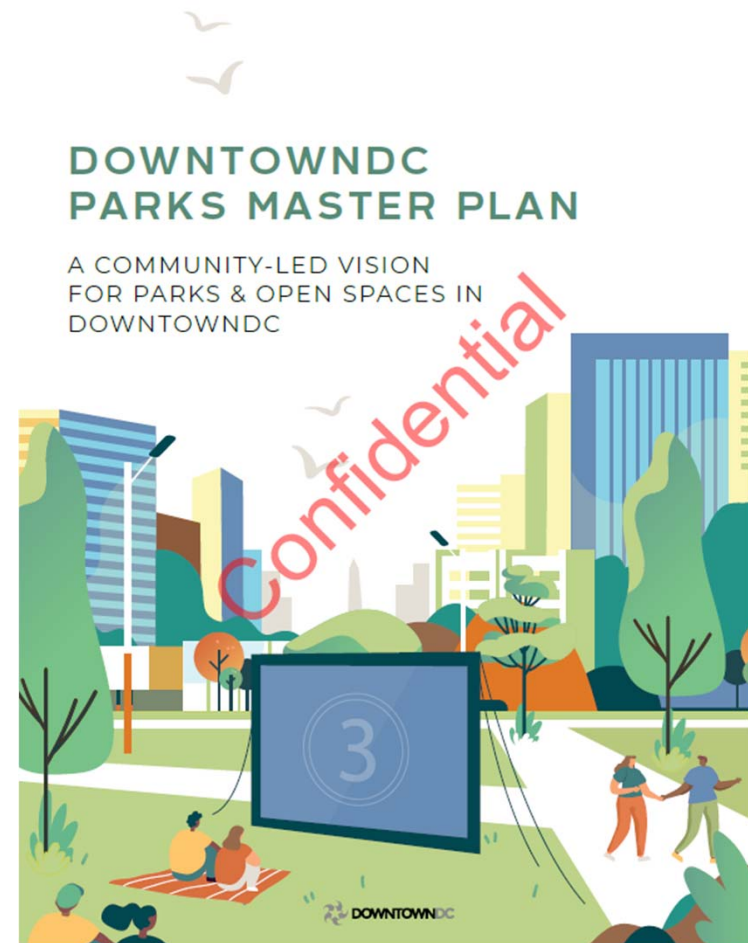
1. DowntownDC Parks Master Plan
2. Gallery Place-Chinatown Corridor Study
3. Streets for People Downtown Economic Recovery Public Realm Planning (OP)
4. DowntownDC Action Agenda (DBID)
5. Pennsylvania Avenue Initiative (NPCP)
6. Signature Element Planter project (DBID)
7. moveDC
8. K Street Transitway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



DowntownDC Parks Master Plan

In addition to identifying park improvements, the 2022 Parks plan recommends several streetscape improvements that could enhance pedestrian experience and safety. They include:

- **11 Street:** Bus lanes, PUDO zones, landscaping and commercial kiosks
- **F Street:** Expand the sidewalk and narrow the street on the south side of the Portrait Gallery
- **13th Street:** Road diet, bike lanes, streeteries, art, landscaping
- **Massachusetts Avenue:** Linear park elements, dog park, plantings
- **Vermont Avenue:** Road diet, reduce parking, bike lanes, wider sidewalks, sidewalk retail.



Gallery Place – Chinatown Corridor Study

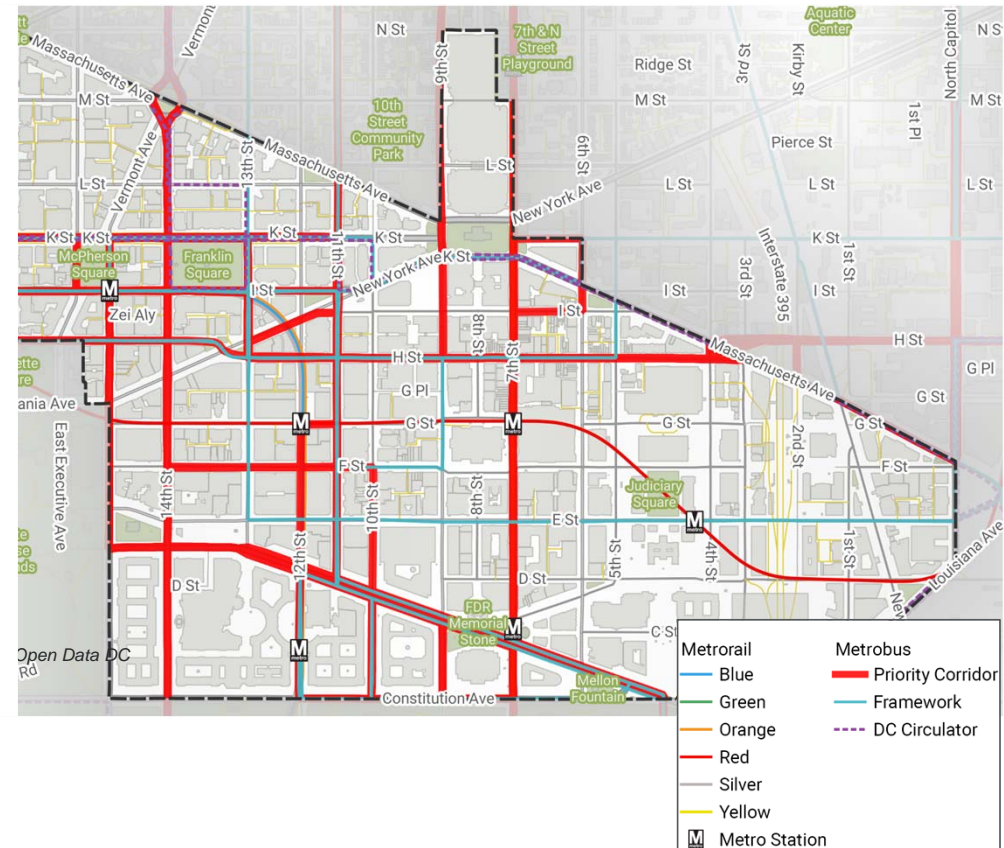
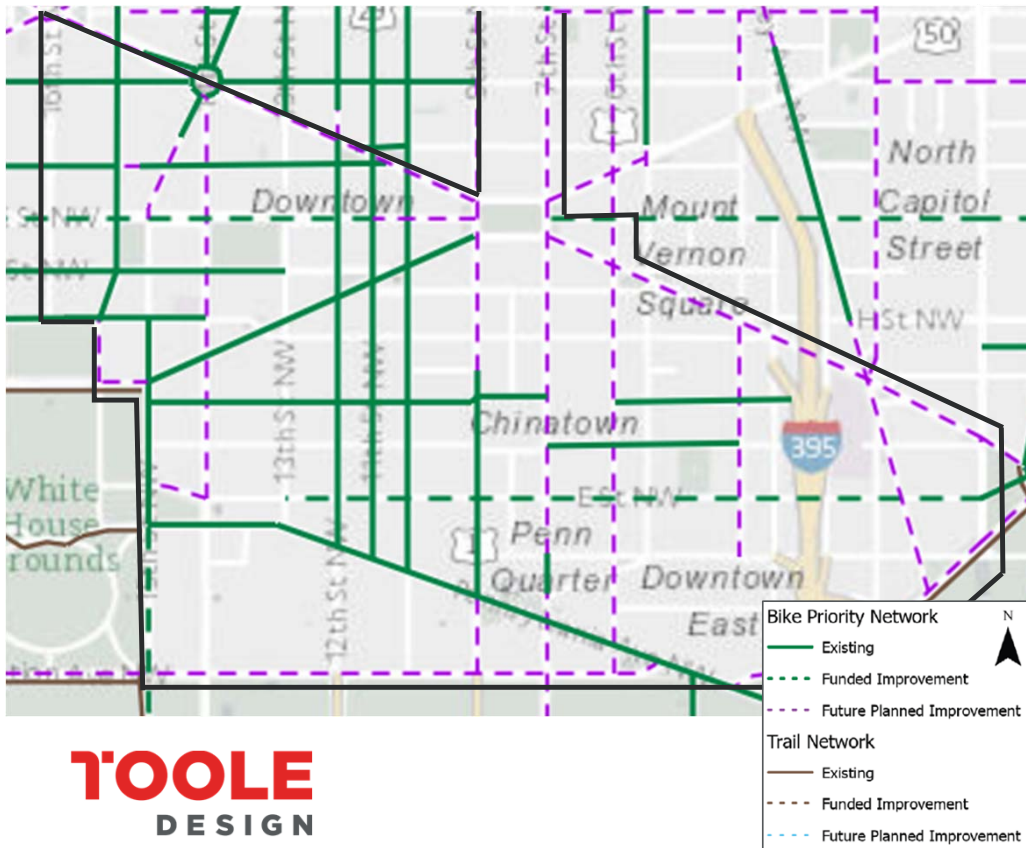
This 2022 study makes several recommendations for the future success of the neighborhood including improvements to several “Priority Spaces.” They include:

- **7th Street:** Remove parking, wider sidewalks, bus/bike lanes, PUDO zones
- **6th Street:** Streetscape improvements
- **F Street:** Road diet and flush street from 7th to 9th
- **8th Street:** Remove parking and create a large center median, or remove parking and expand the sidewalk on one side.



Priority Transit and Bicycle Network (MoveDC)

DDOT's bike and bus plans need to be considered when evaluating possible options for quick win implementation, and there may be areas for cooperation and coordination.



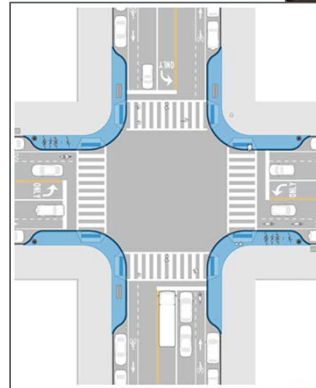
Best Practice Concepts

03



Curb Extensions

- Tighter corner radii slow turning traffic
- Reduced crossing distances improve pedestrian safety



1st Street NW, Bloomington

Raised Crossings

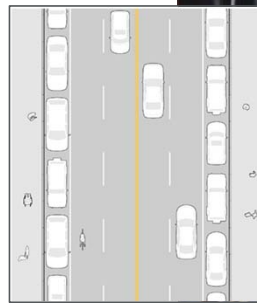
- Slow approach traffic
- Increase pedestrian visibility
- Increase accessibility



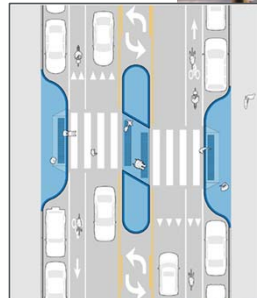
Cambridge, MA

Road Diet / Mid-block Crossings

- Calm traffic
- Improve safety for all users
- Increase space for non-motor vehicle uses



Before



After



New York, NY

Image Source: NACTO

Pedestrian Streets/Plazas

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



New York, NY

Image Source: NYC DOT

Public Input

04



Public Input to Date

- 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
- Various PopUp Events in DowntownDC during November and December 2022
- Advisory Committee Meeting #2 – February 10, 2023
- ANC 2C Meeting – February 13, 2023



The poster is set against a light blue background with a white silhouette of a person in a hard hat walking and holding the hand of a child. At the top left is the DowntownDC logo, a stylized white flower-like icon next to the text "DOWNTOWNDC".

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

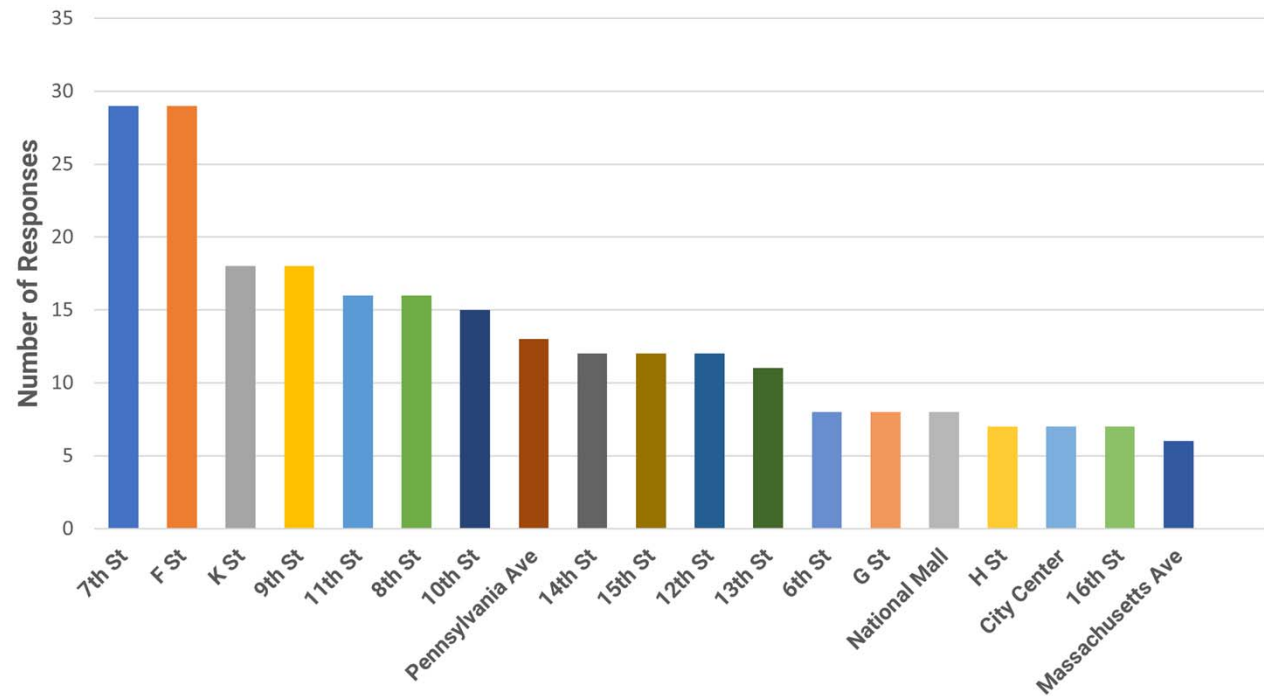
In Partnership With
TOOLE
DESIGN

downtowndc.org/pedestrian-study

Public Input to Date: Key Location Survey Results

- In your opinion, what is the most comfortable or "best" street to walk along in DowntownDC? If the location is an intersection please use '&' to describe (e.g., 14th St & K St). If the location is a block please use 'to' (e.g., K St 14th to 13th St).

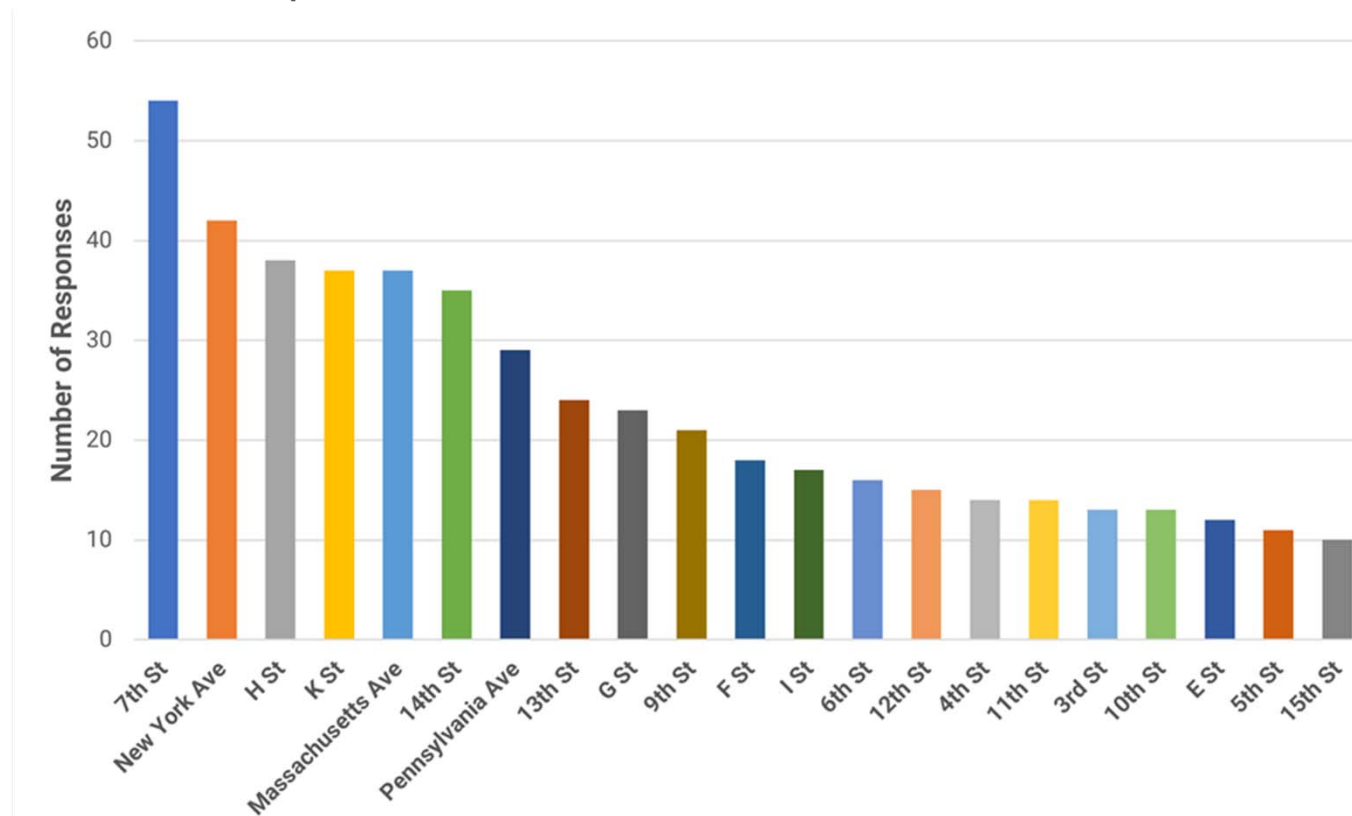
Top 20 "Most Comfortable" Streets Based on Number of Mentions



Public Input to Date: Key Location Survey Results

- 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. If the location is an intersection please use '&' to describe (e.g., 14th St & K St). If the location is a block please use 'to' (e.g., K St 14th to 13th St).

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



Identification of Potential Quick Win Sites

04



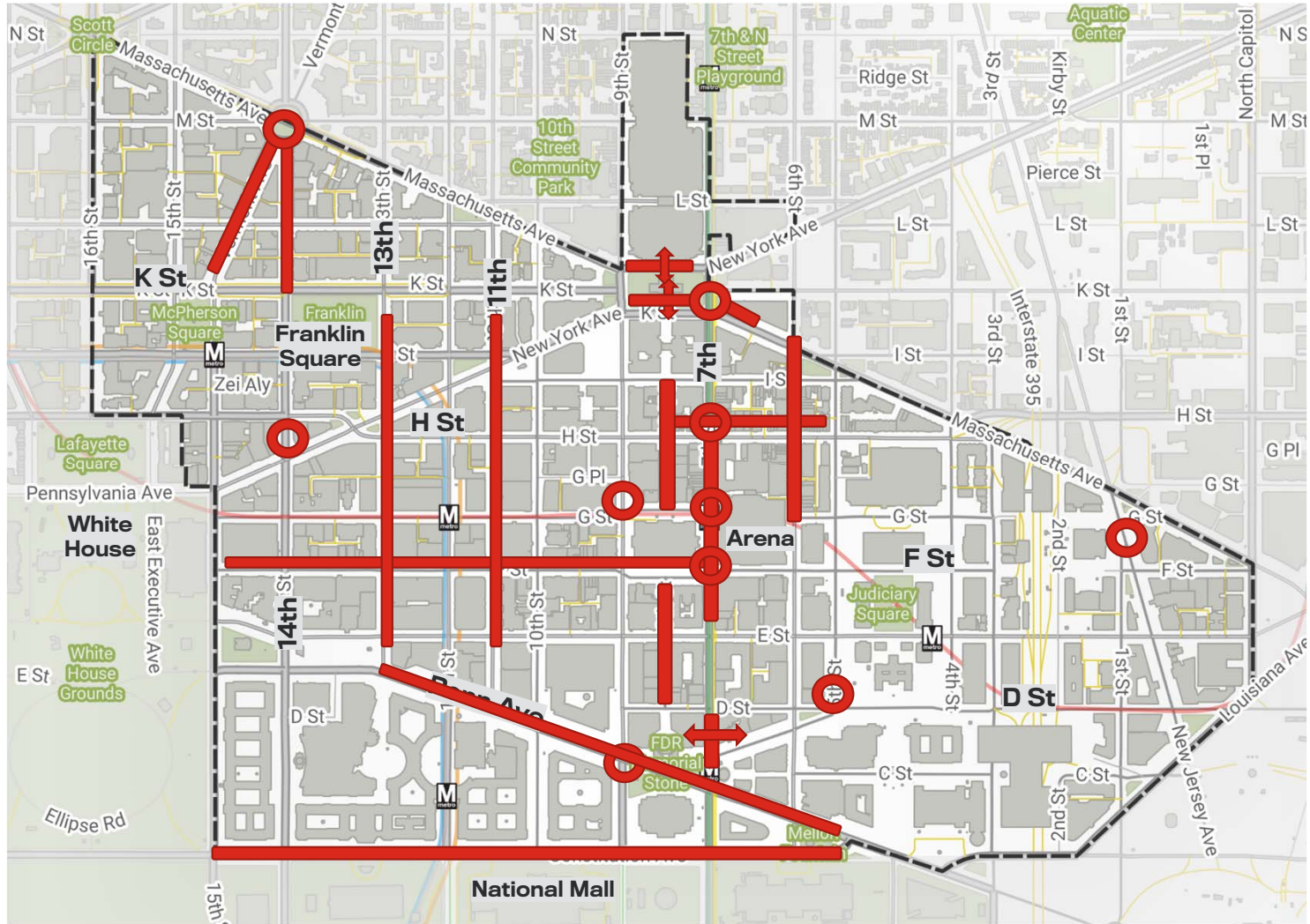
Site Identification Process

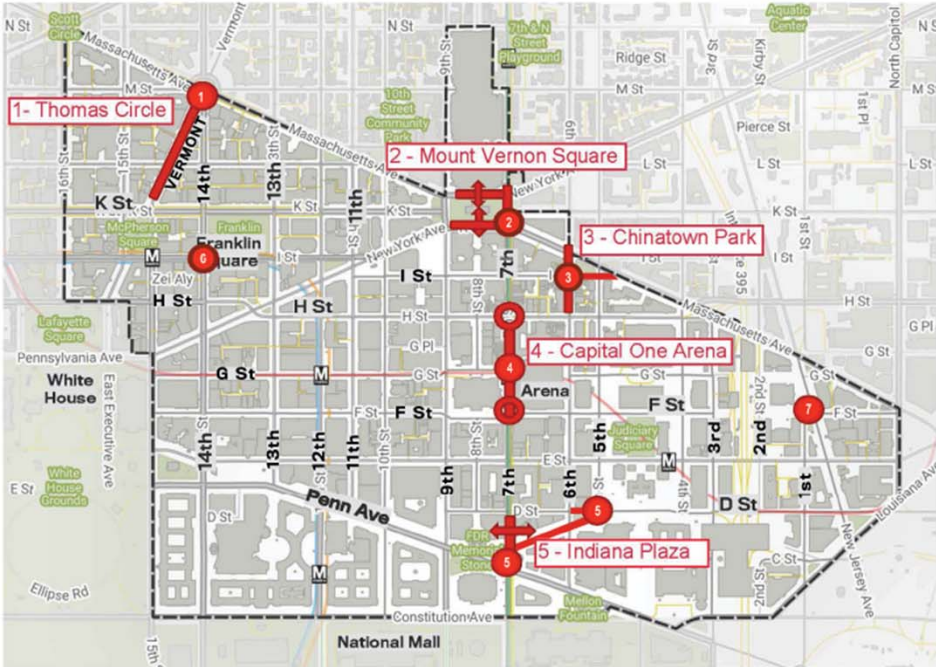
To identify possible quick win locations, the project team looked at several factors including:

- 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:		
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



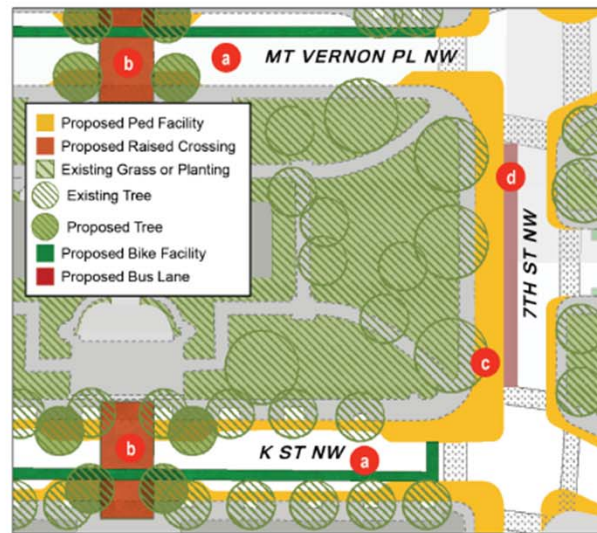
LOCATION

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

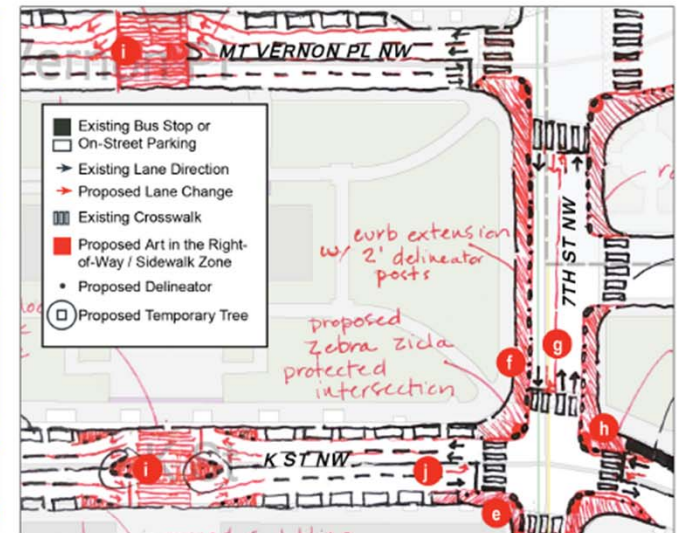
- 7th Street design considerations already underway as shown in the Draft Gallery Place Corridor Study.
- Challenging, complex location.



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

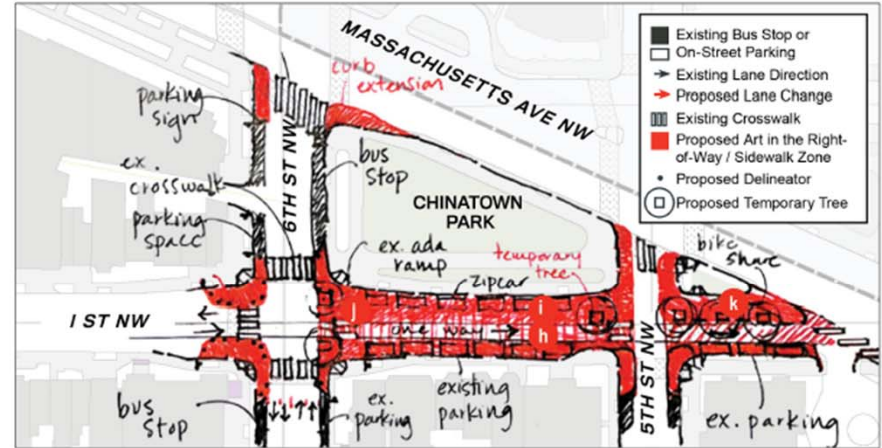
Design elements

- 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

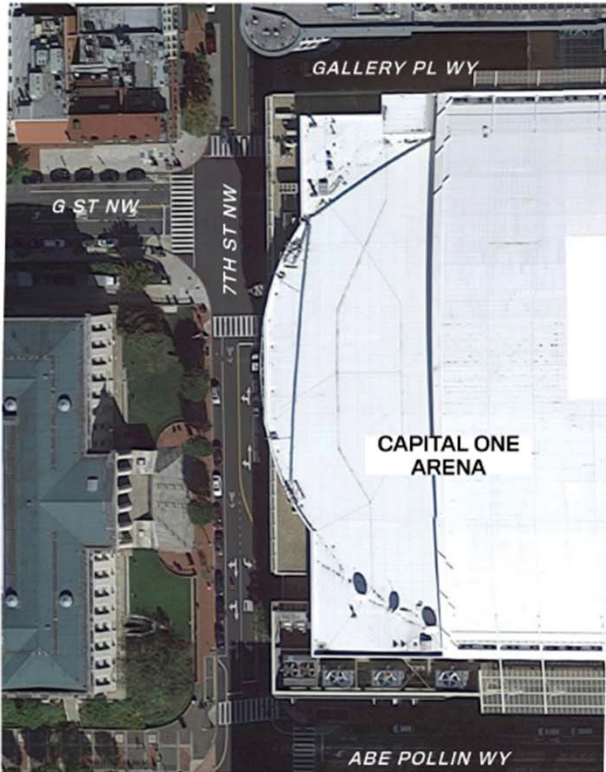
Design elements

- 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

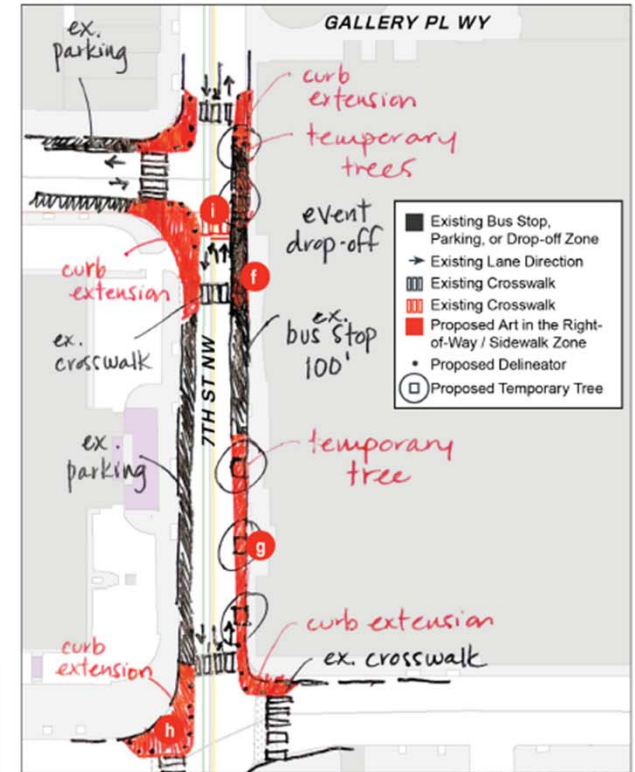
- 7th Street design considerations already underway as shown in the Draft Gallery Place Corridor Study.



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

WASHINGTON D.C. | 2023.02.27



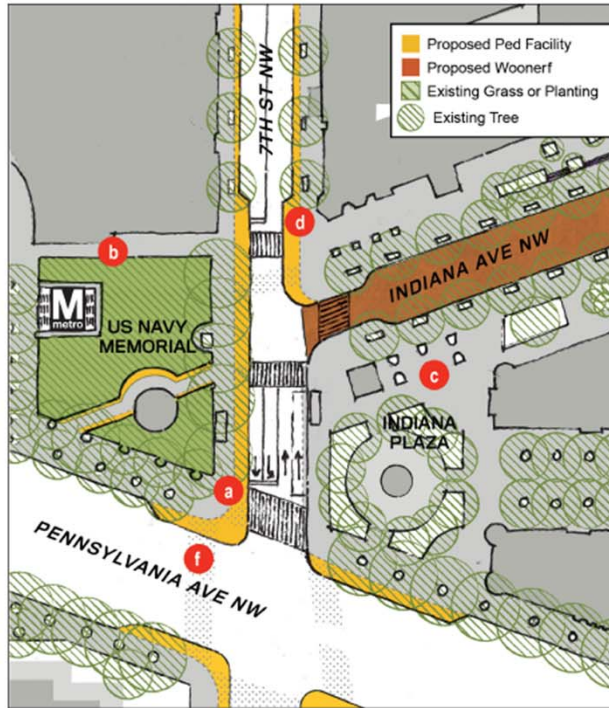
LOCATION

Pros

- High crash area.
- Near public open space.
- Near the metro.
- 7th mentioned a lot in surveys.
- High tourism location.

Cons

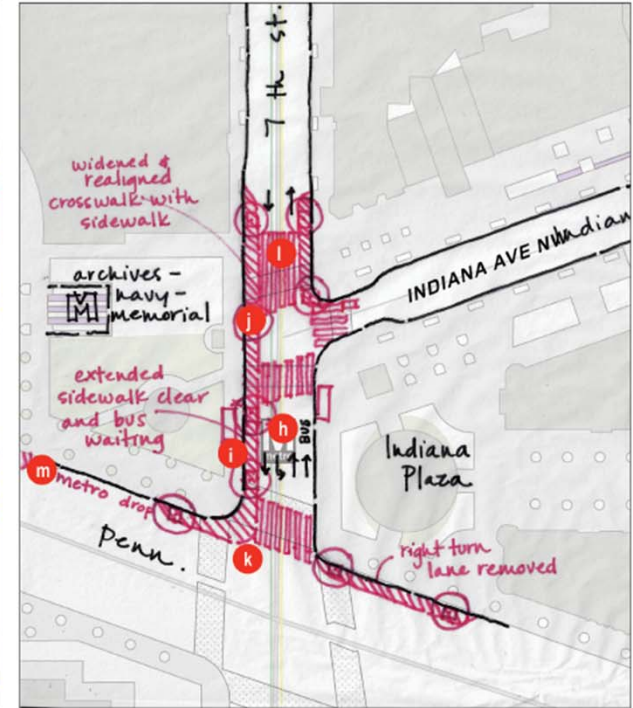
- 7th Street design considerations already underway as shown in the Draft Gallery Place Corridor Study.
- Complex location.



LONG-TERM VISION

Design elements

- a** Curb extension sidewalk and bus stop
- b** Lit wayfinding to metro
- c** Indiana Ave woonerf
- d** Pedestrian lighting
- e** Increased sense of place and outdoor room definition
- f** Reduced lanes on Pennsylvania Ave.



QUICK-WIN

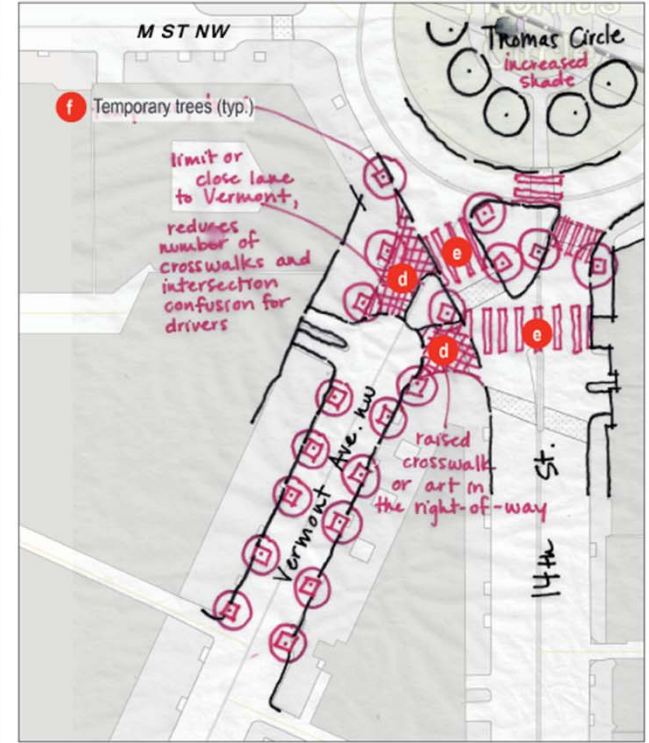
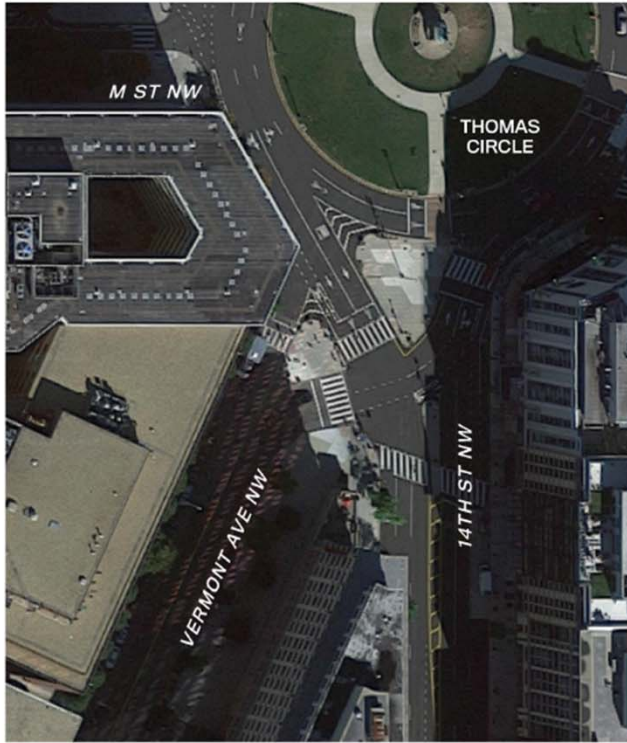
Design elements

- h** Reduced number of lanes
- i** Bus stop and sidewalk expansion
- j** Temporary trees
- k** Reduced turning radius at corners
- l** Realigned crosswalks
- m** metro drop-off



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.

**INDIANA PLAZA
7TH STREET FROM D TO PENNSYLVANIA
PRELIMINARY CONCEPT – NOT FOR CONSTRUCTION**



LOCATION

Pros

- Is near public open space.
- National Parks Service's current work underway in Thomas Circle.
- Existing planting containers show previous site of placemaking.
- Residential conversions nearby.

Cons

- Not a high crash area.
- Somewhat "out there" from the center of the Business Improvement District.
- Not within two block of the metro.
- Potential opposition from garage operator.

LONG-TERM VISION

Design elements

- a** Best-practice roundabout geometry
- b** Increased sidewalk area
- c** Reduced length and number of crosswalks

QUICK-WIN

Design elements

- d** Raised crosswalk or painted slip lanes
- e** Realigned crosswalks
- f** Added temporary trees



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.

**THOMAS CIRCLE
VERMONT AVENUE AT K & 14TH**
PRELIMINARY CONCEPT – NOT FOR CONSTRUCTION

Next Steps

- Site Selection (Dec/Jan/Feb)
- Quick Win Design (Feb/March/April)
- Quick Win Installation (June/July)
- Evaluation & Final Report (Aug/Sept)
- Ongoing Advisory Committee and Public Meetings

TOOLE
DESIGN