Rock Creek West II Livability Study

Rail Volution Session #13
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What is Transportation Livability?

• **Safe passages** for all users
  – Taming traffic while maintaining mobility

• **Sustainable living**
  – Transportation choices
  – Encourage physical activity
  – Help preserve ecological systems

• **Prosperous places**
  – Streets as unique urban places
DDOT’s Livability Program

- Launched in 2010
- Divided DC into 21 zones
- Combines large- and small-scale transportation planning
Rock Creek West II Livability Study

First study, completed in Feb

5 neighborhoods

Included network and spot recommendations
Public Outreach Strategy

- Unique website & URL
- Regular taskforce meetings
- Press releases
- Neighborhood listserves
- Local coverage
- 3 public meetings
- Online Survey
- Final report with all comments received
Task Force

• Each of the three Advisory Neighborhood Commissions appointed 3-4 members
• Reached out to all the public schools in the area for any appointments
• Each of the three police districts appointed one officer to the taskforce
• Met throughout the study prior to each meeting and afterwards to educate and vet ideas to be presented to the public at large
Public Meetings

• 1\textsuperscript{st} meeting (Jun 2010) - gain feedback on livability issues and concerns

• 2\textsuperscript{nd} meeting (Oct 2010) - present initial findings and issue areas with preliminary recommendations

• 3\textsuperscript{rd} meeting (Dec 2010) - present final recommendations
Identifying Livability Gaps

• Online survey in summer 2010
  – 400 responses and 1,000 comments
• Windshield surveys
• Data collection
  – Collision data
Top Issue: Aggressive Driving

- Motorists speeding: 27%
- Motorists running red lights/stop signs: 13%
- Motorists following too closely/tailgating: 2%
- Motorists blocking the box: 2%
- Motorists failing to yield at intersections: 10%
- Bus shelter and related facilities inadequate: 8%
- Pedestrians illegally crossing at mid-block locations: 5%
- Pedestrians crossing without signals: 4%
- Insufficient lighting: 2%
- Insufficient signage or pavement markings: 5%
- Missing or poorly maintained crosswalks: 3%
- Missing or poorly maintained sidewalks: 4%
- Inadequate cycling facilities (e.g. bike lanes, bicycle parking, etc.): 5%
- Inadequate crossing time at intersections: 3%
- Illegal/unsafe turns: 8%
- Bus shelter inconveniently located: 1%
Top Issue Locations

Most comments at intersections with high traffic volumes and high crash rates

• But, local streets are a focus of livability
Localized Recommendations

49 recommendations:
• Curb extensions
• LID treatments
• Neighborhood traffic circles
• HAWK signal
• Signal timing changes
• Pavement removal
• Signage
• Speed indicator sign
• Bike Boulevards
Bicycle Boulevard

- Low-volume, low-speed street
- Bicycle-friendly environment
- Shared street with other modes
- Unique markings & signage
- Follow-up planning and public outreach necessary to create further buy-in
Final Report

• Received and processed comments from the last meeting
• February 2011
• Posted on website
• Included all emails and website public comments
• Advisory neighborhood commission submitted resolutions in support of recommendations
• To date, about 50% of short term recommendations have been implemented
Lessons Learned

• Media outreach: local papers and press releases help get the word out
• Engage local and neighborhood leaders from the onset
• Create multiple methods (website, surveys, emails, meetings) to gain public engagement
• Multi-layer approach for complex recommendations: follow-up with additional strategic outreach and plans
• You can never do too much public outreach
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THANK YOU!