



C Street NE Multimodal Corridor Study

Public Meeting #1

April 30, 2015

Tonight's Agenda

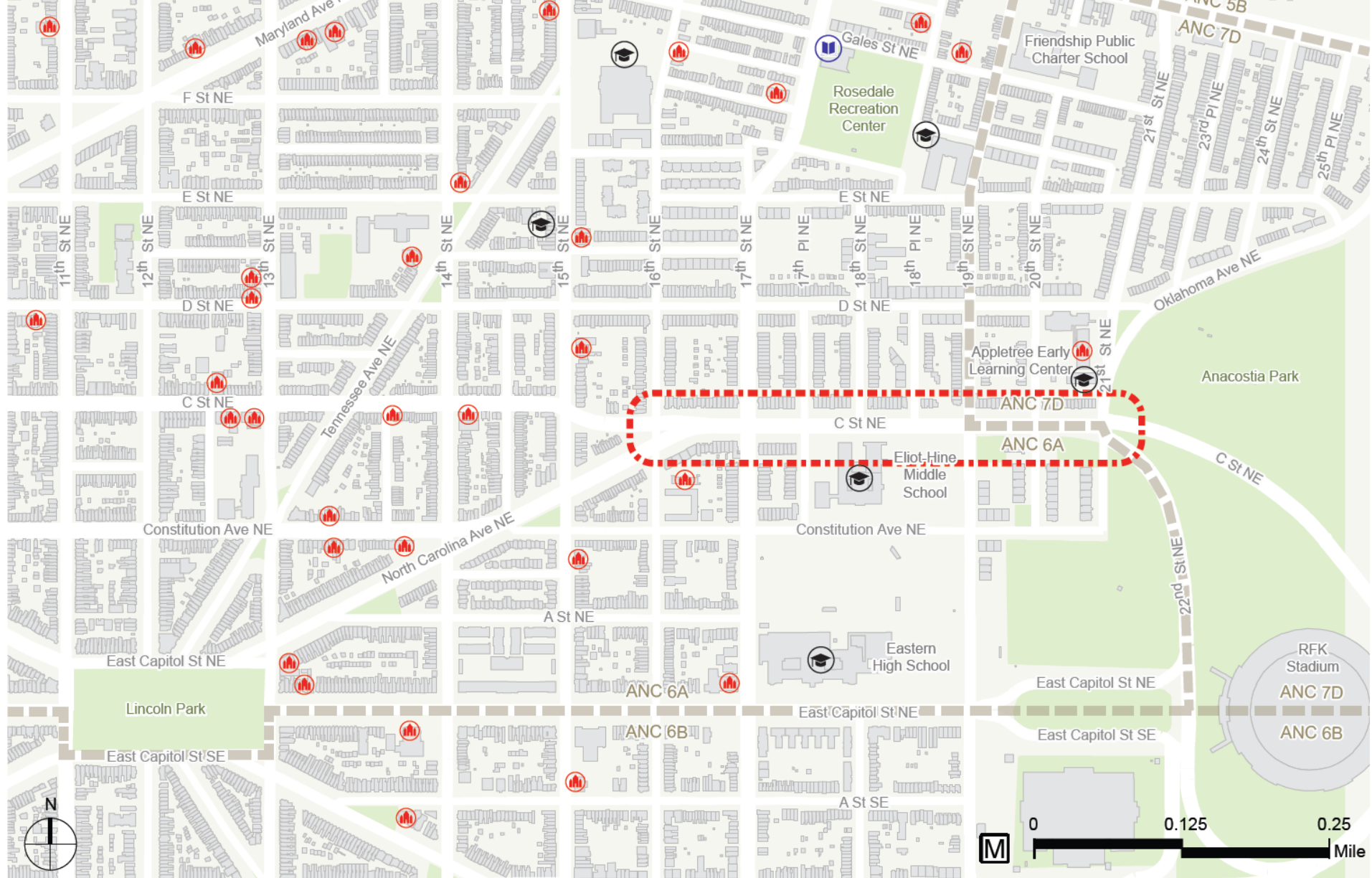
- Open House
- Project Introduction
- Public Outreach
- Project History
- Civic Engagement Strategies
- Project Timeline
- Existing Conditions
- Future Conditions
- Next Steps



What is the C Street NE Multimodal Corridor Study?

- Who is leading the study?
 - DDOT Policy, Planning and Sustainability Administration (PPSA)
- What is its focus?
 - Safety, connectivity, and accessibility of all corridor users
 - Update previous concept alternatives for design and construction
 - Incorporate community priorities, past studies & new data
- What are its boundaries?
 - 16th Street NE to 21st Street NE
 - Additional analysis on adjacent streets





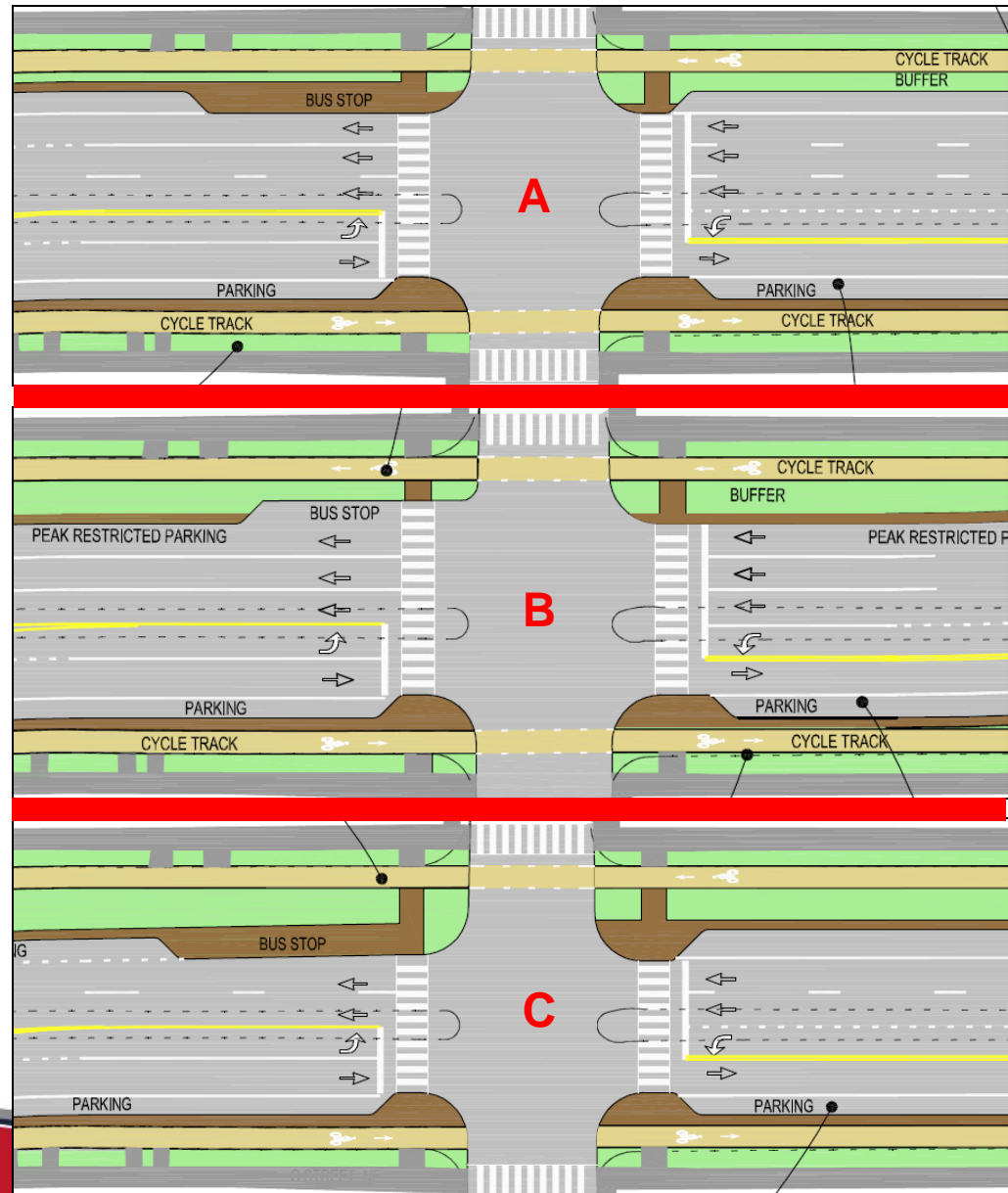
- - - - Study Area
- Park / Open Space
- ANC Boundary
- M Metro Station
- 🔥 Place of Worship
- 📖 Library
- 🎓 School

C Street NE : Study Area

April 2015

Project History

- Bike Master Plan (2005)
- Capitol Hill Transportation Study (2006)
 - Priority location: high speeds and volumes
- C Street Traffic Calming Study (2010)
 - Developed three concepts
 - High level of community engagement



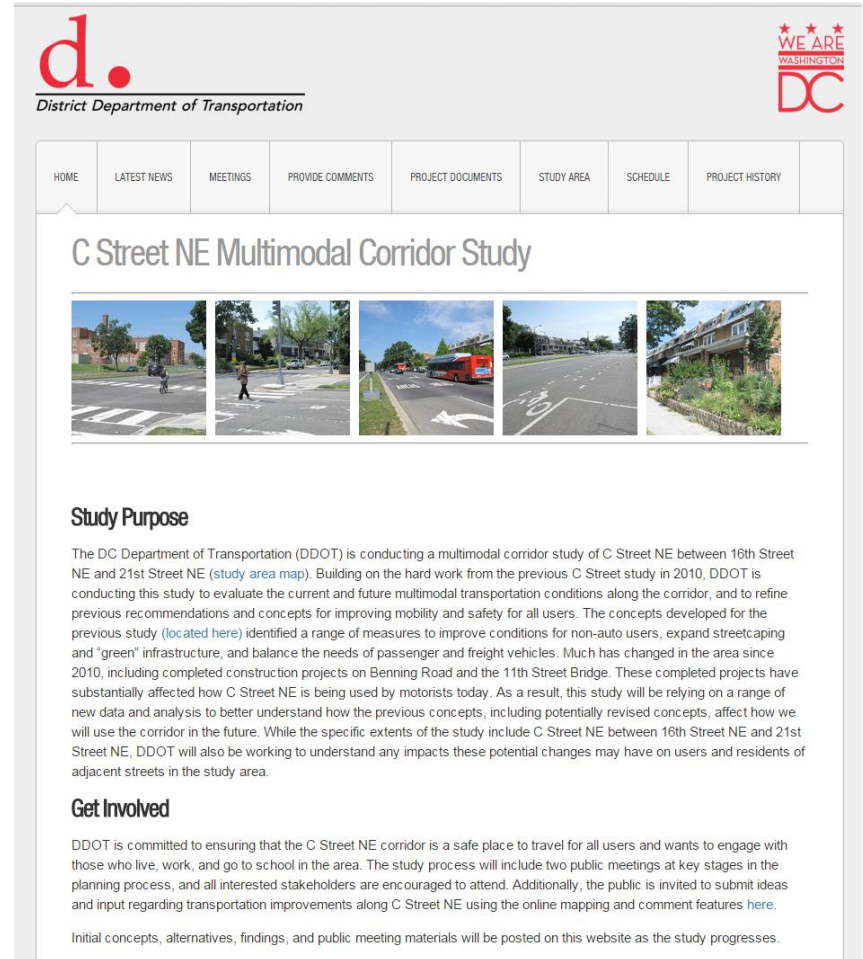
Construction Projects

- Major construction projects during last study
 - Benning Road Streetscaping
 - 11th Street Bridge (direct access to Capitol Hill)



Public Engagement

- Civic Engagement Advisors
- Project website
- Flyers
- Press Release
- ANC meetings
- Social Media
- Neighborhood email list serves
- Door-to-door canvassing




The screenshot shows the website for the District Department of Transportation (DDOT) regarding the C Street NE Multimodal Corridor Study. The page features a navigation menu with links for HOME, LATEST NEWS, MEETINGS, PROVIDE COMMENTS, PROJECT DOCUMENTS, STUDY AREA, SCHEDULE, and PROJECT HISTORY. Below the navigation is a header for the study, followed by a row of five images showing various street scenes and infrastructure. The main content area is titled "Study Purpose" and contains a detailed paragraph about the study's goals and objectives. Below this is a section titled "Get Involved" which describes the public engagement process and provides information on how to submit ideas and input.

d.
District Department of Transportation

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HOME LATEST NEWS MEETINGS PROVIDE COMMENTS PROJECT DOCUMENTS STUDY AREA SCHEDULE PROJECT HISTORY

C Street NE Multimodal Corridor Study



Study Purpose

The DC Department of Transportation (DDOT) is conducting a multimodal corridor study of C Street NE between 16th Street NE and 21st Street NE ([study area map](#)). Building on the hard work from the previous C Street study in 2010, DDOT is conducting this study to evaluate the current and future multimodal transportation conditions along the corridor, and to refine previous recommendations and concepts for improving mobility and safety for all users. The concepts developed for the previous study ([located here](#)) identified a range of measures to improve conditions for non-auto users, expand streetcaping and "green" infrastructure, and balance the needs of passenger and freight vehicles. Much has changed in the area since 2010, including completed construction projects on Benning Road and the 11th Street Bridge. These completed projects have substantially affected how C Street NE is being used by motorists today. As a result, this study will be relying on a range of new data and analysis to better understand how the previous concepts, including potentially revised concepts, affect how we will use the corridor in the future. While the specific extents of the study include C Street NE between 16th Street NE and 21st Street NE, DDOT will also be working to understand any impacts these potential changes may have on users and residents of adjacent streets in the study area.

Get Involved

DDOT is committed to ensuring that the C Street NE corridor is a safe place to travel for all users and wants to engage with those who live, work, and go to school in the area. The study process will include two public meetings at key stages in the planning process, and all interested stakeholders are encouraged to attend. Additionally, the public is invited to submit ideas and input regarding transportation improvements along C Street NE using the online mapping and comment features [here](#).

Initial concepts, alternatives, findings, and public meeting materials will be posted on this website as the study progresses.

C STREET NE MULTIMODAL CORRIDOR STUDY

Please use the map at the right to tell us about your transportation concerns. Examples include locations where it is difficult or dangerous to cross the street, locations of missing or narrow sidewalks, areas where you feel uncomfortable walking or bicycling, places where you have experienced near misses, or traffic signals you feel are not operating correctly. These are just examples to get you thinking, but we hope to hear about any transportation challenges that you encounter along the C Street corridor. Please be as specific as possible, as this will help us to better understand your concerns.

[View a list of existing comments](#) →

Having trouble viewing or using the map? Please contact Adam Vest at avest@kittelson.com with your comments.

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The map displays the C Street NE corridor from 16th St NE to 21st St NE. A red line highlights the study area. A blue box indicates the 'Study Area Boundary' layer is selected. A comment box is open over the map with the text: 'Planting shade trees in the median strip all along C St NE will add a sorely lacking aesthetic quality.' The map includes various landmarks such as Miner Elementary School, Rosedale Recreation Center, Far East Taco Grille, Master Liquor, Saint Benedict The Moor Catholic Church, Appletree Early Learning, The Universal Church, and Eliot-Hine Middle School. Map data is attributed to ©2015 Google.

Friendship Pierce Jun Satellite Topography Map

INSTRUCTIONS

Zoom and pan the map to find the location you're looking for. Then, **double-click** on the location to mark it!

LAYERS

Click any of the layer titles below to toggle them off the map.

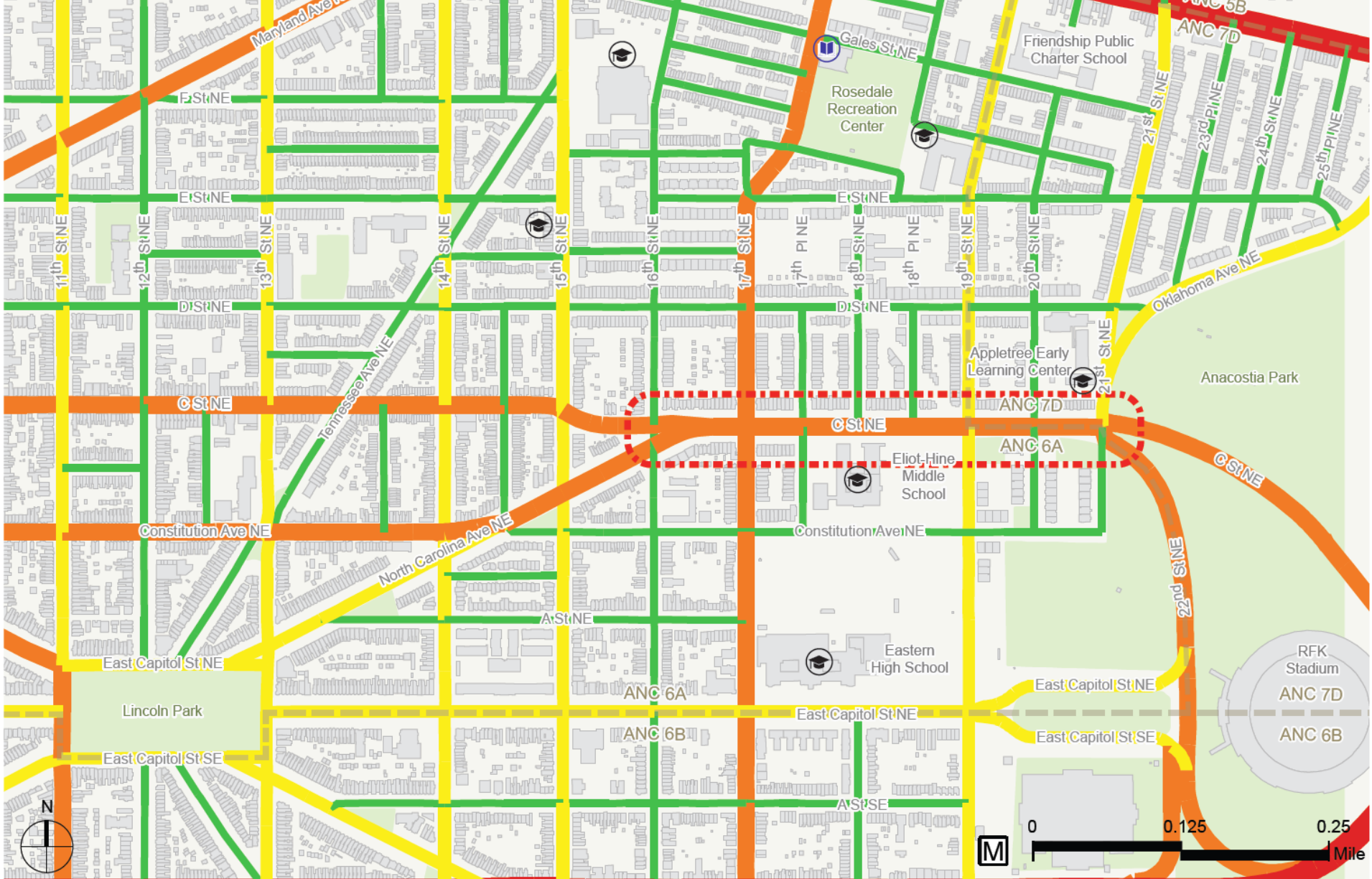
- Study Area Boundary

Planting shade trees in the median strip all along C St NE will add a sorely lacking aesthetic quality.

Map data ©2015 Google Terms of Use Report a map error



What existing data tells us



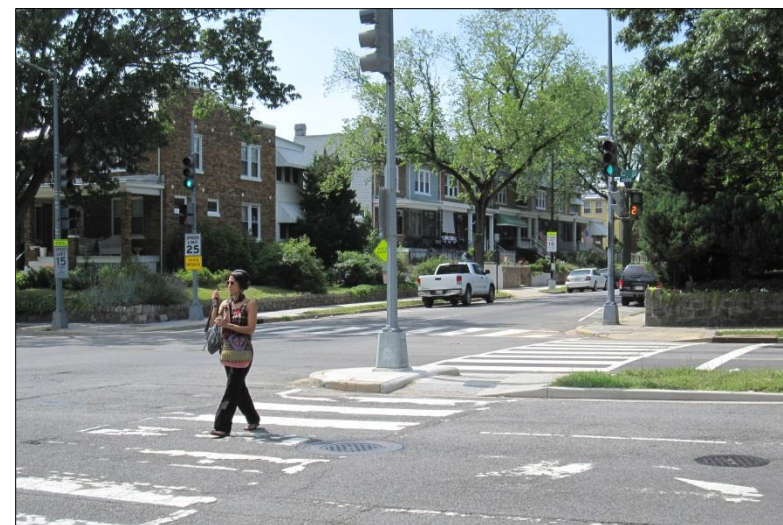
- Study Area
- Principal Arterial
- Minor Arterial
- Collector
- Local
- ANC Boundary
- M Metro Station
- 📖 Library
- 🎓 School

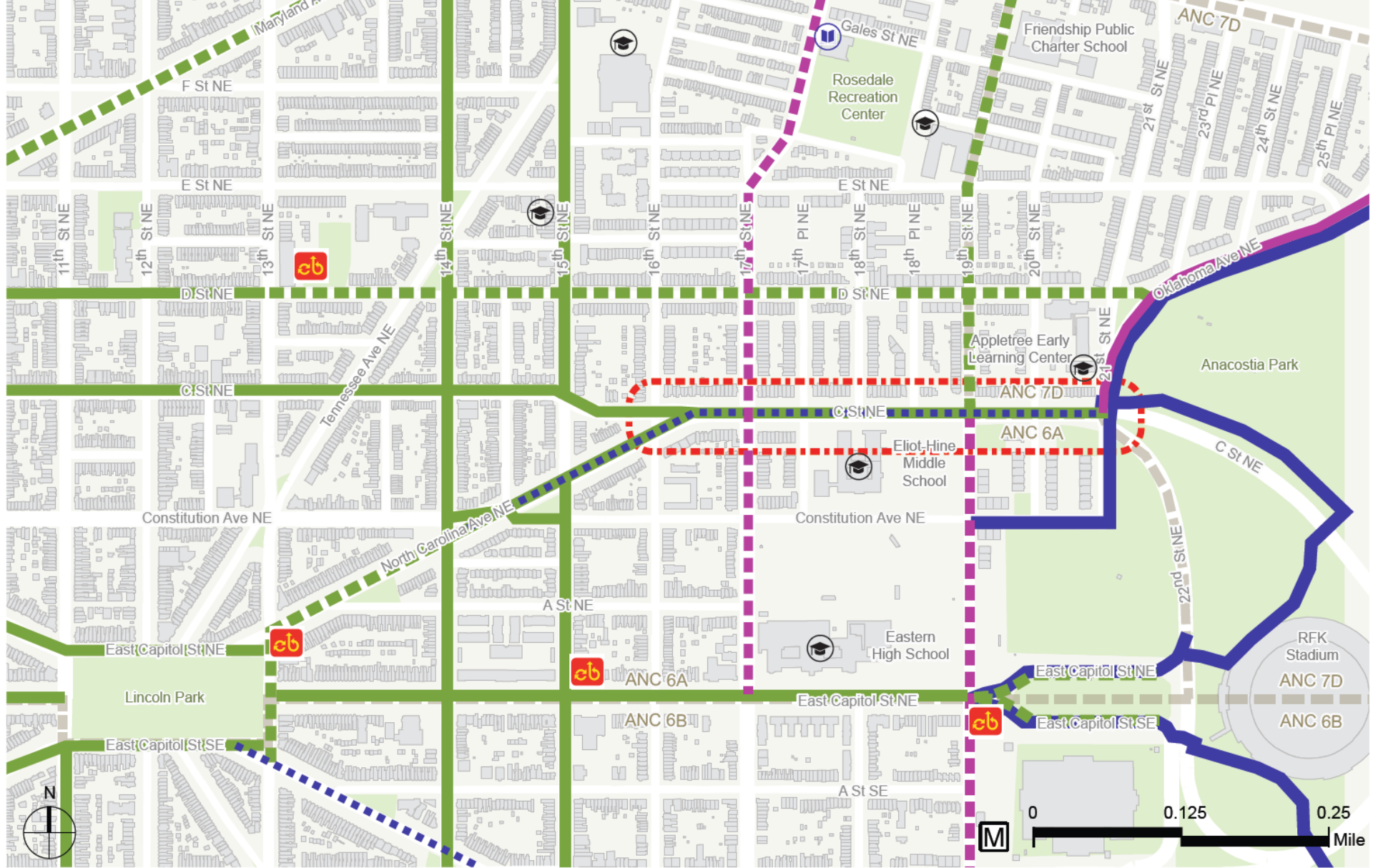
C Street NE : Network Functional Classification

April 2015

Existing Conditions Evaluation

- Automobile
 - Speeds, Volumes, Operations
 - Safety
 - Previous data comparison
- Pedestrian
 - Volumes
 - Crossing times
 - Safety
- Bicycle
 - Existing + Proposed Infrastructure
 - Safety
- Transit
 - Routes, Ridership, Stop Locations

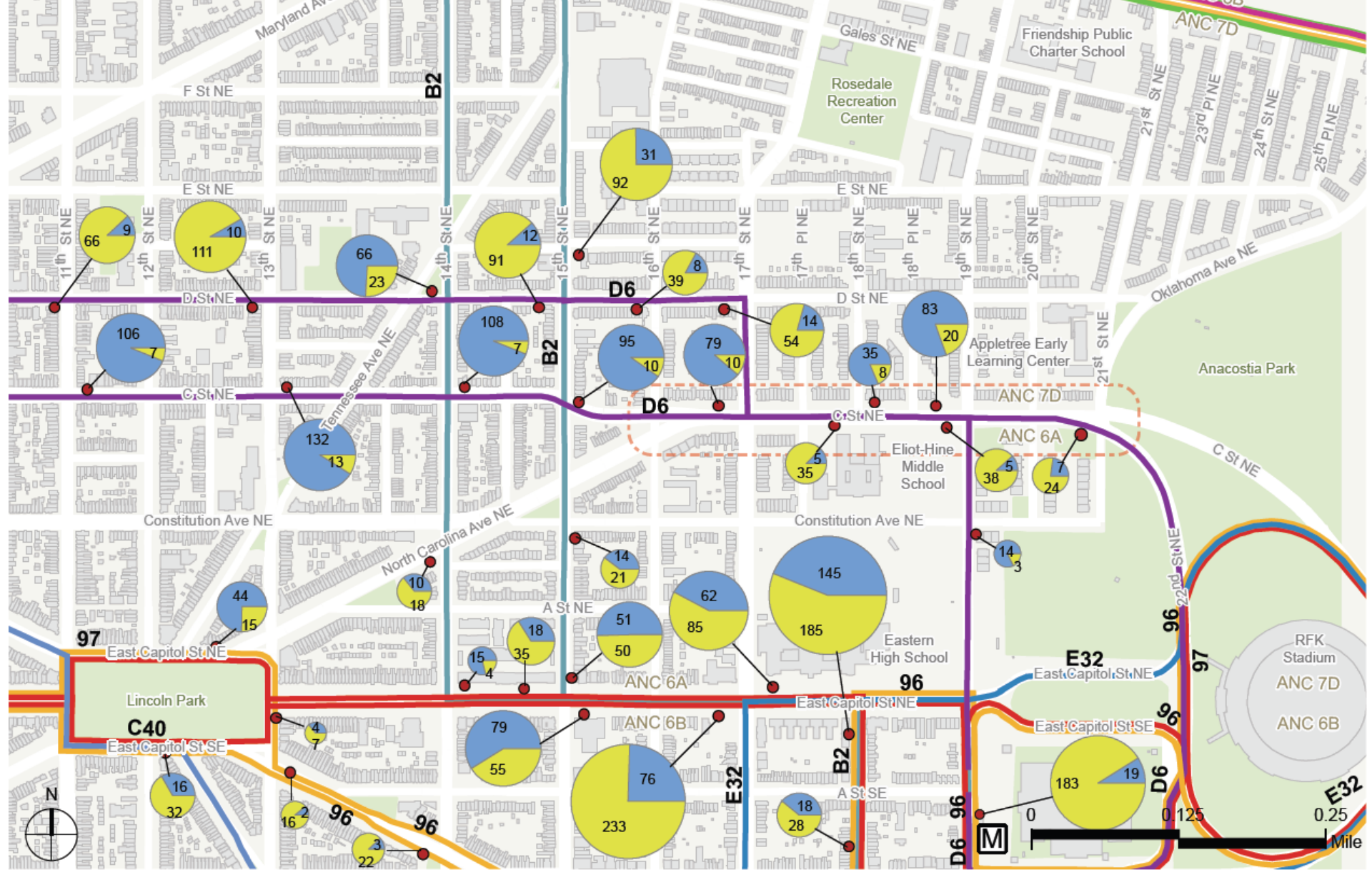




- Study Area
- Existing Bike Lane
- Proposed Bike Lane
- Existing Shared Lane
- Proposed Shared Lane
- Existing Shared Use Path
- Proposed Cycle Track
- ANC Boundary
- Metro Station
- Library
- School
- Bike Share Location

C Street NE : Bicycle Network

April 2015



Study Area (Dashed red line)

Park / Open Space (Green area)

ANC Boundary (Brown area)

Metro Station (M icon)

Bus Routes

- 96 (Red line)
- 97 (Orange line)
- B2 (Blue line)
- C40 (Purple line)
- D6 (Dark purple line)
- E32 (Light blue line)
- S41 (Pink line)
- X1 (Yellow line)
- X2 (Orange line)
- X3 (Green line)

Bus Stop (Red dot)

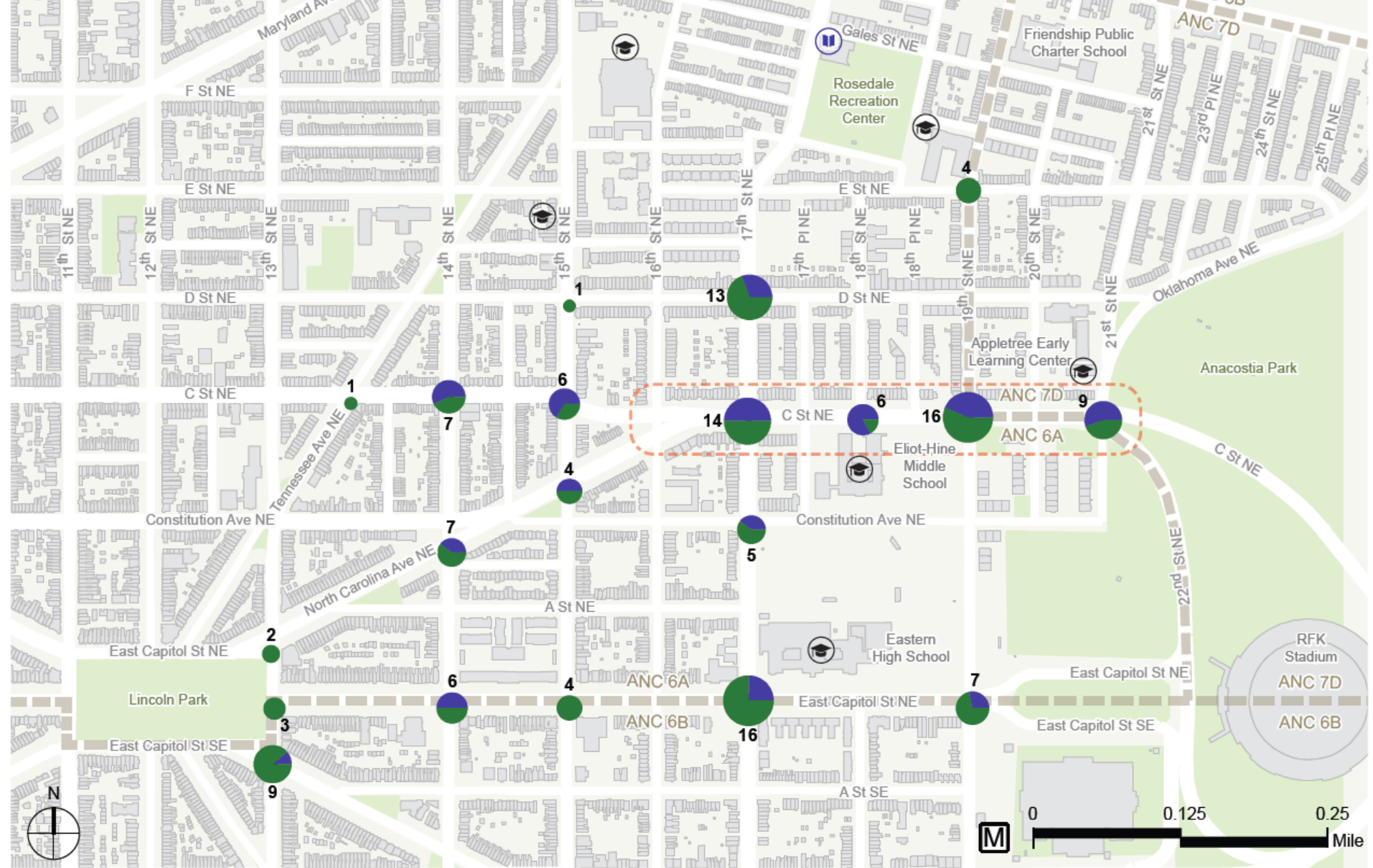
Alightings (Yellow pie chart)

Boardings (Blue pie chart)

Note: Bus ridership data includes average daily ridership for Fall 2014

C Street NE : Bus Ridership

April 2015



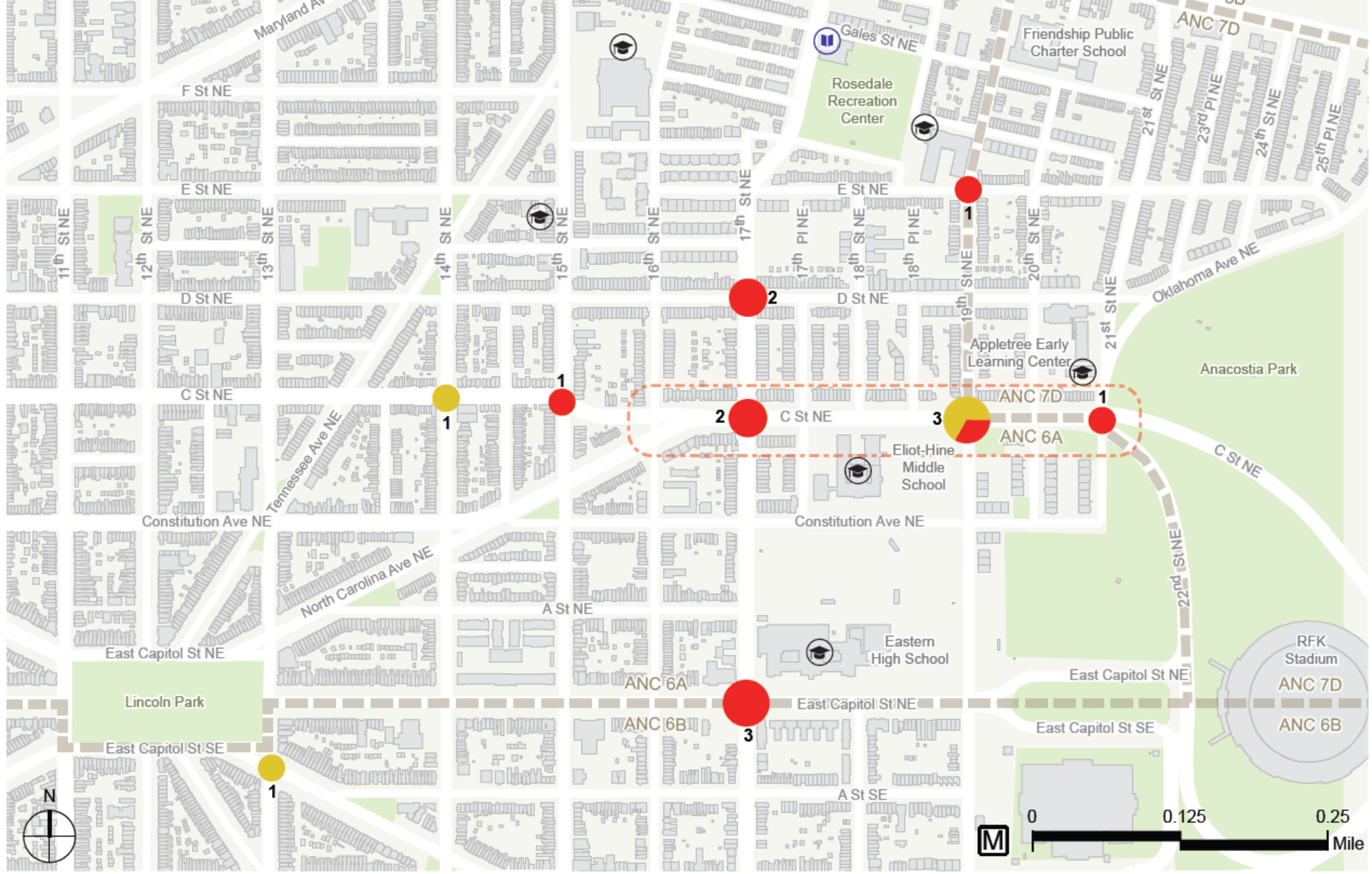
- - - Study Area
- Park / Open Space
- ANC Boundary
- M Metro Station
- Injury Crash
- Property Damage Only
- Size of Pie Chart Indicates Total Number of Crashes.
- B Library
- S School

Note: Crash history only reviewed at study intersections.

C Street NE : Vehicular Crash History

(Jan 1, 2012 to Dec 31, 2014)

April 2015



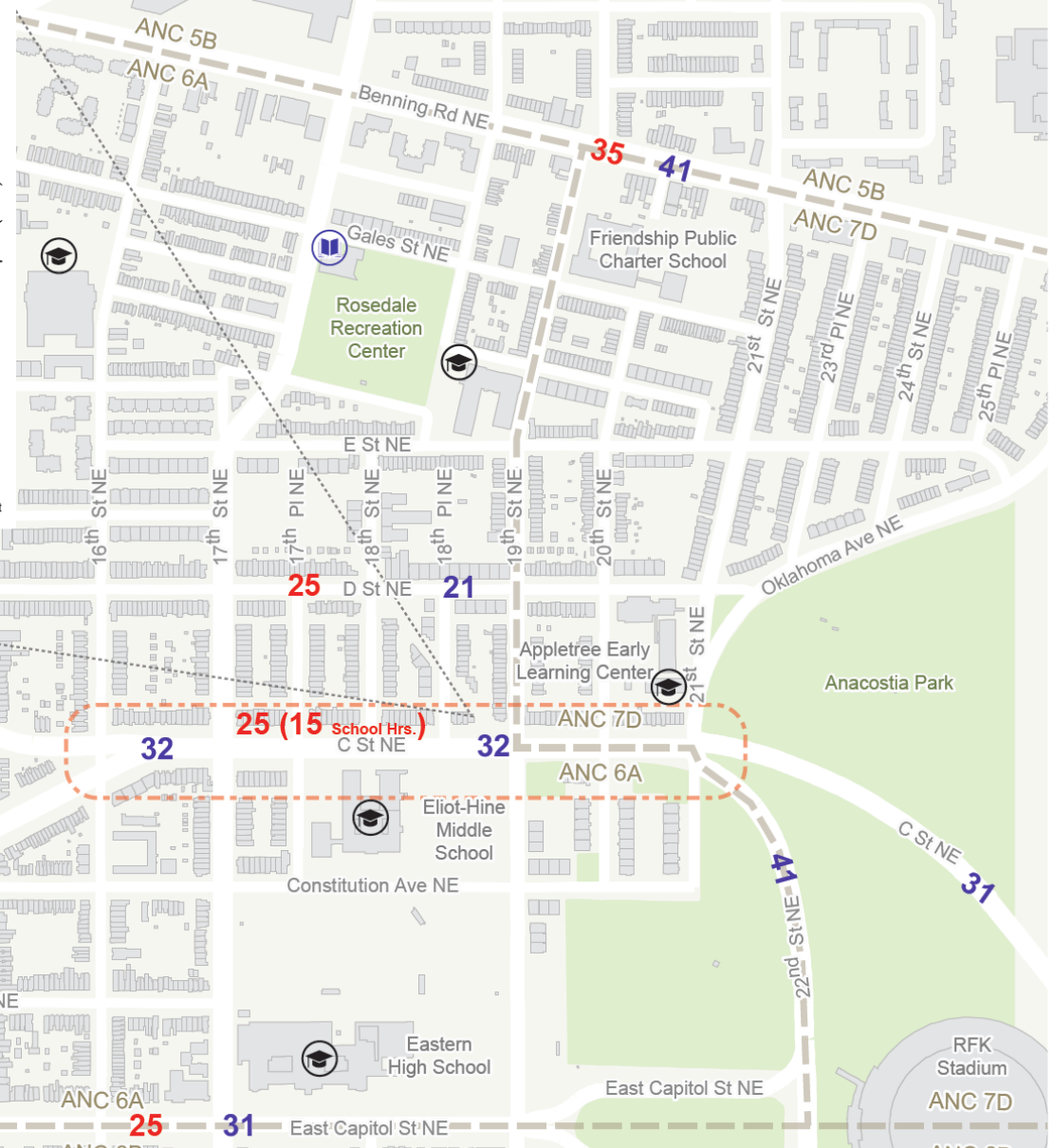
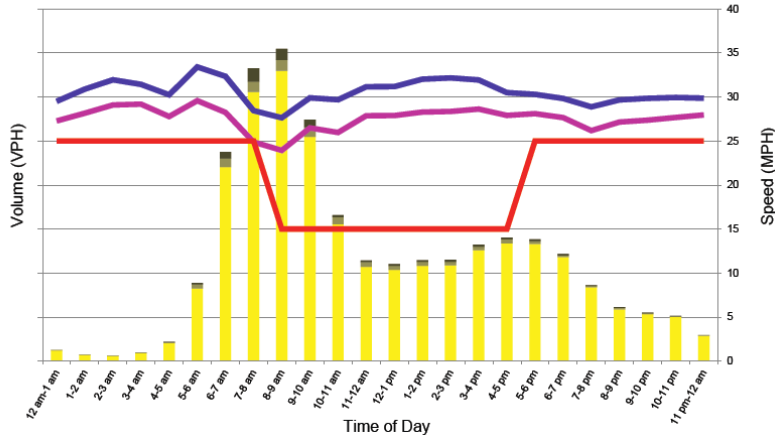
C Street NE : Bicycle & Pedestrian Crash History

(Jan 1, 2012 to Dec 31, 2014)
April 2015

- - - Study Area
- Park / Open Space
- M Metro Station
- Bicycle Crash
- Pedestrian Crash
- Size of Pie Chart Indicates Total Number of Crashes.
- L Library
- S School

Note: Crash history only reviewed at study intersections.

WB C Street NE: Between 18th St NE and 19th St NE



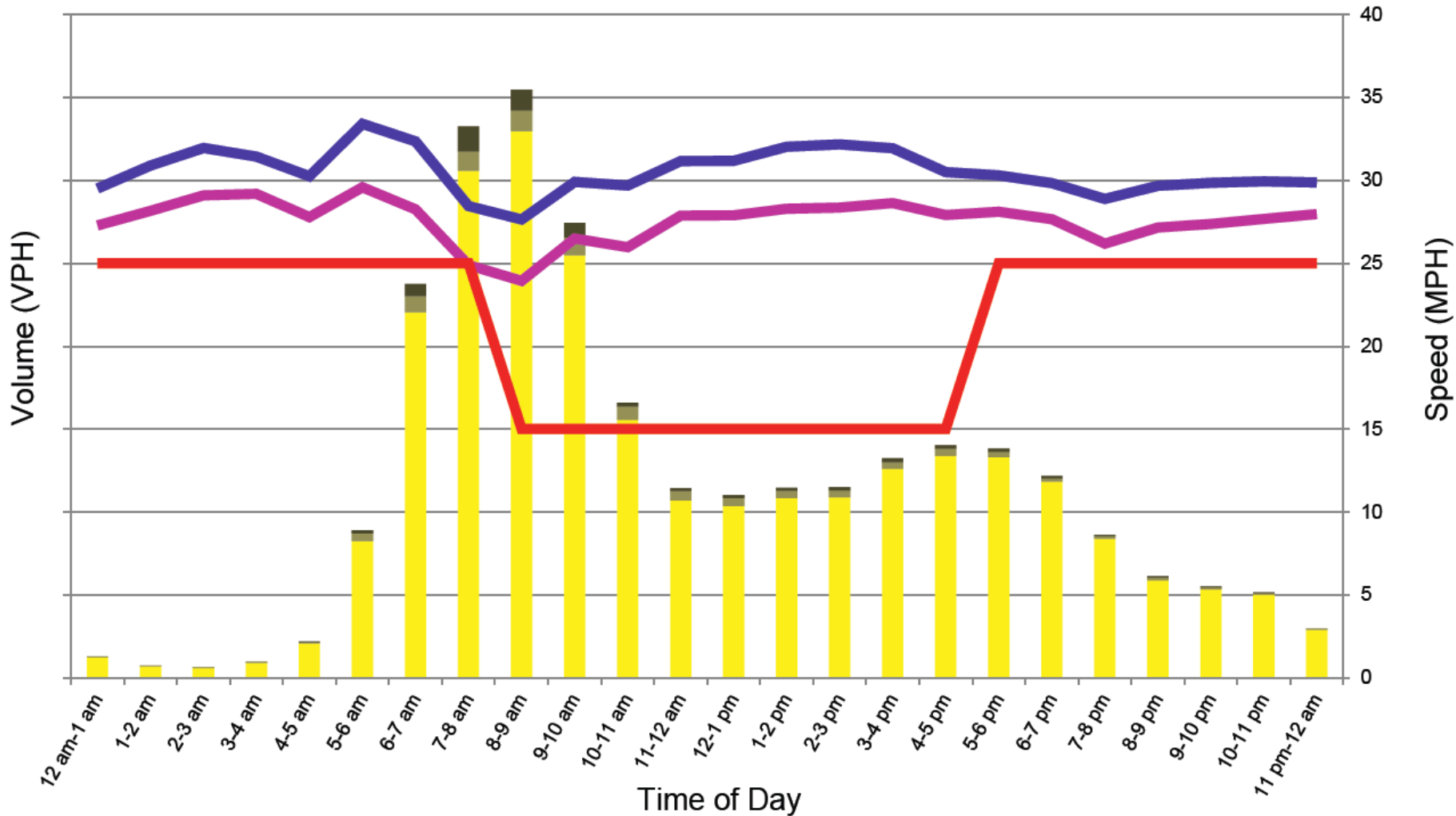
C Street NE : Traffic Volume and Speed

April 2015

- Tractor-Trailers
- Single-Unit Trucks
- Passenger Cars
- 85th %ile Speed
- Average Speed
- Speed Limit

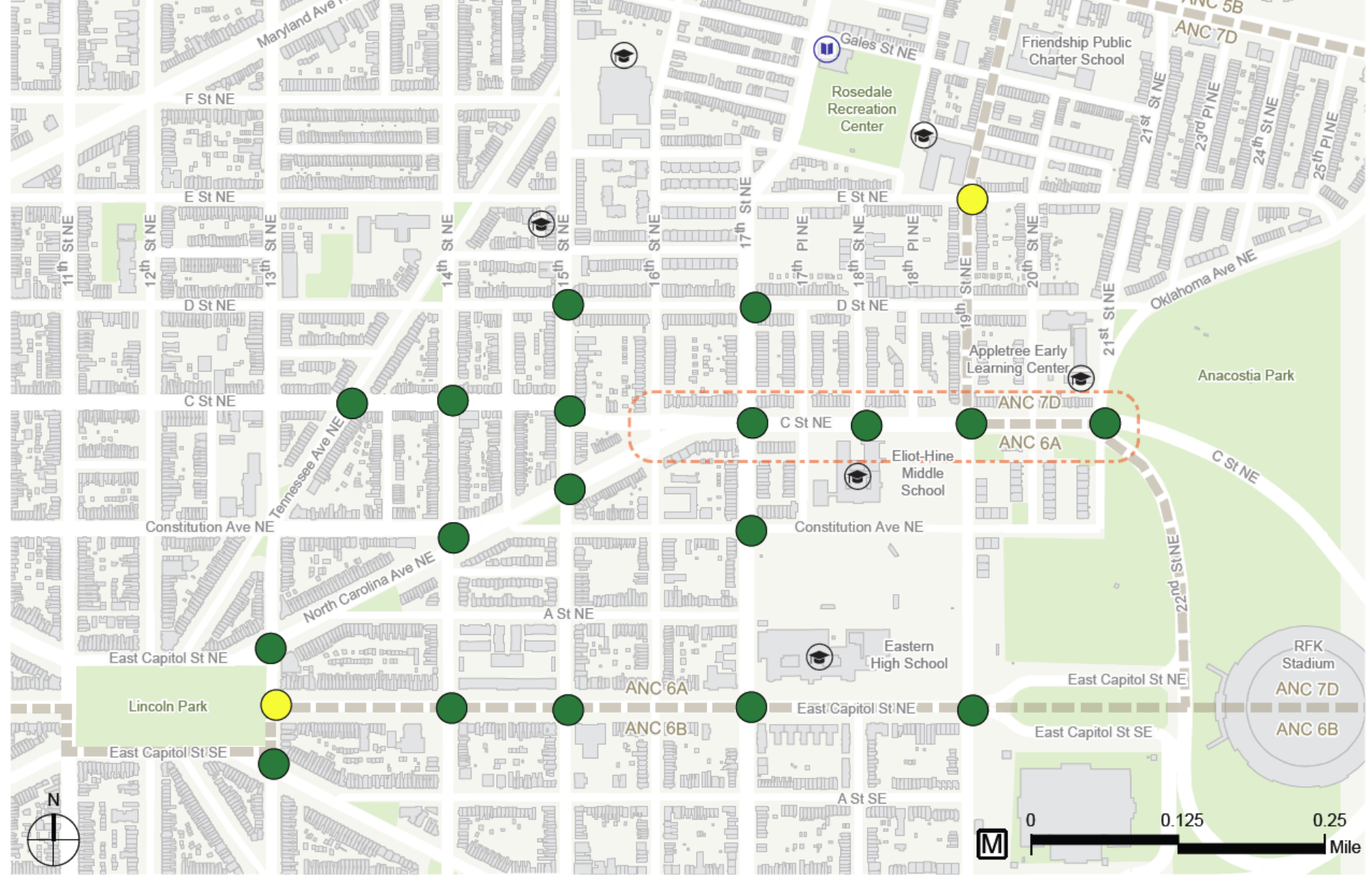
- Study Area
- Park / Open Space
- ANC Boundary
- Metro Station
- # Posted Speed limit (MPH)
- # Typical Top Travel Speed
- # Library
- # School

WB C Street NE: Between 18th St NE and 19th St NE



Tractor-Trailers
 Single-Unit Trucks
 Passenger Cars
 85th %ile Speed
 Average Speed
 Speed Limit





- - - Study Area
- <35 Seconds Average Delay
- Park / Open Space
- 35-55 Seconds Average Delay
- ANC Boundary
- >55 Seconds Average Delay
- M Metro Station

C Street NE : Existing Traffic Operations

AM Peak Hour
April 2015



- - - Study Area
- <35 Seconds Average Delay
- 35-55 Seconds Average Delay
- >55 Seconds Average Delay
- Park / Open Space
- ANC Boundary
- M Metro Station
- Typical Maximum Backup

Note: Only Backups longer than 100 feet are shown.

C Street NE : Existing Traffic Operations

AM Peak Hour
April 2015

Pedestrian Conditions

- High pedestrian activity
- Generally adequate sidewalk and buffer widths
- Long crossing distances
 - 90 feet (approx. 25 seconds)
- Signals do not allow for crossing in 1 movement
- Delays longer for peds than motorists
- Some ped. upgrades in 2012



Bicycling Conditions

- Bike lanes on C Street and North Carolina Avenue
- Connections to Anacostia Riverwalk trail
- Limited east-west facilities in study area
- *moveDC* recommends:
 - Protected bike lanes on C Street
 - Bike lanes on D Street



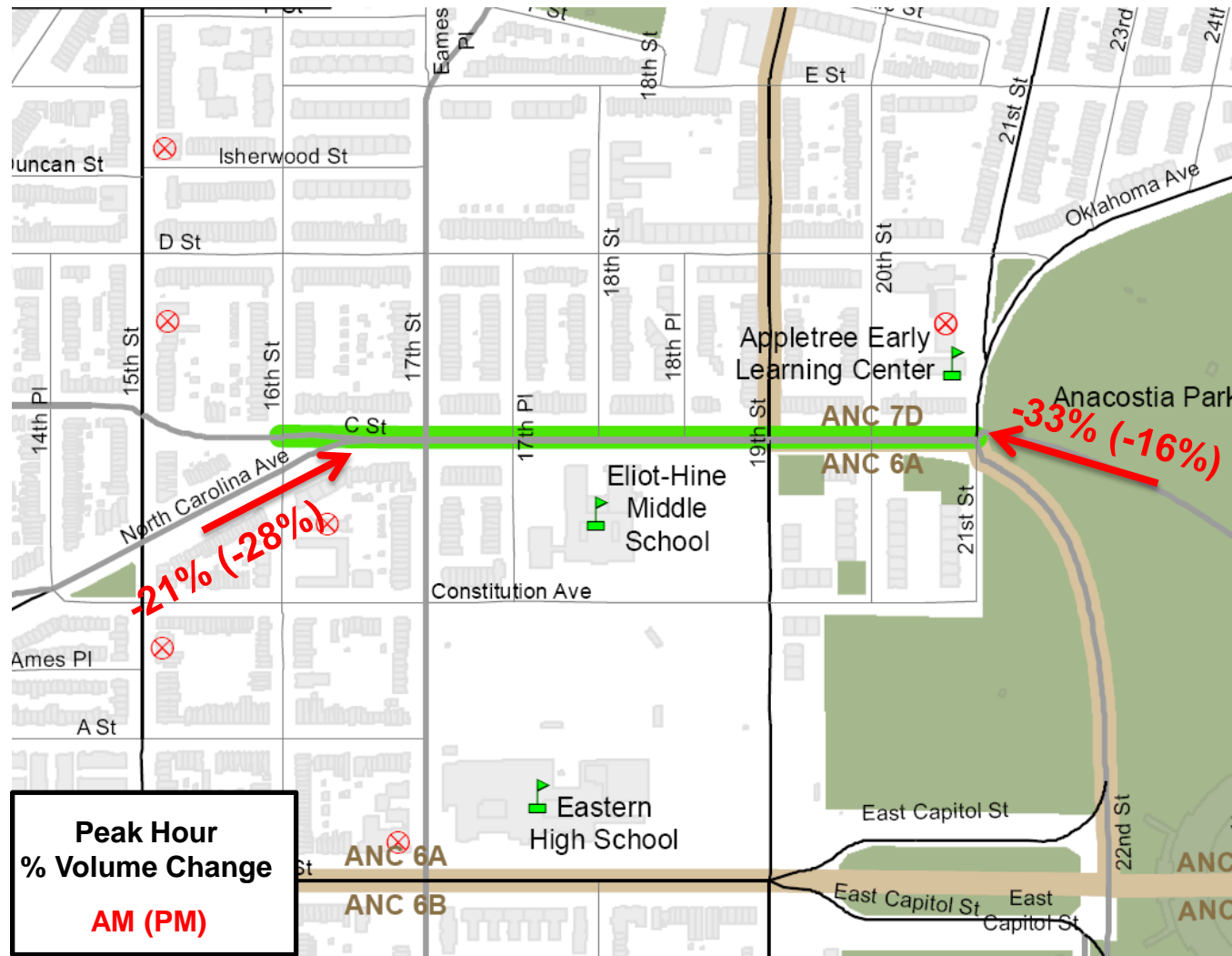
Transit Conditions

- Limited service in area
 - D6 only east-west route in immediate study area (10/20 minute headways)
 - No shelters or benches on C Street
 - Less than 100 boardings per stop
 - Stadium-Armory Metro station \approx 0.3 miles from C Street
 - Below average boardings compared to other stations (\approx 5,800 weekday boardings)



Auto Conditions Comparison

- Significant reduction in traffic volumes in past 5 years
- WB queuing across bridge: 370 ft vs 1,000 ft
- WB Split at 16th: 60%/40% (C St/NC Ave)



Existing Auto Conditions

- Little change in speeds during school hours
- Minimal intersection delay but are some queuing issues
 - 17th Street
 - C Street west of study area
- Crashes resulting in injury at higher rate than District average
- Lower traffic volumes may result in higher speeds

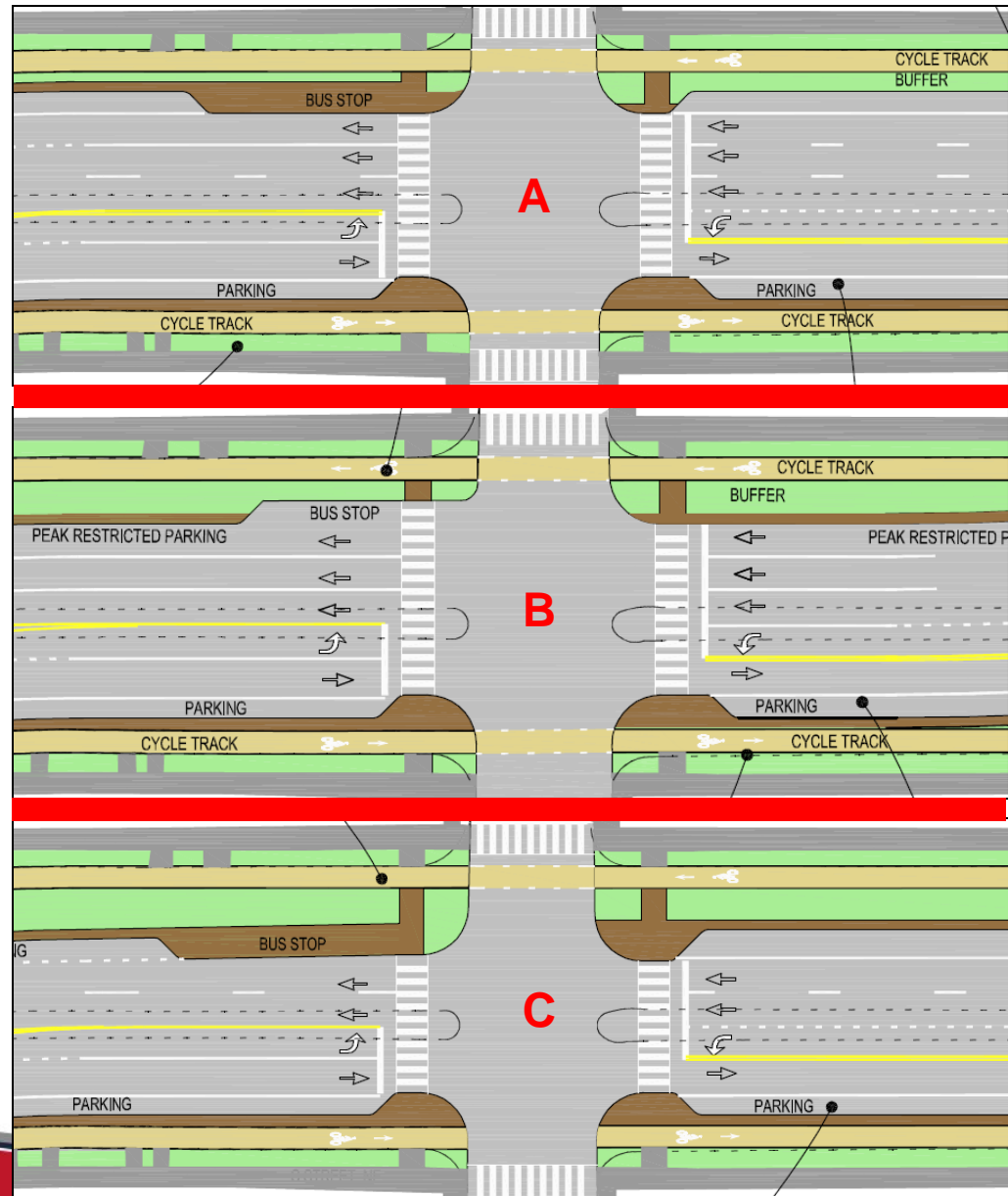




Comparison of Future Alternatives

Proposed Alternatives

- 3 concept alternatives
 - A: 3 WB and 1 EB lanes w/ EB left-turn lanes (55 ft – 16 sec)
 - B: 2 WB + 1 WB peak hour restricted lane, 1 EB lane, EB/WB left-turn lanes (55 ft)
 - C: 2 WB and 1 EB lanes w/ EB/WB left-turn lanes (44 ft – 13 sec)
- Each includes
 - Physically protected bike lanes
 - Expanded curbs/curb extensions
 - Green infrastructure (i.e., rain gardens, landscaping)



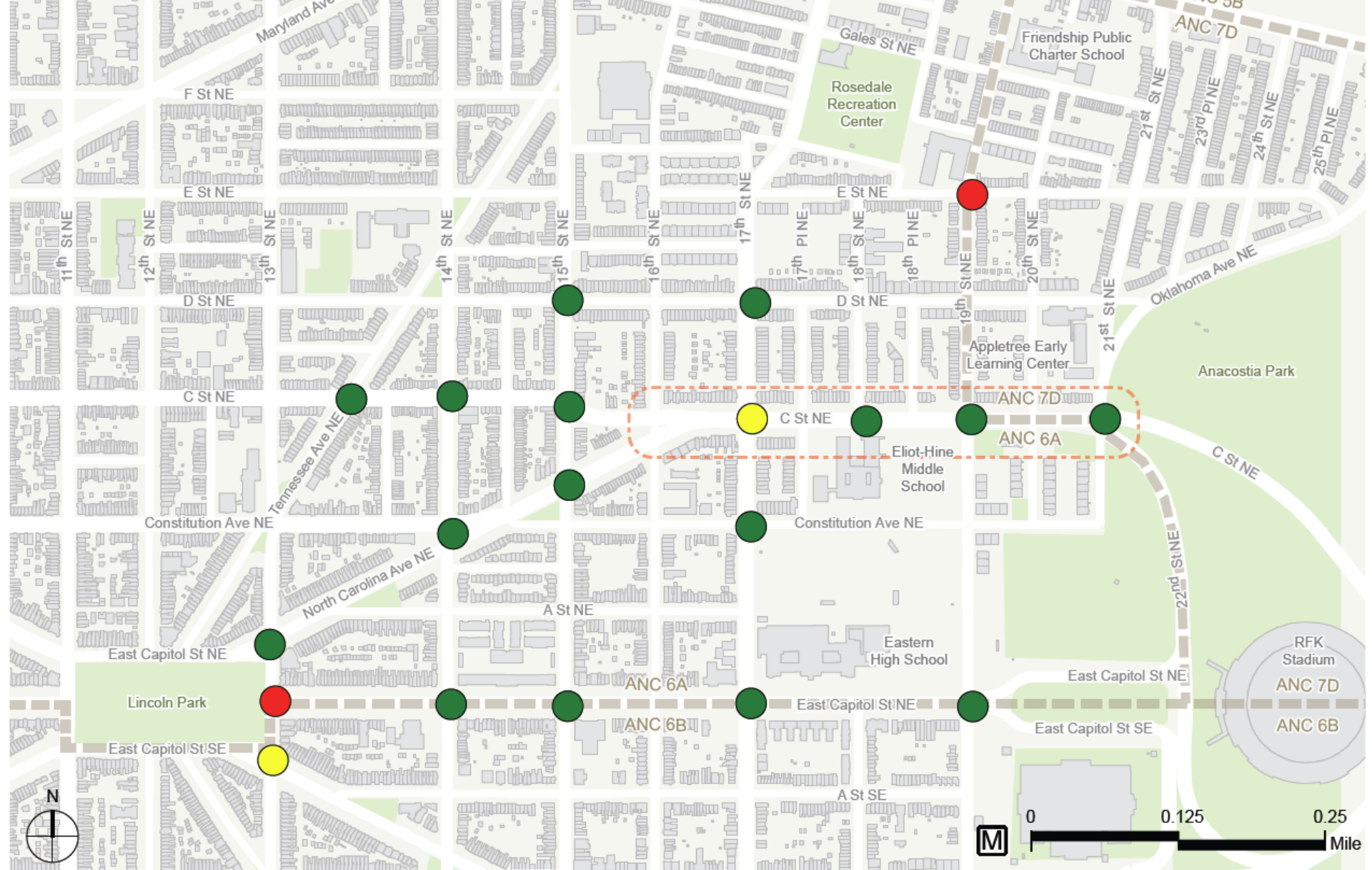


- - - Study Area
- <35 Seconds Average Delay
- Typical Maximum Backup
- Park / Open Space
- 35-55 Seconds Average Delay
- >55 Seconds Average Delay
- ANC Boundary
- M Metro Station

Note: Only Backups longer than 100 feet are shown.

C Street NE : Existing Traffic Operations

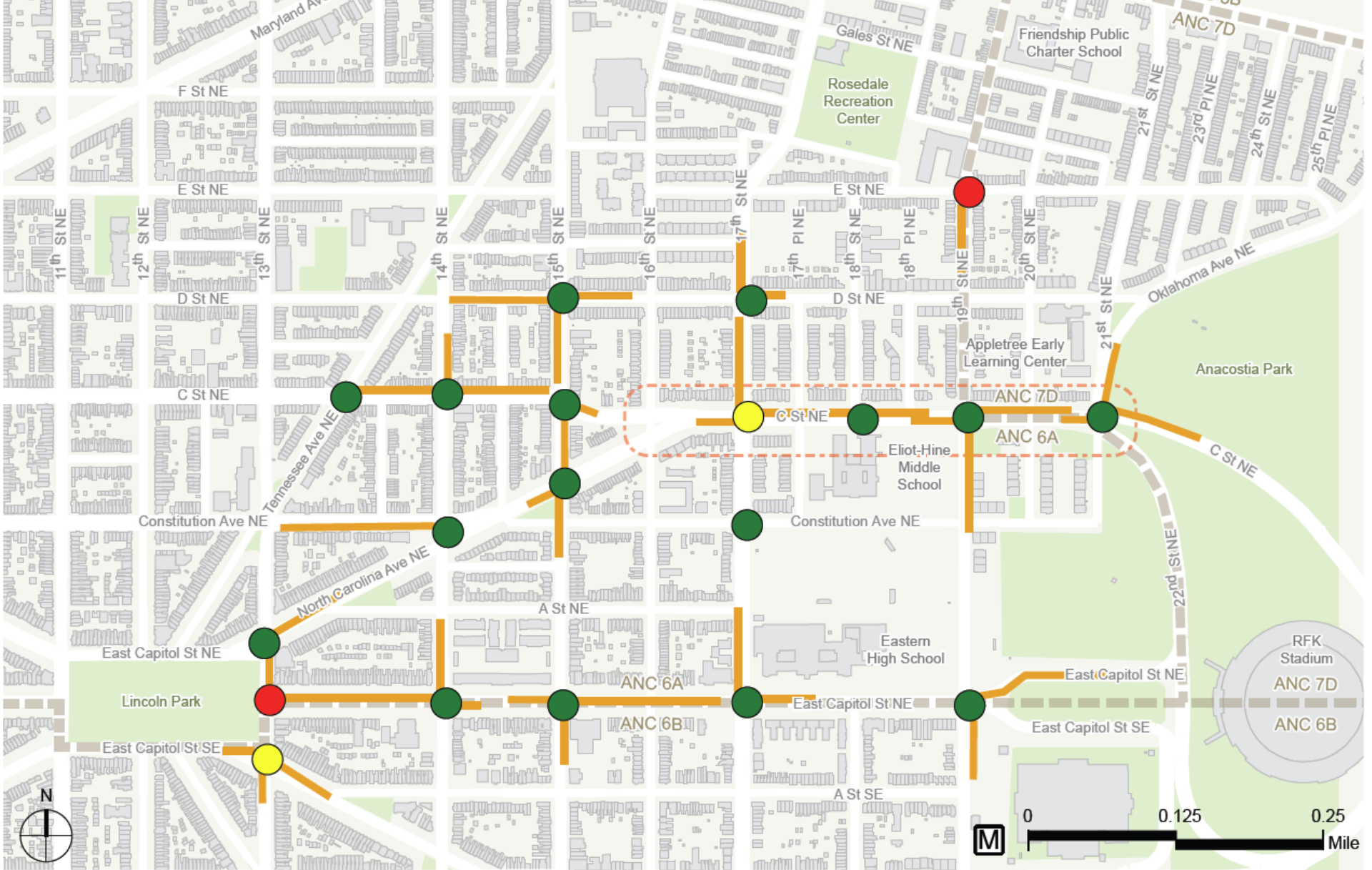
AM Peak Hour
April 2015



- - - Study Area
- <35 Seconds Average Delay
- 35-55 Seconds Average Delay
- >55 Seconds Average Delay
- ANC Boundary
- Metro Station

C Street NE : 2040 Traffic Operations

No Build Option AM Peak Hour
April 2015



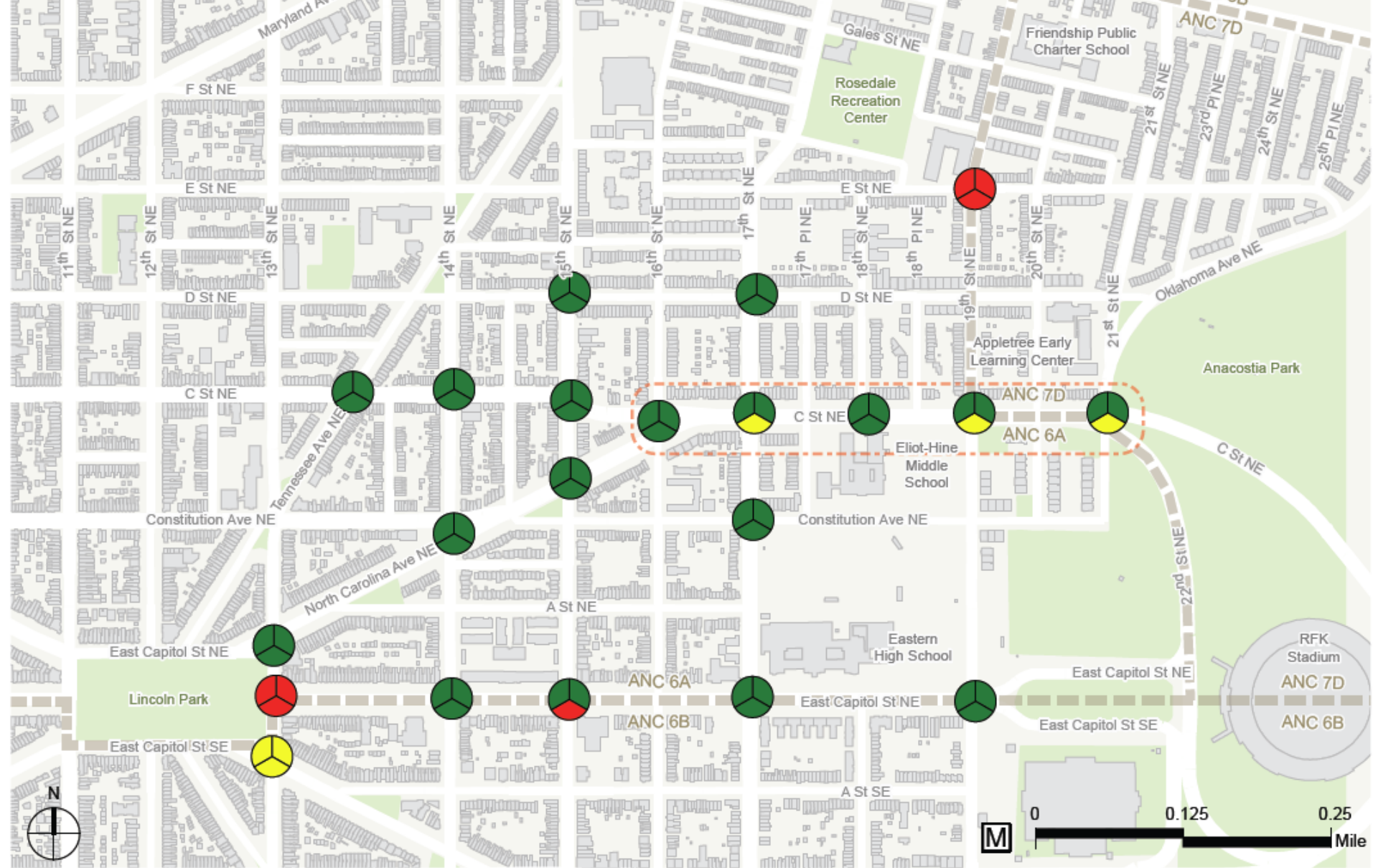
- - - Study Area
- <35 Seconds Average Delay
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- >55 Seconds Average Delay
- Park / Open Space
- ANC Boundary
- M Metro Station
- Typical Maximum Backup

Note: Only Backups longer than 100 feet are shown.

C Street NE : 2040 Traffic Operations

No Build Option AM Peak Hour
April 2015



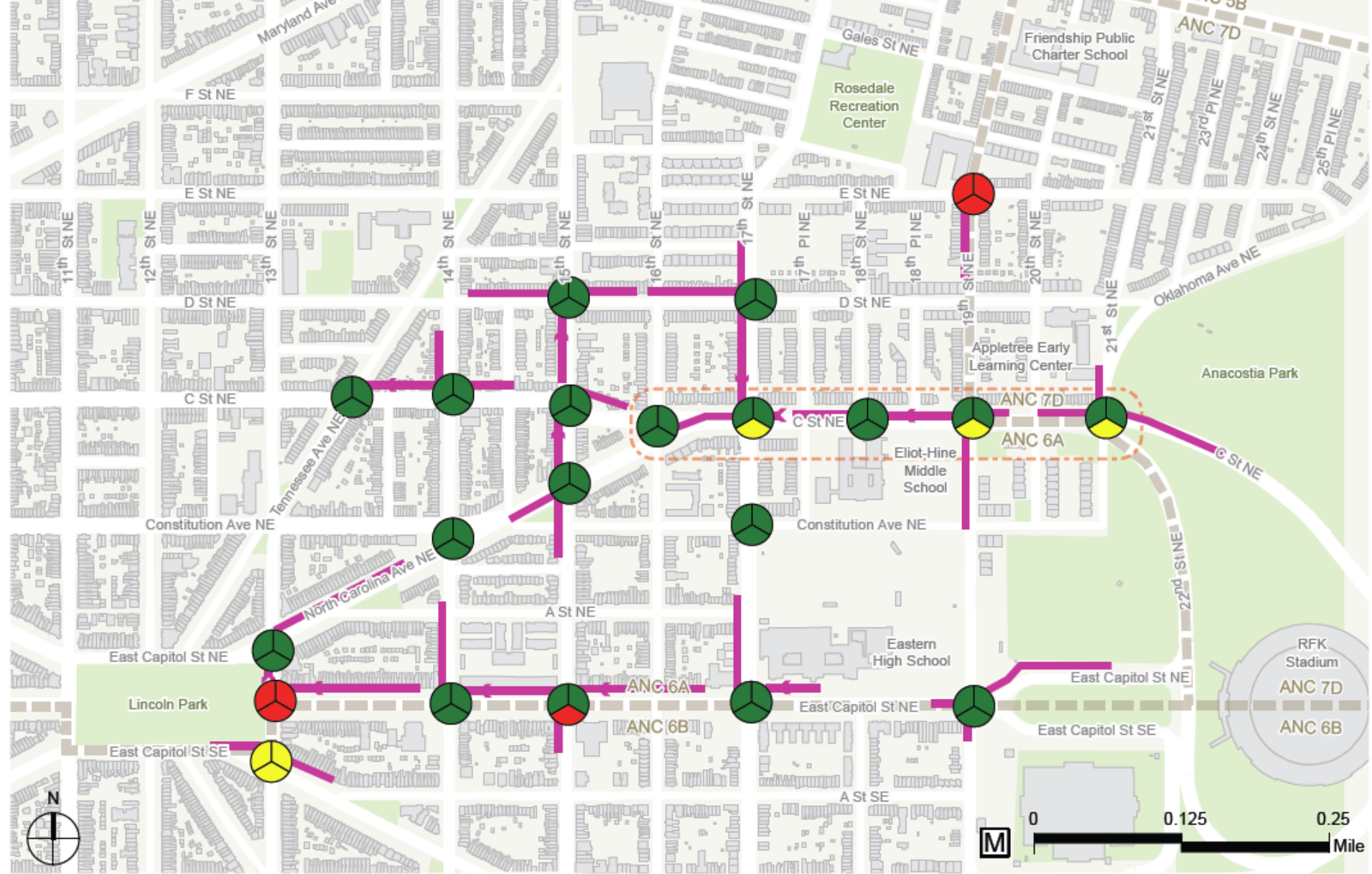


C Street NE : 2040 Traffic Operations

AM Peak Hour

April 2015

-  Study Area
-  Park / Open Space
-  ANC Boundary
-  Metro Station
- 
 - Alternative A
 - Alternative B
 - Alternative C
-  <35 Seconds Average Delay
-  35-55 Seconds Average Delay
-  >55 Seconds Average Delay



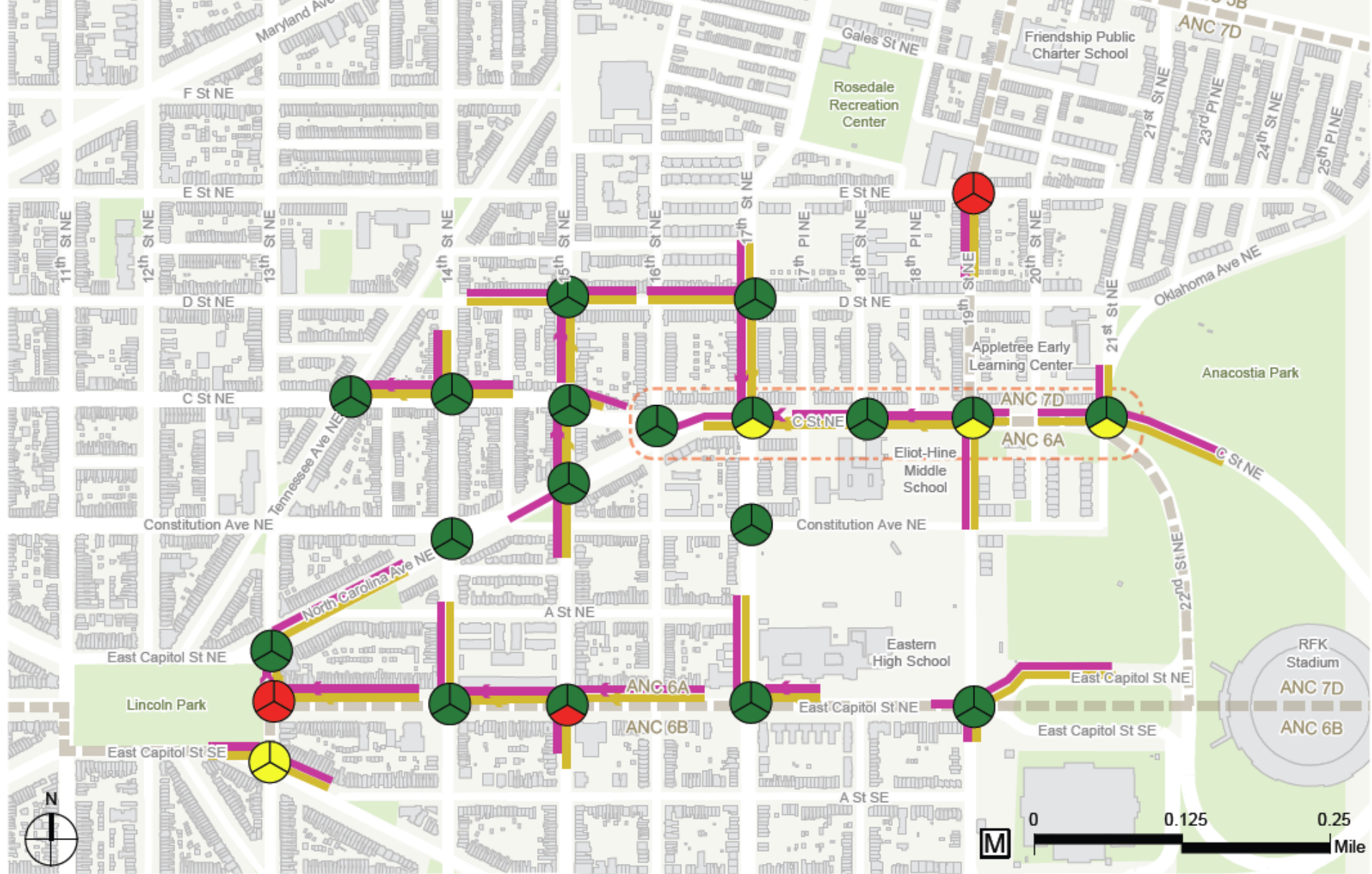
- Study Area
- Park / Open Space
- ANC Boundary
- M Metro Station
- A
B
C
 Alternative A
- <35 Seconds Average Delay
- 35-55 Seconds Average Delay
- >55 Seconds Average Delay

Typical Maximum Backup / Queue
 Alternative A

Note: Only backups longer than 100 feet are shown.

C Street NE : 2040 Traffic Operations

AM Peak Hour
 April 2015



- - - Study Area
 - Park / Open Space
 - ANC Boundary
 - M Metro Station
-
- Alternative A
 - Alternative B
 - Alternative C
-
- <35 Seconds Average Delay
 - 35-55 Seconds Average Delay
 - >55 Seconds Average Delay

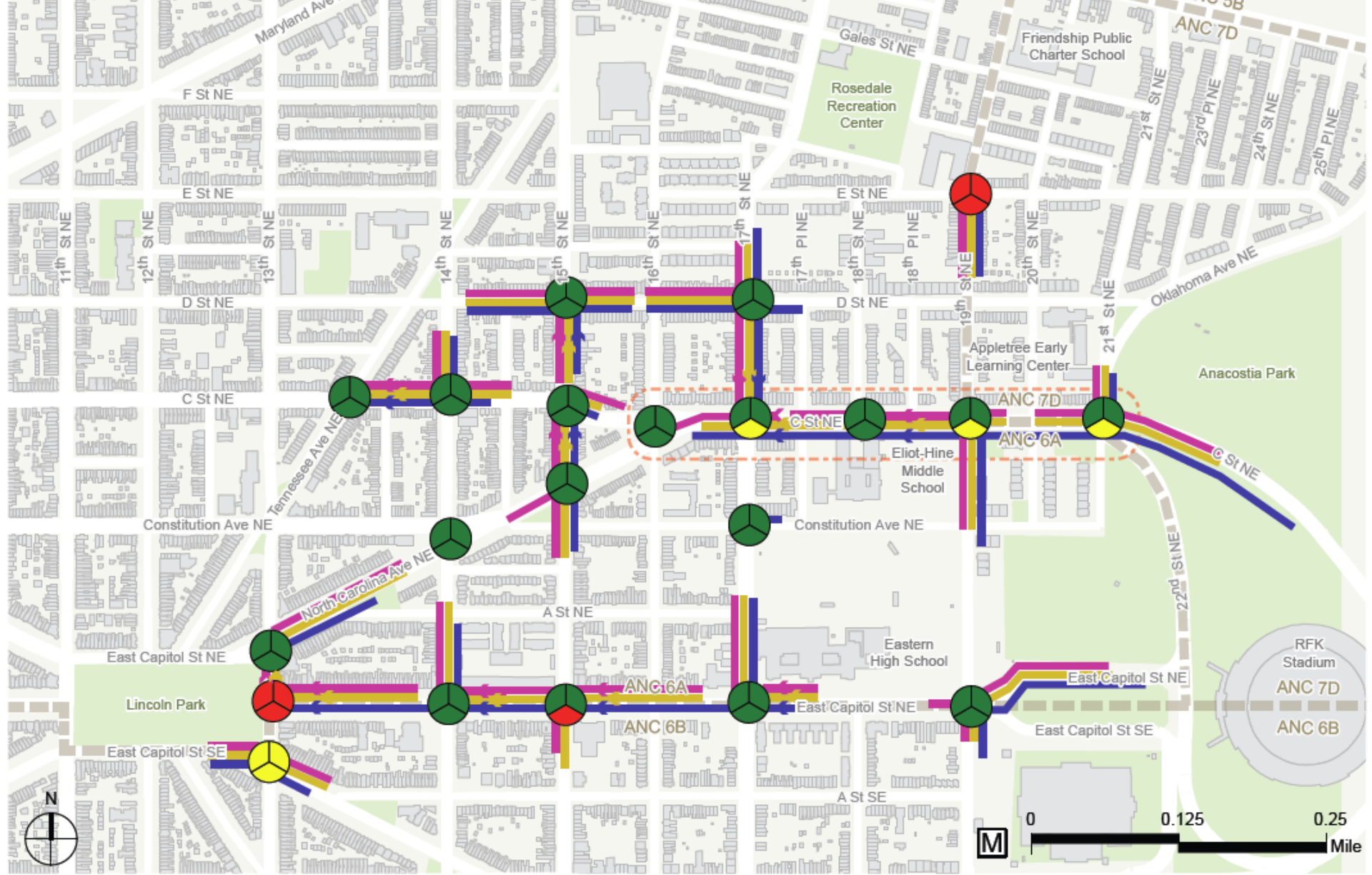
Typical Maximum Backup / Queue

- Alternative A
- Alternative B

Note: Only backups longer than 100 feet are shown.

C Street NE : 2040 Traffic Operations

AM Peak Hour
April 2015



- - - Study Area
- Park / Open Space
- - - ANC Boundary
- M Metro Station
- Alternative A
- Alternative B
- Alternative C
- <35 Seconds Average Delay
- 35-55 Seconds Average Delay
- >55 Seconds Average Delay

- Typical Maximum Backup / Queue
- Alternative A
 - Alternative B
 - Alternative C
- Note: Only backups longer than 100 feet are shown.

C Street NE : 2040 Traffic Operations

AM Peak Hour
April 2015

Alternatives Comparison

- Comparison of numerous multimodal conditions
 - Balance regional and local needs of users
 - Minimal adverse impacts with high rewards for community
- Comprehensive list of measures that address
 - Safety of users
 - Potential for decreased auto speeds
 - Comfort and convenience of all users
 - Livability of residents
 - Environmental impacts (e.g., air quality and water runoff)

Next Steps

- Refine concepts and analysis through community feedback
- Develop detailed comparison evaluation (i.e., trade offs)
- Re-engage CEA to “get the word out” for next public meeting
- Public Meeting #2 (potentially June 8th)



Project Timeline

- Tonight: Public Meeting #1
- May and June: Transportation and Traffic Analysis
- June: Civic Engagement Advisors Meeting #2
- June: Public Meeting #2
- June-August: final report and environmental evaluation
- September: CEA Meeting #3

Questions?