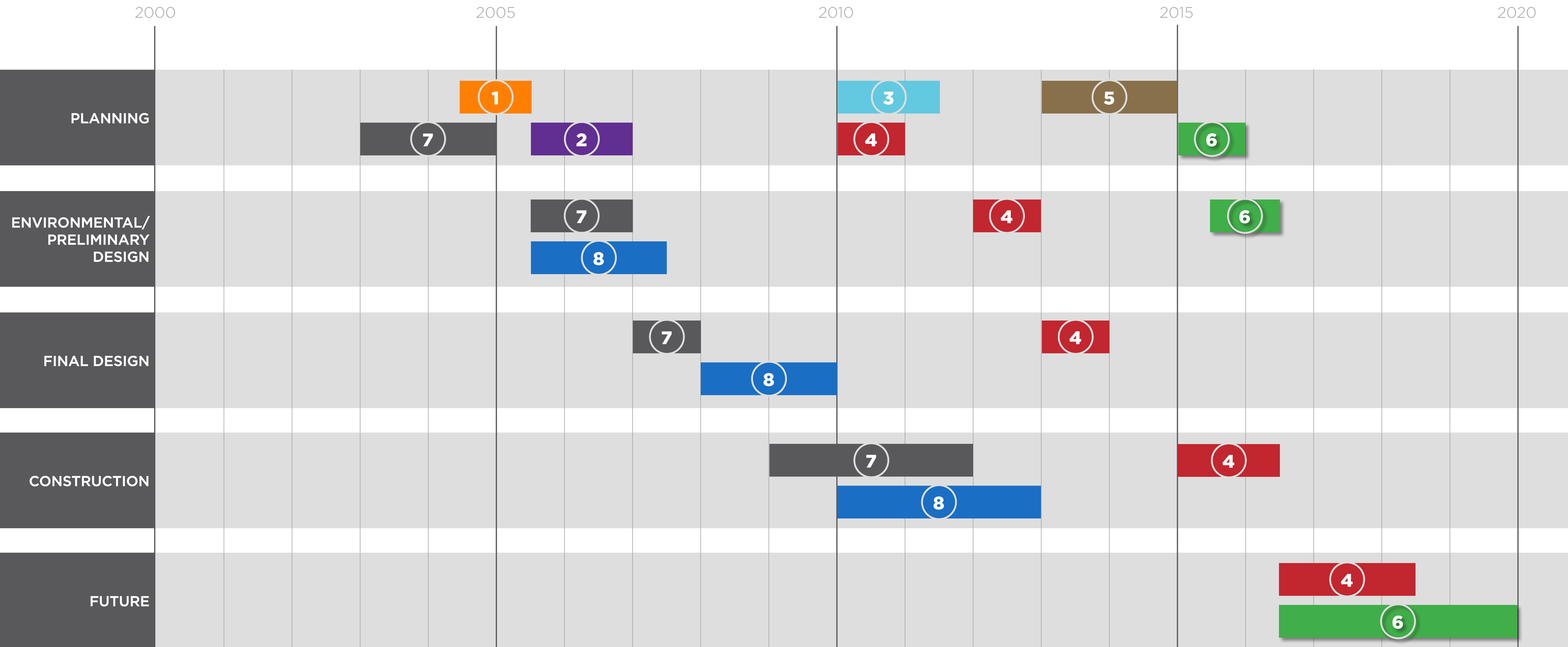


d. C STREET NE MULTIMODAL CORRIDOR STUDY

PROJECTS AFFECTING THE STUDY AREA



1 Bicycle Master Plan

2 Capitol Hill Transportation Study

3 C Street Traffic Calming Study

4 17th and 19th Streets Safety Improvements

5 moveDC: Multimodal Long-Range Transportation Plan

6 C Street Multimodal Corridor Study

7 Benning Road/ H Street Streetscaping

8 11th Street Bridge

d. C STREET NE MULTIMODAL CORRIDOR STUDY

WHAT WE HEARD

INFRASTRUCTURE AND OPERATIONS

GENERAL

- Long and unsafe pedestrian crossings
- Underutilized travel lanes
- Poor signal progression
- Inadequate bicycle protection
- Reduced parking not acceptable on north side (Alternative B)
- Minimal auto delay and queuing throughout day
- Remove large trucks that shake the houses while speeding down C Street toward 19th Street to catch the green light
- Widen the green area between the sidewalk and roadway so that trees can have an easier time growing.
- There are a couple of narrow pinch points on the north sidewalk that are hard to navigate around with the jogging stroller I use for my kids. If this goes to construction, street light and sign poles should be relocated so that the sidewalk is effectively wider.

LOCATION

- 1 No pedestrian/bicycle access across bridge
- 2 Concern over traffic diversion D Street and 21st Street/Oklahoma Avenue
- 3 Inadequate crossing times 17th, 18th, 19th, 21st
- 4 Southbound queuing issues during evening peak conditions. Motorists appear confused about lane assignments and turn from both lanes causing additional traffic issues. Southbound green time is also inadequate during the evening peak. 21st St
- 5 If westbound lanes from are reduced from 3 to 2, consider measures to mitigate the use of 21st as cut-through for west-bound commuters who may try to use D St NE and/or Benning Road. Do this by narrowing the westbound lane not at 21st St NE, but several hundred feet east of 21st Street.
- 6 No trash receptacles between 16th Street NE and 17th Place NE
- 7 The south side of C Street here lacks sidewalks. This triangle park could also use some landscaping. 16th Street

SAFETY AND COMFORT

GENERAL

- High traffic speeds
- High numbers of walking children
- Crashes and high speeds late at night
- Pedestrians would be better served by having raised crosswalks that extend into the intersection. This would have the benefit of providing increased visibility of and for the pedestrians, with a corresponding reduction in traffic speed.
- I use the sidewalks on C Street to travel from my home on 14th Street/C Street to the Anacostia trail system 21st Street/C Street. The sidewalk here is too narrow in places, and the adjacent driving speeds are nerve wracking. I also bike this corridor to reach the trail system and to reach the Fort Circle Trail. The very fast vehicle speeds make this segment feel unsafe for me as an experienced cyclist. A narrower roadway with ample room for running/walking, and biking in a protected lane would be my ideal reconfiguration for C Street NE.
- Planting shade trees in the median strip all along C Street NE will add a sorely lacking aesthetic quality

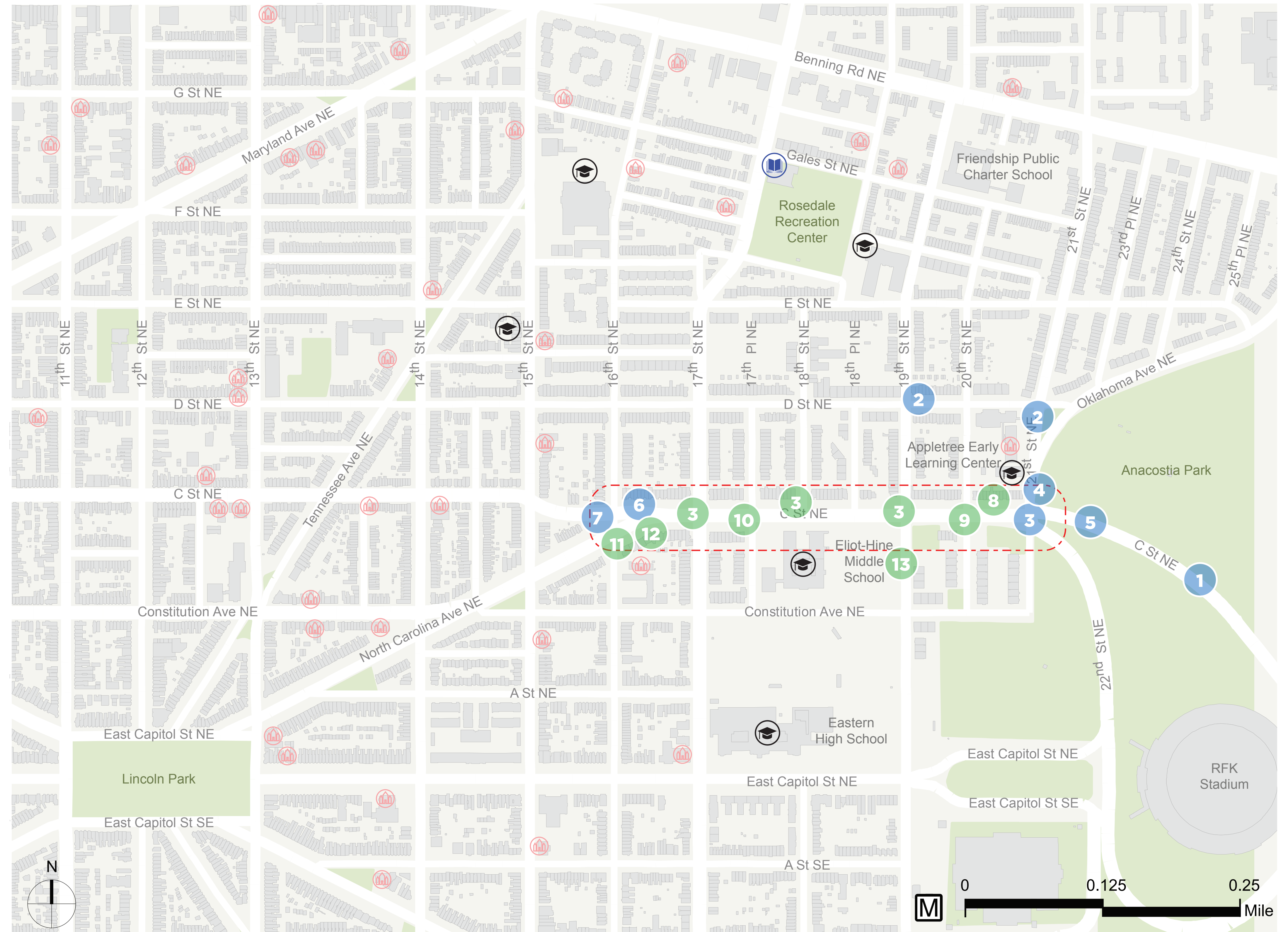
LOCATION

- 8 Speed camera should be located between 20th and 21st to slow motorists coming from the bridge
- 9 Need crosswalk at 20th Street for children and seniors to cross C Street safely.
- 10 Many children cross at 17th Place NE to get to Hine, EHS and the tennis courts. Please consider adding a signal and pedestrian crossing at 17th Place NE.
- 11 Traffic picks up speed around this corner, with little visibility of what's ahead. Traffic speed needs to be reduced here. 16th Street EB
- 12 The block between 16th and 17th Street is poorly lit at night, with inadequate street lighting for pedestrians and cyclists.
- 13 Include measures to reduce the speeding on 19th Street. Three lanes of cars race northward on 19th and merge into one lane in front of our house. With all the children on this street, it is so incredibly dangerous.

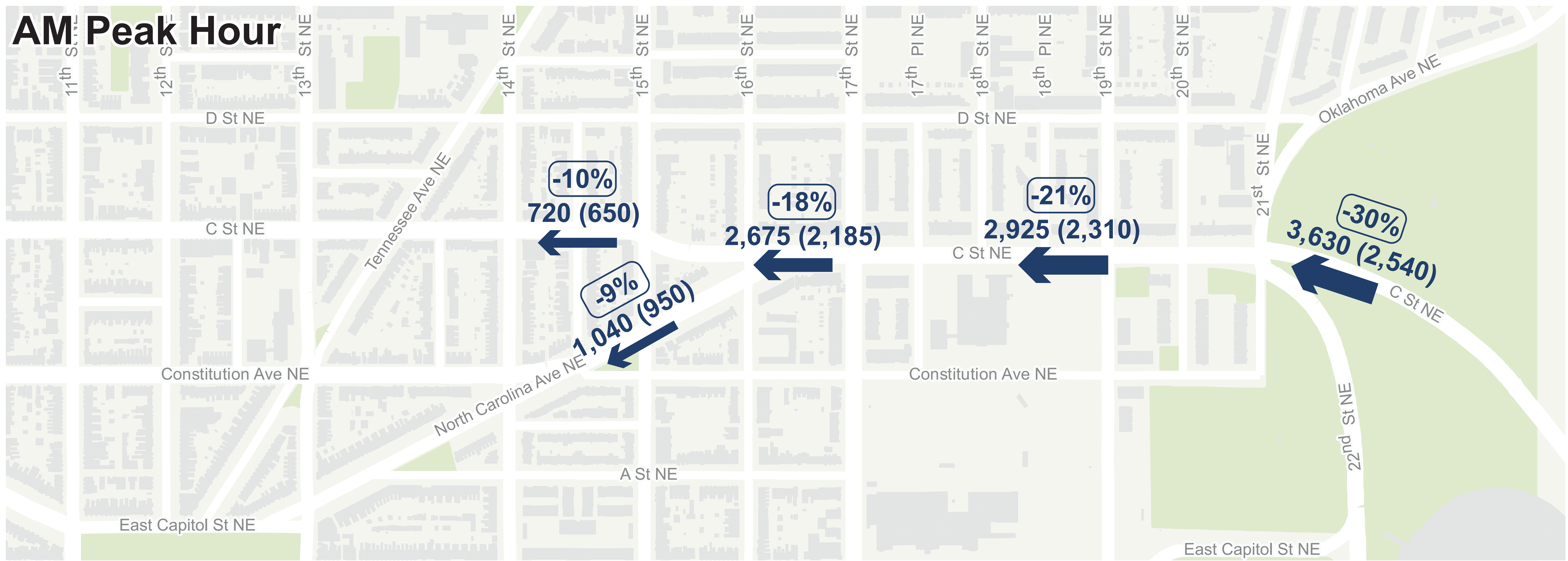
PROJECT AND MATERIALS

GENERAL

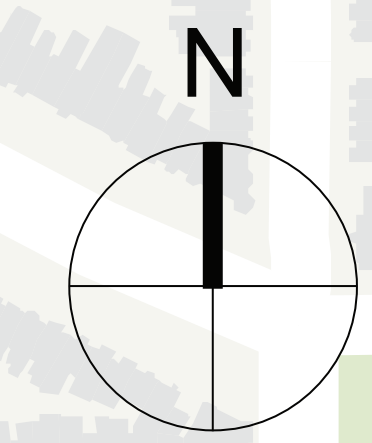
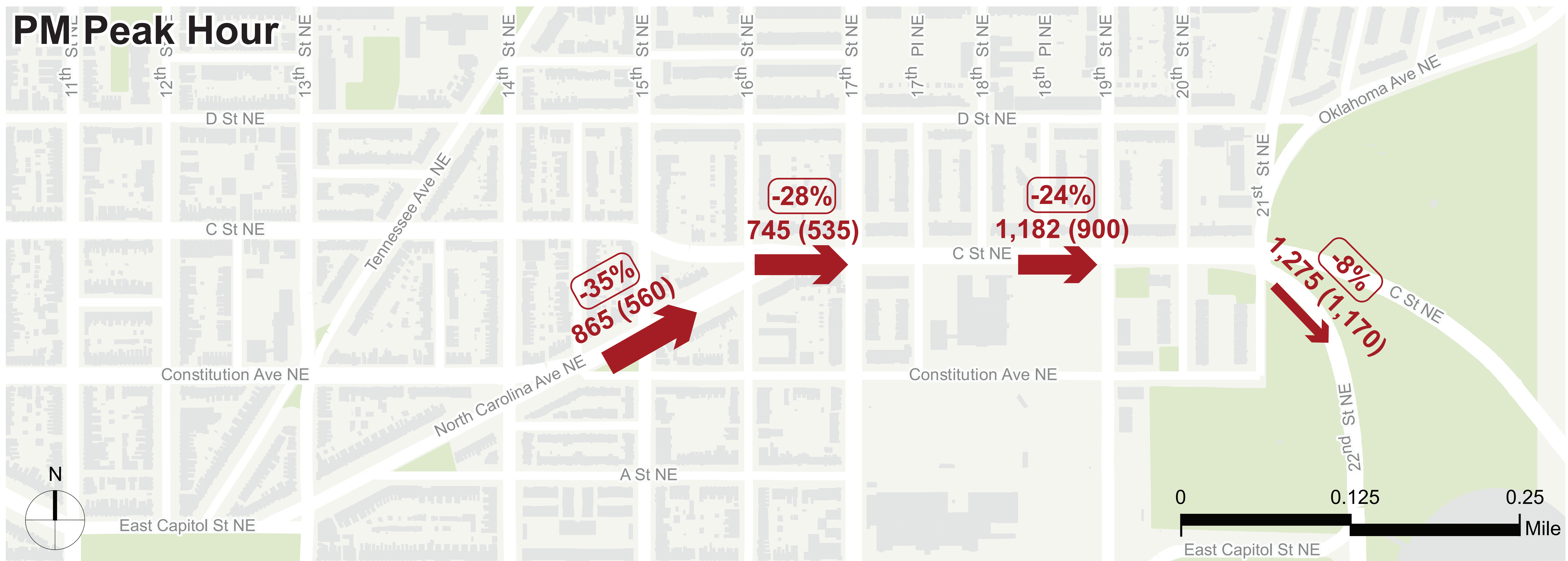
- Frustration over lack of progress
- Presentation materials too auto-centric
- Need more quality of life measures



AM Peak Hour



PM Peak Hour

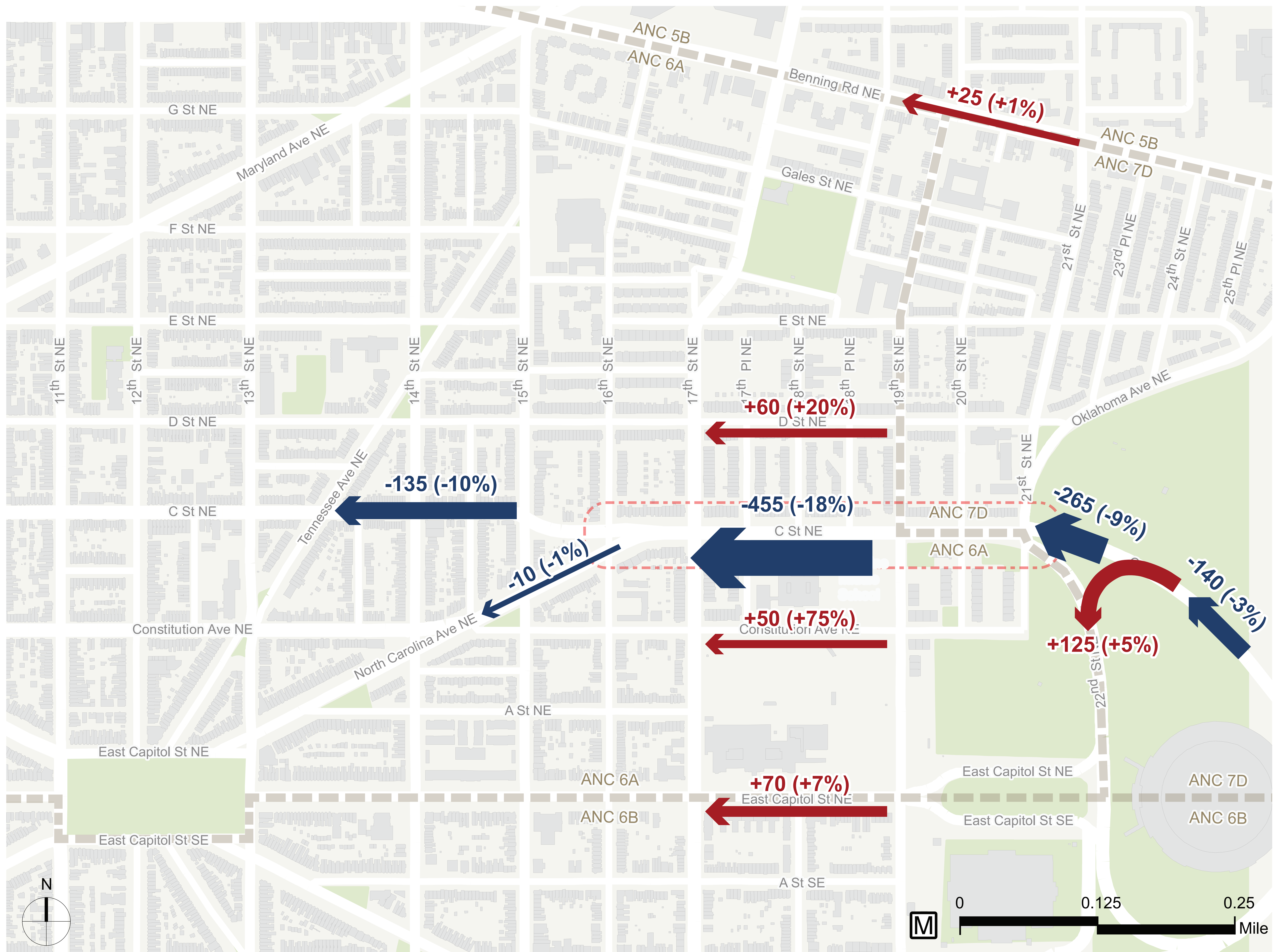


- West-bound AM Peak
- East-bound PM Peak

- #%** % Change in Traffic volume
- # (#)** 2009 Traffic Volume (2015 Traffic Volume)

C Street NE: Peak Hour Traffic Volume Comparison

June 2015



- - - Study Area
- Park / Open Space
- ANC Boundary
- M Metro Station
- ▬ (-) Diversions
- ▬ (+) Diversions
- #** Change in AM Peak Hour Volume
- (#%)** % of 2040 No-Build

Potential AM Traffic Diversion - Alternative C

June 2015

d. C STREET NE MULTIMODAL CORRIDOR STUDY

EVALUATION MEASURES

FOCUS AREA	PERFORMANCE MEASURE	EVALUATION METHOD	NO-BUILD	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	ALTERNATIVES		
							A	B	C
Safe and Comfortable Pedestrian Conditions	1A Crossing Distance / Time	Crossing Distance Between Curbs / Average Crossing Time Between	88 feet / 26 seconds	54 feet / 16 seconds	54 feet / 16 seconds	43 feet / 13 seconds			
	1B Buffer From Moving Traffic	Buffer Width Between Sidewalk and Auto Travel Lane	19 feet	31 feet	31 feet / 41 feet	44 feet			
	1C Auto Speeds	85th-Percentile Auto Speeds	High	Medium	Medium	Low			
	1D Auto Volumes	Westbound AM Peak Hour Auto Volume	2,800 vehicles per peak hour	2,800 vehicles per peak hour	2,800 vehicles per peak hour	2,400 vehicles per peak hour			
Safe and Comfortable Bicycling Conditions	2A Buffer from Moving Traffic / Parked Vehicles	Buffer Width Between Bicycle Facility and Roadway	None	3 feet	11 feet	14 feet			
	2B Auto Speeds	85th-Percentile Auto Speeds	High	Medium	Medium	Low			
	2C Auto Volumes	Westbound AM Peak Hour Auto Volume	2,800 vehicles per peak hour	2,800 vehicles per peak hour	2,800 vehicles per peak hour	2,400 vehicles per peak hour			
Automobile Access, Safety, and Mobility	3A Vehicle Delay	Average AM Peak Delay at 4 Signalized Intersections	20 seconds per vehicle	27 seconds per vehicle	27 seconds per vehicle	31 seconds per vehicle			
	3B Queuing	95th-Percentile Queue, Westbound AM at C Street / 21st Street	500 feet	625 feet	625 feet	950 feet			
	3C Neighborhood / Local Street Impact (Traffic Diversion)	Average Delay and Queuing at Non-C Street Intersections	Low	Low	Low	Medium			
	3D Availability of On-Street Parking	Number of Parking Spaces	105 spaces	120 spaces	120 Off-Peak / 60 AM Peak spaces	120 spaces			
	3E Safety Impacts	Safety Conflicts	124	112	112 AM / 96 PM	96			
Access to Transit	4A Bus Shelter / Amenity Zone Space	Available Space for Waiting Area	No Shelter, Limited Space	Good	Good	Very Good			
	4B Crossing Distances	Crossing Distance Between Curbs	88 feet	54 feet	54 feet	43 feet			
Environmental	5A Green Infrastructure / Permeable Space	% Permeable Space	20%	23%	27%	31%			
	5B Noise	Traffic Volume and Speed	2,800 vehicles per hour / High Speed	2,800 vehicles per hour / Medium Speed	2,800 vehicles per hour / Medium Speed	2,400 vehicles per hour / Low Speed			



d. C STREET NE MULTIMODAL CORRIDOR STUDY

EVALUATION MEASURES

ALTERNATIVE A

FOCUS AREA	PERFORMANCE MEASURE	EVALUATION METHOD	NO-BUILD	ALTERNATIVE A		
Safe and Comfortable Pedestrian Conditions	1A Crossing Distance / Time	Crossing Distance Between Curbs / Average Crossing Time Between	88 feet / 26 seconds	54 feet / 16 seconds		
	1B Buffer From Moving Traffic	Buffer Width Between Sidewalk and Auto Travel Lane	19 feet	31 feet		
	1C Auto Speeds	85th-Percentile Auto Speeds	High	Medium		
	1D Auto Volumes	Westbound AM Peak Hour Auto Volume	2,800 vehicles per peak hour	2,800 vehicles per peak hour		
Safe and Comfortable Bicycling Conditions	2A Buffer from Moving Traffic / Parked Vehicles	Buffer Width Between Bicycle Facility and Roadway	None	3 feet		
	2B Auto Speeds	85th-Percentile Auto Speeds	High	Medium		
	2C Auto Volumes	Westbound AM Peak Hour Auto Volume	2,800 vehicles per peak hour	2,800 vehicles per peak hour		
Automobile Access, Safety, and Mobility	3A Vehicle Delay	Average AM Peak Delay at 4 Signalized Intersections	20 seconds per vehicle	27 seconds per vehicle		
	3B Queuing	95th-Percentile Queue, Westbound AM at C Street / 21st Street	500 feet	625 feet		
	3C Neighborhood / Local Street Impact (Traffic Diversion)	Average Delay and Queuing at Non-C Street Intersections	Low	Low		
	3D Availability of On-Street Parking	Number of Parking Spaces	105 spaces	120 spaces		
	3E Safety Impacts	Safety Conflicts	124	112		
Access to Transit	4A Bus Shelter / Amenity Zone Space	Available Space for Waiting Area	No Shelter, Limited Space	Good		
	4B Crossing Distances	Crossing Distance Between Curbs	88 feet	54 feet		
Environmental	5A Green Infrastructure / Permeable Space	% Permeable Space	20%	23%		
	5B Noise	Traffic Volume and Speed	2,800 vehicles per hour / High Speed	2,800 vehicles per hour / Medium Speed		



d. C STREET NE MULTIMODAL CORRIDOR STUDY

EVALUATION MEASURES

ALTERNATIVE B

FOCUS AREA	PERFORMANCE MEASURE	EVALUATION METHOD	NO-BUILD	ALTERNATIVE B	
Safe and Comfortable Pedestrian Conditions	1A Crossing Distance / Time	Crossing Distance Between Curbs / Average Crossing Time Between	88 feet / 26 seconds	54 feet / 16 seconds	Desirable
	1B Buffer From Moving Traffic	Buffer Width Between Sidewalk and Auto Travel Lane	19 feet	31 feet / 41 feet	Desirable
	1C Auto Speeds	85th-Percentile Auto Speeds	High	Medium	Desirable
	1D Auto Volumes	Westbound AM Peak Hour Auto Volume	2,800 vehicles per peak hour	2,800 vehicles per peak hour	Less Desirable
Safe and Comfortable Bicycling Conditions	2A Buffer from Moving Traffic / Parked Vehicles	Buffer Width Between Bicycle Facility and Roadway	None	11 feet	Desirable
	2B Auto Speeds	85th-Percentile Auto Speeds	High	Medium	Desirable
	2C Auto Volumes	Westbound AM Peak Hour Auto Volume	2,800 vehicles per peak hour	2,800 vehicles per peak hour	Less Desirable
Automobile Access, Safety, and Mobility	3A Vehicle Delay	Average AM Peak Delay at 4 Signalized Intersections	20 seconds per vehicle	27 seconds per vehicle	Desirable
	3B Queuing	95th-Percentile Queue, Westbound AM at C Street / 21st Street	500 feet	625 feet	Desirable
	3C Neighborhood / Local Street Impact (Traffic Diversion)	Average Delay and Queuing at Non-C Street Intersections	Low	Low	More Desirable
	3D Availability of On-Street Parking	Number of Parking Spaces	105 spaces	120 Off-Peak / 60 AM Peak spaces	Less Desirable
	3E Safety Impacts	Safety Conflicts	124	112 AM / 96 PM	Desirable
Access to Transit	4A Bus Shelter / Amenity Zone Space	Available Space for Waiting Area	No Shelter, Limited Space	Good	Desirable
	4B Crossing Distances	Crossing Distance Between Curbs	88 feet	54 feet	Desirable
Environmental	5A Green Infrastructure / Permeable Space	% Permeable Space	20%	27%	Desirable
	5B Noise	Traffic Volume and Speed	2,800 vehicles per hour / High Speed	2,800 vehicles per hour / Medium Speed	Desirable



d. C STREET NE MULTIMODAL CORRIDOR STUDY

EVALUATION MEASURES

ALTERNATIVE C

FOCUS AREA	PERFORMANCE MEASURE	EVALUATION METHOD	NO-BUILD	ALTERNATIVE C		
Safe and Comfortable Pedestrian Conditions	1A Crossing Distance / Time	Crossing Distance Between Curbs / Average Crossing Time Between	88 feet / 26 seconds	43 feet / 13 seconds	●	
	1B Buffer From Moving Traffic	Buffer Width Between Sidewalk and Auto Travel Lane	19 feet	44 feet	●	
	1C Auto Speeds	85th-Percentile Auto Speeds	High	Low	●	
	1D Auto Volumes	Westbound AM Peak Hour Auto Volume	2,800 vehicles per peak hour	2,400 vehicles per peak hour	●	
Safe and Comfortable Bicycling Conditions	2A Buffer from Moving Traffic / Parked Vehicles	Buffer Width Between Bicycle Facility and Roadway	None	14 feet	●	
	2B Auto Speeds	85th-Percentile Auto Speeds	High	Low	●	
	2C Auto Volumes	Westbound AM Peak Hour Auto Volume	2,800 vehicles per peak hour	2,400 vehicles per peak hour	●	
Automobile Access, Safety, and Mobility	3A Vehicle Delay	Average AM Peak Delay at 4 Signalized Intersections	20 seconds per vehicle	31 seconds per vehicle	○	
	3B Queuing	95th-Percentile Queue, Westbound AM at C Street / 21st Street	500 feet	950 feet	○	
	3C Neighborhood / Local Street Impact (Traffic Diversion)	Average Delay and Queuing at Non-C Street Intersections	Low	Medium	○	
	3D Availability of On-Street Parking	Number of Parking Spaces	105 spaces	120 spaces	●	
	3E Safety Impacts	Safety Conflicts	124	96	●	
Access to Transit	4A Bus Shelter / Amenity Zone Space	Available Space for Waiting Area	No Shelter, Limited Space	Very Good	●	
	4B Crossing Distances	Crossing Distance Between Curbs	88 feet	43 feet	●	
Environmental	5A Green Infrastructure / Permeable Space	% Permeable Space	20%	31%	●	
	5B Noise	Traffic Volume and Speed	2,800 vehicles per hour / High Speed	2,400 vehicles per hour / Low Speed	●	

