



**ROCK
CREEK**
E A S T I I

Livability

**FINAL
RECOMMENDATIONS
BOOKLET**

September 2016



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INTRODUCTION

WHAT IS *Livability*?

Livability is a term that refers to community quality of life as experienced by the people who live, work, and recreate there. Livability recognizes that strong communities rely on the interplay among key development areas including transportation, public health, housing, cultural resources, and the natural environment.

Livability sounds like a buzzword, but it is a big idea. DDOT is taking up the challenge and making it a goal to translate that idea into actual actions. Outcomes will be aimed at on the ground changes such as enhanced pedestrian crossings, more accessible bus stops, geometric adjustments that support intersection safety, increased green spaces, attractive streetscapes, signage for better driver information, updates to traffic signal timing, and speed controls in sensitive areas.



ABOUT THIS BOOKLET

This booklet provides a listing of the final recommendations for the neighborhoods that are included in the District Department of Transportation (DDOT) Rock Creek East II Livability Study. The overarching goal of the Study is to identify opportunities for safer travel for residents of and visitors to the study area, and to improve the transportation network, regardless of how you get around. Additionally, this booklet presents final recommendations that are meant to consider the neighborhood roads within the overall transportation network of the District.

Final recommendations presented in this booklet are drawn from the Rock Creek East II study team's collection, interpretation, and analysis of available transportation, environmental, and demographic data. Along with this, public comments gained through the on-going outreach process were also critical in formulating these recommendations. Neighborhood concerns were collected through public meetings and events, an open online interactive map that collected location-specific transportation or environmental issues, and online and in person surveys to collect comments on draft recommendations.

The recommendations presented here have been finalized and will be presented at the final public meeting set for Thursday, September 8, 2016 from 6:00 -8:00 pm at the Petworth Neighborhood Library.



GOALS, OBJECTIVES, AND PROCESS

The overarching goal of the Rock Creek East II Livability Study is to identify opportunities for safer travel for residents of and visitors to the study area, and to improve the transportation network, regardless of how you get around. This is being done through a three-part approach focusing on safety, accessibility, and green infrastructure.

- Developing a comprehensive approach to traffic calming and operational improvements for all users living in and visiting the area
- Identifying specific issues that impact safety and comfort of pedestrians, bicyclists, transit users, and motorists
- Identifying areas where Green Infrastructure (GI) can be implemented by DDOT or DC Water to better manage stormwater impacts
- Designing cost-effective and measurable system improvements that benefit all users
- Emphasizing safety and access improvements around neighborhood facilities including but not limited to: schools, park, recreation centers, and other key community facilities
- Enhancing comfort and livability for residents and visitors to the project area

The diagram on the following page provides a basic explanation of the overall process for the Study.



SAFETY

Roadway design, speed controls in sensitive areas, geometric adjustments to intersections, and updates to signal timing.

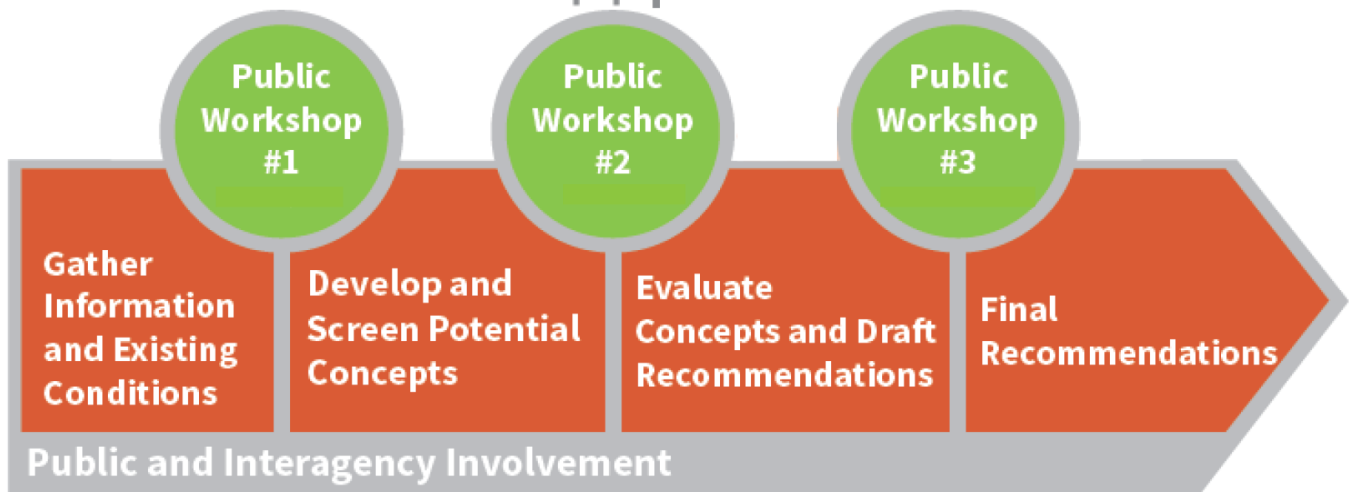
ACCESSIBILITY

Enhanced pedestrian crossings, more accessible bus stops, and signage repair and replacement.

GREEN INFRASTRUCTURE

Increased green spaces, attractive streetscapes, and stormwater catchment and retention.

Projects and Policies that support study goals and address existing conditions will be developed and presented at Public Workshops #2 and #3





STUDY RESULTS AND NEXT STEPS

The result of the Study is a set of recommendations that DDOT and agency partners will implement over the coming years to meet the goal and objectives of the study as well as DDOT and other agencies' safety and environmental goals.

These final recommendations will be further prioritized in the implementation phase of the project according to agency or interagency funding, existing projects and developments in the pipeline that can include these improvements, and other factors. These recommendations will be brought to further design and implementation over the next five to eight years.



The graphic below shows the process of project development, starting with the planning phase (current) and ending with the construction phase.



GREEN INFRASTRUCTURE

- » **Collaborate** with DC Water to advance projects identified in this study
- » **Timeline** will be dependent upon project phasing
- » **DDOT** may undertake some green infrastructure projects when feasible, logical, and coupled with traffic calming enhancements
- » **Examples:**

PLANTED CURB EXTENSIONS



PERMEABLE PARKING LANES



SHORT TERM (1-2 YEARS)

- » **Defined** as projects that can be executed through existing contracts and do not need capital funding design work or environmental clearance
- » **Examples:**

SIGNS AND MARKINGS



PEDESTRIAN CROSSING ENHANCEMENTS



SIDEWALK INSTALLATIONS



MEDIUM TERM (2-4 YEARS)

- » **Defined** for projects that may not be subject to a full environmental impact statement (EIS) depending on the nature of each project.
- » **Funding** can be placed into the agency's 6 year obligation plan.
- » **Examples:** Arkansas Ave Traffic calming, Georgia and Illinois Avenue intersection

Arkansas, Varnum & 14th- Proposed



Georgia & Illinois- Proposed



LONG TERM (4-8 YEARS)

- » **Defined** as larger capital projects. These projects will need to be programmed into the budget process with detailed designs and right-of-way examination.
- » **Examples:** Grant and Sherman Circles; 13th Street, Kansas Avenue, and Spring Road

Grant Circle Proposed



13th/ Spring/ Kansas Proposed



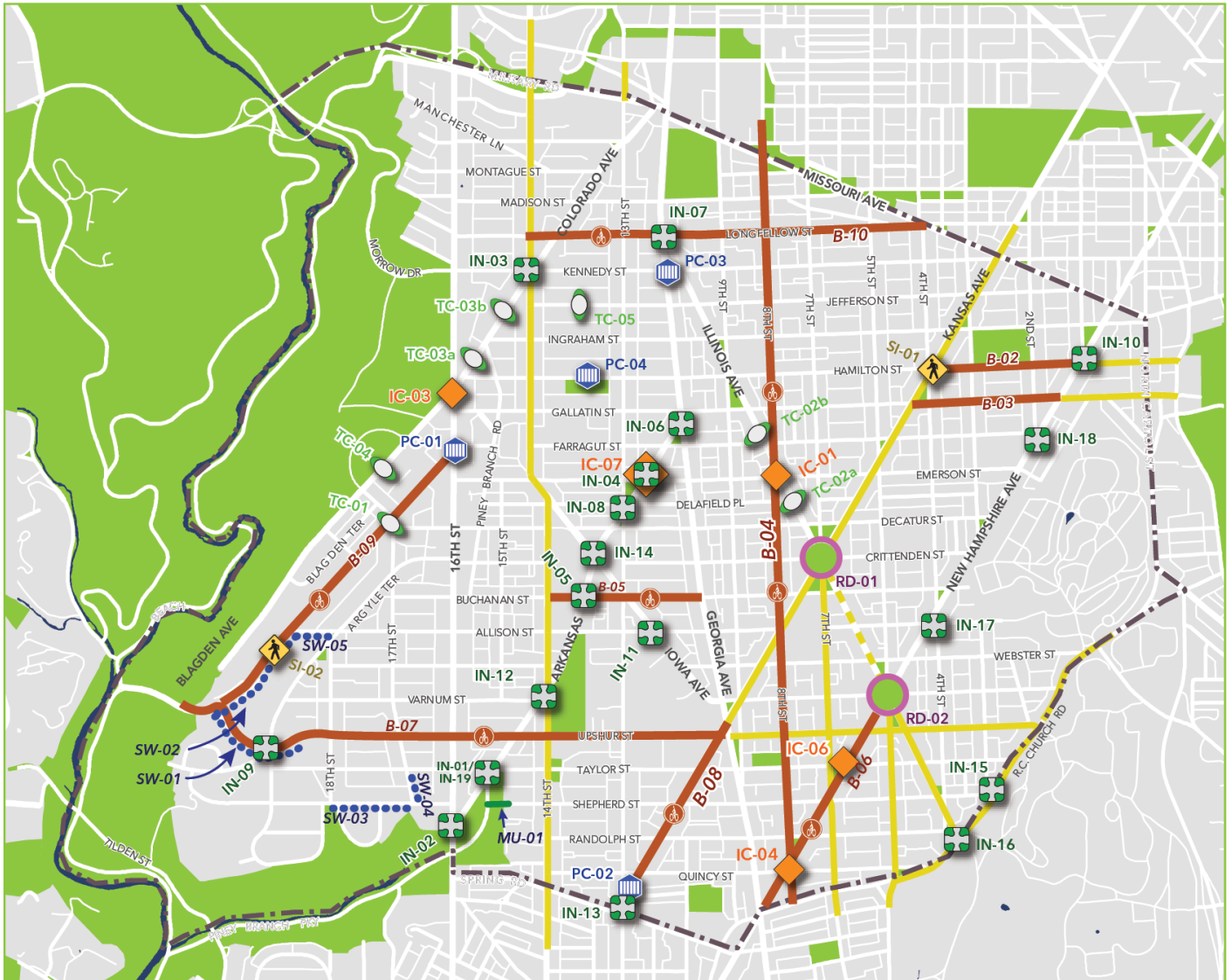
The background features a stylized map grid in shades of orange and brown. Two prominent circular nodes are positioned at the top and bottom center of the grid, each with a darker orange center and a lighter orange outer ring. The grid lines are thin and intersect to form a pattern of squares and triangles.














FINAL RECOMMENDATIONS

Overall Final Recommendations Map

OVERALL MAP

FINAL RECOMMENDATIONS



-  Intersection Curb Extensions
-  Pedestrian Crossing Enhancements
-  Traffic Control Enhancements
-  Traffic Calming Installation (not at intersections)
-  Signage or Pavement Marking Enhancements
-  New Bicycle Facility (see page 18 for detail on recommended facility types)
-  Street/Lane Repurposing
-  Sidewalk Installation
-  Multi-Use Path/Trail
-  Existing On-Street Bicycle Lanes
-  Existing Shared Street Facilities (Sharrows)
-  Parks
-  Livability Study area boundary

NOTE: For an overall map of Green Infrastructure projects, see page



FINAL RECOMMENDATIONS

Intersection Redesigns/ Traffic Reconfiguration

Blagden Ave Sidewalk and Slow Zone

Arkansas Ave at 16th, Piney Branch, and Taylor St

Kansas Ave, 13th St, and Spring Rd

Georgia and Illinois Ave at Longfellow Street

Sherman Circle

Grant Circle

14th and Kennedy St

14th and Varnum St

BLAGDEN AVE SIDEWALK AND SLOW ZONE FINAL RECOMMENDED INTERSECTION REDESIGN



The focus of Blagden Avenue is slowing speeds and addressing gaps in the sidewalk network. In following the policies set forth by Vision Zero, a neighborhood slow zone is implemented along Blagden Avenue to emphasize neighborhood speeds. A sidewalk is added on the south side of Blagden between Allison Street and Mathewson Drive to provide pedestrian access to Rock Creek Park. If slope or large trees are a factor, the sidewalk will extend as a curb extension. Any curb extensions for the sidewalk will require a loss in curbside parking on one side of the street.



ARKANSAS AT 16TH, PINEY BRANCH, AND TAYLOR FINAL RECOMMENDED INTERSECTION REDESIGN



The Livability Study recommends advancing modifications to the 16th Street/Arkansas Avenue intersection proposed in previous studies, while adjusting crosswalk locations at Piney Branch and Arkansas and making these crosswalks compliant with the Americans with Disabilities Act (ADA). The Study also recommends exploring the feasibility of built infrastructure that prohibits left turns from Taylor Street onto Arkansas Avenue. The diagram shown here is conceptual, further study and design will determine the most appropriate treatment.



13TH ST, KANSAS AVE, AND SPRING RD FINAL RECOMMENDED INTERSECTION REDESIGN

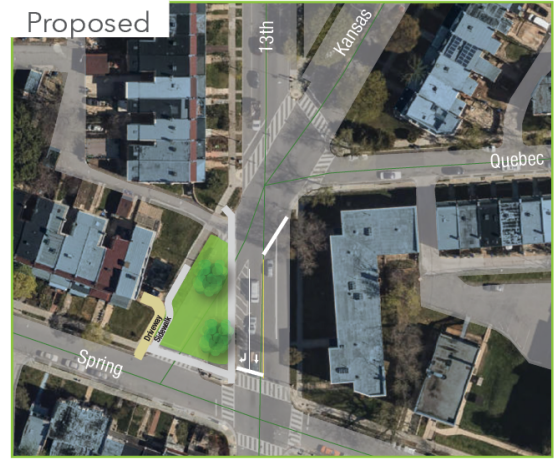


One leg of the 13th Street, Kansas Avenue, and Spring Road NW intersection is eliminated to enhance safety, simplify traffic flow, and implement green infrastructure. Further design of this recommendation will include alley and garage access analysis.

Existing



Proposed



Proposed



GEORGIA AND ILLINOIS AVE AT LONGFELLOW ST FINAL RECOMMENDED INTERSECTION REDESIGN



Today's intersection of Georgia and Illinois Avenues at Longfellow Street is a complex design in which Illinois intersects with Georgia Avenue, but also allows northbound right-turn access to Longfellow Street. The Study recommends shifting the angle of the Illinois/Georgia intersection further away from Longfellow Street and with smaller corner radii and pedestrian crossing distances. It also recommends converting the northbound lane to Longfellow into a mountable space intended for deliveries and loading only. This expands the planted area at this intersection and allows potential use of permeable green infrastructure features.



SHERMAN CIRCLE

FINAL RECOMMENDED INTERSECTION REDESIGN



Both Grant and Sherman Circles currently have two travel lanes in the circles' roadway, however current traffic volumes show that only one lane is necessary. Several concepts are being explored to add curb extensions and bike facilities to the circles, while retaining parking to narrow the roadway and slow traffic. Each crosswalk is maintained so that existing park walkways connect to crossings, but curb extensions from the circle help to shorten the crossing distance for pedestrians. A bicycle facility around the circle would connect to the existing network.



Sherman Circle currently features ten crosswalks from outside the circle roadway leading into the center park. Each crosswalk is maintained so that existing park walkways connect to crossings. Traffic is calmed by raised crosswalks and a raised bicycle facility around the circle that would connect to the existing network. Planted barriers between the bike lane and travel lane could retain most resident parking.

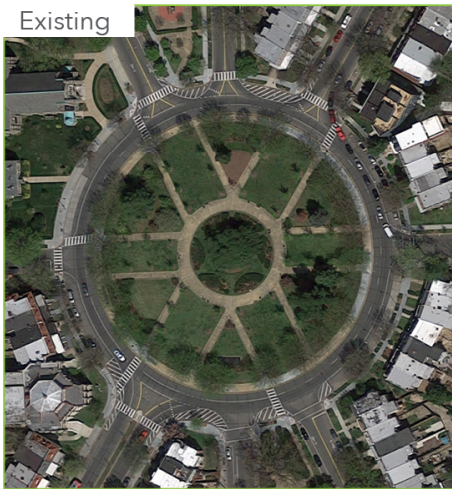
Note that the concept shown here is just one of many potential concepts that could be applied to one or both of the circles. The design phase would determine the most appropriate configuration for each circle, which could be different than the concepts shown.



GRANT CIRCLE

FINAL RECOMMENDED INTERSECTION REDESIGN

Both Grant and Sherman Circles currently have two travel lanes in the circles' roadway, however current traffic volumes show that only one lane is necessary. Several concepts are being explored to add curb extensions and bike facilities to the circles, while retaining parking to narrow the roadway and slow traffic. Each crosswalk is maintained so that existing park walkways connect to crossings, but curb extensions from the circle help to shorten the crossing distance for pedestrians. A bicycle facility around the circle would connect to the existing network.



The draft concept shown here is for Grant Circle, which currently features five crosswalks from outside the circle roadway leading into the center park. Each crosswalks is maintained so that existing park walkways connect to crossings, but curb extensions from the curb help to shorten the crossing distance for pedestrians and improve sight lines for drivers. A bicycle facility around the circle would connect to the existing bicycle network. The traffic islands would also formalize current striping and pylons that channelize the right turns into and out of the circle.

Note that the concept shown here is just one of many potential concepts that could be applied to one or both of the circles. The design phase would determine the most appropriate configuration for each circle, which could be different than the concepts shown.



14TH AND KENNEDY STREETS

FINAL RECOMMENDED INTERSECTION REDESIGN



The Study explores ways to reduce the overall footprint of this intersection and add to its overall permeable area while improving pedestrian and vehicle safety. The recommendation is to remove one or potentially more of the channelized right turn lanes on or off of Colorado Avenue, adding this space back to the public realm as green space and sidewalks. The Study also explores the feasibility of relocating bus stops for increased pedestrian safety.



14TH AND VARNUM STREET

FINAL RECOMMENDED INTERSECTION REDESIGN



The Study explores ways to reduce the vehicular congestion on Arkansas by restricting Varnum at Arkansas to operate with right turns in and out of the intersection. The Study recommends that through traffic to 14th from Varnum would be restricted, but the turn movement from Arkansas onto 14th would remain. A new pedestrian crossing would be implemented and signalization would be subject to further design. Similar treatments could be applied elsewhere in the study area such as at 13th, Delafield, Arkansas, and Decatur.





FINAL RECOMMENDATIONS

General Project Types

Bicycle Facilities

Pedestrian Enhancements

Traffic Calming

Curb Extensions

Green Infrastructure

BICYCLE FACILITIES FINAL RECOMMENDATIONS



-  Signage or Pavement Marking Enhancements
-  New Bicycle Facility (project type to be determined)
-  New Contraflow Bicycle Lanes
-  New Bicycle Lanes
-  New Bicycle Boulevard
-  Existing On-Street Bicycle Lanes
-  Existing Shared Street Facilities (Sharrows)
-  Parks
-  Livability Study area boundary

Example: Bicycle Boulevard



Example: Contraflow Lane



Example: Bike Lane



The Livability Study extends the area's existing on-street bicycle network, mainly from extending current routes west of Georgia Avenue and in providing a north-south alternative to Georgia Avenue along 8th Street. A bicycle boulevard, as implemented in the District, are streets that are already well-suited for bicycling (usually local street functional classification), that seek to attract bicyclists to the route by adding pavement markings, enhanced signage and wayfinding, and other treatments. The streets identified for potential Bicycle Boulevard treatment will be further analyzed for speed and volume of motor vehicle traffic.



BICYCLE FACILITY DETAILS

FINAL RECOMMENDATIONS






Project ID	Project Type	Location	Description
B-02	Bicycle Boulevard	Hamilton Street NW between Kansas and New Hampshire Avenues	Implement bicycle boulevard using signage, sharrows, wayfinding, other treatments
B-03	Bicycle Boulevard	Gallatin Street NW between Kansas and New Hampshire Avenues	Implement bicycle boulevard using signage, sharrows, wayfinding, other treatments
B-04	Bicycle Boulevard	8th Street NW between Missouri Avenue and Rock Creek Church Road	Implement bicycle boulevard using signage, sharrows, wayfinding, other treatments
B-05	Contraflow Bicycle Lanes	Buchanan Street NW between Georgia Avenue and 14th Street	Explore feasibility of contraflow bicycle lanes on Buchanan Street between 14th and Georgia to allow connections through one-way sections. Recommendation must include treatments at the Buchanan/Iowa/13th intersection to provide safer bicycle passage.
B-06	Bicycle Facility	New Hampshire Avenue NW between Grant Circle and Georgia Avenue	Work with community and nearby churches to study bike facilities and pedestrian improvements along the corridor.
B-07	Bicycle Boulevard	Upshur Street NW between Georgia Avenue to Blagden Avenue (includes Mathewson Drive)	Implement bicycle boulevard using signage, sharrows, wayfinding, other treatments
B-08	Bicycle Lane	Kansas Avenue NW between Georgia Avenue and Spring Road	Implement bicycle lane to complete connection on Kansas Avenue. Will require removing curbside parking on one side of Kansas Avenue.
B-09	Bicycle Facility	Blagden Avenue between Beach Drive and 16th Street	Implement bicycle facility (bike lanes, climbing lane, or sharrows). The recommended facility would be determined after the final design of the sidewalk installation on Blagden, with the sidewalk needs prioritized. If a bike lane is recommended, it will require a loss of curbside parking on Blagden.
B-10	Bicycle Boulevard	Longfellow Street between 14th Street and Missouri Avenue	Implement bicycle boulevard using signage, sharrows, wayfinding, other treatments
SI-01	Signage or Pavement Markings	Kansas Avenue, 4th Street, and Hamilton Street	Bike boxes and added crosswalks at Kansas/4th/Hamilton



PEDESTRIAN ENHANCEMENTS

FINAL RECOMMENDATIONS



-  Traffic Control Enhancements
-  Pedestrian Crossing Enhancements
-  Sidewalk Installation
-  Parks
-  Livability Study area boundary

DDOT's sidewalk policy requires a sidewalk on at least one side of every street. The DC Council has enacted legislation to establish this policy, which is also supported by moveDC and Vision Zero goals, recommendations, and strategies. More information on DDOT Sidewalk Installation Policy can be found [on the DC Government website](#).

Example: Proposed New Sidewalk



Photo by: SDOT



Example: Flashing Beacon

Repainting crosswalks is typically a function of the District government's regular street maintenance and not all crosswalks needing repair have been identified in the Livability Study. However, some intersections lacking high-visibility crosswalks should have them added, and the study also recommends potential modifications to signal timing to provide longer crossing times.



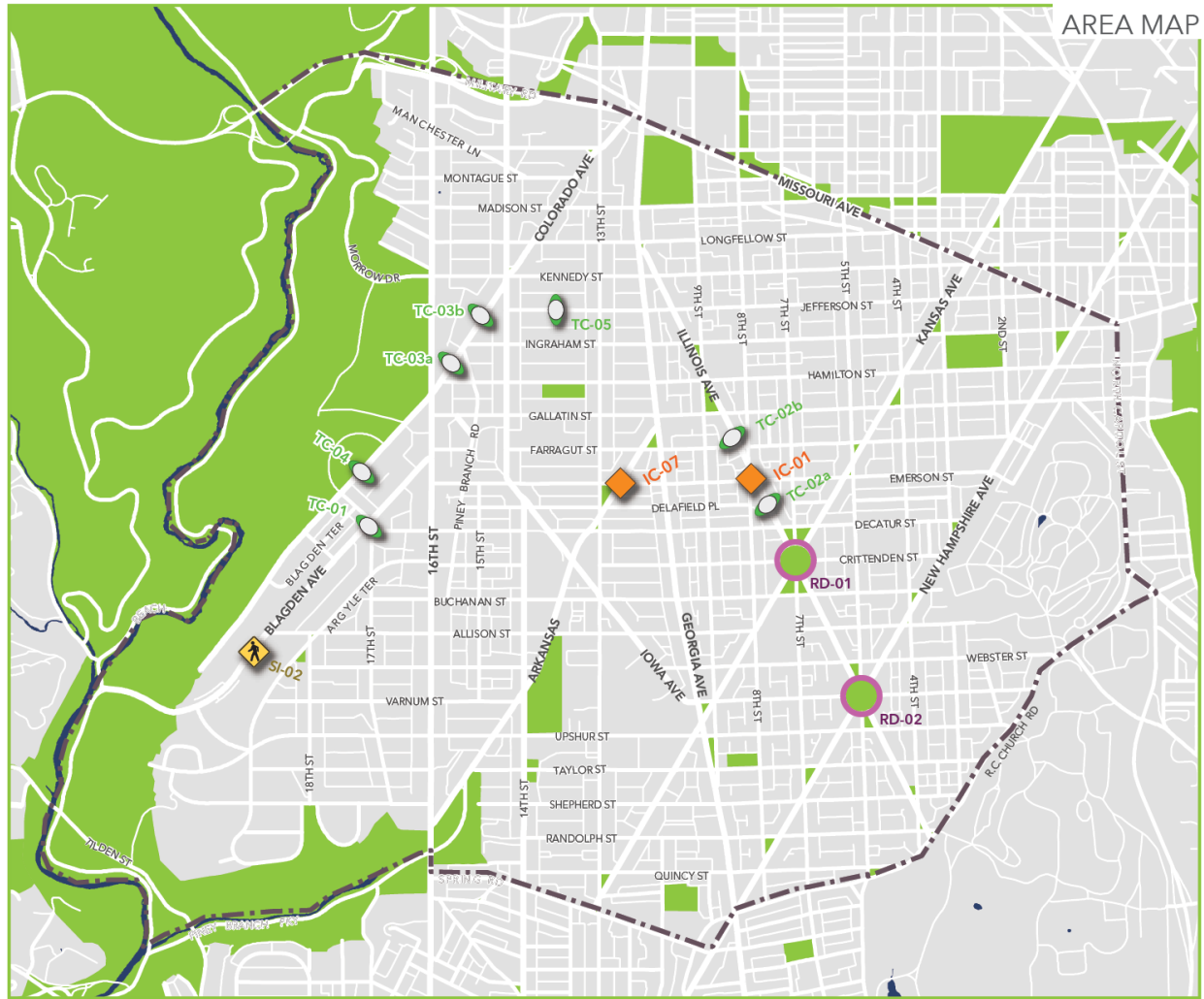
PEDESTRIAN ENHANCEMENT DETAILS







FINAL RECOMMENDATIONS

Project ID	Project Type	Location	Description
IC-03	Traffic Controls-Signal Timing	16th and Colorado	Explore different signal timing/pedestrian intervals for 16th/Colorado intersection
IC-04	Traffic Controls	Quincy, 8th, and New Hampshire Avenue	Study signal warrant for Quincy, 8th, and New Hampshire Avenue to improve vehicle and motorist safety
IC-06	Traffic Controls	Taylor Street and New Hampshire Avenue	Study all-way stop or other treatments at Taylor Street and New Hampshire Avenue intersection to address speeding and help with visibility challenges
PC-01	Pedestrian Crossing Enhancement	Blagden Avenue and 16th Street	Enhancements to crossing at 16th/Blagden intersection to allow safer pedestrian and bike access to Blagden
PC-02	Pedestrian Crossing Enhancement	Kansas Avenue, 13th Street, and Quincy Street	Reconfigure crossings at 13th/Spring/Kansas, bringing crossing of Kansas (NE intersection) to a more perpendicular angle. May be combined with more advanced intersection treatments (IN-13)
PC-03	Pedestrian Crossing Enhancement	Kennedy Street and Georgia Avenue	As a part of the Vision Zero Action Plan, DDOT is studying short-, mid-, and longterm enhancements in further detail during the second round of High-Crash Intersection Reports.
PC-04	Pedestrian Crossing Enhancement	Hamilton Street between 13th and 14th Streets	Study a mid-block crossing connecting to the Hamilton Recreation Center
SW-01	Sidewalk	Mathewson Drive between Upshur Street and Blagden Avenue	Extend Upshur Street sidewalk from current end at 18th Street to Argyle, then along Mathewson Drive to Blagden Avenue
SW-02	Sidewalk	Blagden Avenue between Allison Street and Mathewson Drive	Construct sidewalk on the east side of the street. If slope or large trees are a factor, the sidewalk will be built into the street as a curb extension. Any curb extensions for the sidewalk will require a loss in curbside parking on one side of the street.
SW-03	Sidewalk	Shepherd Street between 17th and 18th Streets	Construct sidewalk on the south side of the street
SW-04	Sidewalk	17th between Shepherd and Taylor Streets	Construct sidewalk on the east side of the street
SW-05	Sidewalk	Allison Street between Bagden Avenue and Argyle Terrace	Construct sidewalk on the south side of the street
MU-01	Multi-use Pathway	Shepherd Street	Extension of Shepherd Street to Piney Branch Parkway for use by pedestrians and bicyclists.



TRAFFIC CALMING FINAL RECOMMENDATIONS



-  Traffic Control Enhancements
-  Signage or Pavement Marking Enhancements
-  Traffic Calming Installation (not at intersections)
-  Street/Lane Repurposing
-  Parks
-  Livability Study Area Boundary

Traffic calming is the combination of signage, road markings, devices, and physical, built features seen in or along streets that reduces the negative impacts of motor vehicles (e.g. cut through speeding), improves driver behavior (e.g. reduces speeding), and enhances safety for vulnerable street users like pedestrians, bicyclists, children, and people with disabilities. Traffic calming also benefits drivers by reducing the occurrence and severity of collisions.



TRAFFIC CALMING DETAILS




FINAL RECOMMENDATIONS

Project ID	Project Type	Location	Description
IC-01	Traffic Controls	Illinois Avenue at Emerson Street	Study traffic control for Emerson/Illinois intersection; explore intersection treatments if control not warranted that reduce pedestrian crossing distance and increase sight angle for motorists
IC-07	Traffic Controls	Arkansas Avenue at Emerson Street	Explore feasibility of a 4-way stop at Arkansas and Emerson Street
SI-02	Signage or Pavement Markings	Blagden Avenue	Blagden Avenue Slow Zone: Install signage and pavement markings for increased enforcement
TC-01	Traffic Calming	Blagden Avenue	Install traffic calming devices on Blagden Avenue at or near Decatur Street
TC-02	Traffic Calming	Illinois between Decatur and Gallatin	Install traffic calming devices north of Sherman Circle to help address crash rate; installations may include speed tables but also chicanes or other treatments, which may result in a loss of on-street parking
TC-03	Traffic Calming	Colorado Avenue at Jefferson and Hamilton Streets	Traffic calming in the form of mid-block curb extensions on Colorado between 14th and 16th, potentially at multiple locations
TC-04	Traffic Calming	Colorado and 18th Street	A semi-diverter with bioretention for stormwater constrains access to Colorado Avenue west of 18th Street by narrowing one lane and implementing signage directing through traffic to Blagden Avenue
TC-05	Traffic Calming	Jefferson Street between 13th and 14th Street	Install 2 sets of curb extensions and speed tables between 13th and 14th Street to reduce speeds
RD-01	Lane Repurposing	Sherman Circle	Narrow the roadway to have one travel lane, utilize extra road space to implement a bicycle facility, and planted barriers or curb extensions (See Intersection Redesign Boards for more detail)
RD-02	Lane Repurposing	Grant Circle	Narrow the roadway to have one travel lane, utilize extra road space to implement a bicycle facility, and planted barriers or curb extensions (See Intersection Redesign Boards for more detail)



CURB EXTENSIONS FINAL RECOMMENDATIONS



-  Intersection Curb Extensions
-  Parks
-  Livability Study area boundary



Curb extensions at intersections are a primary focus of meeting the Livability Study's two main objectives: to enhance transportation infrastructure in a way that manages vehicle speeds and makes streets safer for bicycles and pedestrians, and to use space in the public right-of-way to enhance stormwater management potential. The Arkansas Avenue corridor is the location for most of these, but the Livability Study is recommending others throughout the study area.



CURB EXTENSION DETAILS

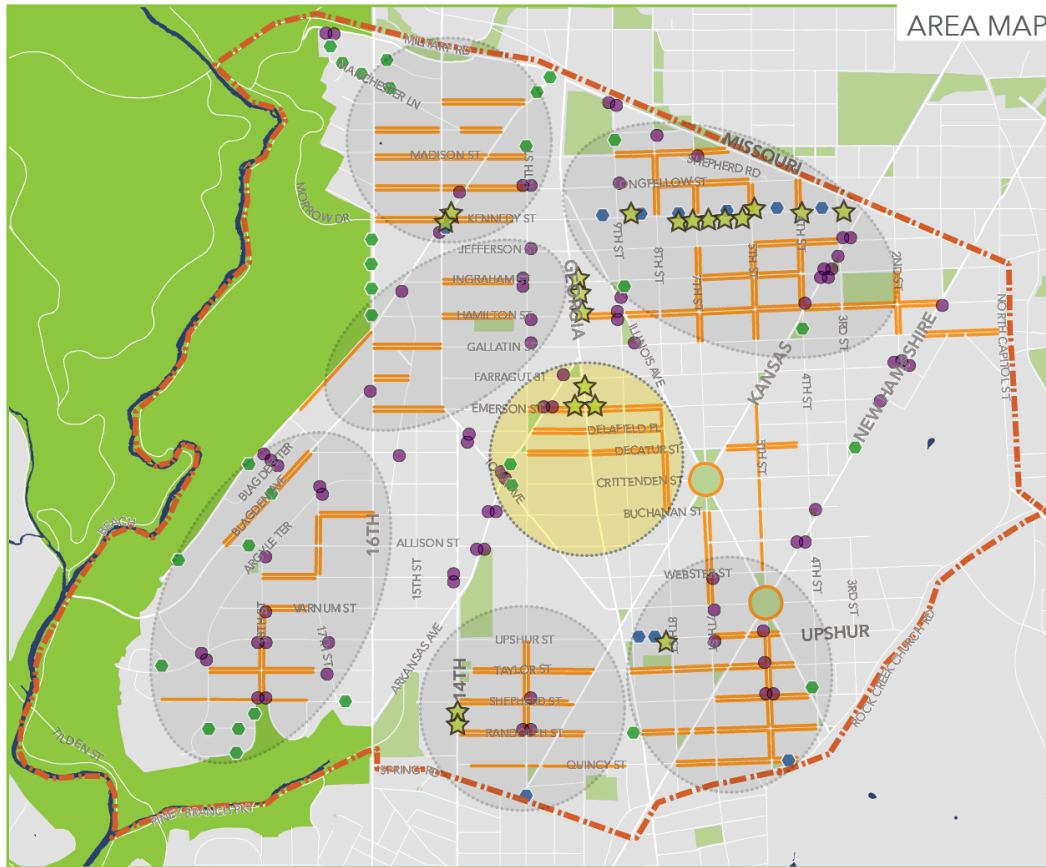
FINAL RECOMMENDATIONS

Note: Rows shaded in green are projects where both transportation and green infrastructure objectives can be met.

Project ID	Location	Description
IN-01	Arkansas Avenue and Piney Branch Parkway	Reconfigure radii and crossings at Piney Branch/Arkansas, potentially combining with NPS efforts on trail construction. At a minimum this can be achieved with paint and flex post installation for a shorter-term treatment.
IN-02	Arkansas Avenue and 16th Street	Install curb extension to reduce radius and crossing distance at SE corner of 16th and Arkansas, per previous DDOT design concept
IN-03	Colorado Avenue and 14th Street	Reconfigure Kennedy/14th/Colorado; close slip lane and bring traffic into single point. This could allow a green infrastructure integration opportunity.
IN-04	Arkansas Avenue and Emerson Street	Install curb extensions at Arkansas/Emerson intersection to reduce safety risk
IN-05	Arkansas Avenue and Buchanan Street	Install curb extensions at Arkansas/Buchanan intersection to reduce safety risk
IN-06	Arkansas and Georgia Avenue	Install curb extensions at Arkansas/Georgia intersection to reduce safety risk, realign intersection to form more of a right angle to reduce SB right-turn speeds
IN-07	Illinois and Georgia Avenue at Longfellow Street	Realign Illinois Avenue's intersection with Georgia Avenue, shifting it to the south and reducing corner radii, and convert northbound turn lane to Longfellow into a loading/delivery zone designated with mountable curbs. The remaining space is converted to a landscaped area.
IN-08	Arkansas Avenue, 13th, Decatur, and Delafield Street	Install curb extensions at Arkansas/13th/Decatur/Delafield intersection to reduce safety risk.
IN-09	Argyle Terrace, Upshur Street, and Mathewson Drive	Install curb extensions at Argyle/Upshur/Mathewson intersection to reduce safety risk.
IN-10	New Hampshire Avenue and Hamilton Street	Curb extensions at New Hampshire/1st Street/Hamilton.
IN-11	Iowa Avenue and Allison Street	Curb extensions at Iowa and Allison extended to corners to reduce crossing distances
IN-12	Arkansas Avenue, Varnum, and 14th Street	Design treatments at Arkansas/Varnum/14th, especially to restrict through traffic to 14th from Varnum, maintaining right-turn from Arkansas onto 14th Street.
IN-13	13th Street, Kansas Avenue, and Spring Road	Curb extensions around the 13th/Kansas/Quebec intersection, possible removal of southwest leg of Kansas (all southbound traffic would merge onto 13th)
IN-14	Arkansas Avenue and Iowa Avenue	Curb extensions at Arkansas and Iowa Avenue to reduce pedestrian crossing distances and control speeds
IN-15	3rd Street and Rock Creek Church Road	Curb extensions along Rock Creek Church Road to narrow roadway widths, reduce crossing distance, and slow speeds. Project may include full closure of southernmost leg of 3rd Street between Shepherd and Rock Creek Church Road.
IN-16	Illinois Avenue and Rock Creek Church Road	Curb extensions along Rock Creek Church Road to narrow roadway widths, reduce crossing distance, and slow speeds but not impact bus operations
IN-17	Allison Street and New Hampshire	Curb Extensions at New Hampshire and Allison Street to reduce speeds, pedestrian crossing distances, and speed of turning vehicles
IN-18	New Hampshire Avenue at Farragut Street	Curb Extensions at New Hampshire and Farragut Street to reduce speeds, pedestrian crossing distances, and speed of turning vehicles
IN-19	Arkansas Avenue at Taylor Street	Explore feasibility of a median and an island to eliminate left turns from Taylor Street onto Arkansas Avenue



GREEN INFRASTRUCTURE FINAL RECOMMENDATIONS



-  Bioretention Curb Extensions
-  Bioretention Tree Planter
-  Impervious Surface Removal
-  Tree Infill
-  Permeable Curbside Parking Area



Bioretention Curb



Bioretention Tree Planter



Impervious Surface Removal

Green Infrastructure projects that are not tied to transportation improvements are set to be implemented in geographic clusters, as indicated on the map. Grouping these green infrastructure improvements allows DDOT and DC Water to prioritize projects, consolidate construction efforts, and provide the most benefit to waterways according to site topography, drainage areas, and preliminary analysis of utility lines. The first set to be implemented is the central area (shaded in yellow on the map) which exists in one of the lowest topographical points in the study area.



3RD PUBLIC WORKSHOP

At this third public workshop, DDOT will show final recommendations and get your feedback.

When

Thursday

SEPTEMBER 8, 2016

6:00pm - 8:00pm

Where

Petworth

Neighborhood Library

Large Meeting Room
4200 Kansas Ave, NW
Washington, DC 20011

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Or email the project team

info@rockcreekeast2.com

If you need special accommodations or language assistance services (sign language interpretation, please contact Cesar Barreto at 202-671-2829 or Cesar.Barreto@dc.gov five days in advance of the meeting. If you need language assistance services (translation), please contact Karen Randolph at 202-671-2620 or Karen.Randolph@dc.gov five days in advance of the meeting. These services will be provided free of charge.

The District Department of Transportation (DDOT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination, which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.