



Appendix P.1

STATUS OF 2009 PEDESTRIAN MASTER PLAN (AS OF DECEMBER 2013)

The 2009 Pedestrian Master Plan establishes 21 core recommendations in three goal areas to improve pedestrian transportation in the District of Columbia. This section provides an update showing progress between the completion of the 2009 Plan and updates in both February and December 2013.



| Recommendations | Status as of 2/2013 | Status as of 12/2013 |
|---|---|---|
| <p>1.1: Ensure all transportation and real estate development projects include safe and convenient pedestrian facilities</p> | <p>Streetscape on 18th St. NW in Adams Morgan, completed in 2012, included wider sidewalks, curb extensions, a new mid-block crosswalk. 3 Livability Studies (Rock Creek II, Far NE, and Far SE) produced several low cost, high impact safety projects. Notable among them is the traffic calming/ped refuge island project on Naylor Rd., completed in 2012. Put Great Streets projects here that were completed before 2013.</p> | <p>DDOT's Great Streets Program has led to the reconstruction of several major and minor arterial corridors in the city to incorporate traffic calming and pedestrian safety elements. 1) The nearly 1 mile long Sherman Avenue NW corridor was significantly reconfigured from 4 thru lanes with very sub-standard sidewalks to two 14' wide thru lanes with a raised median, turn pockets, and wider sidewalks with tree/planting zone. Bus stops were moved to far side at uncontrolled intersections. Completed in 2013. 2) A .7 mile commercial stretch of Georgia Ave. NW, including the intersection of GA and New Hampshire Ave., incorporated two new traffic signals (one at a school) and extensive use of curb extensions to slow turning vehicles and reduce crossing distances. Thru lane configuration remained the same. 3) The 1.4 mile Nannie Helen Burroughs Ave. NE corridor has new and wider sidewalks/bike side path, and a consistent 2 thru lane cross-section with medians that calm traffic speeds and improve ped crossing safety at uncontrolled crosswalks. Completed in 2012. 4) A 1.34 mile section of Penn. Ave. SE has a raised median and turn pockets in place of a reversible 5th lane. Completed in 2011.</p> |
| <p>1.2: Implement improvements to high-priority corridors identified by this Plan</p> | <p>Preliminary planning and design on Maryland Ave. NE and East Capitol St. are nearing completion.</p> | <p>Same as February</p> |
| <p>1.3: Construct new sidewalks where missing on streets in the District.</p> | <p>ARRA funds were dedicated to "filling the gaps" in the sidewalk network. DDOT's Asset Management group completed roughly 10 miles of sidewalk. DDOT continues to target high priority missing segments.</p> | <p>DDOT has draft sidewalk policy for internal use that defines the process for adding new sidewalks. A new contract for sidewalk installation will be up and running in 2014 along with a new prioritization process. Several spot sidewalk projects have move forward in 2013, for roughly 5 blocks of new sidewalk.</p> |



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|--|---|--|
| 1.4: Improve the system for prioritizing sidewalk maintenance and repair. | In late 2012, the Pedestrian Advisory Council began to focus on this issue and will work with DDOT to improve the prioritization process. | Same as February |
| 1.5: Improve pedestrian access and safety at controlled crossings and intersections. | Leading Pedestrian Intervals have been implemented at nearly 100 intersections. All new signal timing uses slower walk speed. Using new R10-15 "Turning Veh. Stop for Peds" signs at selected intersections. A "Barnes Dance" all-red pedestrian phase signal was installed at 7th and H Sts. NW. | 117 intersections now have Leading Pedestrian Intervals. |
| 1.6: Improve pedestrian access and safety at uncontrolled crossings and intersections. | Installed a HAWK/Pedestrian Hybrid Beacon on Georgia Ave. and conducted a safety study in 2009. Installed five Rectangular Rapid Flashing Beacons (RRFB) at crosswalks at selected locations in the city in 2010. Multiple crosswalk enhancements are planned as part of the Rock Creek II, Far NE, Far SE Livability Studies and Ped Corridors projects which draw heavily on countermeasures recommended in the Ped Plan. In spring of 2013, two new HAWK signals will be installed on Connecticut Ave. NW and several standard signals to address hazardous crossings across the City. | 5 new HAWK signals (6 total) installed in summer of 2013. More locations are receiving warrant analyses for possible installation in 2014. |
| 1.7: Improve pedestrian access and safety at bus stops while maximizing transit efficiency. | Development review and street reconstruction projects are reviewed for bus stop siting by the DDOT safety staff. | Same as February |
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|--|---|----------------------|
| 2.1: Revise the DDOT Design and Engineering Manual to better address pedestrian needs, specifically incorporating the revisions identified in Appendix C and D. | The 2009 revision of the DEM included some recommendations from the Ped Plan, for example on design speed and crosswalk safety. However, most of the recommendations were not incorporated. PPSA needs to be involved in contract scoping of next update project. | Same as February |
| 2.2: Issue new and/or revised independent policy statements as needed to support pedestrian safety and accommodation on District streets. | Policy positions have been circulated at the program level and these have been helpful in moving forward with crosswalk innovations, such as LPIs, HAWK signals and rapid flashing beacons. | Same as February |
| 2.3: Provide education as necessary to roadway planners and designers responsible for improvements to the public right-of-way in the District to ensure they are fully aware of new policies and practices. | FHWA delivered a two day Designing for Pedestrian Safety training, Oct. 27-28, 2011. This same training was delivered in 2008 and a similar training was delivered by the Ped Plan consultant (Toole Design Group) in 2007. Additionally, several webinars have been held on pedestrian-related issues. | Same as February |
| 2.4: Evaluate progress on implementing the pedestrian design policies recommended in this Plan after 5 years. | No action taken. | Same as February |
| 3.1: Increase penalties for motorists for infractions that impact pedestrian safety. | DC City Council raised the penalties for drivers for four pedestrian safety violations from \$50 to \$250 and 3 license points in 2008. | Same as February |
| 3.2: Develop an Educational Campaign Program for New Pedestrian Facilities | An educational brochure was developed and used for the pilot HAWK/Pedestrian Hybrid Beacon and the Barnes Dance. | Same as February |



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| 3.3: Expand the District's Photo Radar Speeding Reduction Program | MPD is responsible for implementing all automated enforcement. DDOT is in contact with MPD's Automated Enforcement program manager who is working to implement more automated speed enforcement technologies and attempting to create automated enforcement of pedestrian right of way. | In November 2013, MPD expanded automated enforcement to include stop signs (16 locations) and uncontrolled crosswalks (8 locations). If this works well, more locations will be added. |
| 3.4: Expand the DDOT Pedestrian Program Website | The DDOT Pedestrian/Bike website pages were reconfigured and expanded in June of 2011 | Same as February |
| 3.5: Integrate walking information into the District of Columbia's official tourism site | No action taken | Same as February |
| 3.6: Develop a tag line that conveys the walkability of the District of Columbia and promotes walking | No action taken | Same as February |
| 3.7: Expand Pedestrian Safety Campaign Efforts | The twice-annual regional Street Smart Safety Campaign continues to be DDOT principle outreach tool for pedestrian safety education. | Award winning new visual materials debuted in Spring 2013. |
| 3.8: Conduct an Educational Campaign on the Benefits of Walking | No action taken. Preliminary discussion with DDOT's Go DC Go TDM program coordinator indicates there may be an opportunity to use the Go DC Go website to create more "buzz" about the health benefits of walking. | Same as February |
| 3.9: Expand the Implementation of the Safe Routes to School Program | Since 2008, the DC SRTS program has provided planning assistance and significant implementation resources to 25 schools with more on the way. The program received the Oberstar Award in | Sidewalk contract above is also a SRTS contract. |



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| | 2009. | |
| 3.10: Develop a Snow Removal Educational Campaign Program | The Active Transportation Program has been collaborating with DDOT's Snow Coordinator to develop a new policy for snow removal on sidewalks, curb ramps, and gutters. This will be implemented in the winter of 2011/2012 | Same as February |