

Welcome

Public Meeting

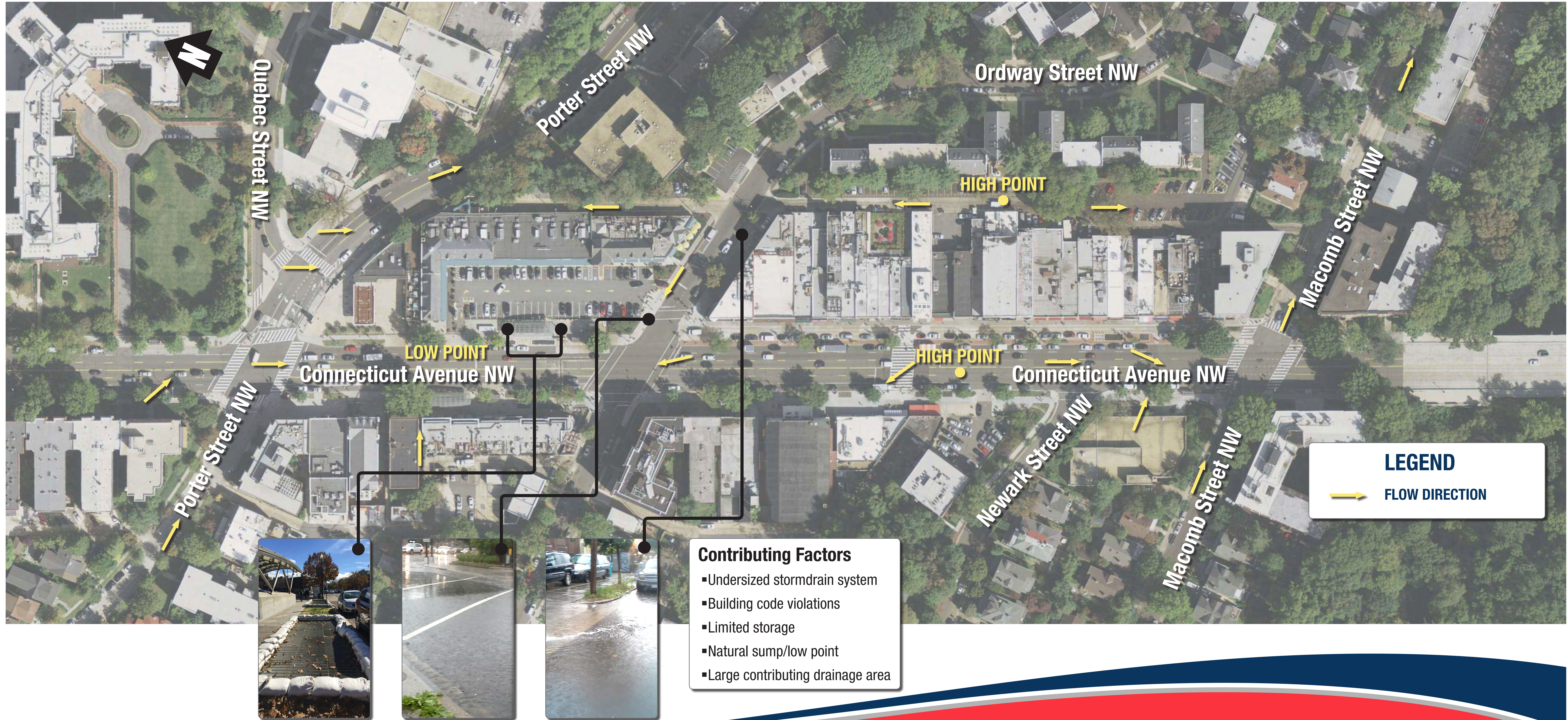
Cleveland Park Streetscape and Drainage Improvement Project

September 15, 2016

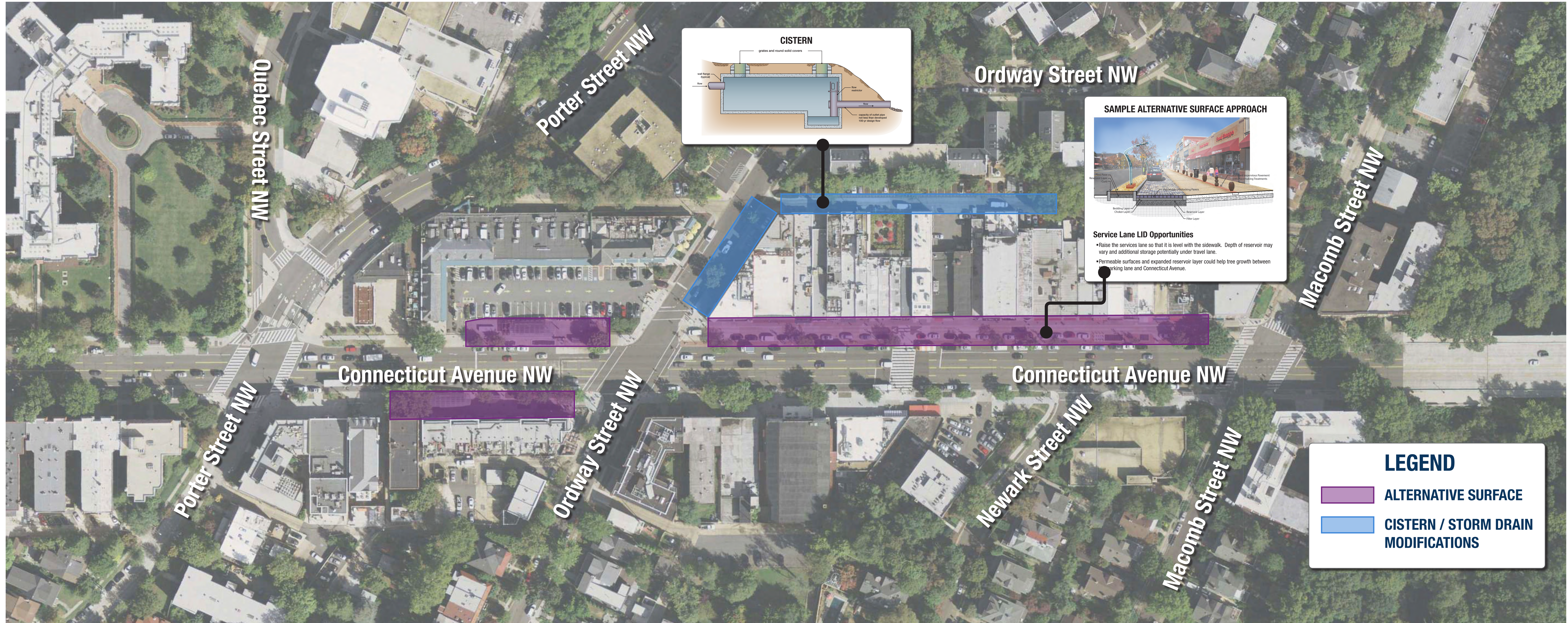
Cleveland Park Drainage Area



Cleveland Park Stormwater Existing Flow Conditions

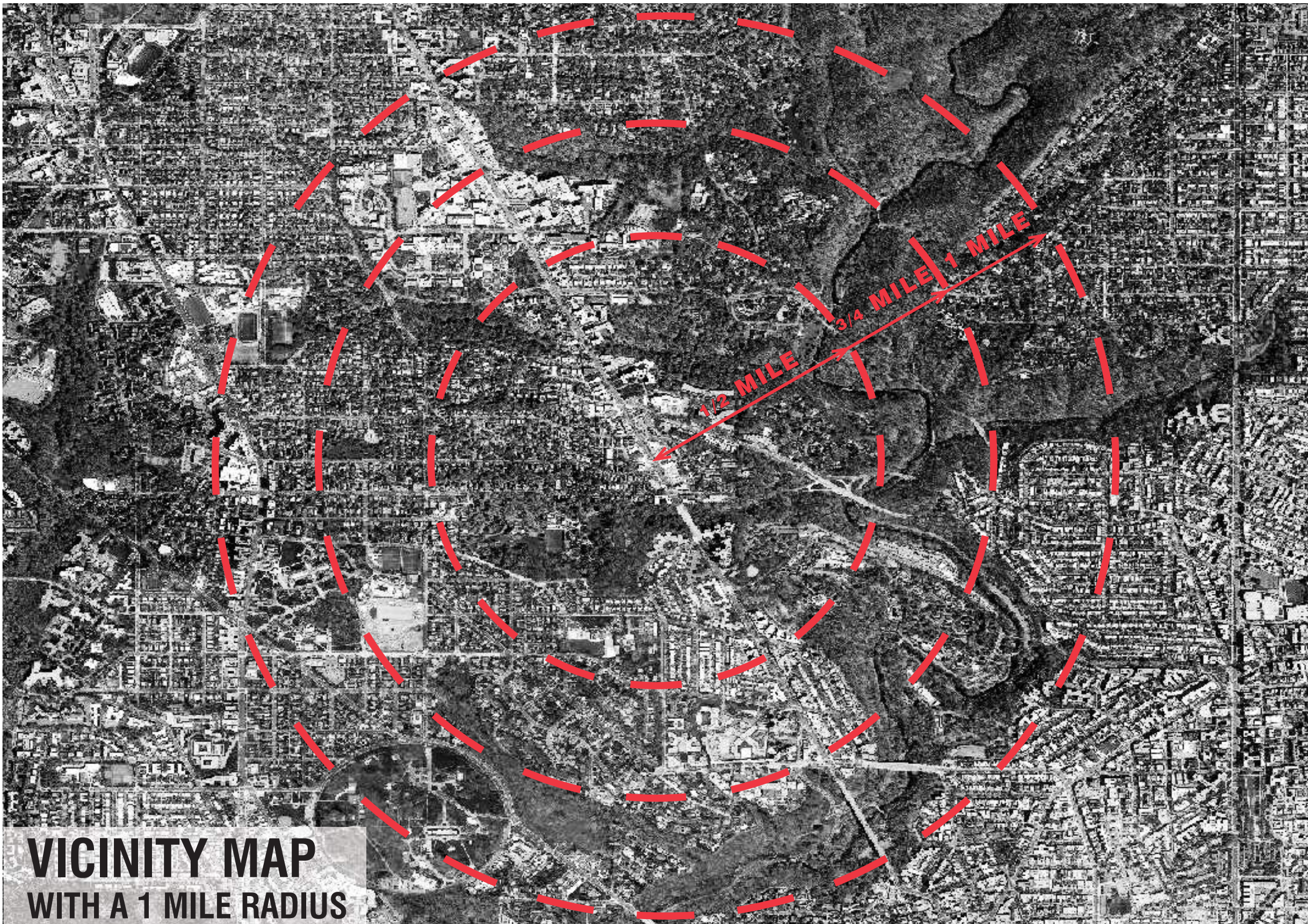


Cleveland Park Stormwater Management Considerations



Cleveland Park Green Infrastructure Considerations





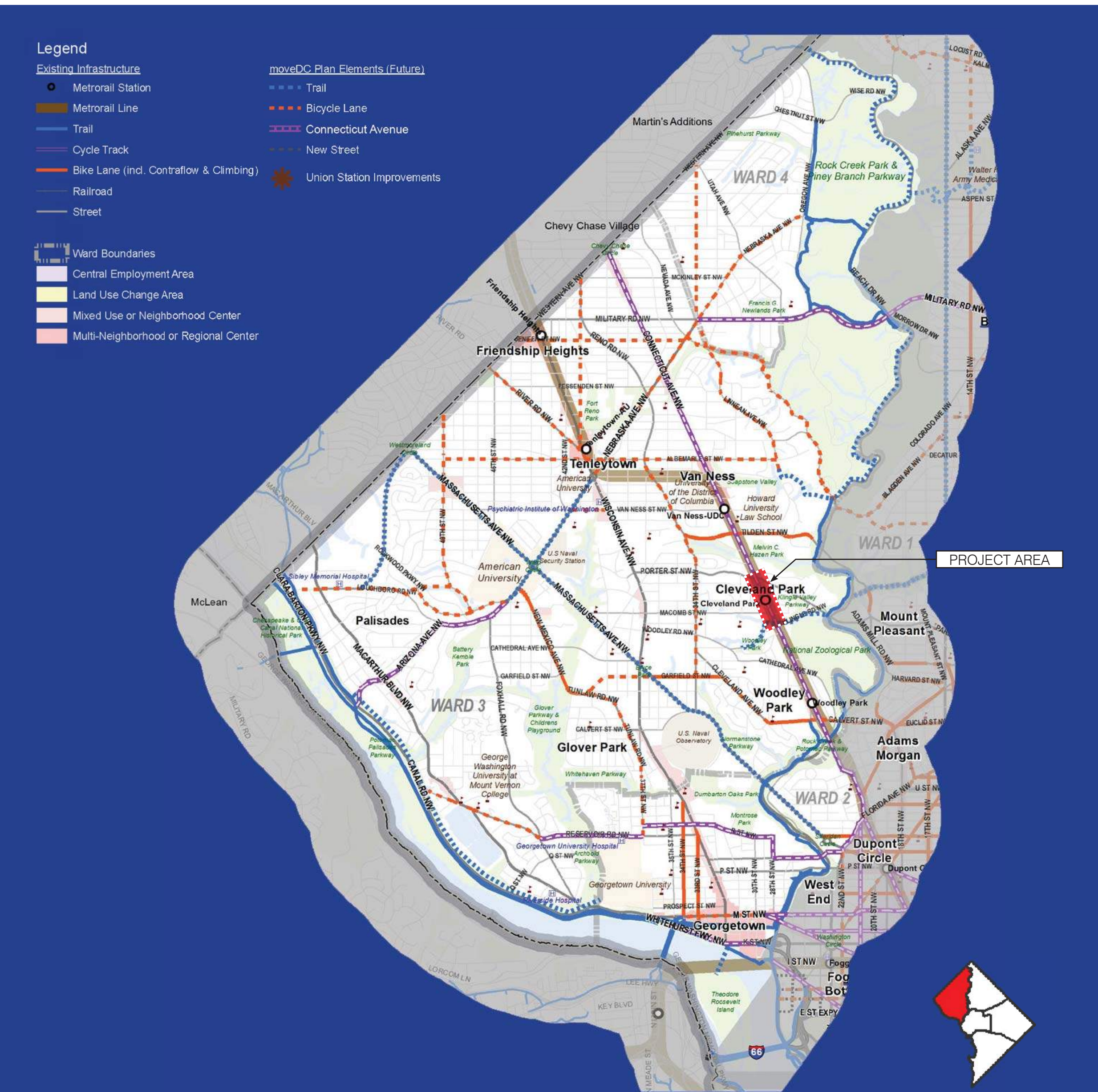
EXISTING CONDITIONS

1. LACK OF BICYCLE FACILITIES THROUGH CLEVELAND PARK
2. INSUFFICIENT AND POOR BIKE STORAGE
3. SCATTERED BIKE STORAGE
4. POOR SIGNAGE AND MARKINGS
5. NARROW ROADWAY TO ACCOMMODATE EXISTING TRAFFIC VOLUME
6. REVERSIBLE LANES AT RUSH HOUR ON CONNECTICUT AVENUE
7. CYCLING IS POPULAR AND BECOMING A MORE ATTRACTIVE WAY TO TRAVEL IN DC

PROPOSED RECOMMENDATIONS

1. BETTER ORGANIZED PUBLIC REALM AND MORE BICYCLE STORAGE OPTIONS
2. INTRODUCE A FLOATING BICYCLE LANE OR CYCLE TRACK ON CONNECTICUT AVENUE
3. IMPROVE SIGNAGE AND MARKINGS
4. PROVIDE BETTER CONNECTIONS TO DC'S BICYCLE NETWORK

EXISTING CONDITIONS



LONG TERM PLANS FOR CONNECTICUT AVENUE

BASED ON THE MULTI MODAL LONG-RANGE TRANSPORTATION PLAN

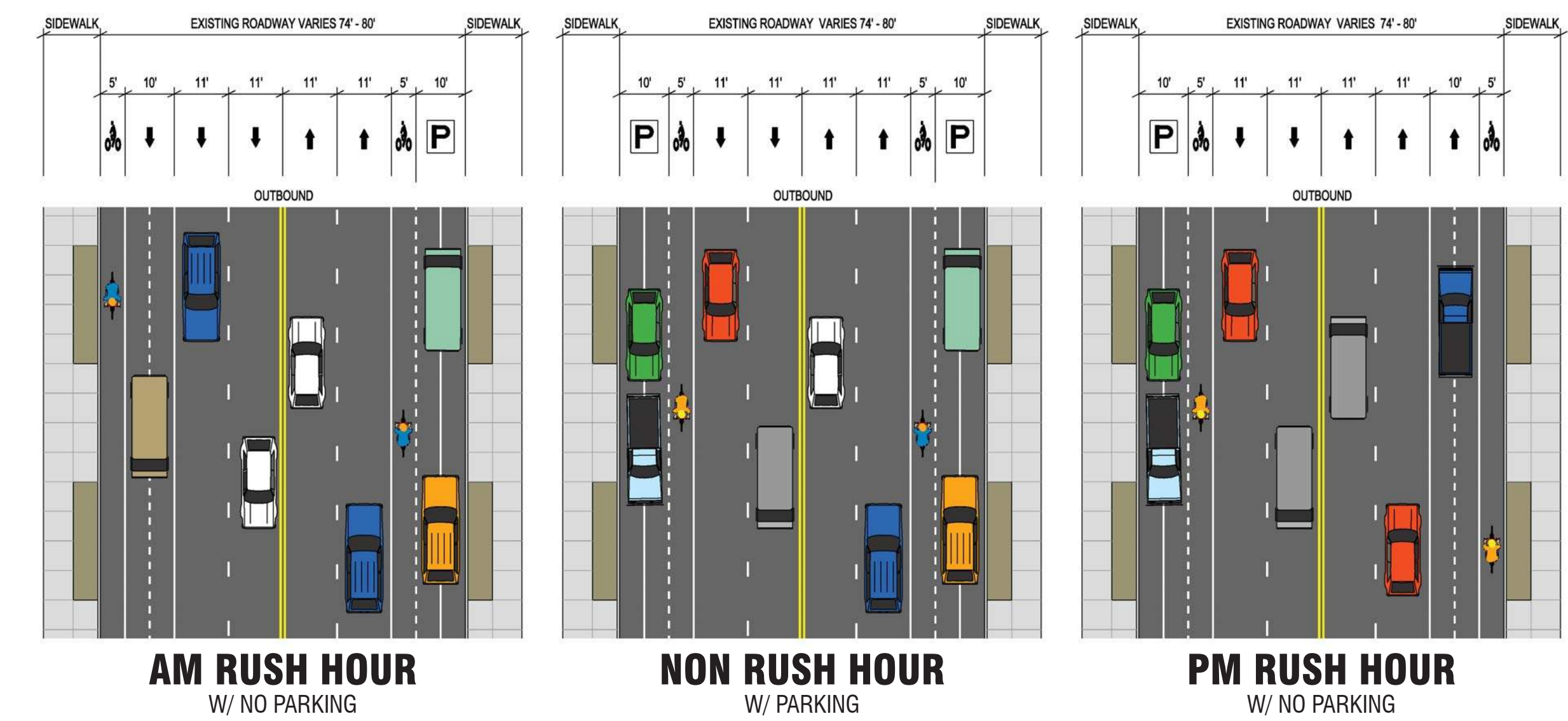


moveDC
Our Transportation Future

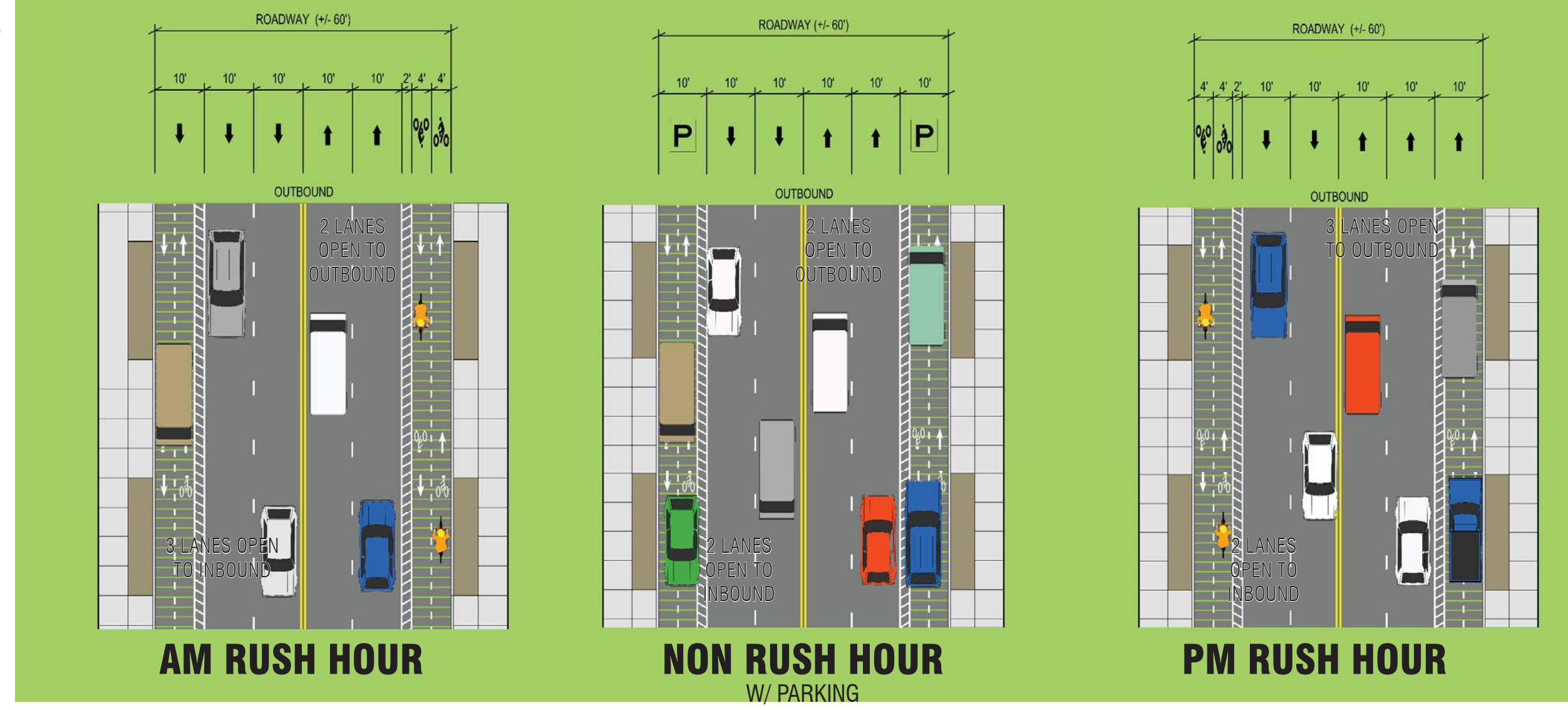
THE LONG TERM GOAL IS TO CONNECT THE DOWNTOWN AREA TO CHEVY CHASE VILLAGE WITH A DEDICATED BICYCLE FACILITY KNOWN AS A CYCLE TRACK. A CYCLE TRACK IS AN EXCLUSIVE SPACE FOR BICYCLISTS ALONG OR WITHIN A ROADWAY THAT IS PHYSICALLY SEPARATED FROM MOTOR VEHICLES AND PEDESTRIANS BY VERTICAL AND HORIZONTAL ELEMENTS. JUST AS A SIDEWALK CREATES A SEPARATE SPACE FOR PEDESTRIANS, A CYCLE TRACK CREATES AN EXCLUSIVE SPACE FOR PEOPLE BICYCLING ALONG OR WITHIN THE ROADWAY.

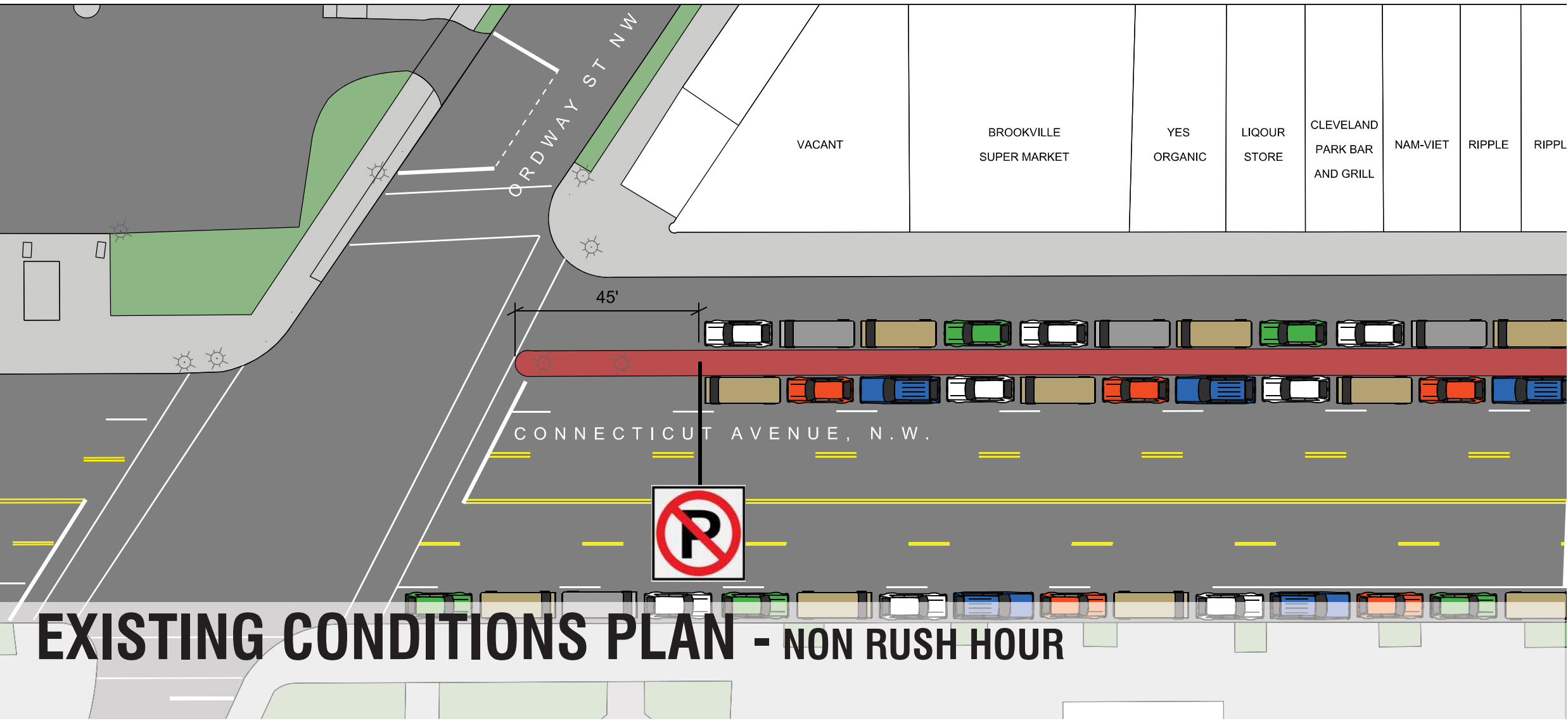
INTERIM RECOMMENDATIONS FOR CONNECTICUT AVENUE MAY INCLUDE FLOATING BICYCLE FACILITY

PLAN FOR A TYPICAL FLOATING BIKE LANES



FLOATING CYCLE TRACK CONCEPT - CONNECTICUT AVENUE



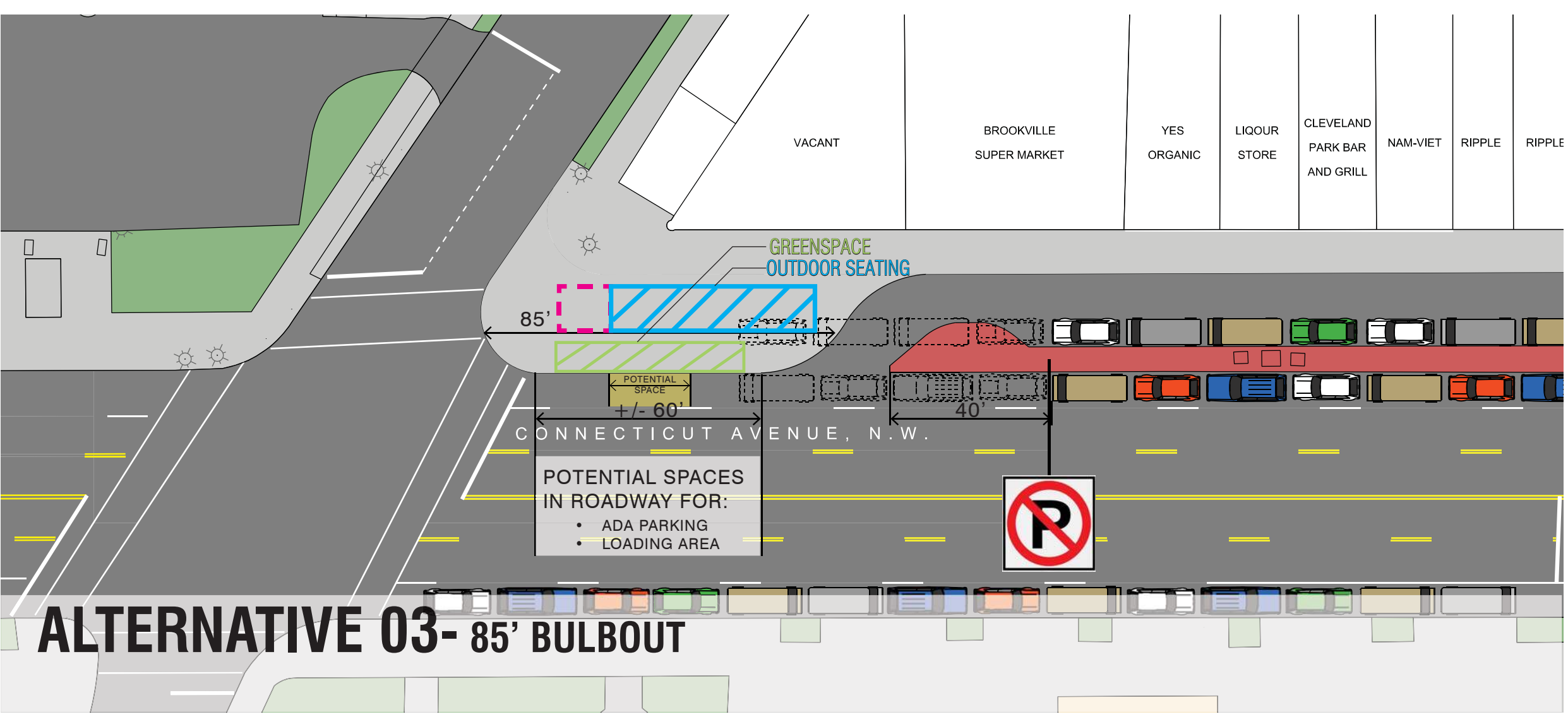
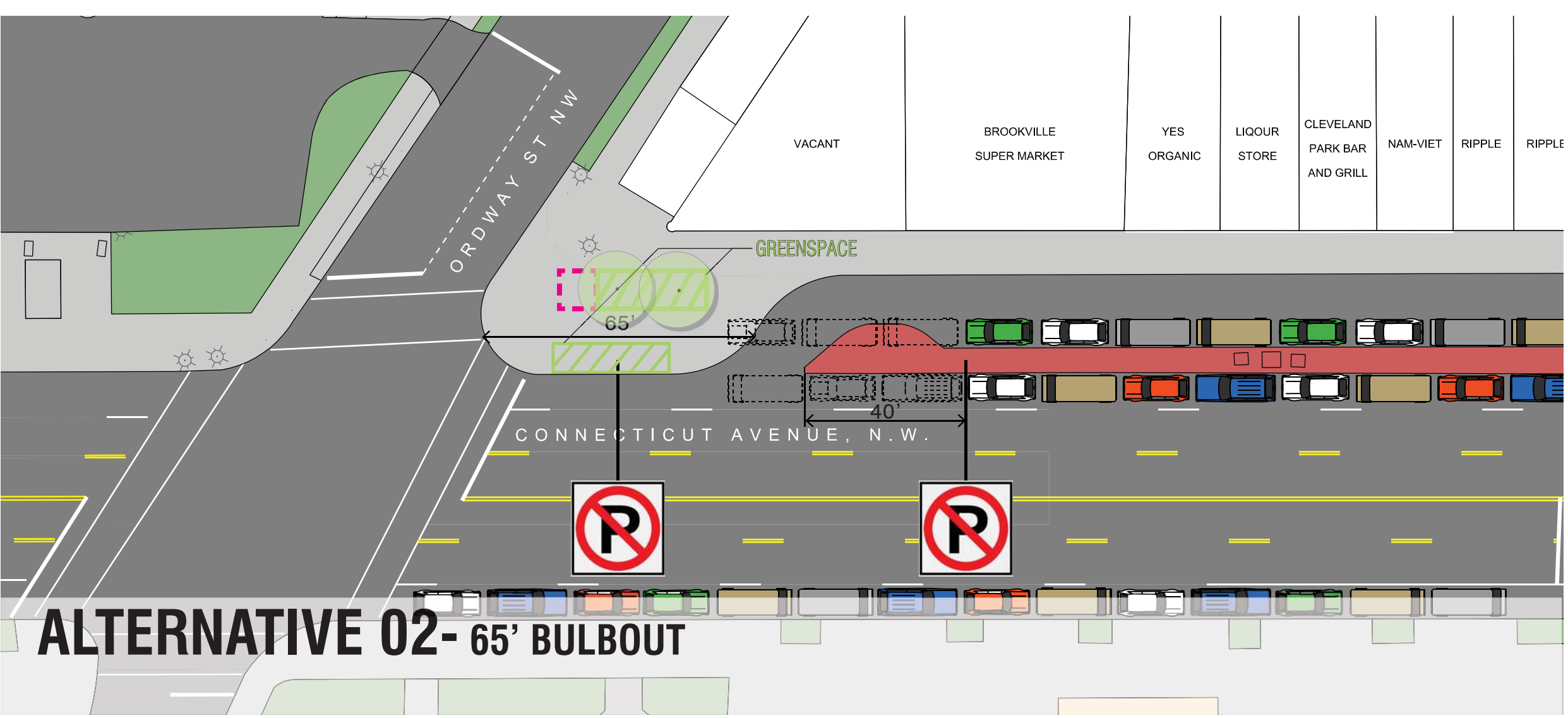
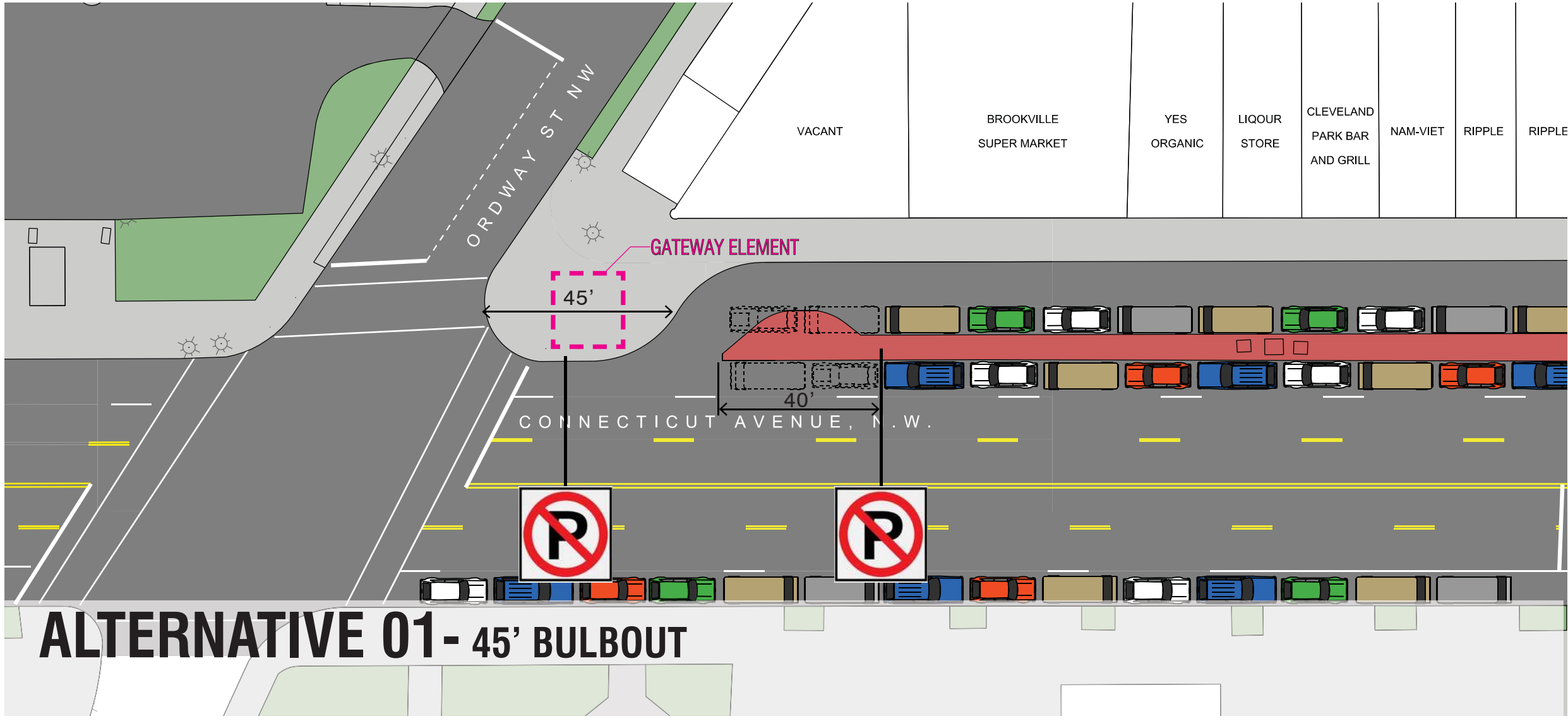


EXISTING CONDITIONS

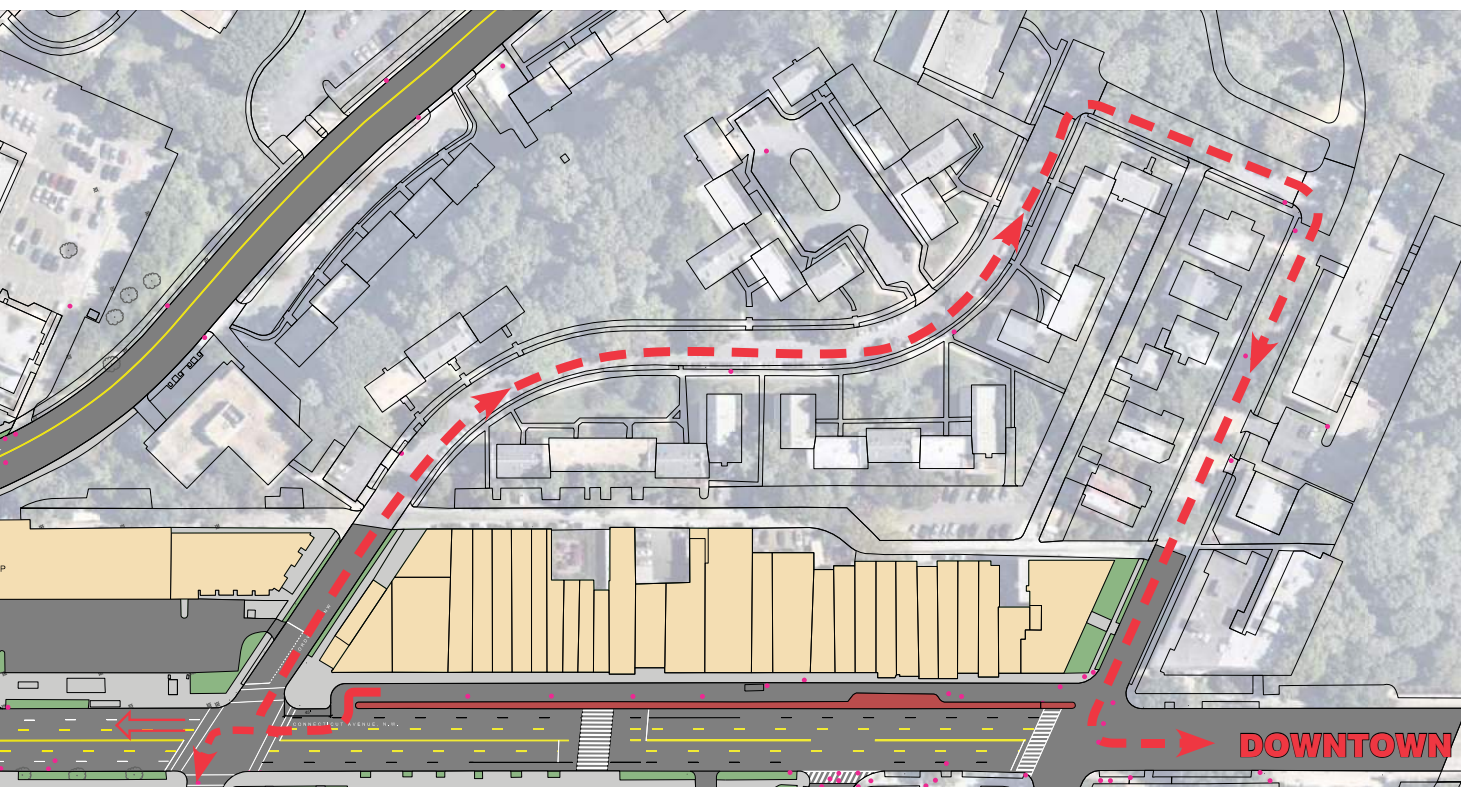
1. CONFUSING TRAFFIC SIGNALS - TOO MANY AND SPREAD OUT RANDOMLY.
2. THREE SECOND GREEN LIGHT FOR VEHICULAR TRAFFIC ON SERVICE LANE CROSSING ORDWAY.
3. LONG CROSSWALK WITH SHORT PEDESTRIAN TIMING ON CONNECTICUT AVENUE.
4. DANGEROUS CROSSWALKS BECAUSE OF UNCONVENTIONAL VEHICULAR MOVEMENTS.
5. HEAVILY TRAVELED CROSSWALK ON ORDWAY STREET CONFLICTS WITH RIGHT TURNS FROM THE SERVICE LANE.
6. FREQUENT ILLEGAL PARKING.
7. FREQUENT U-TURNS FROM THE SERVICE LANE TO CONNECTICUT AVENUE TOWARDS DOWNTOWN PRESENTS SAFETY CONCERNS .

PROPOSED RECOMMENDATIONS

1. CREATE A SAFE CONDITION FOR PEDESTRIANS AND MOTORISTS.
2. CLOSE SERVICE LANE EXIT TO ORDWAY STREET NW.
3. REORGANIZE TRAFFIC SIGNALS TO MEET THE NEEDS OF RECONFIGURED INTERSECTION.
4. PREVENT U-TURNS TOWARDS CONNECTICUT AVENUE.
5. INTEGRATE MULTIPLE BENEFITS IN THE PUBLIC REALM, SUCH AS STREETScape ELEMENTS, PLANTING, AND IMPROVED SIGNAGE, AS WELL AS VISION ZERO INITIATIVES.



NEW MOTORIST TRAVEL MOVEMENT



SERVICE LANE EXIT ONTO ORDWAY STREET NW



CONNECTICUT AVENUE CROSSWALK AT SERVICE LANE



CONFUSING TRAFFIC SIGNALING



PEDESTRIANS ARE AN AFTERTHOUGHT

ALTERNATIVE 01 DESIGN NOTES

1. POTENTIAL LOSS OF 4 PARKING SPOTS
2. EXPANSION OF PEDESTRIAN AREA (1,600 SF) DASHED LINE INDICATES LOCATION FOR POSSIBLE GATEWAY OR FOCAL POINT
3. SHORTENED CROSSWALK ON CONNECTICUT AVE.
4. REDUCED CONFLICTS BETWEEN PEDESTRIANS AND VEHICULAR TRAFFIC
5. CREATES A MORE TYPICAL CROSSWALK CONDITION AT
6. NO PARKING BETWEEN SERVICE LANE EXIT AND TO ORDWAY STREET, IMPROVING FLOW OF TRAFFIC ONTO CONNECTICUT AVENUE FROM SERVICE LANE AND RIGHT TURNS FROM CONNECTICUT AVE TO ORDWAY.

ALTERNATIVE 02 DESIGN NOTES

1. POTENTIAL LOSS OF 6 PARKING SPOTS
2. EXPANSION OF PEDESTRIAN AREA (1,600 SF) DASHED LINE INDICATES LOCATION FOR POSSIBLE GATEWAY OR FOCAL POINT. HATCHED LINE INDICATES LOCATION FOR A POSSIBLE GREEN AREA WITH SEATING.
3. SHORTENED CROSSWALK ON CONNECTICUT AVE.
4. REDUCED CONFLICTS BETWEEN PEDESTRIANS AND VEHICULAR TRAFFIC
5. CREATES A MORE TYPICAL CROSSWALK CONDITION AT INTERSECTION
6. NO PARKING BETWEEN SERVICE LANE EXIT AND TO ORDWAY STREET, IMPROVING FLOW OF TRAFFIC ONTO CONNECTICUT AVENUE FROM SERVICE LANE AND RIGHT TURNS FROM CONNECTICUT AVE TO ORDWAY.
7. LONGER DISTANCE FROM SERVICE LANE EXIT TO STOP BAR AT INTERSECTION IMPROVES CONDITIONS FOR MOTORISTS TO MAKE A LEFT TURN ON ORDWAY.

ALTERNATIVE 03 DESIGN NOTES

1. POTENTIAL LOSS OF 6 PARKING SPOTS
2. POTENTIAL ADDITIONAL PARKING FOR AN ADA PARKING SPOT OR A DESIGNATED LOADING AREA
3. EXPANSION OF PEDESTRIAN AREA (1,600 SF) DASHED LINE INDICATES A _____ SF SEATING AREA. POSSIBLE LOCATION FOR AN EATING AREA TO ACCOMMODATE _____ PEOPLE.
4. SHORTENED CROSSWALK ON CONNECTICUT AVE.
5. REDUCED CONFLICTS BETWEEN PEDESTRIANS AND VEHICULAR TRAFFIC
6. CREATES A MORE TYPICAL CROSSWALK CONDITION AT INTERSECTION
7. NO PARKING BETWEEN SERVICE LANE EXIT AND TO ORDWAY STREET, IMPROVING FLOW OF TRAFFIC ONTO CONNECTICUT AVENUE FROM SERVICE LANE AND RIGHT TURNS FROM CONNECTICUT AVE TO ORDWAY.
8. LONGER DISTANCE FROM SERVICE LANE EXIT TO STOP BAR AT INTERSECTION IMPROVES CONDITIONS FOR MOTORISTS TO MAKE A LEFT TURN ON ORDWAY.

INCORPORATING VISION ZERO GOALS INTO THE CLEVELAND PARK DESIGN

VISION ZERO GOALS

"BY THE YEAR **2024**, WASHINGTON DC WILL REACH **ZERO** FATALITIES AND SERIOUS INJURIES IN OUR TRANSPORTATION SYSTEM THROUGH MORE EFFECTIVE USE OF DATA, EDUCATION, ENFORCEMENT, AND ENGINEERING."

- MAYOR MURIEL BOWSER

VISION ZERO FOCUSES ON THE FOLLOWING THEMES:

- **CREATE SAFE STREETS:** STREETS SHOULD BE DESIGNED FOR ALL USERS AND NEED TO BE BUILT TO ACCOUNT FOR INEVITABLE HUMAN ERRORS
- **PROTECT VULNERABLE USERS:** YOUNGER AND OLDER PEOPLE, PEOPLE BIKING, PEOPLE WALKING, AND PEOPLE WITH DISABILITIES ARE ALL MORE VULNERABLE TO SERIOUS TRAFFIC INJURIES AND FATALITIES
- **PREVENT DANGEROUS DRIVING:** SPEEDING AND OTHER FORMS OF AGGRESSIVE, DISTRACTED AND IMPAIRED DRIVING ARE SIGNIFICANT COMPONENTS OF THE SAFETY CHALLENGES IN THE DISTRICT
- **BE TRANSPARENT AND RESPONSIVE:** VISION ZERO REQUIRES ACTIVE PARTICIPATION FROM PEOPLE OF ALL AGES AND ABILITIES USING THE DISTRICT'S TRANSPORTATION SYSTEM.

SOME FACTS VISION ZERO IS DEALING WITH:

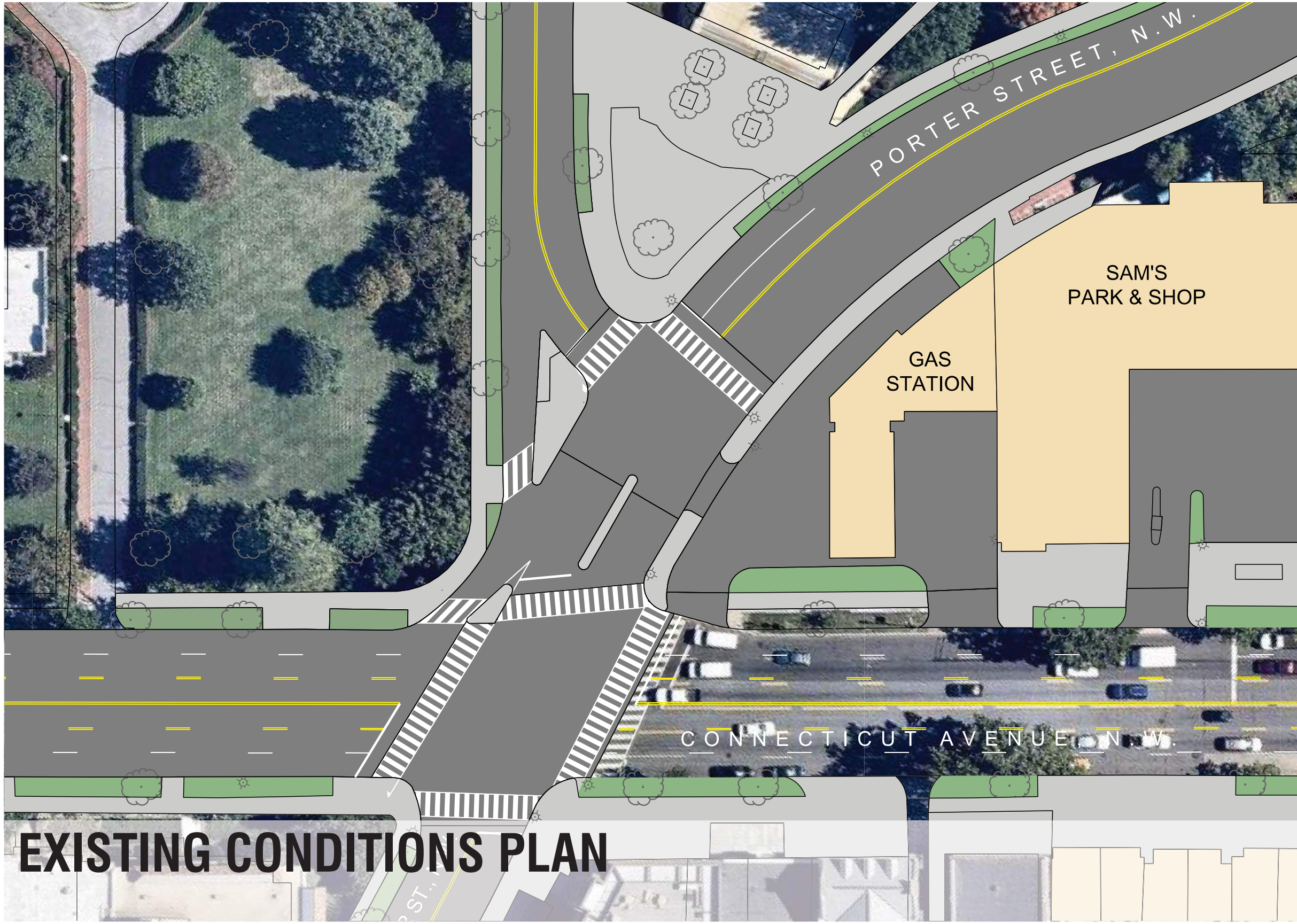
1,153 ROAD MILES

7,700 INTERSECTIONS
1,678 are signalized
500 are not signalized within the downtown area

FATALITIES FROM 2010 TO 2014
57 people walking
7 people biking
67 Drivers/Passengers

ACCIDENTS AT PORTER AND CONNECTICUT AVENUE INTERSECTION

Year	Accidents
2012	12
2013	10
2014	8
2015	15
2016	18



EXISTING CONDITIONS

1. CONFUSING TRAFFIC SIGNALS
2. LONG AND UNCLEAR CROSSWALKS
3. CONFUSING AND CLUTTERED SIGNAGE
4. LACK OF SAFE PEDESTRIAN SPACES
5. ABUNDANCE OF IMPERVIOUS SURFACES
6. UNSAFE DRIVING BEHAVIOR CAUSED BY POOR ALIGNMENT AND DRIVEWAY ENTRANCES

PROPOSED RECOMMENDATIONS

1. REMOVE SLIP LANES AND TRAFFIC ISLANDS AND REPLACE WITH A PEDESTRIAN PLAZA
2. ALIGN THE NEW CURBING TO ALLOW FOR A RIGHT TURN ONLY LANE FROM PORTER STREET TO CONNECTICUT AVENUE
3. ADJUST OR REMOVE GAS STATION DRIVEWAY AT INTERSECTION TO CREATE IMPROVED PEDESTRIAN CONDITIONS IN SIDEWALKS AND AT CROSSWALKS
4. INTEGRATE MULTIPLE BENEFITS IN THE PUBLIC REALM, SUCH AS DC BIKE SHARE STATIONS, LID FACILITIES, AND IMPROVED SIGNAGE; AS WELL AS VISION ZERO INITIATIVES.

INCORPORATING VISION ZERO GOALS INTO THE CLEVELAND PARK DESIGN

VISION ZERO GOALS

"BY THE YEAR **2024**, WASHINGTON DC WILL REACH **ZERO** FATALITIES AND SERIOUS INJURIES IN OUR TRANSPORTATION SYSTEM THROUGH MORE EFFECTIVE USE OF DATA, EDUCATION, ENFORCEMENT, AND ENGINEERING."

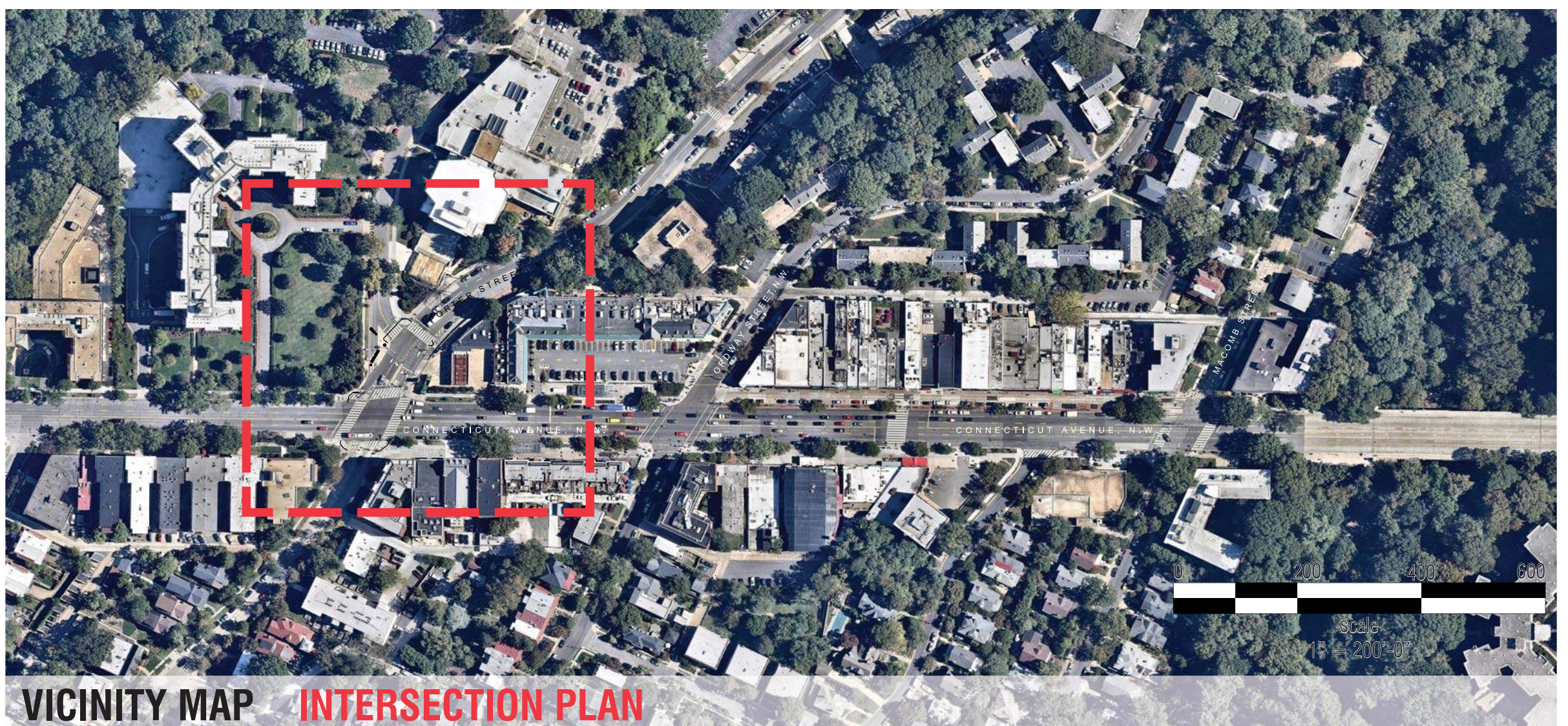
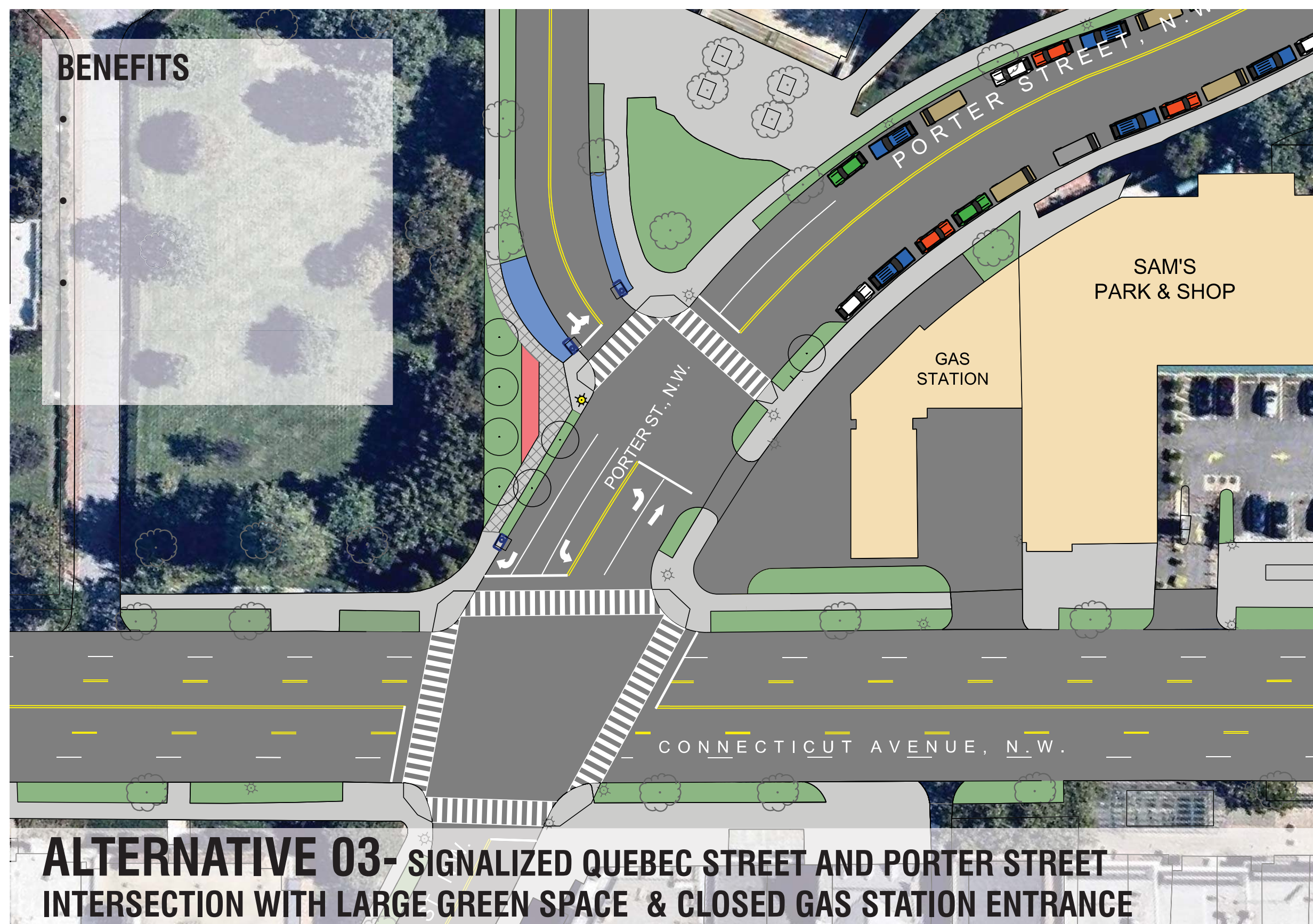
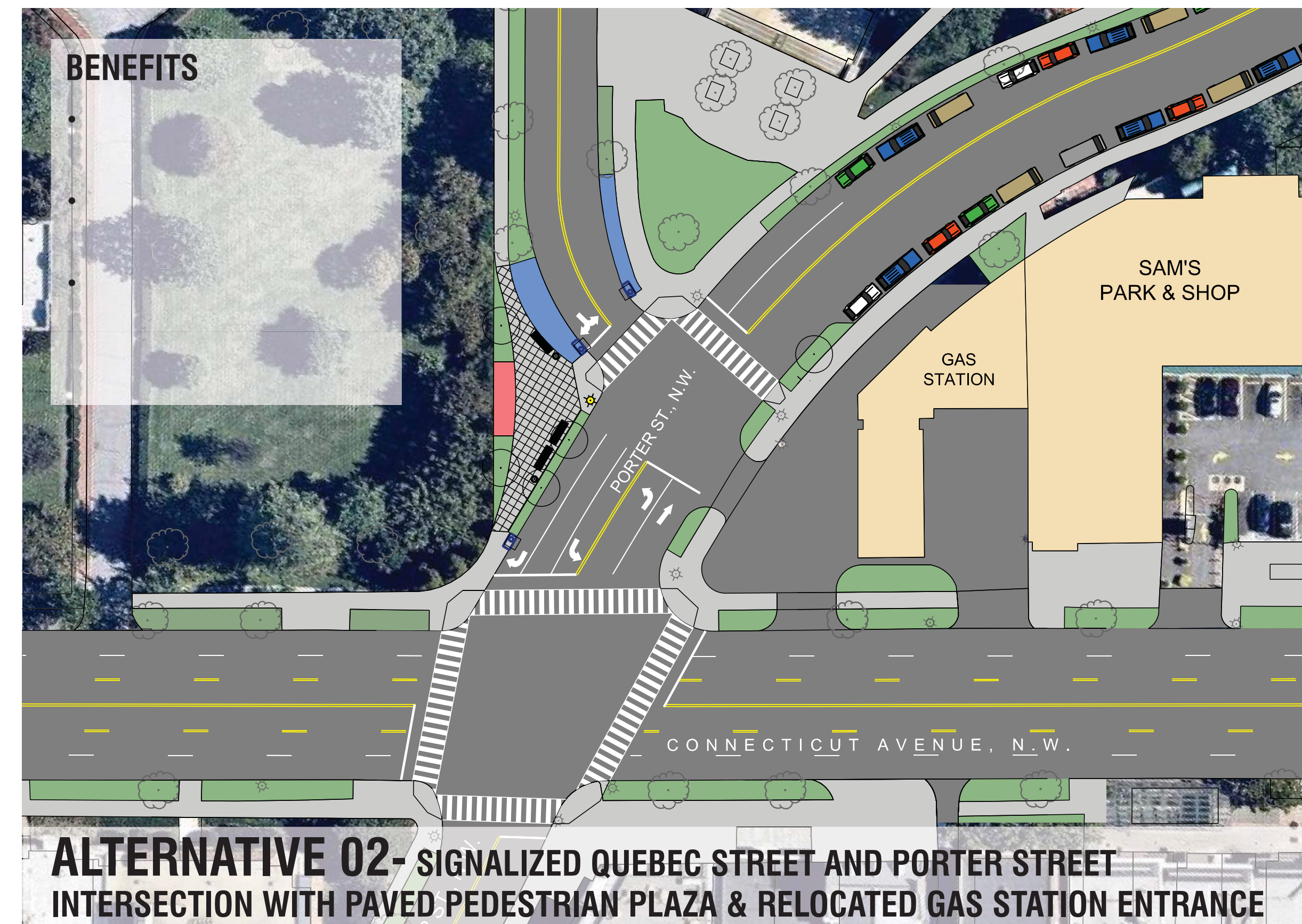
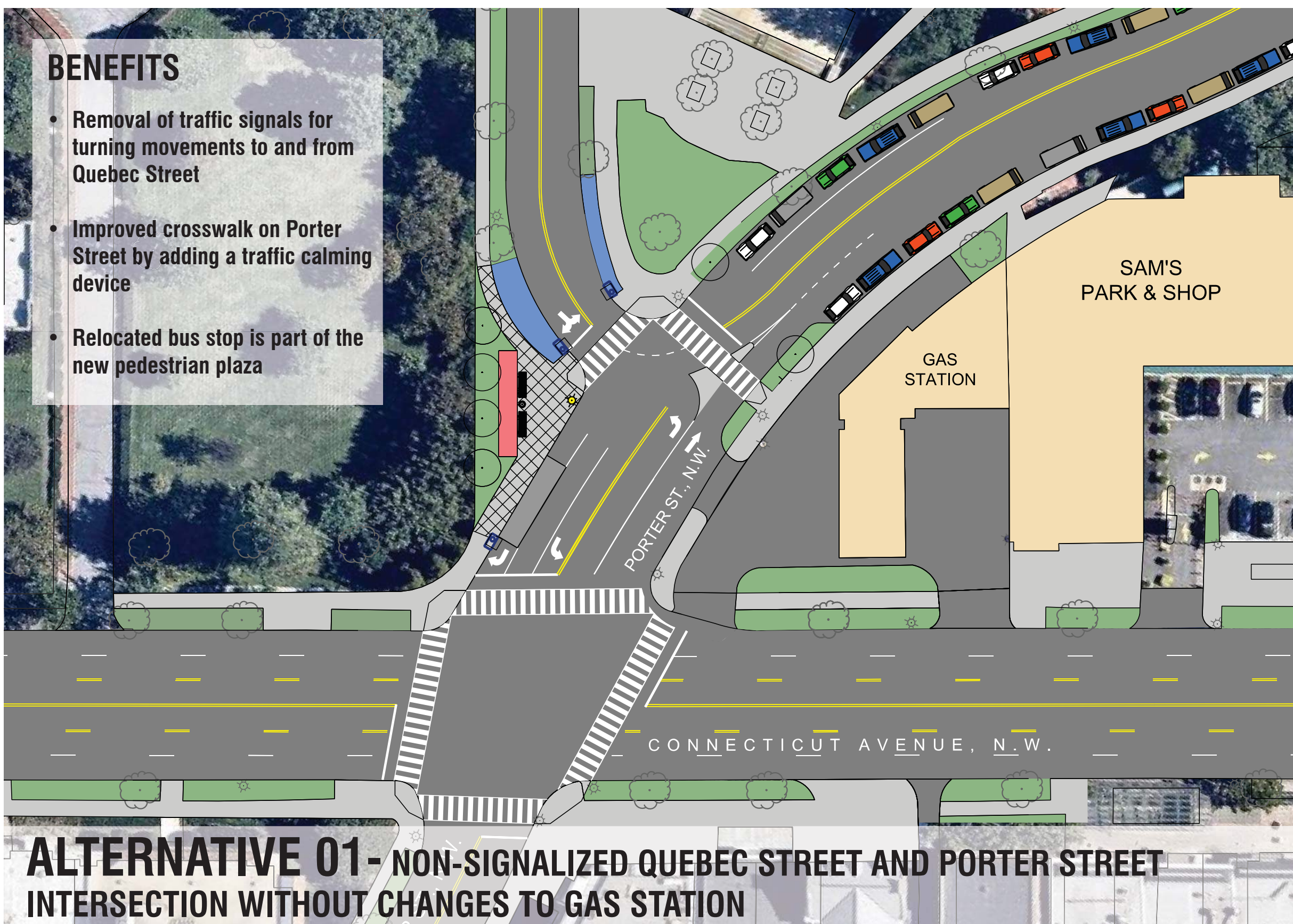
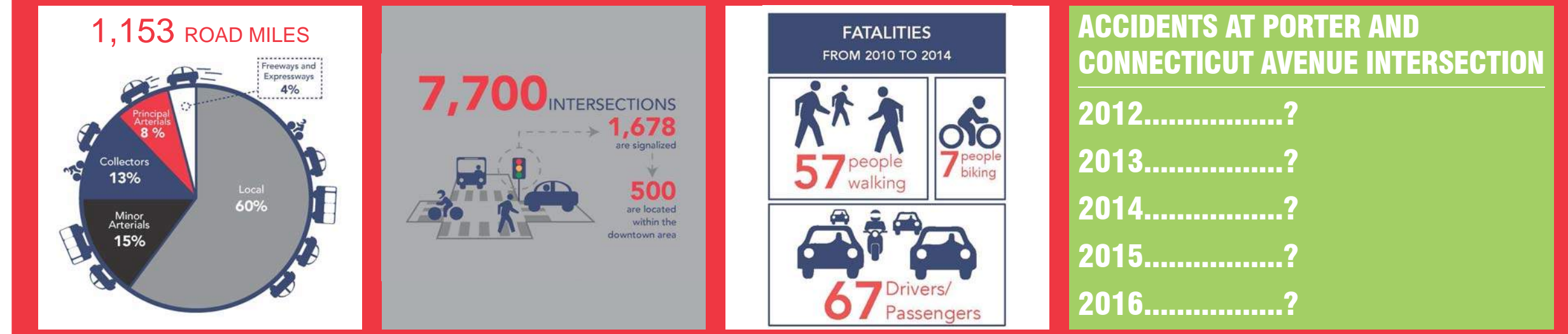
- MAYOR MURIEL BOWSER



VISION ZERO FOCUSES ON THE FOLLOWING THEMES:

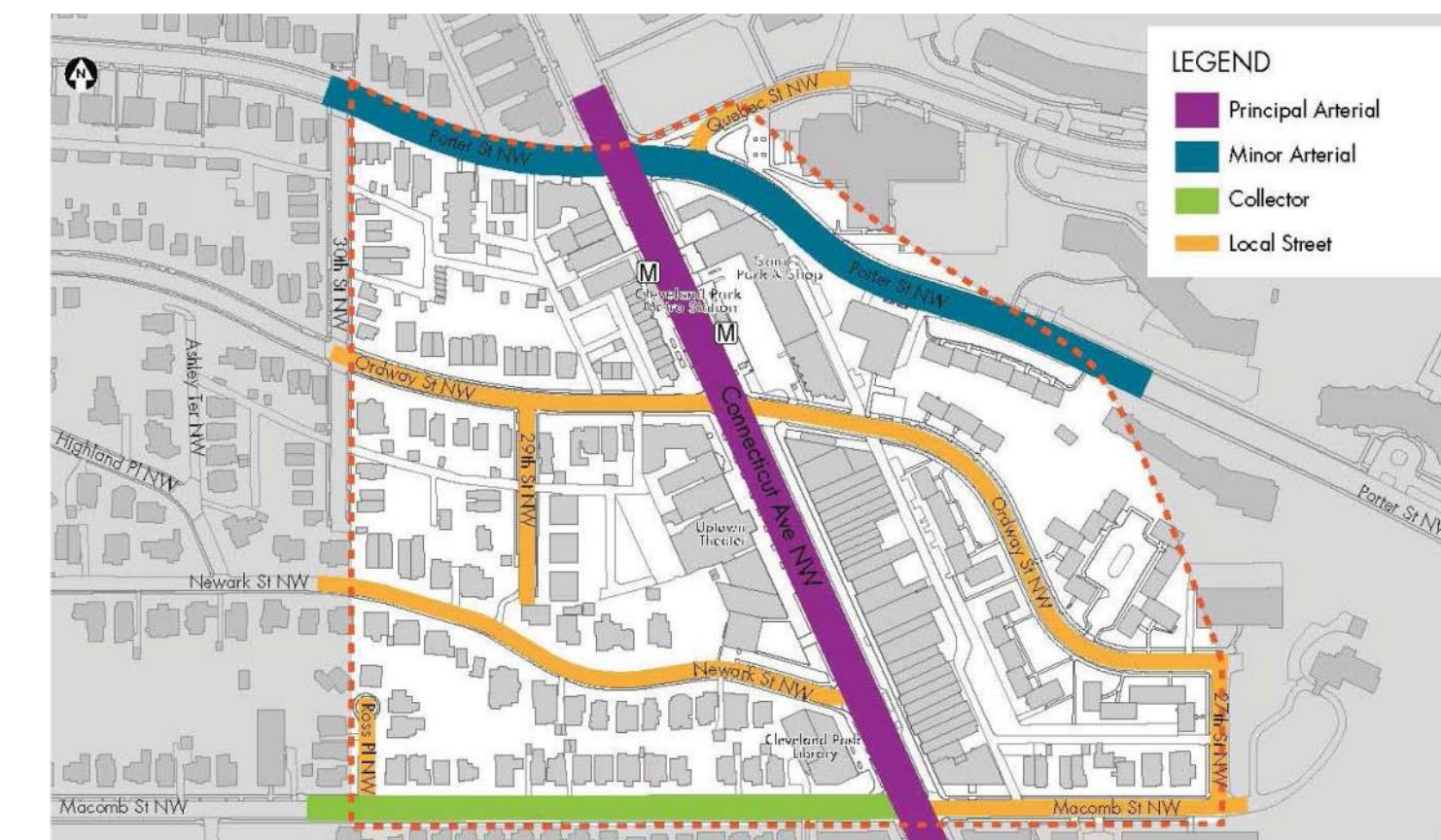
- **CREATE SAFE STREETS:** STREETS SHOULD BE DESIGNED FOR ALL USERS AND NEED TO BE BUILT TO ACCOUNT FOR INEVITABLE HUMAN ERRORS
- **PROTECT VULNERABLE USERS:** YOUNGER AND OLDER PEOPLE, PEOPLE BIKING, PEOPLE WALKING, AND PEOPLE WITH DISABILITIES ARE ALL MORE VULNERABLE TO SERIOUS TRAFFIC INJURIES AND FATALITIES
- **PREVENT DANGEROUS DRIVING:** SPEEDING AND OTHER FORMS OF AGGRESSIVE, DISTRACTED AND IMPAIRED DRIVING ARE SIGNIFICANT COMPONENTS OF THE SAFETY CHALLENGES IN THE DISTRICT
- **BE TRANSPARENT AND RESPONSIVE:** VISION ZERO REQUIRES ACTIVE PARTICIPATION FROM PEOPLE OF ALL AGES AND ABILITIES USING THE DISTRICT'S TRANSPORTATION SYSTEM.

SOME FACTS VISION ZERO IS DEALING WITH:



EXISTING TRANSPORTATION NETWORK

ROADWAY CLASSIFICATION



CLEVELAND PARK A BRIEF HISTORY

THE CLEVELAND PARK HISTORIC DISTRICT, LOCATED IN THE NORTHWEST SECTOR OF THE DISTRICT OF COLUMBIA, IS AN INTACT COMMUNITY INTEGRATING RESIDENCES, APARTMENT BUILDINGS AND NEIGHBORHOOD RETAIL SHOPPING LOCATED ON A HILL OVERLOOKING THE CITY CENTER AND SEPARATED FROM IT BY ROCK CREEK PARK, A DEEP GEOLOGICAL CHASM.

THE FIRST SUBDIVISIONS IN CLEVELAND PARK WERE DEVELOPED BECAUSE OF THE EXTENSION OF THE GEORGE AND TENLEYTOWN ELECTRIC STREETCAR LINE BUILT IN 1890 ALONG WISCONSIN AVENUE. IN 1892 THE ROCK CREEK RAILWAY WAS EXTENDED ON CONNECTICUT AVENUE OVER THE KLINGLE VALLEY TO THE MARYLAND BORDER. THIS BECAME THE SECOND PHASE OF DEVELOPMENT KNOWN AS THE "STREETCAR SUBURB". THESE SUBURBAN DEVELOPMENTS WERE SUPERIMPOSED UPON LAND PREVIOUSLY OCCUPIED BY ESTATES. THE AREAS RETAINED MUCH OF ITS RURAL CHARACTER THROUGHOUT THESE PERIODS OF DEVELOPMENT UNTIL THE 1940S.

CLEVELAND PARK REPRESENTS A CONCENTRATION OF COMMERCIAL STRUCTURES DATING FROM 1925 TO 1939 REFLECTING CHANGING ATTITUDES IN COMMUNITY PLANNING AND DEVELOPMENT LARGELY IN RESPONSE TO THE INCREASED USE OF THE AUTOMOBILE AND CHANGING TRENDS IN ARCHITECTURAL STYLES. IT CONTAINS WITHIN IT THE EARLIEST KNOWN PROTOTYPE SHOPPING CENTER IN WASHINGTON D.C., POSSIBLY THE EARLIEST ON THE EAST COAST. TOGETHER WITH THE RESIDENCES THE COMMERCIAL AREA EXEMPLIFIES THE CONTINUOUS LINE OF DEVELOPMENT OF A SUCCESSFUL RESIDENTIAL COMMUNITY FROM 1894 TO 1941. THE INITIAL SUCCESS OF THE CLEVELAND PARK NEIGHBORHOOD PROMPTED THE ESTABLISHMENT OF APARTMENT BUILDINGS AND SMALL SHOPS ALONG CONNECTICUT AND WISCONSIN AVENUES WHICH CONSEQUENTLY LED TO THE CONSTRUCTION OF ADDITIONAL HOUSES AND APARTMENT BUILDINGS. THE HISTORY OF THE TWO AREAS—THE RESIDENTIAL SIDE STREETS AND THE MAIN TRAFFIC ARTERIES FROM THE CITY—ARE INEXTRICABLY LINKED.

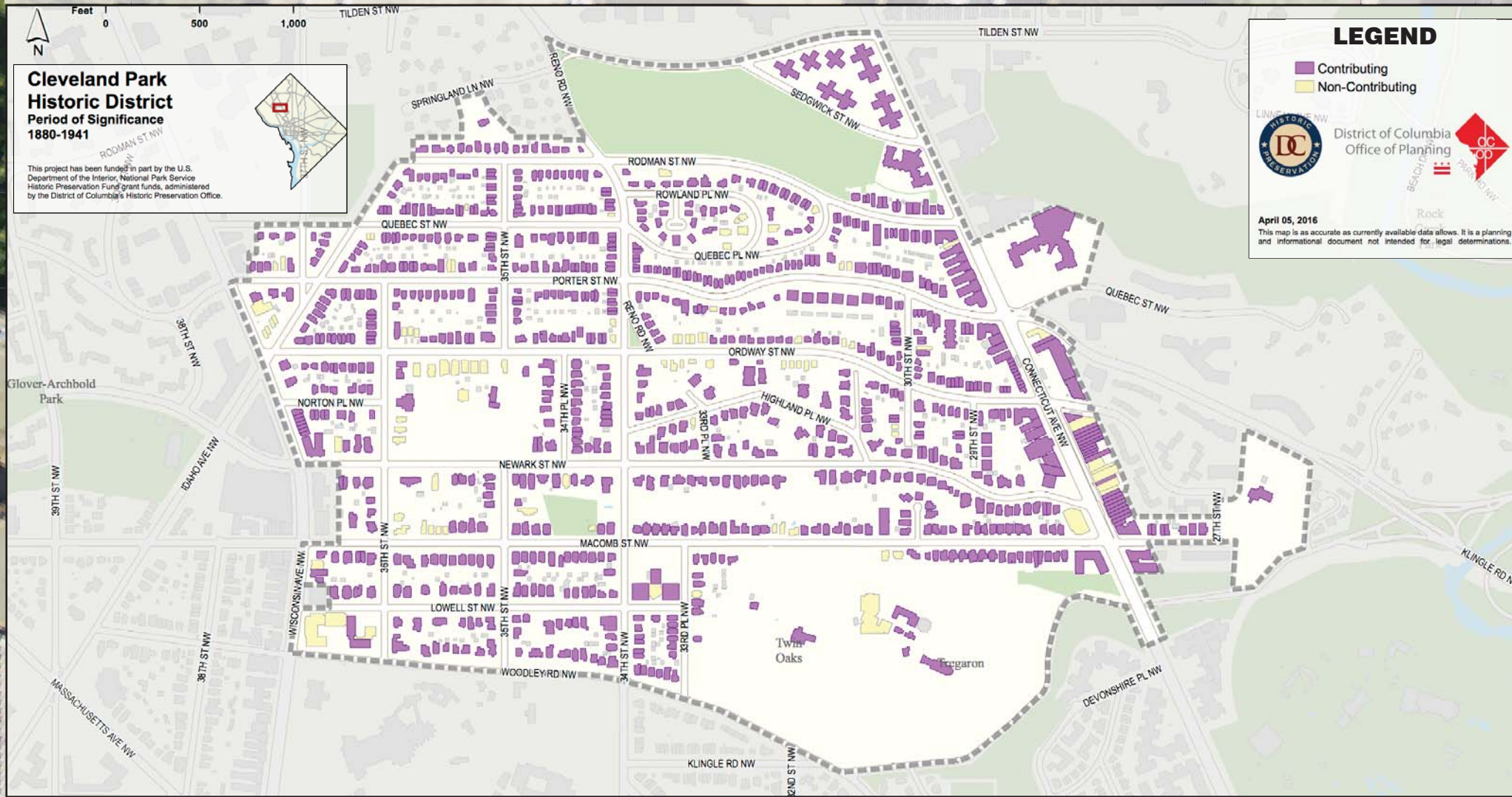
CLEVELAND PARK IS DISTINGUISHED FROM THE LATER AUTOMOBILE-RELATED SUBURBS SITUATED TO THE NORTH WHICH ARE MORE SPRAWLING AND LESS ORIENTED TOWARD A COMMERCIAL CENTER ALONG THE AVENUES. THESE NEIGHBORHOODS GENERALLY LACK THE COHESIVENESS THAT EXISTS IN CLEVELAND PARK. IT IS ALSO DISTINGUISHED FROM WOODLEY PARK, SITUATED TO THE SOUTH, WHICH HAS MORE TOWNHOUSES, FEWER LARGE FRONT YARDS, FEWER HILLS, AND A PREDOMINANCE OF BRICK ARCHITECTURE ALL OF WHICH GIVE IT A MORE URBAN ATMOSPHERE. THE CORE OF LATE VICTORIAN HOUSES IN CLEVELAND PARK PREDATES THE ARCHITECTURE IN COMMUNITIES TO THE NORTH, SOUTH AND WEST AND IS SEPARATED FROM COMMUNITIES TO THE EAST BY THE GEOGRAPHY OF ROCK CREEK PARK WHICH ORIGINALLY MADE THIS AREA INACCESSIBLE.

THE CLEVELAND PARK HISTORIC DISTRICT WAS LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES IN 1987. A DISTINGUISHING FEATURE OF THE CLEVELAND PARK HISTORIC DISTRICT IS THE LARGE NUMBER OF FRAME HOUSES WITH LOCAL ROCK CREEK GRANITE FOUNDATIONS, IN A CITY OF PREDOMINANTLY BRICK STRUCTURES, REPRESENTING A FULL RANGE OF ARCHITECTURAL STYLES POPULAR AROUND THE TURN OF THE CENTURY INCLUDING: CARPENTER GOTHIC, ITALIANATE, QUEEN ANNE, SHINGLE, DUTCH COLONIAL REVIVAL, MISSION REVIVAL, COLONIAL REVIVAL, NEOCLASSICAL, JAPANESE INFLUENCE, CRAFTSMAN BUNGALOWS, DEVELOPER'S GEORGIAN AND MISSION, TUDOR REVIVAL, ENGLISH COTTAGE, FOURSQUARE, SEARS AND ROEBUCK HOUSES IN VARIOUS STYLES, BEAUX ARTS, ART DECO, INTERNATIONAL STYLE, AND MODERN OR CONTEMPORARY. SUBSEQUENTLY BRICK AND SOME STONE HOUSES WERE BUILT IN THE TEENS AND TWENTIES. STYLISTICALLY, THE NEIGHBORHOOD IS A VERITABLE MUSEUM OF CHANGING TASTES REPRESENTING THE OVERLAY OF HISTORY IN A CONTINUOUS LINE OF DEVELOPMENT FROM 1894 TO 1941.

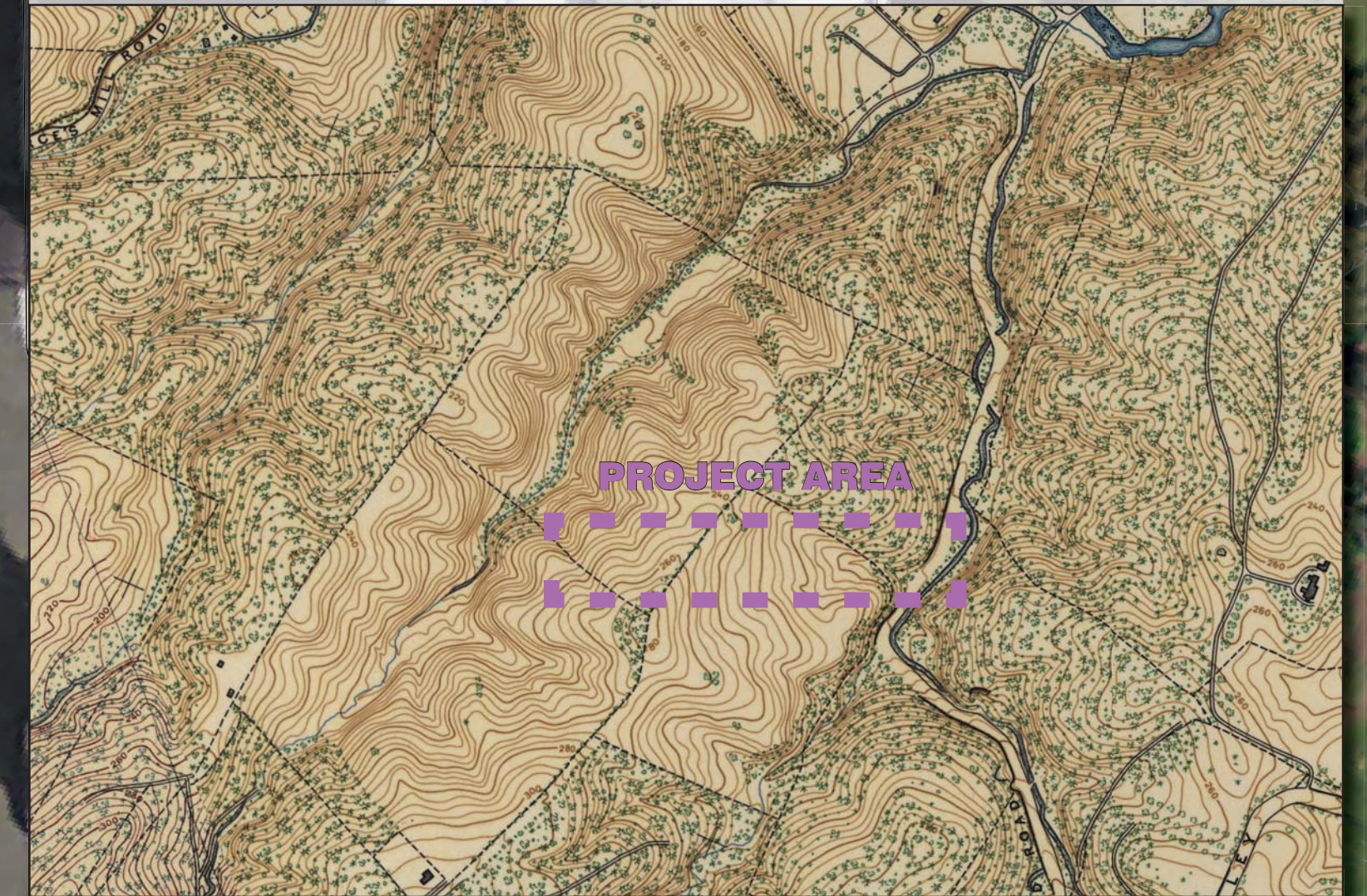
TRAILHEAD



MAP OF THE CLEVELAND PARK HISTORIC DISTRICT



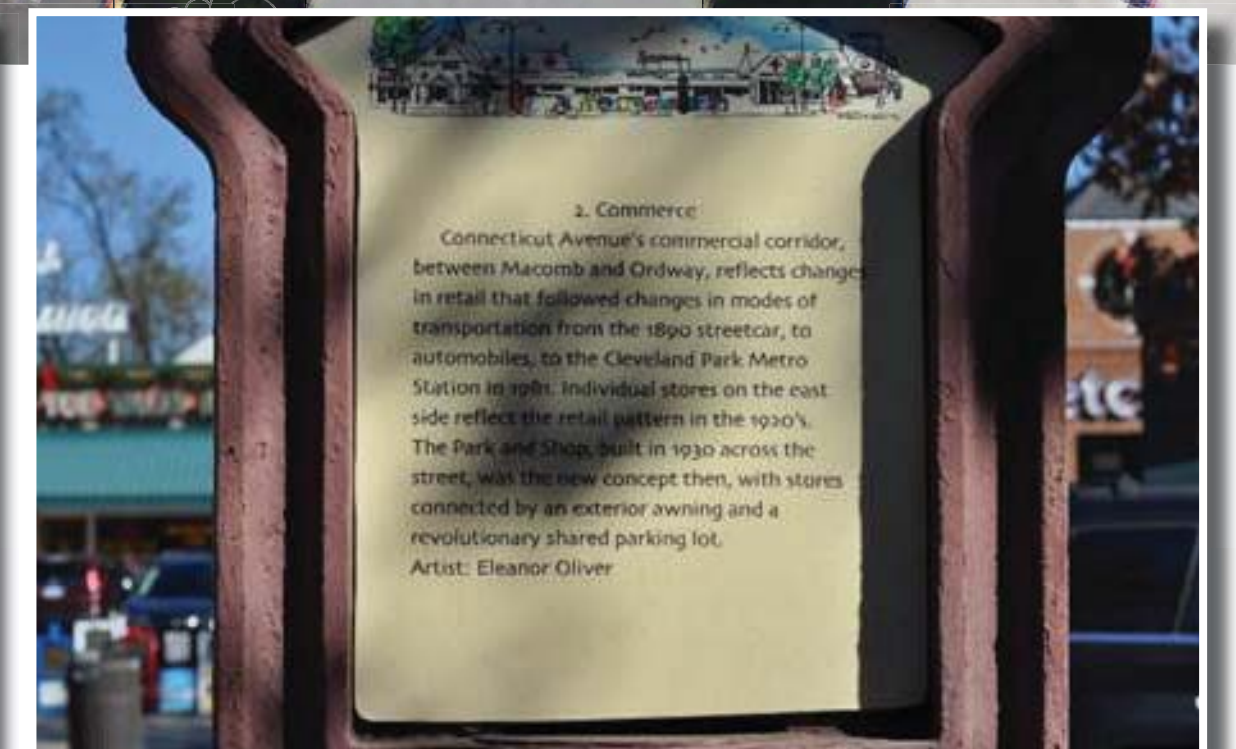
TOPOGRAPHY MAP (1907)



UNDERSTANDING THE URBAN CONTEXT - BUSINESS ARCHITECTURE



UNDERSTANDING THE URBAN CONTEXT - STREETScape ARCHITECTURE



MASS TRANSIT SERVICE



METRO ESCALATORS



BUS STOP AT SAM'S PARK & SHOP



BUS STOP AT PORTER & CONNECTICUT



IMAGE NEEDED - PORTER AND QUEBEC ST

GATEWAY #5
(2) PROPOSED BIKE SHARES

BUS STOP

PORTER ST., N.W.

CONNECTICUT AVENUE, N.W.

BIKE LOCKERS
BIKE CANOPY

SEATING AREA

METRO →

METRO

GATEWAY #3

CONNECTICUT

ORDWAY ST., N.W.

GATEWAY #4

← METRO

GATEWAY #2

STREETSCAPES



ORGANIZED ELEMENTS TO MAXIMIZE USE OF SPACE



LARGE UNDERUSED PUBLIC REALM



UNAFFECTIVE TEMPORARY SOLUTION BECOMES PERMANENT



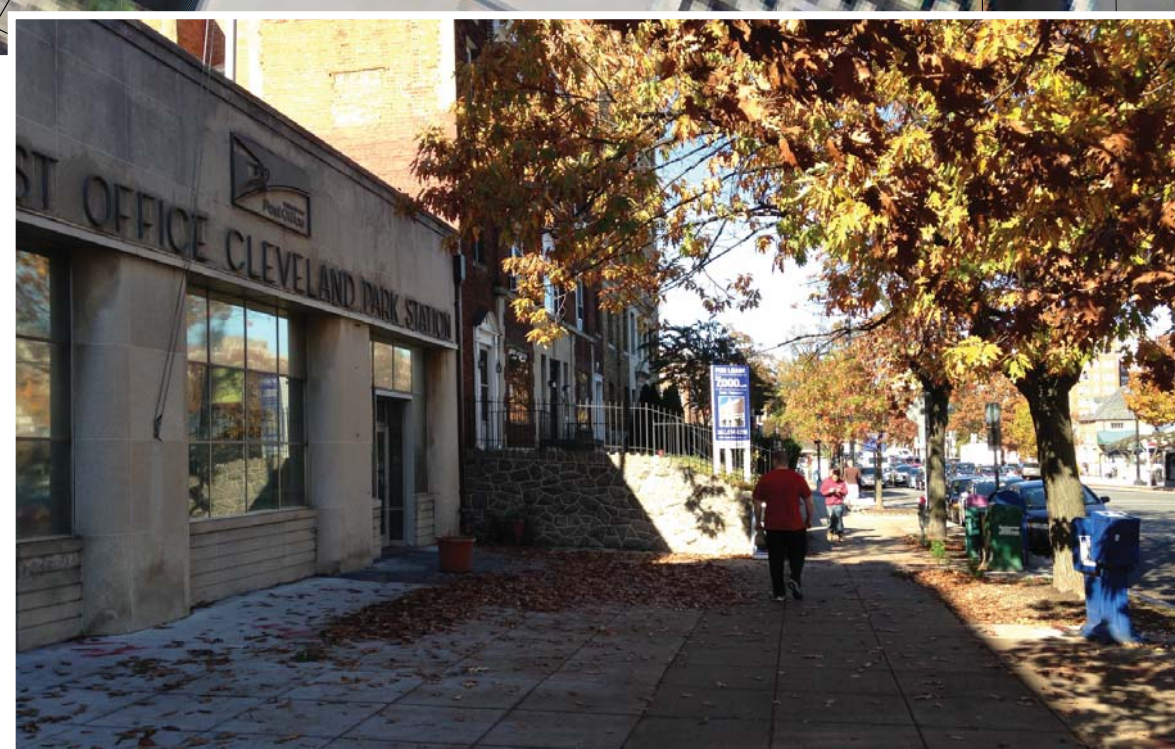
VARIOUS SIDEWALK WIDTHS & ADVERSE USE OF THE PUBLIC REALM PROVIDES INTEREST



SIDEWALK CHANGES WIDTHS & GEOMETRY THROUGHOUT



LARGE UNDERUSED PUBLIC REALM



LARGE UNDERUSED PUBLIC REALM



SCATTERED STREETSCAPE ELEMENTS CLUTTER THE LANDSCAPE



LARGE UNDERUSED PUBLIC REALM



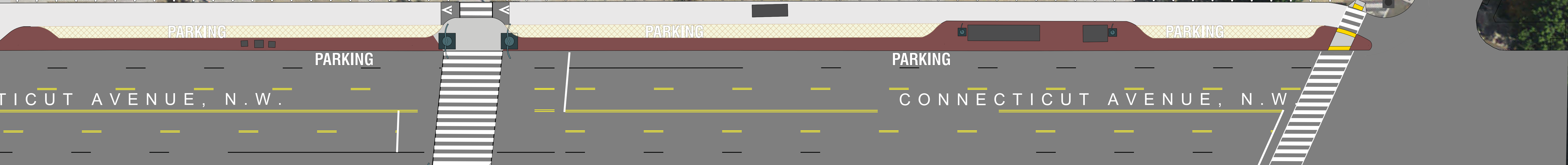
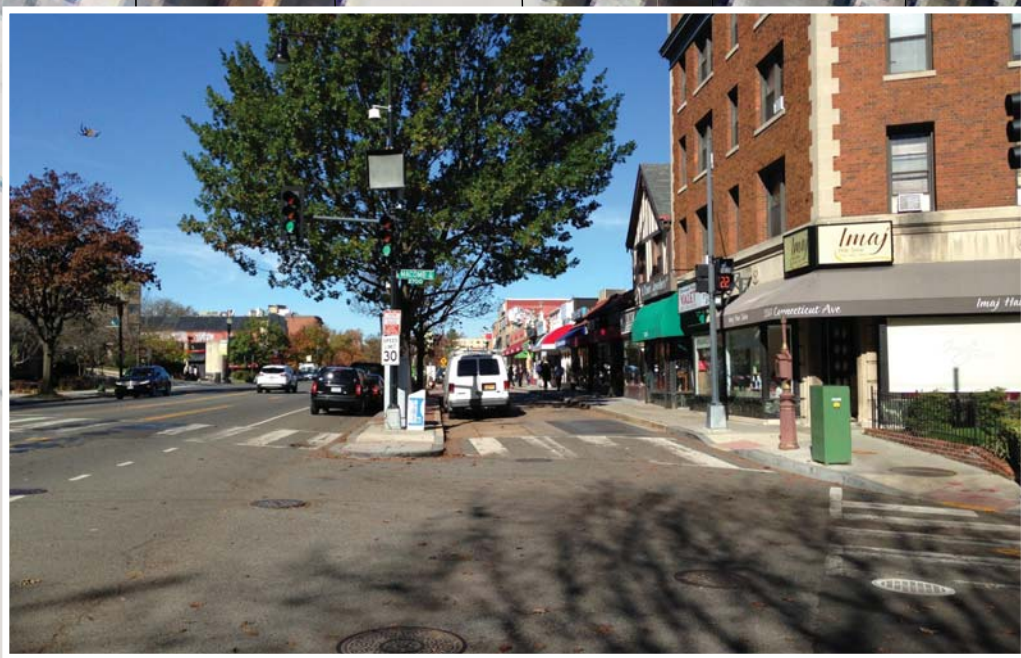
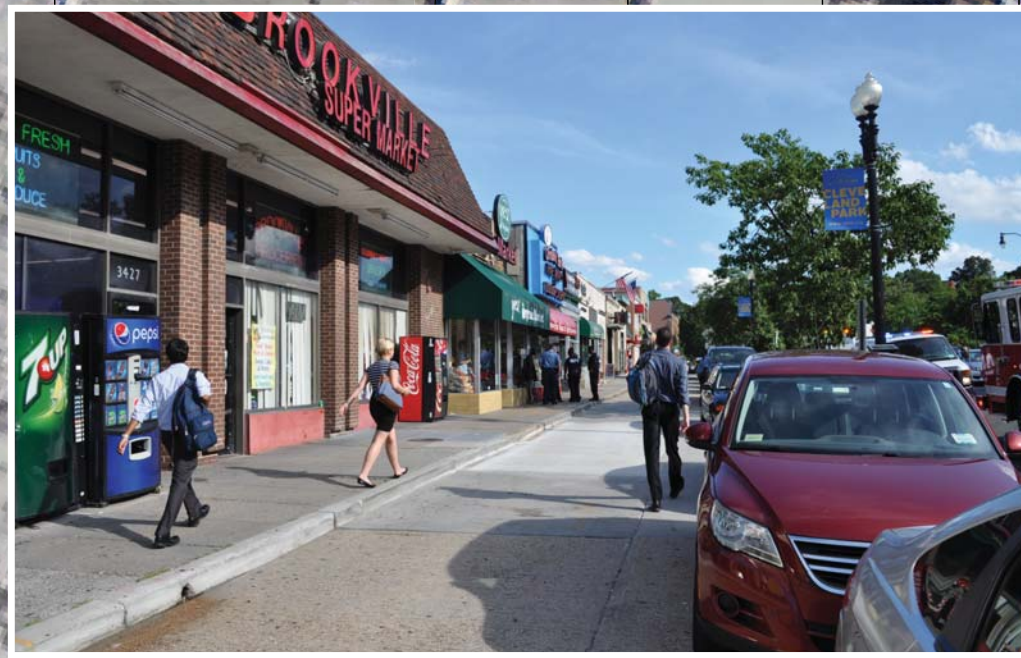
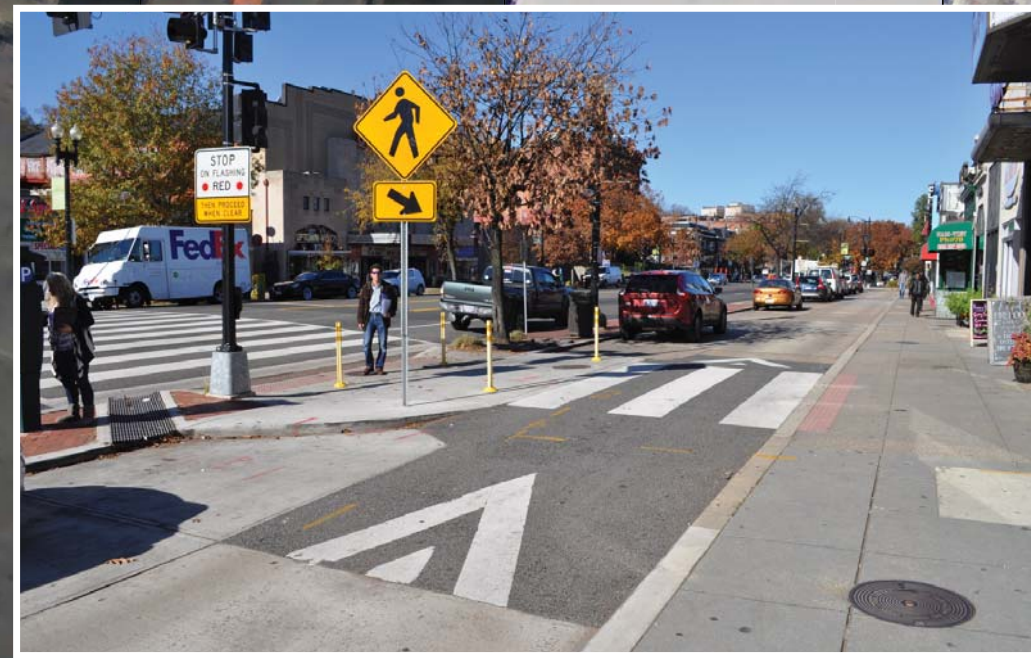
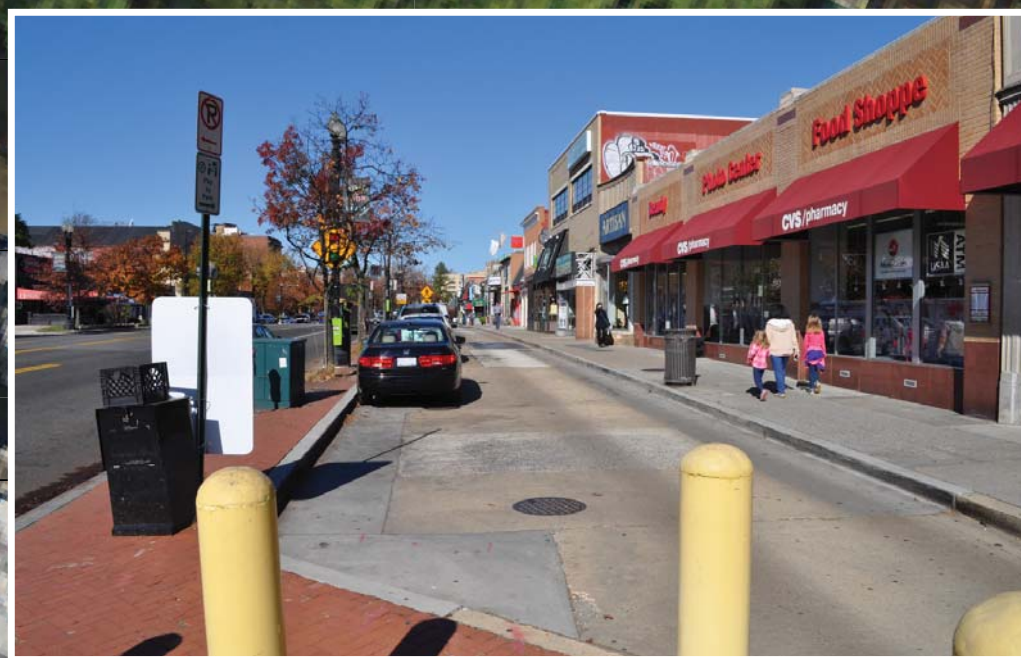
ELEMENTS IN SURROUNDING BUILDINGS CAN INFLUENCE STREETSCAPE DESIGN



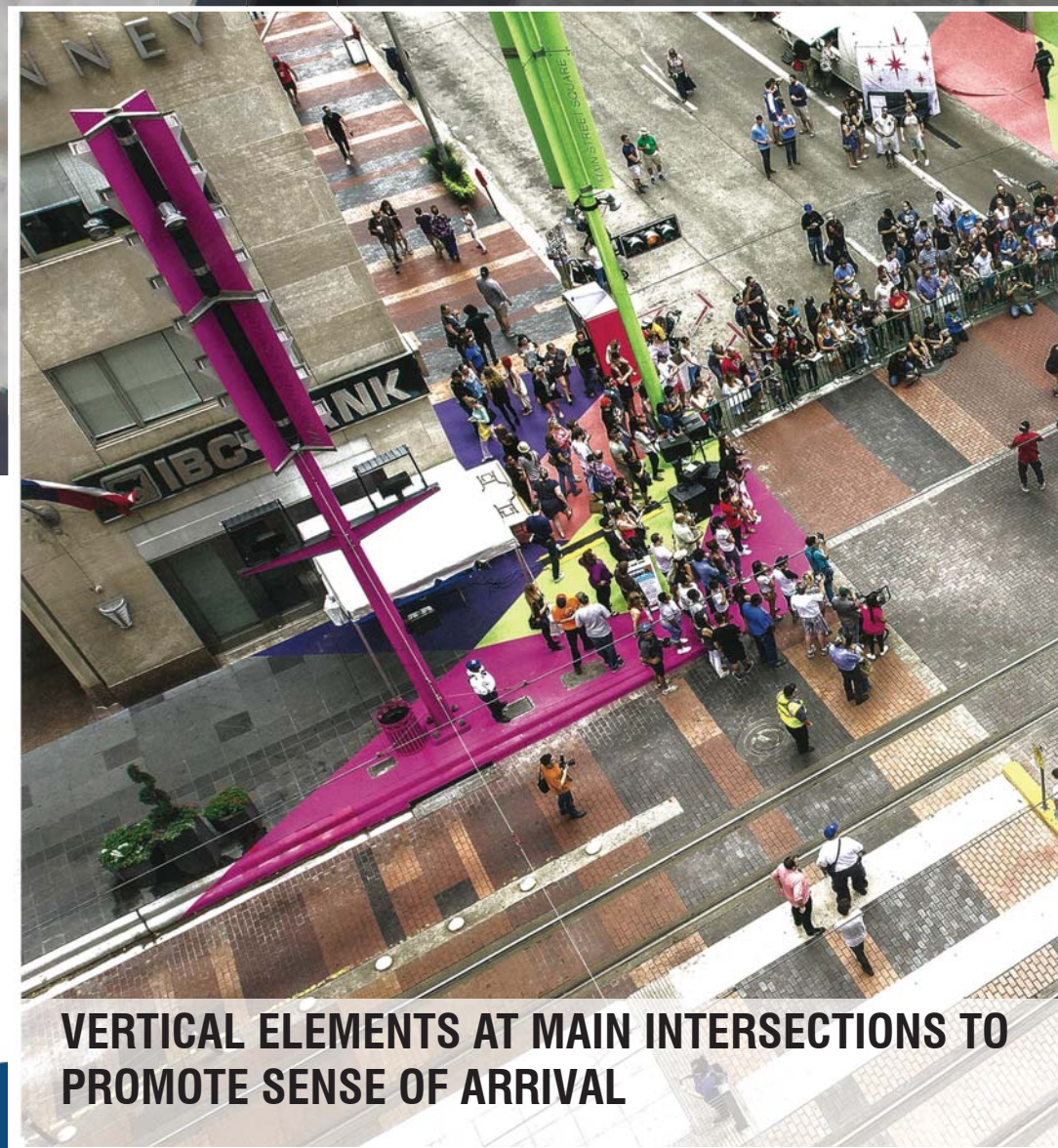
EXISTING SEATING AREA DISCONNECTED WITH SIDEWALK



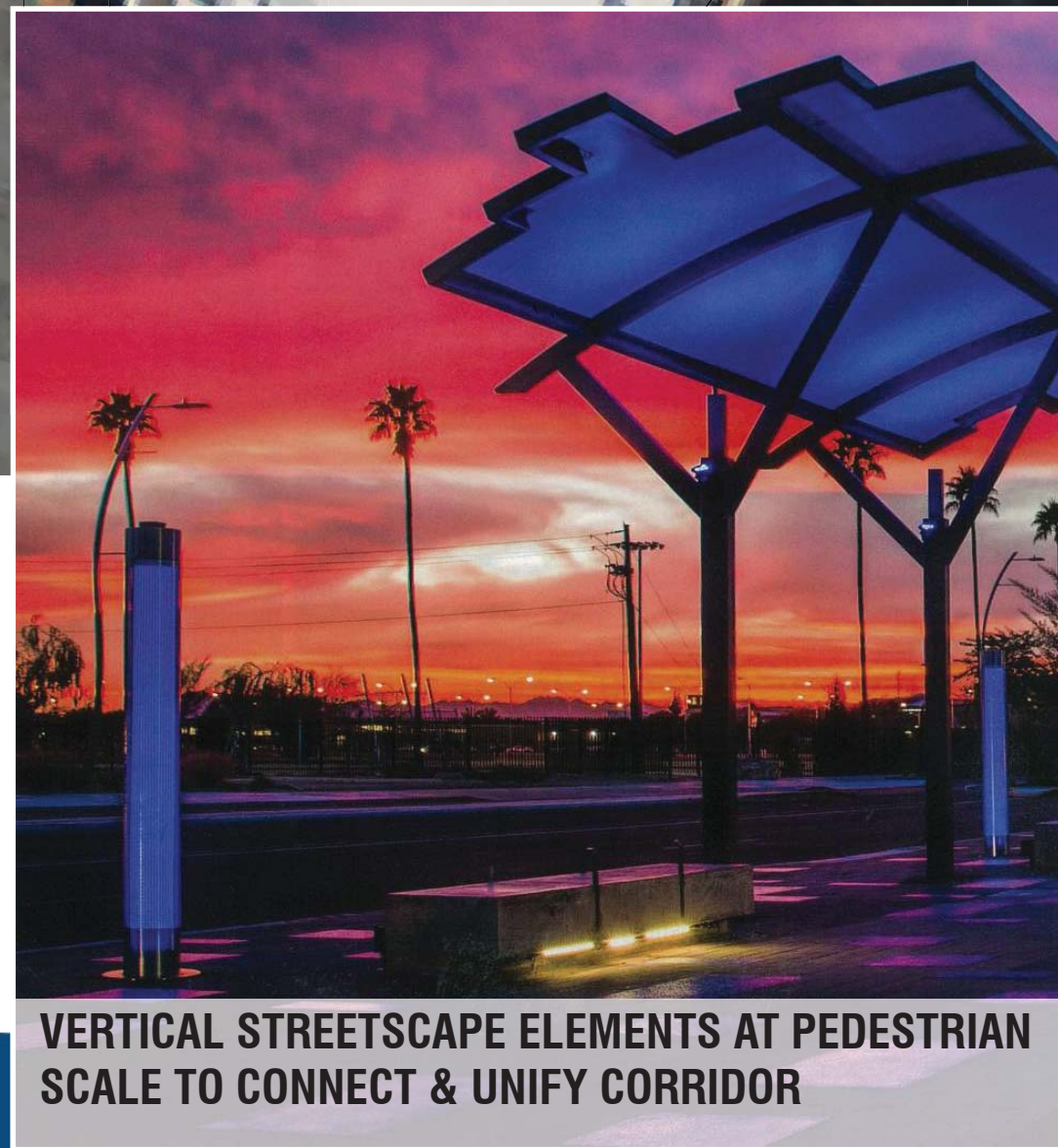
SERVICE LANE



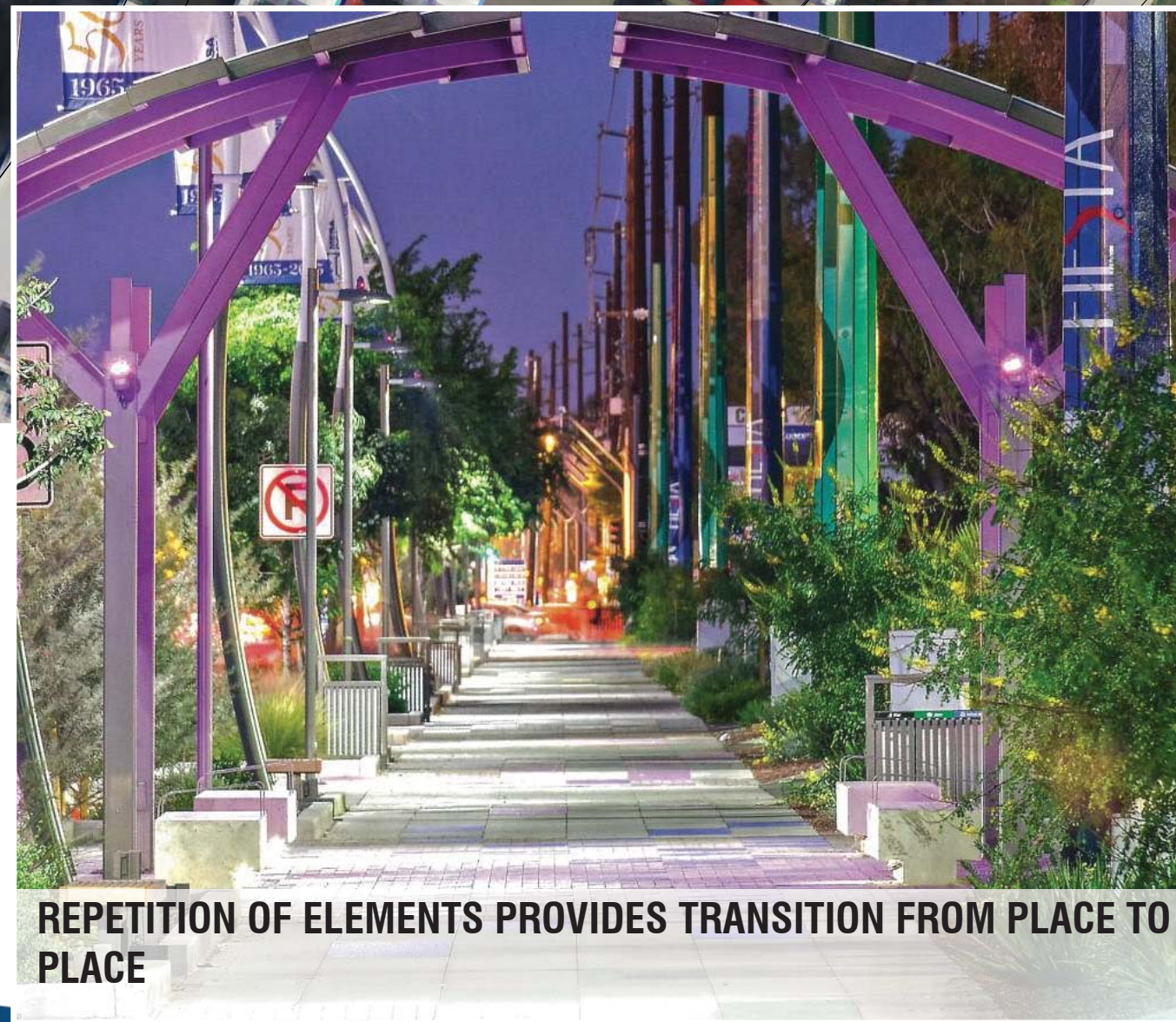
VERTICAL STREETSCAPE ELEMENTS / GATEWAYS



VERTICAL ELEMENTS AT MAIN INTERSECTIONS TO PROMOTE SENSE OF ARRIVAL



VERTICAL STREETSCAPE ELEMENTS AT PEDESTRIAN SCALE TO CONNECT & UNIFY CORRIDOR



REPETITION OF ELEMENTS PROVIDES TRANSITION FROM PLACE TO PLACE

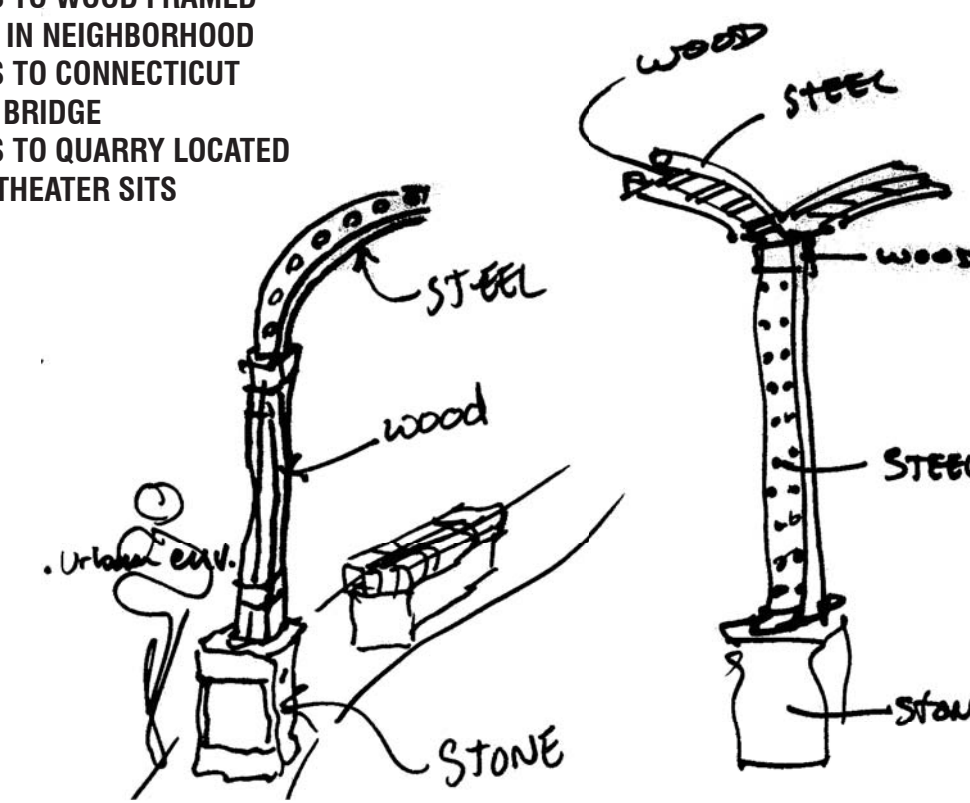


VERTICAL ELEMENTS NEED TO RELATE TO SURROUNDINGS

POSSIBLE MATERIALS:

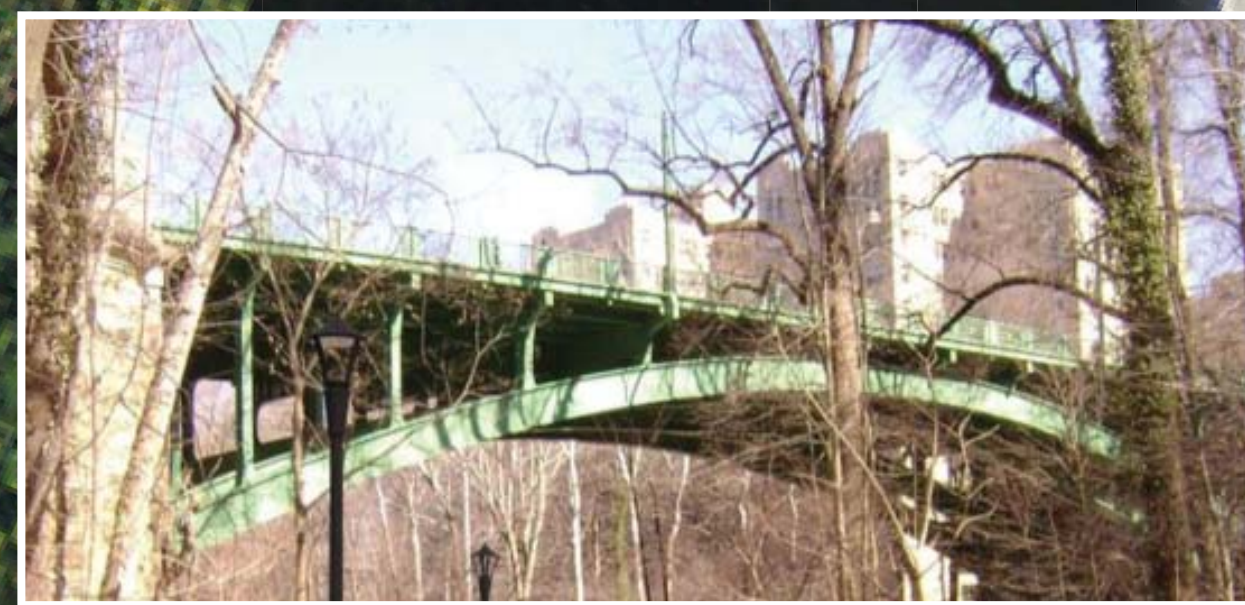
- WOOD - RELATES TO WOOD FRAMED HOUSES IN NEIGHBORHOOD
- STEEL - RELATES TO CONNECTICUT AVENUE BRIDGE
- STONE - RELATES TO QUARRY LOCATED WHERE THEATER SITS

(*SEE ORAL HISTORY)



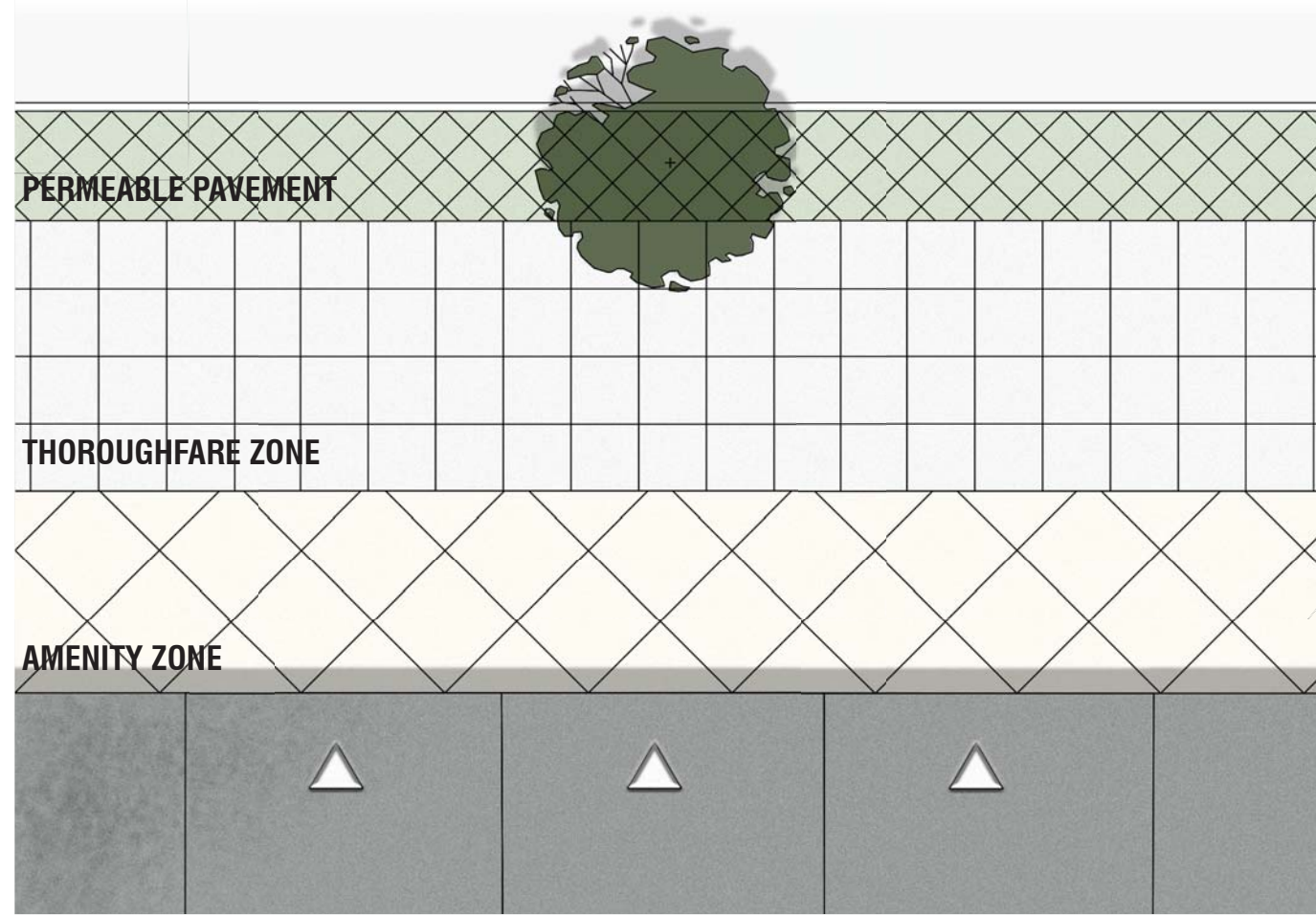
BRIDGE

- SIGNIFICANT ARCHITECTURAL LANDMARK
- BRIDGE OVER KLINGLE VALLEY - CONNECTICUT AVENUE BRIDGE
- BUILT FROM 1931-19323
- ART DECO STEEL ARCH BRIDGE
- LISTEN IN NATIONAL REGISTER OF HISTORIC PLACES



SIDEWALK PAVEMENT PATTERNS

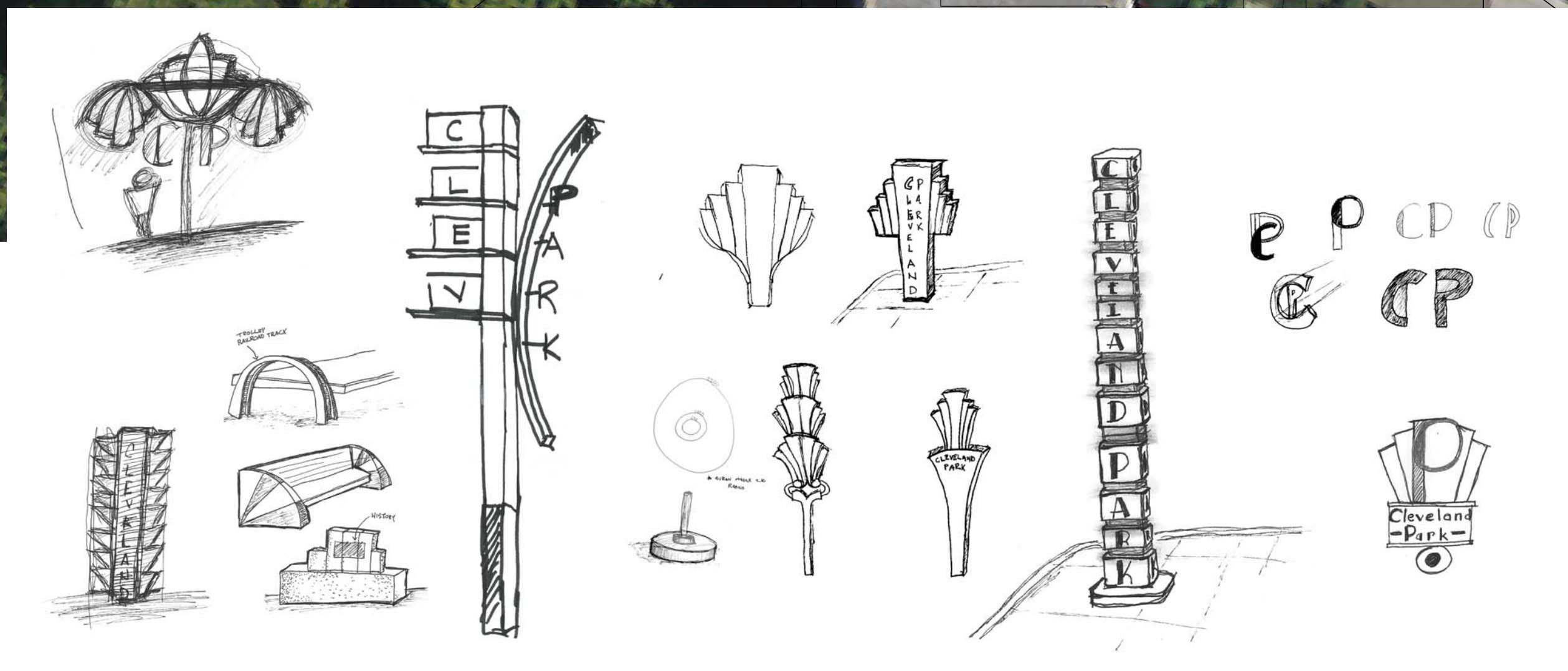
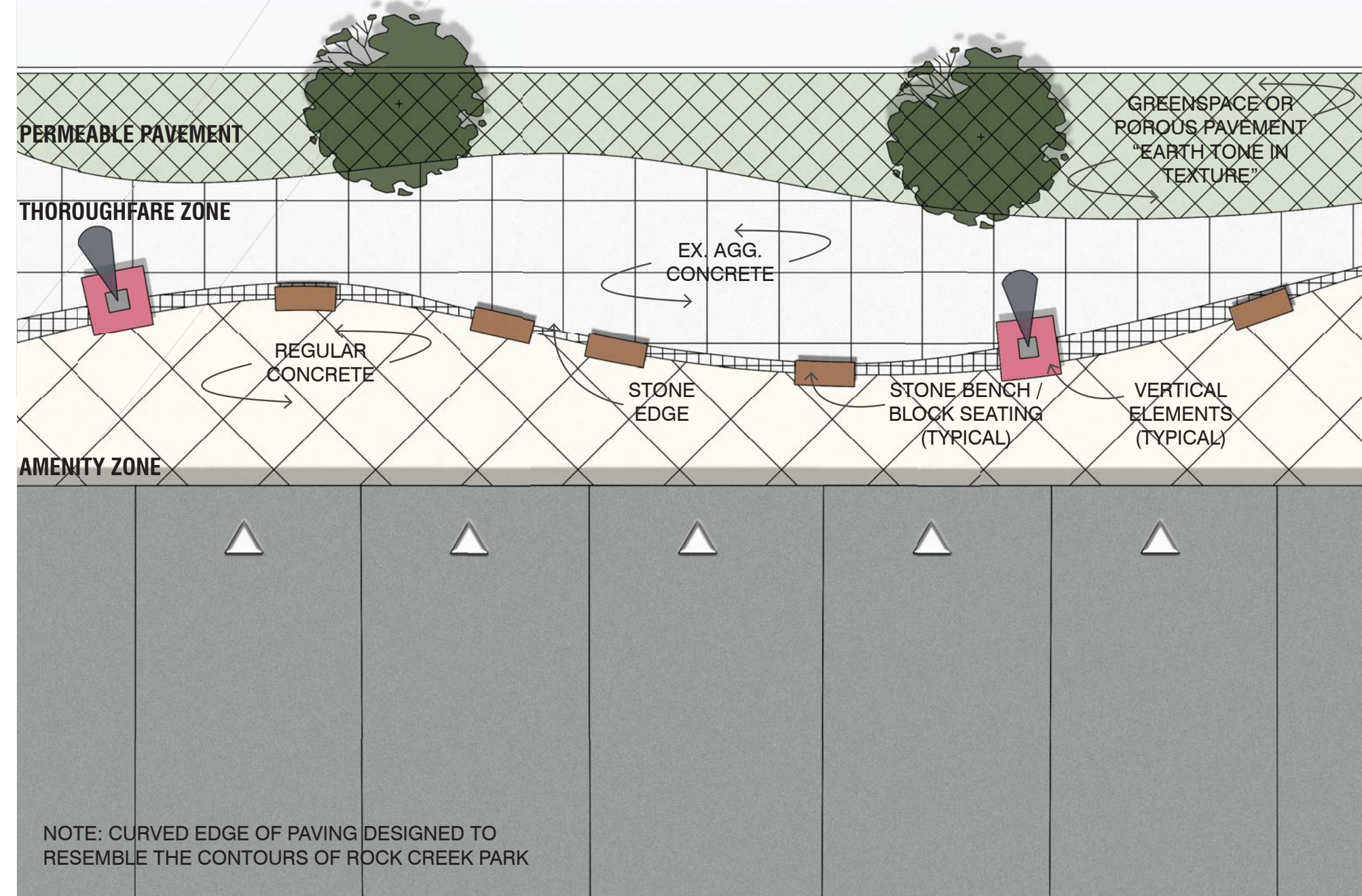
PATTERN PROPOSED IN CLEVELAND PARK STUDY 2013



POTENTIAL SIDEWALK MATERIALS

- | | |
|----------------------------|------------------------|
| STONE BANDING | CONCRETE |
| BRICK | POROUS RUBBER SIDEWALK |
| EXPOSED CONCRETE AGGREGATE | |

ALTERNATIVE PROPOSED DESIGN



Thank you for attending the Cleveland Park Streetscape and Drainage Improvement Public Meeting

Stay Connected

Paul Hoffman, Program Manager
Paul.hoffman@dc.gov

Wesley Mitchell,
wgmitchell@mccormicktaylor.com

Stacee Hemby, Community Outreach Coordinator
stacee@tinaboydandassoc.com

Question Regarding a Neighboring Project?

Klinge Watershed Green Streets
Jamie Miller,
Insert info here

Beach Drive and Multi-use Trail Reconstruction
Insert info here

Cleveland Park Milestone Schedule



Cleveland Park Milestone Schedule

