

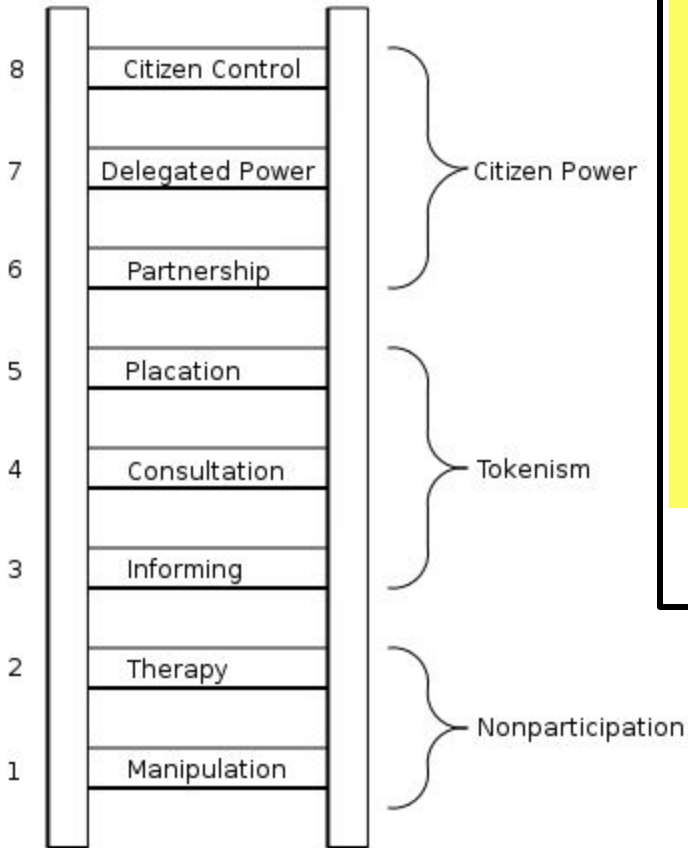
Ideas to moveDC

d.



NACTO, October 2014

Approach to Public Engagement



Planners Pointing


Whether you are a city planner, a mayor, a traffic engineer, a zoning lawyer or a community member...no matter. When we point, we plan.

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FIND ME

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04
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M Street Transportation Study Kick-Off Meeting

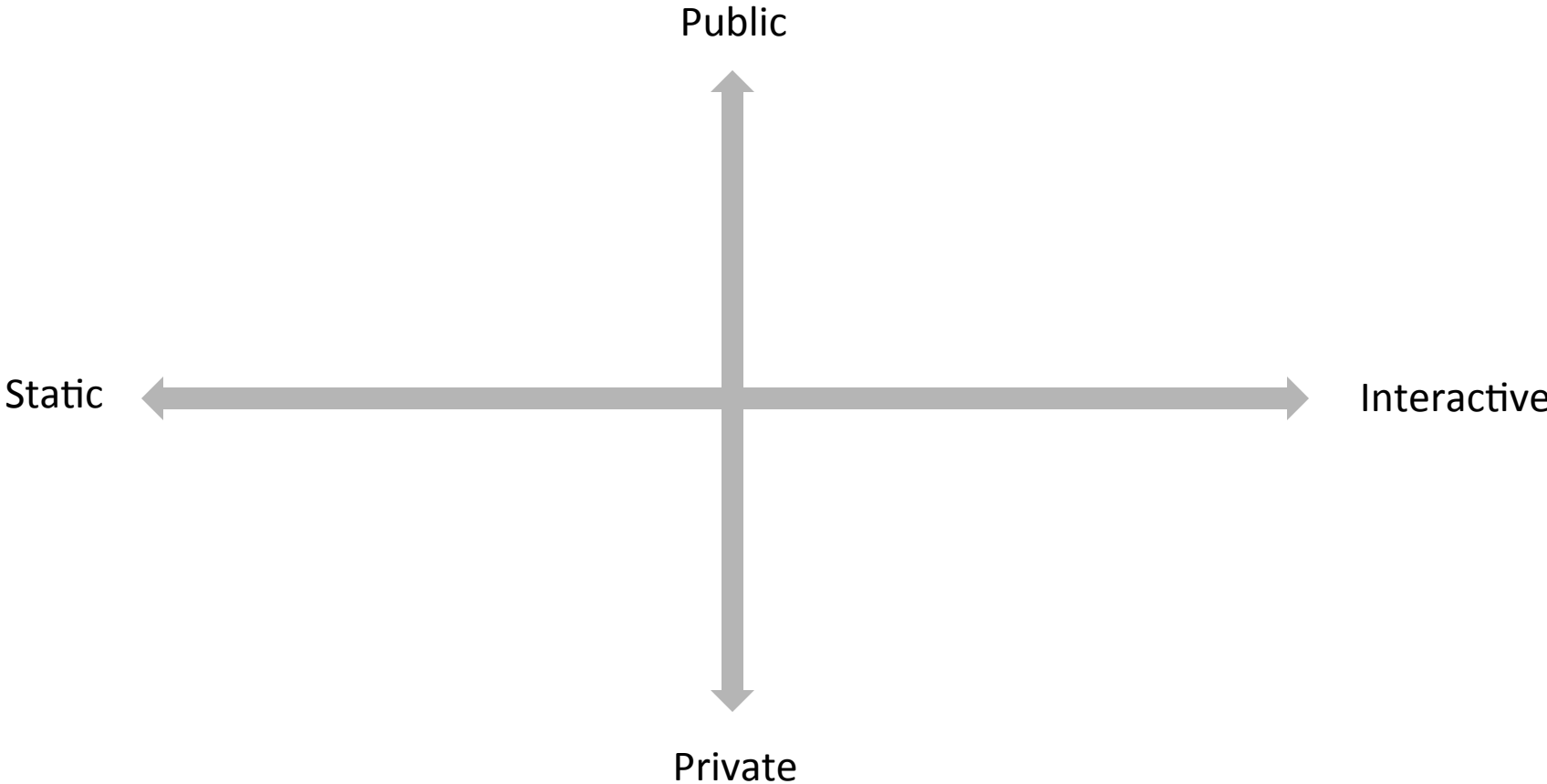
Sadly defined by an absence of pointing.

[1 YEAR AGO](#)
[+](#)
[SHORT URL](#)
[∞](#)
[♥](#)

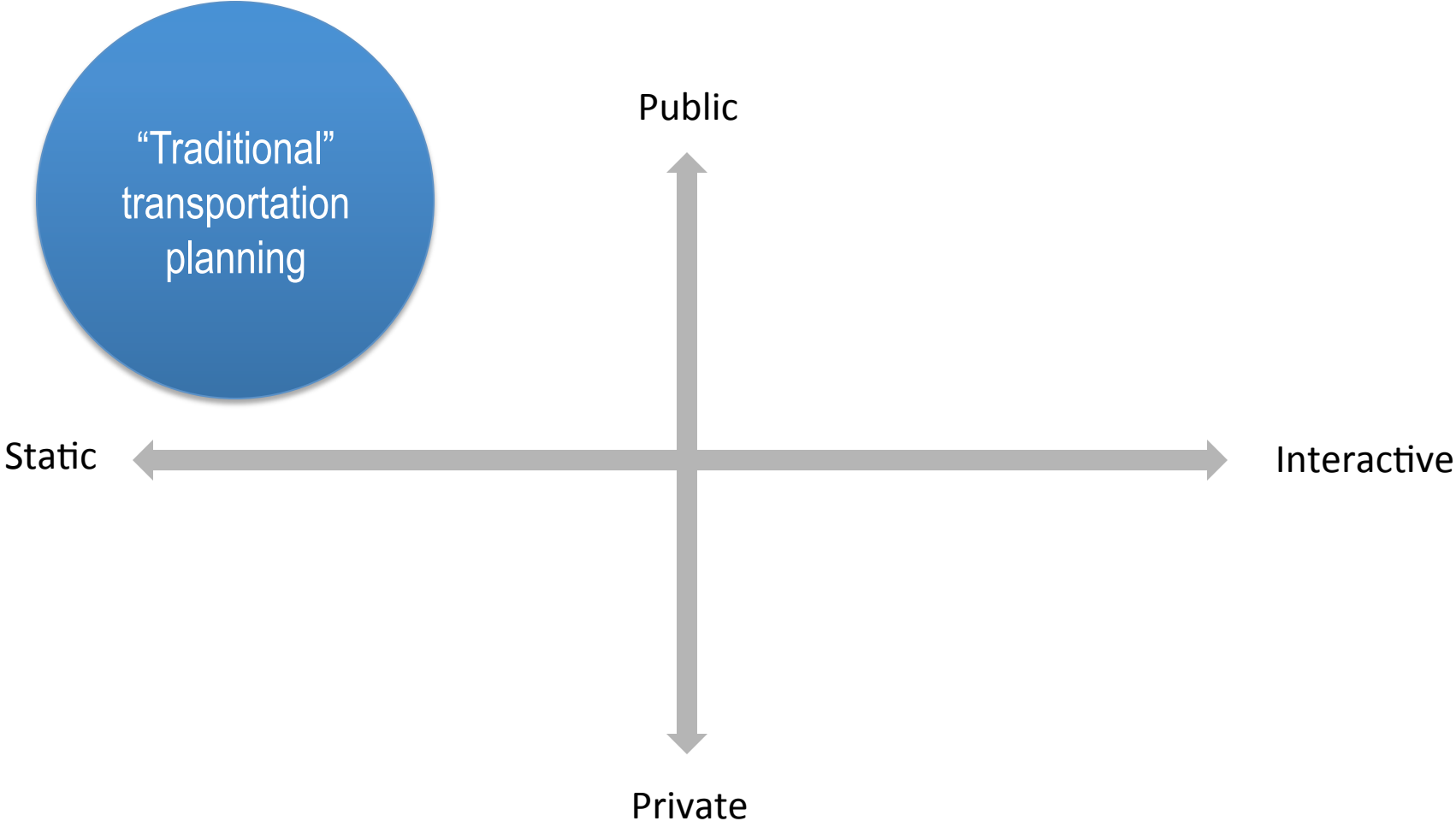
"Ladder of Citizen Participation",
Saul Alinsky, Sherry Arnstein



Approaches to Public Engagement



Approaches to Public Engagement



moveDC is...

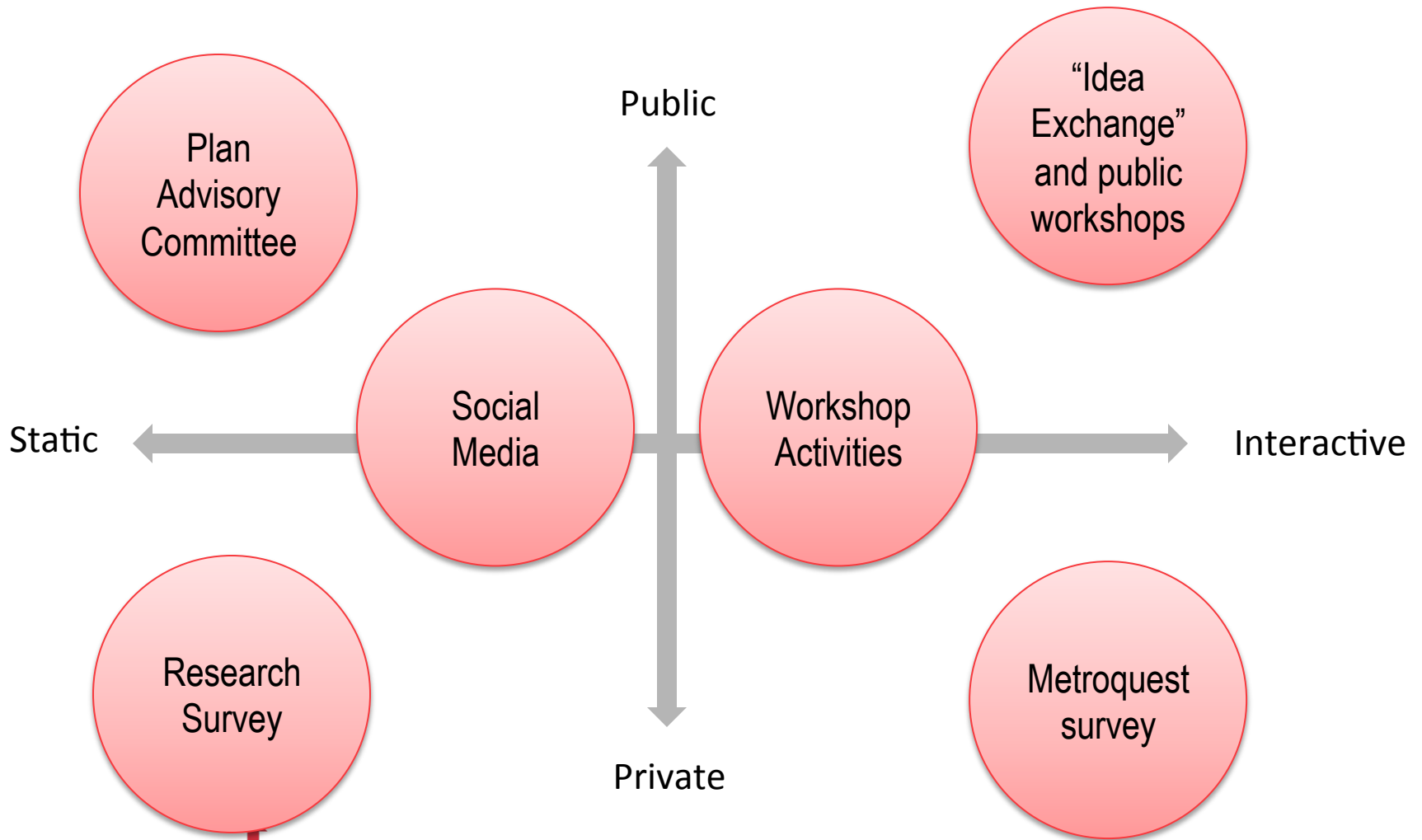
▶ **Statewide Vision Plan** – Mandated by FHWA, similar to what MDOT, VDOT, and other state DOTs produce

▶ **Local Transportation Plan** – like what major cities produce, New York, San Francisco, London, Vancouver

▶ **Blueprint to support future growth** – DDOT's last long-range plan was in 1997 even as travel has changed radically



Approaches to Public Engagement



Planning Process

TECHNICAL TRACK



Winter/Spring 2013

Spring/Summer 2013

Fall/Winter 2013-14

PUBLIC ENGAGEMENT TRACK



FINAL TRANSPORTATION PLAN



Comments on the Vision

WORKSHOP #1

DRAFT

Vision

safe!

Affordable

reliable!

efficient

Some neighborhoods do not have shopping, doctors, hospitals, stores or recreation so people have to drive. Make neighborhoods more livable with 1st class amenities.

Some with families by heritage in DC afford to live in DC need to live in suburbs

THE CITY CAN BE WALKABLE IF ALL NEIGHBORHOODS ARE SAFE.

Improve transit options for them

The District of Columbia will have an accessible, convenient, and resilient transportation system serving residents of every neighborhood and workers, institutions, businesses, and visitors. This world-class system will offer people many travel choices. It will support and encourage walking and biking; provide

include school children visitors, businesses

ESPECIALLY THOSE NOT NEAR TRANSIT

(i.e. serving PEOPLE not cars!)

preserve choices

COST + TIME EFFECTIVE

Safe pedestrian & biking traffic

efficient, convenient, and affordable transit; and offer people the opportunity to drive. As more and

BE ACCOUNTABLE;

but not incentivize/subsidize

so long as they pay the true cost of their congestion and parking provision.

Optimal better transportation choices are provided in the District of Columbia, the city will:

MORE BIKE PARKING - HUBS AT MAJOR NODES "DUPONT"

by strengthening car sharing networks

WANT A CITY IS PREFERRED, HOWEVER, IF PARKING ACCOMMODATIONS ARE ALREADY THERE IN MOST MAJOR REGIONS OF DRIVERS

channel parking + speeding fines into sustainable, green transportation locally, regionally

Build an "incubator street" to show what the perfect pedestrian-bike habitat of a stretch... baby steps

bike safety classes essential

- Be more competitive and attractive nationally and internationally

LIGHTING THAT IS NOT 100W'S BUT IS "LESS" BUT MORE EFFECTIVE

- Have safer and more vibrant streets and neighborhoods that lead to stronger, healthier communities

Fix infrastructure to keep our resources

- Have cleaner air, streams, and rivers and be more resistant to climate change

responsive (resilient)

*affordable bike share

establish bike hubs in working class communities

Accommodate the travel needs of all residents, workers, and visitors regardless of age or ability

A TIERED PARKING SYSTEM SHOWING NOT RESULT IN VIRTUAL PRIVATE PARKING SPACES ON CITY ROADS THAT ARE PAID FOR BY LOCAL OF THE WORKING CITIZENS OF NEIGHBORHOOD OF RESIDENCE P2 P3

end living - safe neighborhood streets!

Hold bike safety questions to driver license test

How to address needs of seniors + disabled? Better Metro Access!

Yes!! ADA Compliant Sidewalks

SIMPLIFY THE VISION... eg, "BE THE BEST EUROPEAN CITY IN THE U.S."

High Aspirations – Our Vision

The District of Columbia will have a **world class transportation system** serving the people who live, work, and visit the city. The transportation system will make the city **more livable, sustainable, prosperous, and attractive**. It will offer everyone in the District **exceptional travel choices**. As the transportation system evolves over time, the District will:

Be more competitive and attractive locally, regionally, nationally, and internationally

Have safer and more vibrant streets and neighborhoods

Have cleaner air, streams, and rivers, and be more responsive to climate change

Accommodate the travel needs of all residents, workers, and visitors—regardless of age or ability

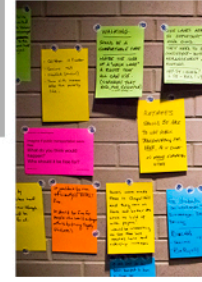
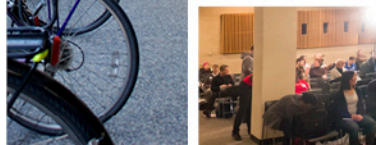


Overview

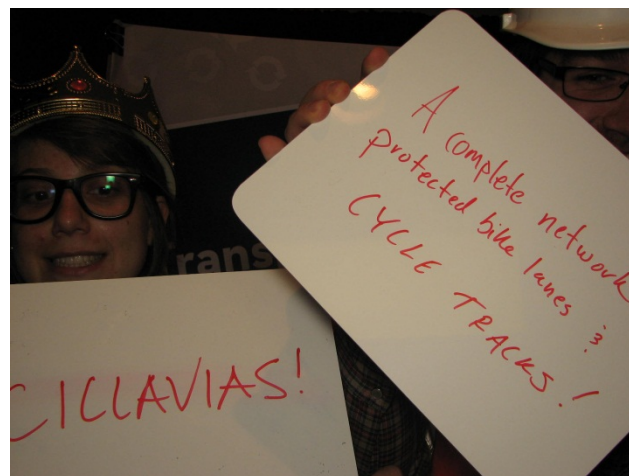
move dc

February 9, 2013
 9:30 a.m. to 3:00 p.m.
 Martin Luther King, Jr.
 Memorial Library

Idea Exchange



My Transportation Wish Responses





ENFORCEMENT OF
NOT DRIVING
BIKE LANE
CAR TO
Capital Bike lane

Need
bikes

Get rid of
the lane/

15th St
on the way
to the road

L street
be great
the road
east

Need bike lane
Stop letting
construction close
sidewalk!

Start the
Lane early!

FOUR
in tracks
bike in
CONSTRUCTION!

5 bus projects
at all times
and bus separate
resting

Love
Bike share
and more!!

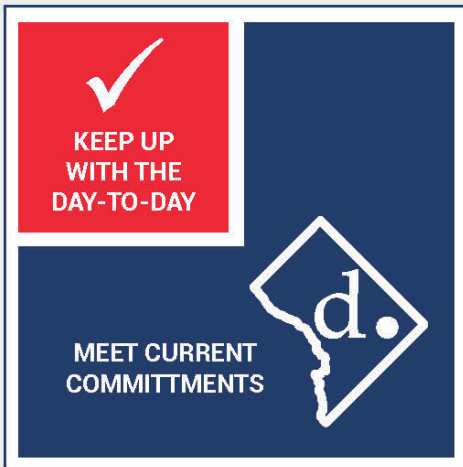
Weighing Priorities

There are things that we have to do. We have to keep things running day-to-day and meet current commitments. One square on your game board already takes care of these things. Take a minute and read through the descriptions of the other building blocks. What do they do? What are the consequences of choosing them?

RULES

Pick the blocks you want in your transportation future. **Tape the blocks to your board** following these rules:

- Do not cover the top left square.
- You have three squares to work with; that's it.
- You may not use a block more than once.



Build
in this
square

Build
in this
square

If you want to build
in this square,
we'll need more
money

■ Why did you build your transportation future this way?

■ Are there ideas not captured on the building blocks that you think are important?

■ If you used the additional square, how should we pay for it?

Weighing Priorities

move dc

for the Future

There are things that we have to do. We have to keep things running day-to-day and meet current commitments. One square on your game board already takes care of these things. Take a minute and read through the descriptions of the other building blocks. What do they do? What are the consequences of choosing them?

RULES Pick the blocks you want in your transportation future. **Tape the blocks to your board** following these rules:

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■ Why did you build your transportation future this way?

Short and long range issues that need to be addressed

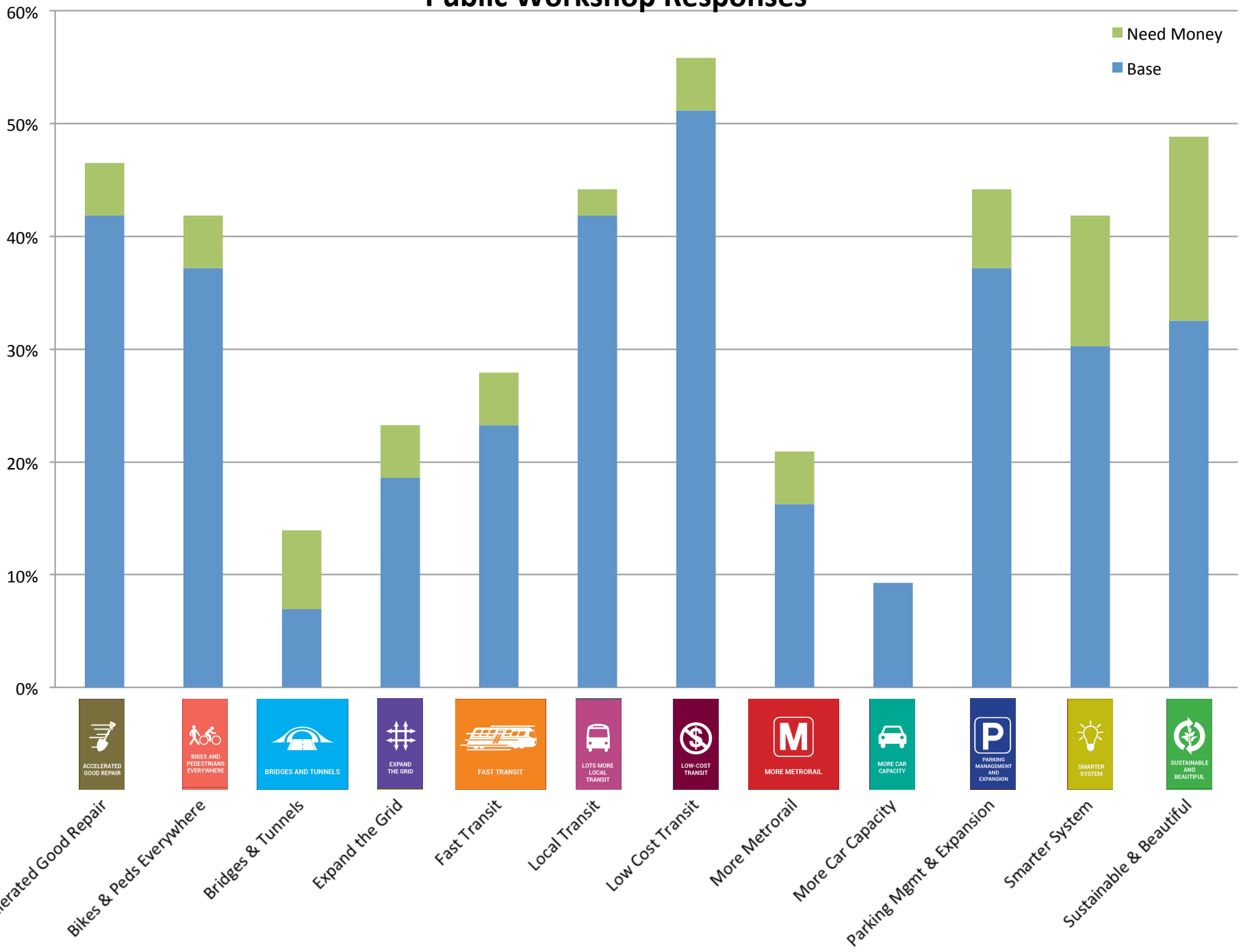
■ Are there ideas not captured on the building blocks that you think are important?

yes

■ If you used the additional square, how should we pay for it?

Neighborhood grants private funding

Public Workshop Responses

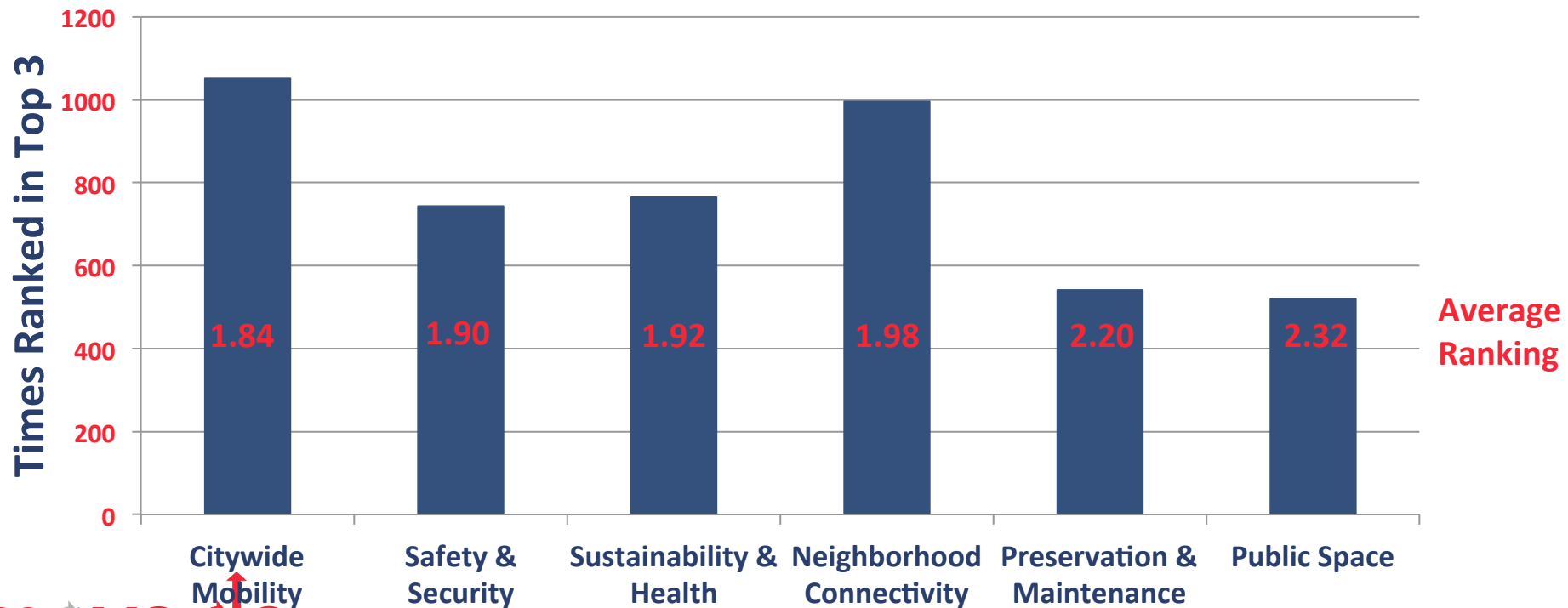


In person interaction - Workshops



Electronic Interaction - Metroquest

- 1,690 total submissions
- Value Ranking
 - Citywide Mobility and Neighborhood Connectivity had the most top 3 ranks



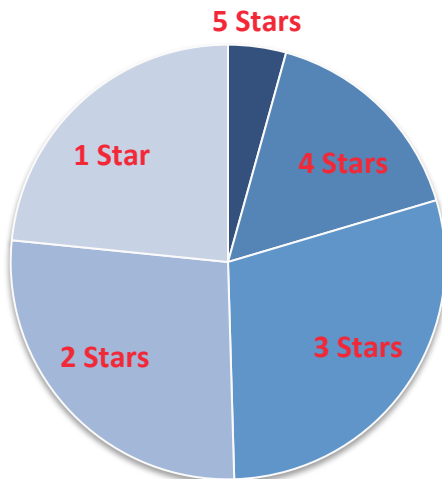
MetroQuest Results - Approaches

- Approach Ratings

- About 50% rated Approach 3 “5 stars”
- About 50% rated Approach 1 either “1 star” or “2 stars”

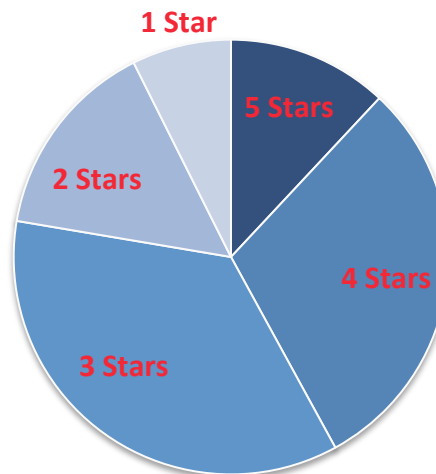
Approach 1 – Stay the Course

Average Rating: 2.5



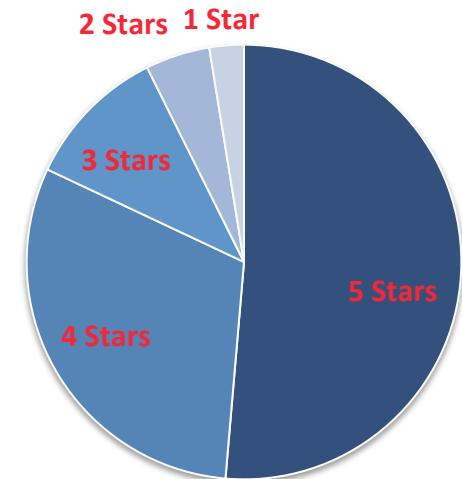
Approach 2 – Get to the Center

Average Rating: 3.2

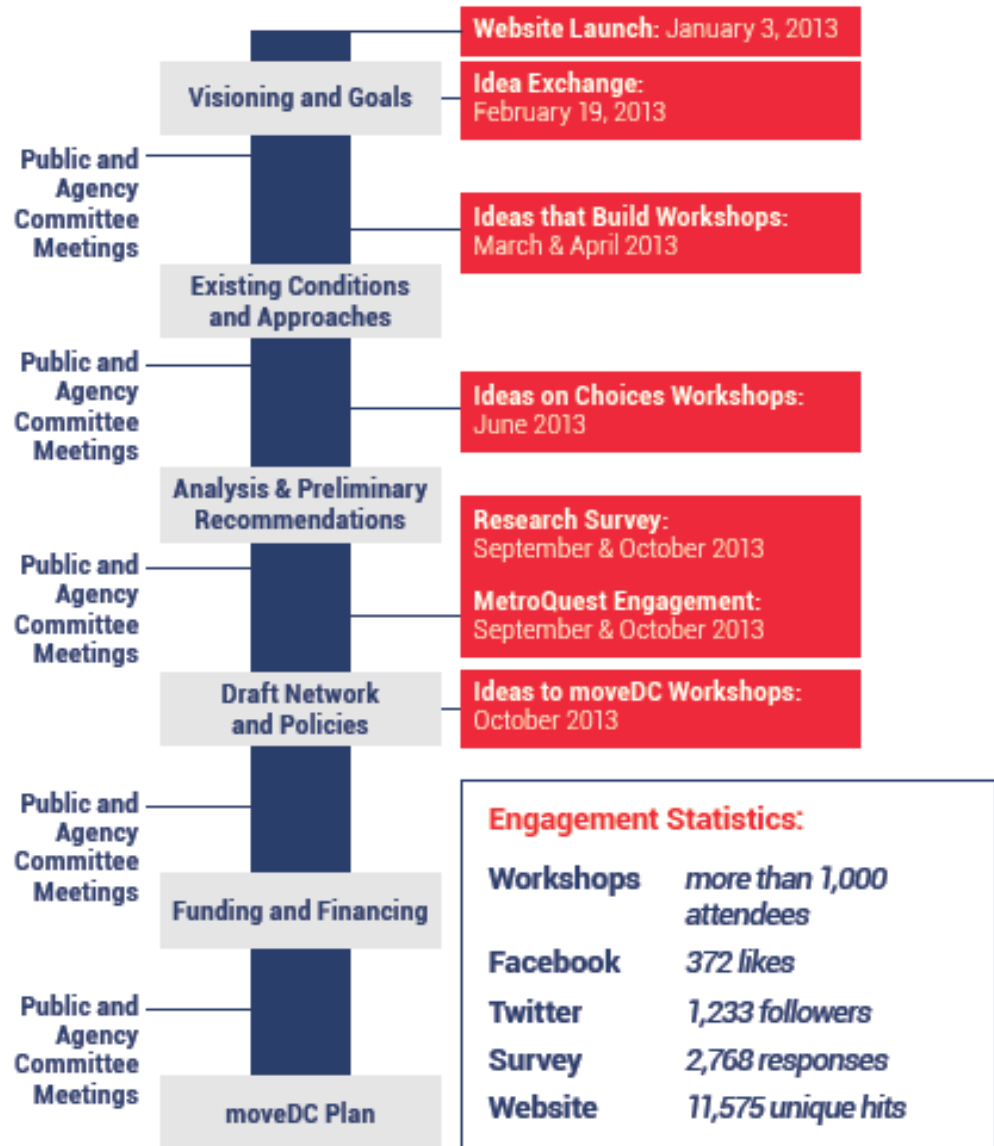


Approach 3 – Connect the Neighborhoods

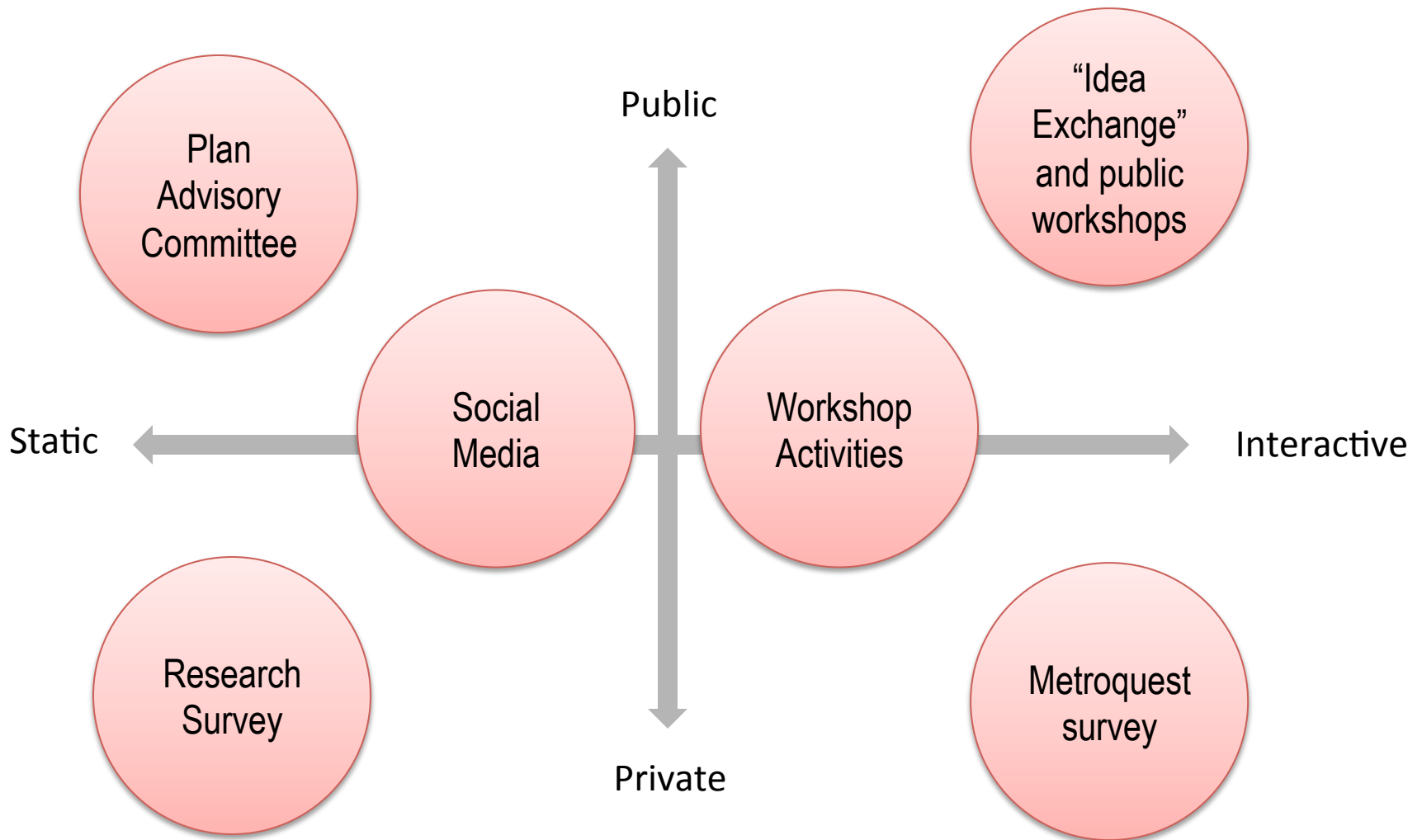
Average Rating: 4.2



Continuous Engagement During Process

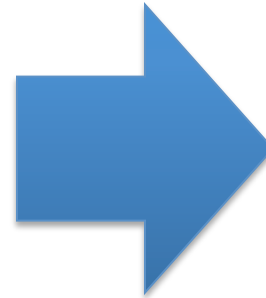


Approaches to Public Engagement



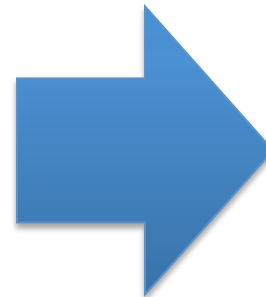
Key Themes

- Travel options throughout the District
- Reliability and resiliency of transportation systems



Key themes from public process

- Safety for all users
- Efficiency of investments and capacity



Key themes from DDOT mission

Engagement Outcomes

- Aggressive, far-reaching plan to guide future investments
- Strong “brand” that (hopefully) leads to lasting engagement in transportation planning
- Core group of supporters who will hold future leadership accountable
- New standards and skills for agency in engagement

Thanks!

Sam Zimbabwe

Associate Director

Policy, Planning & Sustainability Administration

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