

FAR SOUTHEAST II

LIVABILITY STUDY REPORT

November 2011

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STUDIES



FAR SOUTHEAST II LIVABILITY STUDY
Final Report, November 2011

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Executive Summary

Livability is a term that refers to a community’s 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 areas including transportation, urban development, public health, housing, cultural resources and the natural environment.

The U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) formed a Partnership for Sustainable Communities in 2009. The Partnership for Sustainable Communities conveyed the overall understanding of livability by identifying the Six Principles of Livability. These principles guide decision makers to make investments that improve the quality of life of Americans in communities throughout the country.

The six principles are:

- 1. Provide more transportation choices.**
- 2. Promote equitable, affordable housing.**
- 3. Enhance economic competitiveness.**
- 4. Support existing communities.**
- 5. Coordinate policies and leverage investment.**
- 6. Value communities and neighborhoods.**

Transportation is central to livability. Livability in transportation guides the development of safe, reliable and economical transportation choices that decrease transportation costs, reduce the nation’s dependence on foreign oil and greenhouse gas emissions, improve air quality and promote public health. It requires planning and funding of a balanced system of transportation options. The net result is a multimodal transportation system with intermodal connections to local communities, the rest of the city and the region that are economically feasible and environmentally friendly.

Livability in transportation is also about providing economic alternatives to driving. According to the Transportation Affordability Index 2004, Bureau of Labor Statistics, on average, the average American family spends 19 percent of their total household income on transportation. Households in auto dependent communities spend 25 percent of their income on transportation, while households with good access to alternative

modes such as transit spend only nine percent. Family savings made possible by developing alternative transportation systems can be spent on things more important to families such as health and education

Introduction to the Study

The District of Columbia recognizes that many of their neighborhoods and communities can attract new residents and tourists and generate local economic, social, cultural, and leisure activities by offering a variety of reliable transportation options and user friendly and attractive public spaces. The District's 2006 Comprehensive Plan placed an emphasis on creating greater transportation choices for residents and connecting the city with stronger physical and social links. To further the efforts of the comprehensive plan, the District Department of Transportation (DDOT) launched three Livability Studies in 2011 that support DDOT's desire to create more "livable" spaces for residents and US DOT's Livability Initiative to provide more transportation choices and improve the quality of life for citizens.

One of the three studies, entitled the Far Southeast II Livability Study, identified tangible, on-the-ground solutions that foster a safe and balanced transportation system. The primary objectives of the study are to:

- Devise a neighborhood-wide comprehensive approach for the implementation of a balanced system of multimodal improvements.
- Identify specific issues that impact safety of pedestrians, motorists, bicyclists, and transit riders.
- Design cost-effective, measurable system-wide improvements that benefit all users.
- Reduce vehicle speed where problems have been measured or observed by identifying traffic calming and safety improvements.
- Emphasize safety / access improvements around public facilities.

Vision for the Study Area

The study area for the Far Southeast II Livability Study is located in the southeast section of the District of Columbia. The majority of the study area lies in Ward 7. The neighborhood of Fairlawn is located in Ward 8. The study area is bounded by Massachusetts Avenue to the north; Good Hope Road and Naylor Road to the south; Anacostia Freeway to the west and Southern Avenue to the east. Prince Georges County, Maryland is directly adjacent to its eastern boundary. The study area encompasses twelve distinct neighborhoods. They are:

- Fairlawn
- Marbury Plaza
- Randle Highlands
- West Over View
- Good Hope

- Twining
- Penn Branch
- Dupont Park
- Fort Davis
- Fairfax Village
- Hillcrest
- Naylor Gardens

A vision was formed for these neighborhoods in the Far Southeast study area to guide the identification of Livability Corridors and development of transportation solutions along these corridors that improve the quality of life for people who live, work and recreate there.

The Vision for the Study Area is to:

- Provide better access to social and economic opportunities by efficiently connecting major activity centers (employment centers, retails, education, recreation, and community facilities) within and around the study area.
- Strengthen connections to regional transportation network and park corridors.
- Provide a variety of transportation options by making walking, wheeling, bicycling and transit use safe and convenient.
- Support existing communities in the study area by preserving and enhancing community characteristics.

Public Involvement and Agency Coordination

Community involvement and coordination consisted of input from neighborhood groups, community organizations and governmental agencies. Since people have different ideas about what makes their community livable, this study included three public workshops for residents, Advisory Neighborhood Commissioners (ANC), council members, community leaders, commercial property owners and concerned citizens. Participants were encouraged to provide input on transportation related issues in the community and to identify improvements they would like to see implemented.

Three public meetings were held during the course of the study. The study team solicited comments from citizens during Public Meeting #1 on transportation related issues and concerns and on improvements that they would like to see in their community. The more common concerns are:

- Better lighting
- Areas around the Francis Library need to be more pedestrian friendly
- Park improvements (more recreational opportunity, playground, benches, etc.) on the area north of the library
- More bus shelters
- Removal of flexible mounted pedestrian signing at crosswalk locations because they are ineffective
- Unattractive streetscape

Selection of Livability Corridors for Further Study

The study team selected livability corridors for further study using a high-level method of evaluation. The evaluation consisted of a screening of the nine potential corridors to determine if they meet key criteria for designation as a livability corridor. Key criteria are:

- Connectivity to major activity centers
- Access to schools, parks, and other community facilities
- Area issues not studied or recommended for improvements by other existing studies and plans
- Corridors with deficiencies identified by the public during Public Meeting #1
- Recommendation from Technical Advisory Committee

Results of the evaluation in Table 6, yielded the following six livability corridors for further:

- 1) Good Hope Road (Between Minnesota Avenue and Naylor Road)
- 2) Naylor Road (Between Fairlawn Avenue and Southern Avenue)
- 3) Minnesota Avenue (Between Good Hope Road and Randle Circle)
- 4) Alabama Avenue (Between Branch Avenue and Pennsylvania Avenue)
- 5) Branch Avenue (Southern Avenue and Pennsylvania Avenue)
- 6) Southern Avenue (Between Branch Avenue and Pennsylvania Avenue)

In addition to the six livability corridors mentioned above, the following locations were selected for spot improvements in support of the Safe Routes to School Program.

- 27th Street, between Naylor Road and Texas Avenue
- Altamont Place, between Good Hope Road and Naylor Road
- 30th Street at S Street
- Park Drive, From 31st Place to Branch Avenue
- 16th Street at T Street
- 17th Street at T Street

Results from Public Survey

The team gathered input from neighborhood groups, community organizations and governmental agencies by conducting a survey on the types of improvements they would like to see along the six livability corridors. The survey was conducted during Public Meeting #2 and consisted of a questionnaire asking residents what type of improvements they valued most for each selected corridor. Improved lighting, pedestrian traffic control, mid-block crossing, traffic calming measures and bus stop amenities were among the top improvements that residents of the area desired to see. There was some interest in bicycle improvements, but it did not rise to the top of importance for respondents.

Proposed Recommendations for Improvements

Site specific as well as corridor wide recommendations were derived for each selected corridor that improves the quality of life for residents, workers and visitors in the study area. These recommendations were derived from observations identified during field observation, information collected from the public during Public Meetings, and guidance from the Technical Advisory Committee consisting of various governmental agencies in the District.

Good Hope Road (Between Minnesota Avenue and Naylor Road)

Proposed improvements in the corridor section between Minnesota Avenue and 18th Street will occur within the confines of the existing pavement and include a 10 - 11 foot shared use lane to be used by both vehicles and bicycles and an 8 foot parking lane in each direction. The corridor section between 18th Street to 24th Street includes a 13 foot shared use travel lane in each direction, separated by a 12 foot turn lane. On-street parking is available in sections where space is available within the existing pavement and existing off-street parking lots serve adjacent apartment buildings for residents and guest.

In an effort to promote bicycle activity in the Far Southeast community, a shared use lane or sharrow street marking is proposed in the center of a travel lane to indicate that a bicyclist may use the full lane. The shared use lane will be coupled with signing warning motorists to share the road with bicyclists.

Naylor Road (Between Fairlawn Avenue and Southern Avenue)

The section between Good Hope Road and Altamont Place includes a 14 foot shared use travel lane in each direction and an 8 foot parking lane on one side.

The section between Altamont Place and T Street will include a 14 foot shared use travel lane in each direction separated by an 8 foot median. This section will be constructed in two phases: Phase 1 will include a striped median. Following an evaluation of large vehicular operations, a decision will be made to construct a raised/landscape median.

Corridor improvements include additional bus stop amenities such as an enlarged landing pad area, trash receptacles, transit information signs and/or benches for passengers to experience improved waiting areas and safer and easier access to buses.

Minnesota Avenue (between Good Hope Road and Randle Circle)

Proposed improvements will occur within the confines of the existing pavement and include 12 foot shared use lanes to be used by both vehicles and bicycles and an 8 foot parking lane in each direction.

Additional bus stop amenities such as enlarged landing pad areas, trash receptacles, transit information signs, and/or benches are proposed at selected locations along the corridor.

Additional intersection improvements are proposed at R Street and S Street applying similar improvements as those shown for intersections above for crosswalk/curb ramp improvements. A rapid flashing beacon is proposed at the intersection of Minnesota Avenue and N Street.

Alabama Avenue (Between Branch Avenue and Pennsylvania Avenue)

Proposed improvements will occur within the confines of the existing pavement and include 13 foot shared use lanes to be used by both vehicles and bicycles and an 8 foot parking lane in each direction. Additional bus stop amenities such as enlarged landing pad areas, trash receptacles, transit information signs, and/or benches are proposed at selected locations along the corridor.

Painted and marked crosswalks are proposed for highly visible street crossings. Safety treatments were added by the addition of proposed refuge islands on Alabama Avenue at 36th Street. This allows pedestrians to cross half of the street at a time. Other improvements in the vicinity of the school include advanced signing for motorists and bus relocations from approximately one-half block west of the school to in front of the school. A rapid flashing beacon is proposed at the intersection of Alabama Avenue and 36th Place.

Additional intersection improvements are proposed on Alabama Avenue at 31st Street, 32nd Street and 37th Streets involving the connection of sidewalks to crosswalks by paving the buffer area for improved accessibility, particularly for persons with disabilities.

Branch Avenue

The existing typical section remains the same at two 10 foot lanes in each direction. Additional bus stop amenities such as enlarged landing pad areas, trash receptacles, transit information signs, and/or benches are proposed at the intersections of Camden Street, W Street, U Street and T Street.

Proposed improvements include signing for pedestrians and a proposed HAWK Signal. HAWK stands for High intensity Activated crossWalk. These signals have been used for more than five years. It is a “beacon” that remains dark for traffic unless a pedestrian activates the push button. When the pedestrian presses the button, approaching drivers will see a flashing yellow beacon for a few seconds, indicating that they should reduce speed and be prepared to stop for a pedestrian in the crosswalk. The flashing yellow is followed by a solid yellow, then a solid red beacon requiring vehicles to stop. Another HAWK signal is proposed at the intersection of Branch Avenue and Fort Circle Park Crossing.

Additional pedestrian improvements are proposed including proposed sidewalks on the east and west sides of Branch Avenue, between Highwood Drive and Nash Place; the east Side of Branch Avenue between Nash Place and Pope Street; and the west Side of Branch Avenue, between Park Drive and Pennsylvania Avenue.

Southern Avenue

Proposed improvements will occur within the confines of the existing pavement and include 14 foot shared use lanes to be used by both vehicles and bicycles and an 8 foot parking lane in each direction. Bus stop amenities such as an enlarged landing pad area, trash receptacles, transit information signs, and/or benches are proposed at the intersections of 34th Street, 36th Place/Oxon Run Place and Suitland Road. Additional pedestrian improvements consisting of crosswalks and curb ramp improvements are proposed at Fairhill Drive, 34th Street, Forest Glade Lane and the south leg of Pennsylvania Avenue.

Safe Routes to School Improvements

Safe Routes to School proposed improvements were made on the immediate surroundings of the school and include the following recommendations for sidewalk, signing and crosswalk pavement markings:

- Good Hope Road at 15th Street (Reduce Crossing Distance) - Ketcham Elementary School
- 30th Street at S Street (Pedestrian Warning Signs at Crosswalk) - Randle Highlands Elementary School
- Alabama Avenue at 36th Place (Rapid Flash Beacon) - Beers Elementary School
- Minnesota Avenue at S Street & 18th Street (Realign Crosswalk) - Anacostia High School
- Minnesota Avenue at Nicholson Street & White Place (Pedestrian Refuge Area) - Orr Elementary School

Spot Improvements

Proposed spot improvements are:

- Roadway Lighting along 27th Street, between Naylor Road and Texas Avenue
- Sidewalks along the west side of Alabama Avenue, north of Pennsylvania Avenue
- Sidewalks along Branch Avenue, north of Pennsylvania Avenue
- Replace damaged, non-standard signing and faded pavement markings along main roadways
- Transit Stop Improvements
- Sidewalk improvements on Park Drive from 31st Place to Branch Avenue; Altamont Place from Naylor Road to Good Hope Road; and 27th Street from Naylor Road to Trail Entrance
- Intersection improvements at Minnesota Avenue and N Street (see Appendix A, Page A12)
- Signing improvements on 18th Street between Minnesota Avenue and Good Hope Road (Appendix A, Page A13)*

Proposed sidewalk locations are subject to available right-of-way. Pedestrian hybrid signals must meet warrants prior to implementation. Warrant analyses are not included in this study.

*Signing improvements on 18th Street between Minnesota Avenue was proposed in order to eliminate traffic from Good Hope Road that wanted to use 18th Street as a cut-through to access Minnesota Avenue. However, this improvement was requested to be removed from proposed recommendations by a citizen in the third public meeting because it did not benefit the overall traffic flow in the area. Instead, for safety reasons, it was requested that an all-way stop controlled intersection be included as a spot improvement alternative at the intersections of 16th Street/T Street, and 17th Street/T Street, with no change to the overall flow patterns on these streets.

Implementation Plan and Costs

Implementation of transportation improvements is scheduled to occur over a 48-month timeframe in three phases, pending the availability of funding. The three phases are short term, mid-term and long term. Short term is defined as occurring between 5 months and 12 months. Mid-term is defined as occurring between 12 months and 24 months. Long term is defined as occurring between 24 months and 48 months.

Transportation improvements to occur over a short term period (5 to 12 months) include signing, pavement marking for parking boxes, shared lanes and medians, and bus stop improvements including bus stop consolidation and amenities. The total cost for short-term improvements is estimated at \$128,000 or less per roadway section.

Transportation improvements to occur over a mid-term period (12 to 24 months) include curbs, ramps, sidewalks and pedestrian refugee islands. The total cost for mid-term improvements is estimated as \$150,001 to \$400,000 or less per roadway section, similar to the cost of mid to long term improvements.

Transportation improvements to occur over a long term period (24 to 48 months) include roadway improvements. The total cost for long-term improvements is estimated as greater than \$400,000 per roadway section.

The total cost of improvements is highest for the Branch Avenue livability corridor at \$611,136, followed by the Alabama Avenue corridor at \$545,203. The Good Hope Road corridor is \$509,612, followed by Naylor Road at \$289,907 and Minnesota Avenue at \$238,100. Southern Avenue is the least costs corridor at \$172,213.

The total costs of improvements for the six livability corridors and improvements outside of the corridors are included in the table below.

Location	Total Cost Estimate	Timeframe	Timeframe of Implementation
Alabama Avenue, between 30th Street and 36th Street	\$128,871	Mid Term	12 - 24 months
Alabama Avenue, between 36th Street and 38th Street	\$416,332	Long Term	24 - 48 months
Branch Avenue, between Alabama Avenue and Pennsylvania Avenue	\$455,886	Long Term	24 - 48 months
Branch Avenue, between Pennsylvania Avenue and Anacostia Road	\$155,250	Mid/Long Term*	24 - 48 months
Good Hope Road, between Minnesota Avenue and 18th Street	\$138,767	Mid Term	12 - 24 months
Good Hope Road, between 18th Street and 24th Street	\$370,845	Mid/Long Term*	24 - 48 months
Minnesota Avenue, between Good Hope Road and Pennsylvania Avenue	\$137,572	Mid Term	12 - 24 months
Minnesota Avenue, between Pennsylvania Avenue and Anacostia Road	\$100,528	Short Term	5 - 12 months
Naylor Road, between Altamont Place and T Street	\$270,786	Mid/Long Term*	24 - 48 months
Naylor Road, between Good Hope Road and Altamont Place	\$19,121	Short Term	5 - 12 months
Southern Avenue, between Branch Avenue and Suitland Road	\$172,213	Mid/Long Term*	24 - 48 months
27th Street, between Naylor Road and Texas Avenue	\$67,188	Short Term	5 - 12 months
30th Street at S Street (Safe Routes to School) - isolated location	\$4,848	Short Term	5 - 12 months
16th Street at T Street and 17th Street at T Street Stop Signs	\$1,025	Short Term	5 - 12 months

* - Mid/Long Term Timeframes represent projects with total costs between \$150,000 and \$400,000

Conclusion

Communities where people have access to multi-modal and safe travel options, affordable housing, healthy economic conditions are where people want to be!

Transportation improvements in this report address aspects of livability that achieve a more balanced plan of mode choices. In the past, more attention was given to improving operational performance by way of proposing roadway improvements with lesser attention given to improving bicycle, pedestrian and transit performance. Communities are beginning to see how property values might increase, a healthier lifestyle might be achieved, and the environment might be better protected through the application of livability principles to transportation solutions.

Funding is available to advance Livability transportation projects from planning to design to construction. Sources include regular FHWA and FTA programs and TIGER Grants as well. The most recent announcement of available funding came in June 2011, when U.S. Transportation Secretary Ray LaHood announced the availability of up to \$175 million in livability grants to help urban, suburban and rural communities develop transit options to better connect people to where they live, work and play. The announcement comes on the second anniversary of the creation of the Federal Partnership for Sustainable Communities.

Chapter 1: Introduction

What is Livability?

Livability is a term that refers to a community’s 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 areas including transportation, urban development, public health, housing, cultural resources and the natural environment.

U.S. Department of Transportation Secretary Ray LaHood has identified livability as a key priority for transportation. The Secretary's vision is the implementation of "transportation policies that focus on people and communities who use the transportation system."

In June 2009, the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) joined together to form the Partnership for Sustainable Communities, an unprecedented agreement to coordinate federal housing, transportation and environmental investments, for protection of public health and the environment, promotion of equitable development, and helping to address the challenges of climate change.

A goal of the HUD-DOT-EPA Partnership for Sustainable Communities is to help communities develop and support neighborhoods that provide transportation choices and affordable housing while lowering transportation costs, increasing economic competitiveness, and protecting the environment. The partnership will develop measures that indicate the livability of communities, neighborhoods, and metropolitan areas. These measures will benchmark existing conditions, measure progress toward achieving community visions, and increase accountability.

The overall understanding of livability can be conveyed by six principles of the Partnership for Sustainable Communities. These principles guide decision makers to make investments that improve the quality of life of Americans in communities throughout the country.



The six principles of livability are:

1. Provide more transportation choices.

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

2. Promote equitable, affordable housing.

Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

3. Enhance economic competitiveness.

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

4. Support existing communities.

Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. Coordinate policies and leverage investment.

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. Value communities and neighborhoods.

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.

SIX LIVABILITY PRINCIPLES

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.

Source: The Role of FHWA Programs in Livability, State of the Practice Summary, 2011

Table 1 highlights a few of the definitions used by DOT and national organizations to describe livability and livable communities.

TABLE 1: LIVABILITY DEFINITIONS		
<p>U.S. DOT Secretary LaHood. Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids in a park, all without having to get in your car.</p>	<p>U.S. DOT Strategic Plan FY 2010-FY 2015. Livable communities are places where transportation, housing and commercial development investments have been coordinated so that people have access to adequate, affordable and environmentally sustainable travel options.</p>	<p>U.S. DOT Deputy Assistant Secretary Beth Osborne. Livable communities have transportation options, housing options, destinations nearby, and save money for families and taxpayers (from TRB Transportation Systems for Livable Communities Conference presentation, October 18, 2010).</p>
<p>AASHTO ‘Road to Livability.’ AASHTO’s ‘livability’ objective is to use transportation investments to improve the standard of living, the environment, and quality of life for all communities, rural, suburban, and urban... providing more transportation choices for families , by walking, biking, and transit; driving is also a legitimate transportation choice.</p>	<p>American Institute of Architects. Livability is best defined at the local level. Broadly speaking, a livable community recognizes its own unique identity and places a high value on the planning processes that help manage growth and change to maintain and enhance its community character.</p>	<p>AARP Beyond 50.05. A livable community is one that has affordable and appropriate housing, supportive community features and services, and adequate mobility options, which together facilitate personal independence and the engagement of residents in civic and social life.</p>

Source: The Role of FHWA Programs in Livability, State of the Practice Summary, 2011

Livability in Transportation

Transportation is central to livability. Livability in transportation guides the development of safe, reliable and economical transportation choices that decrease transportation costs, reduce the nation’s dependence on foreign oil and greenhouse gas emissions, improve air quality and promote public health. It requires planning and funding of a balanced system of transportation options. The net result is a multimodal transportation

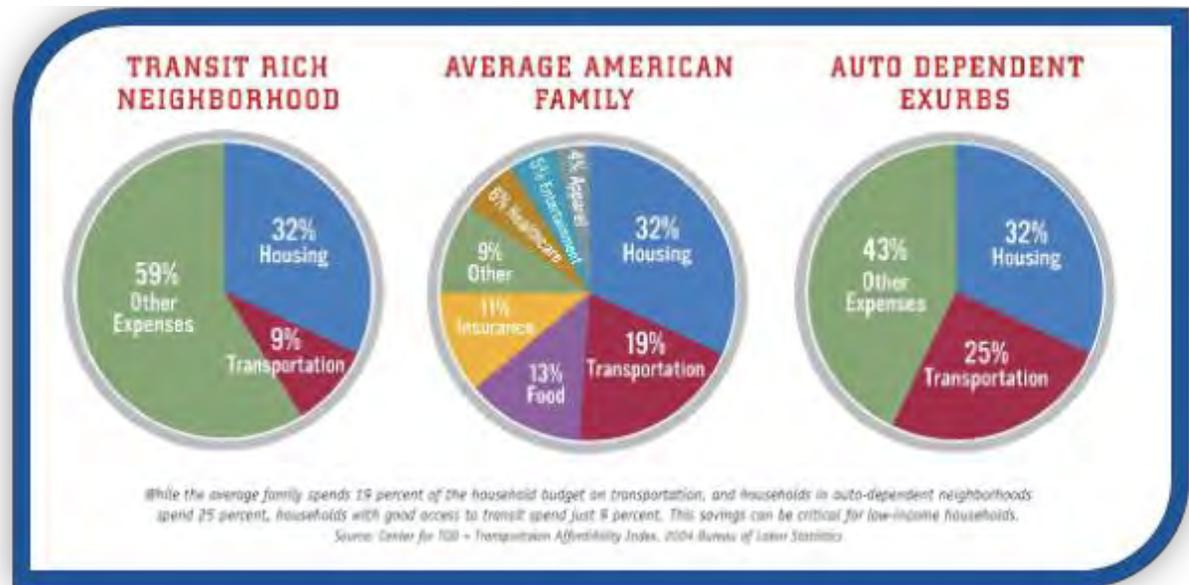
Livability in transportation is about using the quality, location, and type of transportation facilities and services to help achieve broader community goals such as access to good jobs, affordable housing, quality schools, and safe streets.

system with intermodal connections to local communities, the rest of the city and the region that are economically feasible and environmentally friendly.

The following definition is contained in the FHWA/FTA Livability in Transportation Guidebook: Planning Approaches that Promote Livability. “Livability in transportation is about using the quality, location, and type of transportation facilities and services available to help achieve broader community goals such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing road safety and capacity issues through better planning and design, maximizing and expanding new technologies such as intelligent transportation systems (ITS) and quiet pavements, and using travel demand management (TDM) approaches in system planning and operations. It also includes developing high quality public transportation to foster economic development, and community design that offers residents and workers the full range of transportation choices. And, it involves strategically connecting the modal pieces—bikeways, pedestrian facilities, transit services and roadways—into a truly intermodal, interconnected system.”

Source: The Role of FHWA Programs in Livability, State of the Practice Summary. 2011

Livability in transportation is also about providing economic alternatives to driving. According to the Transportation Affordability Index, 2004 Bureau of Labor Statistics, on average, the average American family spends 19 percent of their total household income on transportation. Households in auto dependent communities spend 25 percent of their income on transportation, while households with good access to alternative modes such as transit spend only nine percent. Family savings made possible by developing alternative transportation systems can be spent on things more important to families such as health and education.



Source: Transportation Affordability Index, 2004 Bureau of Labor Statistics

Introduction to the Study

Many local governments must spend large sums of money on an interconnected local road and street system, however, a lesser amount of money is available for completing similar systems for pedestrians, bicyclists and transit users. However, the District of Columbia recognizes that many of their neighborhoods and communities can attract new residents and tourists and generate local economic, social, cultural, and leisure activities by offering a variety of reliable transportation options and user friendly and attractive public spaces. Mayor Vincent Gray’s “One City” vision emphasizes the importance of improving connections so that residents can have safe, convenient, and reliable access to their homes, jobs, businesses, and services.

The District’s 2006 Comprehensive Plan placed an emphasis on creating greater transportation choices for residents and connecting the city with stronger physical and social links. The city’s investments in sidewalks, street crossings, bicycle, and transit facilities have provided more options for reaching neighborhood and citywide destinations. These connections are illustrated by recent statistics showing that car trips and car registrations in the city have decreased over the past decade. At the same time the share of transit, walking and bicycling have increased from 40% to 46% between 1994 and 2008.

To further the efforts of the comprehensive plan, the District Department of Transportation (DDOT) launched a series of Livability Studies in 2011 that support DDOT’s desire to create more “livable” spaces for residents and US DOT’s Livability Initiative to provide more transportation choices and improve the quality of life for citizens. These studies focused on identifying improvements that address transportation aspects of livability including providing safer, more reliable and economical transportation choices to decrease household transportation costs, while improving the surrounding natural environment. Each study included a team of transportation practitioners who applied research, planning principles and engineering practices to livability principles to develop a more balanced plan of transportation improvements that address a range of modes (walking, bicycling, transit, and automobiles).



Study Goals and Objectives

One of the three studies is the Far Southeast II Livability Study. The study identified tangible, on-the-ground solutions that foster a safe and balanced transportation system. The primary objectives of the study are to:

- Devise a neighborhood-wide comprehensive approach for the implementation of a balanced system of multimodal improvements.
- Identify specific issues that impact safety of pedestrians, motorists, bicyclists, and transit riders.

- Design cost-effective, measurable system-wide improvements that benefit all users.
- Reduce vehicle speed where problems have been measured or observed by identifying traffic calming and safety improvements.
- Emphasize safety / access improvements around public facilities.

The study emphasized safety measures to help protect pedestrians, bicyclists and motorists traveling in the area and facilitate improved accessibility near public facilities including schools, transit facilities, churches, parks and recreational centers. Special attention was given to the most vulnerable users of the system (pedestrians, bicyclists, children, and the elderly); and taming traffic while maintaining overall mobility.

Study Methodology

The methodology of the study is outlined in the flowchart in Figure 1 on the next page.

The initial activities consisted of literature reviews and desk top reviews of existing conditions on maps. The literature review was conducted on several transportation studies within and around the study area that identified key issues and proposed improvements that were incorporated as appropriate in this study.

The team presented the vision for the study area based on an analysis of land uses, community facilities, recent developments and the identification of major trip generators in the area. Considering these trip generators as nodes, the vision was to establish links along existing corridors that would connect activity centers to each other and to the residential areas around the centers. Lines were identified that encourage walking, biking and transit use.

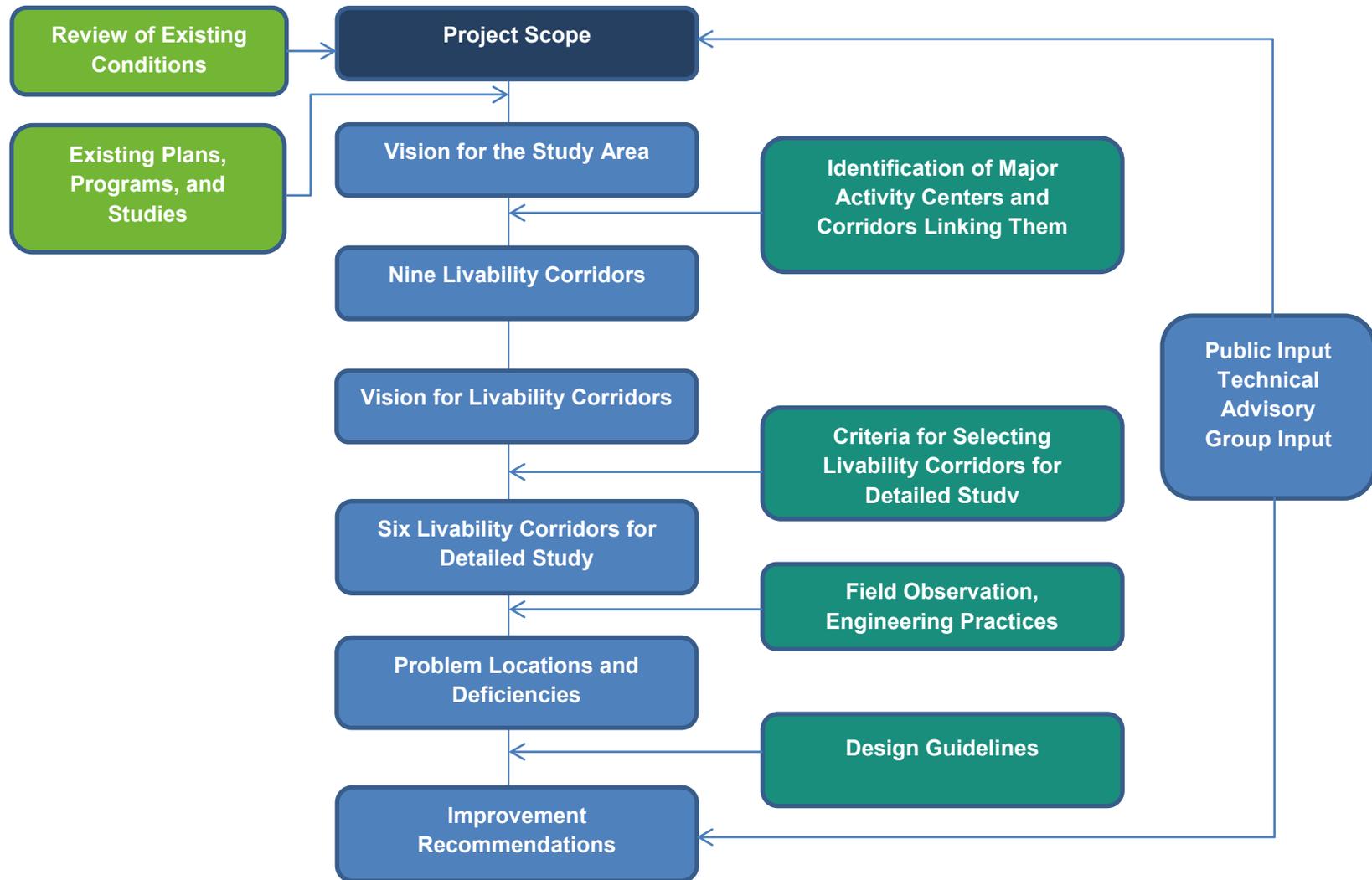
The team addressed safety, operational and roadway aspects of the study area by utilizing a combination of field observations and engineering practices and guidelines to analyze transportation conditions in the study area. Safety conditions primarily included speeding and the location of pedestrian crossings particularly near schools and community facilities. Operational conditions included intersection operations, pedestrian circulation, signing, bus stop locations and bicycle activities. The team utilized standard engineering practices for an analysis of roadway conditions (alignments, sight distance and lane widths).

Following analyses above, the study team recommended short, mid and long range multi-modal transportation improvements to increase mobility, safety, social and economic opportunities and accessibility to employment centers, retail areas and community and recreational facilities. Improvements were developed as conceptual designs incorporating both conventional standard designs and “off the shelf” designs for speed tables and humps, signage and crosswalks.

The study concluded with the identification of performance measures to determine the effectiveness of proposed improvements. It is recommended that this follow-up study of before and after conditions be conducted using identified performance measures.

Public involvement and agency coordination were key elements throughout the process and took place during various stages of the project.

Figure 1: Study Methodology



Public Involvement and Agency Coordination

Community involvement and coordination consisted of input from neighborhood groups, community organizations and governmental agencies. Since people have different ideas about what makes their community livable, this study included three public workshops for residents, Advisory Neighborhood Commissioners (ANC), council members, community leaders, commercial property owners and concerned citizens. Participants were encouraged to provide input on transportation related issues in the community and to identify improvements they would like to see implemented. Input on existing transportation conditions collected during Public Meeting #1 included safety concerns and aesthetics, sidewalks, crosswalks, bus stops, bicycle facilities, traffic signal operations, travel speeds and green spaces.

Comments were received during Public Meeting #2 to guide the team on the types of transportation improvements they would like to see in their neighborhoods. For instance would they like to see more pedestrian or bicycle related improvements?

How can a balance be achieved to satisfy all concerned citizens? The public was also presented with potential improvement locations based largely on the input provided during the first public meeting.

Finally, proposed improvements were presented during Public Meeting #3 to obtain citizen comments. Comments were incorporated in the final results.

The study also included input and coordination with representatives from multiple administrations within and outside of DDOT who were concerned with land use, environmental protection, historic preservation, economic development, housing, transit, and emergency management. Representatives discussed strategies for planning, funding and implementing livability improvements across various administrations.

Administrations within DDOT included the Planning, Policy and Sustainability Administration (PPSA), the Infrastructure Project Management Administration (IPMA), the Progressive Transportation Services Administration (PTSA), the Transportation Operations Administration (TOA), and the Urban Forestry Administration (UFA). Agencies outside DDOT included the DC Office of Planning (DCOP), the DC Office of the Deputy Mayor for Planning and Economic Development (DMPED), the Federal Highway Administration (FHWA), the National Park Service (NPS) and the Washington Metropolitan Area Transit Area (WMATA).



Creating livable transportation systems require an interdisciplinary approach

Chapter 2: The Study Area

Study Area Overview

The study area for the Far Southeast II Livability Study is located in the southeast section of the District of Columbia. The majority of the study area lies in Ward 7. The neighborhood of Fairlawn is located in Ward 8. It’s designated as Far Southeast II due to its location east of the Anacostia River. The study area is bounded by Massachusetts Avenue to the north; Good Hope Road and Naylor Road to the south; Anacostia Freeway to the west and Southern Avenue to the east. Prince Georges County, Maryland is directly adjacent to its eastern boundary.

The study area encompasses twelve distinct neighborhoods as shown in Figure 2 on the next page. They are:

- Fairlawn
- Marbury Plaza
- Randle Highlands
- West Over View
- Good Hope
- Twining
- Penn Branch
- Dupont Park
- Fort Davis
- Fairfax Village
- Hillcrest
- Naylor Gardens

Of the twelve neighborhoods, Randle Highlands, Penn Branch, Hillcrest and Fort Davis have addressed operational and safety problems and quality of life issues primarily through the use of traffic calming solutions.

Study area neighborhoods have a strong sense of community spirit, due in part to a well-organized network of community associations, churches, and interest groups. For years, activities like the Fort Dupont Summer Concert Series have built community pride and entertained residents and visitors.

Although the study area has experienced a decline in population and increase in its poverty and unemployment rates between years 1990 and 2000, there has been a significant change during recent years with more housing units being constructed since 2000 and many more being renovated.

Figure 2: Study Area



Land Use

The existing land use for the Far Southeast II study area is shown in Figure 3. Approximately 47 percent of the Far Southeast land area is residential. Together, commercial and mixed use developments represent just 4 percent of the Far Southeast’s land area. Open space and parks comprise about 13 percent of the study area. Streets and public rights of way comprise 32 percent of the study area.



The majority of the study area is designated as low density to moderate density residential land uses characterized by single family homes, row homes, and apartment buildings. The majority of the moderate density apartment buildings are located closer to commercial land uses adjacent Good Hope Road and Naylor Road and the eastern end of Pennsylvania Avenue.



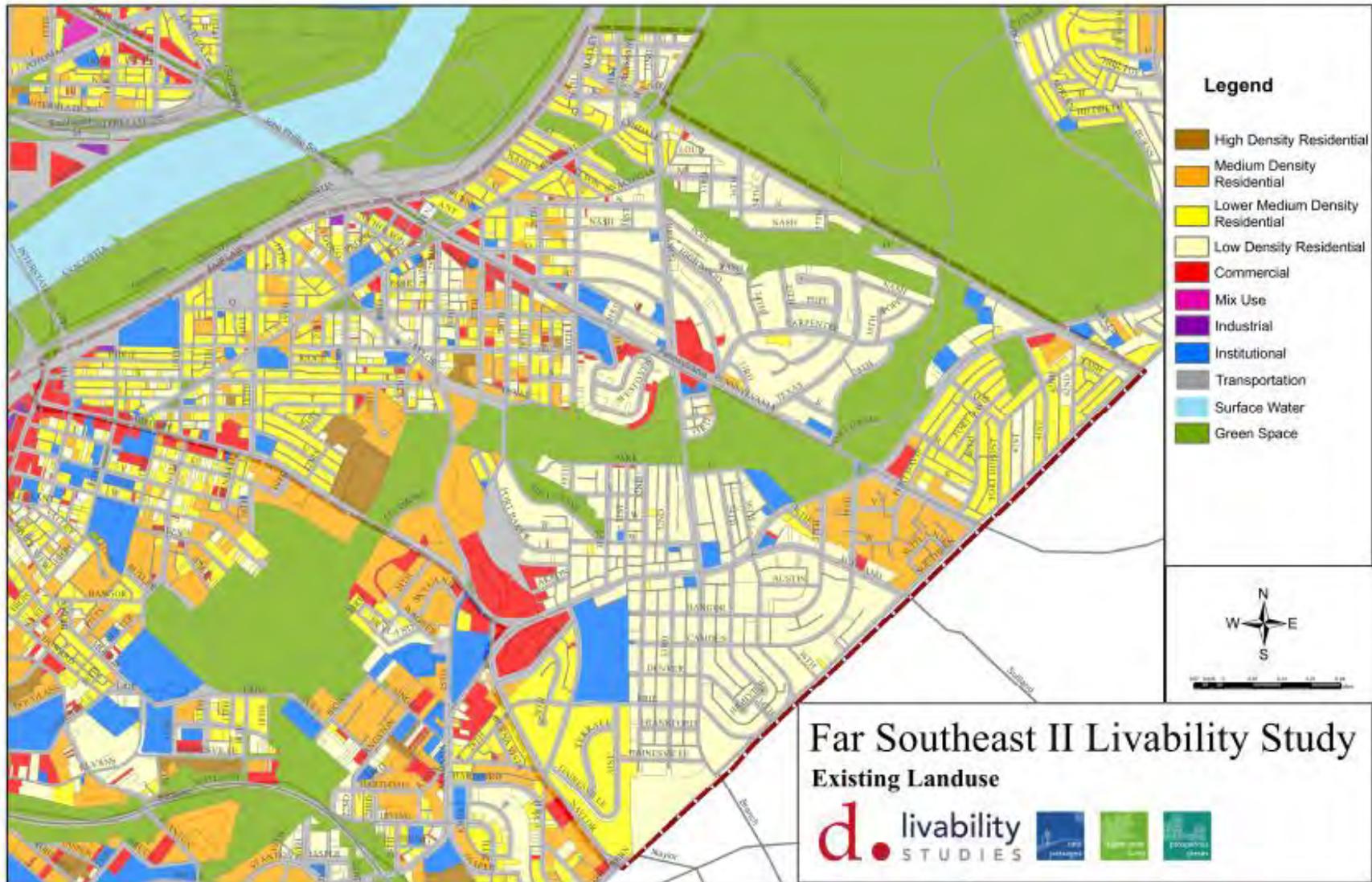
There are some commercial areas throughout the study area. The majority of them are concentrated along the major roads of Good Hope Road and Pennsylvania Avenue. A large mixed use development, the Skyline Development, with 448 apartment units, 20 townhouses, and 315,000 sq. ft. of retail space, is planned on the site north of the intersection of Good Hope Road, Alabama Avenue, and Naylor Road. There are several commercial and institutional developments planned along the western section of Good Hope Road under the Anacostia Gateway Commercial Revitalization and Anacostia Investment Plan and along Pennsylvania Avenue under the Pennsylvania Avenue SE Corridor Development Plan.

Parks and Recreational Centers

Several large and small parks traverse the study area. The chain of historic Ford Circle Parks, owned by the National Park Service, includes Fort Dupont Park, Fort Davis Park and Fort Stanton Park. Fort Davis Park is within the study area while Fort Dupont and Fort Stanton Parks are at the northern and southern limits of the study area respectively. Fort Dupont Park is one of the largest parks in the city, while Alger Park and the Pope Branch Park are smaller parks that connect to the Fort Circle Parks. These parks carry tremendous potential to provide recreational opportunities to the residents of the area and to bring communities together by providing attractive and safe pedestrian and bicycle connections.

There are two major recreational facilities in the study area; the Fort Davis Recreational Center and the Hillcrest Recreational Center. Alabama Avenue serves as the main access road to both recreational centers. Two additional recreational facilities are located just outside the project boundary within a half mile distance. The DC Therapeutic Recreational center is located north of the study area and is accessible via Minnesota Avenue. The Anacostia Fitness center is located in the western section of the study area.

Figure 3: Existing Land Use



Demographics

Population in the area has been declining for over 40 years. In 2005, the area had a population of 22,845, or about 4 percent of the city’s total. The number of households in 2005 was 10,477. Approximately 96 percent of the area’s population is African-American, which is significantly higher than the citywide average of 60 percent.

More than one third (36.25%) of the population in the study area is either elderly (age 65 or over) or children below age 18. About 22 percent of the residents were under 18 in 2000, compared to a citywide average of 20 percent and about 14 percent were over 65, compared to the citywide average of 12 percent. (Table 2)

Educational Facilities

There are four elementary schools, one middle school, one high school and one K through 8 school in the study area. The study area also has private schools, preschools and day care centers run by local organizations. The majority of schools are concentrated in the western section of the study area. Minnesota Avenue, Good Hope Road, Naylor Road, Pennsylvania Avenue, Alabama Avenue and Naylor Road are the major roads that provide access to these schools.

In academic year 2006/2007, nearly 3,183 students were enrolled in District of Columbia Public Schools and Charter Schools. Among those enrolled, the majority of students (1,432) were enrolled in Elementary school, 762 were enrolled in middle school and 989 were enrolled in high school. One of the focuses of this plan is to increase bicycle and pedestrian safety around schools.

Table 2: Demographics of Study Area	
Population (Estimates) , 2005	22,845
Household (Estimates), 2005	10,477
Unemployment Rate, 2000	10.35%
Median Household Income, 2000	\$36,870
Children (Under 18 Years Old), 2000	22.10%
Elderly (65+ Years Old), 2000	14.15%
DCPS/ Public Charter School Enrollment, 2006/2007	3,183
PK – 5	1,432
6 to 8	762
9 to 12	989

Source: DC Data and Maps;
<http://planning.dc.gov/DC/Planning/DC+Data+and+Maps/DC+Data/Tables/Data+by+Geography/Census+Tracts>

Community Facilities

There are two libraries in the study area. The newly built Anacostia Library is located on Good Hope Road in the southern part of the study area and the Francis A. George Library is located on 36th Place. Alabama Avenue serves as the major access road to the Francis A. Gregory Library.

There are three post offices in the study area. One is located near the intersection of Good Hope Road, Alabama Avenue and Naylor Road. Two others are located along Pennsylvania Avenue at the intersections of Alabama Avenue and Minnesota Avenue.

Police and Fire (EMS)

There are two police stations, both located on Pennsylvania Avenue. The one fire station in the study area is also located on Pennsylvania Avenue. There are two other fire stations south of the study area within a half mile distance.

Religious Facilities

There are several churches in the study area. The majority of churches are concentrated along Minnesota Avenue, Pennsylvania Avenue, Alabama Avenue, Good Hope Road and Naylor Road.

Chapter 3: Existing Plans, Programs and Studies

A literature review of existing plans, programs and studies conducted within the study area resulted in the identification of key issues and identification of proposed improvements consistent with previous studies. A description of each of these documents is summarized below.

Existing Plans and Programs

Creative DC Action Agenda (May 2010): The Creative DC Action Agenda examined ways to support creative employment and business opportunities, to promote revitalization and enlivening of underserved areas through arts and creative uses, and to better utilize and connect the District’s creative economy assets and support systems (such as education and workforce development). The Action Agenda also sought to leverage planning and public investment efforts, such as neighborhood and revitalization initiatives.

DC 2006 Comprehensive Plan: This Plan is a general policy document that provides overall guidance for future planning and development of the city. The first Comprehensive Plan was adopted in 1984 and 1985. The Plan is updated periodically. The District's Comprehensive Plan constitutes the District Elements, while the National Capital Planning Commission develops the Federal Elements. The District Elements contain eleven citywide elements that provide goals, objectives and policies for land use issues that impact the whole city, e.g. transportation, environment, parks and open space, arts and culture. There are also 10 Area Elements which provide goals, objectives and policies that are specific to geographic areas of the city.

Capital Space, A Park System for the Nation’s Capital, Ideas to Achieve the Full Potential of Washington’s Parks and Open Space: This combined document of the National Capital Planning Commission, the government of the District of Columbia, and the National Park Service provides a comprehensive plan for the District of Columbia Parks. One of the six big ideas in the plan is to link the Fort Circle Parks by implementing a greenway and making a park destination.



The District of Columbia Pedestrian Master Plan 2009: This plan is a city wide comprehensive effort to address pedestrian issues. The plan provides guidelines and recommendations to reduce accidents and fatalities involving pedestrians and also to increase pedestrian activities by making walking a comfortable and accessible mode of travel throughout all parts of the District.

The District of Columbia Bicycle Master Plan 2005: The Bicycle Mater Plan aims to make the District even more bicycle friendly as a part of a broader initiative to create a sustainable, multi-modal transportation system. The plan provides a guide to establish high quality bicycle facilities and programs over the next ten years.

DC's Transit Future 2007: This study looks at long term transit investments by examining various bus and rail technologies, and recommending corridors for implementing streetcars, bus rapid transit (BRT), or Metro Extra services based on results of corridor evaluations. Within our study area, Minnesota Avenue, Pennsylvania Avenue and a section of Southern Avenue from Pennsylvania Avenue to Branch Avenue are recommended for Metro Extra Service.

Great Streets Initiative: This initiative is a multiyear, multi-agency effort to transform under-invested corridors into thriving neighborhood centers. The Office of the Deputy Mayor for Planning and Economic Development (DMPED) is partnering with the District Department of Transportation (DDOT) and the Office of Planning (OP) to manage the program. Pennsylvania Avenue and Minnesota Avenue are identified under this initiative for development.

The DC Safe Routes to School Program: This program works to improve walking and biking infrastructure conditions and safety to and from middle and elementary schools in the District of Columbia.

The DC Capital Bikeshare Program: – The program provides automated, public, bicycle rentals. There are 5 bike share stations in the study area.

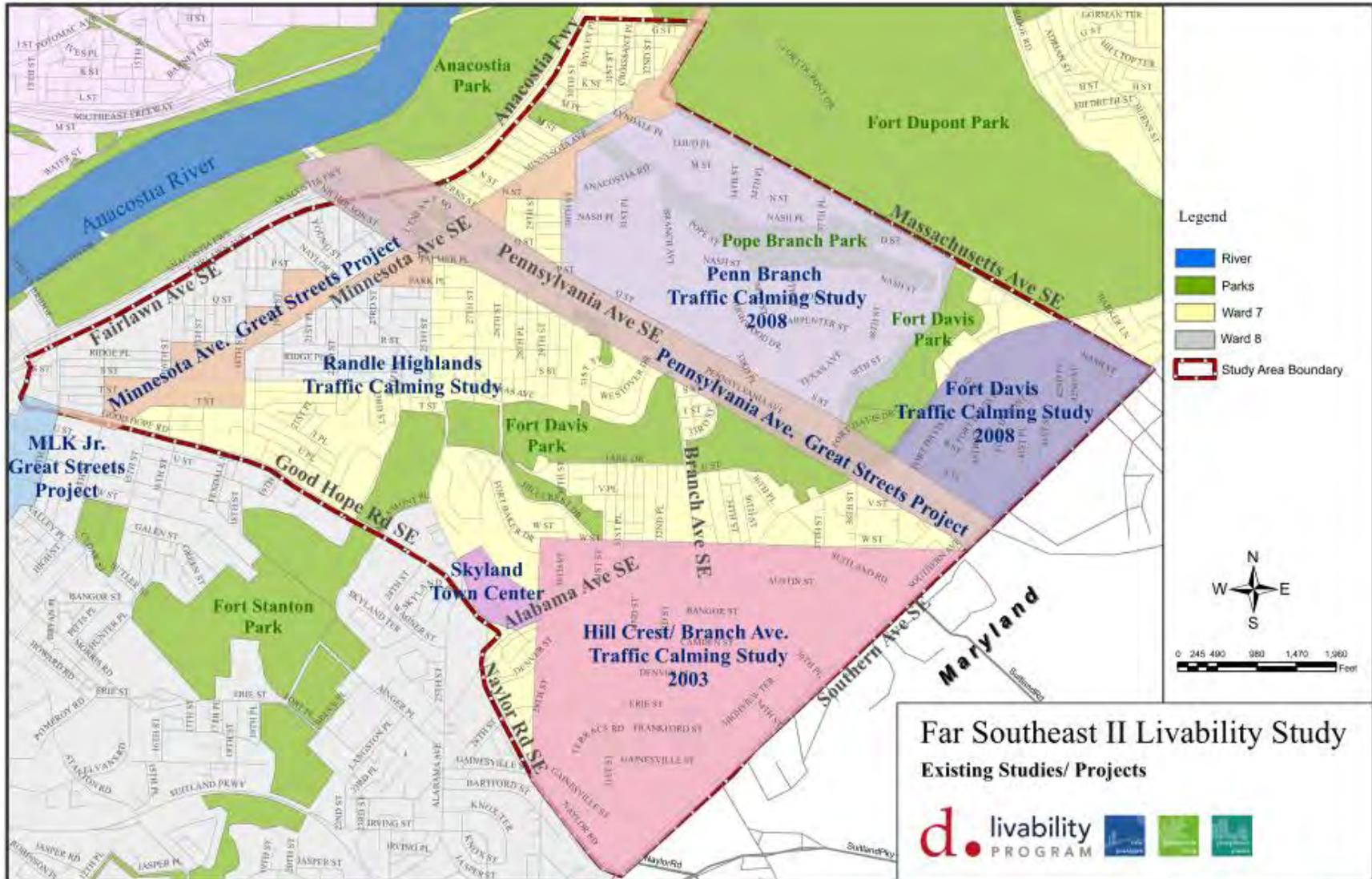


Traffic and Transportation Studies

Results of the following transportation and traffic studies were incorporated in the study as applicable. Their locations are shown in Figure 4.

- DDOT 11th Street Bridges
- DDOT Minnesota Avenue Great Street Framework Plan
- DDOT Anacostia Gateway Transportation Study, 2004
- Fairlawn Estates Development
- Randle Highlands Transportation Audit, 2009
- Skyland Town Center
- Ford Davis Traffic Calming Study
- Hillcrest/ Branch Avenue Traffic Calming Study, 2003
- Pennsylvania Avenue Great Streets Project
- Penn Branch Traffic Calming Study

Figure 4: Traffic and Transportation Studies



Recent Improvements

It is important to note that several recent improvements have been made in the study area. The improvement types include installation of All Way Stop Signs, Pedestrian Crossings, Truck Restrictions, Speed Humps, Quick Curbs and Flex Posts.

Figure 5 and the lists below identify the location of these improvements, located primarily along residential streets and near commercial establishments. There are also upcoming signal improvements proposed along Pennsylvania Avenue as part of the Pennsylvania Avenue Great Streets Project.

❖ All Way Stop Sign

- ▶ 33rd and Camden Streets, SE
- ▶ 33rd and Gainesville Sts. SE
- ▶ 31st and W Pls., SE
- ▶ 32nd and Bangor Sts. SE
- ▶ 32nd and Frankford Sts., SE
- ▶ 32nd and W Sts., SE
- ▶ 29th and O Sts., SE
- ▶ 18th St and U Pl., SE
- ▶ 17th and T Sts. SE

❖ Pedestrian Crossings

- ▶ 32nd St and Alabama Ave., SE
- ▶ Camden Street, SE from Suitland Rd and 38th St.

❖ Truck Restrictions

- ▶ Fort Drive, SE from Pennsylvania Avenue to W Street
- ▶ W Street, SE from 38th Street to Fort Davis Street
- ▶ V Street, SE from 38th Street to Fort Davis Street
- ▶ U Street, SE from 15th to Fendall Street

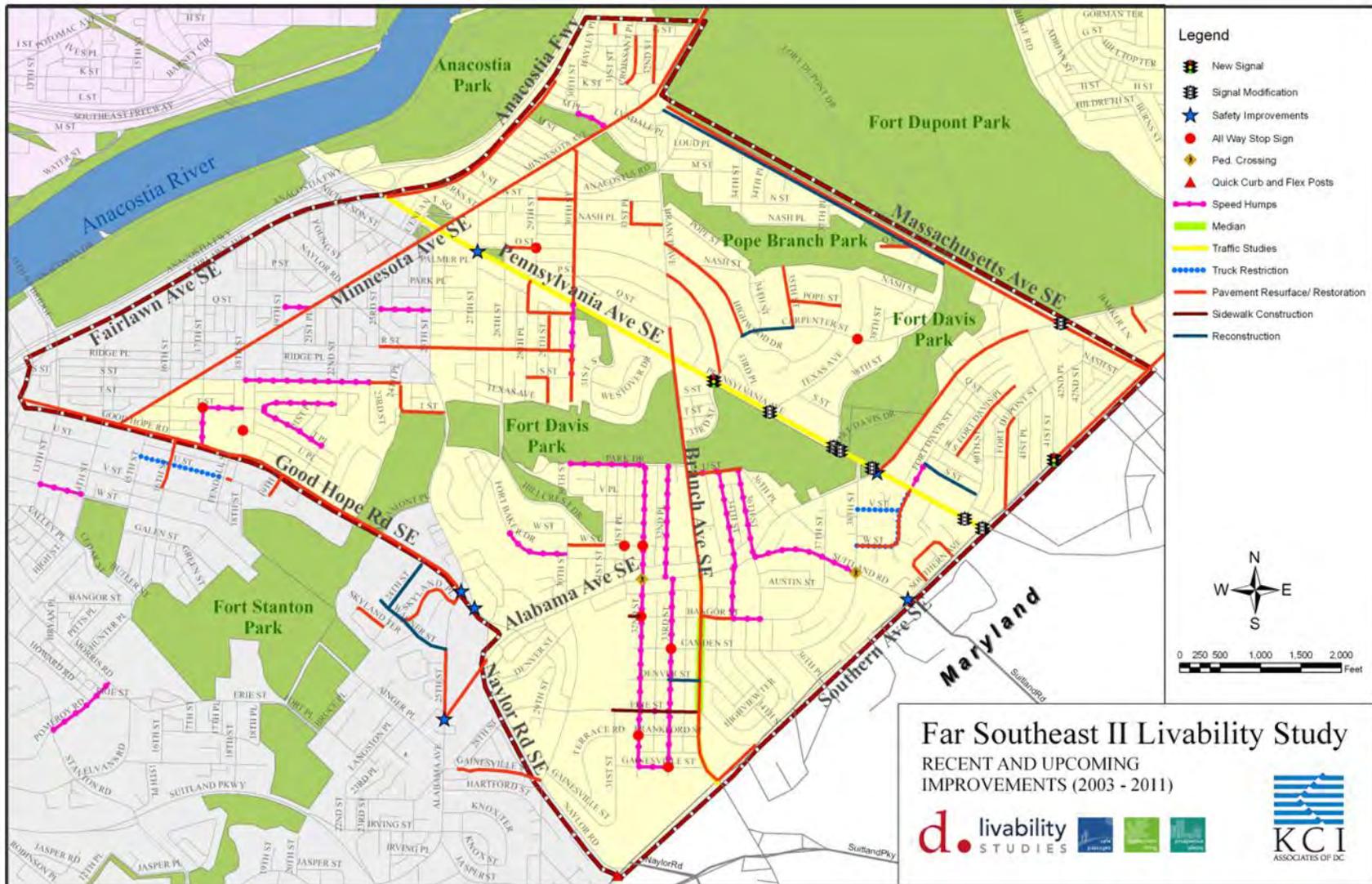
❖ Recent Traffic Studies:

- ▶ Pennsylvania Avenue from Fairlawn to Southern Avenue
- ▶ Branch Avenue, SE from Alabama to Southern Avenue

❖ Speed Humps

- ▶ 30th Street SE from Pennsylvania Ave to S St.
- ▶ 32nd Street, SE from Alabama Ave. to Gainesville St.
- ▶ 32nd Place, SE from Alabama Ave. to Park Drive
- ▶ 33rd Street, SE from Alabama Ave. to Gainesville St.
- ▶ 34th Street, SE from U Street to Alabama Avenue
- ▶ 36th Street, SE from U Street to Alabama Avenue
- ▶ Camden Street, SE from Suitland Road to 38th Street
- ▶ Erie Street, SE from 32nd Street to 33rd Street
- ▶ Gainesville Street, SE from 32nd Street to 33rd Street
- ▶ Park Drive, SE from 30th Street to 32nd Street
- ▶ U Street, SE from Branch Avenue to 34th Street
- ▶ W Street, SE from Branch Avenue to 32nd Street
- ▶ Bangor Street, SE from 34th Street to 36th Street
- ▶ 34th Street, SE from Alabama Avenue to Bangor Street
- ▶ 32nd Street, SE from Alabama Avenue to Park Drive
- ▶ S Street, SE from 18th Street to 23rd Street

Figure 5: Recent Improvements

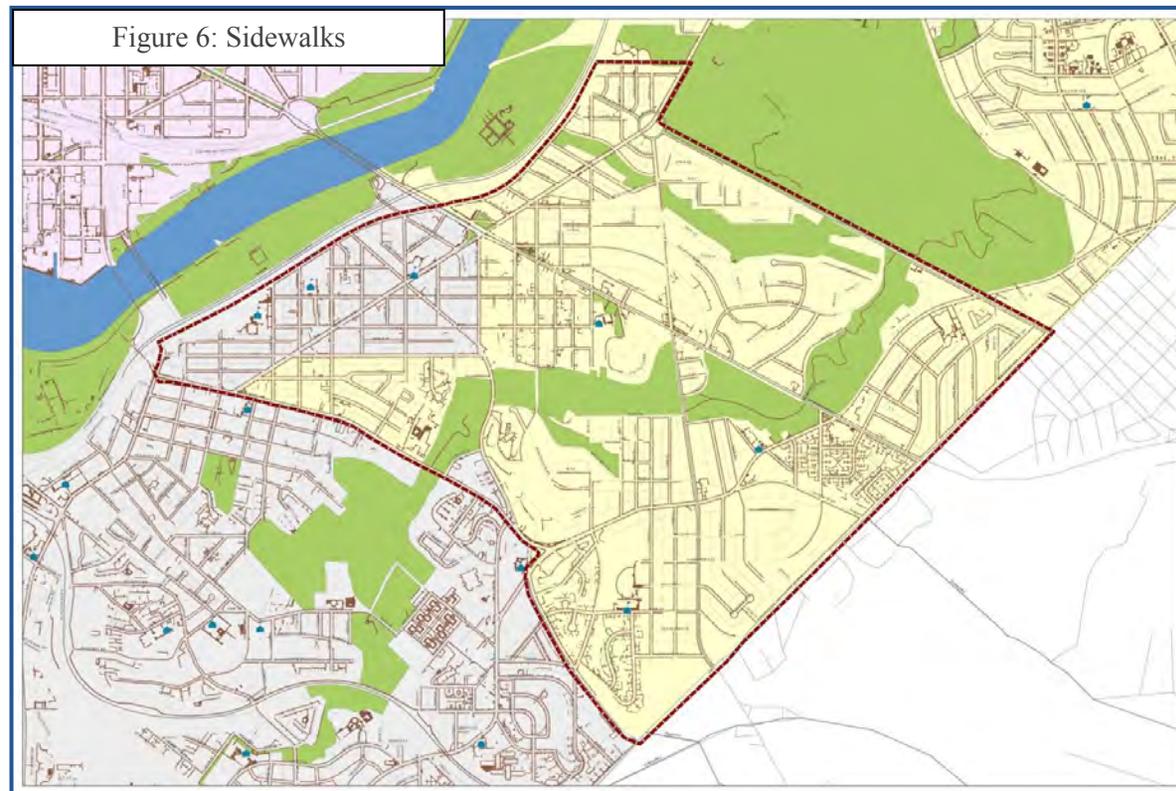


Chapter 4: Existing Transportation Conditions

The study team identified existing transportation facilities and services along selected corridors in the study area. The results were considered in developing proposed improvements.

Pedestrian Facilities

The study area has pretty good sidewalk coverage. A majority of streets have sidewalks on at least one side of the street. There are small pockets of neighborhoods that are missing sidewalks on both sides. Figure 6 shows the Hillcrest neighborhood bounded by Branch Avenue, Alabama Avenue, and Southern Avenue where missing sidewalks exist in the east section of the study area.



Similarly in the south section, between Naylor Road, Alabama Avenue and Hill Crest Drive are missing sidewalks. Large gaps in the sidewalks are also noted in the area between Pennsylvania Avenue and Massachusetts Avenue on either side of the Branch Avenue.

Bicycle Facilities

Bicycle facilities in the study area were referenced from DDOT’s 2010 Bicycle Map. Each facility in the study area is listed in Table 3 including the type of facility and an assessment of good, fair or poor in adjacent columns. Figure 7 shows the location of each route.

SmartBike is a type of automated bicycle rental (or “bike sharing”) system in the District of Columbia. Launched in August 2008, the system is similar to car sharing where users register for membership which enables persons to access bikes at kiosk stations. There are five SmartBike stations in the study area at the following locations. Locations are shown in Figure 7.

- Randle Circle and Minnesota Avenue
- Pennsylvania Avenue and Minnesota Avenue
- Pennsylvania Avenue and Branch Avenue
- Good Hope Road and Naylor Road
- Anacostia Library



Table 3: Bicycles Facilities

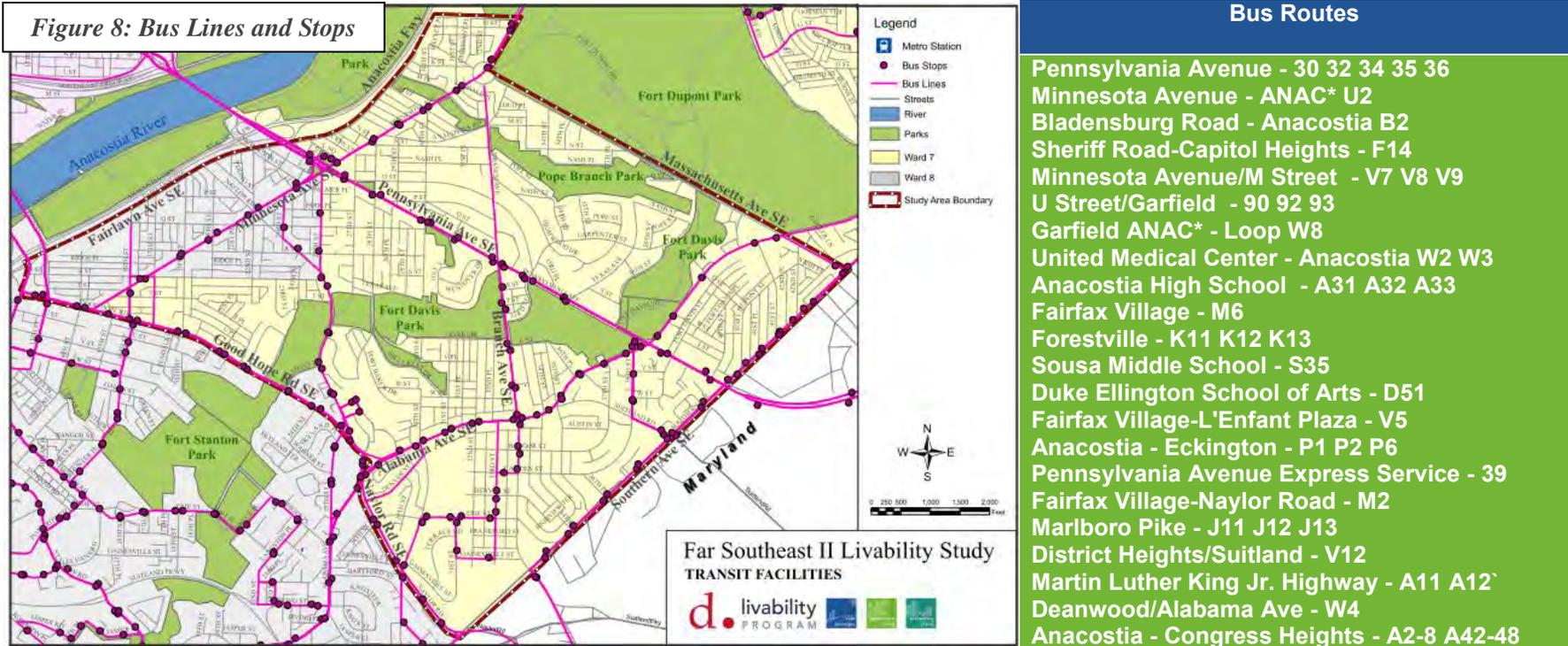
Bicycle Facilities	Type	Condition
Branch Avenue between Southern Avenue and Randle Circle	Bike Lanes	Fair
25th Street between Minnesota Avenue and Naylor Road	Bike Lanes	Not Rated
27th Street between Pennsylvania Avenue and Naylor Road	Bike Lanes	Fair
Pennsylvania Avenue between Southern Avenue and Branch Avenue	Bike Lanes	Fair
Pennsylvania Avenue between Branch Avenue and DC 295	Bike Lanes/Signed Bike Route	Poor
Alabama Avenue between Good Hope Road and 36 th Street	Bike Lanes	Fair
Alabama between Pennsylvania Avenue and Massachusetts Avenue	Bike Lanes/Signed Bike Route	Not Rated
Suitland Road between Southern Avenue and Alabama Avenue	Bike Lanes	Fair
Massachusetts Avenue between Randle Circle and Alabama Avenue	Bike Lanes/Signed Bike Route	Not Rated
Southern Avenue between Branch Avenue and Pennsylvania Avenue	Bike Lanes	Fair
Fairlawn Avenue between Pennsylvania Avenue and 16 th Street.	Signed Bike Route	Not Rated
The Fort Circle Park Hiker Biker Trail	Off Street Trail	Not Rated

Transit Services

Transit services are shown in Figure 8. The study area is served by the twenty-two Metro bus routes listed below with services to and from Prince Georges County Maryland. A majority of buses from Maryland enter the study area via Marlboro Pike and connect to Southern Avenue from the north or Branch Avenue from the east. Express commuter bus services run through Southern Avenue and Pennsylvania Avenue leading to Downtown DC.

Some stakeholders commented why Maryland buses are coming into the District of Columbia instead of stopping at metro stations and park and ride facilities near the Maryland line and transferring passengers to local buses and trains.

Although there are no metro stations within the study area, it has easy access to the Blue, Orange, and Green metro lines. There are three metro stations within a one mile radius of the study area. They are the Anacostia, Congress Heights and Naylor Road Metro Stations, on the Green Line.



Traffic Conditions

Traffic conditions are shown in Figure 9. The study area has good transportation access via a street network consisting of a freeway (DC 295), two major arterials (Pennsylvania Avenue and Branch Avenue south of Pennsylvania Avenue), and a number of minor arterials and collector streets including Minnesota Avenue, Southern Avenue, Good Hope Road, Massachusetts Avenue and Naylor Road. These streets link neighborhoods east of the Anacostia River to Central Washington and Prince Georges County, Maryland.

Many streets in the study area carry high volumes of traffic. According to DDOT Average Annual Weekday Traffic (AAWDT) Maps (2006 through 2008), Minnesota Avenue between Pennsylvania Avenue to Randle Circle carried the heaviest volumes of traffic (25,800 AAWDT) followed by Branch Avenue from Pennsylvania Avenue to Alabama Avenue (20,000 AAWDT). The majority of the remaining corridors have AAWDT's higher than 10,000.

DDOT conducted speed studies on principal and minor arterials in 2006 to determine the 85th Percentile Speed (PS) or the speed at or below which 85% of the vehicles are moving. Speeding was recorded at various locations shown in Table 4.

Many residents in Far Southeast neighborhoods complain about speeding which resulted in the Traffic Calming Studies previously conducted in the study area. Since some neighborhoods now have speed tables and humps, this study addressed possible diversion routes that travelers might use to avoid streets with speed tables and humps listed in Figure 9.

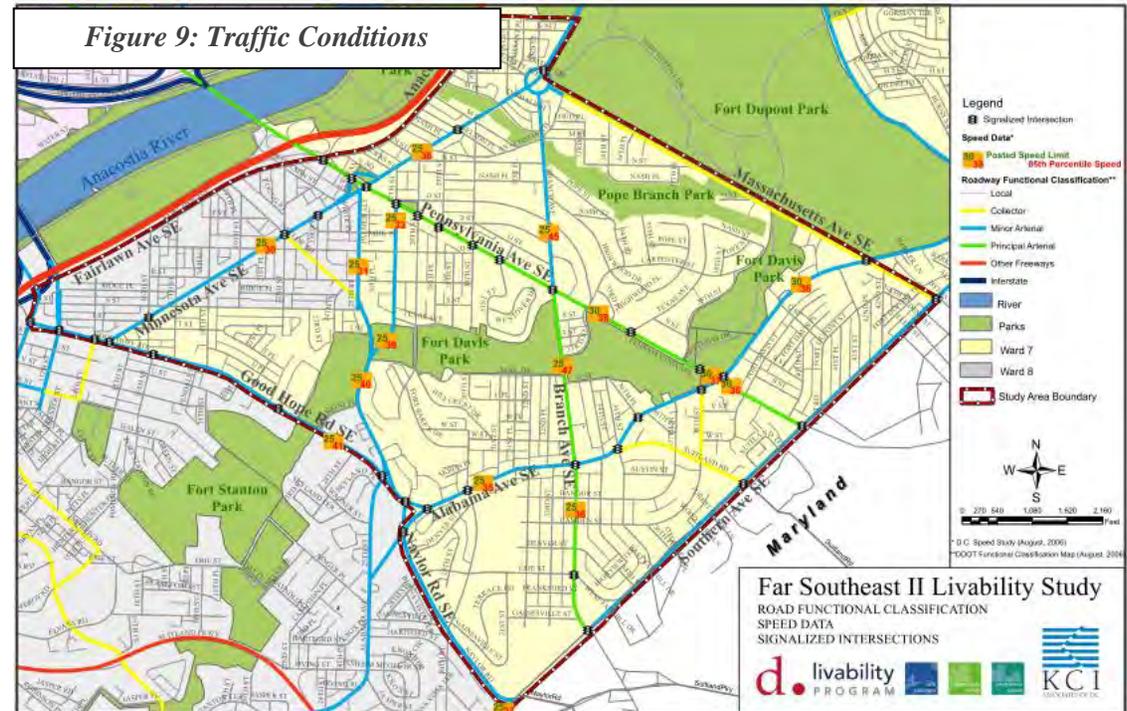


Table 4: Speed Table

Speed Study Data	From 2006 Washington, DC Speed Study		
Roadway	Section	85th Percentile Speed (MPH)	Posted Speed Limit (MPH)
Good Hope Road	Between Altamont Place and 24th Street	41	25
Alabama Avenue	Between 30th Street and 31st Street	35	25
Alabama Avenue	Between Q Street and 41st Street	36	30
Minnesota Avenue	Between 19th Street and 22nd Street	30	25
Minnesota Avenue	Between N Street and Anacostia Road	36	25
Naylor Road	Between 27th Street and Altamont Place	40	25
27th Street	Between Naylor Road and Texas Avenue	39	25
27th Street	Between Pennsylvania Avenue and Park Place	33	25
25th Street	Between Q Street and R Street	31	25
Branch Avenue	Between P Street and O Street	45	25
Branch Avenue	Between 33rd Street and Park Drive	47	25
Branch Avenue	Between Bangor Street and Camden Street	36	25
Pennsylvania Avenue	Between 33rd Street and 33rd Place	38	30
Pennsylvania Avenue	Between 38th Street and Alabama Avenue	37	30
Pennsylvania Avenue	Between Alabama Avenue and Fort Davis Street	36	30
Southern Avenue	Between 30th Street and Naylor Road	37	25

Accident Locations

Data from 2000 through 2006 was aggregated to identify intersections with safety issues. Table 5 lists the six locations that were identified as high accident locations.

Table 5: high Accident Locations

Intersection	Total Crashes	Total Pedestrian Crashes	Total fatalities
Pennsylvania Avenue and Alabama Avenue	53	1	0
Pennsylvania Avenue and 27 th Street	44	1	0
Alabama Avenue and Branch Avenue	46	0	0
Good Hope Road and 25 th Street	29	6	0
Good Hope Road and Naylor Road	55	3	0
Good Hope Road and Alabama Avenue	30	1	0
Alabama Avenue and Naylor Road	30	0	0

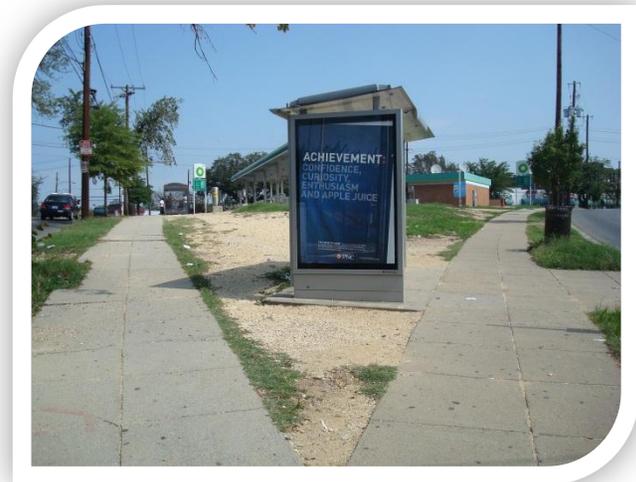
Public Issues and Concerns

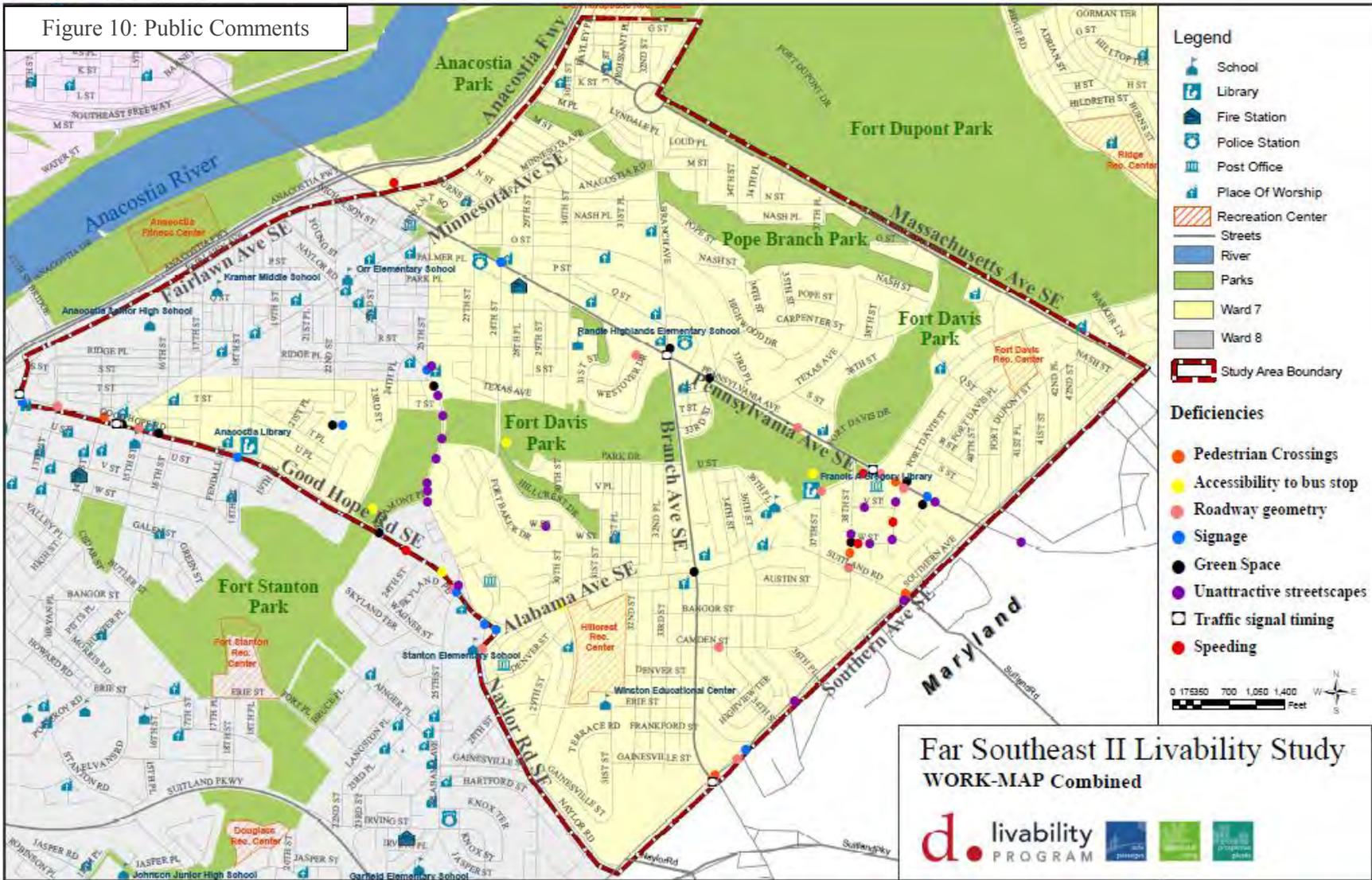
The study team solicited comments from citizens during Public Meeting #1 on transportation related issues and concerns and on improvements that they would like to see in their community. A list of the more common concerns is below. Figure 10 displays their comments at appropriate locations.

- Better lighting
- Areas around the Francis Library need to be more pedestrian friendly
- Park improvements (more recreational opportunity, playground, benches, etc.) on the area north of the library.
- More bus shelters
- Removal of flexible mounted pedestrian signing at crosswalk locations because they are ineffective.

Many commenters expressed concern about the unattractiveness of the streetscape, i.e. landscaping, lighting, pavement and sidewalk conditions, mainly along Naylor Road at Fort Davis Park.

Very few comments were received from residents and community leaders in Fort Davis and Penn Branch neighborhoods, probably due to the fact that two traffic calming studies were conducted there in 2008. The study included multiple improvements proposed along Good Hope Road, ranging from signage to roadway geometry to speeding.





Chapter 5: Livability Corridors

Vision for the Study Area

We begin by defining a Livability Corridor. A Livability Corridor is a travel route that people take to complete their trips within the community. They are the routes that people take on a daily basis to get to work, to drop their kids off at schools, to get to shopping malls, and to get to restaurants and movies. In other words, these are the routes that people take to get to the activity center that meets their daily needs. They are characterized by their ability to connect major activity centers to residential areas, provide good access to side streets, serve as a bus route and is of sufficient width for construction of sidewalks if there are none.

A Livability Corridor is a route that people take on a daily basis to an activity center(s) that meets their daily needs.

Shubha Adhikari, LEED GA

A vision for neighborhoods in the Far Southeast study area was formed to guide the identification of Livability Corridors and development of transportation solutions along these corridors that improve the quality of life for people who live, work and recreate there. The vision resulted from stakeholder input and dialogue, reviews of existing conditions, plans, programs and studies, and field observations of current travel conditions. This vision supports the larger vision elements including safe passages, sustainable living and prosperous places contained in DDOT’s Action Agenda 2010 and USDOT’s Livability Initiative which includes principles to provide more transportation choices, sustainable alternatives, safer streets, and improved quality of life for citizens.

The Vision for the Study Area is to:

- Provide better access to social and economic opportunities by efficiently connecting major activity centers (employment centers, retails, education, recreation, and community facilities) within and around the study area.
- Strengthen connections to regional transportation network and park corridors.
- Provide a variety of transportation options by making walking, wheeling, bicycling and transit use safe and convenient.
- Support existing communities in the study area by preserving and enhancing community characteristics.

The vision supports the recreational needs of neighborhoods in the study area by incorporating results from NCPC’s –Capital Space, A Park System for the Nation’s Capital, Ideas to Achieve the Full Potential of Washington’s Parks and Open Space.” Finally, it guides the implementation of a variety of travel options and safety solutions through its incorporation of results from the District of Columbia Pedestrian Master Plan 2009, the District of Columbia Bicycle Master Plan 2005, DC’s Transit Future 2007, the DC Safe Routes to School Program, the Bicycle Sharing Program, and the latest District of Columbia Comprehensive plan.

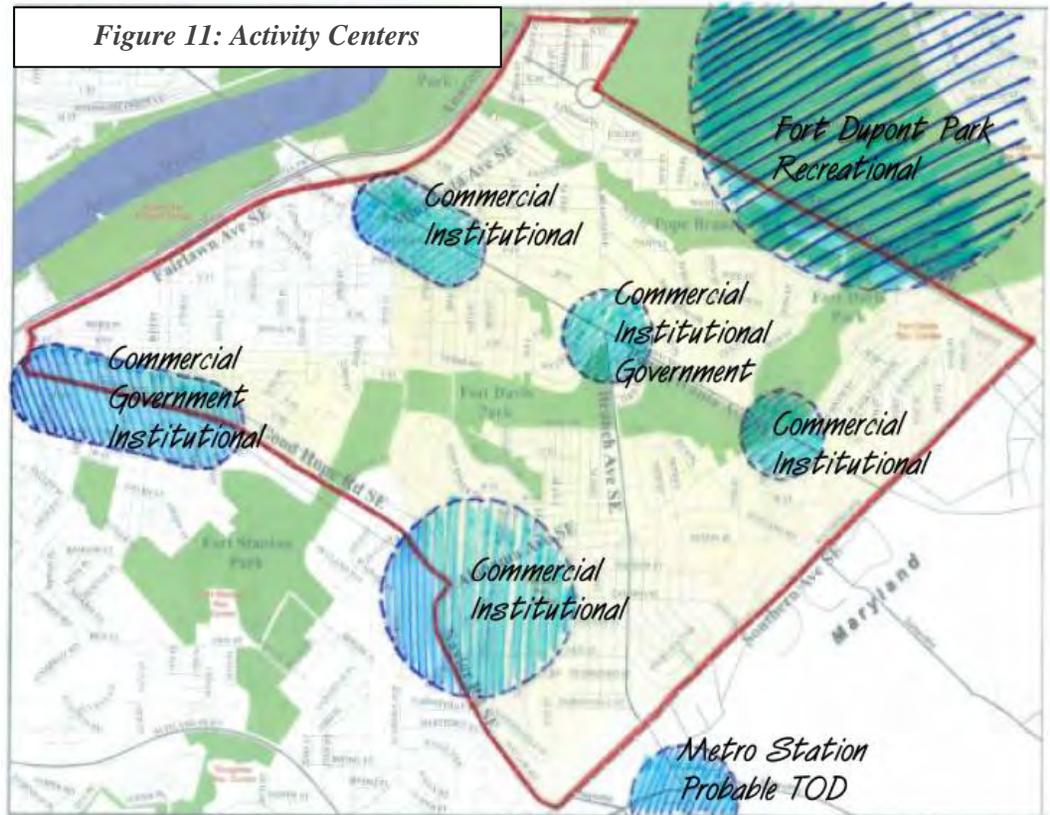
Identifying and Linking Major Activity Centers

In order to identify potential Livability Corridors that would provide a variety of safe and convenient modes of travel, it is necessary to understand why people travel and what generates their trips. People travel to work, places of worship, grocery and convenient stores, schools, etc., as part of their day to day life. A Livability corridor would contain a concentration of these activities as a major trip generator.

The following seven areas shown in Figure 11 were identified in the study area as major trip generators that have high concentrations of commercial, employment and recreational activities.

1. Area around the intersection of Good Hope Road, Naylor Road, and Alabama Avenue
2. Western section of Good Hope Road
3. Area around intersection of Pennsylvania Avenue and Minnesota Avenue
4. Area around intersection of Pennsylvania Avenue and Branch Avenue
5. Area around intersection of Pennsylvania Avenue and Alabama Avenue
6. Naylor Road Metro Station
7. Fort Dupont Park

A large mix of activities including retail, commercial, office complexes, instructional buildings and government facilities are concentrated along the western segment of Good Hope Road,



particularly around its intersections with Martin Luther King Jr. Boulevard and Minnesota Avenue.

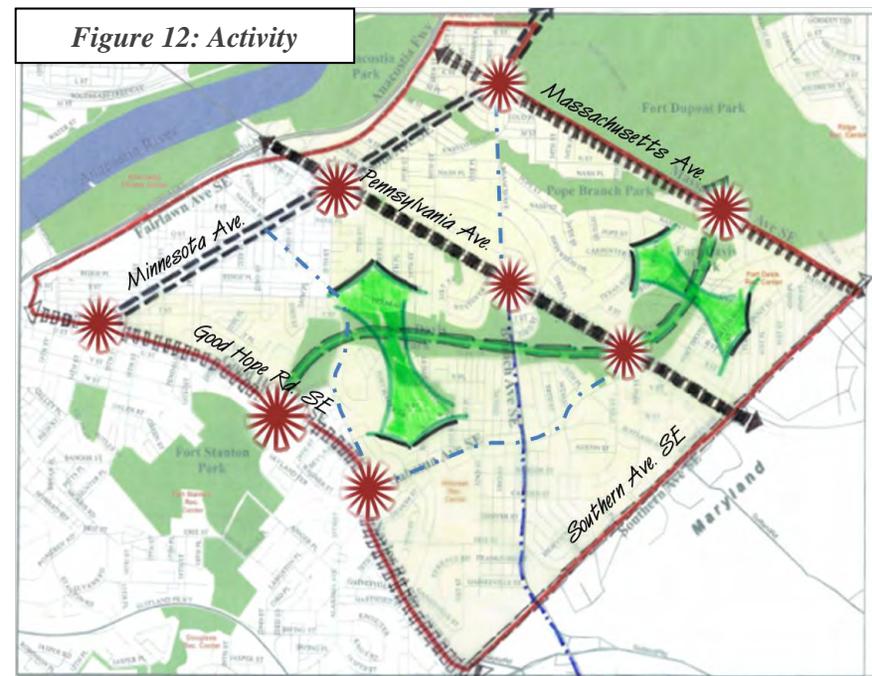
An abundance of retail and commercial activities are concentrated around the intersection of Good Hope Road, Naylor Road, and Alabama Avenue. The Skyline Development, a large mixed-use development complex, is proposed at the site.

The intersections of Pennsylvania Avenue at Minnesota Avenue and Branch Avenue at Alabama Avenue have some commercial, institutional and government activities. There is a commuter stop planned at the intersection of Pennsylvania Avenue and Branch Avenue as described in the District of Columbia 2006 Comprehensive Plan.

Adjoining the study area to the north is the regional recreational area, Fort Dupont Park. The nearest metro station is the Naylor Road Metro Station, which is located about 0.2 miles east of the study area's eastern boundary. These are places that Far South East community residents visit frequently, thus generating trips.

Using information collected during the site observation, the study team identified potential livability corridors in the study area listed below. Their general characteristics are described in the next section.

1. Fort Circle Parks
2. Pennsylvania Avenue
3. Massachusetts Avenue
4. Good Hope Road
5. Minnesota Avenue
6. Southern Avenue
7. Alabama Avenue
8. Branch Avenue
9. Naylor Road



The Fort Circle Parks corridor runs north and south through the middle of the study area, and beyond. The central location of the park corridor gives it tremendous potential for development as a major destination for recreational activity as well as an off road bicycle and pedestrian connection. Recognizing its potential, the Fort Circle Parks corridor is identified as a livability corridor, even though it does not function as a transportation corridor currently.

Pennsylvania Avenue, Massachusetts Avenue, and Good Hope Road are three major corridors that provide east and west connections to activity centers. Similarly, Minnesota Avenue and Southern Avenue provide north and south connections.

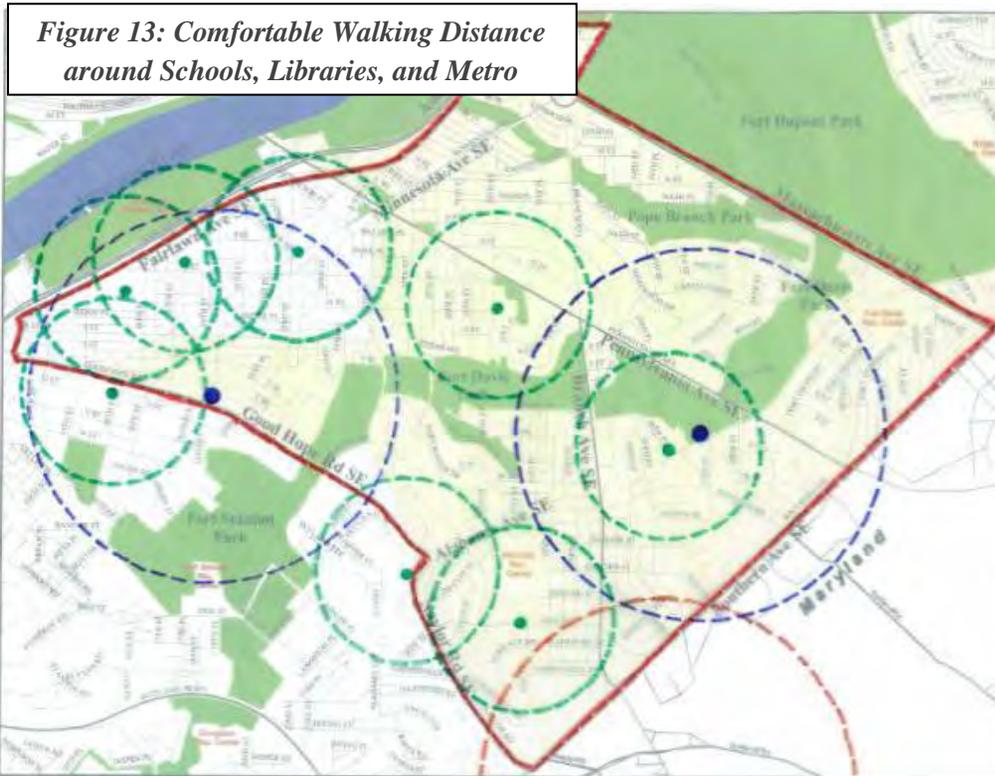


Figure 13: Comfortable Walking Distance around Schools, Libraries, and Metro

Alabama Avenue, Branch Avenue, and Naylor Road are major secondary routes that interconnect neighborhoods with the major corridors or activity centers.

A hierarchical pattern is seen on these livability corridors based on their regional and local significance, land use pattern and streetscape characteristics.

The study team also analyzed streets within a 1/4 mile walking radius of schools, a 1/2 miles radius of public libraries and the Naylor Road Metro Station. This analysis helped identify routes that are used to access these essential community services. Figure 13 shows the 1/4 mile radius around the schools in green, 1/2 mile radius around libraries in blue and 1/2 mile radius around metro station in brown.

General Characteristics of Livability Corridors:

Pennsylvania Avenue: Pennsylvania Avenue is a regional corridor that connects the District of Columbia to Prince Georges County, Maryland. The corridor is planned as a major commuter route and is commercial in nature. The District’s long range transportation plan describes a plan for a transit hub to allow commuters to transfer from a regional transit network to a local network. Pennsylvania Avenue also provides access to the Fort Circle Parks.



Figure 13: Pennsylvania Avenue

Vision: The vision for this livability corridor is to maintain its function as a regional corridor, consistent with DC’s Comprehensive Plan and DC’s Transit Future, that will provide efficient access to and egress from the District of Columbia. The vision is to develop it as a multimodal commuter route that allows for the transfer to a local mode from an express mode or to an alternative mode of transportation.



Figure 14: Good Hope Road

Massachusetts Avenue: Massachusetts Avenue provides an east-west connection in the study area. Lack of a direct connection across the Anacostia River to downtown DC renders it incapable of functioning as a regional corridor. The northern side of Massachusetts Avenue is bordered by Fort Dupont Park and the southern side is mostly residential with single family homes with deep setbacks of approximately 50 feet or more. This corridor is further characterized by low traffic volumes and lies in a park-like setting.

Vision: The vision for this livability corridor is to preserve its scenic vista and park like environment and to develop bicycle and pedestrian facilities around the park facility.

Good Hope Road: Good Hope Road is a mixed use corridor with retail and commercial, high to moderate density residential, and institutional uses. Good Hope Road also provides good access to the Fort Circle Parks. A variety of land uses and building types combined with existing sidewalks and transit service on this road provides for a good multimodal environment.

Vision: The vision is to develop Good Hope Road as a multimodal corridor with a variety of transportation choices including pedestrian and transit use, a variety of land uses that support activities 24-hours a day, and streetscape features to support a walkable environment and enhance access to the Fort Circle Parks.

Minnesota Avenue: Minnesota Avenue is also a mixed use corridor with residential neighborhoods and commercial activities. Commercial activities are concentrated at the intersection of Minnesota Avenue and Good Hope Road and at the intersection of Minnesota Avenue and Pennsylvania

Avenue. The remainder of the corridor is lined with detached single family homes and row houses with relatively shallow setbacks of 10 to 20 feet from the curb. The corridor provides access to three public schools and includes several churches and community activity centers.



Figure 15: Massachusetts Avenue

Vision: The vision is to develop a corridor that will provide convenient and safe access to local community facilities such as schools and churches and provide a variety of mode choices such as walking, cycling, and transit use.

Southern Avenue: Southern Avenue provides a north and south connection and borders Prince Georges County, Maryland to the east. Southern Avenue is mostly residential with some light commercial activities. It terminates at Branch Avenue and emerges at Naylor Road further south at the southern end of the study area. The existing section of Southern Avenue underwent a successful road diet by implementation of a striped parking box in place of the outside travel lane.

Vision: The vision for this corridor is to maintain its existing characteristics while enhancing transit facilities and increasing pedestrian and bicycle safety. The District of Columbia is exploring the possibility of extending its limits from Branch Avenue to Naylor Road as part of a separate effort outside of the scope of this study.

Alabama Avenue: Land use along Alabama Avenue is mostly residential with some institutional facilities. There are a few clusters of commercial activities on Alabama Avenue at the intersection of Naylor Road and Good Hope Road, and at its intersection with Pennsylvania Avenue. Alabama Avenue also provides access to Beers Elementary School, Francis A. Gregory Public Library, and the Fort Circle Parks. The north section of Alabama Avenue has existing bike lanes on each side from Pennsylvania Avenue to Massachusetts Avenue.

Vision: The vision for this corridor is to maintain its existing characteristics with enhanced transit facilities, improved bicycle and pedestrian facilities, and develop it as a continuous bike route by extending the limits from Pennsylvania Avenue to Naylor Road.

Naylor Road: The land use composition of Naylor Road is mostly residential. A segment of Naylor Road runs through the Fort Circle Parks providing good access.

Vision: The vision for this corridor is to develop a shared use bicycle route, enhance transit facilities, and increase pedestrian safety while maintaining the characteristics of Naylor Road as a residential street.

Branch Avenue: The land use composition of Branch Avenue is mostly residential. The southeast section of Branch Avenue has been recently improved with the construction of a raised median and left turn lanes at each intersection between Alabama Avenue and Southern Avenue. Branch Avenue provides access to Fort Circle Parks and has a direct connection to the Naylor Road Metro Station.

Vision: The vision for this corridor is to enhance its connection to Fort Circle Parks, increase bicycle and pedestrian safety and develop it as a transit link that connects the planned transit hub at Pennsylvania Avenue to the Naylor Road Metro station with frequent shuttle service.

Fort Circle Parks: The Fort Circle Parks provide an excellent opportunity to act as a central livability feature of the Far Southeast Community. The central location of the park can be a uniting feature of the community bringing the community together by offering a variety of opportunities for active and passive recreation. The park corridor also has the potential for a continuous bike and pedestrian trail that will connect the north side of the community and the Fort Dupont Park to the Fort Stanton Park on the South.

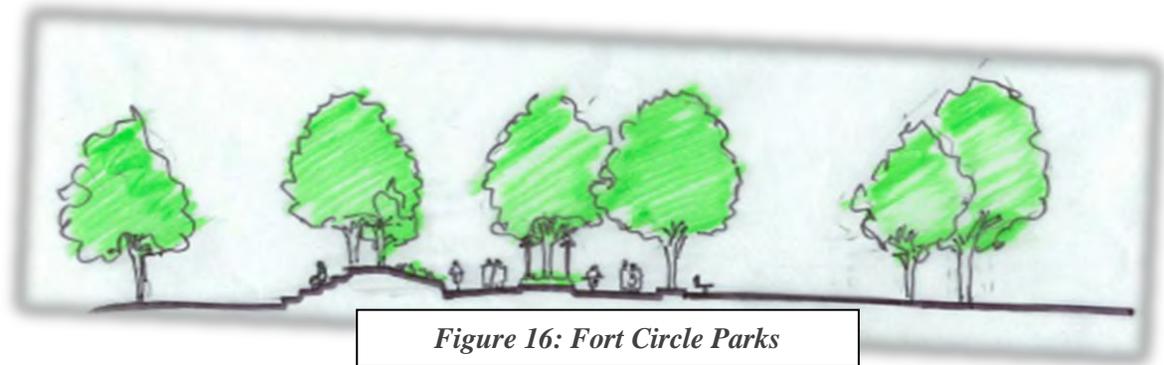


Figure 16: Fort Circle Parks

Vision: The vision for Fort Circle Parks is to develop it as a uniting feature of the community by providing a variety of opportunities for active and passive recreation and making it safe and accessible. The vision is to develop a continuous off street bicycle and pedestrian path along the park while preserving its natural resources.

Selection of Livability Corridors for Further Study

The study team selected livability corridors for further study using a high-level method of evaluation. The evaluation consisted of a screening of the nine potential corridors identified in the previous section to determine if they meet key criteria for designation as a livability corridor. It was determined that if the corridor addressed a minimum of four out of five selection criteria, it would be selected for further study.

Key criteria are:

- Connectivity to major activity centers
- Access to schools, parks, and other community facilities
- Area issues not studied or recommended for improvements by other existing studies and plans
- Corridors with deficiencies identified by the public during Public Meeting #1
- Recommendation from Technical Advisory Committee

Results of the evaluation included in Table 6, yielded the following six livability corridors for further:

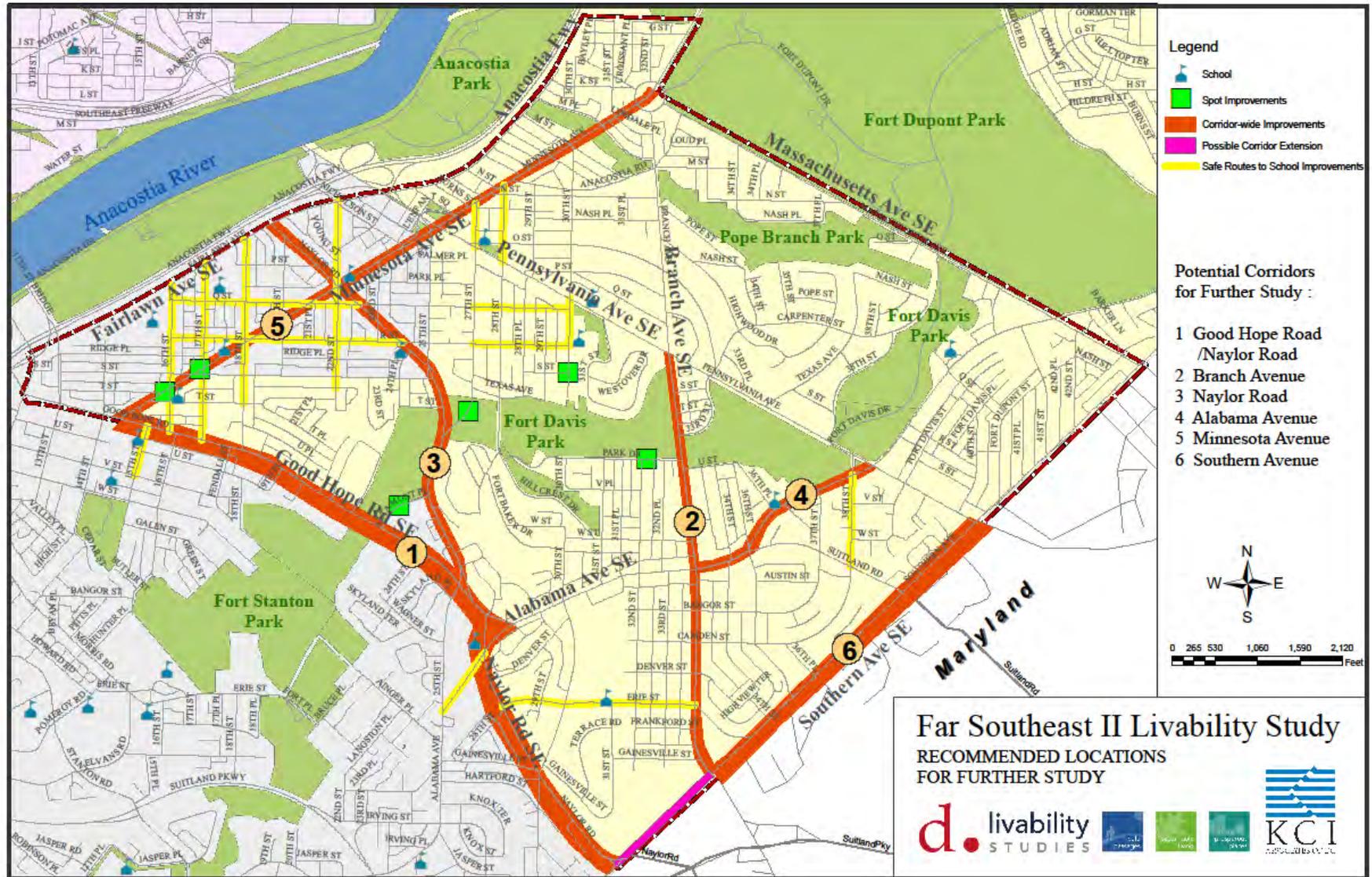
- Good Hope Road (Between Minnesota Avenue and Naylor Road)
- Naylor Road (Between Fairlawn Avenue and Southern Avenue)
- Minnesota Avenue (Between Good Hope Road and Randle Circle)
- Alabama Avenue (Between Branch Avenue and Pennsylvania Avenue)
- Branch Avenue (Southern Avenue and Pennsylvania Avenue)
- Southern Avenue (Between Branch Avenue and Pennsylvania Avenue)

Recommendations of transportation improvements were developed for these six livability corridors and are described in the next chapter.

Table 6: Evaluation of Livability Corridors

	Connectivity to major activity centers	Access to schools, parks, and other community facilities	Issues not covered under other studies	Public Input	Technical Advisory Group Input	
Pennsylvania Avenue	✓			✓		✓✓
Good Hope Road	✓	✓	✓	✓	✓	✓✓✓✓✓
Massachusetts Avenue		✓	✓			✓✓
Minnesota Avenue		✓	✓	✓	✓	✓✓✓✓
Southern Avenue	✓		✓	✓	✓	✓✓✓✓✓
Branch Avenue			✓	✓	✓	✓✓✓✓
Alabama Avenue		✓	✓	✓	✓	✓✓✓✓✓
Naylor Road		✓	✓	✓	✓	✓✓✓✓
Fort Circle Parks*	✓	✓				✓✓

Figure 17: Improvement Locations



The following corridors were not selected for further study for the reasons described below:

- Pennsylvania Avenue
- Massachusetts Avenue
- Fort Circle Parks

Pennsylvania Avenue: There are several studies including the Pennsylvania Avenue, SE Corridor Development Plan and the Pennsylvania Avenue Great Streets Project that studied the issues associated with this corridor. In addition, reconstruction of the roadway and the sidewalks is currently underway. In order to avoid duplication of work and conflicting recommendations from what is already being constructed on Pennsylvania Avenue, the Far Southeast study team concentrated its efforts on other corridors in the study area.

Massachusetts Avenue: Massachusetts Avenue was not selected for further study because there were no deficiencies identified by the general public or the Technical Advisory Committee.

Fort Circle Parks: The Capital Space, A Park System for Nation's Capital, Ideas to Achieve the Full Potential of Washington's Parks and Open Space already describes a long term plan to develop Fort Circle Parks as a system of continuous parks around the District of Columbia. The Far Southeast Livability Study strengthens the corridor vision by proposing bicycle and pedestrian accessibility improvements to the parks from other livability corridors.

Other Improvement Locations

In addition to the six livability corridors mentioned above, the project team selected the following four locations for spot improvements. Selection of these locations were based on public input as well as input from the Technical Advisory Committee. The project team also identified streets adjacent to schools in the study area. These streets were recommended for spot improvements in support of the Safe Routes to School Program.

- 27th Street, between Naylor Road and Texas Avenue
- Altamont Place, between Good Hope Road and Naylor Road
- 30th Street at S Street
- Park Drive, From 31st Place to Branch Avenue
- 16th Street at T Street
- 17th Street at T Street

Chapter 6: Recommended Improvements for Livability Corridors

Results from Public Survey

The team conducted a survey on the livability corridors selected for further study. The purpose of the survey was to gather input from stakeholders on the types of improvements they would like to see along these corridors. The survey consisted of a questionnaire asking residents what type of improvements they valued most for each selected corridor. The improvements were organized under five main categories:

1. Pedestrian;
2. Bicycle;
3. Transit;
4. Traffic calming; and
5. Other design considerations.

For each type of improvement, citizens were asked to circle the number (ranging from 1 for least desired to 5 for most desired) that they would like to see improved. A total of 16 surveys were received at Public Meeting #2.

Improved lighting, pedestrian traffic control, mid-block crossing, traffic calming measures and bus stop amenities were among the top improvements that residents of the area desired to see. There was some interest in bicycle improvements, but it did not rise to the top of importance for respondents. Detail survey results for each livability corridor is located in Appendix B.

A summary of findings is below.

- Good Hope Road – Improved lighting and pedestrian Improvements are most important
- Naylor Road – Improved lighting, pedestrian improvements and various other topics are most important
- Minnesota Avenue – Improved lighting, pedestrian improvements, stop signs and bus stop amenities are most important
- Alabama Avenue – Pedestrian improvements, traffic calming, and improved lighting are most important
- Branch Avenue – Improved lighting and pedestrian improvements are most important
- Southern Avenue – Improved lighting, relocating overhead utilities, streetscape and pedestrian improvements are most important

Corridors Selected for Further Study

- Good Hope Road
- Naylor Road
- Minnesota Avenue
- Alabama Avenue
- Branch Avenue
- Southern Avenue

The study team utilized public input from this survey to determine the recommended improvements for each livability corridor.

Field Observations

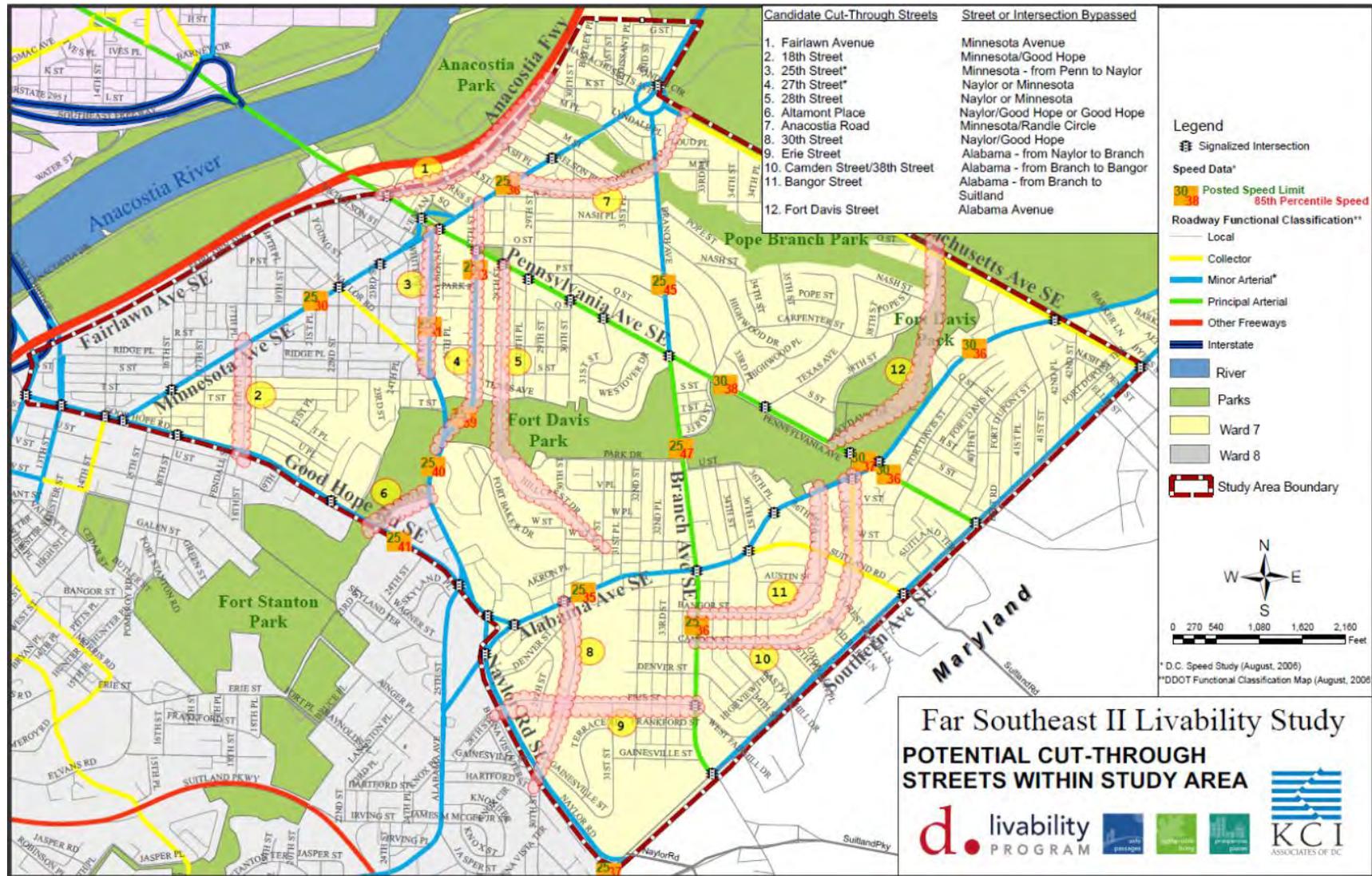
Field observations were conducted by walking and driving livability corridors for observation of existing conditions. The team observed corridor operations, neighborhood setting and characteristics, and physical conditions, including those conditions that necessitated improvements that were most important to respondents. The team also observed conditions near schools, commercial areas, libraries and recreation areas. A list of more common conditions observed for each corridor is below:

- Street lighting
- Pedestrian traffic control measures (for instance presence and condition of pedestrian signals and signing)
- Bus stops and amenities
- Overhead utilities
- Midblock crossings
- Crosswalk pavement markings
- Sidewalks, handicap ramps
- Medians
- Streetscape improvements

The team also evaluated potential cut-through streets. Cut-through street are oftentimes used by motorists to avoid traffic signals or queuing associated from signals, to increase speeds due to lower traffic volumes, or act as a parallel route to a higher functional classification roadway. Figure 18 shows eleven candidate cut-through street locations overlaid with intersection locations that traffic is trying to avoid.



Figure 18: Speed Data/ Potential Cut Through Streets



Profiles of selected Livability Corridors:

Results of field observations were used to determine a profile of each of the livability corridors. Profiles are presented in the following paragraphs.

Alabama Avenue

- Functional Classification: Minor Arterial
- Snow Emergency Route
- Average Daily Traffic: 11,600 vehicles per day
- Roadway Width: 40 Feet
- Posted Speed Limit: 25 MPH
 - 85th Percentile Speed: 35 MPH
- On-Street Parking Present During Off-Peak between Suitland Road and Pennsylvania Avenue
- (In General), Sidewalks Present on both sides of street
- Bus Routes and Stops Present



Branch Avenue

- Functional Classification:
 - Minor Arterial (north of Pennsylvania Avenue)
 - Principal Arterial (south of Pennsylvania Avenue)
- Snow Emergency Route - south of Pennsylvania Avenue
- Average Daily Traffic:
 - About 10,000 vehicles per day (north of Pennsylvania Avenue)
 - About 20,000 vehicles per day (south of Pennsylvania Avenue)
- Roadway Width: 40 Feet
- Posted Speed Limit: 25 MPH
 - 85th Percentile Speed: 45 MPH (north of Pennsylvania Ave) 36 MPH (south of Pennsylvania Ave)
- On-Street Parking Present During Off-Peak between Suitland Road and Pennsylvania Avenue
- (In General) Sidewalks Present on east side only



- Bus Routes and Stops Present (Stops located south of Pennsylvania Avenue)
- PM Peak Period Turn Restrictions to cross streets

Good Hope Road

- Functional Classification: Minor Arterial
- Snow Emergency Route
- Average Daily Traffic:
 - About 17,000 vehicles per day (13th Street to Naylor Road)
 - About 14,700 vehicles per day (Naylor Road to Alabama Avenue)
- Roadway Width: 36 - 40 Feet
- Posted Speed Limit: 25 MPH
 - 85th Percentile Speed: 41 MPH (between 24th Street and Altamont Place)
- On-Street Parking Present During Off-Peak
- Sidewalks Present
- Bus Routes and Stops Present



Minnesota Avenue

- Functional Classification: Minor Arterial
- Average Daily Traffic:
 - About 10,000 vehicles per day (Good Hope Road to Pennsylvania Avenue)
 - About 25,300 vehicles per day (Pennsylvania Avenue to Randle Circle)
- Roadway Width: 40 - 42 Feet
- Posted Speed Limit: 25 MPH
 - 85th Percentile Speed: 30 MPH (between 19th Street and 22nd Street); 36 MPH (between N Street and Anacostia Road)
- No On-Street Parking Restrictions
- Sidewalks Present
- Bus Routes and Stops Present



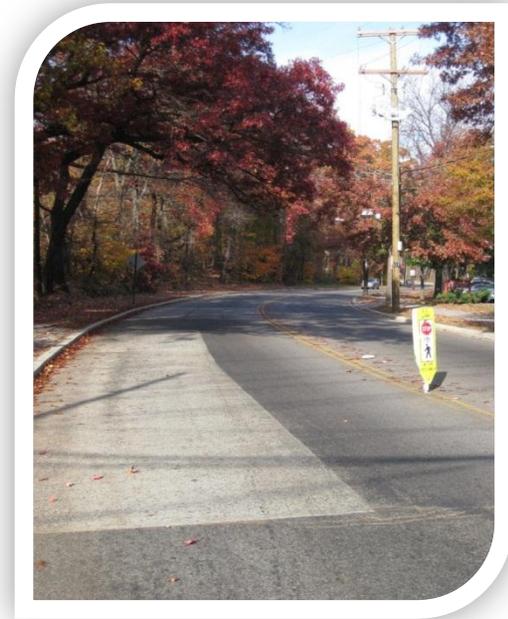
Naylor Road

- Functional Classification: Minor Arterial
- Average Daily Traffic:
 - About 16,000 vehicles per day (25th Street to Good Hope Road)
 - About 14,700 vehicles per day (Good Hope Road to Southern Avenue)
- Roadway Width: 36 - 40 Feet
- Posted Speed Limit: 25 MPH
 - 85th Percentile Speed: 40 MPH (between 27th Street and Altamont Place)
- (In General) No On-Street Parking Restrictions
- Sidewalks Present
- Bus Routes and Stops Present



Southern Avenue

- Functional Classification: Minor Arterial
- Snow Emergency Route
- Average Daily Traffic:
 - About 11,300 vehicles per day (Suitland Road to Massachusetts Avenue)
 - About 10,200 vehicles per day (Suitland Parkway to Suitland Road)
- Roadway Width: 42 - 44 Feet
- Posted Speed Limit: 25 MPH
 - 85th Percentile Speed: 37 MPH (between 30th Street and Naylor Road)
- (In General) No On-Street Parking Restrictions
- (In General) Sidewalks Present on west side only
- Bus Routes and Stops Present



Proposed Recommendations for Improvements

Site specific as well as corridor wide recommendations were derived for each selected corridor that improves the quality of life for residents, workers and visitors in the study area. These recommendations were derived from observations identified during field observation, information collected from the public during Public Meetings, and guidance from the Technical Advisory Committee consisting of various governmental agencies in the District.

Accident locations, traffic and pedestrian volumes and speed data were also analyzed to come up with several pedestrian safety and traffic calming type improvements. The following paragraphs provide a description of proposed improvements for each selected livability corridor accompanied by typical existing and proposed sections and a table listing of improvements along the corridor.

Good Hope Road (Between Minnesota Avenue and Naylor Road)

Figures 19 and 20 show existing and proposed typical sections of Good Hope Road between Minnesota Avenue and 18th Street and between 18th Street and 24th Street. Proposed improvements in the corridor section between Minnesota Avenue and 18th Street will occur within the confines of the existing pavement and include a 10 - 11 foot shared use lane to be used by both vehicles and bicycles and an 8 foot parking lane in each direction.

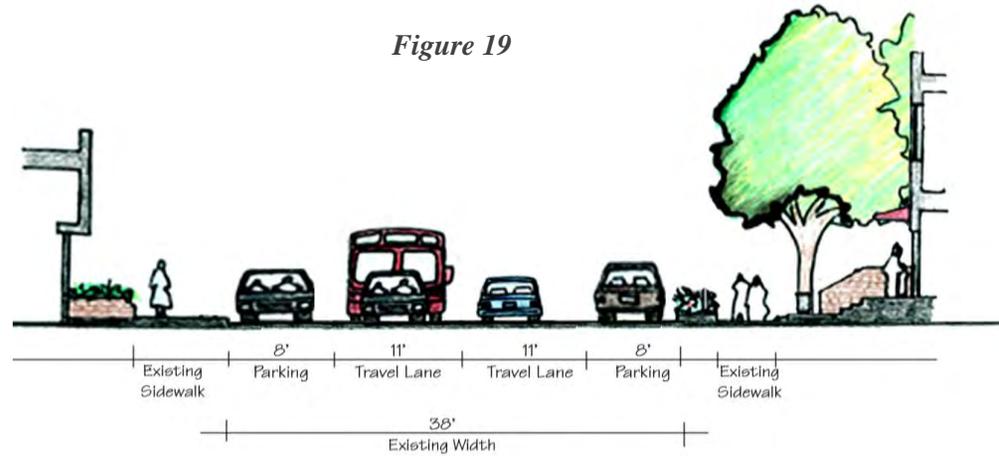


The corridor section between 18th Street to 24th Street includes a 13 foot shared use travel lane in each direction, separated by a 12 foot turn lane. On-street parking is available in sections where space is available within the existing pavement and existing off-street parking lots serve adjacent apartment buildings for residents and guest.

In an effort to promote bicycle activity in the Far Southeast community, a shared use lane or sharrow street marking is proposed in the center of a travel lane to indicate that a bicyclist may use the full lane. The shared use lane will be coupled with signing warning motorists to share the road with bicyclists.

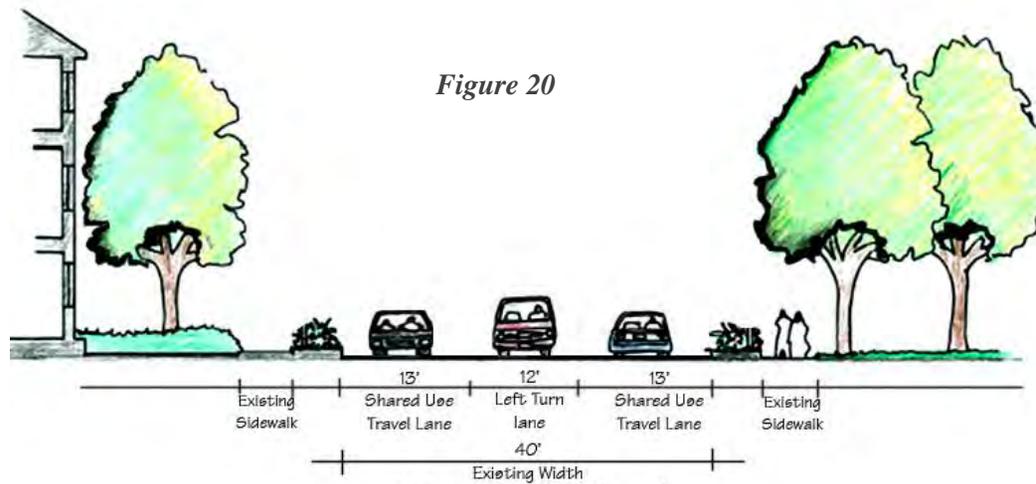
Appendix A, Pages A1-A4, shows proposed intersection improvements along Good Hope Road at Minnesota Avenue, 15th Street, 18th Street, and the Fort Circle Park Crossing.

Figure 19



Good Hope Road
(Between Minnesota Avenue and 18th Street)

Figure 20



Good Hope Road
(Between 18th Street and 24th Street; at the intersections)

Table 7 lists proposed improvements on Good Hope Road by improvement type, location or limits of the improvement, detailed description, and the anticipated time frame for implementation.

Table 7			
Proposed Improvements Good Hope Road			
Type	Location/ Limits	Description	Time Frame
Buses	•16 th Street •22 nd Street	Bus stop consolidation	Mid
	•15 th Street	Bus stop relocation	Mid
Roadway Safety/ Operational/ Traffic Calming	•Between Minnesota Avenue and 18 th Street (approximate)	8-ft on-street parking lanes on each side, 10-ft (min.) or 11-ft (max.) travel lanes (1 each direction)	Long
	•Between 18 th Street and east of 24 th Street (approximate)	13-ft shared travel lanes (1 each direction) and 12-ft turn lanes/pedestrian refuge areas. 8-ft on-street parking provided where space is available	Long
	•Between 24 th Street and Naylor Road	Speed Cameras	Mid
Bicycles	•Between 19 th Place and Fort Circle Park Crossing	Shared use lane pavement markings	Mid/Long
	•Between Minnesota Avenue and Naylor Road	Capital Bikeshare Informational Signing along route	Mid/Long
Pedestrians	• Minnesota Avenue •15 th Street •22 nd Street •18 th Street •Altamont Place •19 th Place •24 th Street	Crosswalk and/or curb ramp improvements	Mid/Long
	•Fort Circle Park Hiker/Biker Trail (west of Altamont Place)	Proposed crosswalks/curb ramps	Long
	•16 th Street •17 th Street •Fendall Street •18 th Street •23 rd Street •22 nd Street •Fort Circle Park Crossing •24 th Street	Pedestrian refuge island	Mid

Naylor Road (Between Fairlawn Avenue and Southern Avenue)

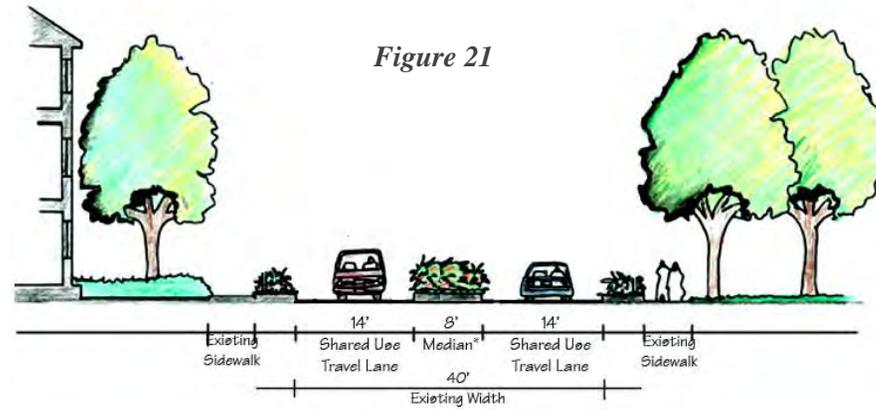
Figures 21 and 22 show existing and proposed typical sections of Naylor Road between Good Hope Road and Altamont Place and between Altamont Place and T Street. The section between Good Hope Road and Altamont Place includes a 14 foot shared use travel lane in each direction and an 8 foot parking lane on one side.

The section between Altamont Place and T Street will include a 14 foot shared use travel lane in each direction separated by an 8 foot median. This section will be constructed in two phases: Phase I will include a striped median. Following an evaluation of large vehicular operations, a decision will be made to construct a raised/landscape median.

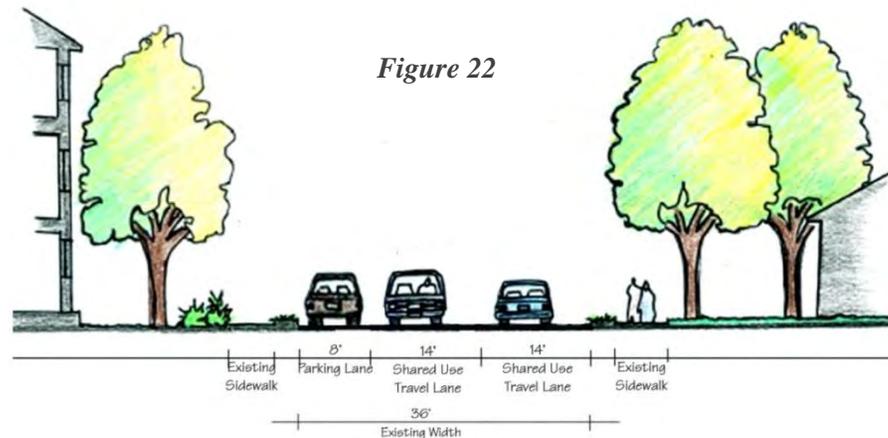
Corridor improvements include additional bus stop amenities such as an enlarged landing pad area, trash receptacles, transit information signs and/or benches for passengers to experience improved waiting areas and safer and easier access to buses.

Other improvements include speed cameras; proposed crosswalk/curb ramps, signing, pedestrian refuge islands and proposed sidewalks in selected locations.

Appendix A, Pages A5-A6, show intersection improvements along Naylor Road at the intersections of Altamont Place and 27th Street.



Naylor Road
(Between Altamont Place and T Street)
**Phased Typical Section Improvement: Phase I - Striped Median; Phase II - Raised/ Landscaped Median*



Naylor Road
(Between Good Hope Road and Altamont Place)

Table 8 list proposed improvements on Naylor Road by improvement type, location or limits of the improvement, detailed description, and the anticipated time frame for implementation.

Table 8: Proposed Improvements, Naylor Road			
Type	Location/ Limits	Description	Time Frame
Buses	<ul style="list-style-type: none"> •South of 27th Street •S Street 	Additional bus stop amenities ¹ , such as enlarged landing pad area, trash receptacles, transit information signs, and/or benches	Mid/Long
	<ul style="list-style-type: none"> •Altamont Place 	Bus stop relocation	Mid
Roadway Safety/ Operational/ Traffic Calming	<ul style="list-style-type: none"> •Between 27th Street and Altamont Place 	Speed Cameras	Mid
	<ul style="list-style-type: none"> •Between Good Hope Road and Altamont Place 	8-ft parking lane (1 side), 14-ft shared travel lanes (1 each direction)	Short
	<ul style="list-style-type: none"> •Between Altamont Place and S Street 	8-ft median, 14-ft shared travel lanes (1 each direction)	Mid
Bicycles	<ul style="list-style-type: none"> •Between Good Hope Road and Altamont Place •Between Altamont Place and T Street •Between T Street and S Street 	Shared use lane pavement markings	Short
Pedestrian	<ul style="list-style-type: none"> •Altamont Place •27th Street •S Street <ul style="list-style-type: none"> • Midblock crossing at bus stops between 27th and Altamont 	Crosswalk and/or curb ramp improvements	Mid/Long
	<ul style="list-style-type: none"> •Fort Circle Park Hiker/Biker Trail (south of 27th Street) 	Proposed crosswalk/curb ramps and pedestrian refuge island	Long
	<ul style="list-style-type: none"> •Altamont Place •27th Street •T Street •S Street 	Pedestrian crossing warning signs and advance signing	Short
	<ul style="list-style-type: none"> •East side of Naylor Road between S Street and R Street 	Proposed sidewalks	Long

Minnesota Avenue (between Good Hope Road and Randle Circle)

Figure 23 shows the typical section of Minnesota Avenue between Good Hope Road and Pennsylvania Avenue. Proposed improvements will occur within the confines of the existing pavement and include 12 foot shared use lanes to be used by both vehicles and bicycles and an 8 foot parking lane in each direction.

Additional bus stop amenities such as enlarged landing pad areas, trash receptacles, transit information signs, and/or benches are proposed at selected locations along the corridor.

Appendix A, Pages A7-A8, shows intersection improvements along Minnesota Avenue at Q Street and Nicholson Street/ White Place. Additional intersection improvements are proposed at R Street and S Street applying similar improvements as those shown for intersections above for crosswalk/curb ramp improvements. A rapid flashing beacon is proposed at the intersection of Minnesota Avenue and N Street.

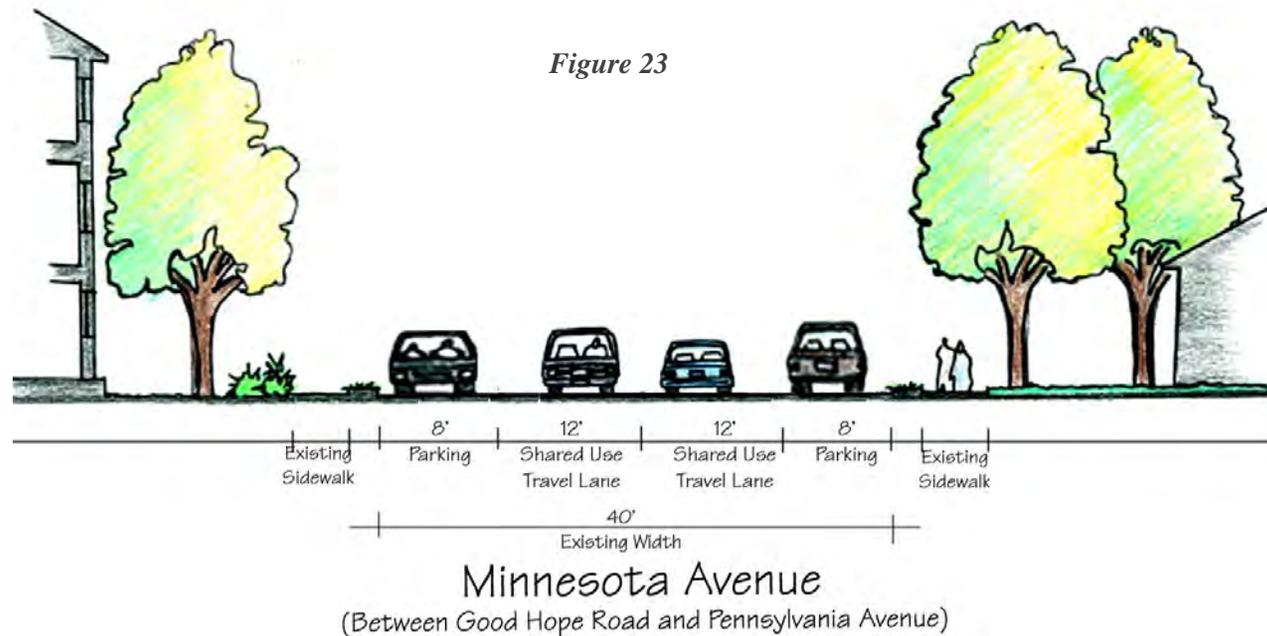


Table 9 list proposed improvements on Minnesota Avenue by improvement type, location or limits of the improvement, detailed description, and the anticipated time frame for implementation.

Table 9: Proposed Improvements Minnesota Avenue			
Type	Location/ Limits	Description	Time Frame
Buses	<ul style="list-style-type: none"> •19th Street •Naylor Road •Nicholson Street/White Place •N Street •M Street 	Additional bus stop amenities ¹ , such as enlarged landing pad area, trash receptacles, transit information signs, and/or benches	Mid/Long
Roadway Safety/ Operational/ Traffic Calming	<ul style="list-style-type: none"> •Q Street •R Street/18th Street •S Street/17th Street •Nicholson Street/ White Place 	Intersection reconfiguration	Long
	•Between Good Hope Road and Nicholson/White Place	8-ft designated on-street parking lanes on each side, 12-ft shared use lanes (1 lane in each direction).	Short/Mid
Bicycles	•Between Good Hope Road and Nicholson Street & White Place	Shared use lane pavement markings	Short
Pedestrian	<ul style="list-style-type: none"> •Anacostia Road – removed one crosswalk and two ramps •Burns Street - removed one crosswalk and one ramp •R Street •S Street 	Crosswalk/curb ramp improvements	Short/Mid
	•Q Street	Proposed crosswalk/curb ramps	Long
	•Nicholson Street/White Place	Pedestrian refuge island	Long
	•N Street	Rapid Flash Beacon	Mid/Long

Alabama Avenue (Between Branch Avenue and Pennsylvania Avenue)

Figure 24 shows the typical section on Alabama Avenue between 36th Street and 38th Street. Proposed improvements will occur within the confines of the existing pavement and include 13 foot shared use lanes to be used by both vehicles and bicycles and an 8 foot parking lane in each direction. Additional bus stop amenities such as enlarged landing pad areas, trash receptacles, transit information signs, and/or benches are proposed at selected locations along the corridor.

Appendix A, Page A9, shows an intersection improvement at Alabama Avenue and 36th Place in front of Beers Elementary School. Proposed improvements include painted and marked crosswalks for highly visible street crossings. Safety treatments were added by the addition of proposed refuge islands on Alabama Avenue at 36th Street. This allows pedestrians to cross half of the street at a time. Other improvements in the vicinity of the school include advanced signing for motorist and bus relocations from approximately one-half block west of the school to in front of the school. A rapid flashing beacon is proposed at the intersection of Alabama Avenue and 36th Place.

Additional intersection improvements are proposed on Alabama Avenue at 31st Street, 32nd Street and 37th Streets involving the connection of sidewalks to crosswalks by paving the buffer area for improved accessibility, particularly for persons with disabilities.

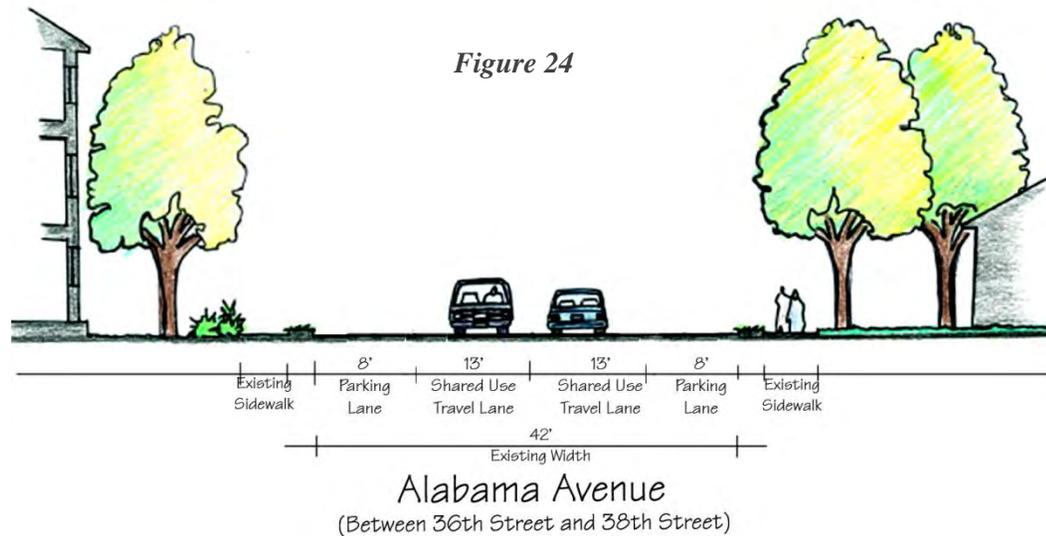


Table 10 lists proposed improvements on Alabama Avenue by improvement type, location or limits of the improvement, detailed description, and the anticipated time frame for implementation

Table 10: Proposed Improvements Alabama Avenue			
Type	Location/ Limits	Description	Time Frame
Buses	•32 nd Street •34 th Street	Additional bus stop amenities ¹ , such as enlarged landing pad area, trash receptacles, transit information signs, and/or benches	Mid
	•36 th Street	Bus stop consolidation	Mid
	•31 st Street •36 th Place	Bus stop relocation	Mid
Roadway Safety/ Operational/ Traffic Calming	•Between 36 th Street and 38 th Street	8-ft on-street parking lanes on each side, 13-ft shared use travel lanes (1 lane in each direction).	Mid/Long
Bicycles	•Between 36 th Street and 38 th Street	Share use lane pavement markings	Mid/Long
Pedestrian	•31 st Street •31 st Place •32 nd Street •32 nd Place •36 th Place •37 th Street	Crosswalk/curb ramp improvements	Mid/Long
	•31 st Place •32 nd Place	Connecting crosswalks to sidewalk by paving buffer areas	Mid/Long
	•31 st Street •31 st Place •32 nd Street •36 th Street •36 th Place •37 th Street	Pedestrian/school crossing warning signs and advance signing	Short
	•36 th Place	Rapid Flash Beacon	Mid/Long

Branch Avenue

Figure 25 shows Branch Avenue between Alabama Avenue and Anacostia Road. The existing typical section remains the same at two 10 foot lanes in each direction. Additional bus stop amenities such as enlarged landing pad areas, trash receptacles, transit information signs, and/or benches are proposed at the intersections of Camden Street, W Street, U Street and T Street.

Appendix A, Page A10, shows an intersection improvement at Branch Avenue and U Street/Park Drive. Proposed improvements include signing for pedestrians and a proposed HAWK Signal. HAWK stands for High intensity Activated crossWalk. These signals have been used for more than five years. It is a “beacon” that remains dark for traffic unless a pedestrian activates the push button. When the pedestrian presses the button, approaching drivers will see a flashing yellow beacon for a few seconds, indicating that they should reduce speed and be prepared to stop for a pedestrian in the crosswalk. The flashing yellow is followed by a solid yellow, then a solid red beacon requiring vehicles to stop.

Another HAWK signal is proposed at the intersection of Branch Avenue and Fort Circle Park Crossing.

Additional pedestrian improvements are proposed including proposed sidewalks on the east and west sides of Branch Avenue, between Highwood Drive and Nash Place; the east Side of Branch Avenue between Nash Place and Pope Street; and the west Side of Branch Avenue, between Park Drive and Pennsylvania Avenue.

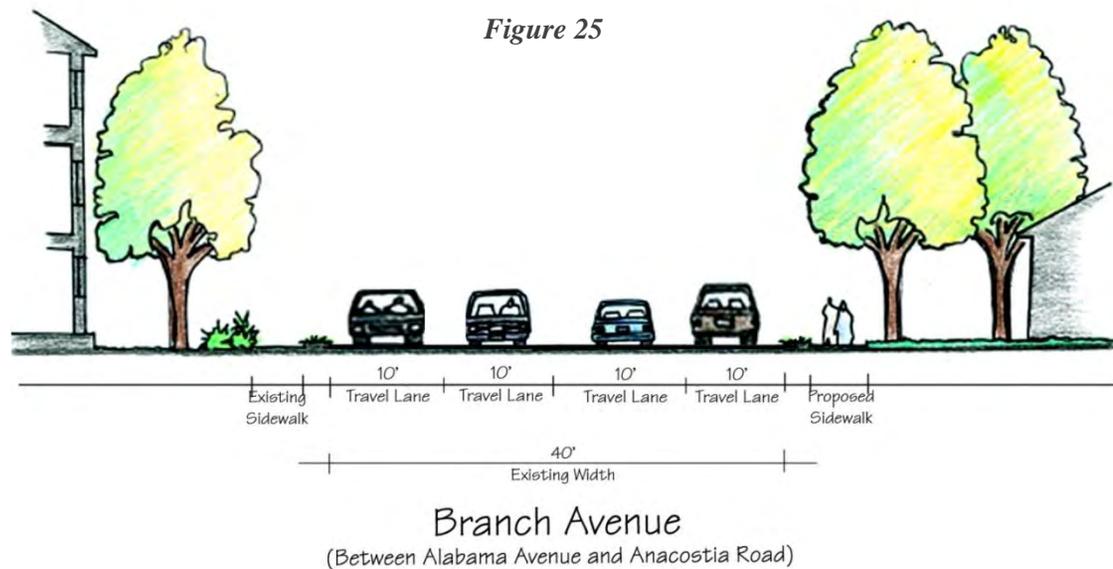


Table 11 lists proposed improvements on Branch Avenue by improvement type, location or limits of the improvement, detailed description, and the anticipated time frame for implementation.

Table 11: Proposed Improvements Branch Avenue			
Type	Location/ Limits	Description	Time Frame
Buses	<ul style="list-style-type: none"> •Camden Street •North of W Street •U Street •T Street 	Additional bus stop amenities ¹ , such as enlarged landing pad area, trash receptacles, transit information signs, and/or benches	Mid/Long
	<ul style="list-style-type: none"> •Bangor Street 	Bus stop relocation	Mid/Long
	<ul style="list-style-type: none"> •Erie Street 	Proposed bus stop	Long
Roadway Safety/ Operational/ Traffic Calming	<ul style="list-style-type: none"> •Between P Street and O Street •Between 33rd Street and Park Drive 	Speed Camera	Mid
Pedestrian	<ul style="list-style-type: none"> •Fort Circle Park Crossing •W Street <ul style="list-style-type: none"> • Park Drive 	New crosswalks/curb ramps	Long
	<ul style="list-style-type: none"> •East/West Sides of Branch Avenue, between Highwood Drive and Nash Place •East Side of Branch Avenue, between Nash Place and Pope Street •West Side of Branch Avenue, between Park Drive and Pennsylvania Avenue 	Proposed sidewalks*	Long
	<ul style="list-style-type: none"> •U Street and Park Drive •Fort Circle Park Crossing 	Pedestrian Hybrid Signal**	Long

Southern Avenue

Figure 26 shows the typical section on Southern Avenue between Branch Avenue and Suitland Road. Proposed improvements will occur within the confines of the existing pavement and include 14 foot shared use lanes to be used by both vehicles and bicycles and an 8 foot parking lane in each direction.

Appendix A, Page A11, shows an intersection improvement at Southern Avenue and 36th Place/Oxon Run Place. Bus stop amenities such as an enlarged landing pad area, trash receptacles, transit information signs, and/or benches are proposed at the intersections of 34th Street, 36th Place/Oxon Run Place and Suitland Road.

Additional pedestrian improvements consisting of crosswalks and curb ramp improvements are proposed at Fairhill Drive, 34th Street, Forest Glade Lane and the south leg of Pennsylvania Avenue.

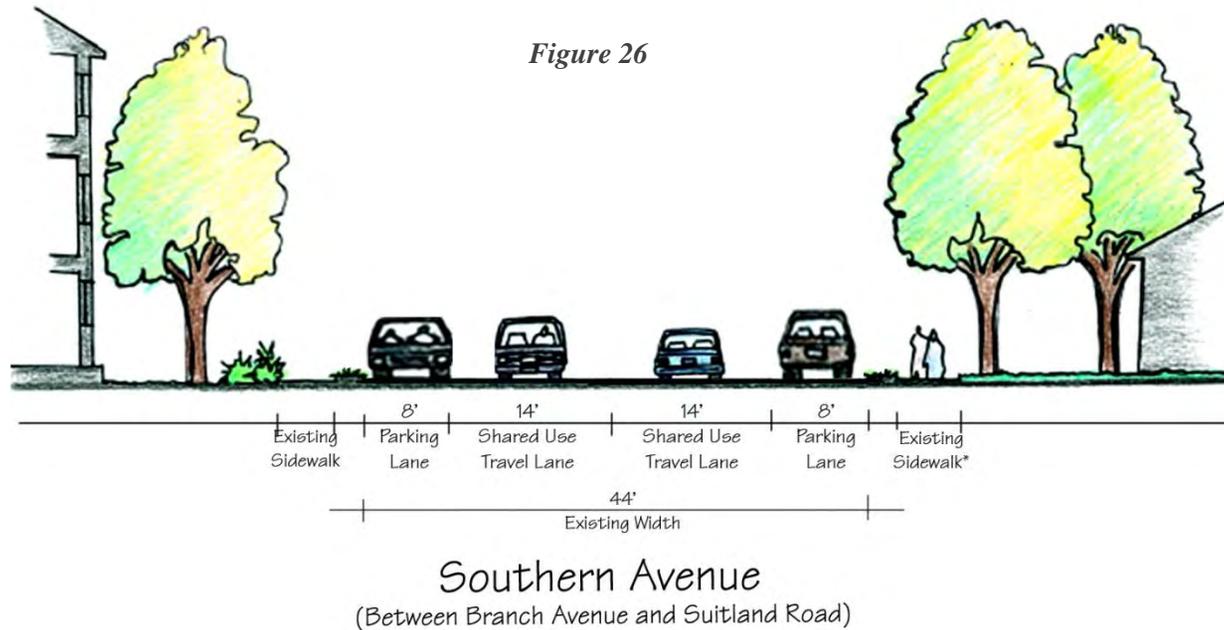


Table 12 lists proposed improvements on Southern Avenue by improvement type, location or limits of the improvement, detailed description, and the anticipated time frame for implementation.

Table 12: Proposed Improvements Southern Avenue			
Type	Location/ Limits	Description	Time Frame
Buses	<ul style="list-style-type: none"> •34th Street •36th Place/Oxon Run Place •Suitland Road 	Additional bus stop amenities ¹ , such as enlarged landing pad area, trash receptacles, transit information signs, and/or benches	Mid/Long
Roadway Safety/ Operational/ Traffic Calming	•Between Branch Avenue and Suitland Road	8-ft parking lanes on each side, 14-ft shared use lanes (1 each direction).	Long
	•36 th Street/ Oxon Run Place	Intersection reconfiguration	Long
Bicycles	•Between Branch Avenue and Pennsylvania Avenue	Shared use lane pavement markings	Short
Pedestrian	<ul style="list-style-type: none"> •Fairhill Drive •34th Street •36th Place/Oxon Run Place •Forest Glade Lane •Pennsylvania Avenue (south leg) 	Crosswalk/curb ramp improvements	Mid/Long

Safe Routes to School Improvements

Safe Routes to School proposed improvements were located around 7 Schools within the study Area. Many of the schools have complete sidewalk networks to and from the school property. Observations were made on the immediate surroundings of the school and the following recommendations for sidewalk, signing and crosswalk pavement marking improvements were made:

- Good Hope Road at 15th Street (Reduce Crossing Distance) - Ketcham Elementary School
- 30th Street at S Street (Pedestrian Warning Signs at Crosswalk) - Randle Highlands Elementary School
- Alabama Avenue at 36th Place (Rapid Flash Beacon) - Beers Elementary School
- Minnesota Avenue at S Street & 18th Street (Realign Crosswalk) - Anacostia High School
- Minnesota Avenue at Nicholson Street & White Place (Pedestrian Refuge Area) - Orr Elementary School

Spot Improvements

In addition to corridor improvements, spot improvements were also proposed. They are:

- Roadway Lighting along 27th Street, between Naylor Road and Texas Avenue
- Sidewalks along the west side of Alabama Avenue, north of Pennsylvania Avenue
- Sidewalks along Branch Avenue, north of Pennsylvania Avenue
- Replace damaged, non-standard signing and faded pavement markings along main roadways
- Transit Stop Improvements
- Sidewalk improvements on Park Drive from 31st Place to Branch Avenue; Altamont Place from Naylor Road to Good Hope Road; and 27th Street from Naylor Road to Trail Entrance
- Intersection improvements at Minnesota Avenue and N Street (see Appendix A, Page A12)
- Signing improvements on 18th Street between Minnesota Avenue and Good Hope Road (Appendix A, Page A13)*

Proposed sidewalk locations are subject to available right-of-way. Pedestrian hybrid signals must meet warrants prior to implementation. Warrant analyses are not included in this study.

*Signing improvements on 18th Street between Minnesota Avenue was proposed in order to eliminate traffic from Good Hope Road that wanted to use 18th Street as a cut-through to access Minnesota Avenue. However, this improvement was requested to be removed from proposed recommendations by a citizen in the third public meeting because it did not benefit the overall traffic flow in the area. Instead, for safety reasons, it was requested that an all-way stop controlled intersection be included as a spot improvement alternative at the intersections of 16th Street/T Street, and 17th Street/T Street, with no change to the overall flow patterns on these streets.

Chapter 7: Implementation Plan and Costs (Short, Mid, Long Term)

Implementation of transportation improvements is scheduled to occur over a 48-month timeframe in three phases, pending the availability of funding. The three phases are short term, mid-term and long term. Short term is defined as occurring between 5 months and 12 months. Mid-term is defined as occurring between 12 months and 24 months. Long term is defined as occurring between 24 months and 48 months.

Timeframes for Implementation:

- Short Term – Between 5 months and 12 months**
- Mid Term – Between 12 months and 24 months**
- Long term – Between 24 months and 48 months**

Short Term Implementation

Transportation improvements to occur over a short term period (5 to 12 months) include signing, pavement marking for parking boxes, shared lanes and medians, and bus stop improvements including bus stop consolidation and amenities. The total cost for short-term improvements is estimated at \$128,000 or less per roadway section.

Mid Term/Mid-Long Term Implementation

Transportation improvements to occur over a mid-term period (12 to 24 months) include curbs, ramps, sidewalks and pedestrian refugee islands. The total cost for mid-term improvements is estimated as \$150,001 to \$400,000 or less per roadway section, similar to the cost of mid to long term improvements.

Long Term Implementation

Transportation improvements to occur over a long term period (24 to 48 months) include roadway improvements. The total cost for long-term improvements is estimated as greater than \$400,000 per roadway section.

Total Costs

The total cost of improvements is highest for the Branch Avenue livability corridor at \$611,136, followed by the Alabama Avenue corridor at \$545,203. The Good Hope Road corridor is \$509,612, followed by Naylor Road at \$289,907 and Minnesota Avenue at \$238,100. Southern Avenue is the least costs corridor at \$172,213.

The total costs of improvements for the six livability corridors and improvements outside of the corridors are included in the table on the following page.

Location	Total Cost Estimate	Timeframe	Timeframe of Implementation
Alabama Avenue, between 30th Street and 36th Street	\$128,871	Mid Term	12 - 24 months
Alabama Avenue, between 36th Street and 38th Street	\$416,332	Long Term	24 - 48 months
Branch Avenue, between Alabama Avenue and Pennsylvania Avenue	\$455,886	Long Term	24 - 48 months
Branch Avenue, between Pennsylvania Avenue and Anacostia Road	\$155,250	Mid/Long Term*	24 - 48 months
Good Hope Road, between Minnesota Avenue and 18th Street	\$138,767	Mid Term	12 - 24 months
Good Hope Road, between 18th Street and 24th Street	\$370,845	Mid/Long Term*	24 - 48 months
Minnesota Avenue, between Good Hope Road and Pennsylvania Avenue	\$137,572	Mid Term	12 - 24 months
Minnesota Avenue, between Pennsylvania Avenue and Anacostia Road	\$100,528	Short Term	5 - 12 months
Naylor Road, between Altamont Place and T Street	\$270,786	Mid/Long Term*	24 - 48 months
Naylor Road, between Good Hope Road and Altamont Place	\$19,121	Short Term	5 - 12 months
Southern Avenue, between Branch Avenue and Suitland Road	\$172,213	Mid/Long Term*	24 - 48 months
27th Street, between Naylor Road and Texas Avenue	\$67,188	Short Term	5 - 12 months
30th Street at S Street (Safe Routes to School) - isolated location	\$4,848	Short Term	5 - 12 months
16th Street at T Street and 17th Street at T Street Stop Signs	\$1,025	Short Term	5 - 12 months

* - Mid/Long Term Timeframes represent projects with total costs between \$150,000 and \$400,000

Chapter 8: Conclusion

Communities where people have access to multi-modal and safe travel options, affordable housing, healthy economic conditions are where people want to be!

Transportation improvements in this report address aspects of livability that achieve a more balanced plan of mode choices. In the past, more attention was given to improving operational performance by way of proposing roadway improvements with lesser attention given to improving bicycle, pedestrian and transit performance. Communities are beginning to see how property values might increase, a healthier lifestyle might be achieved, and the environment might be better protected through the application of livability principles to transportation solutions.

Through the identification of livability corridors that represent direct connections to key activity centers in the Far Southeast study area, the project team was able to determine what was needed to improve safety and mobility along these corridors. Following that, the team applied the latest principles and practices for development of cost effective multi-modal transportation improvements that were implementable over a 48-month period. Improvements like continuous sidewalks, improved pedestrian crossings, shared use lanes, bus stop improvements and better lighting along corridors offer improved conditions for walking, biking and transit accessibility while minimizing construction costs and time.

Performance Measures

It has already been shown that the family that is automobile dependent spends 25% of their household budget on transportation, while the family with good access to transit spends just 9% of their budget on transportation. Performance characteristics that look at other areas as well should be the subject of additional research.

Future studies will need to determine the effectiveness of these proposals for improving to the quality of life in Far Southeast communities. Therefore, performance measures were identified that can be applied to a future “before and after” study.

- Speed (defined by reductions in speed as a result of traffic calming measures)
- Safety (defined by reductions in crash parameters)
- Bicycle and pedestrian level of service
- More balanced bicycle, pedestrian, transit and automobile mode splits
- Vehicle miles traveled reduction
- Lower transportation costs
- Property value increases
- Development opportunities
- Job creation and growth
- Greenhouse gas reduction

The first three measures allow an operational comparison of before and after transportation conditions. It can be achieved with the collection of mechanical/continuous vehicle volumes and speed information at pre-determined test sites to evaluate the before and after (three to six months) effects of traffic calming devices. Volume information will be used to determine if there is a reduction in volume, signaling that drivers may have decided to use other routes since the installation of the calming devices. Accident data will be compared with data from the previous three years to determine if reductions (or increases) occurred.

Funding

Funding is available to advance Livability transportation projects from planning to design to construction. Sources include regular FHWA and FTA programs and TIGER Grants as well. The most recent announcement of available funding came in June 2011, when U.S. Transportation Secretary Ray LaHood announced the availability of up to \$175 million in livability grants to help urban, suburban and rural communities develop transit options to better connect people to where they live, work and play.

The announcement comes on the second anniversary of the creation of the Federal Partnership for Sustainable Communities. Livability grants are aimed at assuring that transportation and housing decisions are made jointly and recognize the unique character of each community.