

Appendix D: Public Involvement in the STIP

D-1 Public Involvement Requirements

Federal regulations require that states, in the development of their LRTP and STIP, develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.¹

In the District, the public involvement process for the STIP includes the public’s input and guidance in developing the District’s long-term transportation goals and priorities, providing information to the public on the status of the STIP development online and in person, and providing opportunities for the public to comment on a draft list of projects.

D-2 Long-Range Transportation Plan Outreach

moveDC was developed over an 18-month period from February 2013 to May 2014. More than 11,000 District residents participated in the process via an extensive public outreach campaign. This outreach campaign, summarized in **Figure D-1**, included:

- **moveDC Idea Exchange**
- **Public workshops**, held across the District at three different points in the planning process
 - Round 1: Ideas that Build (four workshops in transit-accessible locations across the District)
 - Round 2: Ideas on Choices (four workshops in transit-accessible locations across the District)

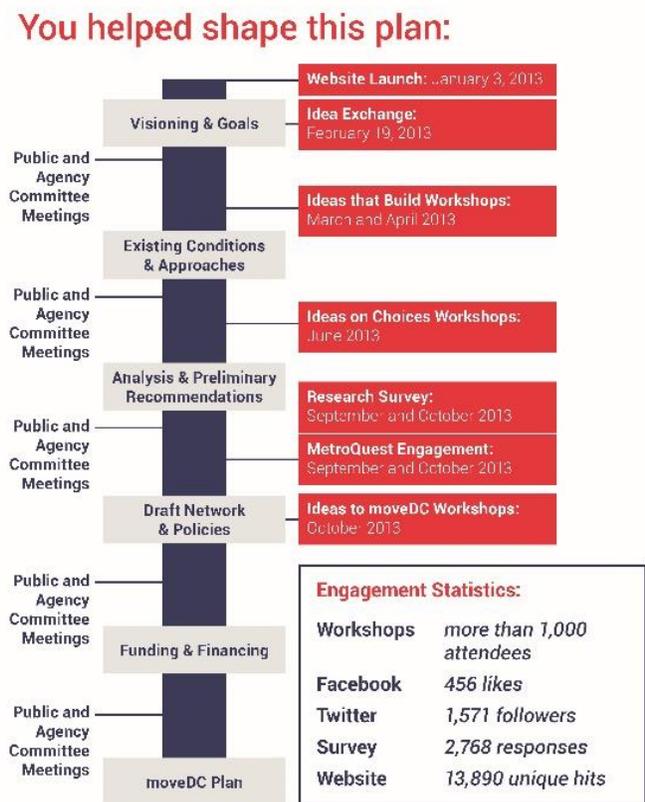


Figure D-1 | moveDC Public Outreach

¹ Electronic Code of Federal Regulations. Title 23, Chapter 1, Subchapter E, Part 450 – Planning Assistance and Standards. Last updated August 7, 2017. Accessed at https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&rgn=div5&view=text&node=23:1.0.1.5.11&idno=23#se23.1.450_1210

- Round 3: Ideas to Move DC (four workshops in transit-accessible locations across the District)
- **Webinars** (five webinars, across three rounds of public engagement)
- **Interactive online conversations**
- **Online survey** (MetroQuest)
- **Social media** (including Facebook, Twitter, and Flickr)
- **Project website** (wemoveDC.org)
- **DC Council roundtable** with public testimony and dialogue with DC Council members
- **Email and letter submissions sent directly to DDOT**
- **Stakeholder meetings**
- **Transportation Plan Advisory Committee**, which included District residents from each ward²

These public comments and feedback resulted in more than 40 changes to the draft plan, ranging in scope from map visualization clarifications to the addition of signal timing to new recommendations addressing passenger bottleneck areas on rail lines.³

D-3 STIP Public Involvement Goal and Inclusive Outreach

The goal of the FY2018–2022 DC STIP public involvement was to provide opportunities for public review and comment at key decision points, building on the public involvement processes developed and implemented in moveDC as well as other major DDOT initiatives.

As part of the transportation planning process to meet the requirements of Title VI, DDOT has developed specific outreach strategies to ensure participation from low-income, minority, limited-English proficient (LEP), and disadvantaged communities. Outreach strategies for these communities include transit- and ADA-accessible meeting locations and a variety of meeting formats (including “pop-up” or “meet the public” events at locations such as transit centers and community gathering spots).

DDOT is also responsible for providing interpreters at public meetings and events upon request and translating public outreach meeting notices for LEP populations as required by DDOT’s Language Access Plan and Biennial Language Access Plan.

² moveDC. Participation. Accessed at <http://www.wemoveDC.org/participate.html>

³ moveDC. Summary, Response to Comments, and Major Changes from Public Review Draft. Accessed at http://www.wemoveDC.org/resources/Final/moveDC_Response_to_Draft_Plan_Comments.pdf

D-4 Branding, Messaging and STIP Content

The DC STIP was advertised to District residents and other stakeholders through the existing DDOT brand and a new STIP logo shown in **Figure 0-2**. DC STIP projects, were categorized by type (see **Section 5**) and mapped by ward to summarize the contents of the DC STIP in a public-friendly manner. Public outreach materials are included in **Appendix C**.



Figure 0-2 | DC STIP Logo

D-5 Outreach Methods

The public engagement process included a variety of outreach methods to reach as wide an audience as appropriate. This included preparation of online material, stakeholder meetings, informal public events, and a formal public meeting.

D-5.1 Online Engagement

Website

DDOT used the existing “wemoveDC.org” domain to create a landing page, “stip.wemoveDC.org,” for DC STIP-specific information. The wemoveDC.org website was established for moveDC and using it provided continuity as the DC STIP is directly tied to the moveDC plan and priorities. A link to wemoveDC.org was also provided on DC STIP homepage. The full website served three purposes:

- **Public Outreach:** The website allowed two-way communication with the public during the Draft STIP public outreach process, providing a public-facing presence that served as a primary point of access for the public or other stakeholders to view and submit feedback or questions on the Draft STIP. The site promoted upcoming public meetings and allowed public access to public meeting materials, surveys, and STIP documents.
- **Draft STIP Projects:** The website served as a public clearinghouse for projects in the Draft FY2018–2022 DC STIP.
- **STIP Archive:** The website provided publicly-accessible archive of the previous DC STIP.

Survey

The project website provided a link to an online survey requesting public feedback on the draft DC STIP. This survey replicated the paper survey (shown in **Appendix E**) administered at public events.

Emails, Press Release, and Online Calendar

DDOT distributed two email communications about the draft DC STIP to stakeholder email lists, which included moveDC participants. These emails also promoted public involvement opportunities and events, online survey opportunities, and an email address to which public comments could be sent.

All email and website notifications included links to transit options for travel to the public events, and the agency’s contact for requesting special accommodations. Public meeting information was also posted to DDOT’s online calendar.

DDOT distributed a press release promoting DC STIP public involvement opportunities, including the public meeting and the online survey.

D-5.2 Events

DC STIP public involvement occurred in September and October 2017, over a 30-day public comment period. DDOT hosted two “Meet the Public” events, one public meeting, and several stakeholder meetings.

“Meet the Public” Events

“Meet the Public” events are designed to capture feedback where people are already conducting their daily activities; rather than holding additional stand-alone STIP events, DDOT leveraged existing busy locations. DDOT held two “Meet the Public” events for the DC STIP; the first was at the Minnesota Ave Metrorail Station and bus bays, and the second was at the Eastern Market Metrorail Station. These locations were accessible by public transit and paratransit.

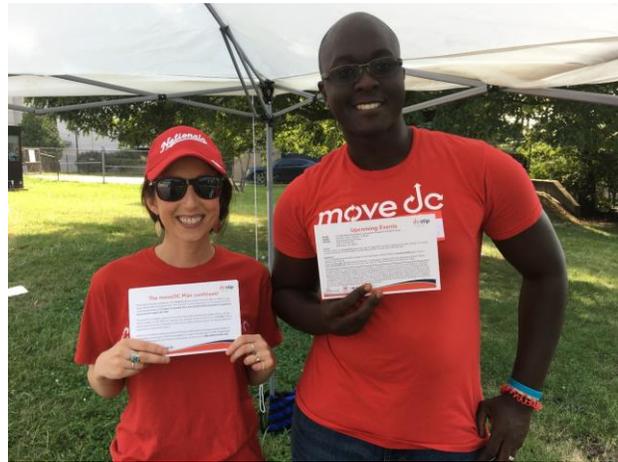


Eastern Market Metrorail "Meet the Public" Event



Minnesota Ave Metrorail "Meet the Public" Event

At each event, DDOT staff set up a tent and table in a visible location near the bus bays or Metrorail station entrance; distributed project cards with information about the STIP, public events, project website, and online survey; and responded to questions from the public. At each event, at least one member of DDOT staff conducted conversations in Spanish with members of the public interested in learning more about the DC STIP. Together, the two events informed more than 750 people about the DC STIP. Photographs from the events are included on the next page and **Table D-1** summarizes the events and the number of participants.



Minnesota Ave Metrorail "Meet the Public" Event

Public Meeting

The public meeting provided the opportunity for the public to learn about the DC STIP and ask questions, in an open house format, about the proposed list of FY2018–2022 projects. Meeting attendees were invited to review project maps, descriptions, and proposed funding and informally discuss the overall DC STIP and specific projects with senior DDOT staff. Following a brief DDOT presentation, meeting attendees also engaged in a short question-and-answer session with senior DDOT staff. Attendees were asked to provide feedback verbally or by survey and to complete DDOT's Title VI Public Involvement Questionnaire. Public meeting materials were developed with emphasis on ease of public understanding, and a project summary sheet was translated into Spanish and Simplified Chinese based on the demographics of the meeting area.



Public Meeting DDOT Presentation



Public Meeting Open House

Public meeting displays and presentations were also posted on the DC STIP project website and are included in **Appendix E**.

Table D-1 | DC STIP Public Events

Event	Location	Date	Time	Participants
“Meet the Public” Event 1	Bus Bays, Minnesota Ave Metrorail Station 4000 Minnesota Ave NE Washington, DC 20019	Sept. 25, 2017	4pm-6:30pm	Approx. 390
“Meet the Public” Event 2	Plaza, Eastern Market Metrorail Station 701 Pennsylvania Ave SE Washington, DC 20003	Sept. 29, 2017	4pm-6:30pm	Approx. 360
Public Meeting	Shaw Neighborhood Library 1630 7 th ST NW Washington, DC 20001	Oct. 2, 2017	6pm-8pm	Approx. 20

Stakeholder Meetings

DDOT conducted several stakeholder outreach activities related to the DC STIP, using materials and information shared at the public meeting. The intent of these efforts was to better inform these key leaders and organizations and leverage their communications channels to further engage the larger, broader segments of public stakeholders they represent.

Additional meetings related to the DC STIP are shown in **Table D-2**. DDOT met with MWCOG, ANCs, and DC Sustainable Transportation—a coalition which includes members from Business Improvement Districts, the Federal City Council, the Coalition for Smarter Growth, the Sierra Club DC Chapter, and Washington Area Bicyclist Association.

Table D-2 | DC STIP Stakeholder Meetings

Event	Location	Date	Time
MWCOG	55 M St SE Washington, DC 20003	Sept. 22, 2017	1pm-2pm
ANC Open House	Old Council Chambers 441 4 th St NW Washington, DC 20001	Oct. 14, 2017	10:30am – 1:00pm
DC Sustainable Transportation	55 M St SE Washington, DC 20003	Oct. 16, 2017	1:30pm-2:30pm

D-6 Outreach Results

Comments and feedback received during the public meetings and other outreach sources was compiled, reviewed, and used to inform the final DC STIP.

D-6.1 Public Meeting

The questions that were asked by attendees of the public meeting are summarized in **Table D-3**. Attendees were also asked to provide feedback by survey (see **Section 0**) and to complete a DDOT Title VI Questionnaire. **Figure D-3** shows the demographic summary of those who filled out the questionnaire.

Type	Question Topics
DC STIP Process	<ul style="list-style-type: none"> • USDOT responsiveness, role in the DC STIP project list • Feedback timelines for the DC STIP • Virginia/Maryland role in DC STIP project list • Opportunities to change the list or add new project • Allocation of costs in DC STIP project list columns
STIP Process	<ul style="list-style-type: none"> • Status of Southeast Boulevard project • New York Avenue Streetscape and Trail Project and date for inclusion on STIP project list
Other DC Transportation Projects and Services	<ul style="list-style-type: none"> • Status of the South Capitol Street project and construction timeline • Status of the 11th Street Bridge Park project • Status of the Broad Branch Road project • Status of the National Park Service Beach Drive Rehabilitation project • Status of Pennsylvania Avenue SE project • Plans to bring the DC Circulator, request for DC Circulator service in the Shaw neighborhood • Status of the K Street Streetcar and public meeting timelines • Request for DC Streetcar service near redevelopment at RFK

Table D-3 | DC STIP Public Meeting, Question and Answer Session Topics⁴

⁴ This table provides a summary of post-presentation questions asked at the DC STIP Public Meeting on October 2, 2017; these are not direct quotes.

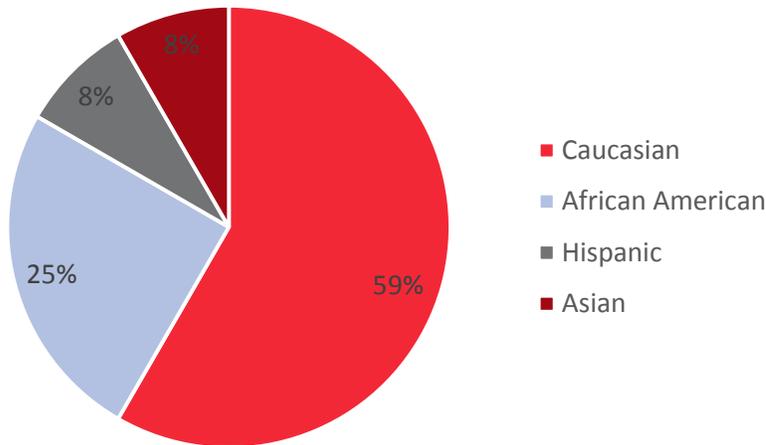


Figure D-3 | DC STIP Public Meeting Participants (Race/Ethnicity)⁵

D-6.2 Survey Results

DDOT prepared an online survey requesting public feedback on the draft DC STIP. This online survey replicated the paper survey administered at the public meeting. The first section of the survey asked respondents to provide the ZIP codes of their primary residence and workplace/school as well as their modal choices and trip frequency. The second section asked respondents to indicate their preferred transportation priorities for the District, their opinion on the amount of funding by project type in the draft DC STIP, and their overall support for the draft project list. It also included an option to provide comments about specific projects or priorities. A copy of the survey is available in **Appendix E**.

54 people participated in the survey. **Figure D-4** indicates the race/ethnicity of online survey respondents (public meeting attendees completed Title VI Questionnaires in lieu of answering demographic survey questions). The survey results presented in this section are a combination of the online survey and the paper survey.

⁵ Approximately 20 people attended the public meeting; 11 attendees completed the Title VI Questionnaire, indicating their race or ethnicity, and one attendee took a Chinese-language translation of DC STIP outreach materials.

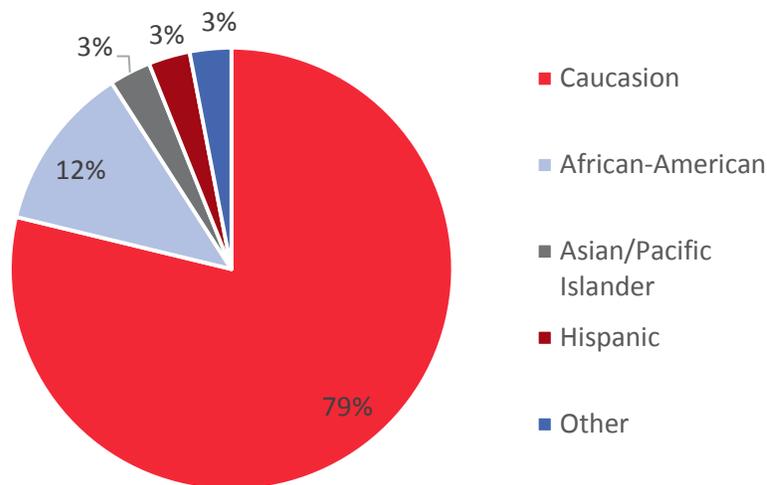


Figure D-4 | DC STIP Online Survey Respondents (Race/Ethnicity)

Respondent Location and Mode Choice

51 respondents answered the location of residence/work question. Of those 51 respondents, 45 live in the District; of the remaining six respondents, four commute into the District for work, and the other two live and work in jurisdictions immediately adjacent to the District.

Survey respondents indicated which modes of transportation they take each week and how often. Respondents could indicate as many modes and trips as were applicable. Respondents were more likely to use Metrorail or walk than any other modes—83 percent of respondents use each at least once a week. 67 percent indicated that they use Metrobus at least once a week, 61 percent indicated that they use a ridehail service, 57 percent indicated that they bike, and 43 percent indicated that they drive a personal car at least once a week. Mode choice responses are shown in **Figure D-5**.

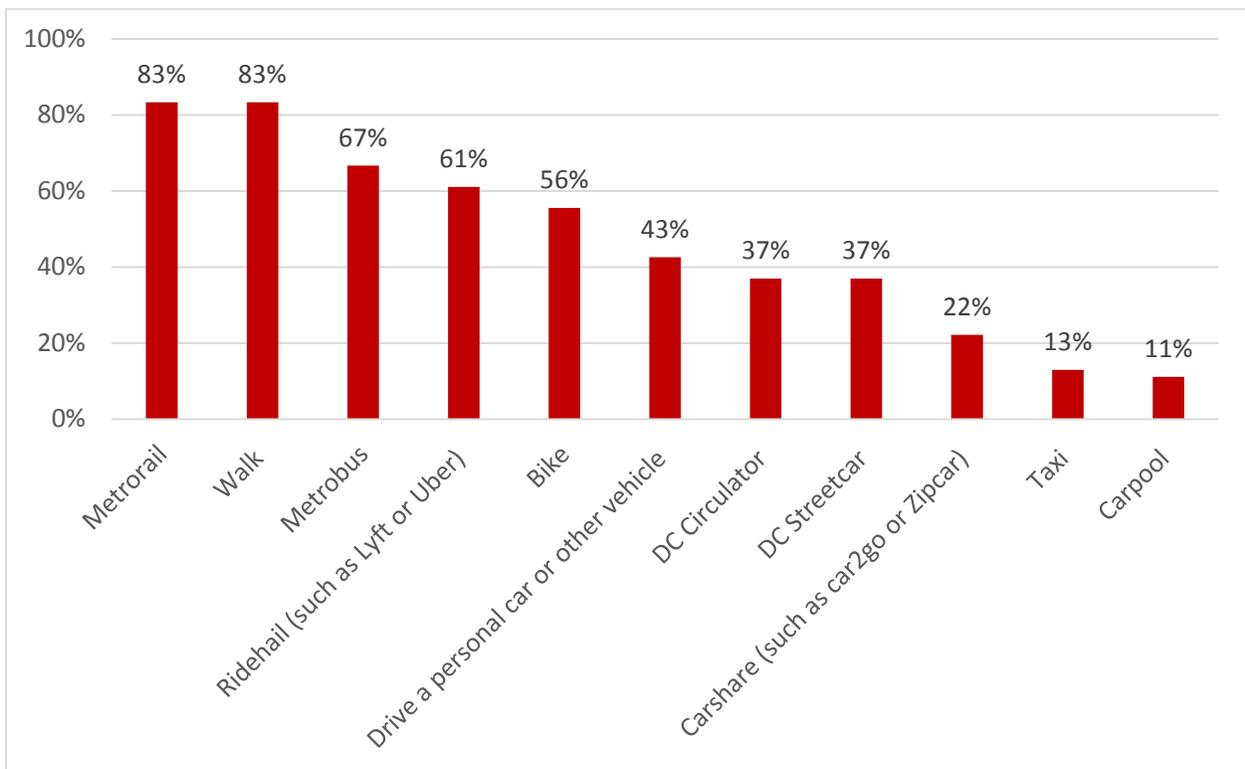


Figure D-5 | DC STIP Survey Respondents – Modes Used Each Week

Transportation Priorities and DC STIP

Survey respondents were asked to select up to three transportation priorities for the District. The three options chosen most often were Citywide Mobility, Preservation and Maintenance, and Sustainability and Health. Transportation priority responses are shown in **Figure D-6**. Three respondents wrote in additional priorities they would like the District to consider as shown in **Table D-4**.

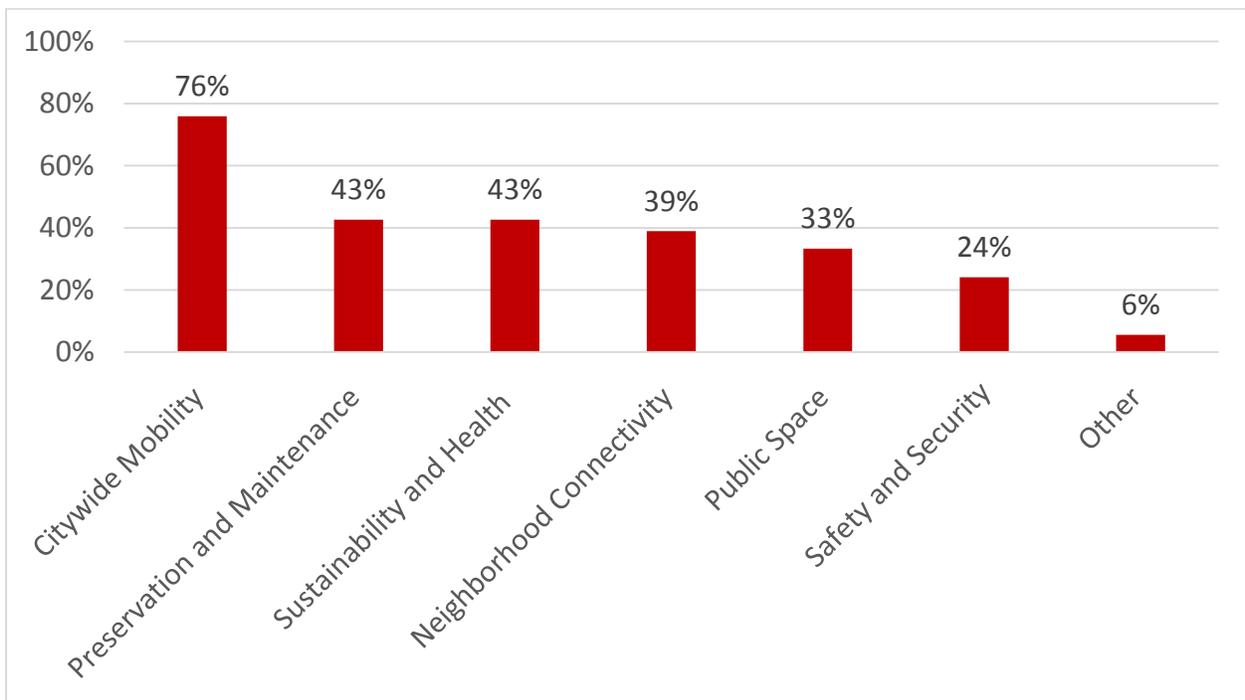


Figure D-6 | DC STIP Survey Respondents - Transportation Priorities

Table D-4 | DC STIP Survey Respondents - Write-In Transportation Priorities

Other Transportation Priorities
Get bikes off major thoroughfares
Enforce traffic laws
Sidewalks in the neighborhoods

Survey respondents were asked to comment on a graphic that demonstrated how funding for transportation projects is distributed in the draft DC STIP by project type. Respondents were asked to comment on whether or not each project type had “Not Enough”, the “Right Amount”, or “Too Much” funding. Over three-quarters of respondents indicated bicycle and pedestrian projects didn’t receive enough funding as shown in **Figure D-7**.

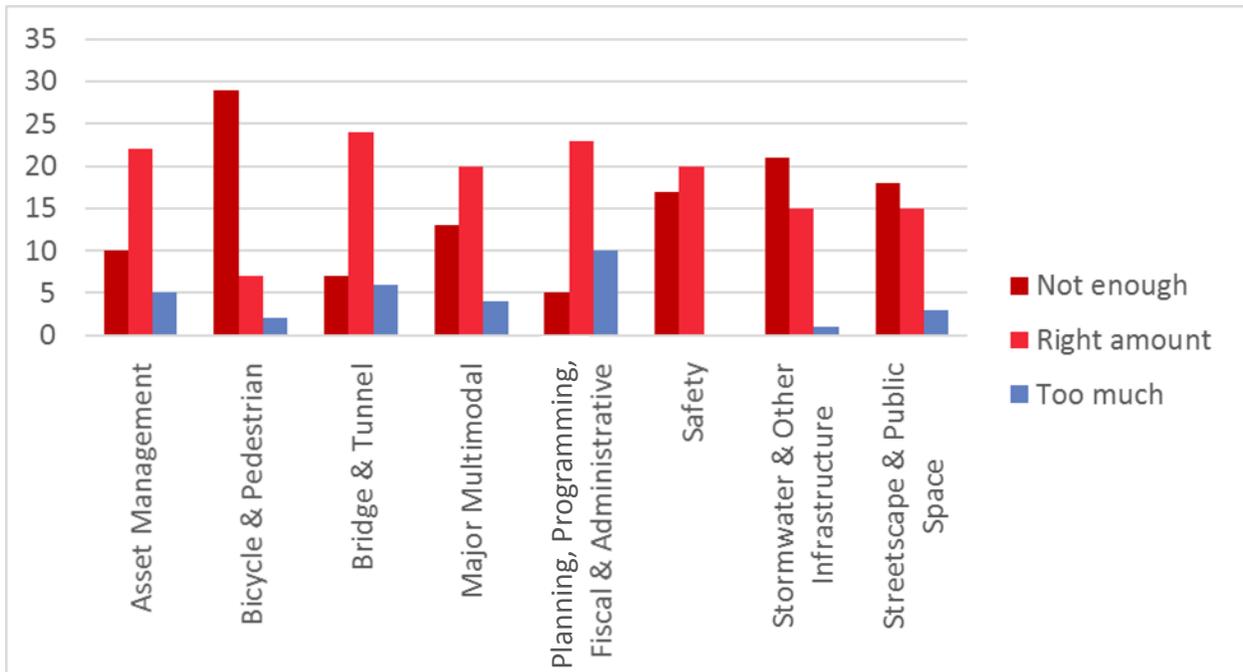


Figure D-7 | DC STIP Survey Respondents - STIP Spending Preferences

Respondents were asked how they rate their support for the draft DC STIP project list and overall transportation investment priorities on a scale of 1 to 5, with one being no support, and 5 being total support as shown in **Figure D-8**.

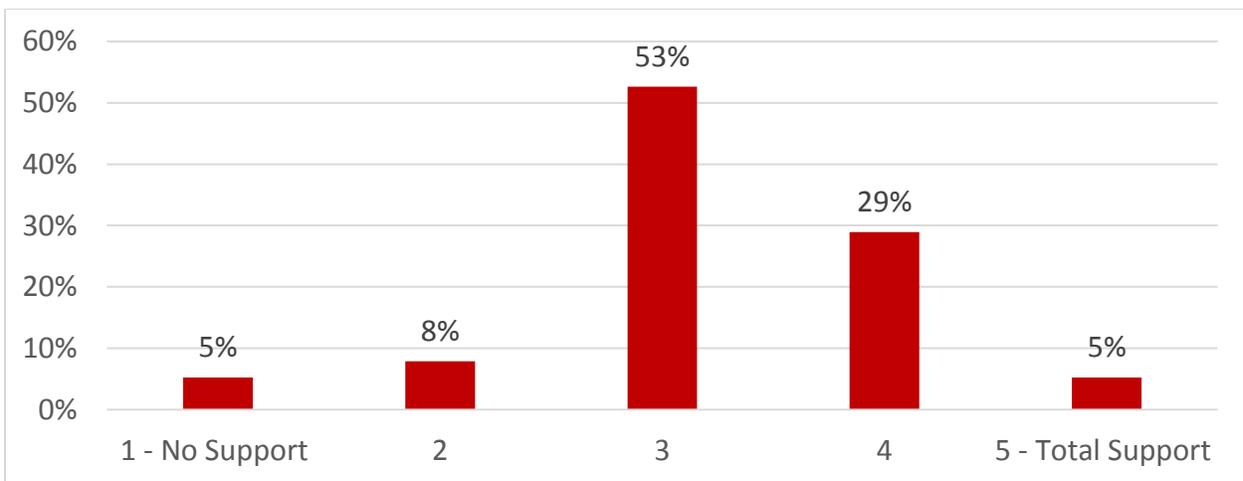


Figure D-8 | DC STIP Survey Respondents – Project List and Priority Support

Survey respondents were also asked to provide any additional comments about project priorities or specific projects in the STIP. 23 respondents provided additional comments. **Table D-5** provides a

summary of these additional comments—the complete text of the public comments is available in **Appendix E**.

Table D-5 | DC STIP Survey Additional Comment Summary

Type	Category	Topic/Content
DC STIP Process / DC STIP Projects	DC STIP Process	Request to: <ul style="list-style-type: none"> Add more funding allocation by project category data to the DC STIP survey More clarity on project phases in DC STIP Clarify “other” category in DC STIP
	Other	<ul style="list-style-type: none"> Request to know when DC STIP projects will be open to bid
	Bicycle & Pedestrian	Request to be included in DC STIP: <ul style="list-style-type: none"> Metropolitan Branch Trail Extension
		Expressing support for: <ul style="list-style-type: none"> Arboretum Bridge and Trail Project South Capitol Street Trail Project
	Streetscape & Public Space	Request to include project in DC STIP: <ul style="list-style-type: none"> New York Avenue Corridor Project Irving (at North Capitol) Project Connecticut Ave Streetscape Project New York Avenue Corridor Project Southeast Boulevard Project Federal road project impacts
Expressing support for: <ul style="list-style-type: none"> Mount Pleasant Street lighting Massachusetts Avenue streetscape 		
Other DC Transportation Projects and Services	Bicycle & Pedestrian	Request for: <ul style="list-style-type: none"> Bicycle and pedestrian improvements on Rhode Island Avenue and Michigan Avenue NE More funding for protected bicycle and pedestrian facilities Bicycle and pedestrian infrastructure repairs More investment in bicycle infrastructure and accommodations
		Thanking DDOT for: <ul style="list-style-type: none"> Completing Rock Creek Trail rehabilitation Investment into intersection improvements
	Major Multimodal	Request for: <ul style="list-style-type: none"> More focus on freight More spending on bus lanes and bike lanes Streetcar network expansion More focus on rail (State Rail Authority), Metro, and Streetcar Dedicated bus lane on 16th Street Congestion pricing, to help bus speeds Traffic law enforcement
	Major Multimodal / Bicycle & Pedestrian	Request for: <ul style="list-style-type: none"> Metrorail improvements (downtown pedestrian tunnels) Ivy City MARC station Anacostia Hills bike/ped trail Acceleration of Long Bridge replacement project, with a bike/ped

Type	Category	Topic/Content
		connection <ul style="list-style-type: none"> Reopening the southern entrance to the National Arboretum as part of the new Anacostia trail connection Reconnecting the street-grid near the I-395/I-695 interchange
	Streetscape & Public Space	Request for: <ul style="list-style-type: none"> More support for elderly residents who drive personal vehicles Less money for highway improvements More connectivity from the west side of the District to the East side of the District
	Transit	Request for: <ul style="list-style-type: none"> Restoration of cut Metrobus service Removal of DC Streetcar and Circulator from service Restoration of previous Metrobus Route U7 service/stops A tax on Uber, Lyft, and other taxi services to fund Metrorail and Metrobus

D-6.3 Emails

During the public comment period, DDOT encouraged the public to provide feedback on the DC STIP via the project email address (wemovedc@gmail.com), which was advertised on flyers, public meeting presentation boards, and on the project website. DDOT received seven emails related to the DC STIP, which are summarized in **Table D-6**. The complete text of the emails is available in **Appendix E**.

Table D-6 | DC STIP Public Comment - Emails

Topic/Content	Date Received
Inquiry about the Broad Branch Road project, and why it was not included in the draft DC STIP.	Oct. 2, 2017
Inquiry about project bidding process.	Oct. 13, 2017
Comments about the Rock Creek Bypass initiative, and why it not included in the draft DC STIP.	Oct. 16, 2017
Letter about the need for a Rock Creek Parkway bypass.	Oct. 23, 2017
Comments on Ward 5 projects in the draft DC STIP.	Oct. 25, 2017
Comments and questions on the status of bicycle and pedestrian projects in the draft DC STIP.	Oct. 25, 2017
Request to include construction funds for the Pennsylvania Ave West project in the DC STIP.	Oct. 26, 2017

D-6.4 Project List Changes Based on Public Comment

At the public meeting and during the public comment period, several projects were brought to the attention of the DC STIP project team due to their absence from the project list. Many of these projects were intentionally excluded because of cost constraints, or because they were identified as locally

funded but are not regionally significant. However, based on public feedback, a small number of projects were reviewed and added the project list for the final DC STIP. The specific changes to the draft project list resulting from public comments is shown in **Table D-7**.

Table D-7 | Project List Changes Based on Public Comment

Project	TIP ID	Revision	Public Comment
H Street Bridge over Railroad	6039	Updated to include most current local funding and prior allotments.	This project was asked about at the DC STIP public meeting. It is locally funded and regionally significant.
Pennsylvania Avenue Streetlight Upgrade	6614	This project was originally included within “Streetlight Asset Mgmt – Federal” and it will now be listed separately under its own TIP ID for improved clarity.	Improvements on this corridor were asked about at the DC STIP public meeting.
Metropolitan Branch Trail	3228	\$11M for construction in 2019. This was revised because it is now nearly ready for construction.	This was asked about in an email to the DC STIP email address and comments on the DC STIP survey.