

Questions & Answers

Special Joint Meeting ANC 6A & ANC 6B - 17th & 19th Sts.

Webinar ID: 883 8206 2086

#	Question	Asker Name	Answer(s)
1	Has DDOT put up 20 MPH signage on 19th street? Follow-up is why are the school zones not signed with 15 mph on 19th by Eastern and Elliot-Hine fields? As you state, speed is key problem with safety - yet the easiest lift of all hasn't been taken yet. Does this just reflect that VisionZero isn't really a priority?	Anonymous Attendee	19th Street is a collector road. DDOT's new default 20 MPH speed limit applies generally to local roads. Non-local roads like collectors have typically remained at their previous speed limit (usually 25 MPH). Please submit a 311 at 311.dc.gov for roadway signs if there are outdated speed limit signs in a school zone.
2	I did not notice the 3-way intersection of 18th and C and Massachusetts SE highlighted - that is a very bad 2-way stop intersection with low visibility. There are regular t-bone accidents at that location, and many children/families walking to Payne and Board of Childcare in that vicinity. Can that be highlighted as well as 17th and C?	Carolyn Bowen	While this project is focused on 17th and 19th, and their intersections, you should submit a 311 at 311.dc.gov for a traffic safety investigation, identifying the issues you're describing at 18th/C/Mass in detail.
3	I realize this is focusing on 17th and 19th, but I wasn't sure if this general corridor of 19th to 17th on C could be addressed b/c of the high number of scooters/bikes using that. Thanks!	Carolyn Bowen	Is your question whether we can address the intersections of 17th and C / 19th and C specifically? If so, that would happen as part of a project on the corridor generally.

- 4 Has DDOT written the letter saying that the speed on 19th street must be raised from the legally assigned speed limit of 20 MPH? Because the Vision Zero Omnibus Act of 2020 specifically said that local AND COLLECTOR ROADS were subject to the new lowered speed limits. Asking because it seems that DDOT keeps giving the Andrew DeFrank answer that is incorrect. Should we believe that this is another example of DDOT following the Bowser plan to not really implement VisionZero?
- It's my understanding that this provision of the Vision Zero Act, while passed, is not funded, therefore not in effect. Please email me at andrew.defrank@dc.gov and I can double-check and reply with more information.
- 5 The plan shows a reduction of traffic lanes between Benning and East Capitol street from 2 travel lanes to one travel lane. Yet this road segment carries 11000 cars per day. The "bike lane" on 17th St SB is for insane bicyclists (not just "confident"). Yet one block to the west 16th street is a great street for biking. --- OH, Rush Hour parking restrictions!!!
- Anonymous Attendee
Anonymous Attendee live answered
- 6 So is the plan to remove 17th Street from being an arterial?
- Anonymous Attendee The road classification itself would not be changed as part of this project. DDOT periodically updates its road classification map, but that is a different process than changing the lanes on a corridor like this.
- 7 Is there a plan to identify and manage that traffic that is diverted "somewhere else?" We already see a good number of vehicles traveling at excessive speeds and ignoring stop signs on 16th SE.
- Brian Yes. DDOT conducts traffic studies to try to predict this, and would be able to do so as part of this project.

8	What is the AADT by NB/SB direction traffic on the Cemetery Section of 17th Street. Is the 10800 AADT evenly split?	Anonymous Attendee	live answered
9	Why just a buffered lane? Why not make it protected and put it between the parking and the sidewalk	Ryan Fleming	live answered
10	Where are the bicyclists that will be using the new bike lanes come from? I don't see population centers or retail centers by the Cemetery that would be the driver for major bicycle facility on 19th St South of East Capitol.	Anonymous Attendee	Reservation 13, a large section of land in between RFK Stadium and the DC Jail, is being redeveloped. In addition to the housing units and retail already built along and east of 19th south of East Capitol, another 2,300 residential units, retail space including grocery, and a 150-room hotel. Read more here: https://dcist.com/story/21/11/02/reservation-13-dc-plans-donatelli-blue-skye-community-partners-residential-units/
11	Andrew DeFrank @ 7:39 answer presumes that the characteristic of an arterial is the 'name'. I think the arterial classification is to indicate that this is where traffic should be directed. And the presentation tonight indicates that adding bike lanes to 17th N or E Capitol will break the ability of the 17th street arterial to carry arterial traffic and that there would then be lots of cut-through traffic on other residential streets. Am I wrong?	Anonymous Attendee	live answered
12	Can someone address adding speed bumps or other traffic calming measures to the 1700-1900 blocks of Potomac?	Anonymous Attendee	live answered

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Thank you, Will, Linda. These are very exciting prospects. The only point of concern for me is 19th to Benning NE. Why wouldn't we fully protect this stretch? It's almost entirely a school zone, with several high-crash intersections (C, E, Benning). I think it's important to at least protect it from C to Gales, allowing safe access to the schools, library, and rec center. Also, why not place the bike lane on the interior side of parking instead of the outside? In practice, we find that the bike lane as it is now, on the outside of parking, has the effect of widening the road, which increases vehicle speeds.

Meredith Holmgren live answered

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With the increased foot and car traffic with Res 13 developments, is there any plan to make 19th 2-way?

Paul Donohoo-Vallett live answered (DOE)

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Cyclists use the 17th St bike lane all the time, not just for weekend recreation. Reducing the lanes would help tremendously. Cars driving recklessly at East Capitol where it reduces from 2 lanes to 1 make it a treacherous intersection for bikes and pedestrians

Giselle Hicks live answered

- 16 Thank you Will, Linda and Andrew for the presentation which includes great safety improvements for pedestrians and bicyclist and all traffic users. This design will also benefits residents in Kingman Park (7D01). I fully agree that the sharrows are very dangerous as is. I am glad to see the proposed car lane reductions across the design. A suggestion on a great design: For 19th st north of C St we see a lot of speeding. Can we swap parked vehicles and the bikelane to offer better protection? Anders Pedersen live answered
- 17 Why don't we get more of the flashing pedestrian cross walk signs at roads like 17th and 19th? That might help alert/encourage drivers to stop for people crossing the street. Eric Miller DDOT will install flashing pedestrian signage on 17th Street at D Street SE. This was the result of a traffic safety investigation, which you can request at 311.dc.gov for other locations.
- 18 So lowering the speed limit "requires funding" even though it is in the law? I guess new signage would cost money, but given the focus on safety that is so loudly being proclaimed it seems obvious to me that redirecting a few thousand to signage updates would be a no brainer and very cheap. I think I saw the cost at around \$150 per sign installation...Is this the ballpark right cost for a new sign? Anonymous Attendee live answered

- 19 Have you ever seen the fear in the eyes of a parent when their young children run anywhere near 17th and D SE?! There are hundreds of children in this area (Payne Elementary, The Board of Childcare, Spielberg Park playground, etc). Can we lower the speed limit on 17th street to 20mph? It's 25mph now which results in vehicles regularly exceeding 30mph which is very dangerous. I would also like to see raised crosswalks/speed bumps or other things that will substantially slow down vehicles. Anonymous Attendee We have multiple safety interventions in process on 17th Street SE and D Street SE and look forward to working with the community as those come into place.
- 20 Can we have a bake sale to pay for these 20mph signs? Seriously, if it's about the \$100 to put in a sign, let the locals just pay for it. Anonymous Attendee
- 21 Since they have reduced 17th to one lane south of E Cap, besides the cars cutting through bike lanes (as has been mentioned in the chat) - have there been studies done re: how much it has actually reduced traffic? Carolyn Bowen
- 22 The Res 13 developments are 3 years from going live and the new residents are likely to be going West a.m. and East in p.m. -- most likely to the main employment and retail centers. Yet these plans are for North South transit. Is there a disconnect that I am not seeing? Anonymous Attendee

23	Are there any more immediate measures that DDOT can take to make the 17th St and East Capitol Street intersection more safe? Every single day it's a miracle that there are not car accidents or students hit as cars speed up the left lane then cut in the right lane as it crosses East Capitol St.	Elliot	live answered
24	Has the city talked about doing more traffic/red light cameras? We live near 19th and Independence but I don't let my son ride his bike across 19th without me b/c cars blow that 'no right no red' at high speeds.	Carolyn Bowen	DDOT is in the process of procuring additional safety cameras for speed and red-light. We anticipate delivery in early 2022.
25	Is there any proof/studies that people actually bike on Mt Olivet?	Clark	I personally would if I felt it were safe :)
26	Is it possible to get a speed camera on Potomac between 18th and 19th?	Terry Accoo	If you would like to ask DDOT to evaluate Potomac for a speed camera, you can submit a Traffic Safety Investigation request via 311.
27	As we have heard recently, automated traffic enforcement citations can be ignored by non-DC drivers without consequences. I am strongly supportive of the measures proposed here tonight. But MPD involvement would seem to help get achieve the traffic calming goals we are all seeking.	Rick Trimble	
	Does DDOT discuss in-person, non-automated traffic enforcement with MPD? That seems to be a big missing piece here.		

Why does Will keep saying that the sustainability goal is to reduce ALL trips by car when the stated goal is to reduce 'COMMUTING TRIPS'? This is a repeated misstatement of what the goal is.

Anonymous Attendee

Yes. DDOT conducts studies but you don't release the raw data. The reason why I submitted a FOIA tonight.

Thanks for your question. Will received this comment live and stated he would go back to the design process and try to identify ways to extend the protected bike lane through the corridor.

Anders, thanks for your question. Will stated in the live question & answer that he will go back to the design process and look for additional ways to add protected bike lanes throughout the corrid

Lowering the speed limit is one step that we can take toward safer streets. We continue to work with Council to fully fund and implement the Vision Zero bill and overall safety efforts at DDOT.

