

Question Report

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Topic
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Meeting
Question Details

Webinar ID	Actual Start Time	Actual Duration (minutes)	# Question
941 5811 8432	7/19/2021 18:34	183	121

#	Question	Asker Name	Asker Email	Answer(s)
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1	Why has there not yet been any discussion of Traffic Calming independent of bike lanes?	michael cushman	michael.cushman@gmail.com	Hi Michael - independent of bike lanes, this project will install a new crosswalk across 13th Street to connect Lincoln Park to points east, a traffic calming and safety improvement brought to us by the
2	Why was 1300 NC Ave left off the C st. plan?	Stefanie	stefkendall@gmail.com	live answered
3	Can you please provide some explanation as to why this block was left off the C St. plan	Mark Grace	markrichardgrace@gmail.com	It was a mistake by the current moveDC update consultant. It was on the 2015 moveDC plan and we did not request it to be removed.
4	Has there been a study that shows a demand from cyclists for two bike lanes on the 1300 Block of NC Ave, NE? What do they think about one bike lane?	Christine Mullins	cmullins1326@gmail.com	Hi Christine, there are studies demonstrating a demand for safer, protected bike facilities in DC generally. 253 people have signed a petition from the Washington Area Bicyclists Association this week in support of this project.
5	If the goal is to have the 1300 block on NC ave one way car traffic going east to west, why will there be two lanes of bike traffic? Should the bike traffic not align with car traffic and be one way as well???	Billy Mullins	bmullins36@hotmail.com	Hi Billy, there is not enough space for two-way car traffic and and two-way bike traffic on this block. Because DDOT is working to prioritize safety and mobility for our most vulnerable users, which typically means walkers and bicyclists, we're prioritizing creating a two-way bike connection over either car parking or two-way car traffic in our proposed alternatives.
6	Has the Kentucky plan been proposed for North Carolina Ave? How many parking spaces were lost?	Jacquelyn Guy	jordan.c.silberman@gmail.com	Thanks for asking! DDOT answered this live

<p>7 Why has the connection to the new, planned PBLs not been evaluated and discussed... The westbound segment of NC Ave from 15th St to 14th St dumps all bicyclists onto CONSTITUTION AVE. Where they will need to 1) turn left at light on Constitution onto 14th St, then wait for the light at 14th St (SB)</p>	<p>michael cushman</p>	<p>michael.cushman@gmail.com</p>	
<p>8 One way traffic does increase speeding as this has been seen on other streets on the hill such as 17th street going north to south</p>	<p>Billy Mullins</p>	<p>bmullins36@hotmail.com</p>	<p>Please comment in the chat / ask questions in Q&A - thanks!</p>
<p>9 Has the Traffic Safety Assessment for the intersection of 14th and North Carolina been conducted? When was it requested and when will the public be able to review it?</p>	<p>susanoursler</p>	<p>Susanoursler1@gmail.com</p>	<p>live answered</p>
<p>10 Could you tell about the accident that occurred on C street which may have occurred due to higher speeds on one-way streets?</p>	<p>Christine Mullins</p>	<p>cmullins1326@gmail.com</p>	<p>There have been crashes on C Street NE in recent months, including one where a person was killed when a driver ran a red light heading westbound at a high rate of speed. The C Street NE project (cstne.com) is intended to calm traffic along C Street NE, both in the project area and west of it, where the crash occurred.</p>

11	Why does DDot only give consideration to bike safety and not child pedestrian safety? The community has been begging for years for additional stop signs and DDot refuses. This plan would put an additional 100 cars into Maury every week day and you refuse to address this increased danger to our students. Why?	Stefan	stefan.hankin@gmail.com	Hi Stefan, DDOT is prioritizing child pedestrian safety with this project. A new crosswalk will be installed across 13th Street, in part due to community concerns about children crossing at that location without a crosswalk. DDOT's Safe Routes to School program has made extensive changes to the streets around Maury in recent years, and we can take another look at any outstanding issues. Please send me an email at andrew.defrank@dc.gov so I can learn more about these issues.
12	Please can you post that 2015 moveDC plan?	Stefanie	stefkendall@gmail.com	You can read about the 2014 moveDC update here: https://movedc-dcgis.hub.arcgis.com/
13	Is it a conflict of interest to have a key person on the DDOT bike group making such decisions live in the affected area?	Mark Grace	markrichardgrace@gmail.com	I would personally be happy to hand this off to one of my colleagues, but it is up to George.
14	Why can we not add multiple speed humps like we have on the new TN Ave NE road and a shared bike lane and a protected bike lane?	Jonathan Chen - Vendor	jonathan.chen0@walmart.com	That is a possibility, so we can incorporate something like that in a final design.
15	How will the access to the alley at the corner of 13th and NC will be impacted by the proposed options?	Elizabeth Kelly	queeneliz65@gmail.com	The alley would remain 2-way, access would remain off of 14th St and North Carolina, however, you would no longer be able to access it by eastbound North Carolina, and would have to go westbound on North Carolina to get into that alley entrance. Leaving the alley, you could
16	What is your opinion of the compromise solution: one protected bike lane, keeping two lanes of parking, and a two-way car option.	Christine Mullins	cmullins1326@gmail.com	live answered
17	We're looking for a specific study for this block. Can you provide that?	Stefanie	stefkendall@gmail.com	live answered

(answered live)

18	Why can't protected bike lane on the east bound side be turned into sharrows and given our parking back? The "protected" feature eats 4 feet of space.	Jacquelyn Guy	jordan.c.silberman@gmail.com	Hi Jacquelyn, this is possible in some of the proposed alternatives. In those alternatives, parking is retained on both sides, but car travel becomes one-way.
19	Can you address the how the one-way change will affect traffic on East Capitol street? It seems it will certainly increase. We have a major speeding problem on our block, and this plan will bring potentially more dangerous driving here. We have lots of kids living on this block. Very concerned.	OCONNS04	Sueoconnell04@gmail.com	Thanks for asking! DDOT answered this with their traffic flows presentation - feel free to ask me for a copy. 6A06@anc.dc.gov
20	this plan seems to benefit commuters into the city and not residents.	Jacquelyn Guy	jordan.c.silberman@gmail.com	thanks for the input! please comment in chat / ask questions in Q&A
21	Would C st traffic decrease as a result of a one way option on NC ave?	Stefanie	stefkendall@gmail.com	(DDOT answered this live but feel free to message me 1:1 with any more specifics)
22	Where do the folks who participated in the WABA survey live? Is that public?	Christine Mullins	cmullins1326@gmail.com	Signatures from Zip 20002 = 118 Signatures from Zip 20003 = 40 DC Signatures = 226 Total Signatures = 253
23	Why does your slide show the C Street bikelanes ending ? It may be the ending of the project, but the existing bikelanes continue. This is deceptive.	alex kelly	atkelly@me.com	No intent to deceive, we are talking about the orientation of how the bike lanes work at the NC/Constitution/14th intersection. I think it's widely understood that the bike lanes on C continue westbound.

<p>24 West bound cyclist would most naturally continue on C St west 16th St. C St has bike lanes Why route cyclist onto NC Ave to continue west when that sends them into Lincoln park? There are not bike lanes on Mass Ave west of the park and NC Ave south of the park.</p>	<p>Nick Alberti</p>	<p>alberti6a04@yahoo.com</p>	<p>Hi Nick, there are bike lanes on Massachusetts Avenue NE west of Lincoln Park between 11th Street and 6th Street. There are also bike lanes around Lincoln Park and west to 1st Street on East Capitol Street.</p>
<p>25 Why have we not seen the solution for Tennessee Ave? I find this presentation tailored to show like there are no alternatives to proposals being offered, which was the treatment I felt being subjected to at every stage of this process. It's puzzling, since as a community member I approached my engagement with DDOT as constructive. Please folks let's work on positive change together.</p>	<p>Filip Medic</p>	<p>filipvm@gmail.com</p>	<p>DDOT answered this live but feel free to message me 1:1 with any more clarifying questions</p>
<p>26 Why was the destination in the Travel Time Analysis placed on A and North Carolina Ave NE? We all know that there are ways to divert traffic easily to 15th and North Carolina Ave NE. Not placing the destination to the middle of the 1300 NC Ave NE block does not study the impact of traffic diversion to the micro traffic patterns of the 1300 block of NC Ave.</p>	<p>Jonathan Chen - Vendor</p>	<p>jonathan.chen0@walmart.com</p>	<p>DDOT wanted to know the travel time patterns at the larger scale, and had to choose two points. It is reasonable to make inferences about travel time to individual homes based on the information provided in the study. I can work with you individually to get to a finer level of analysis, but its fair to say additional travel time is approximately 1-2 minutes.</p>

<p>27 1. Are you addressing the need for better public transportation if you are aiming to decrease the number of cars in DC? Currently cars are needed to travel to VA or MD for work or to shop for affordable clothes, housewares, furniture etc. Your goal is not realistic for the needs of your current population. 2. I am a cyclist and find it safer to approach Lincoln Park from East Capitol than from North Carolina. Why can you not encourage the use of East Capitol?</p>	Karyn	Barry.baiorunos@gmail.com	<p>Hi Karyn, we are intending to do both. DDOT's Circulator, bus stop improvements, Transit Signal Priority (TSP), and bus lane projects across the city are part of this effort. And to answer your second question, we want to encourage use of both. Safe lanes on North Carolina should encourage bike use overall in the community, which will only further encourage the use of East Cap as well.</p>
<p>28 I have heard concerns from neighbors about the volume increase in vehicles passing Maury ES Eastbound on Constitution in the afternoon. Can you quantify the increase in traffic past the school?</p>	Jessica Sutter	jessica@edproconsultingllc.com	<p>Yes, throughout the day, we anticipate 300 additional vehicles on 13th Street northbound, with perhaps 65-70 additional right turns onto constitution at the PM peak hour (5- 6 PM). This is in context of several hundred vehicles per hour on Constitution at the same time, so we don't think this would negatively impact Maury's arrival or dismissal, or late dismissal.</p>
<p>29 This data on time differences is based on the decision being a fait accompli, where is the data supporting DDOT's reason for making this block a one-way / bike lane?</p>	Mark Grace	markrichardgrace@gmail.com	<p>My children attend Maury, and I worked on all the current traffic safety statements that we submitted there, so I am familiar with the data. What fits on the block while satisfying DDOT's longstanding goals is either 2-way traffic + parking removal on the south side, or 1-way traffic + parking on both sides. So that's what we are trying to communicate here.</p>

30 The traffic analysis seemed to focus on rush hour traffic through the neighborhood, was any analysis done to assess traffic interruptions to folks within the neighborhood or within the hill in general and or non commuter heavy time?	Andrea Johnson 1337 A St	andrea.grace.johnson@gmail.com	Answered above, but I think its fair to make an inference from the traffic study that for anyone in the local area coming eastbound, you might experience 1-2 minutes of additional vehicular travel time. Traffic analysis focuses on rush hour because that is the busiest time with the maximum delay in a 24 hr period.
31 What is the date for the car traffic numbers analysis in the Travel Time Analysis? Was it during COVID or were the traffic numbers extrapolated from other studies?	Jonathan Chen - Vendor	jonathan.chen0@walmart.com	The traffic data was collected in May 2021 on several weekdays. I can follow up with you on specific dates if you need them, but these should be fairly representative of current patterns.
32 Andrew your answer to the above question is incorrect. the proposed alternative from the community keeps it two ways...please read the proposal	Stefan	stefan.hankin@gmail.com	Please restate if there is a question.
33 When you said this option gives best priority for speed reduction, do you have data that supports that?	Mark Grace	markrichardgrace@gmail.com	We are VERY confident based on similar projects throughout the city that the DDOT proposals would have a strong speed reduction effect. Significant research on bike lanes and protected bike lanes confirms this across nearly all U.S. jurisdictions.
34 How is this project impacting elderly residents that are wanting to age in place??	Billy Mullins	bmullins36@hotmail.com	The installation of two new crosswalks will be an important new connection for people walking. When compared to sharrows, protected bike lanes are much more likely to be used by less confident
35 So it appears that a standard bike lane westbound is an acceptably protected bike lane... Is this correct (George B.)?	michael cushman	michael.cushman@gmail.com	It's correct that standard bike lanes are acceptable in some cases, but when possible, DDOT prefers to install protected lanes because they provide the most protection for our most vulnerable roadway users. In this case, we're able to do that.
36 How will residents with mobility or chronic health issues and live on the south side (or north side) of the street be affected by this loss of parking?	Mark Grace	markrichardgrace@gmail.com	Hi Mark, if parking were to be removed from the same side of the street as someone with mobility or chronic health issues, that could represent a significant change for them. That's part of the reason why some of the alternatives retain parking on both sides of the street. Residents can also request Residential Disability Parking Permits

37	Andrew, If the goal is one way car traffic, bike traffic should mirror that	Billy Mullins	bnullins36@hotmail.com	Mr. Mullins, it is common for contra flow bike lanes to be put on one way streets. This allows people to bike more directly to destinations. Where there is no designated bike lane, cyclists should go with traffic.
38	If you go ahead with this, how can we slow the speeding traffic down? Can speed bumps be included in this on Constitution and East Capitol?	OCONNS04	Sueoconnell04@gmail.com	Traditional midblock speed humps are likely not possible on either roadway, because they are Collector roads. raised crosswalks have been installed on Constitution in the past. Both could be explored as part of a Traffic Safety Assessment. Please email me at andrew.defrank@dc.gov if you'd like to learn more.
39	Andrew please stop with the lies. DDot has refused to put up stop signs on 14th and A and 15th and A. The community was told it's not a problem. you have made it crystal clear only people on bikes are a priority. Your dismissal is infuriating and disappointing. clearly the only people who matter are 20-50 year old able bodied people. No care for kids, elderly etc	Stefan	stefan.hankin@gmail.com	Sorry to hear this is frustrating. Please feel free to contact any commissioner / me at robb.dooling@anc.dc.gov and we may be able to bring this up in a future ANC meeting
40	What is needed to impose a 15 mph on this block?	michael cushman	michael.cushman@gmail.com	This is a collector street with a 25 MPH speed limit. By statute, local streets have a 20 MPH speed limit. It is uncommon to have a 15 MPH speed limit, but let me just say, the design of a street has a much more
41	Why are we only considering 1 raised cross walk or speed hump on the 1300 NC Ave NE block?	Jonathan Chen - Vendor	jonathan.chen0@walmart.com	We are open to more vertical deflection, but want to pin down the general design of the street before we determine that.
42	How will the alley btw NC and E Cap be affected If NC ave becomes one way going downtown/west? Specifically how will neighbors traveling north on 13th be able to enter the western entrance (by corner church) if N Cal is one way?	barryb	kcveg@aol.com	
43	Would a 15 mph make this a safe street?	michael cushman	michael.cushman@gmail.com	I don't believe a change to the limit, without a change in the design, would have any effect.

44	Please respond to this article in the Washington Post which states that one way streets are more dangerous because cars drive faster. Thank you!	Christine Mullins	cmullins1326@gmail.com	live answered
45	https://www.washingtonpost.com/news/wonk/wp/2015/04/17/why-one-way-streets-really-are-the-worst/	Christine Mullins	cmullins1326@gmail.com	A good article but it depends on several factors. From the article: "The argument that he makes with Gilderbloom isn't so much that all one-way roads are bad, or that they contribute to these problems in every context. One-way roads can be narrow and quiet, conducive to cycling
46	DDOT's centerlines data portal shows this block had ~2,950 average car trips per day in 2019. Do we have a sense of how many vehicles per hour travel on the block in the peak hour (for a better sense of the bike level of stress)?	Garrett Hennigan	garrett.hennigan@waba.org	Yes, we have the recent traffic study (sent out in advance with the meeting packet), but in general, we have peak hour traffic of 800-1000 vehicles westbound (AM Peak), something like 140 eastbound (PM Peak)
47	Seems like a one way street with bicycles also going the opposite direction is a good way for ped/bike accidents are you won't be "looking" both ways... What do the studies say about this?	Crystal Crittenden	crystal.crittenden@compass.com	This is a common bike lane pattern in DC, found in places like G/I Streets NE and N Street NW. It has been found to discourage driver speeding, because they feel the need to be more cautious. This is similar to how drivers slow down on narrow residential streets when passing each other.
48	When was the 2014 move DC plan updated?	Stefanie	stefkendall@gmail.com	DDOT is currently updating moveDC. The 2021 update will update the 2014 plan. Share your thoughts for hte 2021 update at this link:
49	Which church are you referring to about funerals and parking?	Sharon Purcell	purcell207@aol.com	Lincoln Park United Methodist - SE corner of North Carolina and 13th
50	That does not promote the claim of creating bike safety if you are having cyclists against traffic	Billy Mullins	bmullins36@hotmail.com	Please comment in the chat and ask questions in the Q&A - thanks!
51	Share car/bike lanes is more sensible for this block	Billy Mullins	bmullins36@hotmail.com	Thanks very much for the input - FYI, you may have meant to type this in the chat
52	BTW it is Dr. Mullins not Mr.	Billy Mullins	bmullins36@hotmail.com	Got it - thank you

53	There are two churches at North Carolina Ave.: one at 14th street and one at 13th street. did you consider both churches?	Sharon Purcell	purcell207@aol.com	Yes, we are interested in ensuring they have flexibility for their operations, and are particularly deferential to the operation of funerals.
54	Will it be possible to add additional traffic calming measures to Constitution Ave NE (esp around Maury ES) as part of any action DDOT ultimately takes?	Jessica Sutter	jessica@edproconsultingllc.com	We don't plan to formally incorporate any traffic calming measures onto adjacent blocks as part of this project, but we can explore additional measures seperately in addition to the several from recent years (such as the curb extensions and raised crosswalk at 12th Place)
55	Can you add more counters - you have very few (12 only?)	michael cushman	michael.cushman@gmail.com	Can you clarify?
56	This slide says alternatives D, E. I thought Will only provided options A-C	Jonathan Chen - Vendor	jonathan.chen0@walmart.com	We have options A1/A2, B, C, D, E now. They will be shared in the presentation following the meeting.
57	How does this one block addition to the PBL add to the Vision Zero?	michael cushman	michael.cushman@gmail.com	Mr. Cushman, mainly, it would create a safer bike facility than exists now. It would reduce vehicular conflict points if made one-way.
58	I see that you have data about the number of cars, but is data being collected about how many cyclists use all of these bike lanes that are being put in around the city?	Gwen Faulkner	gfaulk@aol.com	Ms. Faulkner, yes, we count cyclists citywide and have seen a 500% increase in biking since 2000 and the goal is to increase the number of cyclists.
59	Wasn't there a serious accident on C Street recently? I heard about it, but don't have the details. Every traffic person I have talked to has said that cars drive faster on one-way streets... I have talked to 2 who live on the 1300 NC block.	Christine Mullins	cmullins1326@gmail.com	live answered

60	Also, Brown Memorial AME Church is at the corner of 14th and North Carolina Ave. and I am sure this will effect the funerals and services there too.	Gwen Faulkner	gfaulk@aol.com	Brown AME also faces Constitution Avenue and has a parking lot off-street. We do not anticipate a noticable effect on their services. We're happy to reach out to them to discuss the plans.
61	If you do the conversion to one-way to keep the parking, what is the objections by the community? Is it primarily the access to the alley for those who have parking behind their houses on NC and East Cap?	Anonymous Attendee		This should probably be answered by the community, rather than DDOT. My sense from reading all the comments is there are a variety of different reasons given in opposition to the one-way option, most of which have been expressed here in writing or verbally.
62	I have not received response about supporting the elderly population aging in place	Billy Mullins	bmullins36@hotmail.com	live answered
63	Agree with you Karyn, I am also a bicyllist and I find E. Cap far more safe and direct.	Mark Grace	markrichardgrace@gmail.com	Thanks for the input! Please comment in chat / ask questions in Q&A
64	Still waiting for an answer from DDOT. We were previously told by Will that entrances to alley were not going to be affected. Would like to know how DDOT is going to accomplish this. See below. How will the alley btw NC and E Cap be affected If NC ave becomes one way going downtown/west? Specifically how will neighbors traveling north on 13th be able to enter the western entrance (by corner church) if N Cal is one way?	barryb	kcveg@aol.com	Traveling north on 13th, they would turn right on Constitution, right on 14th, and they could enter the alley off 14th, or turn onto North Carolina and enter the alley off westbound North Carolina. Either of these options would take more time than the current pattern.
65	Would this decrease traffic flow on C st?	Stefanie	stefkendall@gmail.com	The C Street project will, but this project will not have further effect on that volume.

66	Can you clarify the timing of when the traffic counts were done; I missed the date. Were they pre-pandemic? The traffic levels the last 18 months are not representative.	Elisabeth Fondriest	elisabeth.a.morgan@gmail.com	They were taken in May 2021, but we also have pre-pandemic traffic data that we are referencing to understand the overall effect.
67	I see many questions have been answered but no response to my question regarding the impact to the alley at 13th and NC	Elizabeth Kelly	queeneliz65@gmail.com	It should be answered above at this point, but the alley would remain open, 2-way, but your entrance and exit would be affected by the 1-way pattern.
68	Can you explain what Advisory Bike Lanes are?	marta	marta.churella@gmail.com	Hi Marta, here's a helpful article on ABLs: https://ggwash.org/view/76601/experimental-advisory-bike-lanes-
69	So would the Neighbor's alternative ALSO make a safer bike facility than exists now?	michael cushman	michael.cushman@gmail.com	As we discussed following that presentation, we (DDOT) don't believe we should install a sharrow lane in this location, and we are actively working to redesign recent sharrow facilities to have protected bike facilities. We don't think that solution meets the "all ages & abilities"
70	There are two churches at North Carolina Ave.: one at 14th street and one at 13th street. did you consider BOTH churches?you mentioned parking, funerals...	Sharon Purcell	purcell207@aol.com	Yes, we are considering the needs of both churches
71	Thank you. I know that and it always scares the crap out of me when I cross G street -- look right to see if cars are coming, and then a bike whizzes by heading in the opposite direction.	Crystal Crittenden	crystal.crittenden@compass.com	Thanks for the input - please comment in chat and use the Q&A for questions only
72	Why not put in an interim solution and then when you get funding to build a better fset of facilities	michael cushman	michael.cushman@gmail.com	That is effectively what we are proposing. We often refer to flexposts and painted buffers as temporary materials, because when funding eventually becomes available for capital projects, we would be able to replace those materials with "hardscape" ones (brick, concrete, curb
73	20 % of bike facilities on Collector Streets are on SHARROWS	michael cushman	michael.cushman@gmail.com	We don't count sharrows in our bike lane mileage.

74	Even though NACTO says Sharrows are bike facilities -- and this is acceptable for Collector streets per MoveDC21 - have you really determined that sharrows are no longer safe	michael cushman	michael.cushman@gmail.com	DDOT's perspective is that roadway safety exists on a contium, rather than being an on/off switch. While sharrows may in some cases make facilities safer, protected bike lanes are likely to be much safer than sharrows.
75	AGAIN, why is the elderly population not being taken into consideration??	Billy Mullins	bmullins36@hotmail.com	live answered
76	Along wiht the 10 and 12 year olds have you considered the saftey of the 65 and 75 year olds?	Mark Grace	markrichardgrace@gmail.com	Can you please be more clear on what the negative impacts are on the elderly of this proposal?
77	I've traveled protected bike lanes that have collected so much trash that it becomes dangerous for cyclist. Who will be responsible for cleaning the protected bike lanes?	Nick Alberti	alberti6a04@yahoo.com	That job is for DPW and we are working with them to improve bike lane cleaning.
78	But there are no kids going on this stretch of North Carolina. Where are the kids you are talking about coming from going east? The street on the north side of Lincoln Park is one-way going west, so no students will be traveling that way.	Christine Mullins	cmullins1326@gmail.com	Is it possible that there will be children living on this block in the future?

79	You are talking about safety of the cyclist but what about the safety of the residents who will be forced to park blocks from their homes. Walking at night is risky now a days. Elderly and Those w disabilities will be at risk. Are you considering their safety?	Karyn	Barry.baiorunos@gmail.com	Karyn, the proposal does not remove parking.
80	I'd like to point out that this explanation/justification is not completely relevant, and is taking time	alex kelly	atkelly@me.com	Thanks for the input - please comment in chat and use the Q&A for questions only
81	Delcancy's design would be cheap to install - only paint required. Why can't DDOT try that pattern in the short run rather than waiting two year to install it's design preference	Nick Alberti	alberti6a04@yahoo.com	Our goal is to get to a pattern that meets the goals mentioned in the presentation and install it as soon as possible.
82	DDOT's lack of an answer, suggests that they either have no answer because they did not consider this OR they intend to make the alley btw NC and E Cap a one way street. If it is the 2nd then I call FOUL, some residents have parking spaces designed to be accessed from the opposite side. What is the answer DDOT?	barryb	kcveg@aol.com	Hang on, we are looking into it. Can you be more specific? I can't find an alley the runs between NC Ave. and East Cap.
83	What is the latest count on attendees?	Jonathan Chen - Vendor	jonathan.chen0@walmart.com	Jonathan, we have ~84 in the attendee category.
84	It shows on the map that Will just showed. It runs between 1300 and 14th St	barryb	kcveg@aol.com	live answered

85 NC Ave and 14th St	barryb	kcveg@aol.com	Ah, yes that one. Thanks. I don't see why it would need to be one way. It would be possible to take a left turn out of it onto NC Ave. and would also be possible to turn left into it from westbound NC Ave.
86 '@george the entrance to the alley is right behind the Lincoln Park United Methodist building.	Jonathan Chen - Vendor	jonathan.chen0@walmart.com	Got it - thank you
87 '	Elizabeth Kelly	queeneliz65@gmail.com	
88 The users are residents on the south side of NC and A (to include Amber) and the residents on the N side of E Capitol	barryb	kcveg@aol.com	live answered
89 I am confused. I thought there was a request for a TSA regarding cars getting hit on NC Avenue. If you told how to get that study, please email me because I would like to know how this problem is being handled.	susanoursler	Susanoursler1@gmail.com	Hi Susan, the best way to get updates on a specific TSA would be to get in touch with your commissioner. You can always email me at andrew.defrank@dc.gov as well. But I'll need the service request number for the TSA to provide an update (and the commissioner is likely to already have that number + an update from me). Thanks
90 Thank you George. Your answer is not encouraging. Why has that not happened yet? Those protected lanes have existed for at least a year or more now.	Nick Alberti	alberti6a04@yahoo.com	Which protected lanes are you referring to?
91 That does not appear to be the case with the PBL on both sides of a one way street. The alley egress will cut through the PBL? or the protected area portion will not start until east of the alley?	Elizabeth Kelly	queeneliz65@gmail.com	There will be an opening so vehicles can exit the alley to turn WB on North Carolina

<p>92 Regarding safety on one way conversions, I'm concerned about the safety on the corner of A and 13 St where the volume of cars turning from North Carolina onto A St Eastbound will likely increase and potentially impact pedestrian safety as walkers cross from the triangle park portion of North Carolina towards Lincoln Park. Any ideas on how we can improve safety there in the one way plans? The answer will give us some more info on how to react to DDOTS proposals.</p>	<p>Andrea Johnson 1337 A St andrea.grace.johnson@gmail.com</p>	<p>That move would allow people to access the 1300 block of A, which has only 25 or so residences, and we (DDOT) assume to be a fairly low-volume move. If a one-way option is advanced, we can look into this further.</p>
<p>93 Why was Ms. Jessica Sutter given 5 minutes to speak instead of 2 minutes? I understand she is on SBOE but she is just a community member.</p>	<p>Jonathan Chen - Vendor jonathan.chen0@walmart.com</p>	<p>All elected officials receive 5 minutes</p>
<p>94 Sorry if I am unclear. Would it be possible to enter the western most entrance by turning right on 13th onto N Carolina if it is one way going west?</p>	<p>barryb kcveg@aol.com</p>	<p>No, the 1300 block would be running 1 way westbound under the scenario you are interested in, and you would not be able to enter the alley by turning eastbound on North Carolina.</p>
<p>95 Not sure why that matters. most recently it was the 4th St SE bike lane. I am a 'confident' cyclists. i will no longer travel 4th St - the trash makes it too stressful.</p>	<p>Nick Alberti alberti6a04@yahoo.com</p>	<p>Sorry to hear that. I encourage you to submit a 311 request about the trash. This is how demand for services becomes known and requests are tracked.</p>
<p>96 Will one way on NC decrease traffic on C st?</p>	<p>Mark Grace markrichardgrace@gmail.com</p>	<p>The larger C Street project will have an affect on traffic, we anticipate a decrease. The North Carolina Ave block we are talking about would</p>
<p>97 No disagreement,</p>	<p>michael cushman michael.cushman@gmail.com</p>	<p>live answered</p>

98 But why must DDoT's proposal go to demonstrate that the Perfect is the enemy of the Good.	michael cushman	michael.cushman@gmail.com	
99 Have the proposed DDOT plans for the 1300 block of NC been signed-off/approved by DC Fire and Police departments as NC is a main emergency response pathway? (At which point in the DDOT proposal process are DC Police and Fire consulted?)	Jennifer	jenbrown@usa.com	We have all our plans reviewed by FEMS. We usually bring them in once a design is at 30% engineering design or beyond. We are still trying to get to a preferred design right now.
100 What is the decision matrix for evaluating which bike facility is the right one for a street?	michael cushman	michael.cushman@gmail.com	
101 '@andrew said "That is effectively what we are proposing. We often refer to flexposts and painted buffers as temporary materials, because when funding eventually becomes available for capital projects, we would be able to replace those materials with "hardscape" ones (brick, concrete, curb and gutter, etc.)" but the one way of the street (breaking the auto mode) is forever, and unneeded until only protected bike lanes became the only "acceptable" solution.	michael cushman	michael.cushman@gmail.com	

102	George - The lack of forthought regarding cleaning protected bike lanes is not encouraging. I wonder how much thought DDOT has give to the NC Ave proposals.	Nick Alberti	alberti6a04@yahoo.com	DPW cleans protected bike lanes on request (311), and just purchased mechanical cleaning equipment. It is an area we are working to improve.
103	Will, This street shows up on DC's GIS data as a TWENTY MILE PER HOUR SPEED LIMIT. https://dcdatahub.maps.arcgis.com/home/webmap/viewer.html?useExisting=1	michael cushman	michael.cushman@gmail.com	Yes, all local and collector streets are now legally 20 mph. However, actual speeds may vary.
104	Bike counters... DC has 12 i think... https://ddot.dc.gov/page/dc-automated-bicycle-and-pedestrian-counters	michael cushman	michael.cushman@gmail.com	live answered
105	One at bennig road anacostia trail one on east capitol between 5th and 6th	michael cushman	michael.cushman@gmail.com	live answered
106	mikegoodno is the contact	michael cushman	michael.cushman@gmail.com	live answered

<p>107 Will Handsfield said, "This is a collector street with a 25 MPH speed limit. By statute, local streets have a 20 MPH speed limit. It is uncommon to have a 15 MPH speed limit, but let me just say, the design of a street has a much more profound effect on observed vehicle speed than the speed limit (with limit signs or intermittent enforcement)"</p> <p>But DC has this identified as a 20 mph inbound and 20 mph outbound speeds. That would be why traffic calming is so important but (surprisingly) not yet addressed.</p>	<p>michael cushman</p>	<p>michael.cushman@gmail.com</p>	
<p>108 can you explain how this was left out of the State Traffic Improvement Plan</p>	<p>michael cushman</p>	<p>michael.cushman@gmail.com</p>	<p>The 1300 block of North Carolina Avenue NE was never removed from the moveDC plan itself. It was erroneously removed from a map on the moveDC website of the plan.</p>
<p>109 The last speaker was talking about this supposed study. Do I have to request the study from her?</p>	<p>susanoursler</p>	<p>Susanoursler1@gmail.com</p>	<p>Hi Susan, please see my earlier response to your question on the same subject in the "answered" section. You can email me at andrew.defrank@dc.gov if you have more questions.</p>
<p>110 If traffic will decrease on C st, why push bicycles to NC Ave.in the same direction?</p>	<p>Mark Grace</p>	<p>markrichardgrace@gmail.com</p>	<p>The new C St. protected bike lane begins on NC Ave. and this is where there will be increased bike traffic. It's a connection to Lincoln Park and will be a cycling desire line.</p>
<p>111 If the street becomes a one-way west bound -- what new dangers will pop up at the corner of 14th and NC Ave where the left turners will never have to slow or stop to look for bicyclists</p>	<p>michael cushman</p>	<p>michael.cushman@gmail.com</p>	

112	andrew, you mentioned a "study" and the ability to see the study details / access in the answered section... Can you put the url for accessing the study in the chat	michael cushman	michael.cushman@gmail.com	It's my understanding that the study being referenced is still ongoing, and therefore there isn't an internet link to share related to it. Once I have the service request number for that study I will share an update with the ANC, and information can be shared from them to their constituents. You can also ask me for an update at that point as well at andrew.defrank@dc.gov.
113	It didn't seem like the DDOT proposals accurately depicted where the actual 5-10 plus funeral cars will park during funerals. Can you please elaborate on where the funeral cars will park in each of your plans? Thank you!	Jennifer	jenbrown@usa.com	
114	So Will told me Friday that he didn't have data on Tennessee Ave AADT, but today he has it. Can he share all the details that he discovered on Tenn Ave with me	michael cushman	michael.cushman@gmail.com	
115	On which dates was the traffic study performed? I know a number of us inquired about this.	jim	jesmithdc@yahoo.com	George Branyan answered in chat at 9:32pm
116	Why is there a mismatch between P&	michael cushman	michael.cushman@gmail.com	
117	Will.. I live on East Cap. Are you coui	OCONNS04	Sueoconnell04@gmail.com	
118	Please explain the overall plan for bil	alex kelly	atkelly@me.com	
119	With the alternative routes that driv	Adrienne McCann	adriennewojo@gmail.com	
120	There is a no turn on red on 13th anc	Jonathan Chen - Vendor	jonathan.chen0@walmart.com	
121	Thank you for answering all of the w	alex kelly	atkelly@me.com	