

ANC 6A Transportation & Public Space Committee Meeting Minutes  
Sherwood Recreation Center (10<sup>th</sup> Street and G Street NE)  
March 18, 2013 at 7pm

- I. Call meeting to order at 7pm
- II. Introductions
  - A. In attendance were committee members Lara Levison, Benjamin Rosset, Jeff Fletcher, Todd Sloves, DeLania Hardy and Omar Mahmud; 6A Chairman David Holmes; Gary Barbour and Beth Bacon from ANC 6C; and several members of the community.
- III. Community Comment - None
- IV. New Business
  - A. Proposed renaming of alley just north of the 1100 block of H Street NE
    - i. Mr. Mahmud provided background on the issue (it is difficult for residents living in this alley to receive mail and city services because they have no physical building addresses for their dwellings) and introduced the Weinstein family, the family seeking approval for this action.
    - ii. Mrs. Weinstein informed the committee that she has a petition of support signed by 29 adjacent homeowners and that Councilmember Wells has been supportive. The current proposal is that the alley be named Atlas Court.
    - iii. ***Mr. Mahmud brought a motion that the committee recommend the ANC send letter to Councilmember Wells indicating ANC 6A supports the residents' request to rename the alley as Atlas Court. The motion passed without objection.***
  - B. Follow-up by DDOT to February 26 public meeting regarding H Street/Benning Road streetcar project and opportunity for community Q&A: Ron Garrafa and Ian Swain were in attendance on behalf of DDOT to present an update from the last public meeting and take questions from the community. Mr. Mahmud introduced the gentlemen and thanked them for attending. The following information was shared with the committee:
    - i. Next phase of construction will be for installing turnarounds at either end of the route along H Street and Benning Road. This will require short term and long term closures (from March 26 to October 2013) from 3<sup>rd</sup> and H Street NE to Oklahoma Avenue NE. The closures will be in three stages: 1) March 26 to June 15 one way in each direction; 2) flip flop then go to the south side of the street; and 3) after September there will be another closure between Third Street and the Hopscotch Bridge.
      1. During this time DDOT is also looking to make I Street behind the 360 Degree H Street (Giant) development two way.
    - ii. The March 26 long term closures commence at 3<sup>rd</sup> and H with one lane traffic each way and a traffic shift. Reconstructing some track work until about June 15 then work will flip to the south side. Also working on median portion of the bridge.
    - iii. Moving down eastward along the corridor there will be pockets of one day closures to replace light poles, minor infrastructure work, etc. One heavy work area will be 12<sup>th</sup> and H at Khans BBQ for the power substation construction. The future plan is to move this substation underground across the street to the Auto Zone site development once that begins. Construction begins here between now and April 1, but just for the conduit work as the final design of the substation has not been presented.
    - iv. The next long term closure is at Benning and 24<sup>th</sup> to 26<sup>th</sup> Streets, in the median. Removing existing median there for pocket track for ingress/egress to the car barn.
    - v. Plan is to update the community with new dates as necessary to deal with weather, etc.
    - vi. Far eastern end before Oklahoma there will be a long-term closure for the eastern turnaround in the median.

- vii. Electric wire installation will happen last, likely late at night on an off so it doesn't disturb traffic too much.
  - viii. Car barn update: DDOT is presenting its design to the Historic Preservation Review Board (HPRB) on March 28<sup>th</sup>. They (DDOT) want the design to match the school and to emphasize the Springarn HS architecture.
  - ix. There will be training at the car barn in association with the DCPS Springarn training education program. The current design has added more greenery including within parts of the track on the car barn grounds. Building will have an open view to the public on Benning Road so residents can see work through the large windows.
  - x. The US Commission of Fine Arts has indicated this design meets with its approval. If HPRB approves, DDOT will move forward with construction.
    - 1. Mr. Mahmud asked if there is a contract for the design build. DDOT pulled this out of the current contract because of the HPRB review, but they can add it back into the contract once this passes HPRB review.
  - xi. DDOT can do test work on tracks and cars while the building is under construction.
    - 1. Mr. Fletcher asked if DDOT seeking any LEED certification on the building? DDOT is going for any LEED certification they can get, but there are limitations given this is a maintenance facility.
    - 2. Chairman Holmes asked when we can expect to see streetcar testing. End of October/early November.
    - 3. A resident asked how noise issues are dealt with for construction and operation of the line. They don't anticipate heavy noise, but they will follow all DC and federal laws on construction and noise pollution. There are also mitigation efforts in the design to minimize noise. In addition, heavy maintenance is done indoors in the facility to minimize noise.
- C. DDOT to provide update about Maryland Avenue redesign project (joint presentation with ANC 6C): Mr. Mahmud introduced George Branyan and Bill Schultheiss presenting on behalf of DDOT and thanked the gentlemen for coming. The following information was shared with the committee:
- i. We are almost at the two year point of the project from initial conception. The presentation will be up on the project website (links are up on anc6a.org).
  - ii. Basically have a two track process: 1) temporary pilot implementation of a road diet. Test this as a temporary idea before moving on to 2) a permanent design and construction project. Really close to a temporary design for the road diet.
  - iii. DDOT required an environment review, traffic analysis, etc. before it can move forward to determine if there would be an impact from the changes.
  - iv. Four lane roads usually mean higher speed motorists. There are two lanes in each direction so people can switch lanes to speed around other motorists. So they are looking to switch to one lane in each direction along a portion of the road in the road diet.
  - v. Crashes are also a problem, which result in injuries because of high speeds and the configuration of the street (blind angles/spots). So percent of crashes resulting in injury along this corridor is higher than normal.
  - vi. High speed right turns is a problem too because of the angles turning onto letter streets from Maryland Avenue.
  - vii. Concerns about reducing to one lane each: can't double park to make deliveries so there will be backed up traffic, people are resistant to change.
  - viii. Alternative a - no road diet but fix priority intersections (bump outs at problematic intersections)
  - ix. Alternative b - wider island with turn lanes and one lane.

- x. All solutions take out the E Street signal and close out the thru way. They would also flip E Street the other direction one way.
- xi. Parking lane remains in all options.
- xii. Question: Do you increase congestion by going to one lane in each direction? Mr. Schultheiss: We have studied that and taken this into consideration. We want to make sure there are not unintended consequences. The change will be evaluated for at least a year to ensure the temporary design produces positive results without causing more problems.
- xiii. Question: Do we lose parking because of curb extensions? This happened on H Street alleges the resident. Mr. Branyan: This should actually create additional parking. There are bus stops on H Street where the spots were lost, but that shouldn't be the case here.
- xiv. They are using white flex posts as temporary road change markings.
- xv. The long term goal is to have bike lanes as well, but in the short term there will be shared lane markings.
- xvi. They think someone can double park and still be passed even with the one lane. Not promoting this, but planning for this inevitably to happen. Also need to look at whether there is room to get around trash trucks that may stop and double park.
- xvii. Mr. Schultheiss then went through all the presentation slides (up on the project website, which can be accessed via links on ANC6A.org) and the proposed design changes.
- xviii. Mr. Sloves: DDOT needs to get information out to motorists to let them know this road will no longer be a high volume commuter route once a lane of travel is removed. Motorists need to know it's a neighborhood street with one less lane of traffic in each direction in certain segments.
- xix. This lane reduction plan is an approved federal highway technique for increasing safety.
- xx. Light timing will be implemented as well.
- xxi. Long term they are looking at a signal for 10<sup>th</sup> but DDOT may decide one is not needed after road changes are implemented, including the proposed park/public space at 10<sup>th</sup> and Maryland.
- xxii. Question: Will DDOT also use enhanced striping? Yes, they will do this.
- xxiii. Question: At 11<sup>th</sup> just north of Maryland can you put in a stripe in the middle of the street since it's narrow? Motorists float to the middle now and some think it's one way. DDOT will look into this.
- xxiv. Audience indicated they are generally supportive.
- xxv. Timing: DDOT may begin installation of temporary road diet measures as early as this fall. There is money in the budget for the design and build for the temporary solution. They then can get federal money to combine with the local dollars for the final permanent project solution. They want to observe and collect data on the temporary design before putting in the permanent measures.

#### D. Review of 2013 committee goals

- i. The committee briefly reviewed the proposed 2013 goals and agreed to make a revision indicating the committee would identify other priority corridors for traffic calming/streetscape studies and improvements. This was a suggestion from ANC 6A resident, Scott Goldstein.

**ii. *The committee adopted the revised 2013 goals unanimously.***

V. Additional Community Comment - None

VI. Adjourn meeting at 8:45 pm

## ANC 6A Transportation and Public Space Committee 2013 Goals

1. Provide a forum for the ANC 6A community to discuss and recommend solutions to transportation and public space-related issues impacting ANC 6A.
2. Cultivate relationships and coordinate efforts with other city ANCs and community groups having a stake in transportation and public space matters impacting ANC 6A.
3. Work with other ANC 6A committees to address committee crossover issues including, but not limited to, zoning and public safety concerns.
4. Assist the District Department of Transportation (DDOT), nearby ANCs and other community groups with implementing comprehensive transportation management plans incorporating parking, public transit, vehicle sharing, bicycling and pedestrian alternatives to address the anticipated increase in traffic congestion in and surrounding the H Street/Benning Road corridor.
5. Help educate the ANC 6A community on transportation and public space-related concepts.
6. Provide timely, well-informed recommendations to the ANC 6A Commission regarding transportation and public space-related issues so that it may weigh in on city decisions affecting ANC 6A including, but not limited to, streetcar and other public transit initiatives for the H Street/Benning Road corridor, streetscape and traffic calming improvements along Maryland Avenue NE, C Street NE and Florida Avenue NE, planned public space uses and implementation of transportation studies such as the Capitol Hill Transportation Study.
7. Track progress of streetcar and other public transit initiatives impacting our ANC, including the H Street/Benning Road corridor streetcar project. Identify corridors for future traffic calming studies and track the progress of streetscape and traffic calming improvements along Maryland Avenue NE, C Street NE and Florida Avenue NE, planned public space uses and implementation of transportation studies such as the Capitol Hill Transportation Study, and report to the ANC 6A Commission on these matters.
8. Work with the DDOT, Deputy Mayor for Planning and Economic Development, Ward 6 Councilmember's Office and other city agencies to implement transportation, parking, bicycle infrastructure and pedestrian safety initiatives.
9. Report to the ANC 6A Commission on all significant transportation and public space-related activities conducted by the DDOT, Washington Metropolitan Area Transit Authority, Deputy Mayor for Planning and Economic Development, Office of Planning, National Capital Planning Commission, and other agencies that directly or indirectly impact ANC 6A.