

## MINUTES

ANC 6A Transportation & Public Space (T&PS) Committee Meeting  
Capitol Hill Towers, 900 G Street NE  
June 19, 2017 at 7:00 pm

- I. Meeting called to order at 7:06 pm.
- II. Introductions
  - A. Committee members in attendance: Co-chair Todd Sloves, Jeff Fletcher, Elizabeth Nelson and Lara Levison.
  - B. District Department of Transportation (DDOT) representatives: Mohammad Dahir; contractor, JMT representatives: Nick \_\_\_\_, James Schafer and Jay Smith.
- III. Announcements
  - A. There will be a meeting on June 28, 2017 for the C Street NE rehabilitation project presenting the thirty percent (30%) designs for the project at the Rosedale Community Center at 1701 Gales Street NE from 6:00 to 8:00 pm.
- IV. Community Comment - none
- V. New Business
  - A. Presentation by DDOT officials of the ninety percent (90%) designs for Maryland Avenue NE redesign project.
    - i. Nick: The website for the project is [www.marylandavesafety.org](http://www.marylandavesafety.org). The ninety percent (90%) plans were submitted in April 2017 and are posted on the website. They are working to revise the plans based on comments and get to 100% in July 2017. They addressed a lot of the community comments back when the thirty percent (30%) design was presented.
    - ii. DDOT projected the plans on a screen for the committee and attendees to review, starting at Maryland Avenue and Third (3<sup>rd</sup>) Streets NE. ANC6A starts at Eighth (8<sup>th</sup>) Street NE. We went through the project section by section.
    - iii. The plan shows lane markings, landscaping, bulb-outs, bus stops, bike lanes, etc. This is a “complete streets” project; it is designed to accommodate all users, as well as automobiles.
    - iv. Some neighbors expressed concern about maintaining the new grass strips to be added on some blocks in between the curb and the sidewalk. Residents are responsible for maintaining these. DDOT argued the green space will better support trees. At a minimum, the brick sidewalk must be six (6) feet wide, but will generally be eight (8) feet wide. Members of the committee noted that DDOT should consider lower-maintenance groundcover, like lirioppe or monkey grass, rather than grass. Committee members also suggested that adjacent homeowners should be notified that they are responsible for maintenance. Others said added green space would be better for the environment.

- v. Co-chair Todd Sloves stressed the need to adjust signaling at the corner of Maryland Avenue, Fourth (4<sup>th</sup>), and C Streets (southwest corner of Stanton Park). Traffic has the green approaching the park from Maryland Avenue, as well as turning around the park from Fourth (4<sup>th</sup>) Street onto C Street. Drivers are generally trying to get onto the opposite sides of the four (4) lane road, causing them to cross each other's paths. It is dangerous.
- vi. Seventh (7<sup>th</sup>) Street and Maryland Avenue will have a bio retention facility for storm water retention. Plantings help metabolize the nutrients. The curb line is bumped out in front of the library for this.
- vii. Bus stops will remain on the near side of the intersection at Eighth (8<sup>th</sup>) Street, Eleventh (11<sup>th</sup>) Street and Thirteenth (13<sup>th</sup>) Street, as the community requested. There will be concrete pads for the buses at the bus stops.
- viii. Under the new plan, there are dedicated left turn lanes throughout the corridor, which will eliminate a lot of backup of traffic. Some locations may have turn signals. Co-chair Sloves recommended a turn signal at Eighth (8<sup>th</sup>) Street. The queuing space for turn lane is based on traffic studies from a few years ago; the Committee recommended some adjustments based on knowledge of the area.
- ix. One resident raised a concern that cars and bikes will be pulling around stopped buses. Buses pull in at an angle so that their ends stick out in traffic. DDOT said the parking lane plus the bike lane should be wide enough to accommodate this, and that in most areas buses will have enough space to pull into the stop. They said the total of thirteen (13) feet width is wider than buses currently have. The standard bus pad width is eleven to twelve (11-12) feet, but DDOT widened it so there would not be a joint in the bike path. They also noted that the no parking zone for the bus stop is longer than the pad. The pad (indicated on the map) is just for where the bus sits once it is stopped.
- x. Ninth (9<sup>th</sup>) Street: The plaza areas on the ends of E Street will be created with impervious pavers, raised up to sidewalk level, retain the view shed per the State Historic Preservation Office request. There will be plantings on the side but not in the areas that are currently asphalt.
- xi. Mr. Sloves raised a concern regarding confusing signals since the intersection was redesigned. The green lights are off-timed. People do not know when the other side is going to approach them if they are making a left turn. It is almost as if the green lights were designed for there to be left turn signals before and after the green, but there is not one. One green light starts 10 seconds before the other side gets a green light. DDOT responded that there will be totally new signals throughout the corridor, but Mr. Sloves stressed that the issue needs to be fixed now.
- xii. Tenth (10<sup>th</sup>) Street: E Street will be closed off next to Maryland Avenue as currently done with plastic ballasts. The bikeshare will be relocated. Neighbors and committee members stressed that they want it to be kept nearby if not at the same intersection. There are no other bike share stations close by. It is at this location at the community's and ANC's request. Comment: They could reduce the turn lane from Maryland Avenue onto Tenth (10<sup>th</sup>) Street.

- xiii. Eleventh (11<sup>th</sup>) Street: A resident requested laying sidewalk brick to replace the concrete area around the junction boxes.
- xiv. Eliot Street: Residents requested a crosswalk at Eliot Street and Maryland Avenue. DDOT responded that they do not want to encourage people to cross where there is no crosswalk since it is a busy street, but residents replied that the distance between the nearest crosswalks is too far; people will cross at Eliot Street anyway. DDOT said there needs to be more than a crosswalk to make it safe, so residents suggested putting signs like those currently at Seventh (7<sup>th</sup>) Street.
- xv. G & Fourteenth (14<sup>th</sup>) Streets (Chick-Fil-A location): No good solution here. G Street is not part of the study area. Fourteenth (14<sup>th</sup>) Street is the end of the project. Mr. Sloves asked that they coordinate with the planners for the area around G Street. One resident noted that DDOT needs to put parking signage back on Fourteenth (14<sup>th</sup>) Street, between Maryland Avenue and H Street. Parking signs were removed when the corner was developed and now it is a free-for-all. Others stressed that DDOT should put a left turn pocket on Maryland Avenue for those turning south onto Fourteenth (14<sup>th</sup>) Street, otherwise it will cause issues as cars merge into one (1) lane. DDOT said they will check to see if there is enough transition room.
- xvi. The process going forward is to finish the 100% design in about a month: then the project goes out for bid. Construction will start in early 2018, probably in March. Construction will be done block by block, one side of the block at a time, for an estimated two (2) years of construction. DDOT's Urban Forestry Division will determine what plantings to put in.

## VI. Additional Community Comment

- A. Regarding plans to redesign Florida Avenue NE (Florida Avenue project): One resident expressed concerns that there have not been any ANC meetings on the final design. It did not incorporate the community's requests for a specific section. Seventy percent (70%) of the community wanted a road diet between West Virginia Avenue and the Starburst intersection, but the city did not make any changes. DDOT said the project is at thirty percent (30%) design and that there will be opportunity for comment on that. Mr. Sloves complained that he has not been able to get anyone from DDOT to the T&PS meetings to talk about the Florida Avenue plan despite multiple requests for months. The Committee needs someone from DDOT to come and give an update on the Florida Avenue project with a block-by-block opportunity for input, similar to how Maryland Avenue has been addressed. Mr. Sloves said he will again request someone attend the July 2017 Committee meeting for this purpose.

## VII. Meeting adjourned at 8:35 pm.