

MINUTES
ANC 6A Transportation & Public Space Committee (TPS) Meeting
Capitol Hill Towers, 900 G Street NE
July 17, 2017 at 7:00 pm

- I. Meeting called to order at 7:08 pm.
- II. Introductions (5 minutes)
 - A. Committee members in attendance: co-chair Todd Sloves, Jeff Fletcher, Andrea Adleman and Lara Levison.
 - B. DDOT representatives: Mohammad Dahir and Sam Zimbabwe
- III. Announcements
 - A. ANC 6A and ANC 6C will meet jointly on August 3, 2017 to receive a presentation from DDOT on K Street NE redesign project concept plans. We are currently seeking a location and will announce it later, but it will likely be where ANC 6A TPS usually meets.
- IV. Community Comment - none
- V. New Business
 - A. Presentation by the District Department of Transportation (DDOT) officials of 30% plans for Florida Avenue NE redesign project
 - i. From Second (2nd) Street to Tenth (10th) Street NE, the right of way is wide enough to accommodate bike lanes. At Second (2nd) Street NE, with the bridge over the railroad, it is a challenge to fit in the bike lanes. DDOT is considering whether to put the bike lanes inside or outside the bus lane.
 - ii. Committee member Andrea Adleman said it is hard to bike across Florida Avenue NE going north on Sixth (6th) Street NE and asked about adding a green-painted lane. Mr. Zimbabwe responded that the cycle track will go one more block south to M Street NE but that DDOT would consider clearer bike tracks.
 - iii. DDOT is keeping the east-bound left-turn lane for cars at West Virginia Avenue NE. Bike lane shifts to the right and then ends at West Virginia Avenue NE. Co-chair Todd Sloves pointed out that there is some awkwardness with cars turning left off Ninth (9th) Street onto Florida Avenue NE, which could be more complicated when a bike lane is added. He suggested it might be better to have vehicles turn left off West Virginia Avenue NE, where there is a signal, rather than Ninth (9th) Street NE, and make Ninth (9th) Street NE a one-way street.
 - iv. Right lanes are slightly wider, but there is not enough right-of-way to continue the bike lane east of West Virginia Avenue NE.
 - v. Co-chair Sloves noted that the drawing indicates a signaled intersection at Eleventh (11th) Street NE and said this would be a huge improvement for safety.

- vi. East of West Virginia Avenue NE, there will be no parking at rush hour on the north side during morning rush and the south side during evening rush. Mr. Zimbabwe said that if DDOT took either side down to one lane, we would get major diversions to K Street. With this approach, their model does not predict major diversions onto K Street. If traffic volumes go down over time, parking can be increased. Under the current situation, there are easy conditions until you get to Third (3rd) Street entering the virtual traffic circle, and then everything stops. This approach tries to spread everything out, make it fair.
- vii. Mr. Sloves pointed out that the big problem east of West Virginia Avenue NE is speeding - that is the issue we hear the most about. The current timing of traffic signals promotes speeding.
- viii. Neighbor Scott Goldstein pointed out that goal of the project is reducing speeding and increasing safety. The community got some additional parking thanks to Mr. Zimbabwe, and that was great, but it did not fix the speeding problem. DDOT put all this thought into the western section of the road, but there are still problems with the amount and speed of traffic. DDOT says we cannot reduce traffic on Florida Avenue NE. It feels like the decision was made somewhere to take care of the western side at the expense of the needs of the eastern portion of Florida Avenue NE. He said that wide lanes feel like an interstate, and this encourages drivers to fly down the road. Co-chair Sloves added that some of this can be addressed through signaling, such as having a light at Eleventh (11th) Street NE, as well as by clearing up some of the confusion in the parking. DDOT responded that they are only at 30%, and will see what can be done for speed calming as the process moves forward. They also said there are trade-offs with narrow lanes as well. With a wider lane and parked cars, there is room for bikes and cars to pass parked cars. Improving the lighting can help with people seeing parked cars and DDOT may be able to improve things with striping.
- ix. Mr. Zimbabwe: At K Street going into Florida Avenue NE, there is an alley on the southeast side that makes the intersection tricky. He suggested changing the current "yield" sign to a stop sign and said that could happen before the rest of the project, by this fall.
- x. Ms. Adleman pointed out that it is hard to cross Florida Avenue on Thirteenth (13th) Street NE on a bike. It is a T intersection. You are facing cars that have no vehicular cross-traffic and generally make their turns onto Florida Avenue without yielding to bikes and pedestrians. Mr. Zimbabwe said DDOT can consider having a delay so all lights are red for a few seconds to allow pedestrians and bikes some lead time.
- xi. Mr. Sloves pointed out that there is a light to facilitate traffic from Orren and I Street NE, but Trinidad Avenue comes in between the lights on either side of the intersection, and there is a fire station located there. He suggested a "stop here when light is red" sign at Trinidad Avenue to stop cars from blocking the intersection between Trinidad Avenue and Orren Street NE in front of the fire station.

- xii. At the eastern terminus of the corridor, Mr. Sloves pointed out three main problems: 1) “lane blending” as people turn from Florida Avenue right onto Fourteenth (14th) Street and queue at H Street NE. He also pointed out that the crosswalks between Holbrooke and Fourteenth (14th) Street across Florida Avenue are dangerous; 2) There is zero signaling coming westbound from Florida Avenue. onto Fourteenth (14th) Street NE. Cars are merging off Florida Avenue onto Fourteenth (14th) Street from two different directions and not merging well. Committee member Jeff Fletcher suggested adding a small median; and 3) Drivers are speeding as they approach this area (from the east) coming off big roads with higher speed limits. Mr. Zimbabwe said some of these issues can be addressed ahead of the broader project.
- xiii. Mr. Goldstein said that on the 1200 block of Florida Avenue NE, the road has a strange slant on both the north and south sides, creating debris and drainage issues, and possibly unsafe for moving traffic. DDOT said they could address that in resurfacing.
- xiv. DDOT explained the overall timeline for the project. They say it would take twenty (20) months overall until the project is completed. Mr. Zimbabwe said there are a couple of big unknowns: the contracting process and coordination with utilities. There are some utility issues on the western side of the corridor. Next spring would be the best estimate for release of the 65% design, assuming funding is available and utilities are cooperative.

VI. Additional Community Comment - none

VII. Meeting adjourned at 8:18 pm.