Appendix I.

Appendix I. Existing Conditions Report

existing conditions inventory

LOWER GEORGIA AVENUE TRANSPORTATION & STREETSCAPE

d.
District Department of Transportation

GREAT STREETS
AVENUES of OPPORTUNITY

January 2007

Lower Georgia Avenue Transportation and Streetscape Study
Existing Condition Inventory

District Department of Transportation

GREAT STREETS
AVENUES of OPPORTUNITY

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1. INTRODUCTION

The District Department of Transportation, as part of its Great Streets initiative, requested an in-depth examination of Georgia Avenue. The objective of the project is to improve current conditions and facilitate expanded local economic development and mobility. Georgia Avenue is a multimodal corridor with multiple transportation demands, including frequent transit routes, heavy pedestrian traffic, many rush-hour commuters, local auto destinations, bicyclists, and business loading. The corridor is challenged by a limited right-of-way that creates a bottleneck in the vehicular travel system. Pedestrian facilities are narrow and generally insufficient for demand. Bicycle facilities are absent despite demand.

Presently, the efficiency and mobility of all modes of transportation along the corridor are compromised. This in turn challenges future development and economic expansion. The Georgia Avenue commercial corridor is part of a grid system, and efforts are underway to reduce traffic impacts. DDOT is committed to making major transportation investments and improvements along the corridor, including streetscape and public realm improvements. The goal of DDOT and other District agencies is to prioritize transit, economic development, overall safety, and in particular, pedestrian and bicyclist needs along the corridor.

An inventory of the existing transportation conditions was conducted in order to recommend and prioritize improvements. The data collected for this inventory is documented in this report.

The report includes the following:

- Intersection turning movement counts at 13 locations for Midday, PM peak hour, and Saturday time periods
- Twenty-four-hour, 7-day automatic traffic recorder classification counts
- Generalized origin-destination counts (to be provided)
- Review of crash data
- Parking inventory
- Parking demand counts
- Bicycle and pedestrian counts for Midday, PM, and Saturday time periods
- Pedestrian and bicycle crash data
- Level of Service (LOS) analysis

2. STUDY AREA DESCRIPTION

2.1 Overview

The Lower Georgia Avenue Transportation and Streetscape study area is bordered by Sherman Avenue to the west, New Hampshire Avenue to the north, Florida Avenue to the south and Reservoir/4th Street to the east.

Geographically, the study area is located within Ward 1 and includes the Advisory Neighborhood Commission (ANC) 1A, north of Columbia Avenue, NW and ANC 1B south of Columbia Avenue. Neighborhood clusters include Mount Pleasant, Columbia Heights, Park View, Howard University, Le Droit Park, and Cardozo/Shaw.

Public services within the study area include two recreation centers, Banneker Community Center on Georgia Avenue, NW and Parkview Community Center on Otis Place, NW; Fire Station 4 on Sherman Avenue, NW; a post office on Georgia Avenue, NW; and Benjamin Banneker High School on Euclid Street, NW.

Howard University and Howard University Hospital are the major employers within the study area. The student population is in excess of 11,000 when classes are in session. The university and hospital are major pedestrian traffic generators.

Figure 1. Howard University Hospital

The corridor is served by both Washington Metropolitan AreaTransit Authority (WMATA) bus and Metrorail service. Metrobus routes provide service on Georgia Avenue, Sherman Avenue, New Hampshire Avenue, Irving Street, and Columbia Road. The Georgia Avenue-Petworth Metro Station located at New Hampshire and Georgia Avenue provides rail service on the Green and Yellow lines. The Shaw-Howard University Metro Station located just south of the study area also provides access to the Green and Yellow lines.

The study area is shown in Figure 2.

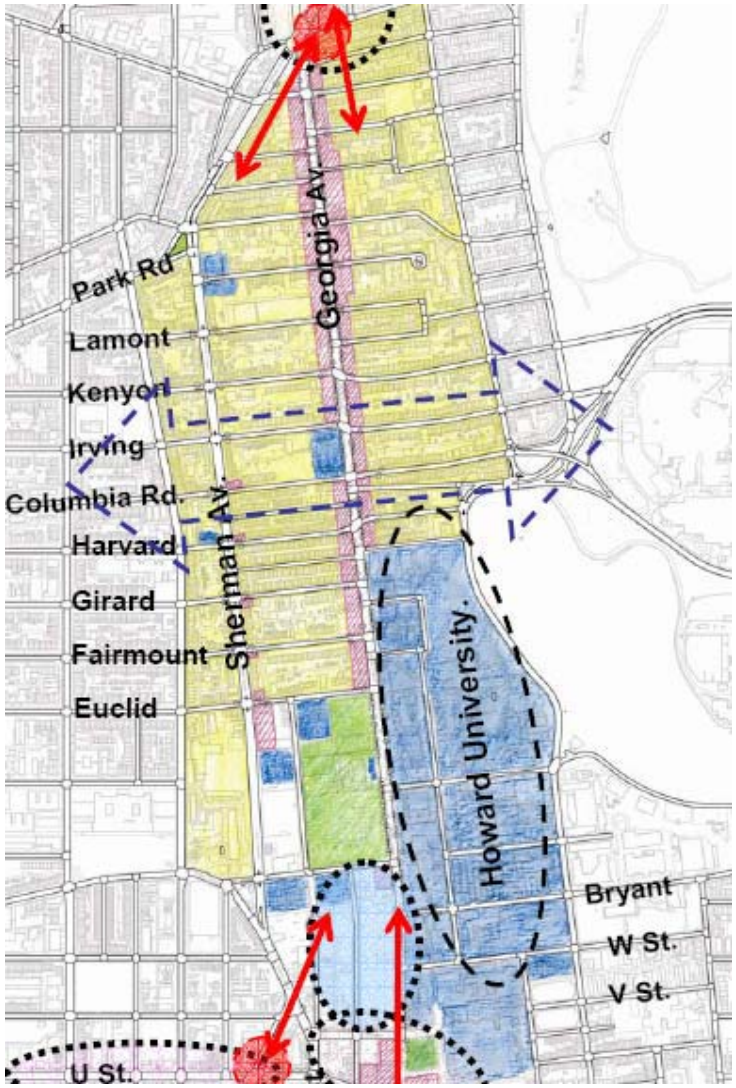
Figure 2. Lower Georgia Avenue Transportation and Streetscape Study Area

2.2 Corridor Description

2.2.1 Existing Land Use

Along Georgia Avenue, from the south, beginning at the intersection of Georgia and Florida Avenues land use is principally institutional around Howard University, Howard University Hospital and Banneker High School. There is a cluster of retail at Barry Place, where there is a fast-food drive through, and Bryant Place where there are a number of small retail shops, a coffeeshop and university bookstore.

Starting at approximately Euclid Street and moving north, the west side of Georgia Avenue comprises of small retail establishments including some take-out restaurants, a health food store, a video rental, barbershops, automotive repairs, and convenience stores. The east side of Georgia Avenue continues with University buildings until approximately Hobart Street where the east side is, like the west, comprises small retail locations. Many vacant or boarded up storefronts exist in this portion of the study area.

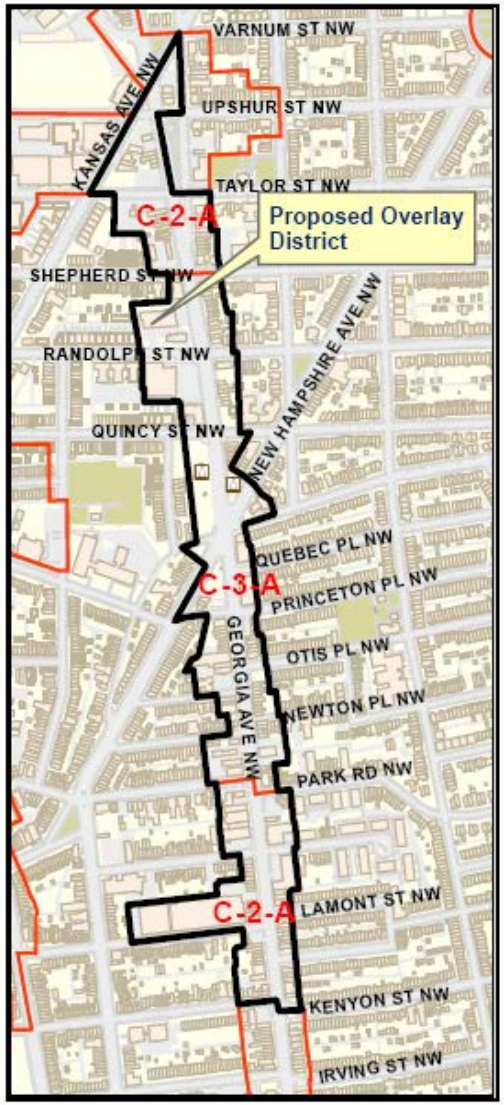


Proposed Zoning
The Office of Planning proposed that the zoning commission set down text for a new commercial overlay zone for the Georgia Avenue/Petworth Metro Station area. This zoning overlay for Georgia Avenue is a part of the strategy to attract investment, create jobs, and enhance the corridor's image.

As explained in a memorandum from the Office of Planning to the Zoning Commission (November 2006) in addition to implementing the objectives of the overlay district also seeks to:

- Implement the goals of the Great Streets Avenue, published by the District Department
- Encourage additional residential uses
- Encourage improved commercial uses;
- Provide common design standards;

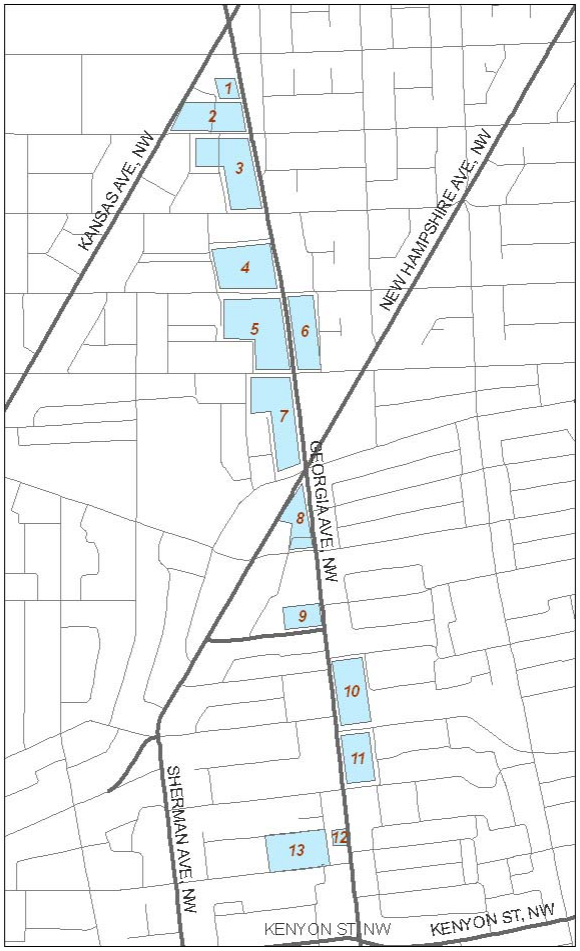
A diagram of the proposed overlay district is shown at right:



2.2.2 Proposed Development

Northern Portion of Study Area

1. 4136 Georgia Avenue
2. The Residences at Georgia Avenue - 4100 Georgia Avenue NW
3. 4000 Block West - Georgia Avenue NW
4. 3910-12 Georgia Avenue NW
5. 3800 Block West - Georgia Avenue NW (Safeway Site)
6. 3800 Block East - Georgia Avenue NW
7. Petworth Metro - 3700 Block Georgia Avenue NW
8. 3600 Block Georgia Avenue NW
9. 3600 Georgia Avenue NW
10. 3500 Block East - Georgia Avenue NW
11. 3400 Block East - Georgia Avenue NW
12. Lamont Lofts Phase II - 3300 Block Georgia Avenue NW
13. Lamont Lofts Phase I - 701 Lamont Street NW



Southern Portion of Study Area

14 Howard Town Center Phase I - 2100 Block Georgia Avenue NW
15 Atlantic Plumbing Properties
16 The Floridian - 9th Street & Florida Avenue NW
17 The Rhapsody - 2120 Vermont Avenue NW
18 Atlantic Plumbing Properties
19 Howard Town Center Phase I - 2100 Block Georgia Avenue NW
20 Housing Finance Agency Site
21 Atlantic Plumbing Properties
22 WMATA - Shaw-Howard University Parcels
23 WMATA - Shaw-Howard University Parcels
24 1900 Block 8th Street NW
25 WMATA - Shaw-Howard University Parcels
26 Dunbar Theatre Apartments
27 NCRC Parcel
28 Cleveland Elementary School
29 Howard University - Temporary Offices
30 Broadcast Center One
31 Howard Theatre - 620 T Street NW
32 Wonder Bread Building
33 NCRC Parcel
34 United Housing of Prayer - Adjacent Land
35 NCRC Parcel
36 NCRC Parcel
37 Watha T. Daniel Shaw Neighborhood Library

2.2.3 Principal Arterials

Georgia Avenue, NW

Georgia Avenue, US Route 29 runs north-south and continues into Maryland where it becomes MD Route 97. Georgia Avenue is classified as a primary arterial[1] and is part of the National Highway System. Georgia Avenue connects Washington, D.C to Interstate 495. It is one of the nineteen primary emergency evacuation/event routes (E routes) in Washington, D.C. and a snow emergency route. The 2002 average annual weekday traffic (AAWT) is 21,400 vehicles[2].

Figure 3. Georgia Avenue, NW Facing North

The posted speed limit is 30 miles per hour (mph) within the study area. Georgia Avenue, NW has two travel lanes in each direction with parallel parking along the curb lane. The major land use is commercial with some residential.

Florida Avenue, NW

At the southern boundary, Florida Avenue, NW is a principal arterial. The western terminus of Florida Avenue is at P Street, NW and 23rd Street, NW. It reaches its eastern terminus at H Street, N.E., and Maryland Avenue, NE. Inside the study area, Florida Avenue, NW carries three westbound lanes, and two eastbound lanes between Sherman Avenue, NW and Georgia Avenue, NW. The 2002 AAWT is 27,500 vehicles

Figure 4. Florida Avenue, NW Facing West

[1] Source: District Department of Transportation, Functional Classification Map, February 5, 2003
[2] Source: District Department of Transportation, Citywide Traffic Volume Map, 2002

2.2.2 Minor Arterials

New Hampshire Avenue, NW

Figure 5. New Hampshire Avenue, NW Facing Northeast

New Hampshire Avenue is a minor arterial beginning at the Kennedy Center and extending northeast into Maryland where it becomes Route 650.

Inside the study area, New Hampshire Avenue, NW carries two lanes in each direction with parallel on-street parking. The posted speed limit along New Hampshire Avenue, NW is 30 mph within the study area.

Sherman Avenue, NW

Sherman Avenue, NW runs north-south from its northern terminus at New Hampshire Avenue, NW to its southern end at Florida Avenue, NW. Sherman Avenue, NW is a four-lane roadway with on-street parallel parking. Due to utility work, Sherman Avenue southbound is currently reduced to one lane between Kenyon Street, NW and Irving Street and between Girard Street, NW and Fairmont Street.

Figure 6. Sherman Avenue, NW Facing North

Parking along the street within the above portions is restricted between 7:00 AM to 6:00 PM for different days. The posted speed limit is 25 mph. The 2002 AAWT is 16,000 vehicles.

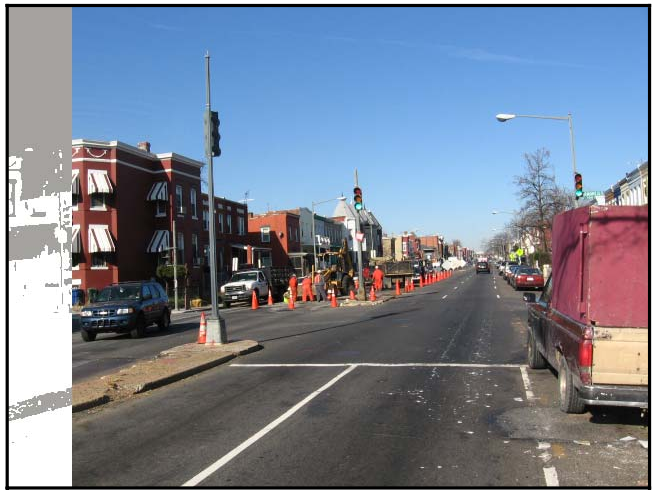


Figure 7. Sherman Avenue Southbound Utility Construction

Columbia Road, NW

Columbia Road is one-way westbound with two travel lanes from Park Place, NW to Connecticut Avenue, NW. On-street parking is allowed on the both sides of the street. The 2002 AAWT is 4,500 vehicles.

Curb parking on the south side of the street is restricted to residents with a Zone 1 permit. Parking for others is limited to two hours between 7:00 AM and 8:30 PM, Monday through Friday. On the north side of the street, parking is restricted between the hours of 7:00 AM and 4:00 PM, Monday through Friday.

The major land use along Columbia Road, NW is residential.

Figure 8. Columbia Road, NW Facing West

Harvard Street, NW

Harvard Street, NW is one-way eastbound from 16th Street, NW to 5th Street, NW. The 2002 AAWT is 5,000 vehicles.

Parking on both sides of the street is permitted for residential use with a Zone 1 permit. For all others, parking is restricted to two hours between 7:00 AM and 8:30 PM, Monday through Friday on the north side of the street, and between 9:30 AM and 4:00 PM, Monday through Friday on the south side of the street.

Figure 9. Harvard Street, NW Facing East

Figure 10. Irving Street, NW Facing West

Irving Street, NW

Irving Street, NW is one-way eastbound from Adams Mill Road to Park Place, NW. East of Park Place, NW, this street carries two-way traffic. The 2002 AAWT is 7,000 vehicles.

Between Sherman Avenue, NW and Georgia Avenue, NW parking is permitted on the north side of the street. However, the majority of this portion is restricted to Zone 1 permit holders and limits parking for all others to two hours between 7:00 AM and 8:30 PM, Monday through Friday. A short segment (30 feet) on the north side of the street at the east end is restricted to 3 hour parking between the hours of 7:00 AM and 6:30 PM, Monday through Friday. On the south side of the street, parking is restricted between 7:00 AM and 6:30 PM, Monday through Friday.

Kenyon Street, NW

Kenyon Street, NW is one-way westbound from Park Place, NW to 14th Street, NW. The 2002 AAWT is 5,100 vehicles.

On the south side of Kenyon Street, NW, parking is restricted to Zone 1 permit holders and limits all others to two hours between the hours of 7:00 AM and 8:30 PM, Monday through Friday. On the north side, parking is restricted between 7:00 AM to 9:30 AM and 4:00 PM to 6:30 PM, Monday through Friday.

Figure 11. Kenyon Street, NW

2.2.3 Collector Roads

The remaining roads within the study area are collector roads: Otis Place, NW; Newton Place, NW; Morton Street, NW; Lamont Street, NW; Hobart Place, NW; Gresham Place, NW; Girard Street, NW; Fairmont Street, NW; Euclid Street, NW; Barry Place, NW; V Street, NW; 8th Street, NW and 9th Street, NW.

2.3 Study Intersections

Traffic (vehicle, pedestrian, and bicycle) data was collected at thirteen intersections.

- Georgia Avenue, NW at New Hampshire Avenue, NW
- Georgia Avenue, NW at Park Road, NW
- Georgia Avenue, NW at Irving Street, NW
- Georgia Avenue, NW at Harvard Street, NW
- Georgia Avenue, NW at Barry Place, NW
- Georgia Avenue, NW at Bryant Street, NW
- Georgia Avenue, NW at W Street, NW
- Georgia Avenue, NW at Florida Avenue, NW
- New Hampshire Avenue, NW at Spring Road, NW
- New Hampshire Avenue, NW at Monroe Street, NW / Park Road, NW / Sherman Avenue, NW
- Sherman Avenue, NW at Kenyon Street, NW
- Sherman Avenue, NW at Columbia Road, NW
- Florida Avenue, NW at Vermont Avenue, NW

Georgia Avenue, NW at New Hampshire Avenue, NW is a six- leg intersection. The additional two legs of the intersection are formed by Rock Creek Church Road, NW. The Rock Creek Church Road legs are one-way, leaving the intersection in opposing directions. The intersection is signal controlled with two-phase movements: Georgia Avenue followed by New Hampshire Avenue. Pedestrian crossings are marked on all approaches. Both New Hampshire Avenue and Georgia Avenue are four lane roadways. A painted median separates traffic on New Hampshire Avenue. The Georgia Avenue-Petworth Metro station and adjacent bus stops generate pedestrian volume at this intersection.

Georgia Avenue, NW at Park Road, NW is an offset intersection. The intersection is controlled by a traffic signal

with two-phase movements. Pedestrian crosswalks are marked on all approaches with pedestrian signal indications.

Georgia Avenue, NW at Irving Street, NW is a three-phase signal-controlled intersection with a leading left turn phase southbound. Irving Street is one-way eastbound. Pedestrian indications and marked crosswalks are provided for all crossings. The eastbound approach of Irving Street has rumble strips for traffic calming.

Georgia Avenue, NW at Harvard Street, NW is a skewed intersection with the east approach of Harvard Avenue intersecting Georgia Avenue at a thirty degree angle. Harvard Street is one-way eastbound with two lanes. The intersection is controlled by a two-phase traffic signal with pedestrian indications and marked crosswalks.

Georgia Avenue, NW at Barry Place, NW is a T intersection controlled by a three phase traffic signal. A northbound left turn arrow follows the Georgia Avenue through movement. Barry Place, NW has one lane approach eastbound. Pedestrian signal indications and marked crosswalks are provided for all crossings. The intersection is one of the highest pedestrian volume intersections in the study area.

Georgia Avenue, NW at Bryant Street, NW is a T intersection controlled by two-phase signal. Bryant Street is one-way eastbound. Pedestrian signal indications and marked crosswalks are provided for all crossings.

Georgia Avenue, NW at W Street, NW is a T intersection controlled by a two-phase signal. W Street is one-way westbound. Pedestrian signal indications and marked crosswalks are provided for all crossings.

Georgia Avenue, NW at Florida Avenue, NW is controlled by a three-phase signal with a protected southbound left turn phase. Pedestrian signal indications and marked crosswalks are provided for all crossings. This intersection has the highest pedestrian and bicycle volumes in the study area. There are two bus stops on the southwest and northeast corners of the intersection. An additional two bus stops are located on each side of Florida Avenue, NW.

New Hampshire Avenue, NW at Spring Road, NW / Princeton Place, NW currently is a stop-controlled intersection, although it has been signal-controlled in the past. New Hampshire Avenue operates freely, and the Spring Road, NW approach is controlled by a stop sign. No vehicles approach the intersection via Princeton Place, NW, because it is one-way eastbound leaving the intersection.

New Hampshire Avenue, NW at Sherman Avenue, NW / Monroe Street, NW / Park Road, NW is a five-leg intersection controlled by two-phase signal. The fifth leg, Park Road, NW carries one-way traffic westbound out of the intersection. Pedestrian signal indications and marked crosswalks are provided for all crossings.

Sherman Avenue, NW at Kenyon Street, NW is a four-leg intersection with Kenyon Street, NW limited to one-way westbound traffic. A two-phase signal controls the intersection movements. No pedestrian signal indication is provided, but marked crosswalks are provided at all crossings.

Sherman Avenue, NW at Columbia Road, NW is signal-controlled intersection with two-phase movement. Columbia Road, NW is one-way westbound. Pedestrian phases are provided for all crossings.

Florida Avenue, NW at Vermont Avenue, NW

This intersection is a T-intersection controlled by a two-phase signal. Left turns are prohibited from northbound Florida Avenue, NW onto Vermont Avenue, NW. No pedestrian signal indication is provided for this intersection. Crosswalks are marked across Vermont Avenue, NW and across Florida Avenue, NW on the north side of the intersection.

The existing traffic controls and lane configurations for the study intersections are shown in Figures 12.1.-12.3.

Figure 12.1. Existing Traffic Control

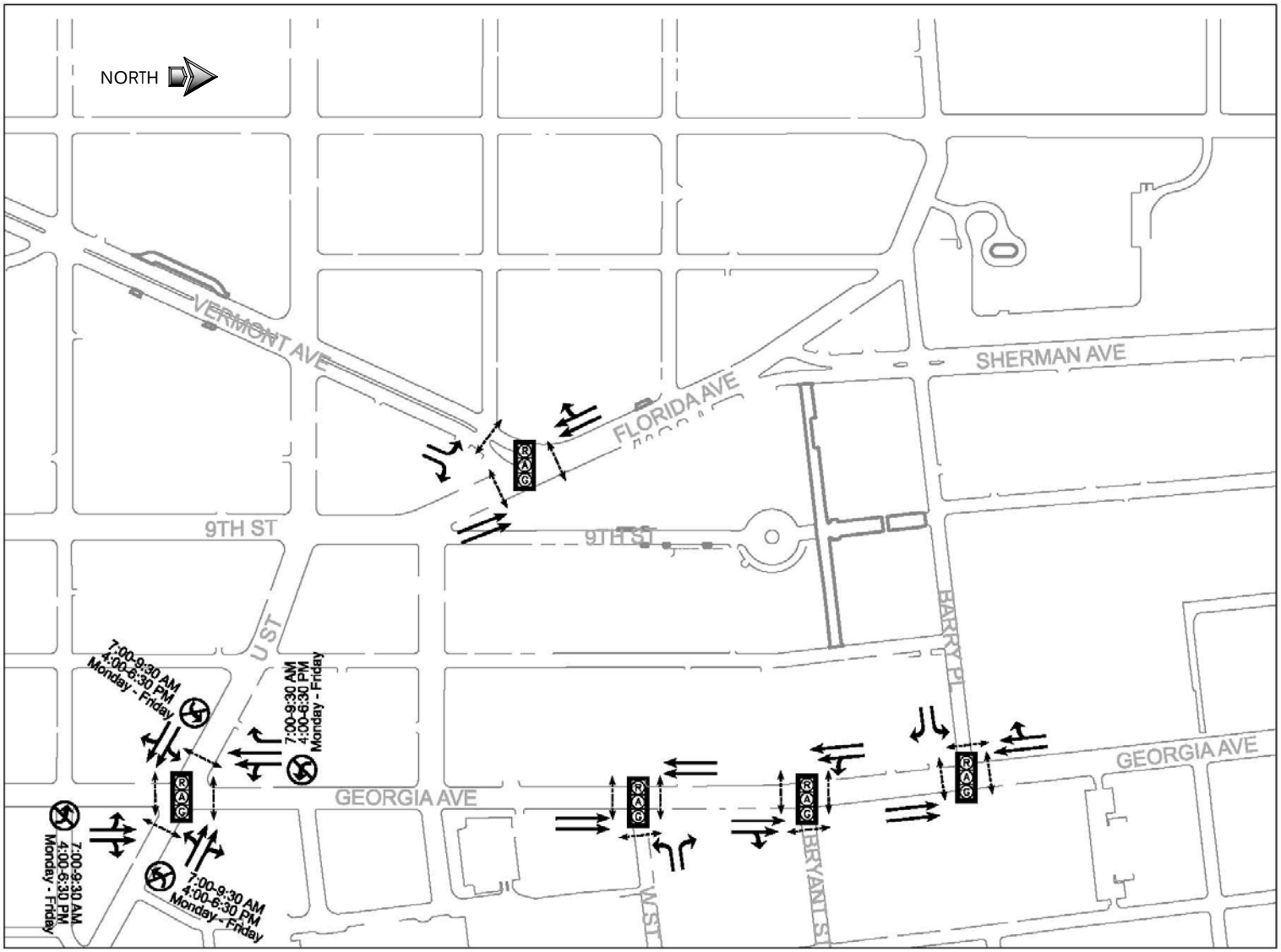


Figure 12.2. Existing Traffic Control (Continuous)

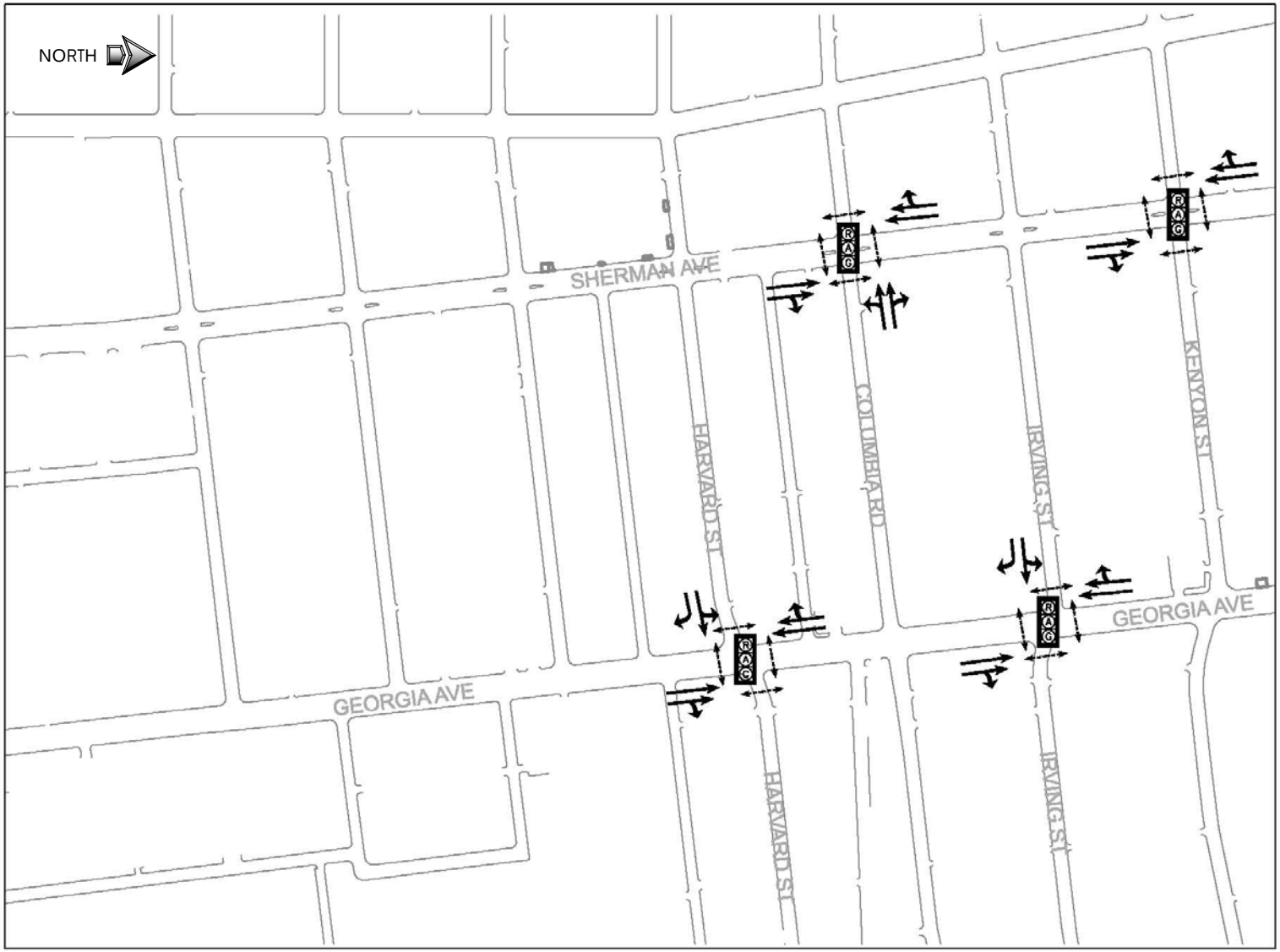
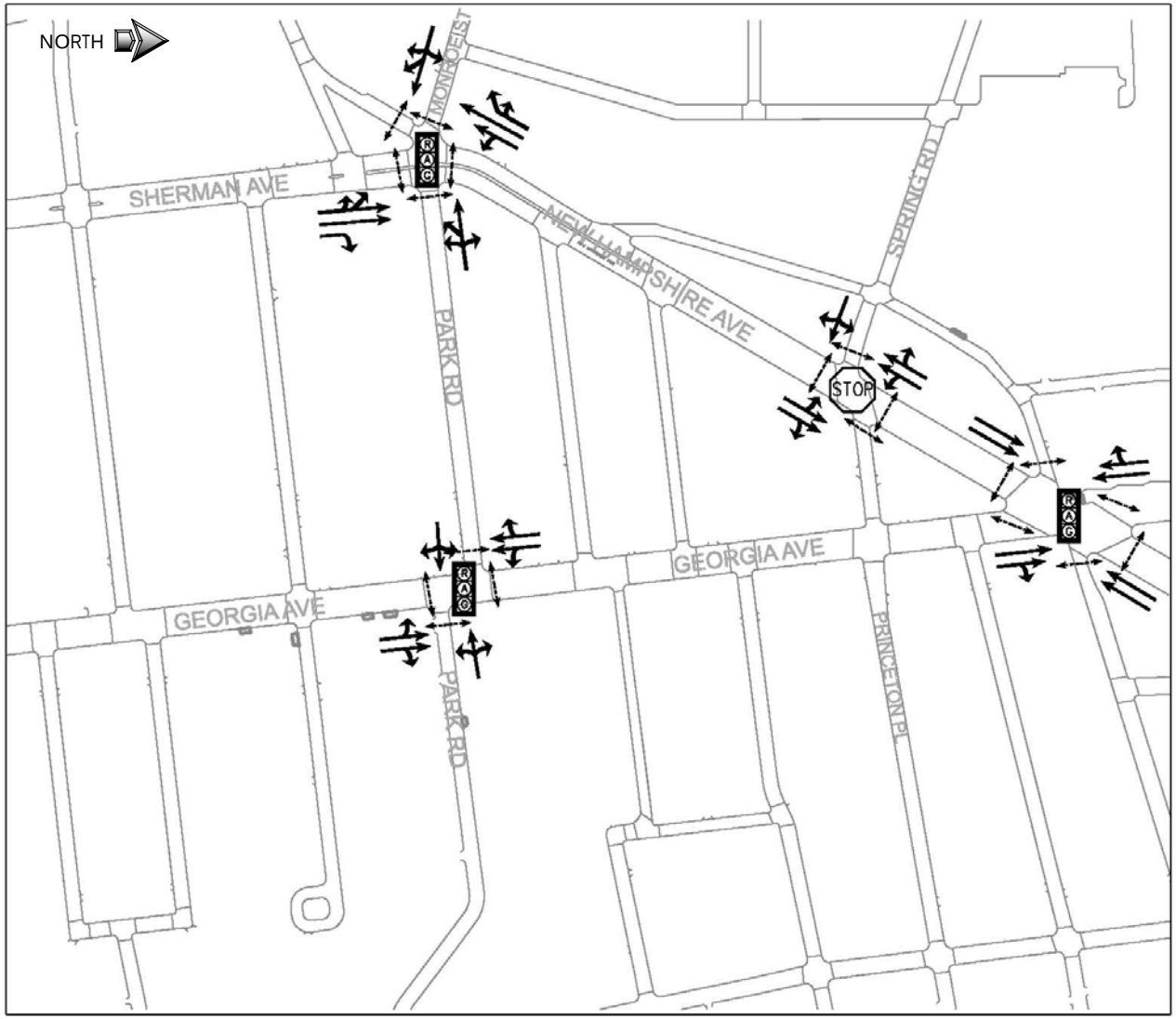


Figure 12.3. Existing Traffic Control (Continuous)



3. DATA COLLECTION AND ANALYSES

Turning movement counts were collected for midday (MD) peak, PM peak and Saturday (SAT) time periods at thirteen intersections. Seven-day automatic vehicle speed and classification counts were recorded at four locations. A parking inventory and parking demand survey were conducted along with a limited origin-destination study. Crash data was obtained from DDOT.

3.1 Turning Movement Volumes

Manual turning movement counts were conducted on Tuesday, Wednesday or Thursday from 11:00 AM to 2:00 PM for the midday counts and 3:30 PM to 6:30 PM for the PM peak counts. Saturday counts were conducted on non-holiday Saturdays from 10:00 AM to 2:00 PM. The counts included vehicle, pedestrian and bicycle movements.

Turning movement data was also obtained from a previous New Hampshire Avenue, NW traffic study completed by KLS Engineering[3]. The KLS study did not include pedestrian or bicycle volumes.

The MD and PM peak hour volumes are shown in Figures 13.1.-13.3.

The intersection approach traffic volume, pedestrian volume and bicycle volume are compared among the intersections and displayed in the volume circle diagrams depicted in Figures 14-21 for MD, PM and SAT peak hours.

The turning movement volume data indicates that the PM peak volumes are higher than MD peak volumes for all of the study intersections. The intersection of Georgia Avenue, NW at Barry Place, NW, located near Howard University, experiences the highest Saturday vehicle volume.

The areas immediately adjacent to Howard University and Howard University Hospital, as well as the intersection of Georgia Avenue, NW at Florida Avenue, NW demonstrate the highest pedestrian activity in the study area.

The highest bicycle volume is shown at the intersection of Georgia Avenue, NW and Florida Avenue, NW during the PM peak and Saturday peak periods.

[3] KLS Engineering, "New Hampshire Avenue Local Traffic Study", September, 2006.

Figure 13.1. Peak Hour Turning Movement Volume

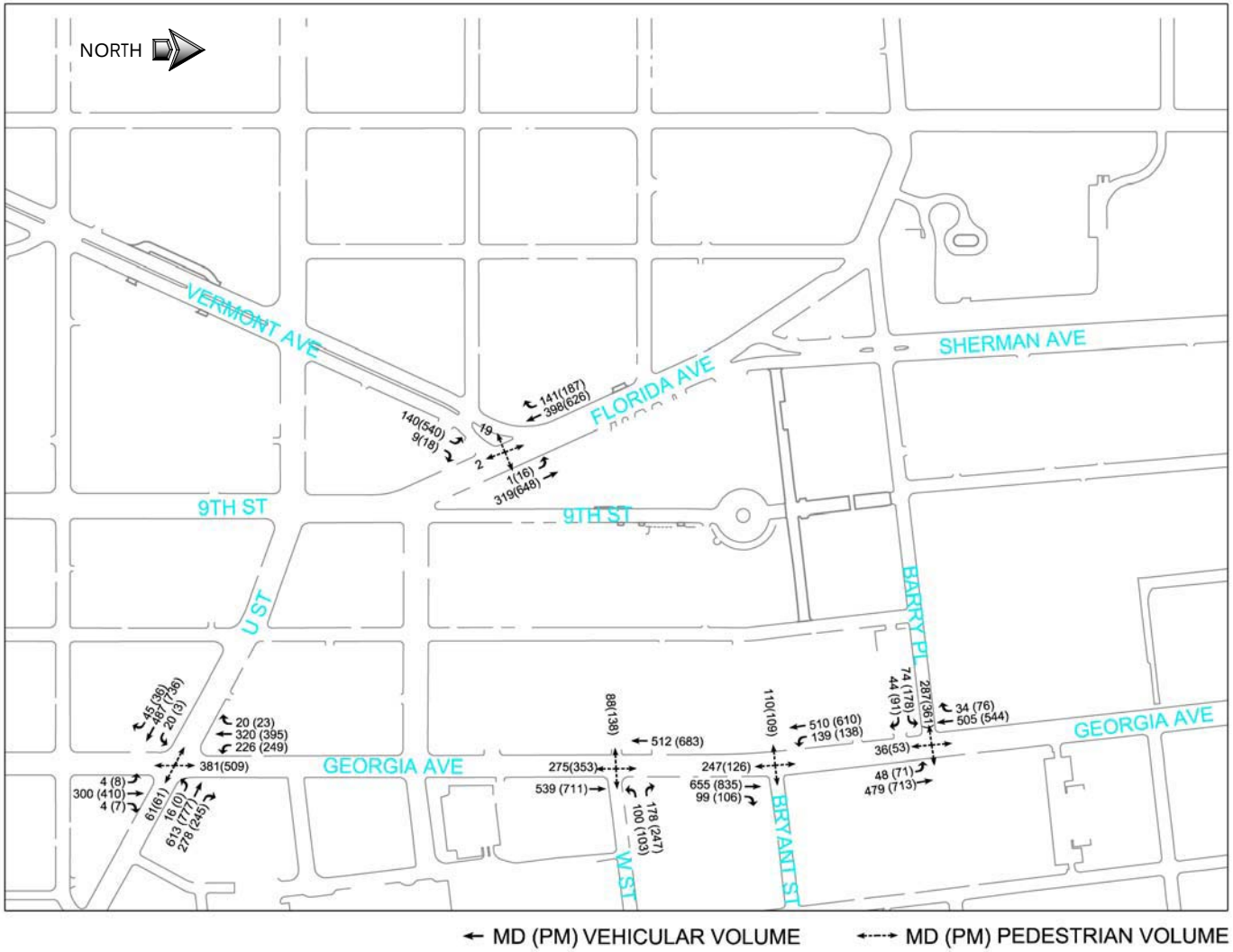


Figure 13.2. Peak Hour Turning Movement Volume (Continuous)

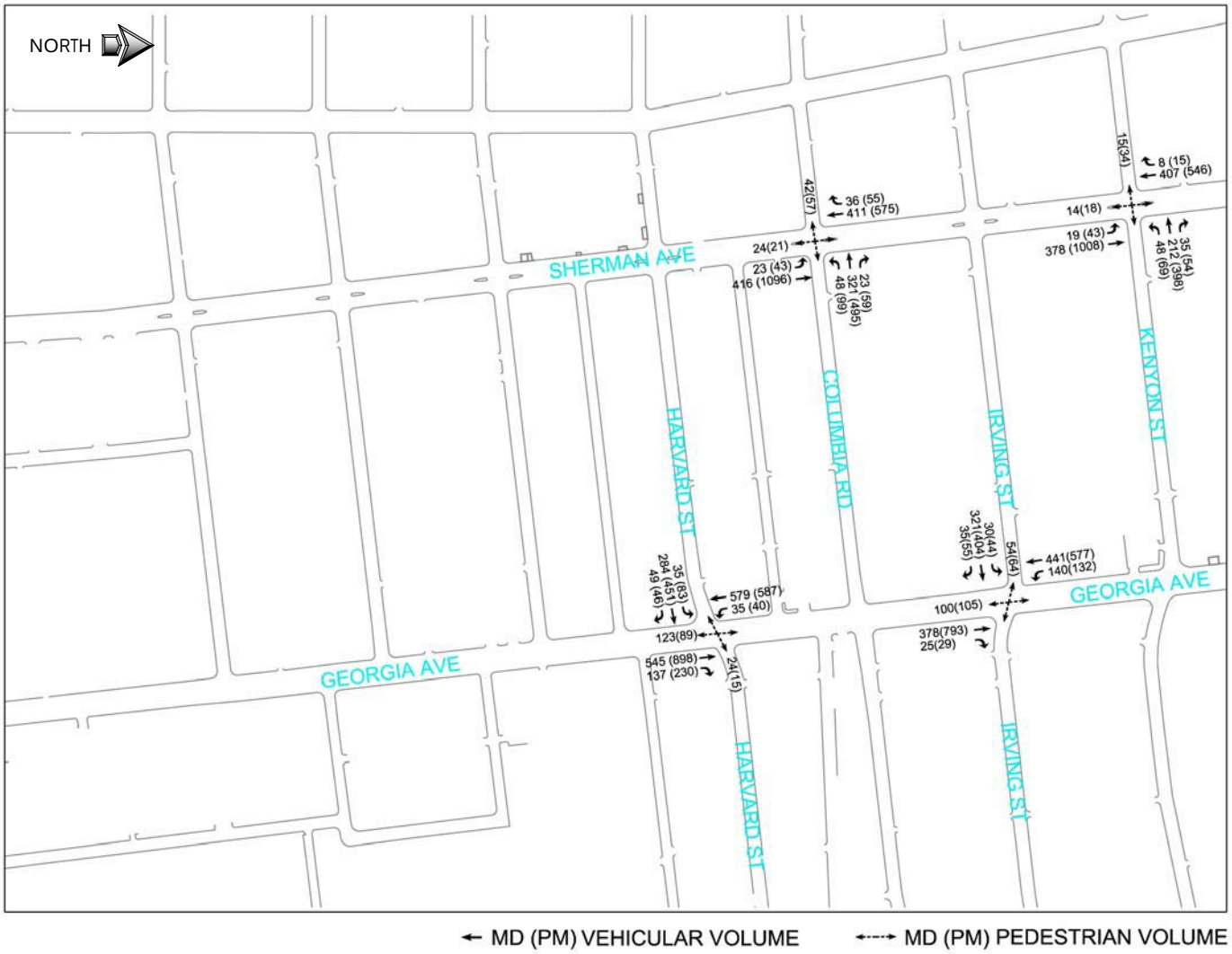
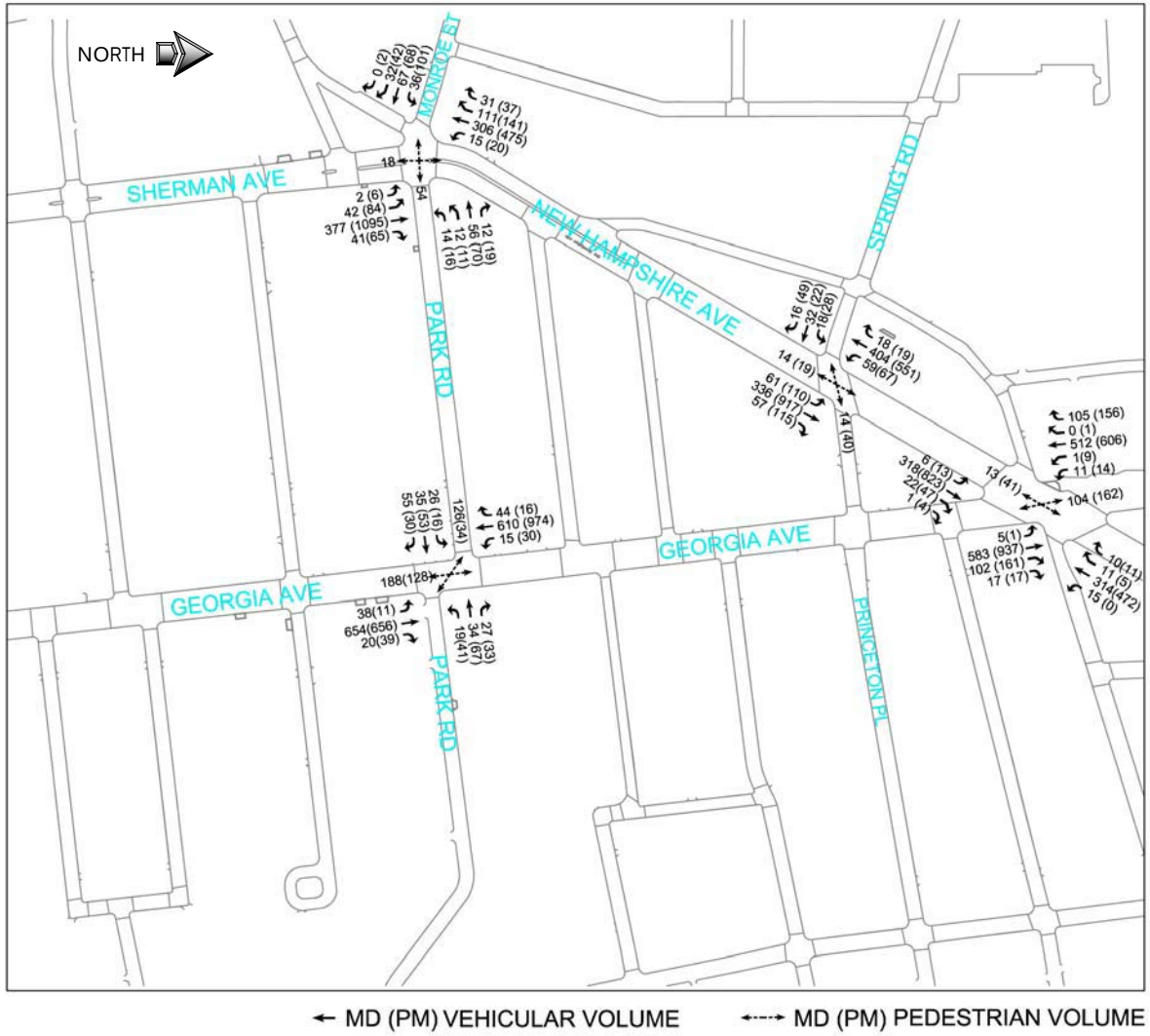


Figure 13.3. Peak Hour Turning Movement Volume (Continuous)



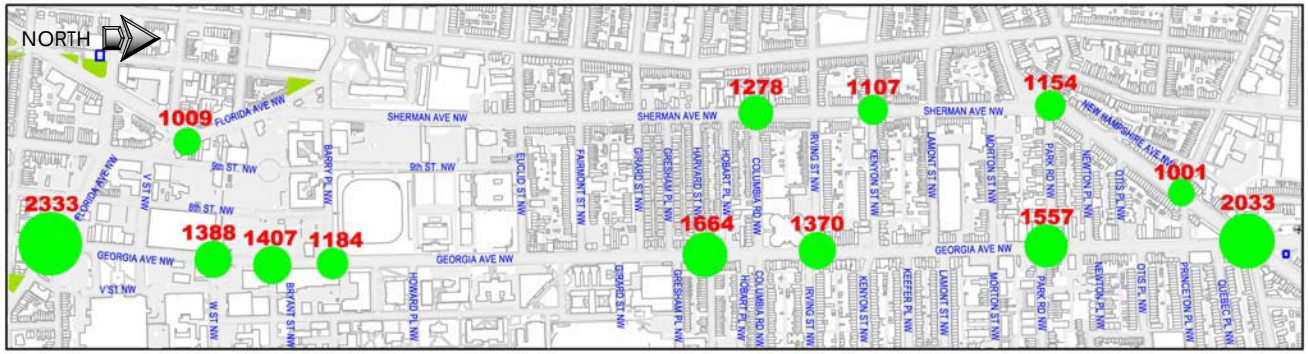


Figure 14. Midday Peak Hour Intersection Volume

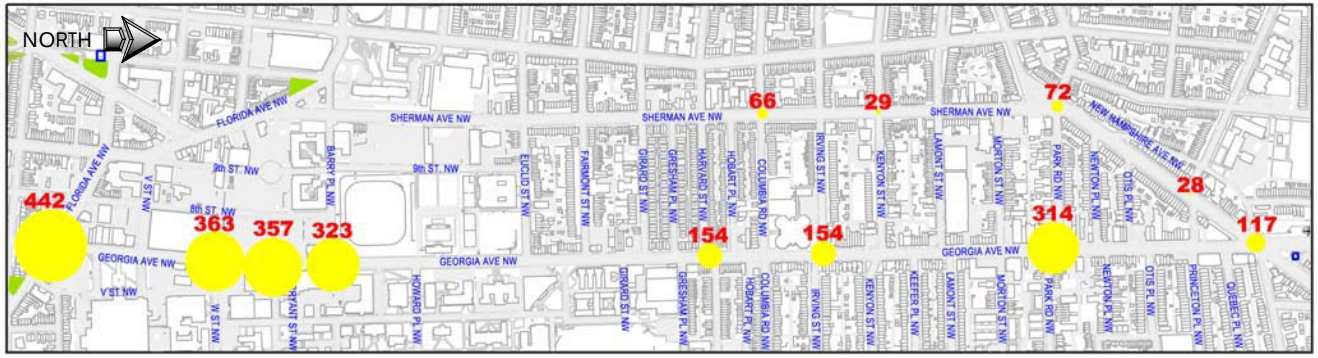


Figure 15. Midday Peak Hour Intersection Pedestrian Volume

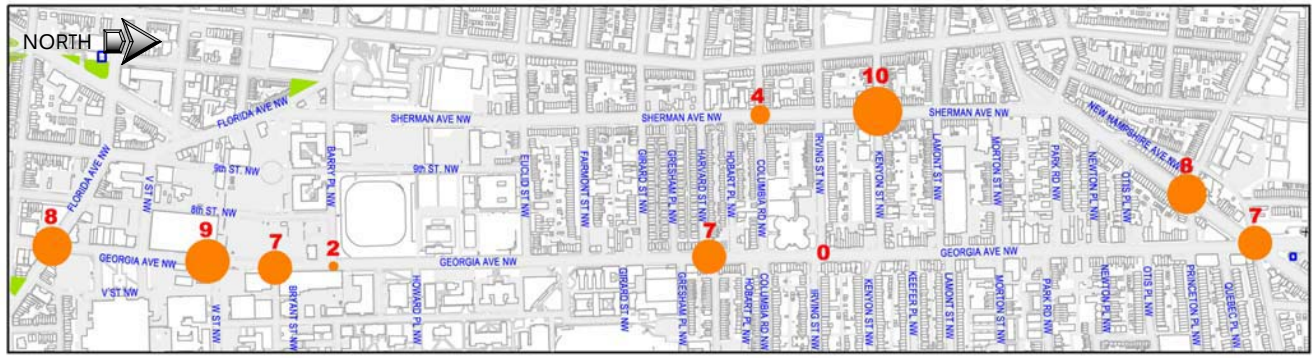


Figure 16. 2006 MD Peak Hour Intersection Bicycle Volume

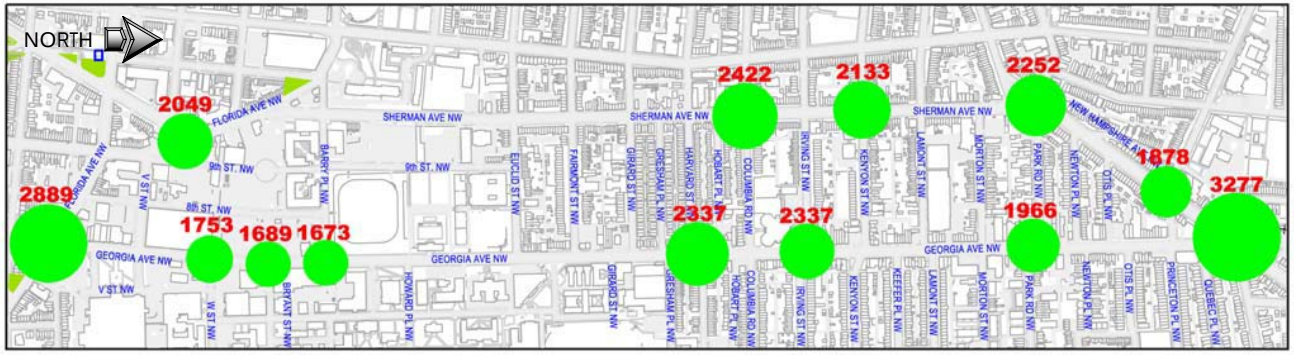


Figure 17. PM Peak Hour Intersection Volume

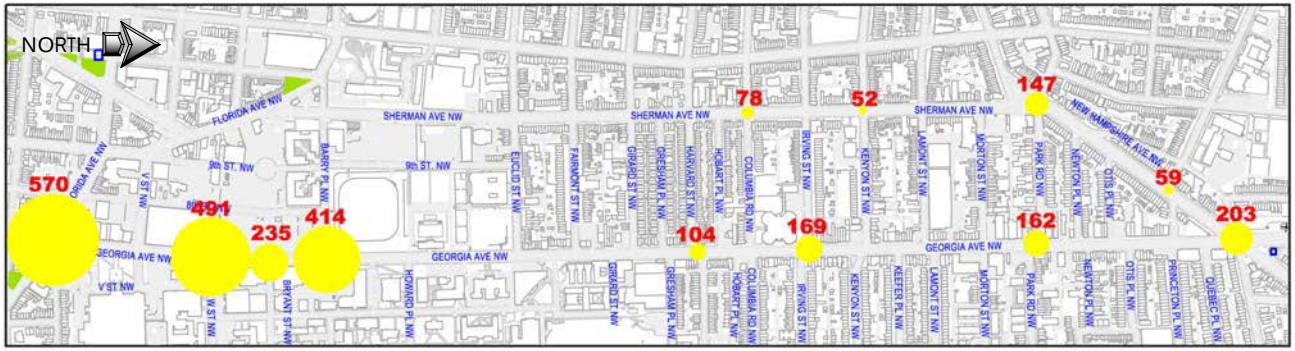


Figure 18. PM Peak Hour Intersection Pedestrian Volume

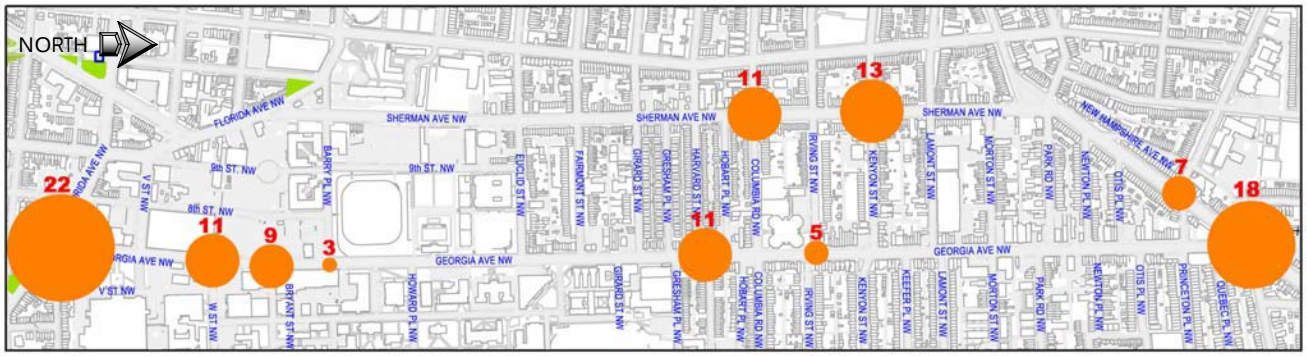


Figure 19. PM Peak Hour Intersection Bicycle Volume

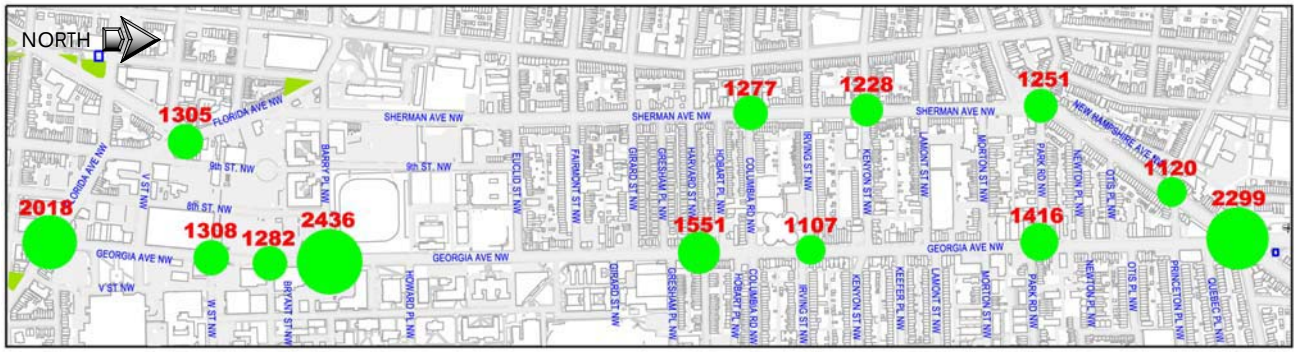


Figure 20. Saturday Peak Hour Intersection Volume

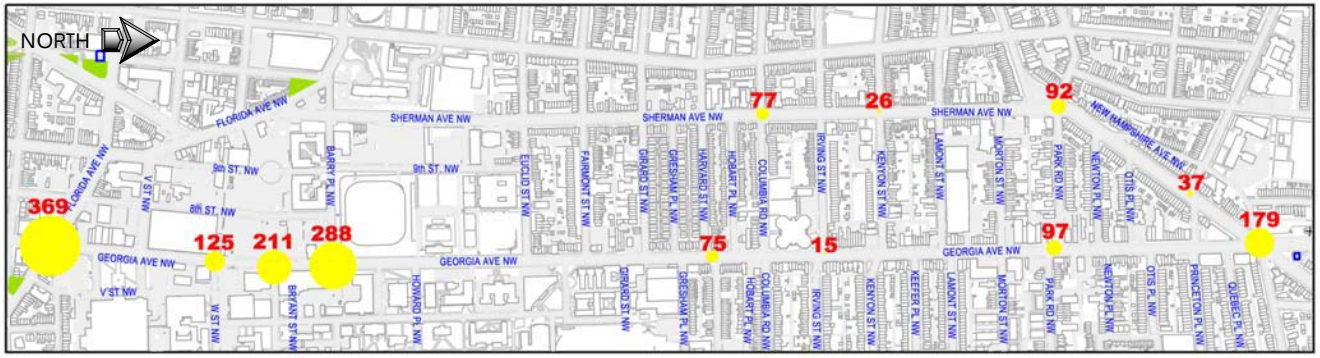


Figure 21. Saturday Peak Hour Intersection Pedestrian Volume

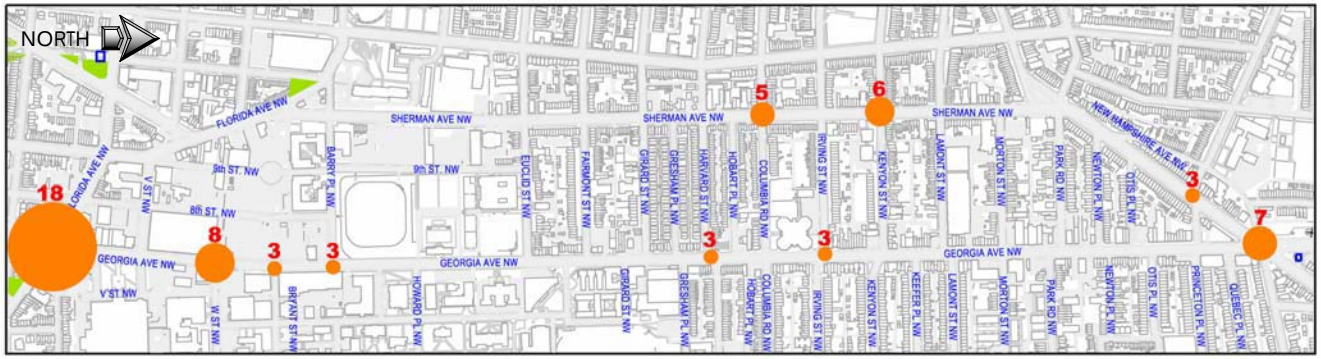


Figure 22. Saturday Peak Hour Intersection Bicycle Volume

3.2 Automatic Traffic Record (ATR)

Automatic traffic recorders were placed at four locations. For each location, 7-day continuous counts were taken during October and November, 2006. No counts were taken on national or federal holidays.

The ATR count locations are:

- 4th Street between Harvard Street, NW and Gresham Street, NW
- Sherman Avenue, NW between Euclid Street, NW and Florida Avenue, NW
- Georgia Avenue, NW Southern Section between W Street, NW and V Street, NW
- Georgia Avenue, NW Northern Section between Park Road, NW and Lamont Street, NW

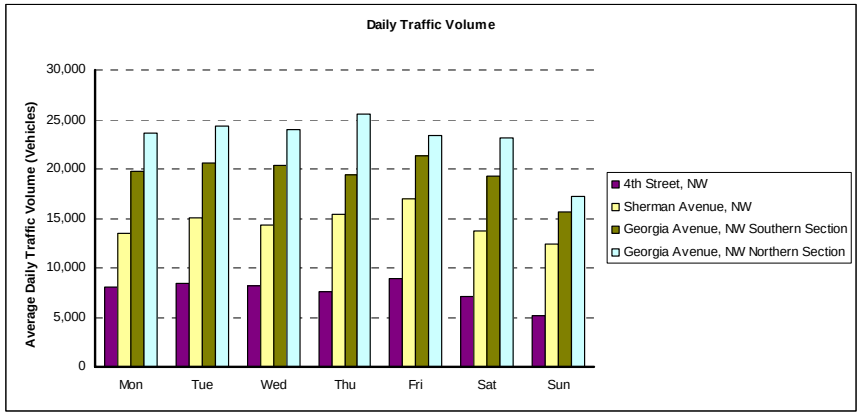


Figure 23. Daily Traffic Volume

3.2.1 Average Daily Traffic Volume

The information collected from the ATR includes traffic volume, vehicle classification, and speed. The daily traffic volumes are displayed in Figure 23.

The hourly traffic volumes from Monday to Sunday for each location are depicted in Figures 24-27. The AM peak hour is between 8:00 AM and 9:00 AM, and the PM peak hour is between 5:00 PM and 6:00 PM for all four locations.

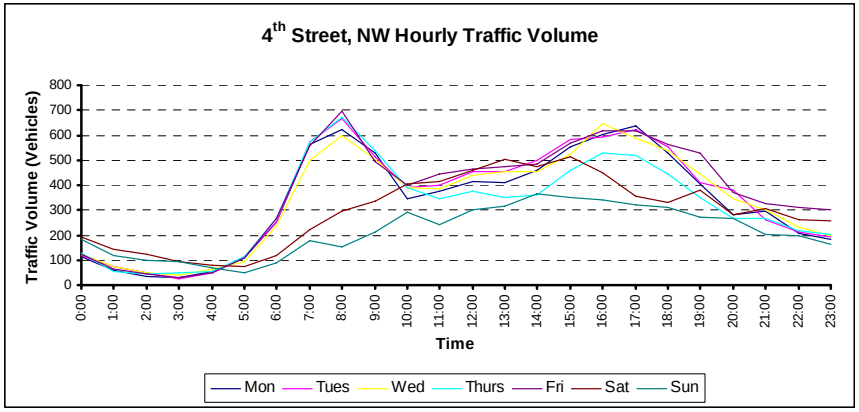


Figure 24. 4th Street, NW Hourly Traffic Volume

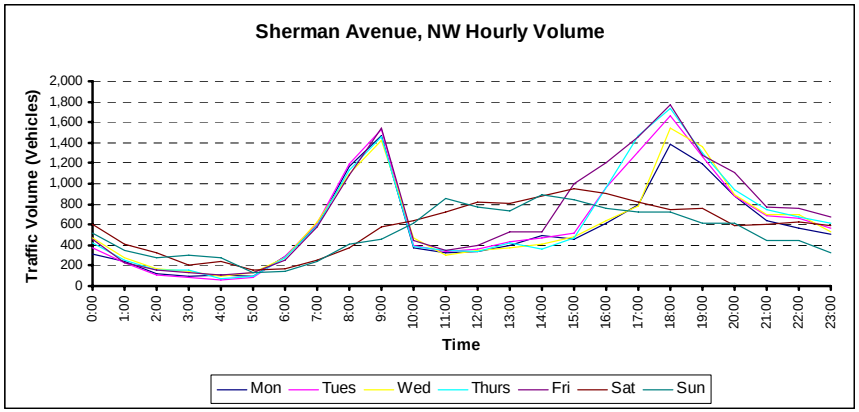


Figure 25. Sherman Avenue, NW Hourly Volume

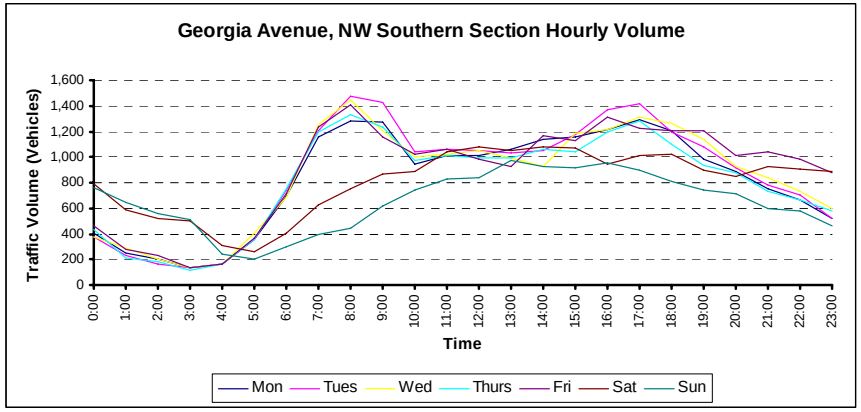


Figure 26. Georgia Avenue, NW Southern Section Hourly Volume

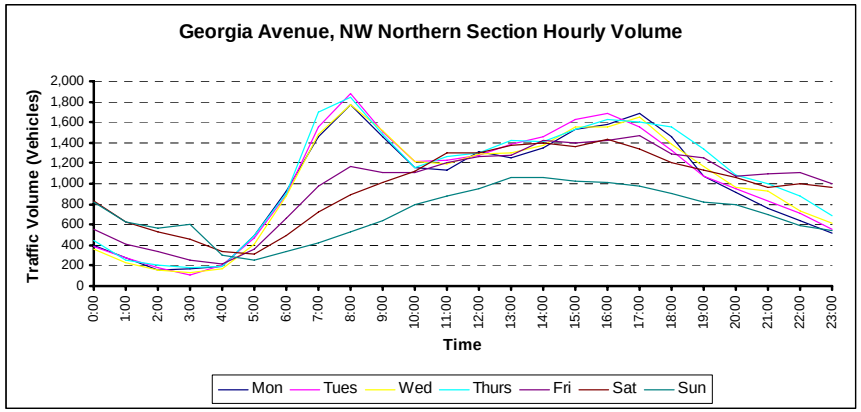


Figure 27. Georgia Avenue, NW Northern Section Hourly Volume

3.2.2 Vehicle Classification

The average weekday vehicle classification is categorized by passenger cars, motorcycles, light trucks, single unit trucks, buses, and multi-unit trucks. The percentage of heavy vehicles for each location is shown in Table 1.

Table 1. % of Heavy Vehicles

Street	% Heavy Vehicles
4th Street, NW	8%
Sherman Avenue, NW	5%
Georgia Avenue, NW Southern Section	8%
Georgia Avenue, NW Northern Section	8%

3.2.3 Speed

All of the street sections inside of the study area operate at low speeds. The posted speed limit for each roadway in the study area is shown in Table 2.

Table 2. Speed Limits

Street	Speed Limit (mph)
Georgia Avenue, NW	30
New Hampshire Avenue, NW	30
Sherman Avenue, NW	25
Florida Avenue, NW (between Barry Place, NW and V Street, NW)	25
Florida Avenue, NW (between 9th Street, NW and Georgia Avenue, NW)	30
Spring Road, NW	25
Park Road, NW	25
Monroe Street, NW	25
Kenyon Street, NW	25
Irving Street, NW	25
Columbia Road, NW	25
Harvard Street, NW	25
Barry Place, NW	25
Bryant Street	25
W Street	25
Vermont Street, NW	30
4th Street, NW	30

Average Spot Speed and 85th Percentile Spot Speed

The ATR records the speed of each vehicle passing over it. This is called the spot speed. The average speed or mean speed is computed by summing all of the individual observations and dividing by the number of observations. The middle speed of all the observations was used to represent the group speed, which in term helped to determine the 85th percentile speed.

The 85th percentile speed is defined as the speed at which 85 percent of the vehicles recorded are driving at or below. The percent of traffic driving higher than the posted speed limit was also calculated. The mean speed and 85th percentile speed data are shown in Table 3.

Table 3. Speed Data

Street	Direction	Mean Speed mph		85th Percentile Speed mph	
		Weekday	Weekend	Weekday	Weekend
4th Street, NW	NB	21.1	21.9	27.3	28.7
	SB	26.4	27.1	32.3	33.1
	Both	24.1	24.7	30.7	32.0
Sherman Avenue, NW	NB	26.8	25.7	32.5	32.3
	SB	28.3	31.5	36.2	33.3
	Both	27.4	28.8	36.9	38.0
Georgia Avenue, NW Southern Section	NB	21.4	22.7	27.3	28.4
	SB	20.5	20.3	27.4	28.3
	Both	21.0	21.4	27.4	28.4
Georgia Avenue, NW Northern Section	NB	21.9	20.3	29.6	27.8
	SB	26.2	24.6	33.1	32.6
	Both	24.1	22.6	32.1	31.3

3.3 Level of Service

Intersection level of service (LOS) was evaluated for the 13 study intersections. Both signalized and unsignalized intersections were analyzed.

LOS is a measure of the average delay experienced by each vehicle passing through an intersection. It can be measured for vehicles making each directional turning movement, using each approach leg, or as a composite average value for all vehicles using the intersection. It is reported with a letter grade designation ranging from A to F. LOS "A" represents insignificant delay (less than 10 seconds per vehicle) while LOS "F" represents significant delay. LOS D is typically considered an acceptable level of service for an urban area. The level of service is determined by the computed control delay.

The criteria of LOS for both signalized and unsignalized intersections are shown in Table 4.

Table 4. Intersection Level of Service Criteria

Intersection Control Type	Unsignalized	Signalized
Level of Service (LOS)	Control Delay (seconds)	Control Delay (seconds)
A	≥ 10	≥ 10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50	> 80

To evaluate the existing traffic conditions at the critical intersections in the study area, the Study Team used a SYNCHRO traffic model to obtain the average control delay (in seconds/vehicle) of each intersection approach during MD and PM periods. DDOT provided the SYNCHRO files for existing condition with lane configurations, signal timings, and link speed input for MD and PM periods. The MD and PM peak hour turning movement data computed from the earlier stage of this study were input into the SYNCHRO model to evaluate existing conditions. The output of average control delay from SYNCHRO models and the intersection LOS are presented in Table 5.

The data indicates that all of the critical intersections selected during the current MD and PM peak hour periods are operating at or above an acceptable LOS. The LOS for each study intersection is mapped in Figure 28.

Even though the overall performance of the critical intersections is acceptable, some of the individual approaches experience LOS lower than the minimum acceptable LOS.

Those intersection approaches with LOS of E or F are listed below:

MD Peak Hour Period

- The southbound approach of Georgia Avenue, NW at Florida Avenue, NW operates at LOS F.

PM Peak Hour Period

- The southbound approach of Georgia Avenue, NW at Florida Avenue, NW operates at LOS E.
- The eastbound approach of New Hampshire Avenue, NW at Spring Road, NW operates at LOS F.
- The westbound approach of Sherman Avenue, NW at Columbia Road, NW operates at LOS E.

Table 5. Peak Hour Vehicle Level of Service

Intersection		Control Type	Dir	MD Approach Control Delay	MD Approach LOS	MD Average Control Delay	MD Intersection LOS	PM Approach Control Delay	PM Approach LOS	PM Average Control Delay	PM Intersection LOS
Georgia Avenue, NW	New Hampshire Avenue, NW	SC	NB	17.4	B	17.5	B	17.2	B	19.6	B
			SB	16.8	B			15.6	B		
			NEB	18.2	B			25.9	C		
			SWB	18.3	B			19.8	B		
Georgia Avenue, NW	Park Road, NW	SC	EB	25.5	C	13.8	B	15.0	B	13.2	B
			WB	21.8	C			22.8	C		
			NB	12.6	B			11.4	B		
			SB	12.0	B			12.9	B		
Georgia Avenue, NW	Irving Street, NW	SC	EB	30.0	C	16.0	B	30.1	C	18.5	B
			NB	13.0	B			19.7	B		
			SB	8.8	A			9.0	A		
Georgia Avenue, NW	Harvard Street, NW	SC	EB	32.5	C	12.6	B	23.1	C	16.3	B
			NB	6.9	A			14.6	B		
			SB	7.0	A			13.1	B		
Georgia Avenue, NW	Barry Place, NW	SC	EB	39.1	D	12.8	B	41.1	D	14.2	B
			NB	9.4	A			2.1	A		
			SB	10.5	B			17.8	B		
Georgia Avenue, NW	Bryant Street, NW	SC	NB	10.5	B	9.3	A	11.0	B	7.1	A
			SB	7.9	A			2.1	A		
Georgia Avenue, NW	W Street, NW	SC	WB	54.8	D	12.8	B	38.5	D	11.8	B
			NB	4.1	A			7.0	A		
			SB	0.2	A			3.1	A		

USC - Unsignalized Control (Stop Control)

SC- Signalized Control

Table 5. Continuous

Intersection		Control Type	Dir	MD Approach Control Delay	MD Approach LOS	MD Average Control Delay	MD Intersection LOS	PM Approach Control Delay	PM Approach LOS	PM Average Control Delay	PM Intersection LOS
Georgia Avenue, NW	Florida Avenue, NW	SC	EB	15.6	B	37.6	D	23.7	C	36.3	D
			WB	18.8	B			27.6	C		
			NB	29.0	C			23.9	C		
			SB	93.6	F			72.0	E		
New Hampshire Avenue, NW	Spring Road, NW	USC	EB	28.0	D	3.1	A	293.4	F	17.1	C
			BN	1.4	A			3.1	A		
			SB	1.3	A			3.7	A		
New Hampshire Avenue, NW	Monroe Street, NW	SC	EB	24.3	C	12.8	B	44.9	D	14.5	B
			WB	19.1	B			36.4	D		
			NB	10.5	B			11.4	B		
			SB	10.4	B			6.9	A		
Sherman Avenue, NW	Kenyon Street, NW	SC	WB	22.3	C	14.0	B	28.4	C	16.1	B
			NB	11.0	B			13.4	B		
			SB	10.9	B			9.5	A		
Sherman Avenue, NW	Columbia Road, NW	SC	WB	30.5	C	17.1	B	67.9	E	30.9	C
			NB	11.2	B			19.5	B		
			SB	11.1	B			13.2	B		
Florida Avenue, NW	Vermont Avenue, NW	SC	EB	22.5	C	12.8	B	35.5	D	21.5	C
			NB	10.5	B			15.7	B		
			SB	11.5	B			16.5	B		

USC - Unsignalized Control (Stop Control)
SC- Signalized Control

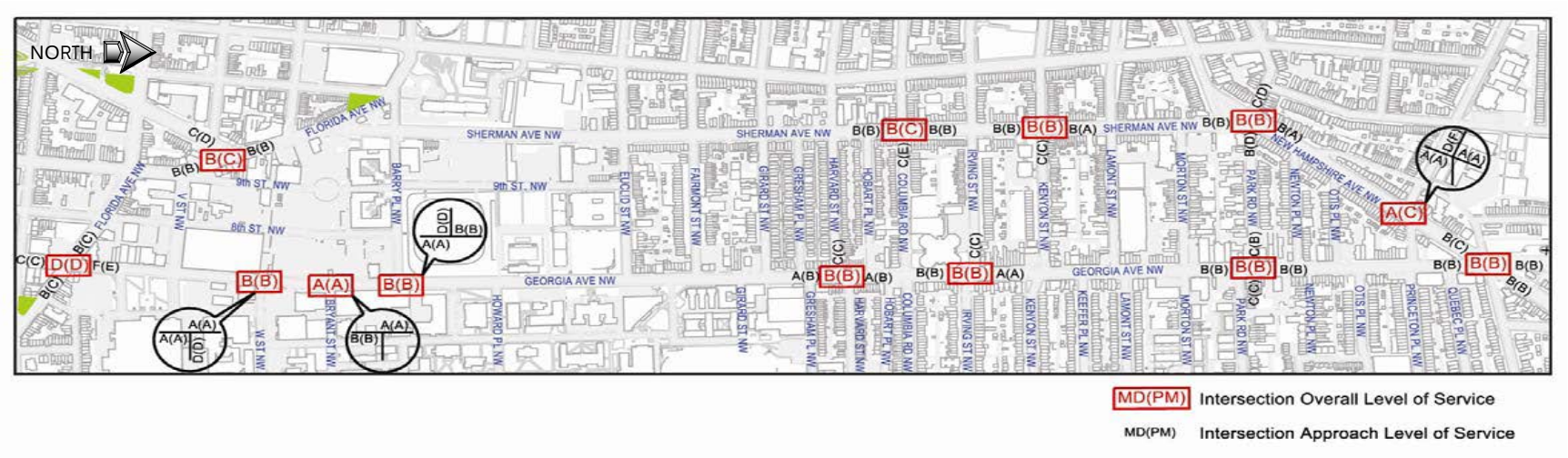


Figure 28. Existing Condition Intersection Level of Service

3.4 Intersection Approach Queue Length

The 50th percentile queue length is the average distance to the back of queue for a typical traffic signal cycle. The output calculated from the SYNCHRO models is presented in the following table.

Table 6. 50th Percentile Queue Length (in feet)

Intersection		Dir	50th Percentile Queue Length (ft) MD	PM
Georgia Ave	New Hampshire Ave	NB	165	222
		SB	143	120
		NEB	79	261
		SWB	80	118
Georgia Ave	Park Rd	EB	37	23
		WB	25	60
		NB	138	87
		SB	124	141
Georgia Ave	Irving St	EB	113	149
		NB	74	140
		SB	84	73
Georgia Ave	Harvard St	EB	110	153
		NB	82	155
		SB	83	85
Georgia Ave	Barry PL	EB	59	159
		NB	137	28
		SB	90	94

Table 6. Continuous

Intersection		Dir	50th Percentile Queue Length (ft) MD	PM
Georgia Ave	Bryant St	NB	106	151
		SB	74	16
Georgia Ave	W St	WB	143	154
		NB	56	66
		SB	0	20
Georgia Ave	Florida Ave	EB	147	345
		WB	392	300
		NB	100	82
		SBL	206	217
		SBT	77	82
New Hampshire Ave	Monroe St	EB	68	137
		WB	33	72
		NB	75	244
		SB	5	88
Sherman Ave	Kenyon St	WB	71	151
		NB	68	222
		SB	71	90
Sherman Ave	Columbia Rd	WB	225	469
		NB	77	301
		SB	75	121
Florida Ave	Vermont Ave	EB	67	341
		NB	91	196
		SB	114	175

The 50th percentile queue length for each intersection approach is also plotted in the figure below. Figure 29 provides an overall queue length comparison of the study area for MD and PM peak periods.

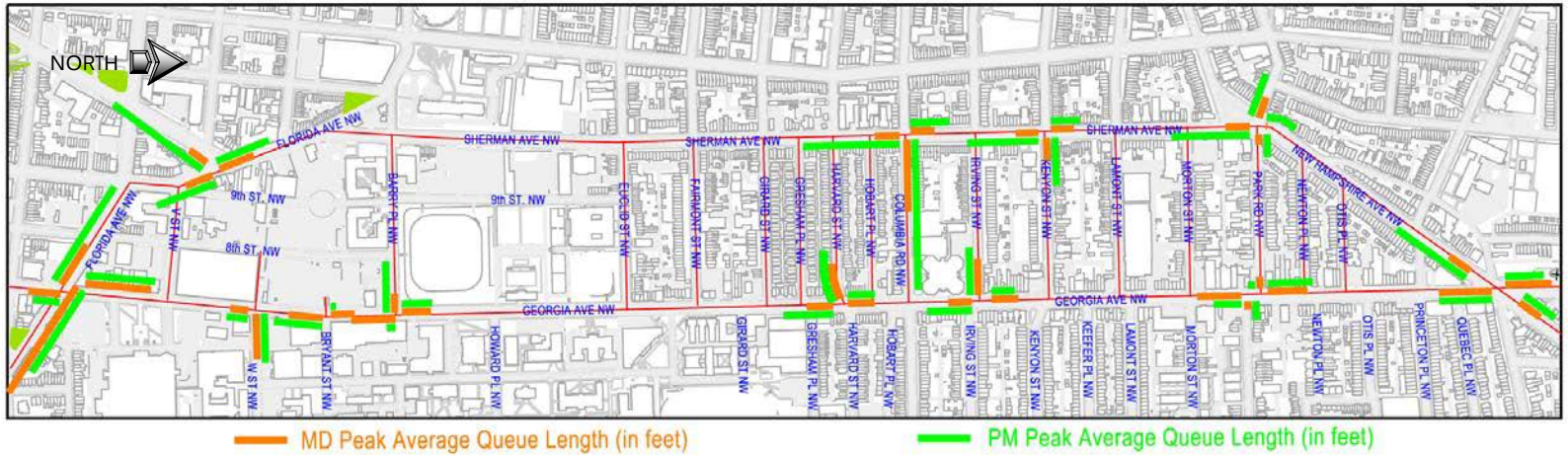


Figure 29. Queue Length Comparison in the Study Area for Existing Condition

3.5 Parking

3.5.1 Parking Inventory

On-street parking was inventoried for all arterial and collector roads in the study area. The number of parking spaces, both metered and hourly, and any parking restrictions were noted for each of the roadways inside the study area. The complete parking inventory is used to evaluate the total parking capacity on the roads.

Throughout the study area, on-street parking is restricted in some way for all of the studied roadways. The most common types of parking restrictions involve time-regulated parking in residential zones and metered parking. There are two circumstances when on-street parking is not permitted: (1) No parking due to street cleaning at a certain time or period, and (2) Absolutely no parking under any circumstance.

The metered parking is regulated by 1-, 2-, 3- and 5-hour meters.

The residential zone parking in the study area is designated as either Zone 1 or Zone 4, or overlapped, i.e., for both Zones 1 and 4.

The parking spaces restricted by meter were counted by the number of actual meters. The parking spaces restricted by distance or zone, i.e., time regulated parking, were calculated by converting the distance between parking restriction signs to the number of vehicles that could park within this distance, using an assumption of 25 feet per vehicle.

The parking inventory is shown in Figure 30 and in Tables 7-10.

3.5.2 Parking Demand

Parking demand refers to the amount of parking that would be used at a particular time, place and price. It is a critical factor in evaluating parking efficiency. The parking demand data collected for this study focused on on-street parking along Sherman Avenue, NW and Georgia Avenue, NW. To determine the weekday daily parking demand cycle, the occupancy of the available parking spaces along Sherman Avenue, NW and Georgia Avenue, NW inside the study area were counted and documented each hour between 6:30 AM and 6:30 PM on Wednesday, December 15, 2006.

Parking demand also reflects the parking adequacy, which indicates whether there is sufficient parking at a particular time and location. The ratio derived from demand versus capacity can be a good indicator to show the relationship between parking need and supply. Parking capacity is derived from the available parking spaces counted in the inventory. A ratio greater than one indicates that the parking demand in a particular location and at a particular time exceeds the parking capacity.

The parking demand versus capacity ratios are displayed in Tables 11-14.

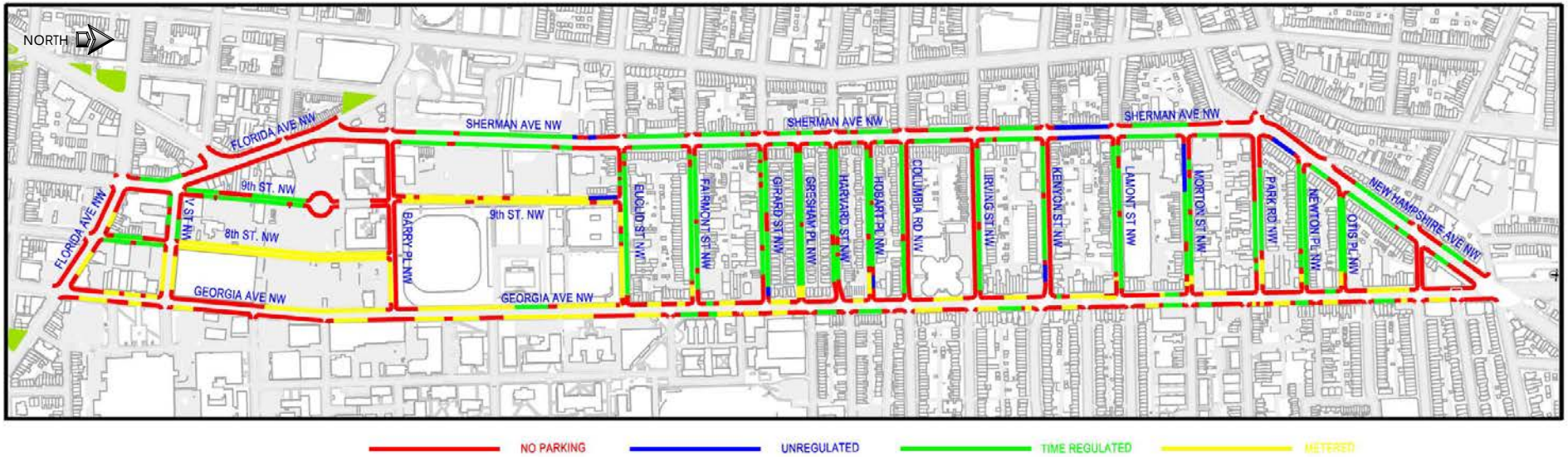


Figure 30. Parking Inventory

Table 7. 2006 Georgia Avenue, NW West Side Parking Inventory and Demand

11/15/2006

						Demand Units (Vehicles)											
				Legal Parking	Available	6:30	7:30	8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30
Georgia Avenue, NW	Between		Parking Type	Length (ft)	Vehicle Spaces	7:30	8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30
West Side	Rock Creek Church Road, NW	Princeton Place, NW	No Parking	-		0	0	0	0	0	0	0	0	0	0	0	0
	Princeton Place, NW	Otis Place, NW	3 H	213	9	3	3	4	7	5	10	5	10	10	10	10	14
	Otis Place, NW	Newton Place, NW	1 H	56	2	0	0	1	1	1	1	0	1	3	3	2	4
	Newton Place, NW	Park Road, NW	No Parking	-		0	0	2	2	1	1	3	3	3	2	3	0
	Park Road, NW	Morton Street, NW	30 min	119	4	0	3	2	4	5	4	4	2	3	3	3	0
	Morton Street, NW	Lamont Street, NW	1 H	100	4	0	1	1	1	4	6	8	5	6	5	5	5
	Lamont Street, NW	Kenyon Street, NW	1 H	199	8	0	0	2	2	4	8	3	6	5	0	9	8
	Kenyon Street, NW	Irving Street, NW	3 H	116	5	4	5	4	3	6	8	9	8	7	5	3	7
	Irving Street, NW	Columbia Road, NW	1 H	153	8	0	1	4	3	6	5	5	6	8	10	6	8
	Columbia Road, NW	Hobart Place, NW	No Parking	-		0	0	1	1	1	2	2	2	4	4	4	1
	Hobart Place, NW	Harvard Street, NW	3 H	55	2	3	3	3	4	4	3	2	5	3	3	1	1
	Harvard Street, NW	Gresham Place, NW	No Parking	-		0	0	0	2	1	1	0	1	1	2	1	2
	Gresham Place, NW	Girard Street, NW	3 H	97	4	0	0	0	0	8	5	5	6	5	6	5	6
	Girard Street, NW	Fairmont Street, NW	1 H	117	5	0	0	0	0	4	6	6	6	7	5	5	5
	Fairmont Street, NW	Euclid Street, NW	1 H	43	2	1	1	2	2	3	5	3	3	3	1	4	3
			1 H	72	3	0	1	2	2	2	2	5	5	6	4	4	4
	Euclid Street, NW	Barry Place, NW	2 H	300	12	0	3	5	15	14	15	15	15	12	13	11	14
			2 H	146	6	0	1	1	0	3	6	5	3	2	1	0	1
			2 H	494	13	0	1	9	15	16	16	16	15	11	13	12	8
	Barry Place, NW	V Street, NW	1 H	369	16	1	0	3	7	20	21	18	20	11	12	10	6
	V Street, NW	Florida Avenue, NW	2 H	10	1	0	0	1	3	5	4	2	3	1	0	0	0
			2 H	17	1	0	0	0	6	7	7	8	2	4	1	0	0
				Total	105	12	23	47	80	120	136	124	127	115	103	98	97
				% of Utilization		0.11	0.22	0.45	0.76	1.14	1.30	1.18	1.21	1.10	0.98	0.93	0.92

H - Hour
M - Meter
Z - Zone

Note: % of Utilization greater than 1 means parking demand exceeds parking capacity.

Table 8. 2006 Georgia Avenue, NW East Side Parking Inventory and Demand

11/15/2006

						Demand Units (Vehicles)											
				Legal Parking	Available	6:30	7:30	8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30
Georgia Avenue, NW	Between		Parking Type	Length (ft)	Vehicle Spaces	7:30	8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30
East Side	Rock Creek Church Road, NW	Quebec Place, NW	No Parking	-		0	0	0	0	0	0	0	0	0	0	0	0
	Quebec Place, NW	Princeton Place, NW	1 H	108	5	0	0	0	4	2	2	4	1	1	4	0	5
	Princeton Place, NW	Otis Place, NW	3 H	137	6	0	0	1	0	2	5	3	4	7	8	3	3
	Otis Place, NW	Newton Place, NW	3 H	77	4	0	1	1	2	1	2	1	4	4	3	2	4
	Newton Place, NW	Park Road, NW	1 H	16	1	1	1	1	1	1	1	1	1	1	1	1	0
			1 H	90	3	1	1	0	3	0	2	2	3	0	1	3	0
			1 H	21	1	0	0	0	1	2	1	0	1	1	0	1	0
			1 H	23	1	0	0	0	0	2	1	1	1	0	1	1	0
	Park Road, NW	Morton Street, NW	1 H	66	3	1	2	2	1	2	3	3	2	2	2	2	0
	Morton Street, NW	Lamont Street, NW	1 H	112	4	1	1	1	1	1	3	2	3	3	3	3	1
			1 H	69	3	3	2	3	2	4	6	5	5	4	5	5	5
	Lamont Street, NW	Keefer Place, NW	No Parking	-		0	0	0	0	1	1	0	0	0	0	1	0
	Keefer Place, NW	Kenyon Street, NW	1 H	81	4	0	0	2	3	3	4	3	6	4	4	5	5
	Kenyon Street, NW	Irving Street, NW	2 H (Z 1)	274	10	4	5	6	8	13	13	11	13	13	12	11	11
	Irving Street, NW	Columbia Road, NW	1 H	154	5	1	1	2	4	4	4	3	6	5	4	5	7
	Columbia Road, NW	Harvard Street, NW	2 H (Z 1)	121	5	6	6	6	5	7	6	4	6	6	5	5	5
	Harvard Street, NW	Gresham Place, NW	3 H/2 H (Z 1)	98	4	0	6	3	4	5	5	4	4	5	3	2	2
	Gresham Place, NW	Girard Street, NW	1 H	79	4	1	0	1	0	5	3	0	4	1	4	0	0
			3 H	76	4	0	0	3	3	1	3	3	6	4	4	4	0
			2 H (Z 1)	43	2	0	2	0	6	6	6	6	0	5	2	4	5
	Girard Street, NW	Fairmont Street, NW	2 H (Z 1)	90	4	5	5	5	5	5	6	6	6	6	5	6	5
	Fairmont Street, NW	Howard Place, NW	1 H	133	6	0	0	1	5	7	8	7	7	6	6	6	5
			2 H	459	19	0	1	10	18	19	19	17	20	18	20	16	8
	Howard Place, NW	Bryant Street, NW	2 H	286	11	0	0	6	11	12	11	12	12	11	10	6	9
			1 H	157	10	0	0	1	6	4	6	16	10	14	8	10	10
	Bryant Street, NW	W Street, NW	No Parking	-		0	1	0	3	6	5	3	5	3	5	0	0
	W Street, NW	V Street, NW	1 H	102	4	0	0	1	2	6	5	6	10	6	3	2	0
	V Street, NW	Florida Avenue, NW	2 H	69	2	0	0	1	3	7	5	3	4	3	3	1	1
			1 H	146	8	0	0	0	3	8	6	5	6	6	5	1	2
				Total	133	24	35	57	104	136	142	131	150	139	131	106	93
				% of Utilization		0.18	0.26	0.43	0.78	1.02	1.07	0.98	1.13	1.05	0.98	0.8	0.7

H - Hour
M - Meter
Z - Zone

Note: % of Utilization greater than 1 means parking demand exceeds parking capacity.

Table 9. 2006 Sherman Avenue, NW West Side Parking Inventory and Demand

11/15/2006

						Demand Units (Vehicles)											
				Legal Parking	Available	6:30	7:30	8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30
Sherman Avenue, NW	Between		Parking Type	Length (ft)	Vehicle Spaces	7:30	8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30
West Side	Rock Creek Church Road, NW	Spring Road, NW	2 H (Z 1/4)	136	5	7	5	7	4	5	4	4	7	5	6	7	5
	Spring Road, NW	Newton Place, NW	2 H (Z 1/4)	331	13	16	15	15	15	16	13	13	8	11	13	11	9
	Newton Place, NW	Monroe Street, NW	No Parking	-	-	8	8	9	11	7	8	8	6	6	9	9	9
	Monroe Street, NW	Park Road, NW	No Parking	-	-	3	2	0	0	1	1	0	0	0	0	0	0
	Park Road, NW	Lamont Street, NW	2 H (Z 1)	285	11	6	6	3	0	0	1	2	1	2	4	6	8
	Lamont Street, NW	Kenyon Street, NW	Unregulated	274	11	5	6	1	0	0	0	0	0	0	0	3	4
	Kenyon Street, NW	Irving Street, NW	2 H (Z 1)	176	7	3	3	0	0	0	0	0	0	0	2	3	5
	Irving Street, NW	Columbia Road, NW	2 H (Z 1)	182	7	1	0	0	0	0	0	0	0	1	1	0	3
	Columbia Road, NW	Harvard Street, NW	2 H (Z 1)	176	7	2	1	2	2	0	4	3	5	3	3	5	6
			2 H (Z 1)	16	1	1	0	0	0	0	0	0	0	0	0	1	2
	Harvard Street, NW	Girard Street, NW	2 H (Z 1)	65	3	1	1	0	0	1	0	0	3	1	3	3	2
			2 H (Z 1)	85	3	3	1	0	0	0	3	4	3	3	3	3	3
	Girard Street, NW	Fairmont Street, NW	2 H (Z 1)	33	1	1	0	0	0	0	0	0	0	0	0	0	1
			2 H (Z 1)	198	8	7	2	0	0	0	0	0	0	0	0	0	0
	Fairmont Street, NW	Euclid Street, NW	2 H (Z 1)	292	12	11	7	0	0	0	0	0	0	0	0	0	2
	Euclid Street, NW	Barry Place, NW	3 H	576	23	2	1	0	0	0	0	2	1	3	1	1	1
			3 H	192	8	0	0	0	0	0	0	0	0	0	0	0	0
	Barry Place, NW	Florida Avenue, NW	No Parking	-	-	0	0	0	0	0	1	0	0	0	0	0	0
	Florida Avenue, NW	W Street, NW	No Parking	-	-	0	0	0	0	0	0	14	13	13	0	9	9
	W Street, NW	Vermont Avenue, NW	No Parking	-	-	14	14	13	14	14	14	0	1	0	9	2	6
	Vermont Avenue, NW	U Street, NW	2 H	164	7	0	0	0	1	2	4	3	7	6	6	6	7
				Total	127	91	72	50	47	46	53	53	55	54	60	69	82
				% of Utilization		0.72	0.57	0.39	0.37	0.36	0.42	0.42	0.43	0.43	0.47	0.54	0.65

H - Hour
M - Meter
Z - Zone

The SB inner lane was closed due to construction. Parking on the SB outside lane was prohibited between 7:00 am - 6:00 pm from 11/14/06 to 11/17/06.

Note: % of Utilization greater than 1 means parking demand exceeds parking capacity.

Table 10. 2006 Sherman Avenue, NW East Side Parking Inventory and Demand

11/15/2006

						Demand Units (Vehicles)											
				Legal Parking	Available	6:30	7:30	8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30
Sherman Avenue, NW	Between		Parking Type	Length (ft)	Vehicle Spaces	7:30	8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30
East Side	Rock Creek Church Road, NW	Princeton Place, NW	2 H (Z 1/4)	84	3	3	4	3	0	0	1	2	3	3	3	3	4
	Princeton Place, NW	Otis Place, NW	2 H (Z 1/4)	60	2	2	1	0	0	0	1	4	8	3	2	10	3
			2 H (Z 1/4)	292	12	8	6	0	0	0	2	2	0	6	6	2	11
	Otis Place, NW	Newton Place, NW	2 H (Z 1)	106	4	2	1	1	1	1	1	2	0	0	1	5	2
	Newton Place, NW	Park Road, NW	Unregulated	134	5	6	6	3	2	2	4	4	3	2	1	1	6
	Park Road, NW	Morton Street, NW	2 H (Z 1)	112	4	3	5	5	6	4	4	4	4	3	1	2	2
	Morton Street, NW	Lamont Street, NW	2 H (Z 1)	252	10	8	5	10	8	7	8	8	6	6	7	2	5
	Lamont Street, NW	Kenyon Street, NW	Unregulated	213	9	10	10	9	9	6	6	7	9	9	9	5	7
	Kenyon Street, NW	Irving Street, NW	2 H (Z 1)	192	8	9	9	9	8	8	9	9	9	8	9	5	2
			2 H (Z 1)	39	2	2	2	2	2	3	2	2	1	1	2	2	7
	Irving Street, NW	Columbia Road, NW	2 H (Z 1)	181	7	9	10	9	9	9	7	10	6	7	8	9	9
	Columbia Road, NW	Hobart Place, NW	2 H (Z 1)	36	1	2	2	2	2	2	2	2	2	2	2	1	1
	Hobart Place, NW	Harvard Street, NW	2 H (Z 1)	27	1	1	2	1	1	2	2	2	1	1	1	2	3
	Harvard Street, NW	Gresham Place, NW	2 H (Z 1)	76	3	2	4	4	4	4	4	4	4	4	4	5	4
	Gresham Place, NW	Girard Street, NW	2 H (Z 1)	76	3	4	3	3	2	4	3	4	4	3	5	4	3
	Girard Street, NW	Fairmont Street, NW	2 H (Z 1)	221	9	8	9	9	9	7	7	7	6	5	8	9	8
	Fairmont Street, NW	Euclid Street, NW	2 H (Z 1)	150	6	11	10	10	9	8	9	10	9	8	9	9	9
	Euclid Street, NW	Barry Place, NW	3 H	64	3	0	2	3	3	3	3	4	4	4	4	4	1
			3 H	473	19	4	2	11	11	16	16	13	15	13	13	9	9
			2 H (Z 1)	234	9	0	0	4	9	12	11	11	10	5	4	4	1
	Barry Place, NW	V Street, NW	No Parking	-	-	0	0	0	1	2	3	5	3	1	1	0	0
	V Street, NW	U Street, NW	No Parking	-	-	1	0	0	0	0	0	1	0	0	0	0	0
				Total	120	94	93	98	95	98	102	111	104	93	99	93	97
				% of Utilization		0.78	0.78	0.82	0.79	0.82	0.85	0.93	0.87	0.78	0.83	0.78	0.81

H - Hour
M - Meter
Z - Zone

Note: % of Utilization greater than 1 means parking demand exceeds parking capacity.

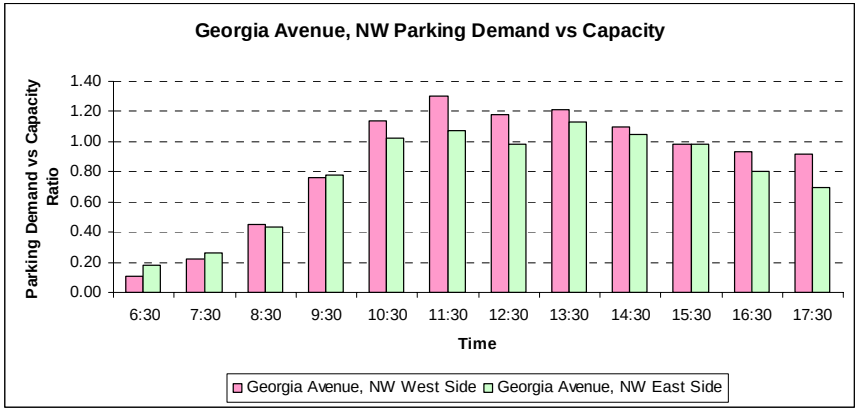


Figure 31. Georgia Avenue, NW Parking Demand vs. Capacity
(Ratio > 1 means parking demand exceeds parking capacity)

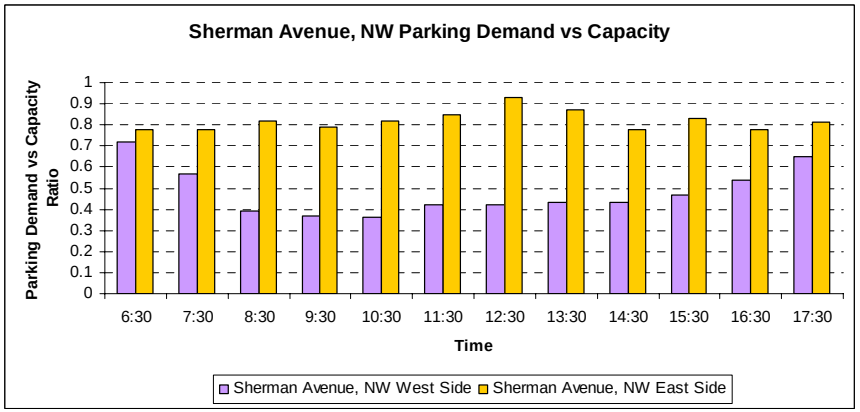


Figure 32. Sherman Avenue, NW Parking Demand vs. Capacity
(Ratio > 1 means parking demand exceeds parking capacity)

Note: Sherman Avenue, NW west side parking was affected by local construction work that restricted on-street parking on the west side of the street from 7:00 AM to 6:00 PM when the parking demand data was collected.

3.6 Transit Facilities

There are a number of public transportation modes serving the study area.

Metrobus routes 70, 71, 66, 68, serve the study area and travel in the north-south direction. Metrobus routes H1, H2, H3, H4, H8, X3, travel east-west. Metrorail has two stops located on either end of the study area. To the north is the Georgia Avenue - Petworth Station, located near the intersection of Georgia Avenue, NW and New Hampshire Avenue, NW. To the south is the African-American Civil War Memorial / Cardozo Station, located at U Street, NW and 11th Street, NW.

Figure 33 depicts the metro map which encompasses the study area.

Bus

The 70, 71 route, called "Georgia Avenue and 7th Street Line," runs through Georgia Avenue, NW in both directions. At the northern end of this line is the Silver Spring Station, which is adjacent to the DC / Maryland border. The southern end of the line is located at Buzzard Point Station, which is north of the Anacostia River. The 70, 71 route stops at three locations inside the study area: Georgia Avenue, NW at New Hampshire Avenue, NW; Georgia Avenue, NW at Irving Street, NW; and Georgia Avenue, NW at Florida Avenue, NW. During the weekday, the travel time scheduled between stations is displayed in Table 11.

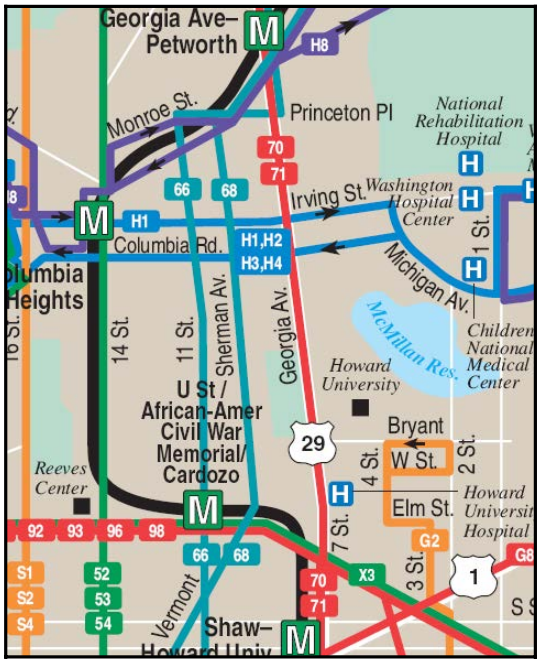


Figure 33. Metro Map

Table 11. Weekday Bus Routes 70, 71 Travel Time

Weekday Routes 70, 71 Travel Time	Georgia Avenue, NW at New Hampshire Avenue, NW	Georgia Avenue, NW at Irving Street, NW	Georgia Avenue, NW (or 7th Street, NW) at Florida Avenue, NW
Southbound	3-5 minutes		4-7 minutes
Northbound	3-6 minutes		5-10 minutes

The 66, 68 route, called the "Petworth - 11th Street Line" starts from its northern terminus at the Georgia Avenue - Petworth Station, located at the intersection of Georgia Avenue, NW at Quincy Street, NW. Its southern terminus is at the "Federal Triangle Station", which is near 10th / 12th

Street, NW at Constitution Avenue, NW. In the study area, only route 68 serves Sherman Avenue, NW.

Route 66 does not go through the study area. Route 66 runs along 11th Street, NW, which is parallel to Sherman Avenue, NW. Routes 66 and 68 diverge at the intersection of New Hampshire Avenue, NW at Monroe Street, NW and converge at the intersection of 11th Street, NW at Vermont Avenue, NW.

Route 68 starts at the Georgia Avenue - Petworth Station and makes one stop at Sherman Avenue, NW at Irving Street, NW. Its next stop is at Vermont Avenue, NW at U Street, NW, which is located just outside and southwest of the study area. The scheduled weekday travel time between stations is shown in Table 12.

Table 12. Weekday Bus Route 68 Travel Time

Weekday Route 68 Travel Time	Georgia Avenue - Petworth Station	Sherman Avenue, NW at Irving Street, NW	Vermont Avenue, NW at U Street, NW
Southbound	4-5 minutes		4-5 minutes
Northbound	4-5 minutes		4-5 minutes

Metrorail Facilities

The Metrorail Green Line running between the Greenbelt and Branch Avenue Stations has three stops located near the study area. The U Street / African-American Civil War Memorial / Cardozo Station is at the southern end of the study area border. The Columbia Heights Station is located at 14th Street, NW and Irving Street, NW, on the west side of the study area. The Georgia Avenue - Petworth Station is at Georgia Avenue, NW and New Hampshire Avenue, NW at the north end of the study area.

3.7 Bicycle Facilities

Currently in the study area bicyclists must share lanes with motor vehicles or ride on the sidewalk. Along the eastern edge of the study area, bike lanes have been installed on 4th Street and Warder Street NW. It can be dangerous for bicyclists to share lanes, especially when are in the flow of traffic between moving and parked vehicles.

Mixing bicycles and pedestrians on a limited sidewalk area can also be dangerous. The bicycle route map representing current bicycle facilities is found in the District of Columbia Bicycle Master Plan. The bicycle route map inside the study area is enlarged and shown in Figure 34. The New Hampshire Avenue, NW, Lamont Street, NW, Kenyon Street, NW, Columbia Road, NW and Harvard Street, NW are signed bicycle routes. A signed bicycle route is typically designated along more lightly traveled residential or secondary roads and is indicated by signs with or without a specific route number.

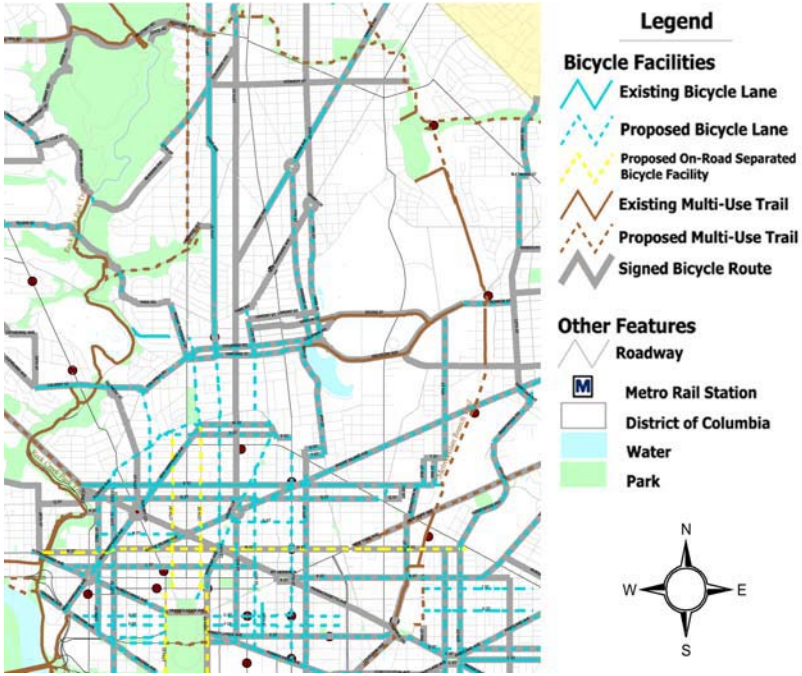


Figure 34. Bicycle Facilities

Signed bicycle routes are often utilized to direct bicyclists to less-congested roadways that may follow the same general corridor as more heavily traveled arterial highways.

The demand for bicycle use in the study area can be found from the bicycle user percentage map[4] shown on the left. Figure 35 indicates the percentage of people who commute by bicycle within the area. In the central part of the study area, the percentage of people who prefer to commute by bicycle is higher than the other parts in the study area.

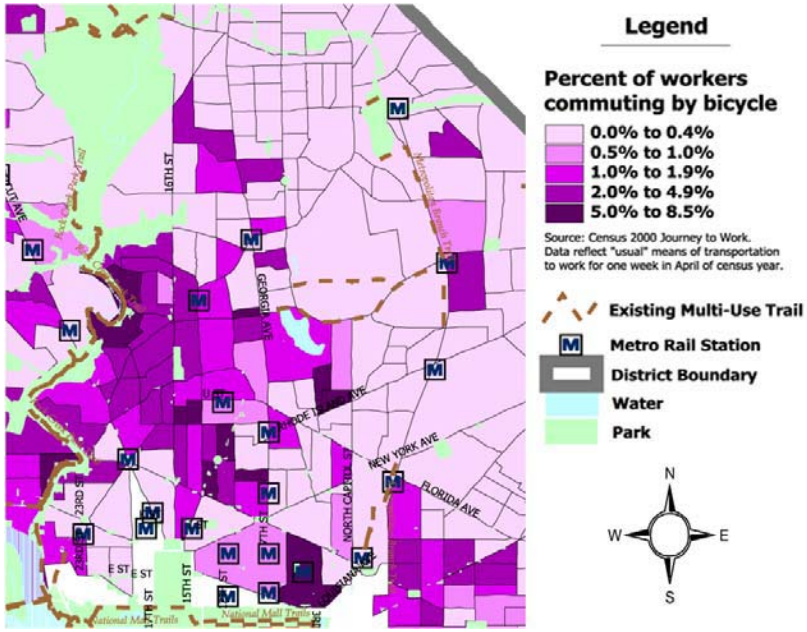


Figure 35. Percentage of Bicycle Commuters

Bicycle Level of Service

The Bicycle level of service (BLOS) is an evaluation of bicyclists' perceived safety and comfort with respect to vehicular traffic while traveling in a roadway corridor. The statistically calibrated mathematical equation entitled the Bicycle LOS Model (Version 2.0) is to be used for the evaluation of bicycling conditions in shared roadway environments in the District of Columbia Bicycle Master Plan. Criteria used to calculate BLOS are shown below in Table 13.

[4] Source: District of Columbia Bicycle Master Plan, Bicycle Commuting Percentage Map, April, 2005

BLOS in the study area is determined for existing conditions and is referenced from the District of Columbia Bicycle Master Plan. BLOS within the study area is shown in Figure 36.

Table 13. Bicycle Level of Service Criteria

Bicycle Level-of-Service Categories

LEVEL-OF-SERVICE	Bicycle LOS Score
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

BLOS rating "A" represents the most suitable conditions for bicycling and BLOS rating "F" represents the most unfavorable. For urban areas, BLOS "D" is considered the least acceptable rating. As evidenced on Figure 36, the majority of the portions of Georgia Avenue, NW, Sherman Avenue, NW and New Hampshire Avenue, NW are currently experiencing BLOS D.

Georgia Avenue, NW, between Euclid Street, NW and Florida Avenue, NW, is shown as BLOS E. In addition, Harvard Street, NW, Columbia Road, NW and Irving Street, NW inside of the study area all share a BLOS E rating. Florida Avenue, NW between W Street, NW and U Street, NW has a BLOS F rating.

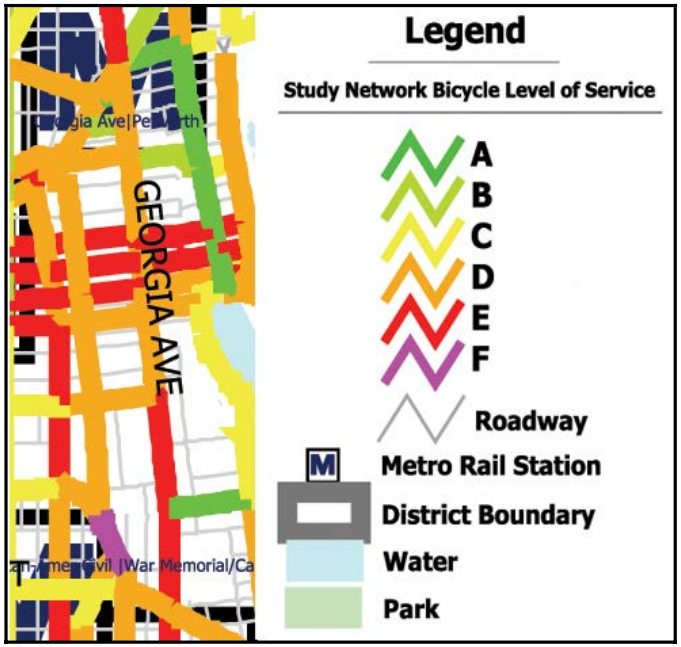


Figure 36. Bicycle Level of Service

3.8 Pedestrian Facilities

Most of the areas along the streets running east-west inside of the study area are residential. Sherman Avenue, NW is primarily residential with sporadic commercial sites. Georgia Avenue, NW has high pedestrian activity because its major land use is primarily commercial and academic, mixed with residential areas. One indicator of pedestrian facility capability and pedestrian friendliness is the width of the sidewalks. This measure is depicted in Figure 37.

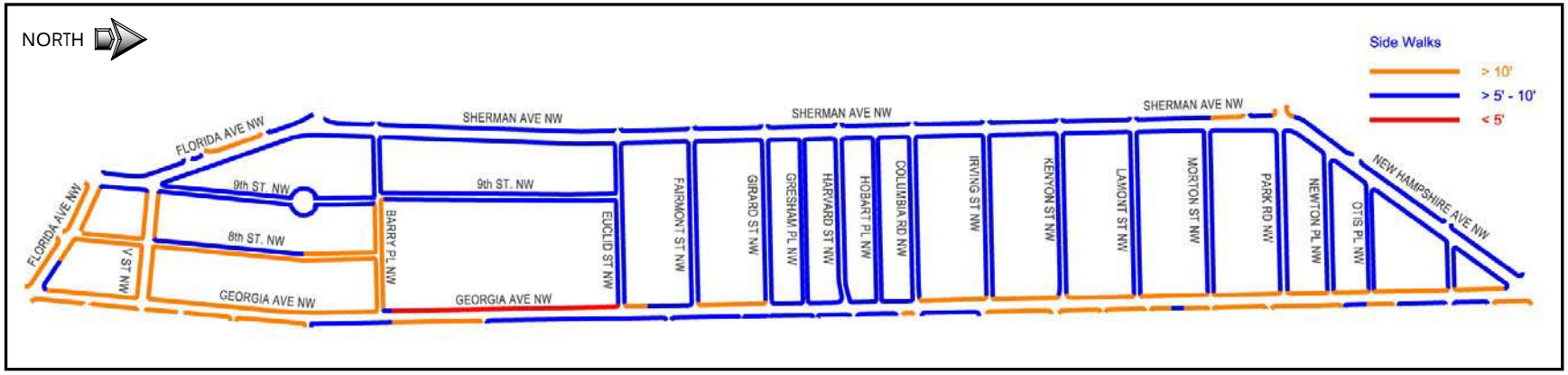


Figure 37. Sidewalk Widths

3.9 Crash Data

To assess the safety conditions in the study area, the Study Team obtained accident summary reports for 2003 – 2005 for intersections along Sherman Avenue, NW and Georgia Avenue, NW. The accident summary reports listed accidents by collision type(s), and the time of the occurrence.

The data indicates that 2004 had more accidents than either 2003 or 2005 for both of the two corridors. The total number of injuries on both corridors showed an increase each year from 2003 to 2005.

Table 14. Georgia Avenue, NW Crash Data 2003-2005

Intersection		2003		2004		2005	
		Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
Georgia Avenue, NW	*New Hampshire Avenue, NW*	5	6	12	3	6	2
	Princeton Place, NW	8	4	6	7	5	3
	Otis Street, NW	0	0	2	2	0	0
	Park Road, NW	16	5	10	3	14	7
	Morton Street, NW	10	2	12	6	6	2
	Lamont Street, NW	11	5	5	2	8	4
	Kenyon Street, NW	11	7	17	6	10	4
	Irving Street, NW	7	2	15	6	18	9
	Columbia Road, NW	12	4	10	7	10	7
	Hobart Street, NW	0	0	1	1	0	0
	Gresham Place, NW	4	0	6	2	5	1
	Girard Street, NW	9	5	9	3	6	7
	Fairmont Street, NW	5	3	11	6	11	8
	Euclid Street, NW	8	3	7	0	5	4
	Howard Place, NW	5	3	9	1	5	2
	Barry Place, NW	12	2	17	8	21	9
	Bryant Street, NW	11	5	13	2	8	3
	W Street, NW	5	3	8	5	6	3
	V Street, NW	7	0	7	2	12	7
Total		146	59	177	72	156	82

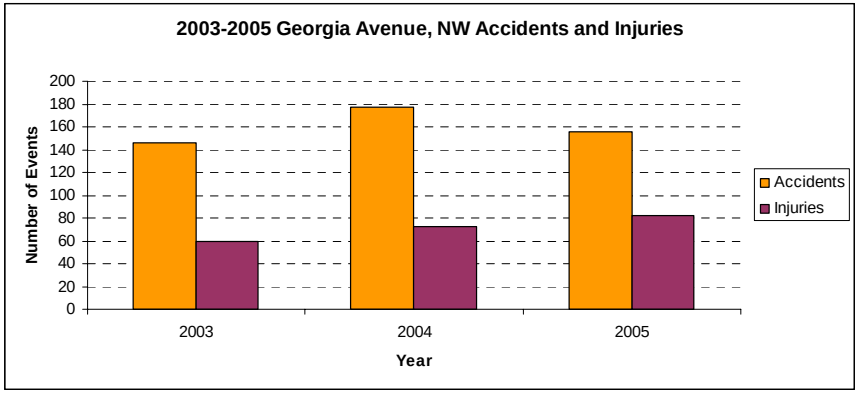


Figure 38. 2003-2005 Georgia Avenue, NW Accidents and Injuries Comparison

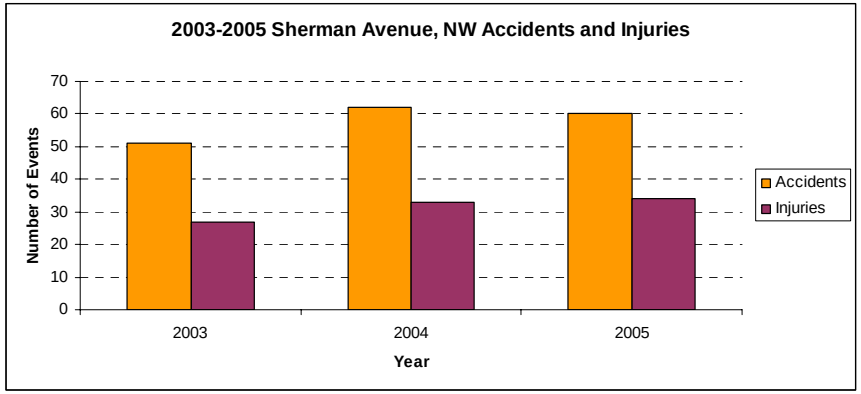


Figure 40. 2003-2005 Sherman Avenue, NW Accidents and Injuries Comparison

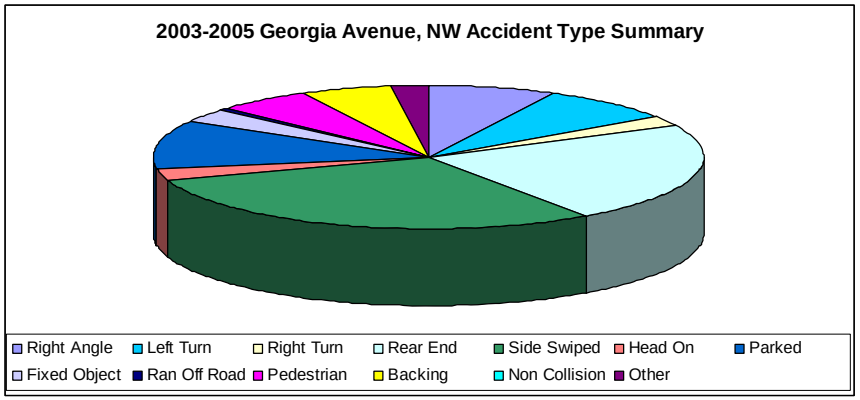


Figure 39. 2003-2005 Georgia Avenue, NW Accident Type Summary

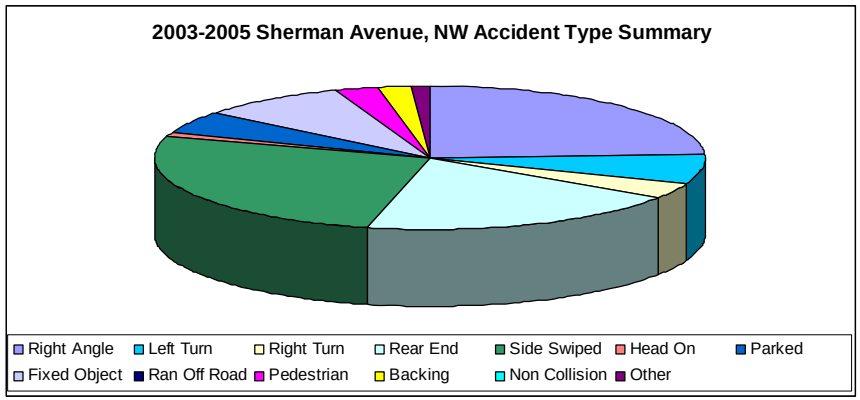


Figure 41. 2003-2005 Sherman Avenue, NW Accident Type Summary

Table 15. Sherman Avenue, NW Crash Data 2003-2005

Intersection		2003		2004		2005	
		Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
Sherman Avenue, NW	*Princeton Place, NW*	1	0	0	0	0	0
	Monroe Street, NW	1	0	0	0	0	0
	Park Road, NW	3	1	4	0	4	1
	Lamont Street, NW	5	0	4	2	5	7
	Kenyon Street, NW	3	4	11	7	6	7
	Irving Street, NW	6	4	6	5	6	2
	Columbia Road, NW	11	7	5	1	9	2
	Harvard Street, NW	3	3	3	1	3	4
	Girard Street, NW	1	0	0	0	5	2
	Fairmont Street, NW	3	1	8	5	1	0
	Euclid Street, NW	6	4	8	3	8	3
	Barry Place, NW	7	3	11	7	13	6
	Florida Avenue, NW	1	0	2	2	0	0
Total		51	27	62	33	60	34

Table 16. 2003-2005 Georgia Avenue, NW Peak Hour Crash Data

Intersection		AM Peak Hours			MD Peak Hours			PM Peak Hours			Off Peak Hours		
		2003	2004	2005	2003	2004	2005	2003	2004	2005	2003	2004	2005
Georgia Avenue, NW	*New Hampshire Avenue, NW*	0	1	0	1	1	1	0	4	4	4	6	1
	Princeton Place, NW	2	2	0	0	0	1	0	0	0	6	4	4
	Otis Street, NW	0	0	0	0	0	0	0	0	0	0	2	0
	Park Road, NW	0	0	0	1	0	2	2	3	2	13	7	10
	Morton Street, NW	0	1	0	0	0	0	2	4	0	8	7	6
	Lamont Street, NW	2	0	1	1	0	0	3	0	0	5	5	7
	Kenyon Street, NW	4	4	0	0	3	1	1	2	2	6	8	7
	Irving Street, NW	2	4	2	0	2	1	0	2	3	5	7	12
	Columbia Road, NW	2	2	0	1	0	0	3	2	3	6	6	7
	Hobart Street, NW	0	0	0	0	1	0	0	0	0	0	0	0
	Gresham Place, NW	0	0	0	0	2	0	0	0	0	4	4	5
	Girard Street, NW	1	2	0	1	0	1	1	1	1	6	6	4
	Fairmont Street, NW	1	1	1	0	1	0	0	2	1	4	7	9
	Euclid Street, NW	0	0	0	2	1	0	1	0	0	5	6	5
	Howard Place, NW	1	2	0	1	3	0	1	0	1	2	4	4
	Barry Place, NW	0	1	1	3	6	3	1	5	5	8	5	12
	Bryant Street, NW	0	0	0	2	1	3	3	4	0	6	8	5
	W Street, NW	0	0	1	0	2	2	1	0	0	4	6	3
	V Street, NW	0	1	0	2	1	3	1	0	2	4	5	7
Total		15	21	6	15	24	18	20	29	24	96	103	108

Table 17. 2003-2005 Sherman Avenue, NW Peak Hour Crash Data

Intersection		AM Peak Hours			MD Peak Hours			PM Peak Hours			Off Peak Hours		
		2003	2004	2005	2003	2004	2005	2003	2004	2005	2003	2004	2005
Sherman Avenue, NW	*Princeton Place, NW*	0	0	0	0	0	0	0	0	0	1	0	0
	Monroe Street, NW	0	0	0	0	0	0	0	0	0	1	0	0
	Park Road, NW	0	0	0	0	1	1	1	1	0	2	2	3
	Lamont Street, NW	0	0	2	1	0	0	0	2	1	4	2	2
	Kenyon Street, NW	0	0	1	0	0	0	0	0	2	3	11	3
	Irving Street, NW	0	1	0	0	0	1	2	0	0	4	5	5
	Columbia Road, NW	3	0	0	0	1	1	1	1	3	7	3	5
	Harvard Street, NW	0	1	0	0	0	0	1	0	1	2	2	2
	Girard Street, NW	0	0	0	1	0	1	0	0	1	0	0	3
	Fairmont Street, NW	0	1	0	0	0	0	1	0	1	2	7	0
	Euclid Street, NW	0	0	2	1	1	4	2	2	0	3	5	2
	Barry Place, NW	0	2	0	0	0	0	0	2	3	7	7	10
	Florida Avenue, NW	0	0	0	0	0	0	1	0	0	0	2	0
Total		3	5	5	3	3	8	9	8	12	36	46	35

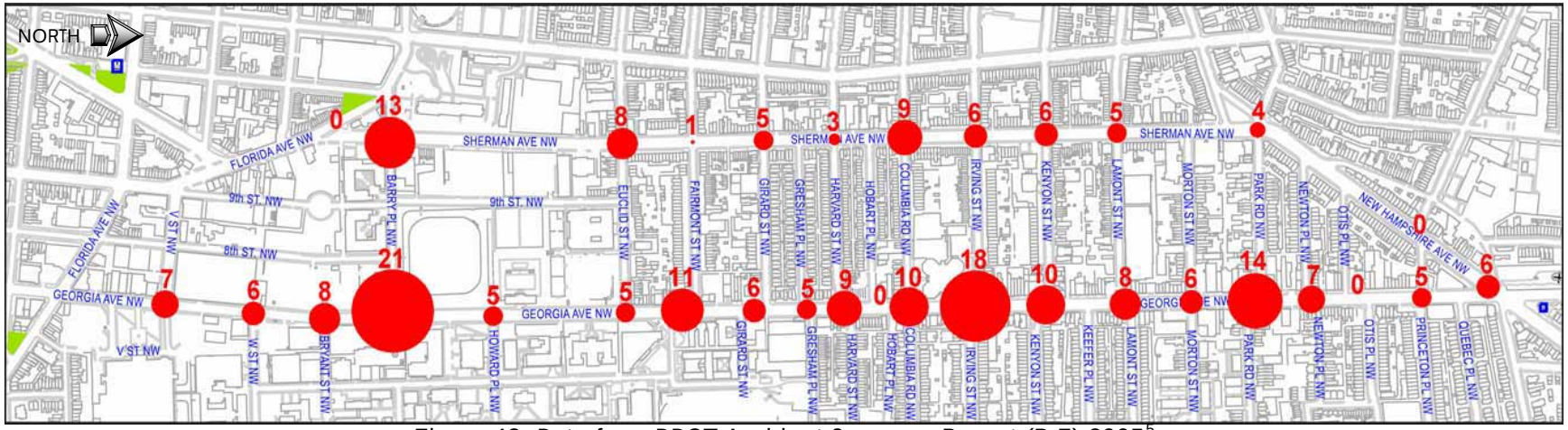


Figure 42. Data from DDOT Accident Summary Report (R-7) 2005[5]

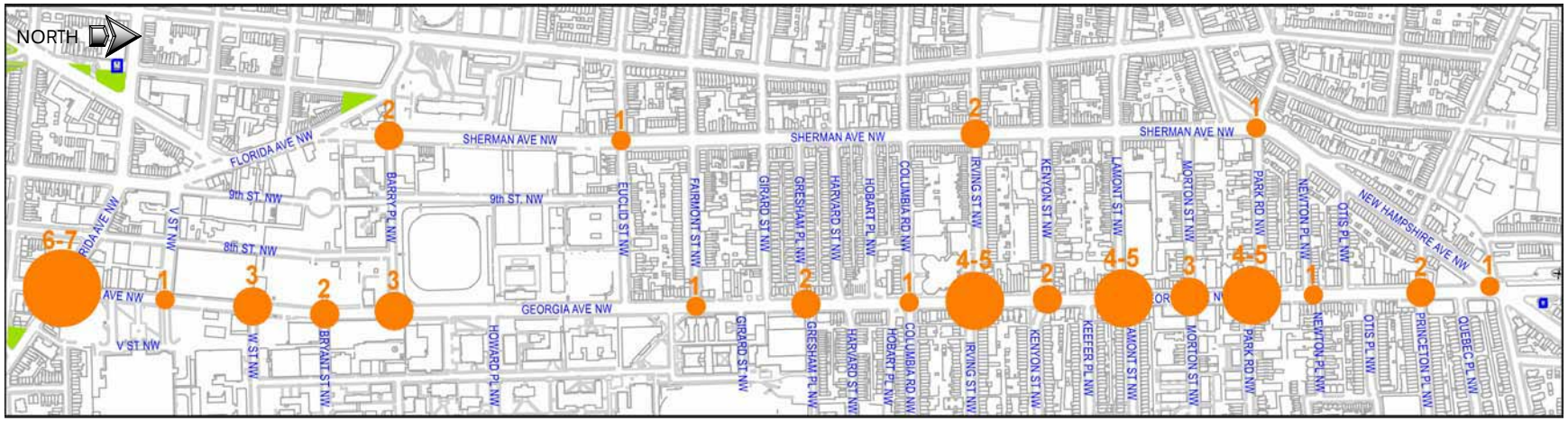


Figure 43. Data from DDOT Pedestrian Crashes 2002-2004

[5] Crash data missing for the intersections of Georgia Ave. NW and Florida Ave. NW; Sherman Ave. NW and Gresham Pl. NW; Sherman Ave. NW and Hobart Pl. NW; Sherman Ave. NW and Morton St. NW.

Appendix II.

Appendix II. Future Traffic Analysis Report

TECHNICAL MEMORANDUM
Lower Georgia Avenue Transportation and Streetscape Study
Washington, DC
Future Traffic Conditions

EXECUTIVE SUMMARY

This memorandum describes the future traffic conditions for the Lower Georgia Avenue Study Area in northwest Washington, D.C. This memo will outline the improvements in signal plans, illustrate the delay time and level of service (LOS) for select intersections and describe various transit & bicycle impacts to vehicular travel in the corridor. Additionally, impacts of parking, bus blockages, conflicting pedestrians and bicycles on the study area will be addressed.

In this memorandum, the existing mid-day & pm weekday turning movement volumes were increased by one percent per year to obtain 2008 volumes. The Georgia Avenue NW and Sherman Avenue NW corridors in the study area (from New Hampshire Avenue NW to Florida Avenue NW), and all the side streets between them (except W Street NW and Bryant Street NW) were balanced. Additionally, it was assumed that the percentage of heavy vehicles would not change in the study area (i.e. five percent on Sherman Avenue, NW and eight percent Georgia Avenue, NW) in 2008.

Improvements in Signal Plans

It should be noted that there are currently signalized controls at New Hampshire Avenue NW and Monroe Road NW and Princeton Pl NW, and Florida Avenue NW and Sherman Avenue NW. However, roundabouts are planned at these locations within the new design for Sherman Avenue NW.

Georgia Avenue NW and Park Road NW

In the existing traffic signal plan of Georgia Avenue NW and Park Road NW, the westbound (WB) and eastbound (EB) approaches have a right of way at the same time in a single signal cycle, which results in conflicts for the thru movement from the WB approach and left turns from the EB approach. Also, conflicts occur in thru movements from the EB and the left turns from the WB. The aforementioned conflicts are shown in **Figure 1A** and **Figure 1B** below.

Figure 1A. Conflict at Georgia Avenue NWand Park Road NW

Figure 1B. Conflict at Georgia Avenue NWand Park Road NW

In the future signal plans, the Park Road WB and EB approaches were separated and it was planned to have a right of way consecutively for all alternatives to increase the safety of the intersection. Although the westbound and eastbound approaches were decided to become separate, there was no need to change the pedestrian phasing since there was no conflict for them. A minimum of 16 seconds was provided for westbound and eastbound traffic so that westbound and eastbound pedestrian movement would have at least 26 seconds (The amber and all red times were 4 seconds and 2 seconds, respectively for this intersection).

Georgia Avenue NW and Princeton Place NW

The left turns from the Georgia Avenue NW southbound approach to Princeton Place NW are served with a protected phase in current signal plans. However, the left turning volume is quite low at this intersection (8 veh/hr and 4 veh/hr which constitutes 1.5 percent and one percent of total southbound volume for mid-day and pm peak hours respectively) and there is no sight concern for those vehicles. The left turns from the southbound approach were decided to operate with the southbound thru traffic (in other words with a permissive phase) in all alternatives to increase the amount of time that other movements may use at this intersection. This strategy decreased the average delay of the intersection significantly in Alternative 1-B (for both mid-day and pm peak hours) at which there is only one traffic lane due to the proposed single transit lane.

Georgia Avenue NW and Barry Place NW and Georgia Avenue NW and Bryant Street NW

The left turning traffic from the southbound approach at Georgia Avenue NW and Bryant Street NW and from the northbound approach at Georgia Avenue NW and Barry Place NW are served by protected left turn phases under existing operations. As mentioned earlier, there will be a single transit lane prior to and after these two intersections in Alternative 1-B and 2-B, which makes it difficult to have a protected left turn with one non transit lane. Therefore, left turns to Barry Place NW and Bryant Street NW in Alternatives 1-B and 2-B were served with permissive & protective left turn phases in the future conditions analysis. Since there is a dedicated left turn lane on the southbound approach at Georgia Avenue NW and Bryant Street NW in alternative 3-B, the left turns were decided to be served with a. permissive and protective left turn phase as well. However, no change was made to Georgia Avenue NW and Barry Place NW since the lane configuration remains the same in alternative 3-B. For the same reason, the left turns to Barry Place in Alternatives 3-C and 3-D were decided to operate with protective phases, as they do under existing operations.

(Note: No change was made to Georgia Avenue NW and Howard Place NW even though a single left turn lane is provided for the southbound approach in Alternative 3-B, 3-C and 3-D. This is because this intersection will be operating with quite low delays and LOS A during both the mid-day and pm peak hours in the mentioned alternatives.)

Impact of Parking, Bus Blockages, Conflicting Pedestrians and Bicycles

The impact of parking in the alternatives in which it is permitted was modeled by parking maneuvers in the traffic analysis software. It was assumed that while there would be two maneuvers/hr (per block) on Sherman Avenue in both the mid-day and pm peak hours, the number of parking maneuvers on Georgia Avenue would be four

maneuvers per hour (per block) and two maneuvers per hour (per block) for the mid-day and PM peak hours, respectively.

The impact of bus stops was captured as well throughout the study for the alternatives which do not have a single transit lane planned. The 70/71 line running thru Georgia Avenue has 10 minute and 7.5 minute headways on average during the mid-day and pm peak hours. Therefore, in the traffic analysis software, it was assumed that there would be 6 and 8 bus blockages per hour on average at the bus stops along Georgia Avenue. On the other hand, if any stop on Georgia Avenue is used by the Line 79 Bus Rapid Transit (BRT) service in PM peak hours with a headway of 10 minutes, the number of bus blockages was assumed to be 14 per hour (8 blockages/hr from regular 70/71 buses and 6 blockages/hour from BRT buses) for such bus stops. The impact of the bus line along Sherman Avenue NW was assumed to be 4 blockages/hour and 6 blockages/hour on average for the mid-day and pm peak hours respectively depending on the average headway of the line. The impact of the bus lines along some of the side roadways such as Florida Avenue, Irving Street, and Columbia Road was captured in traffic analysis also.

Conflicting pedestrian and bicycle movements affect traffic turning movements around key signalized intersections. The slowing impact of such different modes on traffic was captured for the key intersections on Georgia Avenue NW and Sherman Avenue. It should be noted that the volumes of pedestrians and bicyclists were not increased for the year 2008.

Level of Service

Intersection level of service (LOS) was evaluated for the 13 study intersections. Both signalized and unsignalized intersections were analyzed. LOS is a measure of the average delay experienced by each vehicle passing through an intersection. It can be measured for vehicles making each directional turning movement, using each approach leg, or as a composite average value for all vehicles using the intersection. It is reported with a letter grade designation ranging from A to F. LOS “A” represents insignificant delay (less than 10 seconds per vehicle) while LOS “F” represents significant delay. LOS D is typically considered an acceptable level of service for an urban area. The level of service is determined by the computed control delay. Please see the table below for specifics of LOS designation.

Intersection Control Type	Unsignalized	Signalized
Level of Service (LOS)	Control Delay (seconds)	Control Delay (seconds)
A	≥ 10	≥ 10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50	> 80

To evaluate the future traffic conditions at the critical intersections in the study area, the Study Team used a SYNCHRO and HCS traffic model to obtain the average control delay (in seconds/vehicle) of each intersection approach during MD and PM periods. The MD and PM peak hour turning movement data computed from the earlier stage of this study were input into the SYNCHRO model to evaluate existing conditions.

Traffic Engineering Analysis

As mentioned earlier, a detailed traffic analysis including all of the changes in lane configurations, the impact of transit services, pedestrians, and bicyclists on traffic, and the possible improvements in signal plans were conducted for mid-day and pm peak hours in 2008 for all design alternatives.

The following paragraphs, tables, and figures discuss the traffic operations of the key 13 intersections in the study area (shown in Figure 2 below).

Figure 2. Location of Key Intersections in Study Area

It should be noted that all signal timings and offsets of the signalized intersections along Georgia Avenue NW and Sherman Avenue NW

between New Hampshire Avenue NW and Florida Avenue NW were optimized by Synchro 7. In **Figure 3- Figure 15**, the turning volumes for each of the key intersections for mid-day and pm peak hours are shown.

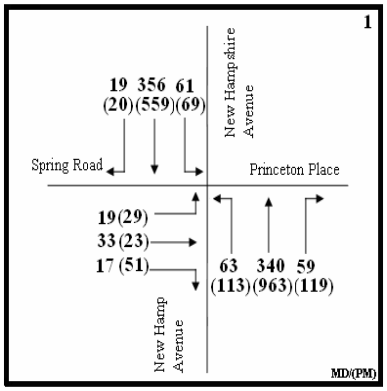


Figure 3. New Hampshire Avenue and Spring Road Intersection Volumes

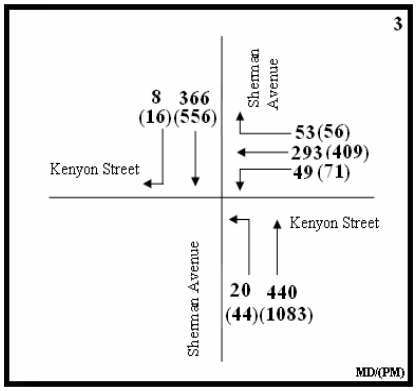


Figure 5. Sherman Avenue and Kenyon Street Intersection Volumes

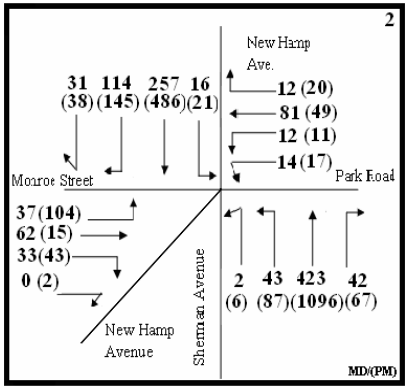


Figure 4. Sherman Avenue and New Hampshire Avenue Intersection Volumes

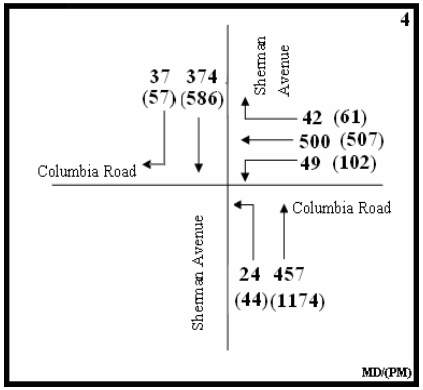


Figure 6. Sherman Avenue and Columbia Road Intersection Volumes

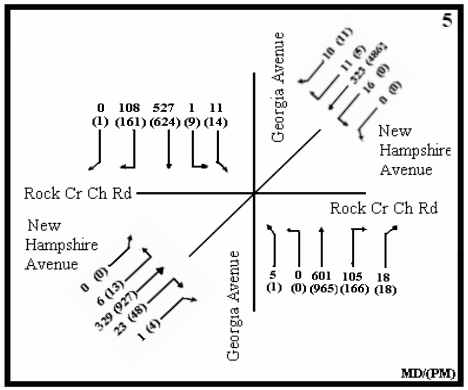


Figure 7. Georgia Avenue and Rock Creek Church Road Intersection Volumes

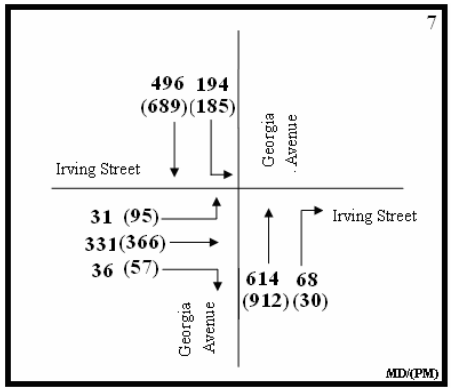


Figure 9. Georgia Avenue and Irving Street Intersection Volumes

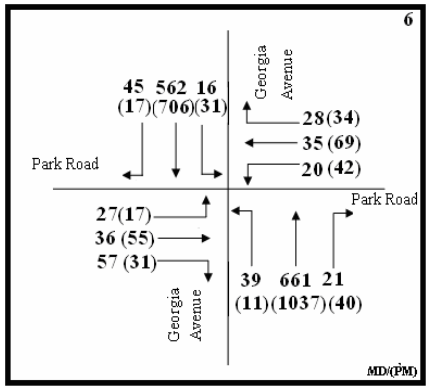


Figure 8. Georgia Avenue and Park Road Intersection Volumes

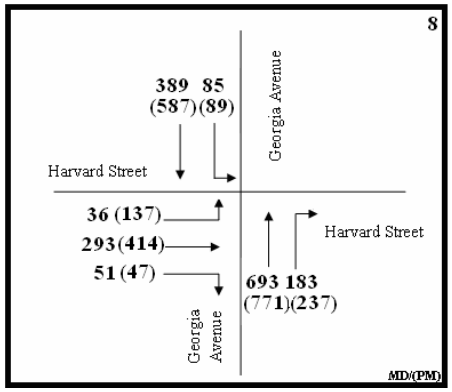


Figure 10. Georgia Avenue and Harvard Street Intersection Volumes

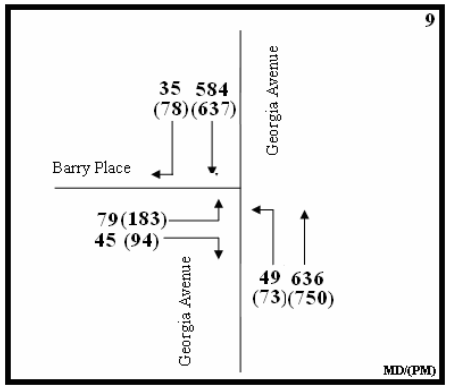


Figure 11. Barry Place and Georgia Avenue Intersection Volumes

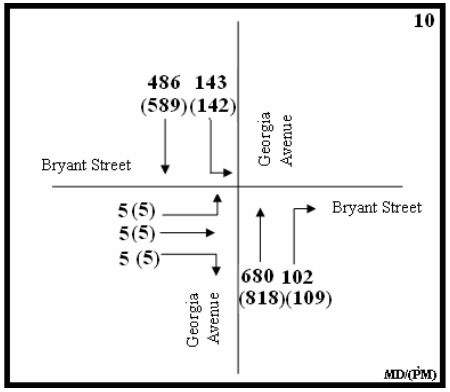


Figure 12. Georgia Avenue and Bryant Street Intersection Volumes

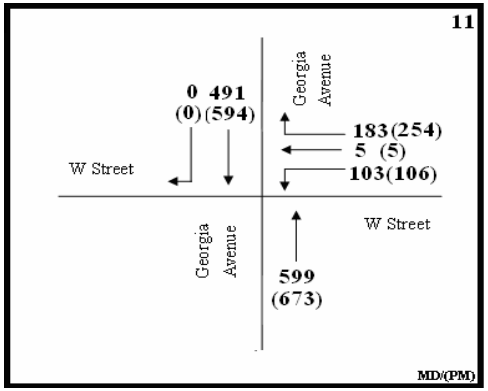


Figure 13. Georgia Avenue and W Street Intersection Volumes

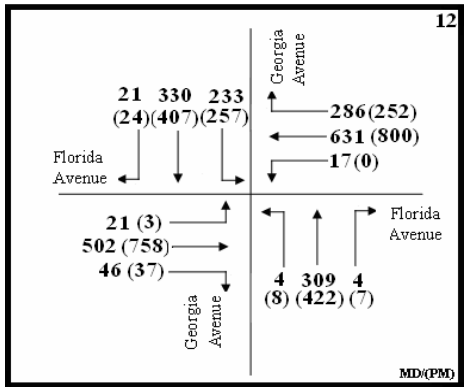


Figure 14. Georgia Avenue and Florida Avenue Intersection Volumes

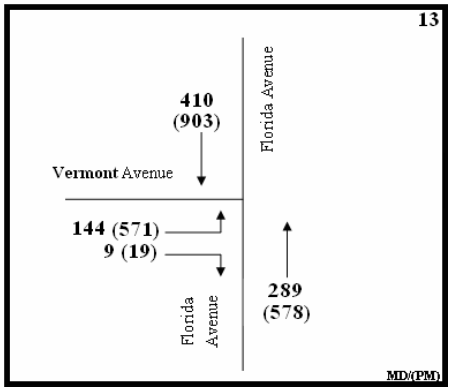


Figure 15. Georgia Avenue and Vermont Avenue Intersection Volumes

All key intersections except Georgia Avenue NW and Irving Street NW operate with acceptable delays and LOS during both the mid-day and pm peak hours in Alternative-1-B as seen in Table 1, In the mid-day peak hours, the southbound approach on Georgia Avenue NW and Irving Street NW experiences a high delay and a long queue length (50th and 95th queue lengths are 569ft and 768ft respectively). The delay decreases in pm peak hours due to the existing phasing and optimum split lengths (this is for only Georgia and Irving). The volume/capacity ratio for the southbound approach halves, but the volume still exceeds the capacity by 70 percent for this approach. It was possible to decrease the traffic delays at Georgia Avenue NW and Irving Street NW, by changing the current signal phasing; however, existing logic was used since the sight distance at this intersection may be a concern for turning movements. Although Sherman Avenue NW has only one lane, all intersections along the corridor operate with LOS D or better in Alternative 1-B, as they do in the other alternatives.

In Alternative 2-B, since Georgia Avenue NW operate with 2 lanes between New Hampshire NW and Barry Place NW , Georgia Avenue NW and Irving Street NW improves and starts to operate with acceptable delays and LOS in both the mid-day and pm peak hours, as all other key intersections in the study area do. It should be noted that although Georgia Avenue NW between Barry Place NW and Florida Avenue NW operate with 1 non-transit lane, it is still possible to have acceptable LOS with optimum cycle lengths, phasing and offsets for this section on Georgia Avenue NW. Since the southbound approach at Georgia Avenue NW at Barry Place NW has a dedicated right turn and it operates with 3 lanes (the parking lane is converted to transit lane and right turning lane, which lets non-transit thru and left turning traffic have 2 lanes) this alternative has the minimum pm delays at this intersection among all design alternatives.

In Alternative 3-B, all intersections on Georgia Avenue NW and Sherman Avenue NW operate with LOS D or better during both the mid-day and pm peak hours. A thru and shared turn lane is converted to a dedicated left lane onto Howard Place NW and Bryant Street NW in the southbound approach, a dedicated right turn lane onto Bryant Street NW on the northbound approach and onto Barry Place NW on the southbound approach. Dedicated lanes before Georgia Avenue NW and Bryant Street NW decrease the average delay at this intersection compared to alternatives 1-B and 2-B. Another reason for the reduction was the transit lane prior to and after Bryant Street NW in Alternative 1-B and 2-B (Note: Georgia Avenue NW and Bryant Street NW operates with 2 lanes in Alternative 3-B). On the other hand, the changes in lane configurations do not change the delays at Georgia Avenue NW and Barry Place NW and Georgia Avenue and Howard Place NW significantly, after optimization of all the intersections on Georgia Avenue NW and Sherman Avenue in the study area.

In Alternatives, 3-C and 3-D, there are left turns from the southbound approach to Bryant Street NW and Florida Avenue. NW, and turns from the northbound approach to V Street NW. It was assumed that the vehicles making left turns onto Bryant Street NW and Florida Avenue NW would reach their destinations by accessing Howard Place NW and V Street NW respectively. On the other hand, it is predicted that vehicles would prefer to use Barry Place NW once the left turns onto V Street from the northbound approach are restricted. As seen in Table1 and Table 2, left turn restrictions decrease the delays at Georgia Avenue NW and Florida Avenue NW and Georgia Avenue NW and Bryant Street NW significantly and there is no considerable increase in delays at Georgia Avenue NW and Howard Street NW and Georgia Avenue NW and T Street NW. However, the

delay at Georgia Avenue NW and Barry Place NW increases in the pm peak hours under optimum operations.

Table 1. Delays in Midday (MD) Peak Hours

Intersection		MD 1-B			MD 2-B			MD 3-B			MD 3-C			MD 3-D		
		Cycle	Delay	LOS	Cycle	Delay	LOS	Cycle	Delay	LOS	Cycle	Delay	LOS	Cycle	Delay	LOS
New Hamp. Ave NW	Princeton Place NW	N\A	2.9	A	N\A	2.9	A	N\A	2.9	A	N\A	2.9	A	N\A	2.8	A
New Hamp. Ave NW	Park Rd NW & Monroe St NW	N\A	5.0	A	N\A	5.0	A	N\A	5.0	A	N\A	5.0	A	N\A	5.0	A
Sherman Avenue NW	Kenyon Street NW	70	9.0	A	70	11.3	B	70	8.4	A	70	8.7	A	80	12.3	B
Sherman Avenue NW	Columbia Road NW	70	7.6	A	70	10.0	B	70	9.7	A	70	9.6	A	80	11.1	B
Georgia Avenue NW	New Hampshire NW	70	10.3	B	70	9.9	A	70	10.0	A	70	10.0	A	80	13.6	B
Georgia Avenue NW	Park Rd NW	70	18.9	B	70	10.9	B	70	11.3	B	70	11.3	B	80	13.3	B
Georgia Avenue NW	Irving Street NW	70	456.1	F	70	6.9	A	70	10.0	B	70	10.0	A	80	7.4	A
Georgia Avenue NW	Harvard Street NW	70	10.2	B	70	5.6	A	70	5.2	A	70	6.0	A	80	6.0	A
Georgia Avenue NW	Barry Pl NW	70	7.2	A	70	9.3	A	70	9.2	A	70	8.2	A	80	11.5	B
Georgia Avenue NW	Bryant Street NW	70	11.1	B	70	10.4	B	70	7.0	A	70	2.1	A	80	1.6	A
Georgia Avenue NW	W Street NW	70	11.7	B	70	11.9	B	70	6.2	A	70	8.5	A	80	8.0	A
Georgia Avenue NW	Florida Avenue NW	70	23.2	C	70	22.8	C	70	22.9	C	70	12.1	B	80	14.7	B
Florida Avenue NW	Vermont Avenue NW	100	12.7	B	100	12.1	B	100	12.1	B	100	12.1	B	100	12.1	B

Table 2. Delays in PM Peak Hours

Intersection		PM 1-B			PM 2-B			PM 3-B			PM 3-C			PM 3-D		
		Cycle	Delay	LOS	Cycle	Delay	LOS	Cycle	Delay	LOS	Cycle	Delay	LOS	Cycle	Delay	LOS
New Hamp. Ave NW	Princeton Place NW	N\A	8.8	A	N\A	8.6	A	N\A	8.6	A	N\A	8.6	A	N\A	8.6	A
New Hamp. Ave NW	Park Rd NW & Monroe St NW	N\A	32.6	D	N\A	32.6	D	N\A	32.6	D	N\A	32.6	D	N\A	32.6	D
Sherman Avenue NW	Kenyon Street NW	100	21.7	C	100	25.9	C	100	22.9	C	100	23.4	C	100	24.4	C
Sherman Avenue NW	Columbia Road NW	100	28.6	C	100	33.0	C	100	31.9	C	100	31.9	C	100	34.1	C
Georgia Avenue NW	New Hampshire NW	100	19.1	C	100	16.5	B	100	16.7	B	100	16.9	B	100	16.4	B
Georgia Avenue NW	Park Rd NW	100	31.5	C	100	14.7	B	100	12.7	B	100	12.5	B	100	16.8	B
Georgia Avenue NW	Irving Street NW	100	155.3	F	100	12.7	B	100	14.2	B	100	13.4	B	100	12.2	B
Georgia Avenue NW	Harvard Street NW	100	25.0	C	100	14.1	B	100	15.9	B	100	16.1	B	100	10.7	B
Georgia Avenue NW	Barry Pl NW	100	13.8	B	100	11.4	B	100	13.0	C	100	20.5	C	100	23.6	C
Georgia Avenue NW	Bryant Street NW	100	9.8	A	100	11.4	B	100	5.6	A	100	2.1	A	100	2.0	A
Georgia Avenue NW	W Street NW	100	20.2	C	100	18.8	B	100	13.2	B	100	11.4	B	100	12.1	B
Georgia Avenue NW	Florida Avenue NW	100	25.6	C	100	25.3	C	100	25.7	C	100	15.0	B	100	18.1	B
Florida Avenue NW	Vermont Avenue NW	100	20.5	C	100	22.7	C	100	23.1	C	100	23.6	C	100	23.4	C

New Hampshire Avenue NW and Park Rd NW & Monroe St NW was analyzed by HCS as an unsignalized intersection.

In alternative 3-D, due to the additional parking in some sections on Georgia Avenue NW between Howard Place NW and Florida Avenue NW, the common cycle length on Sherman Avenue NW and Georgia Avenue was found to be 80 seconds for the mid-day peak hour. This change in the cycle length resulted in small changes in LOS. Although there were insignificant changes in delays, the LOS was same as for alternative 3-C for pm peak hours. The new

proposed bulb-outs will slow down the vehicles since it is proposed to narrow cross sections and shorten turning radii at the corner of the intersections.

Transit Impact Analysis

In the study area, the 70/71 buses carry more than 20,000 riders every day thru the corridor. On the other hand, while the cross-town H routes carry thousands of residents to and from work, the 68 bus lines operate along Sherman Avenue NW.

The new design of Sherman Avenue NW will decrease the number of lanes in both the southbound and northbound directions. At first glance, it may seem like the reduction in the number of lanes will affect the transit operations negatively. However, if it is assumed that transit will experience the same amount of average delay as vehicular traffic, the traffic analysis shows that the northbound and southbound approaches on Sherman Avenue NW will not experience a significant delay during mid-day peak hours under optimum conditions (all northbound and southbound approaches at the signalized intersections on Sherman Avenue operate with LOS D or better). During the pm peak hours, the northbound approach at Sherman Avenue NW and Fairmont Street NW operates with a LOS of E under optimum conditions. If there is a near-end bus stop, it is possible that transit may not benefit from the coordination among the signalized intersections along Sherman Avenue NW as much as vehicular traffic does. There will be a bus stop on the northbound approach of Sherman Avenue NW and Euclid Street NW and that may prevent the line 68 buses to benefit from the coordination between Sherman Avenue NW and Barry Place NW and Sherman Avenue NW and Euclid Street NW. Therefore, buses may experience high delays before Euclid Street NW on the northbound approach as well during pm peak hours

Georgia Avenue NW has three different lane configurations in terms of transit. In Alternative 1-B, most right lanes are dedicated for buses and right turning vehicles and bikes from New Hampshire Avenue NW to Florida Avenue NW. The advantages of such a transit dedicated lane are:

- It reduces transit travel times,
- It increases the regularity of the transit service, which will improve schedule adherence and increase ridership, and
- It makes transit travel times more predictable, therefore making the planned transit signal priority more effective.

In Alternative 2-B, there is a transit dedicated lane between Barry Place NW and Florida Avenue NW (it ends at Howard Place NW on the southbound approach), and buses will be operating in mixed traffic between New Hampshire Avenue NW and Howard Place NW. In this alternative, the impact of the single transit lane will not be as significant as it is in Alternative1-B. However, since most of the Georgia Avenue NW corridor operates with two lanes (in other words without a single transit lane), this alternative is less destructive to vehicular traffic. It is important to note that traffic analysis show that as buses operate in mixed traffic, there are no high delays due to assumptions and explanations made for Sherman Avenue NW.

In Alternative 3-B, 3-C and 3-D, there is no single transit lane. The buses will be operating in mixed traffic and it may be hard to have an effective transit signal priority in these alternatives. Only turning lanes and restrictions might affect transit delays slightly (i.e once you have a single right turn or a single left turn lane, the number of vehicles that will share the lane with a transit vehicle will increase). Therefore, transit vehicles may experience different delays compared to the no change scenario, within acceptable limits.

Bicycle Impact Analysis

In Alternatives 1-B and 2-B, bicyclists will share the single transit lane with buses and right turning vehicles along the Georgia Avenue NW corridor (In Alternative 2-B, only between Howard Place NW and Florida Avenue NW). This may provide a safer environment for them since they will have less interaction with vehicular traffic. There will not be a significant change in Alternative 3-B, 3-C, and 3-D in terms of bicycle mode.

Summary

As explained earlier, all the key intersections in the study area will operate with LOS D or better during both MD and PM peak hours in Alternative 2-B, 3-B, 3-C, and 3-D under optimum signal timings. On the other hand, the intersection of Georgia Avenue NW and Irving

Street NW will operate with LOS F during in both MD and PM peak hours in Alternative 1-B due to the reasons mentioned.

As shown in **Table 3**, the average delays on Sherman Avenue NW between Park Road NW and Monroe Street NW and Barry Place NW, and Georgia Avenue NW between New Hampshire Avenue NW and Florida Avenue NW are similar for all alternatives under optimum signal timings, with the exception of Alternative 1-B. For Alternative 1-B, there is a only one non-transit lane on Georgia Avenue, NW, and thus the vehicular delays on this corridor is higher than the other alternatives during the MD and PM peak hours.

Table 3. Average Delays along the Corridors in 2008 (seconds/vehicle)

Alternative	MD Peak Hour		PM Peak Hour	
	Sherman Avenue	Georgia Avenue	Sherman Avenue	Georgia Avenue
Alt 1-B	9	42	24	29
Alt 2-B	10	9	25	13
Alt 3-B	9	9	26	13
Alt 3-C	9	8	27	12
Alt 3-D	10	9	27	12

Alternative 2-B may be considered as the optimum alternative since it allows improvements for the efficient flow of all modes, cars, buses, bikes and pedestrians, due to the only bus lane. Although Alternative 1-B may improve the transit operations along Georgia Avenue NW, the new lane configuration will have a significant impact on vehicular traffic along the corridor, as seen in Table 3. While the traffic operations on Georgia Avenue NW improves in Alternatives 3-B, 3-C, and 3-D, these alternatives do not improve other modes such as transit and bikes.

Appendix III.

Appendix III. Steering Committee List

Steering Committee List

A comprehensive effort was made to engage local businesses and the residential community in the Lower Georgia Avenue Transportation and Streetscape Project between June 2006 and May 2007. Using a community-based planning approach, extensive outreach was conducted to stakeholders to encourage participation and to invite their opinions, concerns and ideas. The public information component was interactive and overseen by a Steering Committee consisting of a cross section of community, civic and business leaders. Below is a list of Steering Committee Members that participated in this study.

NAME	TITLE	ORGANIZATION
Elected Officials		
Ali Muhammed	Chair	ANC 1A
Janisha Richardson	Commissioner	ANC 1A08
Ann Theisen	Commissioner	ANC 1A 05
Thomas Smith	Commissioner	ANC 1B 09
Dee Hunter	Chair	ANC 1B04
Myla Moss	Commissioner	ANC 1B01
Civic Associations		
Marie Whitfield	President	Park Morton Residents Council
Darren Jones/ Tony Norman	President	Pleasant Plains Civic Assoc.
Windy Carson Smith	President	LeDroit Park Civic Association
Alicia Rucker	President	Luray/Warder Block Association
Larry Ray	President	North Columbia Heights Civic Association
Sinclair Skinner/ Jackeline Reyes	Staff	Adrian Fenty for Mayor
Ann Mobley	President	Kenyon Block St. Association
Cell Bernadino	Executive	Ft. Lincoln New Town
John Adams	Const. Svcs	Councilmember Graham
Sinclair Skinner	Leader	Shaw Community
Businesses		
Local Retailers		

NAME	TITLE	ORGANIZATION
Haile Gerina	Owner	Sankofa Video & Bookstore
Jeffrey Napper	Co-owner/Manager	Everlasting Life Co-op
Kenny Gilmore	Owner	Howard Deli
Dr. Ronald Simmons	President	Us Helping Us
Selwin Holder	Owner	Pluck U Chicken
Tracy Carter	GM	Soul Vegetarian
Cortney Stewart	Owner	Mentoring Works II
Tosha Link	Owner	Bara Business Solutions
Warren Allen	Principal	Blue Nile Herb & Spice Company
Brenda Williams	Principal	Young America Charter School; Neighborhood Development Corporation
Chuck Gary	Owner	Chuck & Billy's Bar and Carryout
Charles Russell	Principal	Mini Mart
John Goodwin	Owner	Wilson's
Johnnie Harris	Owner	Johnnie's Florist
James Spruill, Jr.	Owner	Spruill's Bluebird Barbershop
Tsehay Meshesha	Owner	Georgia Avenue Market
Y. Kim	Owner	Labamba Shop
Kenny Gilmore	Owner	Howard Deli
Ayize Sabater		MOMIF’s
Chuck Gary	Owner	Chuck & Billy's Bar and Carryout
John Boddi	Owner	Renee By Boddi’s
Ross Lakritz/ John Adler	Owner	Lakritz Adler

INSTITUTIONS

Educational

Anita Burger	Benjamin Banneker HS	Principal
Dr. Marta Palacios	Bruce Monroe Elementary	Principal
Maybelle Bennett	Director, HU Community Assoc.	Howard University
Christopher Hopson	Gov. Relations	Howard Univ.

NAME	TITLE	ORGANIZATION
Faith Community		
Rev. Tucker	Pastor	New Commandment Baptist Church
Dr. Earl E. Trent, Jr.	Pastor	Florida Ave Baptist Church
Arts		
*Sylvia Robinson	President	Emergence Community Arts Collective
Ayize Sabater	President	MOMIES TLC
Stakeholders		
Eric Gilliland	Exec. Dir	Washington Area Bicyclist
Robert Grow	Dir. BTRAC	BOT
Kea Prather Taylor		Imagine Photography

Appendix IV.

Appendix IV. Comments from Public Meetings

Table of Comments from Public Meetings

The Lower Georgia Avenue Study team members, and Robinson Associates, devised and implemented a community engagement plan and worked with DDOT to facilitate and manage three community meetings, workshops, and civic engagements over the course of the eleven-month project. Below is a table outlining several comments from the citizens and responses gathered from these meetings.

Citizens/ Share Holders Comment	Team Members Response
I have not heard any thing about economic development in any of this. I am a business owner on Georgia Ave. and I am wondering on how do you intend to bring new businesses to the community?	This Streetscape Project *is* economic development. For example Barracks Row was very similar to Georgia Avenue. The streets were neglected there and retailers and new businesses wouldn't enter the community. After the project was completed the new businesses came. There are eight new restaurants on 8th Street, new retailers, a furniture stores, boutiques and pet stores, etc. There was an existing Chinese Take Out Restaurant that had bullet proof glass and was take out only, now that same establishment has white table cloths with inside and outside café seating. So, this design project definitely will affect economic development and new businesses will want to put their money into the community.
Who will be deciding public artwork?	The DC Commission on The Arts is probably the entity that will oversee that component. They have the budget for ongoing maintenance, are best equipped and this is what they do. That is not to say that Howard University will not have some input, but the public art will mirror the community.
Sherman Avenue looks like there will be less traffic lanes than currently exists. How will this design address the traffic that we already have as well as the new traffic that will come?	Sherman Avenue has been redesigned to be a residential street to slow down the traffic speeding through the neighborhood and to encourage traffic heading downtown to find alternative routes designed for higher traffic volumes. It is also to encourage less vehicle traffic and more Metro usage.
I have concerns regarding trees and tree boxes as it relates to safety. The tree boxes are too close to the	The city is responsible for the maintenance of the trees and the boxes. We have finally caught up on our tree maintenance but the reality is

Citizens/ Share Holders Comment	Team Members Response
bus stops and curbs and who will maintain the trees and tree boxes?	we do not have the budget or the manpower to maintain the tree boxes. We will be looking at working with community organizations and the business owners to assist in the maintaining of the boxes as we do on Barracks Row.
There are some problem intersections that stand out in my mind and I do not see a resolution of them in these plans, like the congestion near Howard U's bookstore at Bryant Street. Crossing in front of the bus lane shuts down traffic, how will this be resolved?	A turn signal should fix this problem and some bus stop relocations will be looked at to resolve this concern.
Has anyone contacted the police department to help stop this bottleneck? Sometimes it takes human intervention to direct traffic.	We acknowledge this issue and thank to Councilman Graham's diligence in this matter. We will be adding thirty additional Traffic Control Officers to the current role, bringing the count up to seventy-three officers. These officers will also have ticket/summons writing ability, so that will have an impact on the traffic congestion.
The material that you are considering, DuraTherm, will it look like this in 2-5 years, because if you cannot fix streets you cannot fix schools?	Yes, this material is very innovative and will be able to withstand the extremes of east coast weather and heavy traffic and never loose shape or color and will blend in with existing material.
Are the sidewalks being widened on Georgia Avenue for turning and what type of tree is being planned for the tree boxes?	Yes, bump outs will be at the corners and the trees that are being considered are Londons, Oaks and Maples.
How long will this total project take for completion?	We are anticipating completion in two to three years.
What is the real goal of the Study?	To make Georgia Avenue a Great Street with thriving economic development, excellent mobility and an inviting streetscape that will draw people to the area and to give them a reason to come to the community.
As a business owner who's been on GA Ave. for over	The intent of this work is to explore that and similar issues and

Citizens/ Share Holders Comment	Team Members Response
40 years, there is traffic congestion caused by a commercial cleaner with its 5 trucks and congestion around the largest institute on Georgia Avenue Howard University. What can be done about this?	develop strategies for resolving them for mutual success up and down the corridor.
Will you widen the streets on Georgia Avenue?	DDOT will only work within the existing right of way (which is limited to the existing sidewalks and streets). We can reallocate that right of way – for instance narrow sidewalks to make more room for buses or narrow travel lanes to add to sidewalks – but it is not envisioned that the overall street (sidewalks + roadway) will be widened into the abutting private properties. Given that limitation, we are challenged to find ways to move transit more efficiently, solve the bottleneck around Howard University Hospital, and provide more room for pedestrians.
How will the Georgia Ave. renovations be an economic development tool for us?	DDOT has experience in seeing how streetscape improvements can concurrently improve economic performance of adjacent retail. In 2003, DDOT completed an $8 million streetscape renovation of 8th Street/Barracks Row, which helped to attract over $15 million in private investment along the corridor, 19 new businesses including 9 outdoor cafes, which add life and generate $80,000 more in sales tax per year. Most importantly, the vast majority of original businesses on Barracks Row are still there but are now thriving by taking advantage of the new "look" of the corridor.
What about more disabled access to sidewalks on Georgia Avenue? Pedestrians have to walk single file now. Can we widen the sidewalks to make it safer for pedestrians to walk?	Yes, sidewalks can be widened, but only by narrowing something else in the roadway. That is the challenge of this study – if we widen the sidewalks than we narrow the traffic area and then what happens? Which is more important for business and the community? Pedestrians are critically important. The sign of a great and viable street is the number of people walking on the sidewalks and going inside the stores and businesses.
Will Howard University be involved?	Howard University is an important institutional component of lower

Citizens/ Share Holders Comment	Team Members Response
	Georgia Avenue and will play a big part of this beautification project. We want the transportation aspect of this to work efficiently and need to solve the traffic bottleneck near Howard University.
You mentioned traffic and volume. What can be done about this?	Again, this is a major component of this study and we will need to be creative. Walking is part of the answer, so is transit and parking.
How do we get more businesses to come to Georgia Avenue, which is characterized by struggling little businesses spread out all along the Avenue?	Economic development is the main goal of the Great Streets program. We need to make Georgia Avenue more successful for existing businesses and appealing and inviting to prospective businesses. We need to increase mobility on the street, create safe pedestrian-friendly sidewalks and lighting and broaden the retail appeal.
What are the next steps in this project?	In December, there will be another Steering Committee meeting, which will review the November 14 community meeting responses and community input and make recommendations to the Study team. On Dec. 12, we will convene another community meeting.

On January 27, 2007, a design workshop was held for the Lower Georgia Avenue Study Area in which citizens and shareholders were asked to share their goals for the corridor. In this gathering, the study team members asked the participants various questions on their views of the area.

Design Workshop Question	Citizens/ Shareholders Response
Group #1	
Where are destinations, or historic & culturally significant locations, from a pedestrian and from a vehicular viewpoint?	Howard University Myrtilla Minor Teacher's College Griffiths Stadium Harambe House (Ed Muph7y's Supper Club) Freedmen's Hospital Howard Hall Pyramid Bookstore area

Design Workshop Question	Citizens/ Shareholders Response
	Sankofa Films & Videos Morgan Seafood Banneker High School Banneker Recreation Area National Home for Destitute Colored Women and Children Fisher of Men Church Celebrity Hall (Black Hole) Garfield Hospital Porter House and Ralph Bunche House to connect with Columbia Hights Heritage Trail
Which intersections need upgrading to improve pedestrian safety?	All intersections on Sherman from Park to Florida need improvement. • Narrow to one travel lane with protective left turning lanes • Install medians where appropriate Crosswalks in H.U. area along Georgia. all similar saying "H.U. Historic Destination" Georgia & Park Rd. Georgia & Morton Georgia & Lamont Georgia & Irving Georgia & Columbia New Hampshire Ave., Georgia & Princeton
Where are wider sidewalks needed and what material should they be made of?	Sherman Ave. Georgia Ave. Between Barry & Florida
Where might public art be located and what form should it take, such as at gateway locations?	Florida & Georgia Ave. Crosswalks designed by H.U. artists and or celebrating illustrious H.U. faculty and alumnae.

Design Workshop Question	Citizens/ Shareholders Response
	Walk of Fame from Florida Ave. to New Hampshire Ave.
Should parking be removed on Georgia from Barry Place to Florida Ave. to improve bus and traffic flow, and how should we address parking for the rest of the corridor?	Yes. Especially if structured parking is contemplated which we understand will be part of Howard Town Center.
How would you describe your future vision for a new Georgia Ave. and Sherman Ave.?	Howard University Historic District (from Fla. Ave. to Columbia Rd.) Parkview Assets Strong Housing Stock Parkview Elementary School (soon to upgrade with Bruce Monroe) Historically (above H.U. along Georgia Ave.) an area prominent w/ African American doctors and their private practices. Strengthen African American cultural theme around Sankofa, Blue Nile, House of Khemet & former Pyramid Bookstore area.
Group #2	
Where are destinations, or historic & culturally significant locations, from a pedestrian and from a vehicular viewpoint?	Georgia Ave between New Hampshire Ave & Lamont Street needs identity, and there is a need to encourage new small business and economic development Gateway - Intersection of Harvard Street and Georgia Ave (metal flags)
Which intersections need upgrading to improve pedestrian safety?	Georgia between Princeton & Morton • Lane markings enhanced • Pedestrian priority should be given • Crosswalk with intersection boxes • Cobblestone pavers • Simple box • Add planters when there is no space for trees Georgia between Irving & Harvard

Design Workshop Question	Citizens/ Shareholders Response
	Georgia Ave. between Barry Place and Florida Ave. • use stamped concrete as material. • provide Bridge enclosed a la D.O. Ag (Gateway Arch) over Georgia Ave & Barry Place to H. U. • Potential on street parking removal to help traffic flow • This area is also a festival street area • Public realm signature space
Where might public art be located and what form should it take, such as at gateway locations?	Possible artistic bike racks at the intersection of Georgia & Fairmount Street
Should parking be removed on Georgia from Barry Place to Florida Ave. to improve bus and traffic flow, and how should we address parking for the rest of the corridor?	Add bike parking at Georgia Ave. & New Hampshire Ave. The intersection of Georgia & New Hampshire (as per marked drawing it is located on the north side of NH and the East side of Georgia Ave, triangle block) is a transit gateway that needs to be tied into transit by providing: • Special lighting • Large pedestrian area for waiting • Possible heat panel • Rapid Bus Stops
Group #3	
Where are destinations, or historic & culturally significant locations, from a pedestrian and from a vehicular viewpoint?	Caribbean Carnival starting at NH & GA -ending at Banneker Park (last week in June) Highlight items in GA Ave. historic trail Forever Chutch of Men Earmark funds to “clean up” historical structure Signs/ medallions in sidewalk

Design Workshop Question	Citizens/ Shareholders Response
	Tie everything together Khemet Nile Valley on Harvard Bruce Monroe School between Irving and Columbia Benjamin Banneker School American Women (?) on Euclid across from B. Banneker school Hospital on GA & V Street
Which intersections need upgrading to improve pedestrian safety?	Sherman/ New Hampshire & Georgia • Slow down traffic • Add median with trees on Sherman Ave and guarantee tree maintenance • Wide sidewalks ADA ramps • Bike lanes ---- make sure cross-town bike lanes Georgia Ave • Synchronize traffic lights • Traffic control officers (*) • Keep drivers slow from Florida & Howard Place • Improvement at Bryant (keep left turn at Bryant) • Nile Valley --- special paving & banner • Howard --------special paving - - - blue& white • Petworth -------crosscut brick • Need a business association on GA between Lamont & Harvard • Police precinct on Park Rd. & Georgia • Need traffic light at GA & Norton GA & Lamont GA & Keefer Place • At Greshman improve traffic visibility Georgia & Florida Ave. traffic needs improvement

Design Workshop Question	Citizens/ Shareholders Response
Where are wider sidewalks needed and what material should they be made of?	Georgia from New Hampshire till Lamont Street West side of GA from Harvard street till Barry Place East side of GA from Hobart Place to Gresham Place
Where might public art be located and what form should it take, such as at gateway locations?	Wall Mural – on GA &west side of Princeton Artwork in sidewalk at GA & Irving and GA& Columbia Rd. Medallions in sidewalk
Should parking be removed on Georgia from Barry Place to Florida Ave. to improve bus and traffic flow, and how should we address parking for the rest of the corridor?	Don't remove parking
Group #4	
Where are destinations, or historic & culturally significant locations, from a pedestrian and from a vehicular viewpoint?	Revolution Row (Historic) on GA between Columbia & Euclid
Which intersections need upgrading to improve pedestrian safety?	GA & Park Rd GA& Kenyon GA & Irving GA & Columbia Rd GA & Euclid Howard Place GA & Florida Ave. Provide Metro Bridge or pedestrian safe zone @ NH and Georgia intersection
Where are wider sidewalks needed and what	On GA between Florida and Hobart Place

Design Workshop Question	Citizens/ Shareholders Response
material should they be made of?	
Where might public art be located and what form should it take, such as at gateway locations?	Howard public art on campus
Group #5	
Where are destinations, or historic & culturally significant locations, from a pedestrian and from a vehicular viewpoint?	GA between Euclid & Florida Ave. GA & New Hampshire Ave. Newton Place
Which intersections need upgrading to improve pedestrian safety?	Sherman & Florida Ave GA & Berry Place Florida Ave & 9th Street Georgia Ave & Florida Ave All intersections
Where are wider sidewalks needed and what material should they be made of?	GA between Florida Ave and Euclid Street Sherman Ave and Florida Ave
Where might public art be located and what form should it take, such as at gateway locations?	Facades between Columbia Rd & Harvard Street
Group #6	
Where are destinations, or historic & culturally significant locations, from a pedestrian and from a vehicular viewpoint?	Banneker Park Banneker School Howard Univ. Historic Police Station Highlight generations of black families residence

Design Workshop Question	Citizens/ Shareholders Response
Which intersections need upgrading to improve pedestrian safety?	Every intersection needs upgrade Long term maintenance of crosswalks Coordinating repairs, protecting existing trees, etc. Crossing times too short at Florida &Elington Columbia Irving Kenyen
Where are wider sidewalks needed and what material should they be made of?	Recycled materials (rubber) sidewalks
Should parking be removed on Georgia from Barry Place to Florida Ave. to improve bus and traffic flow, and how should we address parking for the rest of the corridor?	Circulator bus extend to GA Ave If you remove parking there is no other option.
How would you describe your future vision for a new Georgia Ave. and Sherman Ave.?	Balance of retail, restaurants and services Dog Park accommodates dog owners, tree pits?

Appendix V.

Appendix V. Public Meeting Summaries

Lower Georgia Avenue Transportation and Streetscape Study
Advisory Council
Meeting Summary

The October 10 meeting of the DC Department of Transportation's (DDOT) Lower Georgia Avenue Transportation and Streetscape Study Advisory Council, a component of the Great Streets Initiative, was attended by twenty-nine business, civic, and residential leaders. The meeting was convened by DDOT's transportations planner, Callistus Nwadike, who gave welcoming remarks.

The presentation team included: Greer Gillis, project manager, Parsons Brinkerhoff (PB), DDOT's consultant, Karina Ricks, manager, Great Streets Program, Vivian Guerra, DC Office of Planning, and Sharon Robinson, president, Robinson Associates, PB's community engagement consultant.

Karina Ricks outlined the District's Great Streets Initiative, a multi-agency effort to transform under-invested corridors into thriving neighborhood centers. The Great Streets Initiative uses public actions and designs elements like those that will come out of the Lower Georgia Avenue Transportation and Streetscape Study (Study) to leverage private investment for improved retail areas and communities. The overall goal is to improve lifestyle and mobility and to advance economic development in important corridors like Georgia Avenue.

Karina encouraged participation in the Advisory Council and future community meetings, as the Study is a consensus visioning process. She indicated that the parameters for Lower Georgia Avenue are defined as Georgia Avenue, NW south of New Hampshire Avenue and north of Florida Avenue and expands west to Sherman Avenue and east to 4th Street NW.

A discussion ensued about the limitations facing this project and Karina explained the District established right-of-ways typically extend from building front to building front across the street and public space. Karina emphasized that widening the right-of-way is not an option as this would require the taking of private land which is not desired – however, the right-of-way (which includes sidewalks, tree spaces, and the roadway) could be reallocated to widen or narrow sidewalks or travel lanes. An architect participating on the Council observed that he measured the right-of-way at 85 feet from building face to building face, 50 feet of which was asphalt roadway. An ANC Commissioner mentioned that if we have more pedestrian crossings on Georgia Avenue, it will be difficult for both cars and people to move with the limited right of way. Karina shared that these right-of-ways will be taken into consideration as the Study looks at prospective designs for sidewalks, traffic, and pedestrians. She said that DDOT would

look to the community to learn what is the greatest need, what the community wants (i.e. wider sidewalks, more roadways, bike lanes, dedicated bus lanes), etc.

Greer Gillis presented an overview of her firm, Parsons Brinkerhoff (PB), the company DDOT selected to lead the study of Lower Georgia Avenue. She noted that PB is an engineering consulting firm with more than 20 years experience in urban transportation studies. She introduced PB's lead manager, Meg Cederoth, an expert on urban design including bicycle utilization. She introduced Phil Braum, PB's branch manager, an urban designer specializing in roadways and right-of-ways. PB has teamed with four firms small local minority firms: Lee and Associates, which is responsible for landscape architecture studies, T3 Designs, which is counting businesses and parking spaces analyzing how to maximize utilization of Lower Georgia Avenue and Robinson Associates, which is leading the community engagement.

Greer described the six-month Study process indicating that the first half will look at roadways, parking, transit, and bicycles. Then, the Parsons Brinkerhoff (PB) team will come back to the Advisory Council and community with conceptual plans. She noted that the Study needs to balance the needs of the ANC, residents, and business owners. To this end, PB will gather traffic data, and work with rapid buses, the Great Streets Initiative, and all other agencies to synthesize an overall plan. Next, the team will have a community workshop to discuss and consider such factors as traffic conditions, parking, narrow right of way, pedestrian needs, Howard University's plans, and needs of retail and commercial businesses.

Sharon Robinson of Robinson Associates indicated that the team is looking to the Advisory Council for input on how to engage the community in the process. She distributed a Community Survey for the Council's review and comments and invited participants to complete the instrument.

Greer indicated that the team will consider not only the design plan for on-street parking, but will take into consideration Howard University's plan for expanded parking. Karina shared that DDOT may consider using smart meters that can be programmed to allow people to park briefly and get in and out quickly during lunch hour and perhaps offer a different parking time during the rest of the day. She emphasized, DDOT's interest in being creative in its uses of parking meters.

A discussion ensued about funding for the project and Karina indicated that there is $18 million for all of Georgia Avenue, with $6 million of this allocated to the lower portion. She explained that this is enough money for quality streetscape work for Lower Georgia Ave., but not enough for full reconstruction from New Hampshire Avenue to Florida Avenue. To put it in perspective, she shared that it takes about $1 million per block to effect a street renovation.

Greer shared that this will be an active community engagement process and that the meeting schedule will be:

October 10	Steering Committee Meeting
November 14	Community Meeting
December 6	Steering Committee Meeting
December 12	Community Meeting
January 10, 2007	Community Meeting

Vivian Guerra of the Office of Planning gave brief remarks and summarized where the Office of Planning is in its review of plans for Georgia Avenue. She mentioned that the current Study will go into greater depth than the Georgia Avenue-Petworth Metro Station Area and Corridor Plan.

A discussion took place regarding the role of an Advisory Council member and participants were invited to sign an agreement, which commits them to working on the Advisory Council.

Participants welcomed the suggestion of a fellow Advisory Council member to personally photograph areas of Georgia Avenue they liked or did not like (or other areas of the city to use as inspiration) and provide them to the PB team. Sharon offered that perhaps we might post these on the DDOT website. Participants were encouraged to photograph places they'd like to see with more sidewalks and trees and, if possible, measure actual dimensions. Members agreed that this was a good.

After a general meeting dialogue and Q &A, the Advisory Council agreed to have the first community workshop on Tuesday, November 14 from 6:30-8:30 at the Housing Finance Agency auditorium, 815 Florida Avenue, NW.

Q & A Summary

Q-How long will the Lower Georgia Avenue Transportation and Streetscape Study take?
A- This is a six-month study that will be finished by March 2007.

Q-What are some of the projects on which PB team has worked?
A- PB did the redesign and reconstruction of the South Capitol Street corridor, the Frederick Douglas Bridge, M Street in Georgetown, Barracks Row on 8th Street. Lee and Associates designed 8th Street SE/Barracks Row, a highly successful streetscape transformation in a similar neighborhood.

Q- Howard Town Center has the largest landmass on Lower Georgia Avenue. Will it be involved?
A-Yes, the study area incorporates Howard Town Center and a representative of Howard University is on the Advisory Committee. We plan to coordinate very closely with this large institutional partner.

Q-We understand that Howard Town Center has parking planned but that it will be for faculty only and not available to the public, is this the case?

A-This is a design question for Howard University.

Q-A Park Morton resident asked whether there are plans to tear down any of the public housing buildings at Park Morton to open up the existing cul-de-sac?
A- The Park Morton public housing development is included under the Mayor's "New Communities Initiative", similar to Sursum Corda, and is programmed for further assessment. Currently no plans are in place to tear down any buildings until the New Communities Initiative is launched for Park Morton and studied in more detail, which will involve the participation of the Park Morton residents.

Q-To minimize the impact on those who live and work on Georgia Avenue, there is a season which is good for construction and a season which would be difficult for businesses. How will you design the construction schedule?
A-This is a top consideration. Although this portion of the study is focused on design, it will lead to construction drawings and ultimately construction. It is important to consider now how to sensitively phase construction so that it does not harm the existing local businesses. That is why the participation of the local business community is so critical on the Advisory Committee and at public meetings. We need your guidance to structure a construction phasing plan that leads to an overall successful street improvement.

Q-Will this include additional bus shelters?
A-Georgia Avenue is a major transit corridor and many of the bus stops within the study area are very heavily used. Recommendations for bus shelters will come out of this study as well as other strategies for providing comfort and convenience to bus patrons as they wait and greater efficiency of transit travel overall.

Q-Although money is presently set aside for this project, isn't it possible for priorities to be arranged and for that money to be reallocated away from our project?
A- Budget reprioritization is always a possibility, however, with great community support, involvement, and activism for the improvements it is unlikely.

Q-Is it possible to find additional resources.
A-Presently only the $6 million is secured for this project, but with a compelling plan and a very involved community there may be opportunities to secure additional resources for the corridor's improvement.

Q-What would it cost to do the entire New Hampshire Avenue to Florida Avenue? The entire area needs redevelopment.
A- $1 million per block (roughly 1,000 linear feet) is a good benchmark. Until the study is completed it is impossible to estimate what the total need is.

Q-How is Howard University planning for parking? We understand there will be less than 100 spaces for faculty parking and no student parking.

A-We will continue to work with Howard University through the study to examine their parking plans, the transportation impacts in the area, and explore possible parking strategies.

Q-You said that you would hold a charrette. What is this?
A-We will be holding a community workshop in which we'll break down all the issues and go through all the studies on transportation, streets, bikes, and pedestrians. Then, community members will break into working groups and answer the questions, such as what does the group want to do and see in the Lower Georgia Ave. corridor?

Q-Isn't this corridor eligible for federal aid?
A-Yes, however federal aid resources are in tremendous demand citywide, thus alternative creative financing is sought for Georgia Avenue and the other Great Streets corridors.

Advisory Council Meeting Attendees

Ali Muhammed	Chair	ANC 1A
Cell Bernadino	Executive	Ft. Lincoln New Town
Janisha Richardson	Commissioner	ANC 1A08
Silvia Robinson	ECAC	ECAC
Ann Theisen	Commissioner	ANC 1A 05
John Adams	Constituent Services	Councilmember Graham
Thomas Smith	Commissioner	ANC 1B 09
Myla Moss	Commissioner	ANC 1B01
Marie Whitfield	President	Park Morton Residents Council
Tony Norman	President	Pleasant Plains Civic Association.
Windy Carson Smith	President	LeDroit Park Civic Association
Sinclair Skinner	Leader	Shaw Community
Jacqueline Reyes	Leader	Fenty 06
Haile Gerina	Owner	Sankofa Video & Bookstore
Dr. Baruch	Co-owner	Everlasting Life Co-op
Kenny Gilmore	Owner	Howard Deli
Dr. Ronald Simmons	President	Us Helping Us
Selwin Holder	Owner	Pluck U Chicken
Ayize Sabater		MOMIF's
Brenda Williams	President	NVBA
Chuck Gary	Owner	Chuck & Billy's Bar and Carryout
John Boddi	Owner	Renee By Boddi's
Ross Lakritz	Owner	Lakritz Adler
Phil Esocoff	President	Esocoff & Assoc.
Larry Clark	Executive	Donnatelli and Klein
Christopher Hopson	Government Relations	Howard University
Eric Gilliland	Exec. Dir	Washington Area Bicyclist
John Adler	Owner	Lakriz Adler

John Goodwin	Owner	Wilson's

Lower Georgia Avenue Transportation and Streetscape Study

Community Meeting of November 14, 2006
Meeting Summary

On November 14, the DC Department of Transportation (DDOT) held a meeting with the community to discuss plans for the Lower Georgia Avenue Transportation and Streetscape Study, a component of the Great Streets Initiative. Nearly seventy individuals attended the meeting including: residents, business owners, civic leaders, ANC 1A and 1B Commissioners, and representatives from Council Member Graham's office and Mayor-elect Fenty's Transition Team. The meeting was taped for airing on District Cablevision Channel 16 during the first half of December.

Michael Jelen, senior civil engineer and DDOT's team leader, gave remarks and invited DDOT's lead consultant on the project Parson's Brinkerhoff's, Greer Gillis, to join him in presenting an overview of the Lower Georgia Avenue Transportation and Streetscape Study. Michael indicated that the study will last six months and culminate in a plan for lower Georgia Avenue to enhance its streetscape, parking, public transportation, and economic development. A copy of the meeting PowerPoint presentation may be viewed at www.ddot.dc.gov (under "Major Initiatives/Great Streets") and this Meeting Summary is on display at the Petworth and Martin Luther King Public Libraries.

DDOT's Director Michelle Pourciau welcomed participants and stressed the agency's commitment to the work. She indicated that public action and design elements like those that come out of the Lower Georgia Avenue Transportation and Streetscape Study will be used to leverage private investment for improved retail areas and related neighborhoods. The overall goal is to improve lifestyle and mobility and to advance economic development on Georgia Avenue. Karina Ricks and other team members joined Director Pourciau in responding to community questions about the work.

Meeting participants assembled into five breakout groups to discuss transportation, parking, pedestrian-friendly enhancements, bicycles, and streetscape design, which would benefit the community. A summary of the dialogue from the breakout groups follows.

Breakout Topics

Economic Development

- Create a Business Improvement District to foster community input.
- Banneker Recreation Center is a very important area of the corridor. It needs better programs.
- Use tax incentives to encourage local business development.
- Locate more businesses at major cross streets: Columbia Rd, Harvard and Irving Streets.
- Keep Sherman Avenue as residential and focus on Georgia Avenue as commercial, so that pedestrians from Sherman come to do business on Georgia.
- Cleanliness is a top priority. Demand more from numerous liquor store and strip joint owners to keep sidewalks clean and trash picked up. City must clean streets and pick up trash more frequently.
- Do construction at night when commercial business time is lighter.
- There is a need for more sit-down restaurants.
- Georgia Avenue should be made a "cultural destination."
- There are safety and zoning issues that need to be addressed.
- We want businesses that attract people to come and stay awhile, not just pass thru.
- If more businesses come, police presence will be increased.
- Business improvement groups should work to improve the diversity and images of businesses.
- Create a great destination, a center of attraction for the residents and businesses.

Parking

- There's some parallel parking now, but what's the potential for diagonal parking on one side of the street? Diagonal parking accommodates more customers coming to businesses and services.
- There are broken meters and parking ticket issues.
- Create business parking hours
- Buses arrive simultaneously creating conflicts with students and buses trying to park.
- Need a strategic plan for parking and buses.
- Create parking in front of the Recreation Center and more parking for Howard University.
- Parking is a dilemma in any major city. Create municipal property for parking.
- If more restaurants are built, parking problems will increase.
- Add garages on the sides of the streets at New Hampshire and Georgia Avenue and near hospital.
- Parking is limited due to Howard University commuters. Place time restricted parking on Georgia Avenue.

Traffic/Public Transportation

- There is a Metro station at the north and south ends of this study area; however, there is not a Metro station in the middle. This is inconvenient.
- There is a need for more shelters at key bus stops.
- Put bus stops at better locations, for example at the Georgia Avenue and Rock Creek Church intersection.
- Try modes of transportation before investing money.
- Commercial vehicles belong in an industrial area.
- More taxicabs are needed on avenue
- Put commuter buses on Georgia Avenue and local buses on Sherman.
- Add trolleys and streetcars
- Traffic lights should be synchronized on Sherman.
- At 5:15 in the morning, traffic is not too bad; it gets worse around 7 a.m.

Streetscape

- There is heavy traffic congestion from Florida Ave. to Bryant, Fairmont and up to Euclid Streets.
- Cluster small businesses in strip malls.
- Keep Landmarks
- Put in shrubbery and hanging plants since there's no space for trees.
- Tree boxes are a problem for pedestrians, especially the disabled.
- Add more trees and trashcans.
- Create green spaces/parks.
- Create unique lights with more character and stronger beams for safety.
- Choose the right lighting to create an attractive environment.

Pedestrian Safety

- The location at 2822 Georgia Avenue is a horrible pedestrian crossing.
- Introduce pedestrian crossing enforcement and add traffic calming measures.
- Monitor traffic speeds
- Put buttons on the traffic lights to assist pedestrians in crossing the street.
- Put a stop sign at Gresham and Georgia Avenue.
- Add bump outs at intersections
- Cars turning right on red during rush hour are dangerous to pedestrians.
- We need pedestrian countdowns at certain traffic lights.

Bicycle Usage

- Not enough
- Grades are good for biking.
- Georgia Avenue needs to be improved for biking.
- Add bike lanes to other streets off Georgia Avenue.
- Bike races are good for the area.

Discussion Points

Will the new city administration coming in be committed to the Lower Georgia Avenue Transportation and Streetscape study?
Director Pourciau indicated that Mayor Williams and the City Council approved this funding and she is confident there won't be any major changes to it. Dan Tangherlini, former DDOT Director and Acting Metro General Manager, is also supportive of the Great Streets work and it is expected he will continue once he assumes his invited position as the new city administrator.

What is the real goal of the Study?
To make Georgia Avenue a Great Street with thriving economic development, excellent mobility and an inviting streetscape that will draw people to the area and to give them a reason to come to the community.

As a business owner who's been on GA Ave. for over 40 years, there is traffic congestion caused by a commercial cleaner with its 5 trucks and congestion around the largest institute on Georgia Avenue Howard University. What can be done about this?
The intent of this work is to explore that and similar issues and develop strategies for resolving them for mutual success up and down the corridor.

Will you widen the streets on Georgia Avenue?
DDOT will only work within the existing right of way (which is limited to the existing sidewalks and streets). We can reallocate that right of way – for instance narrow sidewalks to make more room for buses or narrow travel lanes to add to sidewalks – but it is not envisioned that the overall street (sidewalks + roadway) will be widened into the abutting private properties. Given that limitation, we are challenged to find ways to move transit more efficiently, solve the bottleneck around Howard University Hospital, and provide more room for pedestrians.

How will the Georgia Ave. renovations be an economic development tool for us?
DDOT has experience in seeing how streetscape improvements can concurrently improve economic performance of adjacent retail. In 2003, DDOT completed an $8 million streetscape renovation of 8th Street/Barracks Row, which helped to attract over $15 million in private investment along the corridor, 19 new businesses including 9 outdoor cafes, which add life and generate $80,000 more in sales tax per year. Most importantly, the vast majority of original businesses on Barracks Row are still there but are now thriving by taking advantage of the new "look" of the corridor.

What about more disabled access to sidewalks on Georgia Avenue? Pedestrians have to walk single file now. Can we widen the sidewalks to make it safer for pedestrians to walk?
Yes, sidewalks can be widened, but only by narrowing something else in the roadway. That is the challenge of this study – if we widen the sidewalks than we narrow the traffic area and then what happens? Which is more important for business and the community? Pedestrians are critically important. The sign of a great and viable street is the number of people walking on the sidewalks and going inside the stores and businesses.

Will Howard University be involved?
Howard University is an important institutional component of lower Georgia Avenue and will play a big part of this beautification project. We want the transportation aspect of this to work efficiently and need to solve the traffic bottleneck near Howard University.

You mentioned traffic and volume. What can be done about this?
Again, this is a major component of this study and we will need to be creative. Walking is part of the answer, so is transit and parking.

How do we get more businesses to come to Georgia Avenue, which is characterized by struggling little businesses spread out all along the Avenue?
Economic development is the main goal of the Great Streets program. We need to make Georgia Avenue more successful for existing businesses and appealing and inviting to prospective businesses. We need to increase mobility on the street, create safe pedestrian-friendly sidewalks and lighting and broaden the retail appeal.

What are the next steps in this project?
In December, there will be another Steering Committee meeting, which will review the November 14 community meeting responses and community input and make recommendations to the Study team. On Dec. 12, we will convene another community meeting.

Lower Georgia Avenue Transportation and Streetscape Study

STEERING COMMITTEE
Meeting Summary
Dec. 6, 2006

Nearly twenty members of the residential, small business, and development communities attended the Lower Georgia Avenue Transportation and Streetscape Study Steering Committee meeting December 6 at Bruce Monroe Elementary School. Participants shared the challenges and opportunities within the study area: New Hampshire Avenue to Florida Avenue and Sherman Ave to Fourth Street, NW.

The Committee reviewed the summary of community comments provided at DDOT's November 14 Community Meeting. Seventy individuals from the business, residential, and institutional sectors of the community attended that meeting. One theme that stood out among the comments was a general consensus that Georgia Avenue needs to be walk-able and needs to be a cultural destination, drawing on its rich historical African American heritage. This is especially true with one of the nation's premiere African American educational institutions, Howard University, located on the Avenue. Community leaders emphasized that Georgia Avenue should be a cultural destination highlighting its African American legacy through culturally significant public art, appropriate signage, and a heritage trail like that along the U Street corridor.

DDOT's consultant team, lead by PB, called on its data collection team member, T3 Design, to update the Committee on its study of pedestrian and bicycle traffic within the area. The consulting team gave an overview of peak-hour pedestrian and bicycle intersection crossing volumes and accident rates broken down by street. Participants discussed the current and historic accident rates and traffic volumes.

PB invited the design team, Lee, Papa & Associates, to give a PowerPoint presentation of some urban design features for Georgia Avenue. Their presentation included a review of existing street conditions and comparative streetscapes at 8th Street SE/Barracks Row, Georgetown and Shirlington, VA. Steering Committee members thoroughly conferred on the findings and shared their vision for Georgia Avenue's streetscape.

The full presentation and charts provided at the meeting by the consultant team are attached to this Summary and may be viewed on the DDOT website at www.ddot.dc.gov.

The Steering Committee decided to postpone the December 12 community meeting and preferred to hold a full-day community design workshop on January 27. Business owners and community members will be informed via mail, e-mails and phone calls. Since business owners usually work on Saturdays, the meeting will be replicated during the week at lunchtime to accommodate their schedules. Steering Committee members were encouraged to bring business owners, civic leaders and residents to the meeting.

The primary purpose of the Community Design Workshop will be to engage the entire community with DDOT's design team in shaping a consensus vision for Lower Georgia Avenue. The team will present preliminary design plans and comparative trend data such as pedestrian, bicycle and vehicular traffic patterns and trends over time.

Meeting participants were encouraged to photograph any problem areas, historically significant points or areas that are appealing along the Georgia Avenue corridor. Residents and business owners were also encouraged to email the design team with comments, ideas, and historical facts and places along Lower Georgia Avenue. Elements of the Steering Committee's discussion follow.

TOPICAL DISCUSSION

Economic Development

- A key concern from small business owners is that improvements in an area may unintentionally create financial challenges for existing small businesses that could stimulate their demise. Participants were reassured that Georgia Avenue's Great Streets designation not only addresses transportation, but also supports small businesses by encouraging increased pedestrian traffic to retailers through attractive streetscape design, improved transportation mobility, and parking improvements, which will bring more customers into the area.

- Several Steering Committee members asked about ways Great Streets could stimulate economic development. The team offered that this particular element of the Great Streets program provides traffic mitigation plans and streetscape design improvements. The Office of the Deputy Mayor for Planning and Economic Development (ODMPED) has a Great Street's coordinator who will be invited to the next meeting to discuss how other tools that are part of this initiative can help with economic development.

- Participants asked about using Tax Increment Financing (TIF) to stimulate economic development along Georgia Avenue but worried that those revenues were relegated only to larger businesses. The DDOT team explained that a TIF District is an area that captures a portion of the property and sales taxes businesses already pay, but puts them in a special account that is reinvested back into the same area from where the revenues are generated. This type of "district-based" TIF is different from the "project-based" TIF people may be more familiar with. The project-based TIFs **are** typically associated with larger projects, however the district-based TIF can support any

business in the TIF area – large or small. The District is currently working on establishing a TIF district in the area around Howard University and the Shaw neighborhood south of Bryant Street - it does not cover the whole of the study area.

- Leaders indicated that small businesses need access to economic development tools such as loans, facade improvement grants and other instruments. Participants emphasized that small business economic survival must be considered as much as streetscape design. An explanation was provided that it is not the intent of the Great Streets program for small businesses to disappear. Rather, the intention is to support small business by making the corridor more inviting and pedestrian friendly.

- One of the members inquired about the Draft Development Framework for a Cultural Destination District within Washington, DC's Greater Shaw/U Street, (DUKE) Study, a community planning study, which outlines development and use focuses between the Shaw-Howard University and U Street/African-American Civil War Memorial/Cardozo metro stations. A review of this study is available on the Office of Planning website (www.planning.dc.gov), under Neighborhood and Revitalization Plans/Ward 1.

Parking

- Participants indicated that parking is a key issue on Georgia Avenue and that parking planning must accommodate different uses by varying times throughout the day. It was suggested for example that 15-minutes is sufficient for workday errands at some businesses, while longer time slots, such as 4-hours would be more appropriate in the evening to accommodate event-oriented parking.

- It was pointed out that the demographics are shifting to more young singles and baby boomers without children and that these apartment and condo dwellers will want to walk to local destinations. This means that the parking dynamics can change if there are more walkers than drivers living in the area.

Traffic/ Public Transportation

- Participants advocated that Sherman Avenue needs to have a design more conducive to residential rather than highway driving. It needs cues so that drivers understand that it is a residential area, because people are less likely to speed down a residential street. Some of the ways to accomplish this are to extend the sidewalk, install speed bumps or narrow the driving lanes.

- Participants reiterated that the study must solve congested areas so that traffic is able to get to retailers during rush hour.

- Participants asked whether additional subsurface transportation is an option and were informed that an additional subway stop is probably not feasible; however, there are high-capacity, quality surface transit options, which DDOT is currently examining.

- The data is still being collected on how much of the traffic is passing through the corridor, how much is destined for the corridor, and how much begins and ends within the corridor.

- Participants raised concerns about the poor condition of alleys in the study area and indicated that once the alleys behind Georgia Avenue retailers are repaved, it will relieve the congestion of deliveries made on the corridor and last year, some alleys were improved. DDOT expressed support for alley improvement as a means of improving loading and relieving street congestion. It is possible for some resources from the Great Streets program to be applied to the area alleys if that was a top priority for the area design. In addition, larger developments often are required to provide a community benefit from their development projects. One way this can be done is through alley improvements associated with their development.

- Participants forwarded additional ideas on ways to relieve traffic congestion and accidents such as installing speed bumps, installing traffic cameras, using police cars with radar to reduce speed, and operating trolleys with stops designed every half-mile along the corridor.

- Some participants urged the team to consider turning Georgia Avenue into an HOV lane from Florida Avenue to New Hampshire Avenue.

<u>Streetscape</u>

- Consultants observed that Georgia Avenue pedestrian traffic varies from block to block with Howard University having the greatest pedestrian traffic. The challenge is working with a variety of sidewalk widths. Some sections of the corridor have very narrow sidewalks from four to six feet wide and some of the buildings are right up against the curb leaving little room for pedestrians to walk. Participants felt that to protect pedestrians, there was a need for updated railings and sidewalks designed for the maximum amount of mobility, access and attractiveness.

- DDOT staff reminded the consultants that in considering the type of sidewalk material available it is not necessary to think only of the brick sidewalks seen in Georgetown or Barracks Row. Concrete can be a very flexible and creative design material and offers greater variations and color options than brick. Pavers and other materials should also be considered and presented to ensure the corridor is unique and not a replication of some other “typical” corridor in the region.

- Participants and DDOT staff felt all design elements such as street furniture, lights, intersections and sidewalks, banners, and public art, should reflect Georgia Avenue’s uniqueness and historic nature, especially around Howard University.

- Designers need to help expand residents’ ideas about what is possible for Georgia Avenue. The community and DDOT must figure out how to strategically deploy the context of public space versus private business along the corridor.

- The city has approved the Howard Town Center and other developments along Georgia Avenue. The Great Streets initiative will incorporate what has already been done on Georgia Avenue, and will include a volumetric study listing height restrictions for buildings for the Lower Georgia Avenue.

ANNOUNCEMENTS

- A summary of the December 6 meeting of the Steering Committee will posted on DDOT's website at www.ddot.dc.gov and mailed and emailed to the Steering Committee members. It will also be available at the Petworth Library and the Martin Luther King, Jr. Memorial Library.

- District Cablevision Channel 16 will air the November 14 Community Meeting and breakout sessions throughout the first half of December.

- Community Design Workshop on Saturday, January 27, 2007 at the Housing Finance Agency, 815 Florida Avenue, NW from 9 a.m. until 4 p.m. Lunch and refreshments will be served.

For additional information, contact: Callistus Nwadike, Transportation Planner, DDOT, 2000 14th Street, NW, Washington, DC 20009, 202-671-2730, callistus.nwadike@dc.gov.

Lower Georgia Avenue Transportation and Streetscape Project

COMMUNITY DESIGN WORKSHOP
Meeting Summary
January 27, 2007

Nearly one hundred members of the community joined Councilmember Jim Graham and DDOT Executive Director Emeka Moneme to participate in the Lower Georgia Avenue Transportation and Streetscape Project Community Design Workshop held Saturday, January 27 in the DC Housing Finance Agency auditorium. The primary purpose of the Community Design Workshop was to engage the community with DDOT's design team in shaping a consensus vision for Lower Georgia Avenue. To this end, residents, ANC Commissioners, civic leaders, business owners and agency staff actively participated in planning the design, streetscape and historic recognition for lower Georgia Avenue

DDOT's consultant team updated the community on its analysis of the corridor. The team gave an overview of their findings and presented several preliminary design concepts for the community's consideration. With nearly 50,000 person-trips per day, the design team noted that Georgia Avenue is one of the most traveled streets in the District. They also pointed out that walkability varies along the Avenue from good to very poor and that many intersections do not have stoplights or cross walks. One of the findings corroborated the community's views and that is that getting through the corridor by bus, car, or shuttle can be challenging, particularly at certain times of day. Further, the team noted that the history of Georgia Avenue and its sense of place are important assets for District residents and the nation. The full PowerPoint presentation is attached to this Summary and may be viewed on the DDOT website at www.ddot.dc.gov.

After the presentation, meeting participants broke into smaller workgroups and were asked to address six key questions that will help to shape the future for Lower Georgia Avenue. Community members and designers hovered over workshop tables and studied over-sized maps of lower Georgia Avenue. After more than an hour and a half of planning, each workgroup designated a spokesperson to report on their conclusions. The following summarizes the community's planning session.

DESIGN WORKSHOP SUMMARY

1. Where are Destination, Historic or Culturally Significant Locations from a Pedestrian and Vehicular perspective?

--Howard University, Georgia Avenue and 6th Street
--Howard Town Center
--There should be a public realm signature space on 8th Street from Barry to Florida Avenue.
--Spotlight, 9:30 Club, Blue Nile Herb and Spice Company, Pyramid Book Store and Bruce Monroe School
-- Between Irving and Columbia Streets.
--Georgia Avenue and the following intersections: Morton St., Park Rd. and Lamont St.
--Historic church at Georgia Avenue and Princeton, now called Fisherman of Men
--Founder's Library at 6th and Howard Place
--Fire Engine Company 24
--The historic and vacant Blanche K. Bruce School
--Quebec Place Church used to be a movie theater and should be noted as such.
--Recognition should also be provided for the following:

- Georgia Avenue's historic places which are no longer in existence such as: Freedmen's Hospital, Griffith Stadium, Morgan's Seafood, Miner's Teachers College, etc.
- The first Black USO in America, formerly located on Florida Avenue
- Neighborhoods on east side of Georgia Avenue where the majority of doctors and other medical professionals lived, who once worked at Howard University Hospital.

--Banneker High School and Banneker Recreation Center
--Identify police station at Georgia Avenue and Park Road with a sign.
--Consider historic area north of Harvard Street to the Petworth Metro stop
--Recognize Nile Valley area from Euclid Street to Harvard Street
--Publicize annual traditions like Caribbean Festival's parade along Georgia Avenue to Banneker
--Construct historic trail through the corridor, tying historic sites together.

2. Which Intersections Need Upgrading to Improve Pedestrian Safety?

--Locate pedestrian crosswalk signs along the southern section of Georgia Avenue.
--Upgrade intersections at Georgia and the following streets: New Hampshire Avenue, Columbia Road, Harvard Street, Florida Avenue. Park Road, Euclid, Barry, Fairmont, and all intersections along Georgia Avenue.
--Synchronize traffic lights all along the Georgia Avenue corridor.
--Create pedestrian intersections along the corridor with wheel chair accessible ramps, stoplights and yellow triangle signs indicating stop for pedestrians.
--Designate intersections with unique pavements, markings and/or signage indicating clear directions and unique location information
--Add traffic control officers on Georgia Avenue
--Do not change traffic speeds at different times of day because it is too difficult to remember.
--Use directional signs to clarify when vehicles can turn onto Georgia Avenue, especially at New Hampshire and Florida Avenues.
--Change Sherman Avenue from three to four lanes to allow for a turning lane.

--Change lower portion of Georgia Avenue to three lanes to allow fourth lane for turning.

2. Which Intersections Need Upgrading to Improve Pedestrian Safety? (Cont'd.)

--Create mediums with trees in center of Sherman Avenue between Girard and Euclid Streets and on Georgia Avenue between Columbia Road and V Street to calm traffic.
--Improve Park Road intersection where traffic turns in to either Sherman Avenue or New Hampshire Avenue.
--Keep left turn lane at Bryant Street and improve Bryant, W and V Streets.
--Improve Florida Avenue intersection at Georgia Avenue where traffic turns left to New York Avenue. Currently, pedestrians run across street. Also, the emergency entrance to Howard University Hospital causes major traffic congestion problems.
--Improve Florida Avenue between Georgia Avenue and 9th Street
--Upgrade intersection at Florida Avenue and Barry Place.
--Install traffic lights at Georgia Avenue and Morton, Lamont, Keefer Place, Park Road and Kenyon.
--Improve sight distance at Georgia Avenue and Gresham Place.
--Add bulb-outs and medians to New Hampshire Avenue.
--Install better signage where Georgia, Sherman and Florida Avenues converge.
--Improve traffic flow without increasing speed from Howard Place to Florida Avenue.
--Calm traffic at Georgia Avenue and the following streets: Columbia Road, Barry Place, Florida Avenue, and Bryant Street.
--Design exit for renovated McDonald's on Georgia Avenue to exit on 8th or 9th Streets, or on Barry Place.
--Create diagonal pedestrian crossings at New Hampshire and Florida Avenues at Georgia Avenue.
--Implement special lighting throughout the entire corridor.
--Remove unnecessary traffic islands along corridor.
--Widen streets at Sherman, Florida and New Hampshire Avenues.

3. Where are Wider Sidewalks Needed and of What Material Should They Made?

--Widen sidewalks on Euclid Street, Hobart Place, Howard Place, Sherman Avenue, Florida Avenue, from Barry Place to Columbia Road, and all along Georgia Avenue.
--Widen sidewalks at Howard Town Center and Howard University, from Euclid to Florida Avenue.
--Use rubber for sidewalks; not bricks which are too difficult for seniors and the disabled.
--Use stamped or paved concrete sidewalks that are easier to repair and more uniform.
--Involve Sherman Avenue residents in their avenue's design.
--Widen Sherman Avenue's sidewalks, create bike paths, subtract a lane and add center medium.
--Add uniform lights, bike racks, dog walking areas on Georgia Avenue sidewalks and green spaces.
--Widen sidewalks on Georgia Avenue from Barry Place to Columbia Road.
--Widen sidewalks and add angle parking in major retail sections from Princeton to Park Row
--Widen sidewalks on the east side of Georgia Avenue where currently only one or two pedestrians can walk and retail doors open right on sidewalks.

4. Where Might Public Art Be Located and What Form Should it Take?

--Consult with historians and students to showcase Howard University as historically significant and reflect this in sidewalk and street designs.
--Review *Georgia Avenue 5 Miles of Historic Evolution of Ethnic Diversity* written by Philip Ogilvie.
-- Until 138, the Orthodox Jewish community of Georgia Avenue, Har Zion, met at 3831 Georgia Avenue. This should be noted.
--Hire local artists to design art for public spaces
--Install art in residential areas for both residents and visitors to appreciate
--Design uniform building facades throughout Georgia Avenue, so art becomes destination.
--Create uniform and inviting art at gateways from Florida Avenue to the Petworth Metro.
--Work with developers to add art on their properties as a community amenity.
--Create art for the 9:30 Club
--Add art at Euclid and Georgia Avenue and at Howard University and Banneker High School.
--Place art piece or sculpture in triangle space at Harvard and Georgia Avenue.
--Design murals on panels, so can be moved as necessary.
--Place sculptures throughout the corridor.
--Create major gateways at New Hampshire and Georgia Avenues, and in the middle of corridor at Kenyon, Irving, Harvard and Columbia streets.
--Consider offer from Temperance Hall Restaurant to use its large outside wall as a Gateway sign for Georgia Avenue, reading "Welcome to Lower Georgia Avenue."
--Install artworks, sculptures, murals and a "Walk of Fame" sidewalk along Georgia Avenue.
--Distinguish Nile Valley area from Euclid Street to Harvard Street with unique sidewalk paving and banners.
--Add historical trails and markers to recognize the civil rights movement's influence along Georgia Avenue.
--Preserve African American neighborhood traditions along Georgia Avenue
--Represent Georgia Avenue's rich history in art.
--Anchor uniform streetscape by gateway art.
--Place public art along Georgia Avenue corridor to attract increased visitors to area
--Place historic markers along side streets, not just along the main arteries.
--Focus beyond Lower Georgia Avenue to consider Middle and Upper Georgia Avenue in the design planning process.
--Consider art possibilities for Park Morton community renovation.

5. Should Parking be removed on Georgia Avenue from Barry Place to Florida Avenue to Improve Bus and Traffic Flow, and How Should We Address Parking for the Rest of the Corridor?

--Five of the six workshop groups indicate that they do not want parking removed Georgia Avenue from Barry Place to Florida Avenue.
--Assess whether the anticipated 500 space parking garage at Howard Town Center will be sufficient if street parking curtailed or removed

-- Increase shuttles and schedule of the Circulator buses
--Include green meridian on Sherman Avenue.
--Convert vacant lot between Hobart Place and Harvard in to a parking lot.
--Develop and strictly enforce short term parking places in both existing and new parking developments.
--Ask City to acquire space for multilevel parking building
--Raise ballpark field and place it atop a two-three level parking building
--Address parking issues creatively between Howard University and retailers.

6. How would you describe your future vision for a new Georgia Avenue and Sherman Avenue?

--Safe, increased aesthetic value, good traffic flow
--City, business owners and residents need a Memo of Understanding to establish trust among all entities.
--Uniform and/or complementary retail facades along Georgia Avenue'
--Georgia Avenue to remain commercial while Sherman Avenue will remain primarily residential.
--Improve the facades of the few businesses located on Sherman Avenue.
--At Rapid Bus stops, include specialized lighting, seating area, heat panels, wind protection, etc.
--Include hanging planters where trees are not possible. Let's improve the aesthetics.
--Bike parking at Georgia and: Farragut Street, Girard Street, Howard Place, etc.
--Wider sidewalks from Howard Place to Girard Street.
--Place a pedestrian bridge over Georgia Avenue from Howard University's School of Engineering to its technical classrooms across the street.
--Emphasize Howard University as a great cultural institution
--Emphasize retail as small, minority owned and locally operated businesses and distinguish retailers who have been on Georgia Avenue for many years.
--Improve the pedestrian amenities along Kenyon Street and Georgia Avenue.
--Absentee landlords are insensitive to local neighborhoods and should sell their properties to local retailers or have the City take the property.
--Build incentives for neighborhood services to include medical and other professions, i.e. opticians, doctors, dentists, and lawyers and encourage them to open offices for local residents to can access services within our own neighborhood.
--Lower Georgia Avenue residents will spend their money in their own neighborhoods instead of the suburbs.
--Increase public transportation, including a rapid bus.
--Design Georgia Avenue to be a ceremonial entrance with gateways and arches and artistic avenue with pedestrian access to parks and monuments.
--Build a pedestrian thoroughfare from the west side to the east side where Howard University's engineering building is being constructed on the west side of Georgia Avenue.
--Spruce up V Street, NW
--Create public spaces at Florida Avenue and 9th and R Streets
--Envision Georgia Avenue as more bike and pedestrian friendly.
--Redesign Sherman Avenue to have a friendlier feel to it, like 13th Street, NW.

--Redesign Sherman Avenue with bike lanes, parking on both sides of the street, green space and medium with trees and shrubs.
--Emphasize corridors for pedestrians, so that vehicles will accommodate pedestrians
--Add more bike racks throughout Georgia Corridor, especially in southern end near Howard University to lessen number of cars. Place bike parking at HTC, Georgia Avenue to Petworth Station, near Rapid Bus stops and at Georgia Avenue and Irving.
--Sustain/blend existing businesses with new businesses and new residents.
--Provide incentives for current businesses to serve the needs of new residents

TOPICAL DISCUSSION

Economic Development

- A key concern from small business owners is that improvements in an area may unintentionally create financial challenges for existing small businesses that could prompt their demise.

- A participant asked about absentee landlords who would benefit from façade improvements. There is a desire to increase with owner-occupied businesses along Georgia Avenue and to sustain the minority-owned businesses and those businesses that have been operating a long time.

- Loans and grants would encourage owners and tenants to reinvest in the community.

- Derrick L. Woody, Coordinator of the Great Streets Initiative within the Office of the Deputy Mayor for Planning and Economic Development (DMPED)addressed the workshop participants about financial resources and other assistance for small business owners. He cited several programs such as Tax Increment Financing (TIF) to create retail opportunities in eligible areas. In addition, he brought literature on the Great Streets Initiative and TIF program, the New Communities Initiative, the Enterprise Development Group, and Enhanced Business Information Center. Further information is available at derrick.woody@dc.gov or 202-727-2981. The website is www.dcbiz.dc.gov/dmped

- Participants discussed the need to relocate the 180 bed homeless shelter because it dampens economic development.

- Participants urged the team to consider building more residential, rehabilitation and retail facilities to serve the elderly and disabled populations, bringing much needed economic development to the corridor, while providing useful and needed services.

Parking

- Participants indicated that parking is a key issue on Georgia Avenue and that parking planning must accommodate different uses by varying times throughout the day. It was suggested that a vacant lot at Hobart and Harvard Streets be built as a parking lot.

- It was pointed out that the city should acquire space for a multilevel parking garage along the Georgia Corridor.

Participants advocated that additional parking be included with future apartment buildings, and at the new Howard Town Center.

Traffic/ Public Transportation

- Participants advocated that the team consider how the impact of the redevelopment on Georgia Avenue will affect the parallel streets one block east and west. The potential impact on these streets must be considered when the traffic goes there to avoid congestion on the corridor.

- Participants reiterated that the team needs to plan for additional pedestrians and bikers on Georgia Avenue, and to increase public transportation such as the Rapid Buses along with adding more bus shelters .

- Participants raised concerns about the poor shape of the alleys, which if repaired would allow the large delivery trucks to use the alleys to unload instead of double parking in front of the businesses on Georgia Avenue.

- Participants forwarded additional ideas such as placing street bumps along the side of the streets to slow the speed of arterial traffic flow moving into the side streets in the residential neighborhoods.

- Participants indicated that streetlights at all intersections should have count down lights.

- Participants mentioned that lane markings at all intersections should be uniform. Currently, it confuses pedestrians.

Streetscape

- Consultants observed that Georgia Avenue pedestrian traffic varies from block to block with Howard University having the greatest pedestrian traffic. The challenge is working with a variety of sidewalk widths. Some sections of the corridor have very narrow sidewalks from four to six feet wide and some of the buildings are right up against the curb leaving little room for pedestrians to walk. Participants felt that to protect pedestrians, there was a need for updated railings and sidewalks designed for the maximum amount of mobility, access and attractiveness.

- Participants indicate that the façade on the southern and northern ends of Georgia Avenue should differ to distinguish residential from commercial elements of the corridor.

- Some participants urged that the new redesigned pavements not be dug up by PEPCO WASA, and Washington Gas Company, and then carelessly covered over by asphalt. Team members assured the participants that coordinated efforts are made to coordinate utilities maintenance and repairs and to assure that the same quality of work and materials are replaced whenever the aging infrastructures require digging up streets and sidewalks.

Another discussion followed on the need to plant and maintain trees and shrubbery to add to the beautification of the corridor. The team replied that the DDOT's forestry section is committed to making Georgia and Sherman Avenues be an integral part of the city-wide program to enhance Washington DC to be known for its beautiful and well-maintained trees.

ANNOUNCEMENTS

• The Community Design Workshop Summary is posted on DDOT's website at www.ddot.dc.gov and available at ANC 1A, ANC 1B, the Petworth Library, and the Martin Luther King, Jr. Memorial Library.

• District Cablevision Channel 16 will air the Community Design Workshop and breakout sessions on____.

• To be determined	Steering Committee Meeting, 815 Florida Avenue, NW
• Friday February 23	Georgia Avenue business owners' meeting, Reeves Center, 5th Floor Conference Room
• To be determined	Community Workshop, 815 Florida Avenue, NW. Lunch and refreshments will be served.

For additional information, contact: Callistus Nwadike, Transportation Planner, DDOT, 2000 14th Street, NW, Washington, DC 20009, 202-671-2730, callistus.nwadike@dc.gov.

Lower Georgia Avenue Transportation and Streetscape Improvements Steering Committee Meeting

Meeting Minutes
April 26, 2007

Meeting: *Location*: Howard University, College of Architecture, 2306 Sixth Street NW, Mackey Building, Room #150
Time: 6:30 PM to 9:00 PM
Purpose: To present steering committee members with design alternatives and solicit their input

Attendees: Sign-in sheet is attached.

Overview: Greer Gillis (PB) welcomed everyone to the meeting and opened the meeting with introductions.

January 27th Workshop Summary: Meg Cederoth (PB) summarized and reviewed the comments from the January 27th Community Workshop. In this discussion, two questions were featured:

- Question #1: What are the destination, historic or culturally significant locations from a pedestrian and vehicular perspective?
- Question #5: Should parking be removed on Georgia Avenue from Barry Place to Florida Avenue to improve bus and traffic flow, and how should we address parking for the rest of the corridor?

Transportation Alternatives: Next, Greer Gillis and Meg Cederoth presented the transportation design alternatives to the attendees via boards. Keith Belcher (PB) assisted by discussing the specifics of the designs such as lane width, bulb-outs, shared bike lanes, pavement specifics, etc. Soon thereafter, a lengthy, discussion ensued with residents expressing their opinion of not having shared bike lanes. One attendee articulated his displeasure of having cyclists on Georgia Avenue, while Eric Gilliland pointed out that making room for bikers was better than nothing at all, and that there should indeed be bike marker(s) on the pavement, but there should be no encouragement of Georgia Avenue as a bike route. However, Cell Bernardino explained his approval for the shared bike lanes by explaining that the future perspective for this study area will have a different demographic of residents i.e. those who walk and/or bike more often.

PB continued the discussion by describing the Sherman Avenue design. The Steering Committee addressed concern that both Sherman Avenue and Georgia Avenue will have slower traffic due to the proposed changes. PB also described the concept and reasoning behind the extension of Bryant and W Streets in the design alternatives. Howard University representatives opposed the extension of Bryant and W Streets. Maybelle Bennett explained that there will be new uses of the Howard Town Center area, and the incorporation of extended streets will not work. Also, she pointed out that bulb outs in all designs could prove to be difficult for snow removal vehicles to maneuver, as Georgia Avenue is a snow emergency route. Adrienne McCray (Lee Papa &

Associates) explained that the bulb outs were designed at an angle to allow snow trucks to maneuver the corridor. There was also a side comment that there should be dedicated left turn movement allowed at Bryant Avenue, with opposite protected pedestrian movement.

Urban Design and Streetscape Concepts: The agenda continued with Lee Papa & Associates presenting the streetscape and urban design concepts for the Lower Georgia Avenue area. After the presentation, one committee member noted that there should be removal of a few of the trees, because during hard rain periods, there might be a possibility that the trees will fall down. Also, the member added that some of the trees in DC are old, and need to be removed. However, Adrienne explained that the Urban Forestry Administration (UFA) decides which trees stay and which trees should be cut down. One member asked if it was possible to incorporate cherry blossom trees into the design since these types of trees are already on 4th Street, near the Howard University Quad Dormitories. Adrienne replied by saying that this idea could be incorporated into the design. Another committee member expressed concern on the maintenance of tree boxes and tree pits and how to prevent them from being filed with trash. A member of the design team answered that the District will be in charge of maintenance, and Thomas Smith suggested that there are community clean-up days, and businesses should sweep-up in their respective area. Another member asked about the location of trash receptacles throughout the study area, and it was answered that the trash containers would be placed throughout the entire corridor in the cobblestone (curb zone) area. Overall, there were positive reviews of the streetscape design and the number and location of the trees in the streetscape design.

Cell Bernardino suggested that businesses should look into becoming a business improvement district (BID). He also emphasized that it may be worth the added expense and that BID would take care of maintenance.

Karina Ricks (DDOT) added that the H Street corridor was also considering becoming a part of the BID, and that DDOT is funding one year out of Great Street resources to provide a Green Team, which provides the same services as a BID. After the one year, it is up to businesses to decide the value in maintaining the service. Karina stated that this could also be done for Georgia Avenue.

Final Comments: The Steering Committee recommended that the team go forward and present the design alternatives and streetscape concepts to the public within the next three weeks.

With no further comments, the meeting was adjourned at 9:00PM.

Minutes Written by: L. Henderson, G. Gillis
Distributed by: G. Gillis
Distributed on May 8, 2007 **to** M. Cederoth, M. Papa, A. McCray, S. Ingreti, C. Zucker. K. Belcher, E. Maeyama

District Department of Transportation

GREAT STREETS
AVENUES of OPPORTUNITY

Lower Georgia Avenue Transportation and Streetscape Improvements
April 26, 2007
Steering Committee Meeting

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John Boddie	Renee By Boddie	3505 Georgia	202-726-6066	
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DIANE BRANCH	OFFICE OF R. & DOT ASSET MGT - HOWARD U			
CF Hopson III	HU		202 806 2530	chopson@research.howard.edu
Cell Bernardino	Ft Lincoln	1726 5th St NW	202-437-7972	cellerino@bernardino@aol.com
Maybelle Bennett	Howard Univ Comm Assn	2731 Ga. Ave NW	202 806-4771	mbennett@research.howard.edu
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NURUL HAQUE	DDOT		2/671-3993	nurul.haque@dc.gov
THOMAS SMITH	ANC COMMISSIONER			
Ayize Sabater	Momies TRC	2616 GA Ave, NW	(202) 588-1808	info@momiestrc.com
Eric Gillmann	WABA	1003 Conn	(202) 518-0524	Gill@WABA.org

District Department of Transportation

GREAT STREETS
AVENUES of OPPORTUNITY

Lower Georgia Avenue Transportation and Streetscape Improvements
April 26, 2007
Steering Committee Meeting

NAME	ORGANIZATION/BUSINESS	ADDRESS	PHONE	E-MAIL
Keith Belcher	PB - Design team	475 Spring Park Ave Herndon, Va 20170	(703) 742-5326	Belcher@PBworldwide.com

Lower Georgia Avenue Transportation and Streetscape Study

MEETING SUMMARY

Community Meeting of May 22, 2007

On Tuesday, May 22, the DC Department of Transportation (DDOT) held a meeting with the community to present the final design plans for the Lower Georgia Avenue Transportation and Streetscape Project, which consisted of an open house the formal presentation and question and answer period. Nearly seventy people attended the meeting including: residents, business owners, civic leaders, ANC 1A and 1B Commissioners, and Councilman Jim Graham. District Cablevision Channel 16 taped the meeting and a reporter from the Intowner was present.

DDOT's Karina Ricks welcomed participants and introduced DDOT executive director Emeka Moneme and Councilman Jim Graham and welcomed ANC Commissioners and civic leaders. Karina thanked DDOT's consulting team led by Parson's Brinkerhoff and commended them for the level of detail in the maps that they brought and commented that this was going to be a walk able component to the community.

After welcoming participants, Emeka let everyone know that the Lower Georgia Avenue Transportation and Streetscape Project designs resulted from their input from the previous meetings. He mentioned that there may be a few minor modifications but that this was the final meeting and the plans would be posted on DDOT's web site as well as in the public libraries.

Ward One Councilmember Jim Graham thanked DDOT for a great project and indicated that it was exciting for all of the community. He asked the Advisory Committee to stand and be recognized and thank them for their hard work.

Greer Gillis, project manager for Parson's Brinckerhoff, shared the vision DDOT held for Lower Georgia Avenue and Sherman Avenue and presented a brief slide presentation of the project. She indicated that there are four features to the design plan, which focused on better mobility for all users and they are: pedestrian safety, quality streetscape, improved sidewalks and crosswalks, problem traffic intersections. She mentioned that the goal was to create safer and more efficient operation for all modes.

Greer pointed out the various transportation alternatives that were under consideration: clearing vehicular and pedestrian congestion which focused on improving auto lanes, upgrading intersections to increase pedestrian safety, and widening sidewalks on all of Sherman Ave. and a major portion of Georgia Ave. She mentioned that there will be new concrete pavers, public art locations with a possible gateway to Florida Avenue or a Walk of Fame, and a Linear Park opening to Banneker Park. She indicated that the team attempted to improve operations on Georgia Avenue from Barry to Florida by designating a "Bus Only" lanes.

Greer shared that the vision for Sherman Avenue was more residential and less commercial in nature with a median in the center between the north and south flow of traffic. There will be one lane for traffic, a bike lane and a "Bus only" lane during rush hour and revert to on street parking off rush hour. Greer recognized everyone involved in the project and invited Commissioner Smith to talk to the audience and comment on working with the Steering Committee

ANC Commissioner Thomas Smith thanked DDOT and the Steering Committee for the opportunity to work with them, to learn about the design process and the firms involved and to understand how to help shape the community.

Mike Jones of DDOT gave the final remarks and let everyone know that in twelve months, DDOT will break ground on the project. He mentioned that once DDOT gets to 30% on the design there are not as many public meetings. Mike indicated that Phase One will be Sherman Avenue and Phase Two will be Lower and Upper Georgia Avenue

DISCUSSION POINTS

I have not heard any thing about economic development in any of this. I am a business owner on Georgia Ave. and how do you intend to bring new businesses to the community?
This Streetscape Project is economic development! For example Barracks Row was very similar to Georgia Avenue. The streets were neglected there and retailers and new businesses wouldn't enter the community. After the project was completed the new businesses came. There are eight new restaurants on 8th Street, new retailers, a furniture stores, boutiques and pet stores, etc. There was an existing Chinese Take Out Restaurant that had bullet proof glass and was take out only, now that same establishment has white table cloths with inside and outside café seating. So, this design project definitely will affect economic development and new businesses will want to put their money into the community.

Who will be deciding public artwork?
The DC Commission on The Arts is probably the entity that will oversee that component. They have the budget for ongoing maintenance, are best equipped

and this is what they do. That is not to say that Howard University will not have some input, but the public art will mirror the community.

Sherman Avenue looks like there will be less traffic lanes than currently exists. How will this design address the traffic that we already have as well as the new traffic that will come?
Sherman Avenue has been redesigned to be a residential street to slow down the traffic speeding through the neighborhood and to encourage traffic heading downtown to find alternative routes designed for higher traffic volumes. It is also to encourage less vehicle traffic and more Metro usage.

I have concerns regarding trees and tree boxes as it relates to safety. The tree boxes are too close to the bus stops and curbs and who will maintain the trees and tree boxes?
The city is responsible for the maintenance of the trees and the boxes. We have finally caught up on our tree maintenance but the reality is we do not have the budget or the manpower to maintain the tree boxes. We will be looking at working with community organizations and the business owners to assist in the maintaining of the boxes as we do on Barracks Row.

There are some problem intersections that stand out in my mind and I do not see a resolution of them in these plans, like the congestion near Howard U's bookstore at Bryant Street. Crossing in front of the bus lane shuts down traffic, how will this be resolved?
A turn signal should fix this problem and some bus stop relocations will be looked at to resolve this concern.

Has anyone contacted the police department to help stop this bottleneck? Sometimes it takes human intervention to direct traffic.
We acknowledge this issue and thank to Councilman Graham's diligence in this matter. We will be adding thirty additional Traffic Control Officers to the current role, bringing the count up to seventy-three officers. These officers will also have ticket/summons writing ability, so that will have an impact on the traffic congestion.

WORKSTATION QUESTIONS
Georgette Walker of PB consulting team member, Robinson Associates, facilitated the question and comments portion of the meeting and let everyone know that there were four different stations set up, Transportation, Streetscape, Urban Design and Traffic.

Urban Streetscape Workstation

The material that you are considering, DuraTherm, will it look like this in 2-5 years, because if you cannot fix streets you cannot fix schools?
Yes, this material is very innovative and will be able to withstand the extremes of east coast weather and heavy traffic and never loose shape or color and will blend in with existing material.

Are the sidewalks being widened on Georgia Avenue for turning and what type of tree is being planned for the tree boxes?
Yes, bump outs will be at the corners and the trees that are being considered are Londons, Oaks and Maples.

How long will this total project take for completion?
We are anticipating completion in two to three years.

In the other breakout sections there weren't specific questions, but rather people gathering around to observe the designs. The meeting ended at 8:15PM.

ANNOUNCEMENTS

- The Community Design Meeting Summary is posted on DDOT's website at www.ddot.dc.gov and available at ANC 1A, ANC 1B, the Petworth Library, and the Martin Luther King, Jr. Memorial Library.

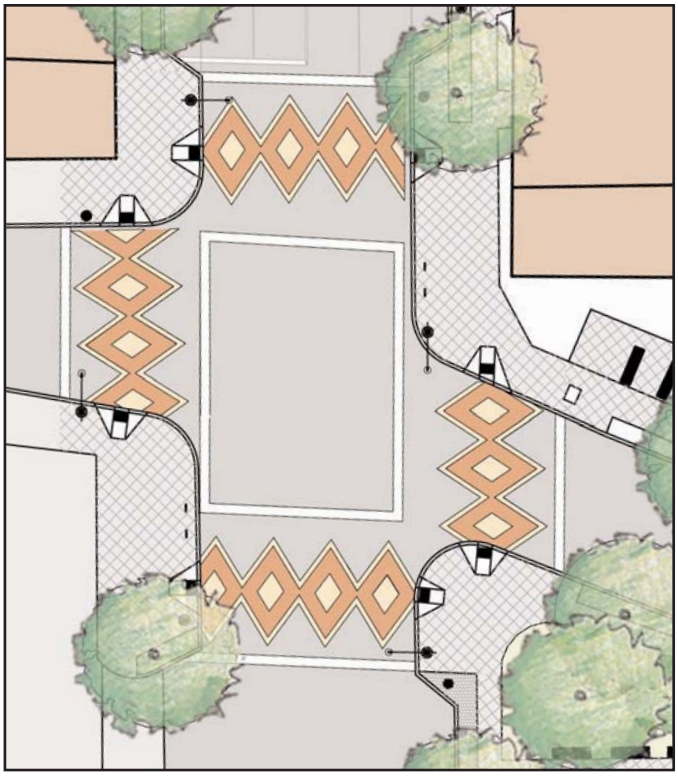
- District Cablevision Channel 16 aired the Community Design Meeting June 2007.

For additional information, contact: Callistus Nwadike, Transportation Planner, DDOT, 2000 14th Street, NW, Washington, DC 20009, 202-671-2730, callistus.nwadike@dc.gov.

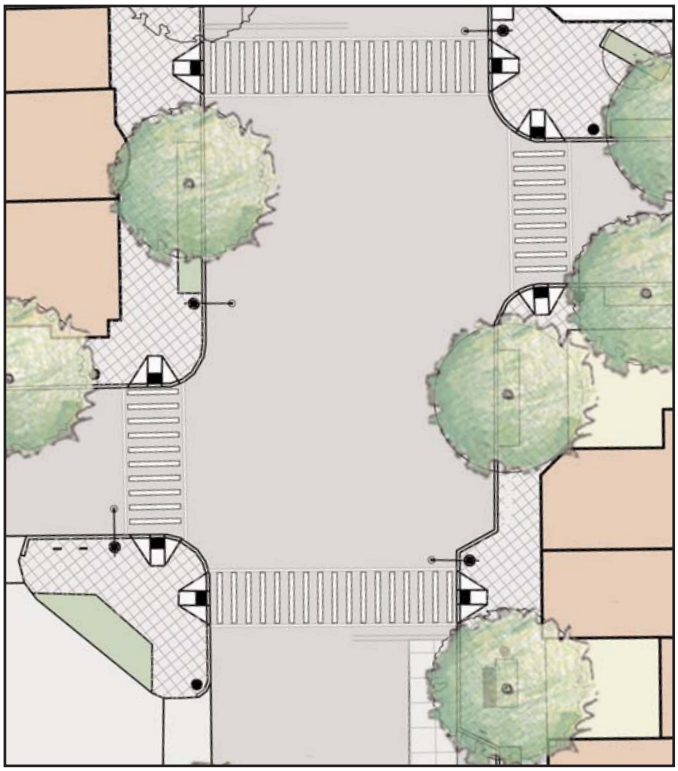
Appendix VI.

Appendix VI. Specific Design Elements

Intersections - Georgia Avenue



Street Print Crosswalks



Standard crosswalk

Street Print Crosswalks at Key Intersections

Thermoplastic ladder crosswalks at Secondary Intersections

Key Intersections (Florida Ave., V St., W St., Bryant St., Barry Pl., Howard Pl., Fairmont St. Girard Street, Harvard St., Columbia Rd., Irving St., Kenyon St.)

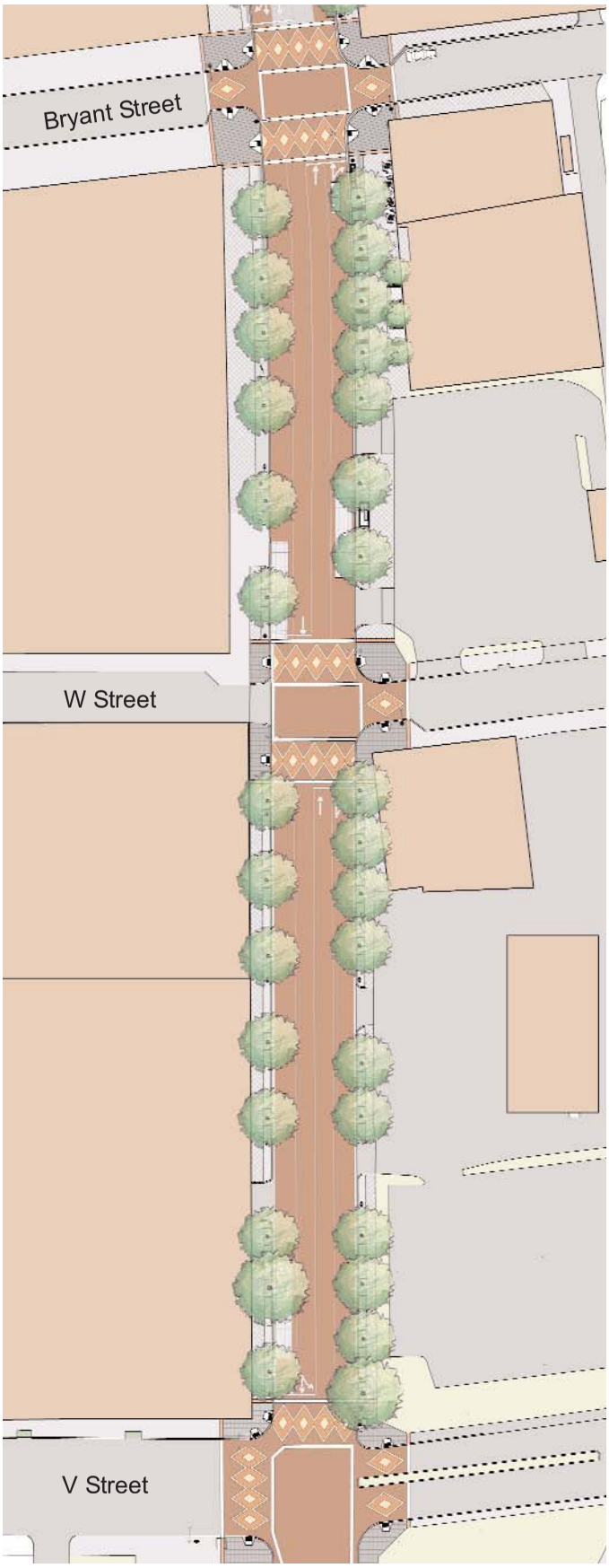
-Decorative Street Print pattern crosswalk with African motif

-Bump-out sidewalk areas to improve pedestrian safety
-Bump out priority: 1. Intersections with high number of pedestrian accidents 2. Intersections that need additional space to accommodate ADA ramps. 3. Bus Stop locations.

Secondary Intersections (all other intersections)

Standard painted ladder crosswalk
Bump-out sidewalk areas to improve pedestrian safety
Poured in place concrete wheelchair ramps

Roadway Surfacing - Georgia Avenue

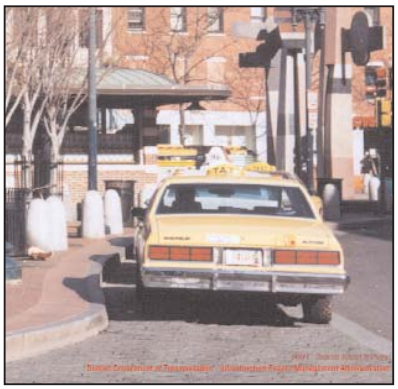


Special stamped asphalt paving around Howard Town Center and in the dedicated bus lanes

Standard Crosswalk

Colored Asphalt

Special Crosswalk



LID Parking Lane

Special Roadway Surface at Howard Town Center (V St. to Barry Place)

-Red Colored Asphalt Paving roadway surface on Asphalt Base
-Standard painted drive lane dividers
-No on street parking Florida Avenue to Howard Place

Standard Roadway Surfaces (Other than Howard Town Center)
-Standard black asphalt
-Standard white thermoplast painted drive lane and parking lane dividers

Crosswalks
-Special Crosswalks: Street print paving;
-Standard Crosswalk: Thermoplastic ladder

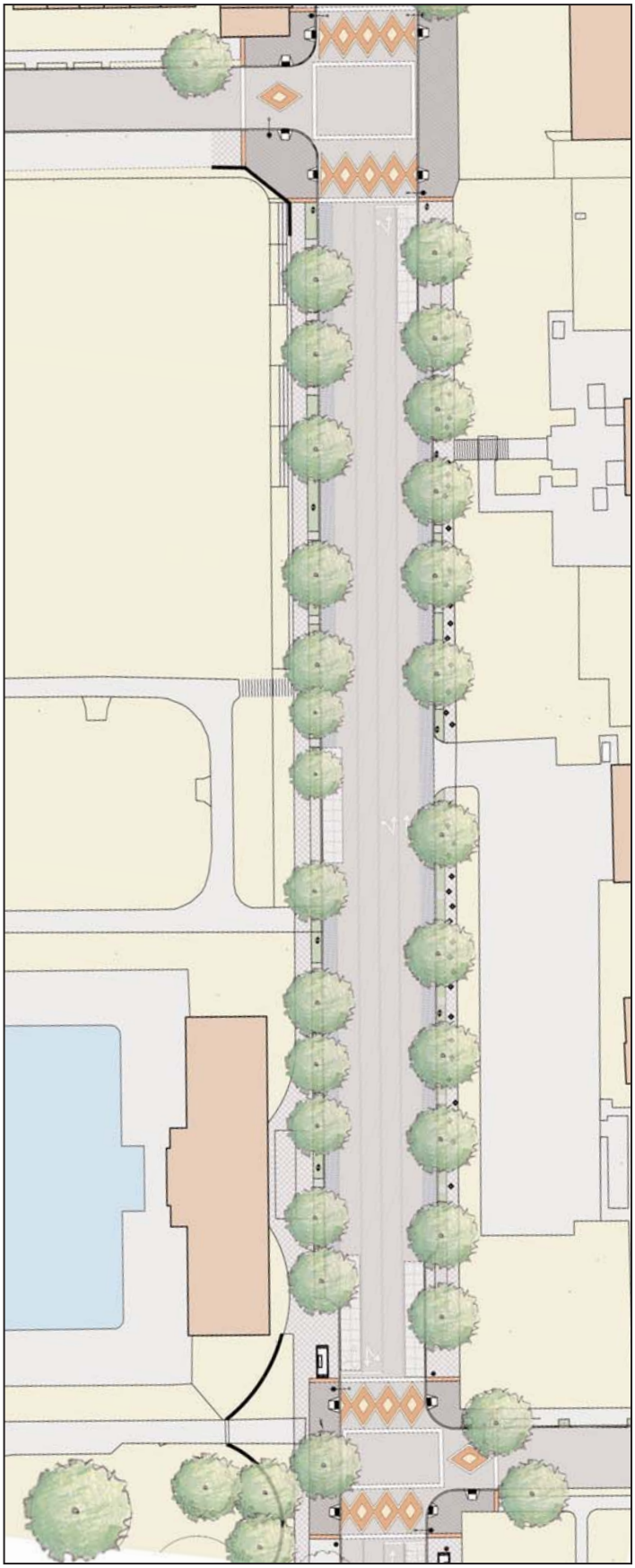
Dedicated Bus Lane Surfacing
Red stamped asphalt paving

Parking Zone Paving
option 1: standard black asphalt
option 2: LID zone

Paving Markers
-Solar powered and/or hard wired light units at crosswalks.

Bump Outs
-To create shorter distance for pedestrian crossing
-To increase visilbility of unsignalized crosswalks

Special Elements- Georgia Avenue



Georgia Ave Streetscape between Euclid Street and Howard Place.

Historic District Signage

Wayfinding Signage

Bronze Commemorative Plaque

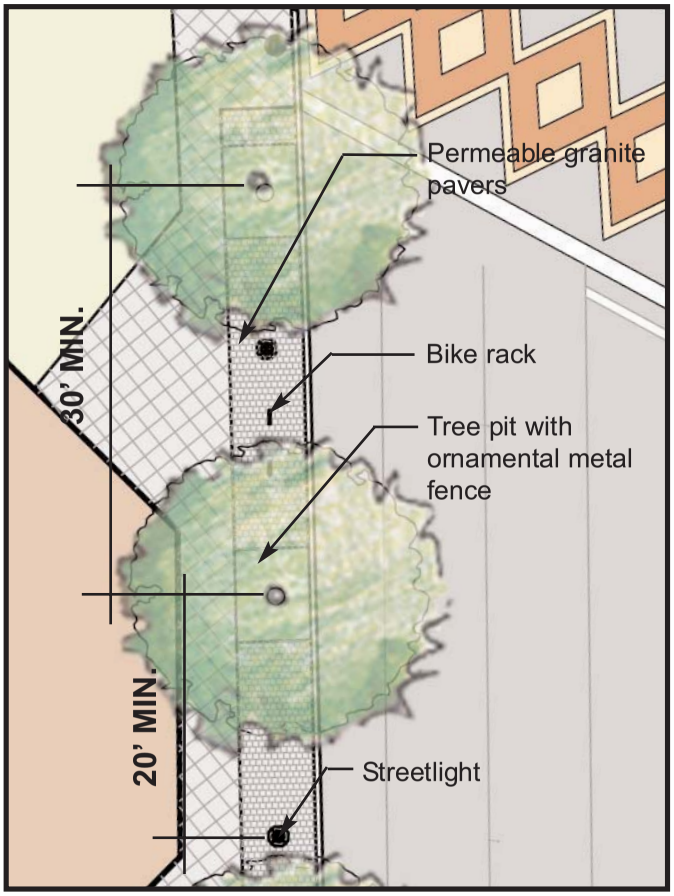
Banneker Park: Create a linear street park with a 24' setback into existing park
-A formal entrance into the park
-Seat walls and benches
-Ornamental planting
-Enhanced bus stop areas
-Open plaza at Euclid Street with Artwork.

Signage
-Cultural Heritage
-Interpretive
-Historic
-Transit
-Wayfinding

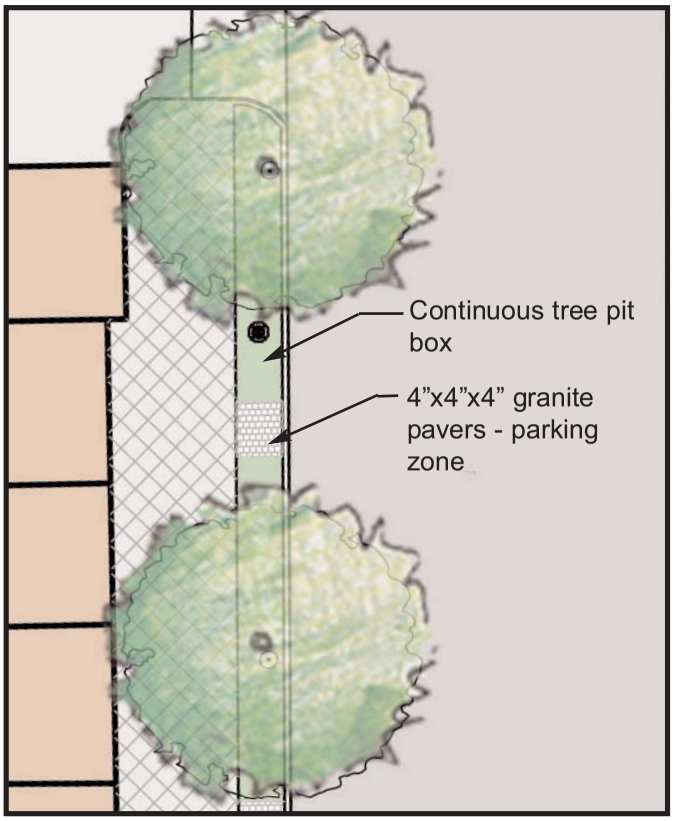
Commemorative plaques-Howard University Walk of Fame -
Bronze plaques (3'x3' square unit or 3' dia. circle unit) with 1'-0" border, placed into the poured in place concrete 4'x4' paving module.

Public art
See public arts opportunity sites and criteria.

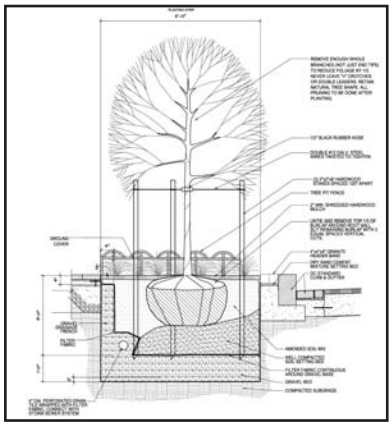
Street Trees & Planting - Georgia Avenue



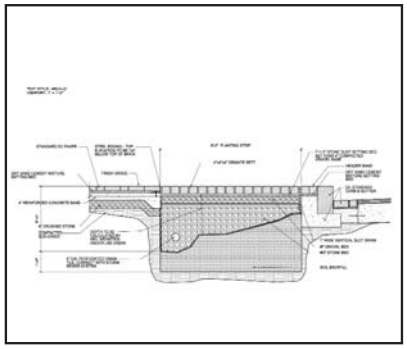
Tree Pit Zone and Spacing



Continuous Tree Pit Zone



Tree pit Detail



LID Zone

Street tree pit design
-5'x10' standard tree pit size
-For sidewalks 8' wide, 4.5' tree pits
-10'x10' treepit size for sidewalks 20' or wider
-Ornamental fence for tree pit protection
-Low maintenance ground cover for tree pits
-Continuous tree pits to be located between Barry Place and Euclid. Above Kenyon Street, continuous pits where there is room.

LID Zones
-Permeable surface paving over structural soil to allow for tree growth

Ornamental trees & Accent plantings
-in planting beds at select corner "mini-park" locations and at select wide sidewalk areas

Tree species
Canopy trees - London Planetree 'Bloodgood', Red Maple
Ornamental trees - 'Okame' Cherry, Golden Raintree

Site Furnishings - Georgia Avenue

Teardrop Light Fixture

Double Washington Globe

Single Washington Globe

Bench

Trash Receptacle

Street lights:
Teardrop at intersections
Double Washington Globes from Florida to Gresham
Single Washington Globes from Gresham to Otis

Trash receptacles: Victor Stanley with Howard University or Lower Georgia Avenue emblems

Standard Benches: Victor Stanley with Howard University or Lower Georgia Avenue emblem

Bicycle racks: U Shape racks, to be located within the curb zone and in bump outs when space permits

Newspaper Boxes: stackable multi news boxes to replace individual boxes

Bus Stop Shelters:
Standard - with Lower Georgia Avenue/Howard University Name
Express Bus

Tree Pits: Ornamental iron tree pit fencing

Parking Meters: Multi-space boxes for on-street parking

Ornamental Treepit Fence

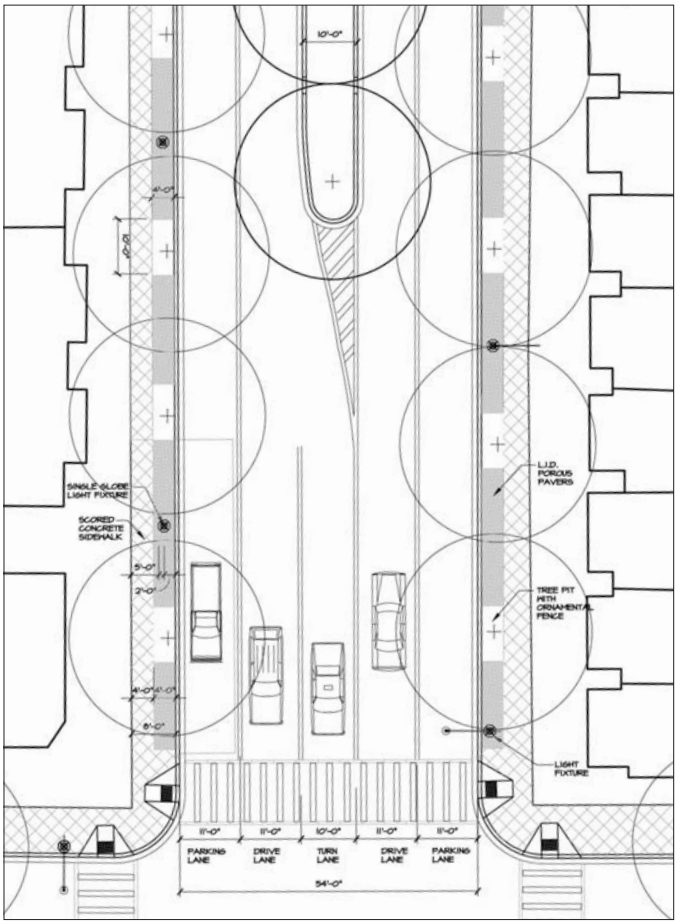
Bike Rack

Multi-space Parking Meter

Bus Shelter

Multi-stack Newspaper Boxes

Intersections - Sherman Avenue



Typical Intersection

Ladder Crosswalk

Wheelchair Ramp

Intersections

All Intersections

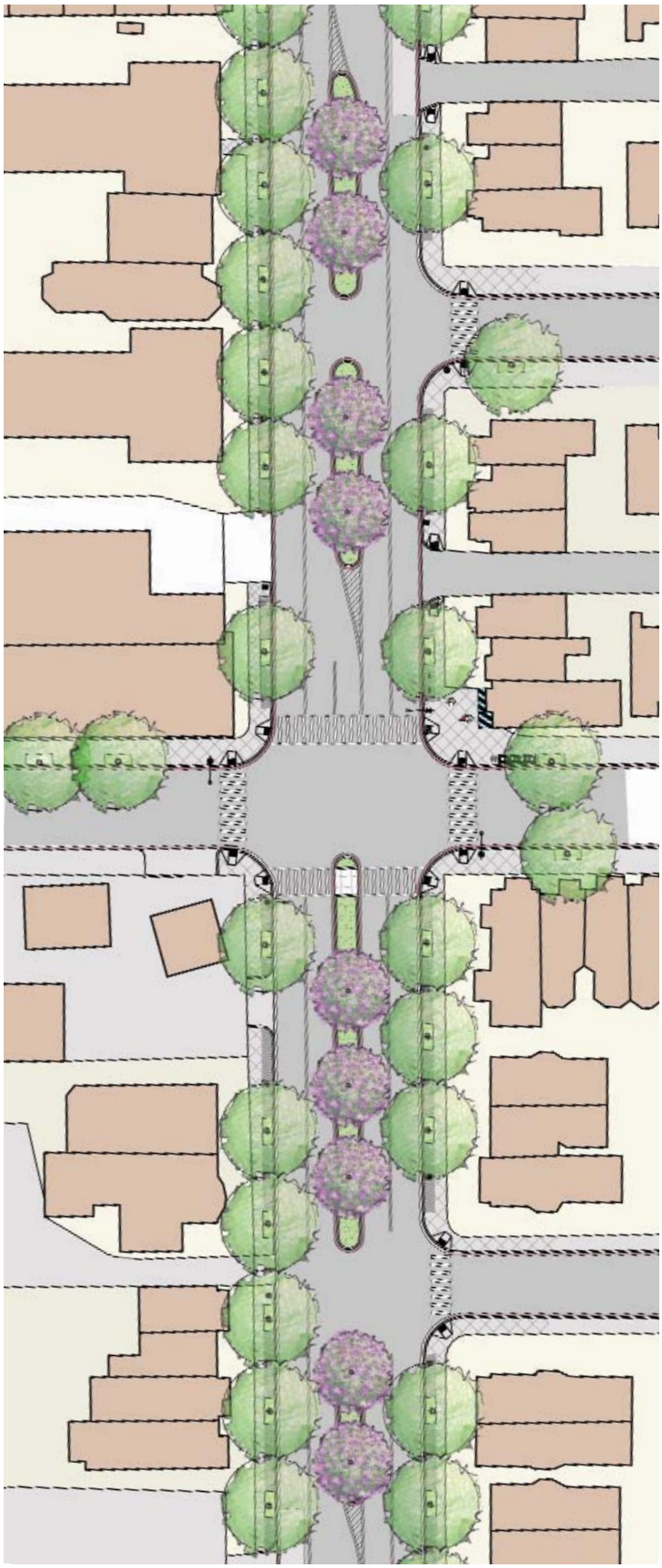
- -Standard painted ladder crosswalk
- -Standard black asphalt intersection box
- -Sidewalk widening to improve pedestrian safety
- -Standard wheelchair ramps

Special Intersections

- -Traffic Circles at New Hampshire Avenue and Bryant Street

Traffic Circle at New Hampshire Avenue and Sherman Avenue

Roadway Surfacing - Sherman Avenue



Sherman Avenue Roadway

Standard painted drive and parking lanes

Poured in Place Concrete Bus Pad

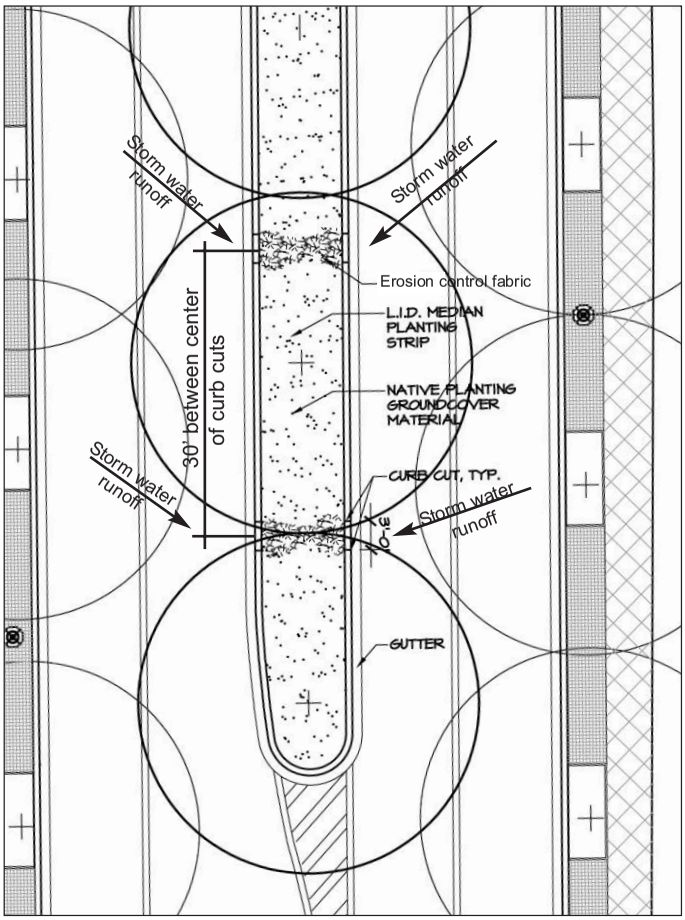
Roadway Surfaces

-Standard black asphalt
-Standard painted drive lane and parking lane dividers

Bus Pull-up and Parking Zone Accent Materials

-Bus pad on street surface poured in place concrete
-Parking zone street surface standard asphalt

Center Median - Sherman Avenue



Center Median with Curb Cut Openings

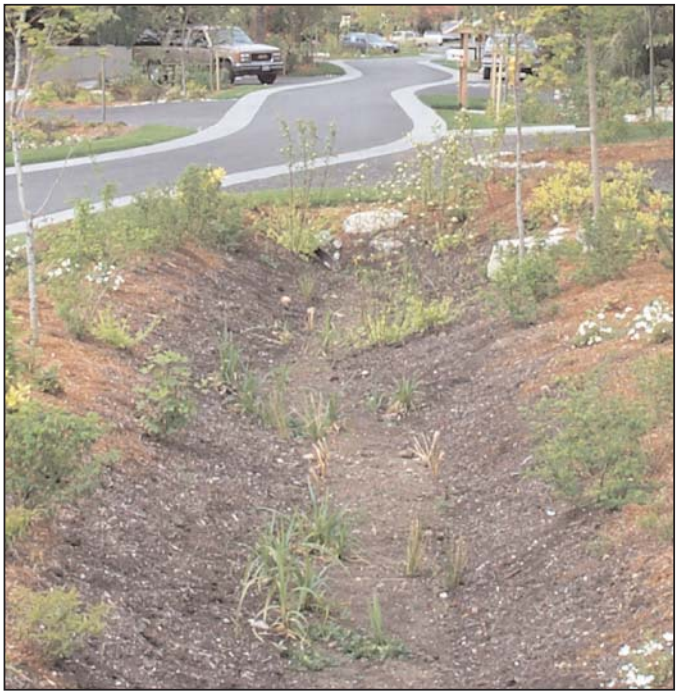
Boulevard Center Median

LID storm water retention design: runoff from roadways directed into 3'-0" curb cuts in median spaced at 30' o.c.

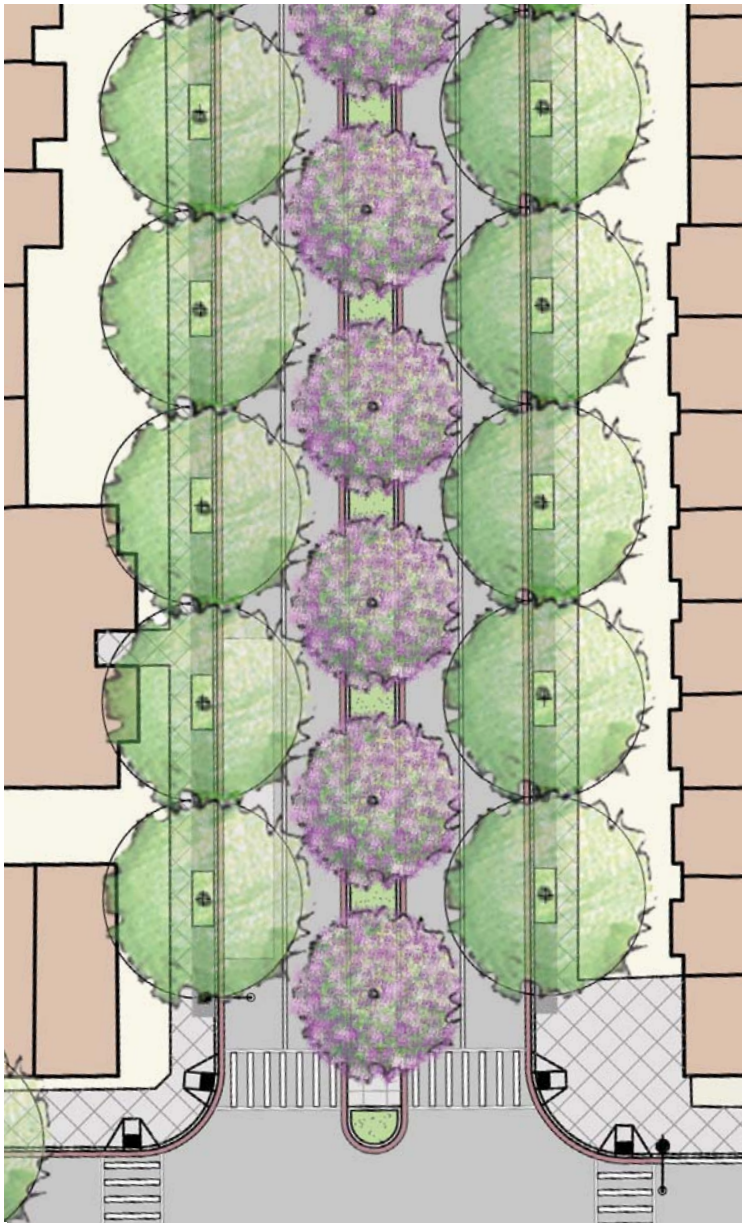
Raised curb with open curb cuts and drains to capture runoff

Ground cover surface native plant material

Ornamental trees in median



LID Storm Water Retention Design



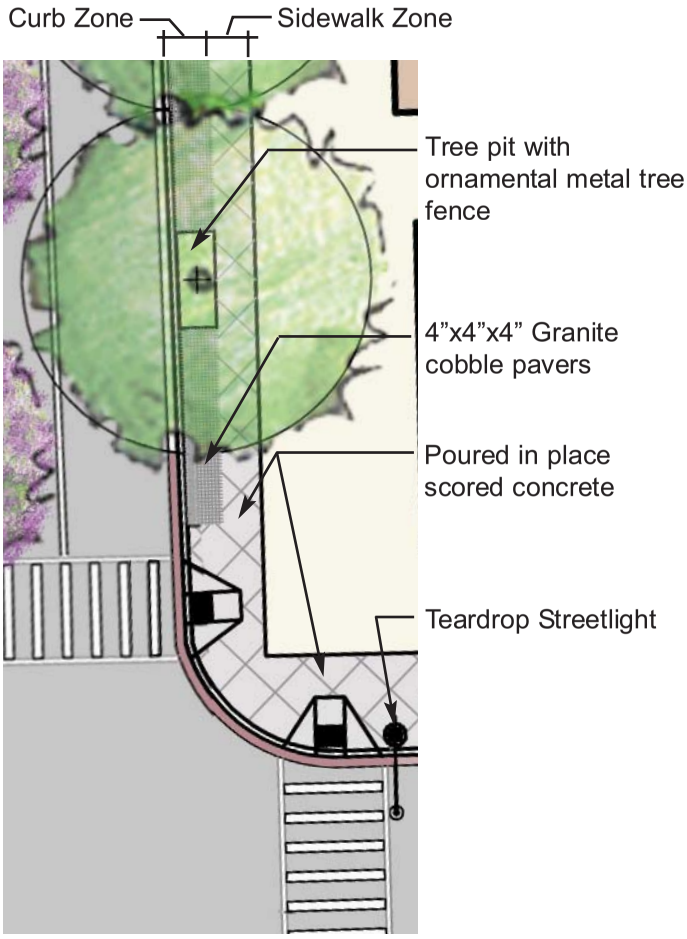
Typical Center Median

Sidewalk Surfacing - Sherman Avenue

Poured in place Concrete withGranite Cobble

Poured in Place Scored Concrete

Concrete Driveway Apron



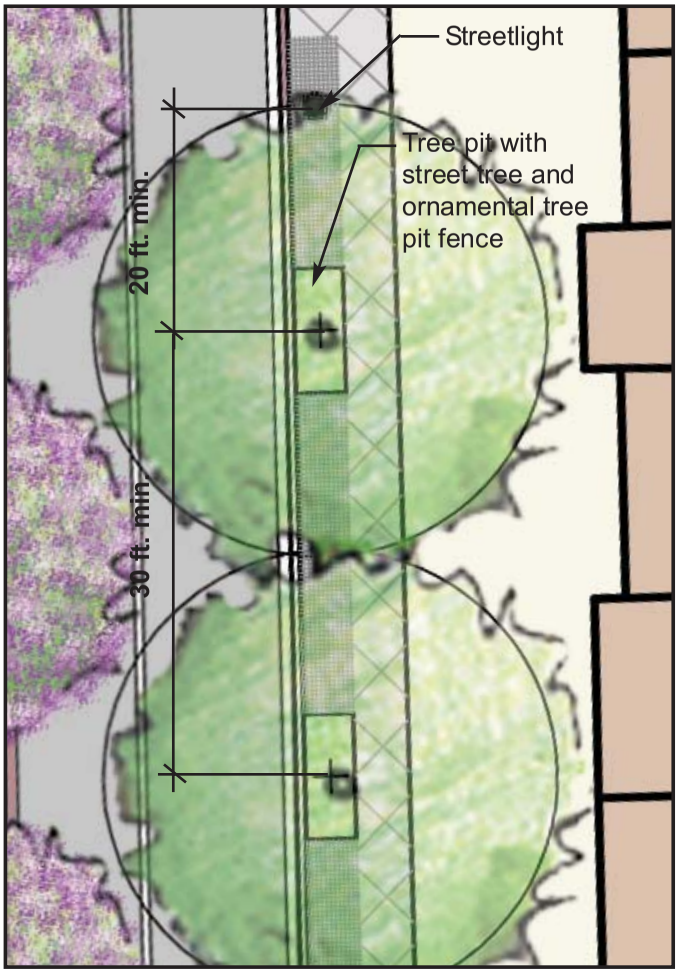
Typical Sidewalk Treatment on Sherman Avenue

General Sidewalk Surfaces

Sidewalk Zone:
-Widen sidewalks to 8’-0” minimum to accomodate 4’-0” tree pit
-Poured in place scored concrete sidewalks with 2'x2' control joints on 45 degree angle
-Poured in place scored concrete curb cuts and driveway aprons

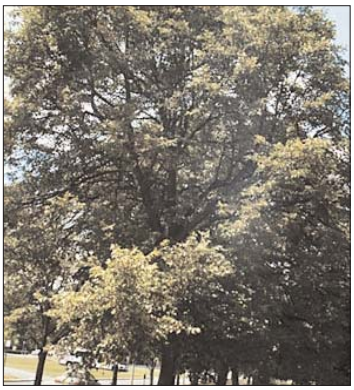
Curb zone:
-4”x4”x4” granite cobble over structural soil between 4x10 treepits
-Place site furnishings (signage, streetlights and traffic poles, bike racks, trash receptacles, etc.) within curb zone

Street Trees & Planting - Sherman Avenue



Sidewalk Tree Planting

Tree Pit with Groundcover and Ornamental Fence



Littleleaf Linden

London Planetree

Serviceberry

Red-osier Dogwood

Sidewalk Street Trees and Plantings

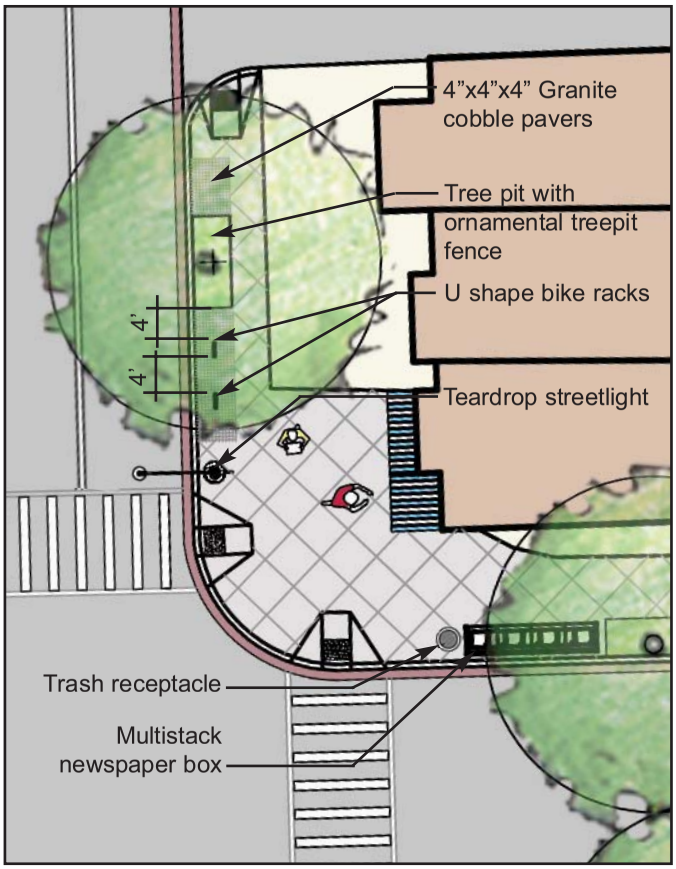
-LID enhanced tree pit design
-Ornamental metal fence for tree pit protection
-Tree pit ground cover
-Ornamental trees and plantings in planting beds at select corner retail store locations

Preferred Trees:

Street Trees
'Silverleaf or 'Sashazam' Littleleaf Linden - *Tilia tomentosa 'Silverleaf' or 'Sashazam'*
'Bloodgood' London Planetree - *Platanus x acerifolia 'Bloodgood'*
Red Maple - *Acer rubrum*

Ornamental Trees
Red-osier Dogwood - *Cornus stolonifera*
Serviceberry - *Amelanchier x grandiflora*

Streetscape Furnishings - Sherman Avenue



Typical Site Furnishings in Corner Zone

U Shape Bike Rack

Single Globe Streetlight

Trash Receptacle

Teardrop Streetlight

Bench

Newspaper corral

Streetscape Furnishing:

Sidewalk furniture to be located in curb zone or corner zone.

Trash receptacles - Victor Stanley with Howard University or Lower Georgia Avenue emblems

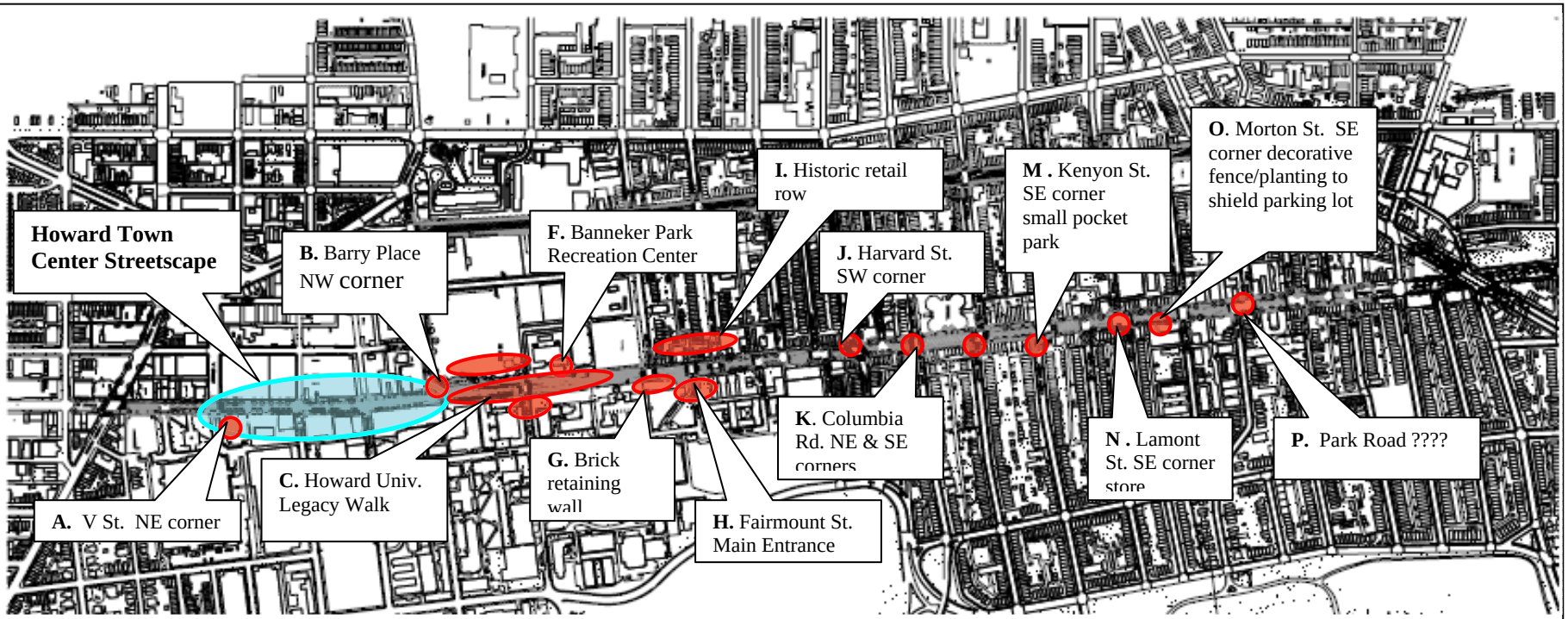
Standard Benches- Victor Stanley with Howard University or Lower Georgia Avenue emblem

Bicycle racks- U Shape racks, to be located within the curb zone when space permits

Newspaper corral- Stackable multi news boxes to replace individual boxes

Street lights- Teardrop standard at intersections; single Washington globes all other locations

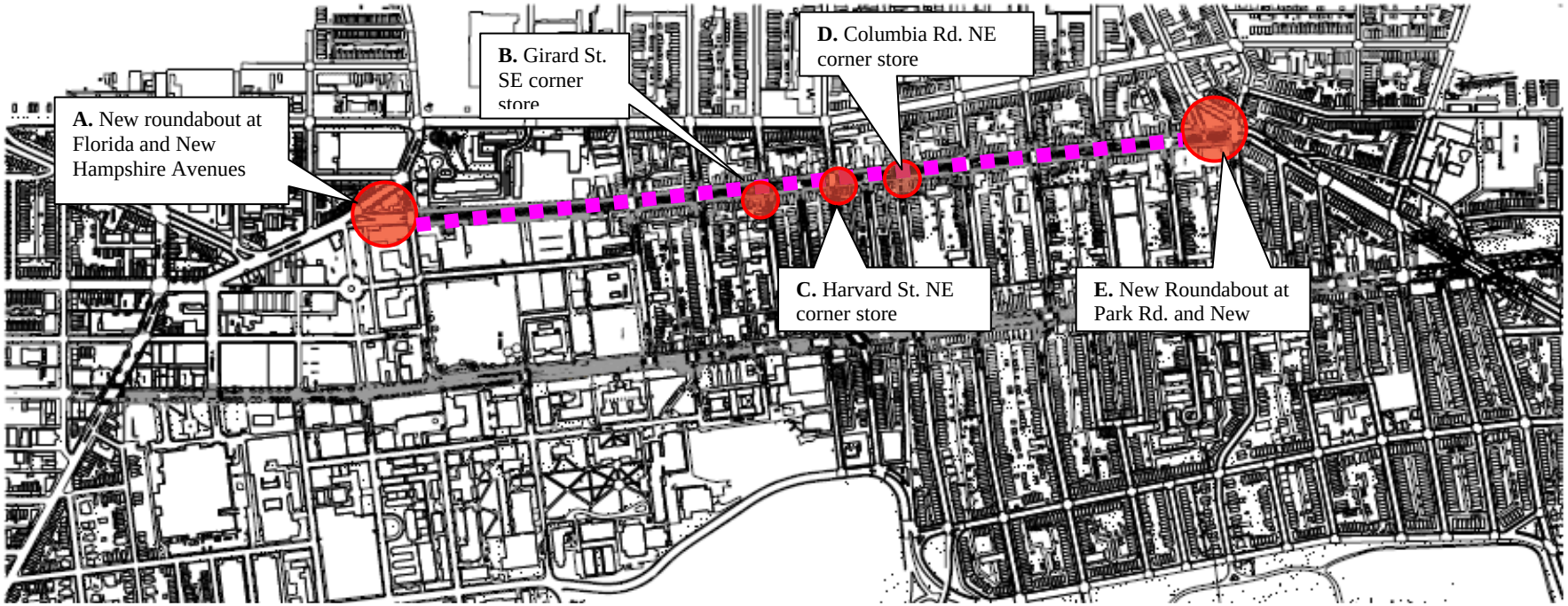
PUBLIC ART OPPORTUNITY SITES AND CRITERIA FOR LOWER GEORGIA AVENUE



Lower Georgia Avenue Public Art Opportunity Sites

Georgia Avenue Potential Public Art Sites	**Criteria (3 Most desirable—1 not as highly desirable)**	
A. V St. NE corner: Southern edge of Howard Town Center	Public art can be used to highlight the two intersections that geographically define the Howard Town Center along Georgia Avenue. The art works should be visible from passing cars and should represent the "branding" of Howard Town Center.	**2**
B. Barry Place NW corner: Northern edge of Howard Town Center		
C. Howard University Legacy Walk: Connecting Howard Town Center to Howard University entrances along the east side of Georgia Avenue	A prototype bronze plaque should be designed that can illustrate the achievements of the faculty and alumni of Howard University. Plaques are to be inserted into the sidewalk in short intervals to create a visual connection between the Howard Town Center and the Howard University Fairmount Street entrance.	**3**
D. Banneker Park entrance wall: New entrance to Banneker Park	A new curving wall should create a new visible entrance to Banneker Park from Georgia Avenue.	**3**
E. Howard Pl. entrance: Secondary entrance to Howard University from Georgia Avenue	Vertical elements such flag poles on either side of the Howard Place entrance to Howard University located close to the Georgia Avenue sidewalk will add to its attractiveness and highlight its location.	**1**
F. Banneker Park Recreation Center: Entranceway area	The front landscaping of the Banneker Park Recreation Center requires an upgrade to create an attractive entranceway. A Banneker related art work located at the entranceway will help to create a positive image.	**2**
G. Brick retaining wall: 10-12 foot high brick wall located at the sidewalk edge	The brick wall located directly adjacent to the sidewalk on the east side of the street at the intersection of Euclid Street may be considered as an opportunity to continue the Legacy Walk concept onto a vertical wall surface.	**1**
H. Fairmount St. Main Entrance: Main entrance to Howard University from Georgia Avenue	Vertical elements such flag poles on either side of the Fairmount Street entrance to Howard University located close to the Georgia Avenue sidewalk will add to its attractiveness and highlight its location.	**2**
I. Historic retail row: Culturally significant retail establishments on the west side of Georgia Avenue	A commemorative artwork located at the location of the significant retail stores should tell the story of their significance to Howard University and to the Civil Rights Movement	**3**
J. Harvard St. SW corner: Major cross-town street running one-way east	These four intersections present opportunities to create an artwork that highlights Georgia Avenue. The work should be visible from passing cars and represent an aspect of the Georgia Avenue renaissance	**3**
K. Columbia Rd. NE & SE corners: Major cross-town street running one-way west		
L. Irving St. NE corner: Major cross-town street running one-way east		
M. Kenyon St. SE corner small pocket park: Major cross-town street running one-way west		

Georgia Avenue Potential Public Art Sites (Continued)	Criteria (3 Most desirable—1 not as highly desirable)	
N. Lamont St. SE corner store: cross-town street running east	A wide sidewalk area in front of the SE corner store may provide a good opportunity for artwork that reflects neighborhood history or event.	**2**
O. Morton St. SE corner decorative fence/planting to shield parking lot: street fronting parking lot	The parking lot facing onto Georgia Avenue should be shielded from the street with ornamental plantings and a decorative fence that may be a craft or artwork.	**2**
P. Park Road: ????		



Sherman Avenue Public Art Opportunity Sites

Sherman Avenue Potential Public Art Sites	Criteria (3 Most desirable—1 not as highly desirable)	
A. New roundabout at Florida and Sherman Avenues: Southern end of renewed Sherman Avenue	Public art can be used to highlight the southern end of the newly renovated Sherman Avenue. The proposed roundabout should be planted with ornamental plantings and contain a work of art that is highly visible from passing cars. The artwork should be mirrored with a twin art element in the roundabout located at Park Road and Sherman Avenue, and should be representative of the history of the area, a significant person or event.	**3**
B. Girard St. SE corner store: neighborhood service/retail	A wide sidewalk area in front of each of these corner stores may provide a good opportunity for artwork that reflects neighborhood history or event.	**1**
C. Harvard St. NE corner store: neighborhood service/retail		
D. Columbia Rd. NE corner store: neighborhood service/retail		
E. New Roundabout at Park Rd. and Sherman Avenue: Northern end of renewed Sherman Avenue	Public art can be used to highlight the northern end of the newly renovated Sherman Avenue. The proposed roundabout should be planted with ornamental plantings and contain a work of art that is highly visible from passing cars. The artwork should be mirrored with a twin art element in the roundabout located at Florida Avenue and Sherman Avenue, and should be representative of the history of the area, a significant person or event.	**3**

Examples of Typical Public Art Projects

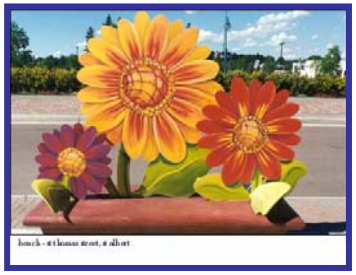
Art in sidewalks

Art on Walls

Free standing art/sculpture

Decorative fences & railings

Freestanding art/street furniture



Flags and flag poles, Metal / fabric banners on poles

Commemorative, Memorial, Legacy Walkways

Appendix VII.

Appendix VII. Associated News Articles

Ward 4 Neighborhood Planning Update

D.C. Office of Planning - 801 North Capitol Street NE Suite 4000 - Washington DC 20002 - (202) 442-7600

Upper Georgia Avenue Planning Underway

The Office of Planning (OP) will hold its second public workshop for the Upper Georgia Avenue Land Development Plan on **November 1 at 6:30PM at the Emery Recreation Center, 5701 Georgia Avenue NW.** Residents from Petworth, Brightwood, Shepherd Park and Takoma who are interested in the future development of Georgia Avenue are invited to attend.

The Plan, currently under development, will create a framework to manage and guide development along Georgia Avenue from Decatur Street to Eastern Avenue. This plan is part of the Great Streets Initiative, a partnership of various District agencies including the Office of the Deputy Mayor for Planning and Economic Development, OP, and the District Department of Transportation which uses public realm investment, strategic land use plans and economic development assistance to improve the physical, economic and safety conditions of the District's major corridors.

On July 20, eighty residents, business owners and other stakeholders participated in the kickoff public workshop for the planning effort. The kickoff included a presentation on the Great Streets Initiative as well as the goals and scope of the planning effort. The workshop also included an "open house" component where residents completed questionnaires about issues that matter most to them. Topping the list of issues for residents was crime, lack of retail diversity and traffic and pedestrian safety. Topping the list of critical action steps for Georgia Avenue was: working with law enforcement to improve public safety on the corridor, redevelopment of vacant properties and creating more affordable housing.

A draft of the plan will be available to the public in early 2007. For more information about the Upper Georgia Avenue Land Development Plan visit www.planning.dc.gov.

Riggs Road/South Dakota Avenue Planning begins

OP is kicking off a planning effort for several neighborhoods in Wards 4 and 5 to coordinate developer-initiated projects and the community's vision for the area with the transportation improvements planned by the District Department of Transportation (DDOT). The study area includes several communities: Lamond, Riggs Park, South Manor Park, North Michigan Park and Queens Chapel. The planning effort will explore how to build upon these communities strengths to improve shopping options, housing choices and the pedestrian environment. Community meetings for this plan will be in October and December 2006.

Fall 2006

Inside this issue:

Development Activity 2
Comp Plan News 2
Map: Ward 4 Planning Initiatives 3
Affordable Housing and Inclusionary Zoning 3
News and Notes 4
Planning and Zoning FAQs 4

Council holds hearings to consider revised Draft Comp Plan

During the fall the DC Council is holding a series of public hearings as it considers adoption of the revised Draft Comprehensive Plan as prepared by OP. The first set of hearings were held on September 26 with subsequent hearings scheduled for October 24.

The revision, underway since 2004, has involved thousands of DC residents and stakeholders. Based on the overarching goal of "Growing an Inclusive City," the plan sets forth hundreds of policies and actions. The Comp Plan speaks to issues that affect all District residents such as affordable housing, reviving commercial areas, homeland security and increasing choice in transportation.

Ward 4 residents will be interested in Comp Plan policies for specific areas like Georgia Avenue, Takoma, and Riggs Road/South Dakota Avenue. In addition, there are policies addressing buffering residential areas from industrial areas, historic preservation, and guiding growth for the Armed Forces Retirement Home. Many of these area-specific policies can be found in the Rock Creek East Element, one of ten area elements which are the replacements for ward plans.

While much of the plan's content reflects the previous Comp Plan, many policies and actions have been added to reflect current data, issues, priorities, and conditions. The proposed Comp Plan has a very different look than its predecessor with maps, charts, sidebars, and photos.

The plan is available online at www.inclusivecity.org or by calling 202-442-8812.

Ward 4 Development Activity Summary

SMD	NAME/LOCATION	DEVELOPMENT PROGRAM	PROJECT STATUS
4C06	Park Place at Petworth Metro	153 condos and 17,000 square feet of retail ***20% of units at less than 60% of AMI***	Under construction
4A06	Brightwood Lofts at Georgia and Missouri Avenues	35 units with full-service restaurant on ground floor	Under construction
4A06	Military Road School at 1375 Missouri Avenue	Renovation/New Construction for use by the LAMB Charter School	Under construction
4B01	7041 Blair Road	150-unit apartment building	Approved for development
4B01	235 Carroll Avenue	85 apartments with ground floor retail	Approved for development
4C06	3910-3912 Georgia Avenue	110 apartments and 19,500 square feet of retail ***40% of units at less than 60% of AMI***	Planned
4C07	4100 Georgia Avenue	72 affordable apartments with ground floor retail ***All units at less than 60% of AMI***	PUD (Case #05-19) approved for development
4B07	6000 New Hampshire Ave	27 single family homes, 100 attached townhomes, 61 condos ***10% of units at less than 60% of AMI for seniors***	PUD (Case #05-30) approved for development
4C07	4136 Georgia Avenue	57 condos and approximately 5,000 square feet of retail	PUD (Case #06-02) under review by Zoning Commission
4B01	Takoma Metro Station	86 townhomes, live work space, village green	Conceptual

The table above is a summary of a few projects in Ward 4. In addition, there are a number of new condominium projects underway, in Petworth and Brightwood. **Here are some ways to track development activity in your neighborhood:**

- Read the monthly building permit information from DCRA (online in the "Permits" section of http://dcra.dc.gov/)
- Attend Advisory Neighborhood Commission and Civic Association Meetings
- Review monthly meeting schedule of Board of Zoning Adjustments and Zoning Commission (www.dcoz.dc.gov) and Historic Preservation Review Board at www.planning.dc.gov.

Affordable Housing and Inclusionary Zoning

As the price of housing continues to rise, District residents are facing numerous affordable housing challenges. The District has been taking steps to ensure that a substantial share of the housing built over the next 20 years is affordable to a wide range of District residents. One way of describing the various levels of affordability uses the term Area Median Income (AMI), which refers to the "average" income among the DC region's many households. In 2005, the AMI was almost $90,000. The table at the right describes affordability in terms of several categories.

CATEGORY	% OF AMI	ANNUAL HOUSEHOLD INCOME
Extremely low-income	Less than 30%	$0 - $30,000/year Parking lot attendant or food prep worker
Very low-income	30% - 60%	$30,000 - $54,000 Bookkeeper, firefighter Parking lot attendant + food prep worker
Low-income	60% to 80%	$54,000 - $72,000 Nurse or librarian; Fulltime firefighter + receptionist
Moderate-income	80% to 120%	$72,000 - $108,000 Computer system manager Nurse + book-keeper

Inclusionary Zoning. One of the tools OP has explored to stimulate affordable housing is inclusionary zoning (IZ) , which provides some level of zoning flexibility in order to encourage affordable housing construction.

The IZ regulations currently being considered by the will essentially require that development projects of 10 residential units or more provide 8%-10% of the units for households earning below 50% and 80% of the Area Median Income ($31,000 to $72,000 depending on family size). In exchange, the development may be up to 20% larger and receive some zoning flexibility. The income levels and the percent of affordable housing required will vary with the building type and zoning.

Several areas of Ward 4 that would be affected, include Georgia Avenue, 14th Street and Kennedy Street, as well as higher density residential areas that include apartment buildings.

Implementing IZ policies requires an amendment to the zoning code, which must be approved by the DC Zoning Commission. In July 2006, the Zoning Commission began adoption of the proposed IZ program. The Zoning Commission will continue its deliberations over this program at public hearings during the fall.

For more info on IZ, contact Art Rodgers at 442-7600 or art.rodgers@dc.gov or see: www.planning.dc.gov/planning/cwp/view,a,1278,q,569005.asp

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Ward 4 Neighborhood Planning Coordinator
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The mission of the Office of Planning is to provide information services that strategically guide the preservation, revitalization and development of the nation's capital to the citizens and government of the District of Columbia so they can participate in a fair and balanced process involving the broadest range of stakeholders.

Ward 4 News and Notes

Georgia Avenue-Petworth Metro Plan Approved: On June 20, the DC Council unanimously approved the small area plan for the Petworth area. which aims to re-establish Georgia Avenue as an attractive corridor offering a unique location to live, work, play and shop. Implementation of this plan is moving forward with the construction of the Park Place development at the Petworth Metro station. In addition, OP is currently developing zoning overlay for the corridor to promote transit-oriented development projects.

Brightwood Cultural Trail: Brightwood has a rich heritage full of important cultural resources, including Fort Stevens, Nativity Catholic Church, Emory United Methodist Church and the Military Road School. OP and the State Historic Preservation Office is coordinating with ongoing community-based efforts to identify important historic resources and integrate these amenities in the revitalization planning for Upper Georgia Avenue.

Neighborhood Service Requests: If you would like to place a request for service from a District agency, please call the Mayor's Citywide Call Center at 202-727-1000 or the Ward 4 Neighborhood Services Coordinator at 202-576-8104.

Planning and Zoning Frequently Asked Questions

What is a PUD?
Planned Unit Development, or PUD is a planning tool which allows greater zoning flexibility, usually in terms of height and the floor area ratio, provided the development offers high quality design and public benefits which could include as services for seniors, daycare, public improvements and affordable housing units. In addition, as the Zoning Commission reviews a PUD, it considers the input of OP, key district agencies, ANCs and community groups. More information on PUDs is available in on the web: www.dcoz.dc.gov/info/reg/chapter24_pdf.shtm

What is the relationship between the Comprehensive Plan and Zoning?
Zoning regulations are the principal tool for implementing Comp Plan land use objectives.

What is the Zoning Commission and what does it do?
The Zoning Commission is a five-member legislative body that is responsible for preparing, adopting and amending the Zoning Map and Zoning Regulations, including requests for Planned Unit Developments (PUD).

What is the BZA and what does it do?
The Board of Zoning Adjustments, or BZA, is a five-member quasi-judicial board that holds hearings on appeals of administrative decisions on the Zoning Regulations and Zoning Map (interpretations), and on requests for variances or special exceptions.

What is "matter-of-right development?
"Matter-of-Right" is a term that describes a type of development program that is entirely consistent with the zoning regulations.

What is a small area plan?
A Small Area Plan is a supplement to the Comprehensive Plan that provides detailed direction for areas ranging in size from a few city blocks to entire neighborhoods or corridors. Some small area plans are prepared for places in the city where District intervention is necessary to manage growth, promote revitalization or achieve other long-range planning goals.

District Department of Transportation

October 20, 2006

DDOT to Host Community Meeting on Lower Georgia Avenue Transportation and Streetscape Design

Contact (Media Only): Erik Linden (202) 671-2004

(Washington, DC) The District Department of Transportation (DDOT) is hosting the first in a series of community meetings to engage residents, business owners, and other users in developing a collective vision for the future of Lower Georgia Avenue.

DDOT's Lower Georgia Avenue Transportation and Streetscape Study is part of the District's "Great Streets Initiative," a multi-year, multi-agency effort to transform under-invested corridors into thriving neighborhood centers. Great Streets uses public actions and tools such as the designs that will come out of the Lower Georgia Avenue Transportation and Streetscape Study to leverage private investment.

Georgia Avenue, NW has been identified as a "Great Street," and as such DDOT and its partner agencies want to improve transportation services along the corridor to enhance economic development and facilitate mobility.

Encouraged to attend are business owners, Advisory Neighborhood Commissioners (ANCs), civic associations, developers and residents interested in improving the quality of life and transportation along Lower Georgia Avenue between New Hampshire and Florida Avenues.

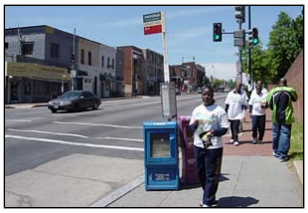
When	Tuesday, November 14 from 6:30 pm to 8:30 pm
Where	DC Housing Finance Agency (HFA) Building 815 Florida Avenue, NW

For more scheduling information, please see the Agency Calendar.

District Department of Transportation

November 1, 2006

DDOT to Hold Public Meeting About Lower Georgia Avenue Transportation and Streetscape Study



The DDOT Lower Georgia Avenue Transportation and Streetscape Study is a collaboration with the community and other District agencies to develop a consensus vision to improve transportation and create a vibrant corridor and commercial neighborhood. This study covers Georgia Avenue from New Hampshire Street to Florida Avenue and Sherman Avenue to 4th Street, NW, and is part of the Great Streets Initiative, a multi-year effort to transform under-invested corridors in the city into thriving and inviting neighborhood centers. Georgia Avenue has been identified as a Great Street, and DDOT and other agencies are working to address the transportation mobility challenges and contribute to the livability and economic success of this important District artery.

For more information:

- Great Streets Initiative
- Agency Calendar
- Flyer*

Where District of Columbia Housing Finance Agency
HFA Building
815 Florida Avenue, NW

When Tuesday, November 14, 2006
6:30 pm to 8:30 pm

Who Callistus Nwadike, DDOT Transportation Planner, (202) 671-2308, Callistus.Nwadike@dc.gov

* This document is presented in Portable Document Format (PDF). A PDF reader is required for viewing. Download a PDF Reader or Learn More About PDFs.

District Department of Transportation

January 12, 2007

Councilmember Jim Graham to Host Lower Georgia Avenue Community Design Workshop

Contact (Media Only): Erik Linden (202) 671-2004

(Washington, DC) Ward 1 Councilmember Jim Graham will host a community design workshop for the District Department of Transportation's (DDOT) Lower Georgia Avenue Transportation and Streetscape Study.

This workshop is part of an ongoing effort to engage residents, business owners, and other users in developing a collective vision for the future of Lower Georgia Avenue.

The workshop will bring together Advisory Neighborhood Commissioners (ANCs), developers, residents, retailers, architects, and civic leaders interested in improving the quality of life and transportation along Lower Georgia Avenue between New Hampshire and Florida Avenues and Fourth Street and Sherman Avenue.

DDOT's Lower Georgia Avenue Transportation and Streetscape Study is part of the District's "Great Streets Initiative," a multi-year, multi-agency effort to transform under-invested corridors into thriving neighborhood centers.

Where	DC Housing Finance Agency (HFA) Building 815 Florida Avenue, NW
When	9 am to 2 pm, Saturday, January 27

Residents seeking additional information please contact Callistus Nwadike, transportation planner, DDOT, (202) 671-2308, Callistus.Nwadike@dc.gov or visit www.ddot.dc.gov.

For scheduling information, please see the Agency Calendar. Additional information can be found on the Great Streets' Lower Georgia Avenue Segment, Public Meetings Schedules background pages.

District Department of Transportation

May 9, 2007

DDOT and Councilmember Graham to Host Lower Georgia Avenue Community Design Workshop

Contact (Media Only): Erik Linden (202) 671-2004

(Washington, DC) The District Department of Transportation (DDOT) and Ward 1 Councilmember Jim Graham will host the final community design workshop for DDOT's Lower Georgia Avenue Transportation and Streetscape Project.

This is the final meeting in a series of community workshops and part of an ongoing effort to engage residents, business owners, and other users in developing a collective vision for the future of Lower Georgia Avenue.

The workshop will bring together Advisory Neighborhood Commissioners (ANCs), developers, residents, retailers, architects, and civic leaders interested in improving the quality of life and transportation along Lower Georgia Avenue between New Hampshire and Florida Avenues and Fourth Street and Sherman Avenue. DDOT's Lower Georgia Avenue Transportation and Streetscape Project is part of the District's "Great Streets Initiative"—a multi-year, multi-agency effort to transform under-invested corridors into thriving neighborhood centers.

Where	Bruce Monroe Elementary School 3012 Georgia Avenue, NW
When	6:30 pm to 8 pm, Tuesday, May 22, 2007

For additional information, contact Callistus Nwadike, transportation planner, DDOT, (202) 671-2308, Callistus.Nwadike@dc.gov or go to www.ddot.dc.gov.

For scheduling information, please see the Agency Calendar.

1
Ward One News

by Natasha Abbas

Columbia Heights Neighbors Meet to Discuss Area Shelter

A neighborhood meeting took place May 16 at the Spring Road Mental Health facility to discuss issues surrounding the Spring Road Family Apartments, a 28-unit transitional shelter, located at 1433 Spring Road, NW. SRFA is run by Coalition for the Homeless, a nonprofit providing services to the homeless that operates 13 program facilities across the District, including the nearby La Casa shelter located at 14th and Irving streets, NW.

Neighborhood residents, residents of SRFA, Ward 1 Councilmember Jim Graham, Ward 4 Councilmember Muriel Bowser, SRFA Director Nola Dixon, and representatives from the mayor's office, Councilmembers Graham's office, Advisory Neighborhood Commission 1A, Department of Human Services and the Community Partnership for the Prevention of Homelessness were in attendance.

At the meeting, some area residents expressed concern that youth from SRFA were loitering out in the streets in front of the building at all hours and were hanging out in the alleys behind residents' homes, throwing trash in neighbors yards and behaving inappropriately.

"I'm afraid to come out of my front door sometimes," said Jerry Phillips, a neighbor who lives in very close proximity, adding that he was alarmed that youth would sometime come onto his property and litter. "This would never happen in Ward 3."

Residents of SRFA who were in attendance responded to such concerns by saying that it wasn't fair to criticize youth for loitering when they weren't being offered any alternative ways to spend their time through recreational programs. "It's not the kids' fault," said one SRFA resident, suggesting the neighborhood could be doing more to support the youth.

Part of residents' concerns may be related to the slated temporary relocation of La Casa shelter, currently located at 14th and Irving streets, NW, to 1131 Spring Road, NW, a few blocks away from SFRA, said Ted Loza of Councilmember Graham's office in an interview with DC North. The temporary relocation will last for approximately 12 to 18 months during which time a new facility is renovated for La Casa. The relocation will not take place for another 12-18 months, but neighbors have voiced concerns that the temporary relocation will become permanent without the community's approval, said Loza. However, Loza said residents can rest assured "we are looking at a new state-of-the-art building that is 2 ½ years away."

At the community meeting, SFRA Director Nola Dixon encouraged better communication between the SFRA residents and other neighborhood residents. "This is where they live, this is where they call home, too," said Dixon, suggesting SRFA residents could benefit from neighborhood residents becoming more involved, giving the example of the need for life-skills building.

At the close of the meeting, ANC 1A Commissioner Jacqueline Arguelles reminded neighbors and city officials of the importance of building unity and not creating distinctions between different residents of the neighborhood. "Let's go out of here recognizing that one is not any greater than the other, but all of us working together on an even keel can help everybody," said Arguelles.

Community members suggested Dixon confer with SRFA residents and draft a list of needs and recommendations on how neighborhood residents could better support the shelter. Loza said that community members will meet again within the coming weeks to revisit the issue. No date has been set yet.

Design Plans for Lower Georgia and Sherman Avenue Outlined for Community

The District has designs on Georgia Avenue. City officials shared these designs at the final community workshop for the Georgia Avenue Transportation and Streetscape Project which took place May 22 at Bruce Monroe Elementary School on 3012 Georgia Ave., NW. The District Department of Transportation and Ward 1 Councilmember Jim Graham hosted what was the last of a series of ongoing community design workshops over the past year to discuss the future of lower Georgia Avenue extending from New Hampshire and Florida avenues and Fourth Street and Sherman Avenue, NW. The workshop brought together residents, advisory neighborhood commissioners, developers, architects and business owners to discuss $8 million in proposed infrastructure improvements and redesign for the two thoroughfares.

Mike Jelen, transportation planner for DDOT, said that the main purpose of the redesign is "to create a cohesive streetscape that will prioritize safety and the ease of traffic flow, while honoring the local history." Of how the design plans would honor local history, Jelen gave the example of stamped markers at crosswalks which will honor African-American history on Georgia Avenue. Jelen said that a development company for the construction project will be selected once Parsons Brinckerhoff, an urban design company contracted to assess the streets, submits their final report. They expect to break ground on the project in the fall of 2008.

Jelen noted that much of the far stretch of the lower Georgia Avenue portion of the project has not yet been clearly outlined as it is subject to coordination with the Howard Town Center plan- a $60 million mixed-use residential and retail development project slated to be built adjacent to the university campus. Thus, the outlined improvements focused on the section of Georgia Avenue extending from Gresham Street to New Hampshire Avenue, NW. Improvements will include widening the street and sidewalks, eliminating curb cuts to make the street more pedestrian friendly, adding tree boxes and adding traffic circles for the northern and southern portion of the lower Georgia Avenue plan.

Dramatic changes will take place on Sherman Avenue as well. One such change that has been outlined is the addition of a median strip – heavily planted with trees – to be added to the length of Sherman Avenue. Jelen also noted that currently many of the curbs along Sherman Avenue do not meet standards of the American Disabilities Act and redesign plans will ensure ADA compliance. Other improvements outlined for Sherman Avenue include widening sidewalks and adding bicycle lanes and left-turn lanes.

Some residents at the meeting voiced concern about the city's capacity to maintain all the additional trees proposed for both Georgia and Sherman avenues. ANC 1A Commissioner Lenwood Johnson, who was in attendance, expressed concern that the city hadn't dealt with trees that Johnson said were in danger of blowing over in a storm. "The city has always done a poor job taking care of trees and green space, and I'm not sure we need more trees if they can't take care of the existing trees," said Johnson.

DDOT's Lower Georgia Avenue Transportation and Streetscape Project is part of the District's "Great Streets Initiative" – a multi-year, multi-agency effort to transform underinvested corridors into thriving neighborhood centers.

For more information contact Karina Ricks, DDOT, Great Streets project manager, 202-671-2542, karina.ricks@dc.gov, or Derrick Woody, Great Streets project coordinator, 202-727-2981, derrick.woody@dc.gov.

Ward 1 News Briefs

by Natasha Abbas and Susan Ruether

ANC 1A – Columbia Heights, Pleasant Plains

According to Commissioner Anne Theisen, ANC 1A passed resolutions supporting DC voting rights legislation before Congress and supporting a loan applied for by Cavalier Apartments for renovations. A subcommittee of economic development committee was created to explore the possibility of neighborhood improvement districts for commercial corridors in 1A, said Commissioner Theisen. Theisen

also said that ANC members held a special meeting to review the liquor license application for Acuario Restaurant on 11th Street, and members passed a resolution to petition against the liquor license due to committee concerns surrounding Acuario's hours of operation and the restaurant's refusal to enter into a voluntary agreement with ANC 1A at that time. Theisen said members are hoping there will be more communication about the issue at the June 13 meeting.

ANC 1A invites residents to attend its next meeting, which will take place at 7 p.m. on June 13 at Tubman Elementary School's cafeteria at 3101 13th St., NW. **- NA**

ANC 1B – Pleasant Plains, U Street, Ledroit Park

Resolutions: The commission moved to protest the new Alcoholic Beverage Regulations Administration license application of the Flamengo Restaurant & Café on the basis of peace, order and quiet. The commission moved to protest the new ABRA license of Town on the basis of peace, order and quiet.

The commission voted to support the renewal licenses for the following Northwest, DC, establishments: Asmara Cafe, 900 Florida Ave.; Zula Restaurant, 1933 Ninth St.; Sala Thai, 1301 U St.; Twins Jazz, 1344 U St.; Ulah Bistro, 1214 U St.; Delicatessen Judy, 2212 14th St.; Dynasty Ethiopian Restaurant, 2210 14th St.; Creme Cafe, 1322 U St.; Al Crostino, 1324 U St.; Bar Pilar, 1833 14th St.; Islander Caribbean Restaurant, 1201 U St.

Grant requests: The commission approved the grant request from the Mid-Town Academy in the amount of $1,000. A grant request in the amount of $1,000 was approved for the LeDroit Park Civic Association for a security camera.

A motion was adopted to write a letter of support to the DC Council and the mayor to set aside $500,000 in support of the Martin Luther King Memorial.

The commission adopted a motion to write to the council and the mayor requesting new regulations regarding dog parks.

The commission adopted a motion to write to the mayor, council and Washington Metro Area Transit Authority asking them to delay any final selection of buyers of WMATA parcels on Florida Avenue until the ANC has had a chance to view the proposals and make a recommendation.

The commission moved to send a letter in support of all five NIF Target Area Project Grants previously presented to the ANC.

For more information about ANC 1B call 202-822-4529 or visit www.anc1b.org. **- SR**

ANC 1C – Adams Morgan, Kalorama Heights, Lanier Heights

ANC 1C passed a motion to support a $1,500 grant request from the Reed Cooke Neighborhood Association to support the H.D. Cooke Elementary School's band trip to Kings Dominion for a band competition. A motion was made to protest the license renewal for the Left Bank for the reason of peace, order and quiet. ANC members passed a resolution opposing the Sale of the Jelleff Boys and Girls Club and urged the District government to take steps to ensure that Jelleff Boys and Girls Club and other Boys and Girls Clubs of Greater Washington currently slated for closure and private development remain open to all youth of this city. **- NA**

ANC 1D – Mount Pleasant

ANC 1D members held two monthly meetings in May and passed the following resolutions: advising the DC Council to upgrade the mayor's budget with sufficient funds for the Department of Parks and Recreation to hire a full time bilingual facilitator and $2 million to restore and upgrade Lamont Recreation multi-use facilities; advising the council and mayor to reform the administration of historic preservation to assure transparency in policy; advising DDOT to arrange for electronic notification of permit applications where construction or dumpster location blocks sidewalks, streets or public amenities; advising the Alcohol Beverage Control Board of ANC 1D's protest of liquor license renewals for eight Mount Pleasant restaurants on the grounds of improving and not decreasing the peace, order and quiet of the neighborhood; advising the council to adopt basic principles for stewardship of public property in order to preserve public property for public needs; allocating up to $500 for initial expenses to explore best practices for handling alcohol licenses and voluntary agreements; advising DDOT to arrange for payments in kind whereby disruptions caused by dumpsters and other construction obstacles to sidewalks and streets would be compensated by longer-term improvements to area streetscape; advising the DC Metropolitan Police Department to reinstate handling the Police Service Area 301 meeting via joint sponsorship with ANC 1D's committee on Public Security. **- NA**

2
Ward Two News

by Susan Ruether

Nuisance Property Bill Eyed by Shaw and Logan Residents

Ward 2 residents hoping for some action on the vacant or "nuisance" properties in their neighborhoods lined up on May 24 to testify at a DC Council hearing on the "Nuisance Properties Abatement Reform and Real Property Classification Amendment Act of 2007," a bill introduced by Councilmembers Jack Evans (D-Ward 2) and Mary Cheh (D-Ward 3).

For residents of Shaw and Logan Circle, where vacant properties abound, many say the "broken window syndrome" and other crime and quality of life issues created by empty properties are chief among their concerns.

"Vacant property is one of the main issues for my constituents," said Commissioner Kevin Chapple of Advisory Neighborhood Commission 2C. "The crime that is encouraged by vacant properties is a real problem… The abandoned houses are [also] one of the barriers to real economic development and the revitalization of this area. No one wants to see blighted businesses and vacant and rundown homes," Chapple continued.

The legislation aims to better coordinate the agencies responsible for identifying, tagging and taxing vacant properties in order to more efficiently deal with abandoned properties, according to Jack Evans' office. The bill directs the Department of Consumer and Regulatory Affairs to manage the inspection and designation of properties as "Class 3 vacant" while requiring better coordination with the Office of Tax and Revenue.

The issue of taxation of vacant properties is a major concern for some residents who say that taxation is a viable way to deal with negligent owners.

The Mount Vernon Square Neighborhood Association recently prepared a study of vacant buildings in the area and presented the results to the council. According to Si Kailian, the MVSNA found that 61 of the 100 vacant properties in the neighborhood are being taxed at the wrong rate.

The MVSNA reported: "Many are taxed at the rate for occupied or permitted structures (0.88 percent), rather than the higher 'Class 3' vacant property rate (5 percent), depriving the District government of thousands in revenue and placing no incentive on owners to rent, develop or sell their vacant properties."

Ray Mileski thinks the bill could go even further than enforcing the tax laws on the books. Mileski, a 21-year Shaw resident at Ninth Street and Rhode Island Avenue, said the house next door to him has been abandoned for nearly eight years. A for-sale sign is tacked on the house, but according to Mileski, the owner has no intention to sell and avoids paying taxes at the Class 3 rate (for-sale properties are taxed at the lower Class 2 rate). "The Evans legislation has no teeth," said Mileski who suggested "taxing the hell" out of nuisance property owners.

The new legislation, instead, intends to compel owners to maintain their vacant property and pay their fair share of tax, though some residents thought other mechanisms should be considered. Residents at the May hearing pointed out, for example, that the DC government itself is the owner of several vacant properties in Ward 2.

Another well-known vacant-property owner in the area, Shiloh Baptist Church, recently received a notice from the Board for the Condemnation of Unsanitary Buildings; four of the several abandoned properties on Ninth Street were posted with condemnation notices last month. Most of the buildings have been abandoned for decades, and the church was given 15 days to make major repairs to the roofs, the interiors, and the bricks and mortar or face the possibility of fines.

Shiloh Minister Thomas L. Bowen told the Washington Examiner on May 18 that the master plan is to turn the properties into affordable housing for seniors, though he conceded that the church hadn't acted in a timely fashion.

Ward 3 Councilmember Mary Cheh will host a public oversight hearing titled "Vacant and Nuisance Property Administration and Enforcement" on July 2 at

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Ward 1 News

by: Natasha Abbas

Columbia Heights Neighbors Meet to Discuss Area Shelter
A neighborhood meeting took place May 16 at the Spring Road Mental Health facility to discuss issues surrounding the Spring Road Family Apartments, a 28-unit transitional shelter, located at 1433 Spring Road, NW. SRFA is run by Coalition for the Homeless, a nonprofit providing services to the homeless that operates 13 program facilities across the District, including the nearby La Casa shelter located at 14th and Irving streets, NW.

Neighborhood residents, residents of SRFA, Ward 1 Councilmember Jim Graham, Ward 4 Councilmember Muriel Bowser, SRFA Director Nola Dixon, and representatives from the mayor's office, Councilmembers Graham's office, Advisory Neighborhood Commission 1A, Department of Human Services and the Community Partnership for the Prevention of Homelessness were in attendance.

At the meeting, some area residents expressed concern that youth from SRFA were loitering out in the streets in front of the building at all hours and were hanging out in the alleys behind residents' homes, throwing trash in neighbors yards and behaving inappropriately.

"I'm afraid to come out of my front door sometimes," said Jerry Phillips, a neighbor who lives in very close proximity, adding that he was alarmed that youth would sometime come onto his property and litter. "This would never happen in Ward 3."

Residents of SRFA who were in attendance responded to such concerns by saying that it wasn't fair to criticize youth for loitering when they weren't being offered any alternative ways to spend their time through recreational programs. "It's not the kids' fault," said one SRFA resident, suggesting the neighborhood could be doing more to support the youth.

Part of residents' concerns may be related to the slated temporary relocation of La Casa shelter, currently located at 14th and Irving streets, NW, to 1131 Spring Road, NW, a few blocks away from SFRA, said Ted Loza of Councilmember Graham's office in an interview with DC North. The temporary relocation will last for approximately 12 to 18 months during which time a new facility is renovated for La Casa. The relocation will not take place for another 12-18 months, but neighbors have voiced concerns that the temporary relocation will become permanent without the community's approval, said Loza. However, Loza said residents can rest assured "we are looking at a new state-of-the-art building that is 2 ½ years away."

At the community meeting, SFRA Director Nola Dixon encouraged better communication between the SFRA residents and other neighborhood residents. "This is where they live, this is where they call home, too," said Dixon, suggesting SRFA residents could benefit from neighborhood residents becoming more involved, giving the example of the need for life-skills building.

At the close of the meeting, ANC 1A Commissioner Jacqueline Arguelles reminded neighbors and city officials of the importance of building unity and not creating distinctions between different residents of the neighborhood. "Let's go out of here recognizing that one is not any greater than the other, but all of us working together on an even keel can help everybody," said Arguelles.

Community members suggested Dixon confer with SRFA residents and draft a list of needs and recommendations on how neighborhood residents could better support the shelter. Loza said that community members will meet again within the coming weeks to revisit the issue. No date has been set yet.

Design Plans for Lower Georgia and Sherman Avenue Outlined for Community
The District has designs on Georgia Avenue. City officials shared these designs at the final community workshop for the Georgia Avenue Transportation and Streetscape Project which took place May 22 at Bruce Monroe Elementary School on 3012 Georgia Ave., NW. The District Department of Transportation and Ward 1 Councilmember Jim Graham hosted what was the last of a series of ongoing community design workshops over the past year to discuss the future of lower Georgia Avenue extending from New Hampshire and Florida avenues and Fourth Street and Sherman Avenue, NW. The workshop brought together residents, advisory neighborhood commissioners, developers, architects and business owners to discuss $8 million in proposed infrastructure improvements and redesign for the two thoroughfares.

Mike Jelen, transportation planner for DDOT, said that the main purpose of the redesign is “to create a cohesive streetscape that will prioritize safety and the ease of traffic flow, while honoring the local history.” Of how the design plans would honor local history, Jelen gave the example of stamped markers at crosswalks which will honor African-American history on Georgia Avenue. Jelen said that a development company for the construction project will be selected once Parsons Brinckerhoff, an urban design company contracted to assess the streets, submits their final report. They expect to break ground on the project in the fall of 2008.

Jelen noted that much of the far stretch of the lower Georgia Avenue portion of the project has not yet been clearly outlined as it is subject to coordination with the Howard Town Center plan- a $60 million mixed-use residential and retail development project slated to be built adjacent to the university campus. Thus, the outlined improvements focused on the section of Georgia Avenue extending from Gresham Street to New Hampshire Avenue, NW. Improvements will include widening the street and sidewalks, eliminating curb cuts to make the street more pedestrian friendly, adding tree boxes and adding traffic circles for the northern and southern portion of the lower Georgia Avenue plan.

Dramatic changes will take place on Sherman Avenue as well. One such change that has been outlined is the addition of a median strip – heavily planted with trees – to be added to the length of Sherman Avenue. Jelen also noted that currently many of the curbs along Sherman Avenue do not meet standards of the American Disabilities Act and redesign plans will ensure ADA compliance. Other improvements outlined for Sherman Avenue include widening sidewalks and adding bicycle lanes and left-turn lanes.

Some residents at the meeting voiced concern about the city’s capacity to maintain all the additional trees proposed for both Georgia and Sherman avenues. ANC 1A Commissioner Lenwood Johnson, who was in attendance, expressed concern that the city hadn’t dealt with trees that Johnson said were in danger of blowing over in a storm. “The city has always done a poor job taking care of trees and green space, and I'm not sure we need more trees if they can't take care of the existing trees,” said Johnson.

DDOT's Lower Georgia Avenue Transportation and Streetscape Project is part of the District’s “Great Streets Initiative” – a multi-year, multi-agency effort to transform underinvested corridors into thriving neighborhood centers.

For more information contact Karina Ricks, DDOT, Great Streets project manager, 202-671-2542, karina.ricks@dc.gov, or Derrick Woody, Great Streets project coordinator, 202-727-2981, derrick.woody@dc.gov.

Ward 1 News Briefs
by Natasha Abbas and Susan Ruether

ANC 1A – Columbia Heights, Pleasant Plains
According to Commissioner Anne Theisen, ANC 1A passed resolutions supporting DC voting rights legislation before Congress and supporting a loan applied for by Cavalier Apartments for renovations. A subcommittee of economic development committee was created to explore the possibility of neighborhood improvement districts for commercial corridors in 1A, said Commissioner Theisen. Theisen also said that ANC members held a special meeting to review the liquor license application for Acuario Restaurant on 11th Street, and members passed a resolution to petition against the liquor license due to committee concerns surrounding Acuario’s hours of operation and the restaurant’s refusal to enter into a voluntary agreement with ANC 1A at that time. Theisen said members are hoping there will be more communication about the issue at the June 13 meeting.

ANC 1A invites residents to attend its next meeting, which will take place at 7 p.m. on June 13 at Tubman Elementary School’s cafeteria at 3101 13th St., NW.
- NA

ANC 1B – Pleasant Plains, U Street, Ledroit Park
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application of the Flamengo Restaurant & Café on the basis of peace, order and quiet. The commission moved to protest the new ABRA license of Town on the basis of peace, order and quiet.

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- NA

Appendix VIII.

Appendix VIII. McDonald's Restaurant Exit Analysis

Short-Term Recommendation – McDonald's Parking Lot

The parking lot of Mc Donald's between Barry Place NW and Bryant Street NW generates and attracts many trips during midday and afternoon peak hours. As seen in Figure 1, the McDonald's intersects Georgia Avenue NW at two points: an entrance and exit just south of Barry Place, and an exit just north of Bryant Street. The entrance/exit near Barry Place is frequently used by entering and exiting vehicles. Vehicles traveling on both directions of Georgia Avenue tend to use this entrance most, although there is a second entrance to the restaurant off of 8th Street NW.

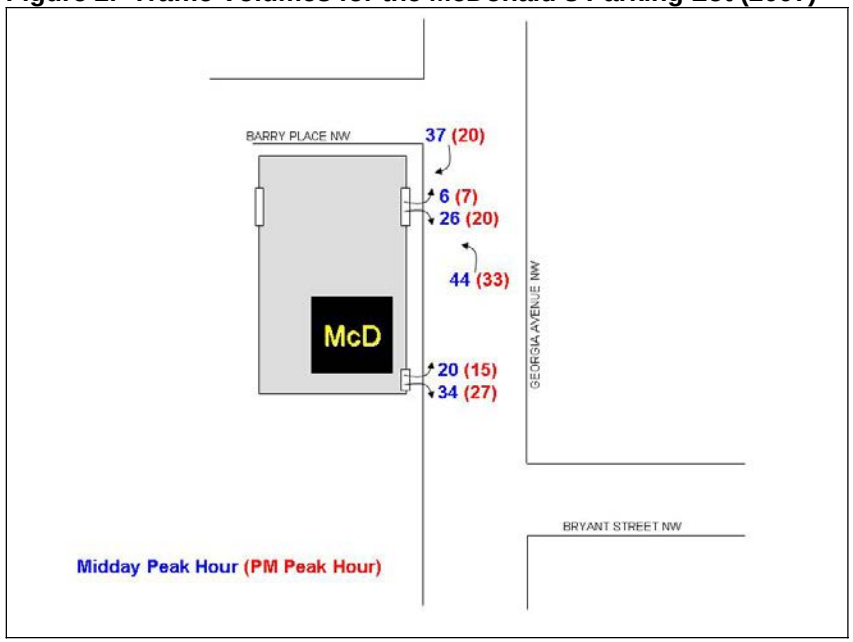
Figure 1. Mc Donald's Entrances and Exits between Barry Place NW and Bryant Street NW

Field observations revealed that there is a lot of congestion of Georgia Avenue between Barry Place and Bryant Street due to the vehicle maneuvers into and out of the McDonald's parking lot. With the existing friction in this section due to large number of turning vehicles, parked vehicles reducing lane capacities, double parked vehicles blocking through-moving vehicles, and stopped buses blocking through-moving vehicles, any thing that can eliminate some of the friction in this area would improve traffic operations and transportation mobility.

One of the short-term recommendations is to eliminate the main entrance/exit to the McDonald's restaurant and relocate the entrance/exit Barry Place, or just divert patrons to the exit off of 8th Street NW. McDonald's patrons would be directed to turn onto Barry Place, thus positioning all turn movements at the signalized intersection. This would combine all operations to Barry Place, and would eliminate a friction point at the McDonald's entrance/exit. The drive-thru exit near Bryant Street would remain.

Traffic volumes for the McDonald's Restaurant are shown in Figure 2. Less than one hundred vehicles enter and exit the facility during the midday and afternoon peak hours. But the delays generated as a result of the waiting vehicles contribute to inefficient operation on Georgia Avenue.

Figure 2. Traffic Volumes for the McDonald's Parking Lot (2007)



Vehicular queue lengths and the impact of queues on blocking intersections can reveal the level of friction on this segment of Georgia Avenue. Figure 3 shows the percent of blocking queues on Georgia Avenue near the McDonald's entrance.

Figure 3A. % Blocking Queues for Midday Peak Hour

Figure 3B. %Blocking Queues for PM Peak Hour

According to the diagrams, the left-most lanes in both the northbound and southbound directions are blocked at least 10 to 20 percent of the time to at most 50 percent of the time, particularly near the entrance to the McDonald's parking lot. Of course, turning vehicles at Barry Place and Bryant Street create queues in and of themselves that block the lanes on Georgia Avenue. Queuing vehicles waiting to turn into the McDonald's parking lot also contribute to this situation. To help clear congestion in this segment of Georgia Avenue, the queue lengths need to reduced, or even eliminated.

According to the Synchro models, the amount of vehicles waiting to turn into McDonald's on a weekday midday and afternoon period contribute to about queues from 70-100 feet and queuing delays of up to 50 seconds per vehicle for the northbound direction. If these vehicles can be re-routed to another entrance, this would eliminate of the friction due to the queuing vehicles at the McDonald's entrance.

Table 1. McDonald's Entrance Exit Queuing Statistics (for turning lanes into McDonald's)

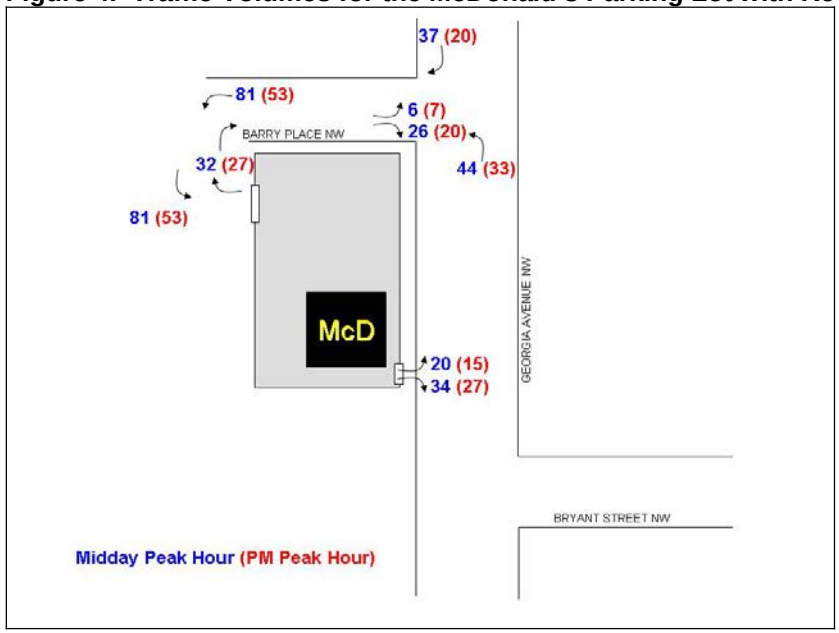
Approach	Peak Hour	Measures	NB	SB
Entrance/Exit	Midday	Average Queue (feet)	74	17
		Upstream Blocking Time (%)	68	5
		Total Delay (secs)	40.3	0.2
	PM	Average Queue (feet)	105	24
		Upstream Blocking Time (%)	32	0
		Total Delay (secs)	51.6	0.6

Exit	Midday	Average Queue (feet)	117	16
		Upstream Blocking Time (%)	12	5
		Total Delay (secs)	16.5	15.9
	PM	Average Queue (feet)	84	45
		Upstream Blocking Time (%)	21	4
		Total Delay (secs)	8.8	13.4

Relocation of McDonald's Entrance

An analysis was performed to evaluate the impacts and operations if the McDonald's entrance was relocated. Figure 4 shows the readjusted traffic volumes to the restaurant as a result of the closing the entrance on Georgia Avenue.

Figure 4. Traffic Volumes for the McDonald's Parking Lot with Revised Configuration



There will be an increase the turning volumes at the intersection of Barry Place and Georgia Avenue. This will increase the average delays and queue lengths for the northbound approach to this intersection. However, as seen Table 2, the increased volumes will not deteriorate the intersection level of service (LOS).

Table 2. Comparison of Measures of Effectiveness for Barry Place NW Intersection

Scenario	Time Period	Intersection		EB Barry Place			NB Georgia Avenue			SB Georgia Avenue		
		Delay (secs)	LOS	Delay (secs)	LOS	Queue (95th) (feet)	Delay (secs)	LOS	Queue (95th) (feet)	Delay (secs)	LOS	Queue (95th) (feet)
Before the Relocation	Midday	20.9	C	41.9	D	137	25.1	C	208	11.2	B	131
After the Relocation	Midday	25.1	C	45.7	D	169	31.3	C	225	11.4	B	133
Before the Relocation	PM	24.5	C	45.1	D	276	19.6	B	210	22.1	C	221
After the Relocation	PM	26.8	C	50.3	D	334	21.9	C	228	22.5	C	224

The Synchro model results reveal the level of queue lengths and the amount of queues blockages at this segment of Georgia Avenue were reduced as a result of eliminated the entrance. Figure 5 shows the percent of blocking queues on Georgia Avenue with the revised configuration.

Figure 5A. % Blocking Queues for Midday Peak Hour

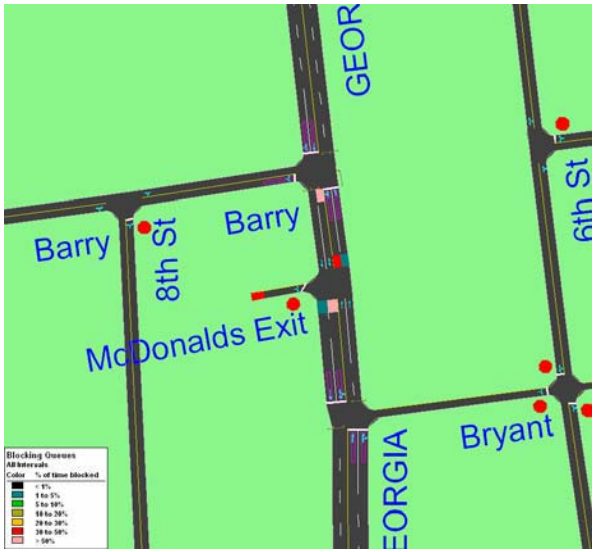


Figure 5B. %Blocking Queues for PM Peak Hour

According to the diagrams, the left-most lanes in both the northbound and southbound directions are blocked at least one to five percent of the time to at most 50 percent of the time. These blockages are due to the queuing at the intersections of Barry Place and Bryant Street. Noticeably missing is the queuing related to the McDonald's entrance, which has shifted to Barry Place. Also missing is the friction and blockages as a result of the McDonald's entrance.

Table 3 reveals the queuing statistics for the Georgia Avenue as a result of the relocated entrance. Although there are no statistics available for the entrance, there are reductions in the amount of delays and percent blockages for the Drive-Thru exit. In the northbound direction, the percent blockages are reduced from 12 percent to zero percent in the midday peak hour, and from 21 percent to 13 percent in the afternoon peak hour. The delays on Georgia Avenue associated with this exit also decrease. In the southbound direction, the percent blockages are reduced by five percent in the midday peak hour, yet remain the same in the afternoon peak hour. Delays for the southbound direction increase by as much as 13 seconds in the southbound direction, likely because vehicles in the southbound have more interactions with exiting vehicles from the drive-thru.

Table 3. Relocated McDonald's Entrance Queuing Statistics

Approach	Peak Hour	Measures	NB	SB
Exit	Midday	Average Queue (feet)	72	23
		Upstream Blocking Time (%)	0	0
		Total Delay (secs)	7.9	29.6
	PM	Average Queue (feet)	79	85
		Upstream Blocking Time (%)	13	4
		Total Delay (secs)	4.5	21.7

Findings

The relocation of the McDonald's entrance from Georgia Avenue to 8th Street NW would provide the following benefits to multimodal traffic operations.

- Reduces friction and percent blockages on Georgia Avenue, thus improving traffic flows.
- Reduces vehicle-to-vehicle conflict points on Georgia Avenue in this narrow roadway section.
- Traffic analysis reveals less queuing impacts on Georgia as a result of the entrance; it would eliminate the queuing on Georgia Avenue due to the vehicles turning left from Georgia into the parking lot.
- Although relocation will increase volumes and queuing at the Barry Place intersection, the level of service and delays will not deteriorate overall corridor operations.
- The relocation will not significantly increase queues at Barry Place.
- Safety will be improved as McDonald's patrons will now turn at a signalized intersection as opposed to an uncontrolled driveway.
- Decreases average delays and queue lengths for the vehicles leaving the Mc Donald's parking lot.