



District of Columbia Department of Transportation
Connecticut Avenue, NW Reversible Lanes Removal & Safety Improvements
Minutes from Community Advisory Committee Meeting No. 6
Wednesday, April 6, 2022 - 5:00 p.m.

ATTENDEES (Alphabetically by Last Name in Each Group)

DDOT Team

Samuel Brooks, Program Analyst
Molly Burns, Technical Writer
Jamee Ernst, Transportation Planner
Cynthia Lin, Deputy Project Manager
Christian Pineiro, Community Engagement Specialist for Ward 3
Ed Stolof, Project Manager
Yvonne Thelwell, Supervisory Civil Engineer

Community Advisory Committee Members

Connie Chang, ANC 3G05
David Cristeal, ANC 3F01
Robert Deyling, Chair of the ANC 3F Streets & Sidewalks Committee
Eileen McCarthy, Chair of the Pedestrian Advisory Council (PAC)
Tom Quinn, ANC 3E04
Steven Seelig, ANC W3BA
Sauleh Siddiqui, ANC 3C05

Project Team

Charlotte Ducksworth, Partner (Commun-ET, Public Engagement Specialist)
Sabrina Hamm, Commun-ET, Transcriptionist, Public Engagement Specialist)
Laura Mehiel, Project Manager (AMT Engineering)

Participants

Janell Pagats
Three Unnamed Guests via Telephone

I. Call to Order

The sixth meeting of the Community Advisory Council (CAC) was called to order at 5:02 p.m. on Wednesday, April 5, 2022. The meeting was convened via Microsoft Teams.

Welcome and Introductions

Mr. Stolof welcomed the attendees to the meeting before introducing the representatives from DDOT, the CAC, and the Project Management Team. Mr. Stolof then presented a refresher concerning use of the Microsoft Teams platform.

II. Meeting Objectives

Mr. Stolof presented the following objectives for CAC Meeting No. 6:

- Provide project updates
- Walk-through the first iteration of the conceptual design plans for the project. The walk-through will review corridor maps starting at the south terminus of the corridor (Calvert Street) and proceed north to Legation Street.
- Set a review process in motion for the concept plans that can lead up to a Public Meeting.

Mr. Stolof noted the first set of plans are only considered a starting point. The feedback received during CAC Meeting No. 6 will help formulate the next iteration of the plans.

III. Tasks, Timelines, and Funding

Mr. Stolof reported Concept C was selected on December 15, 2021, for implementation. Since that time, DDOT has (1) continued planning and conceptual development activities; (2) will begin design procurement; and will complete environmental documentation. Mayor Bowser requested that DDOT and the Office of Racial Equity conduct a Racial Equity Impact Analysis (REIA) in conjunction with the project. The REIA is currently in process.

The planning and conceptual development tasks include:

- Notice of Intent to reduce the speed limit on Connecticut Avenue from 30 MPH to 25 MPH (April 7, 2022)
- Racial Equity Impact Analysis (Spring 2022)
- Public Meeting No. 2 (Planning for June 2022)
- Removing the Reversible Lane infrastructure (Spring 2022). *Note: This was removed during the week of 04/18-24/2022)*
- Concept Development Report (July 2022)
- Environmental Documentation (October 2022)
- Traffic and Parking Refinements (October 2022)
- Concept Plan Refinement (December 2022)
- Public Engagement/Technical Work to explore the feasibility of extending the PBLs to south of Chevy Chase Circle (December 2022)
- Design Procurement (Estimated, April 2022 to December 2022)
- Design (Estimated, January 2023 to March 2024)
- Construction Procurement (June 2023 to March 2024)
- Construction (April 2024 to July 2025)
- CAC Meetings (As Required)
- Interagency Review Meetings (As Required)

IV. Conceptual Design Walkthrough

Laura Mehiel, Project Manager with AMT Engineering, presented a walk-through of the conceptual design for the Connecticut Avenue Reversible Lanes Removal & Safety Improvements Project. As reported by Mr. Stolof, the plans presented during CAC Meeting No. 6 were considered a starting point. Parking and loading are not definitized on the concept plans. It is anticipated that DDO'T will convene Parking/loading mini taskforce meetings. The meetings may include representatives of the Advisory Neighborhood Commissions (ANCs), Single Member Districts (SMDs), and the Community Advisory Committee (CAC) and other persons representing specialized interests. Input from those various sources will be included in subsequent drafts of the plan.

V. Comment Period

The following comments were raised:

<u>Name</u>	<u>Comment/Feedback</u>
Steven Seelig	<p>Requested information about the budget issue on the design and construction procurements.</p> <p>Inquired whether the bike lanes will be curb height at the loading areas. Those who use buses and loading zones have complained about accessibility when needing to step into the bike lane, then onto the sidewalk.</p> <p>Commented that DDO'T will likely receive pushback regarding the loss of parking - particularly in the commercial district.</p> <p>Commented that an additional crosswalk in the commercial district will likely not hamper traffic.</p> <p>Sought clarity about whether there was residential parking on Connecticut Avenue.</p> <p>Inquired if there is a way to limit/restrict all turns out of the Exxon station to Connecticut Avenue (Cleveland Park). There are two access points on Connecticut and one on Porter Street.</p> <p>Noted there is a great deal of parking available in the buildings along Connecticut Avenue, and therefore spoke in support of eliminating residential parking on Connecticut Avenue. Suggested that DDO'T determine what parking is provided on side streets within a few blocks of Connecticut Avenue during the parking analysis.</p> <p>Inquired about the focus of the parking analysis - specifically whether it will focus on paid parking, and whether the businesses along the route will be surveyed.</p> <p>Commented that the intersection with Nebraska Avenue feels generally unsafe for pedestrians.</p>

<p>Eileen McCarthy</p>	<p>Expressed gratitude that the island was removed from 24th Street and Connecticut Avenue and noted there is a legal crosswalk on the north side of that intersection as well as at Cathedral and Connecticut. She suggested making both of those crosswalks signalized and spoke in opposition to pedestrians having to cross more than once to reach the other side of the street.</p> <p>Noted that the Manual on Uniform Traffic Control Devices (MUTCD) is under revision, which would affect the plans for Connecticut Avenue.</p> <p>Noted Garfield Street has unmarked and unsignalized crosswalks, and there would be crossings on the south and north sides.</p> <p>Commented that North Road is a Zoo road and not a real street and spoke in favor of more crosswalks in general.</p> <p>Asked (along with Connie Chang) whether it would be feasible to remove the slip lane at Nebraska Avenue to make the crossing safer for pedestrians.</p>
<p>Sauleh Siddiqui</p>	<p>Suggested using the space from the turn pocket on Cathedral Avenue for bikes.</p> <p>Proposed a left turn lane in the other direction for intersections that have only one left turn lane (if space allows).</p> <p>Concurred with Mr. Seelig about limiting the number of turns off of Connecticut Avenue into the Exxon.</p>
<p>Connie Chang</p>	<p>Noted that the left-hand turn into the shopping center behind the Metro Station at Connecticut Avenue and Ordway Street (near the Exxon) is difficult to make.</p> <p>Noted getting out of the Exxon parking lot onto Connecticut Avenue is also difficult.</p> <p>Urged DDOT to pay greater attention to the intersection of Legation Street and Connecticut Avenue, as there have been many near misses there due to poor sight lines.</p> <p>Reported difficulty for pedestrians crossing Connecticut Avenue at Legation Street. Possible causes include line of sight issues and insufficient time to cross.</p> <p>Asked (along with Eileen McCarthy) whether it would be feasible to remove the slip lane at Nebraska Avenue to make the crossing safer for pedestrians.</p> <p>Noted the sight lines are poor traveling south on Connecticut Avenue and making a right turn onto Nebraska Avenue.</p>
<p>David Cristeal</p>	<p>Expressed concerns about cars lining up along Connecticut Avenue to access the car wash and blocking the Albemarle Street intersection.</p> <p>Reported the location at Burger King and the carwash is also a trouble spot regarding traffic buildup.</p>

Participants	<p>Suggested making it safer for pedestrians and vehicles not to interact so closely at the intersection of Connecticut and Nebraska Avenues.</p> <p>Suggested that DDOT look at right turns on red throughout the corridor.</p> <p>Commented that delaying release of the plans would be a mistake, as the opinions of the CAC members do not necessarily reflect everyone along the corridor.</p>
Ed Stolof	Provided update on Project timeline/ process/next steps.

VI. Next Steps

Feedback will be welcomed, as the input will help to inform the next version of the plans. Additionally, CAC members will email Mr. Stolof their opinion regarding whether the draft concept plans should be posted to the website at this time.

VII. Adjournment

The April 6, 2022, CAC meeting was adjourned at 6:35 p.m.