



MINUTES

District of Columbia Department of Transportation (DDOT)
Connecticut Avenue Multimodal Safety Improvement Project
Community Advisory Committee Meeting No. 7
Wednesday, September 14, 2022 - 6:00 p.m.
Meeting Location: Cisco WebEx

ATTENDEES

(Listed Alphabetically by Last Name)

Community Advisory Committee

Connie Chang
David Cristeal
Robert Deyling
Beau Finley
Eileen McCarthy
Tom Quinn
Lee Brian Reba
Josh Rising

Steven Seelig
Sauleh Siddiqui

DDOT

Jamee Ernst
Christian Pineiro
Ed Stollof
Sharada Strasmore
Yvonne Thelwell

Project Team

Charlotte Ducksworth, Commun-ET (Public Engagement Specialist)
Sabrina Hamm, Commun-ET (Public Engagement Specialist)
Laura Mehiel, A. Morton Thomas Engineering (AMT)
Maggie Stuthmann, A. Morton Thomas Engineering (AMT)

Public Attendees

Michael Church
Ezra D.F.
Michael Durr
Ken Katz

Andrew Koval
Janell Pagats
Stephen Schwartz
Emily Smith
Josh (No Last Name)

I. Welcome

DDOT's Connecticut Avenue Multimodal Safety Improvement Project's Community Advisory Committee (CAC) Meeting No. 7 was conducted on Wednesday, September 14, 2022. The meeting was conducted via Cisco WebEx, and was called to order at 6:05 p.m.

II. Summary of Agenda

Mr. Stolof presented a summary of the meeting's agenda. He then announced the meeting's objectives which were to:

- Provide project updates,
- Discuss the requirements and logistics for the parking walkthroughs,
- Discuss traffic calming, and
- Receive comments from non-CAC members.

III. Introduction of Project Team and Consultants

Mr. Stolof introduced the members of the Community Advisory Committee. He then introduced the project team and consultants. Mr. Stolof serves as DDOT's Project Manager for the Connecticut Avenue Multimodal Safety Improvement Project.

IV. Meeting Protocol

Mr. Stolof summarized the protocols for the meeting.

V. Project Updates

Mr. Stolof stated CAC Meeting No. 6 was held on April 6, 2022. Project briefings were later presented to:

- ANC 3-4G on Monday, June 13, 2022
- ANC 3E on Tuesday, June 14, 2022
- ANC 3C on Wednesday, June 22, 2022
- ANC 3F on Wednesday, June 22, 2022

Public Meeting No. 2 was held on Tuesday, June 28, 2022 (virtually) and Wednesday, June 29, 2022 (in-person at the University of the District of Columbia).

Speed was reduced along the corridor from 30 miles per hour to 25 miles per hour. The speed limit signage was changed and orange flags were posted for awareness. The reversible lane signs and markings were removed.

VI. Review Current Consultant Scope of Work (Final Planning Phase)

DDOT received over 150 design and operational suggestions. The next step will be to review the suggestions and develop dispositions. Items deemed possible may be carried forward in subsequent design phases. The review will consider feasibility (operational and geometric requirements), scope; cost constraints, adjacent and sensitive uses (e.g., schools, recreation centers, and senior facilities), traffic volumes and crash history.

VII. Parking and Loading Walkthroughs

Parking and loading walkthroughs will take place on the following dates:

- Monday, October 3, 2022, from 8:00 a.m. to 3:00 p.m. (Maps 1 through 4/Calvert to Porter)
- Tuesday, October 11, 2022, from 8:00 a.m. to 4:00 p.m. (Maps 5 through 8/Porter to Davenport)
- Monday, October 17, 2022, from 8:00 a.m. to 1:00 p.m. (Maps 9 through 11/Davenport to Legation)

The objective of the walkthroughs is to develop productive parking and loading solutions within the context of Concept C. CAC members were asked to provide suggestions regarding additional participants by Friday, September 16th. DDOT will confirm interest and request locations (map sections). Invitations will then be distributed and reminders will be sent one to two days in advance of walkthroughs.

The following draft guidelines were established for the walkthroughs:

- Decorum must be maintained.
- All opinions will be respected.
- The times and durations set forth in the logistics plan will be followed.
- Local knowledge will help DDOT frame productive solutions.
- Individuals may join the walkthrough at any location.
- Maps will be provided during the walkthroughs.
- A list of curbside options will be provided.

VIII. Traffic Calming

During the fall 2022, DDOT will review and identify current and potential traffic issues that may lend themselves to traffic calming solutions within the project study area. Traffic Safety Investigations (TSIs) are already in DDOT's queue.

The criteria for selecting traffic review locations may include:

- Functional classification
- Public comments regarding speeding or cut-through traffic
- Volumes for vehicles, pedestrians, and bicycles
- Special populations such as schools and senior centers
- Crash history
- Traffic Forecasts

Potential traffic calming review locations include:

- Reno Road at 41st Street
- 41st Street to Tilden Street
- @ Reno Road, Tilden Street to Connecticut Avenue
- Chevy Chase Parkway and Military Road
- Nevada Avenue
- Utah Avenue
- Military Road
- Broad Branch Road/Beach Drive
- Linnean Avenue (Nevada to Albemarle)
- Fulton/Normanstone Drive
- Albemarle (Reno Road to Broad Branch Road)

- Brandywine (Reno Road to Broad Branch Road)
- Macomb Street

DDOT requested the CAC to identify other locations for consideration of traffic calming analysis/solutions.

IX. Feedback (CAC Members and Non-CAC Members)

The following feedback was offered during the meeting:

Name	Comment/Feedback
Steve Seelig	<p>Seeks clarity about how DDOT goes through the design and operational suggestions.</p> <p>Encourages DDOT to provide materials to participants in advance of the walkthroughs so they can review the information ahead of time.</p> <p>Urges DDOT to make a commitment to the community that the design and installation phase is only the beginning of the process. DDOT should offer clear communication about what has been done and what is ahead.</p> <p>Summarizes multimodal analysis performed by the Maryland Department of Transportation.</p>
Connie Chang	<p>Asks if DDOT will categorize the suggestions raised by the public.</p> <p>Asks about the timeframe for providing the public report so the information can be shared with the community.</p> <p>Asks if the traffic counts are the same as the traffic diversion study mentioned by Mr. Stolof.</p> <p>Requests information about the traffic diversion study.</p> <p>Asks if those participating in the walkthroughs will be given maps, and if the maps will include details such as meter locations and locations of residential parking, etc.</p> <p>Asks if DDOT will look at the timing of the lights as part of the traffic calming review.</p> <p>Questions if markings will be reviewed as part of the traffic calming process for the sake of safety.</p> <p>Suggests that DDOT make any signage more visible.</p> <p>Suggestions the use of speed feedback signs.</p>
Josh Rising	<p>Asks about the timeline and process for examining the potential extension of the lanes from Legation Street up to Chevy Chase Circle.</p>

	<p>Asks whether DDOT will collect new traffic data and whether that information will be compared to the previous traffic collection. Will this be published?</p> <p>Asks about the geographic scope of the traffic calming review exercise, and whether the traffic calming review goes as far as the secondary study area.</p> <p>Seeks clarity about the kind of feedback DDOT would like for the walkthrough maps.</p>
Eileen McCarthy	<p>Comments that safety should be the paramount concern.</p> <p>Notes that the listing of “Tilden to Cleveland to Calvert” is incorrect. Change to @ Reno to Tilden to Connecticut”.</p> <p>States that the MUTCD is undergoing revision and will likely be improved in one or two years.</p>
Tom Quinn	<p>Asks if DDOT has specifically looked at demand in relation to businesses as was done with the Cleveland Park study.</p>
Beau Finley	<p>Seeks clarity about whether DDOT will survey businesses.</p> <p>References a DMPED-commissioned study that went through John Stauffer & Associates that noted approximately 78% of customers arrived at businesses either on foot or by Metro; and only a small percentage arrived via car or bus.</p> <p>Concurs with Commissioner Chang regarding the importance of addressing unsignaled crosswalks.</p> <p>Seeks clarity about whether DDOT will postpone enforcement of the reduced speed on Connecticut Avenue for a time and commented that postponement would be negative and short-sighted idea in relation to safety.</p> <p>Asks what DDOT can do to look into traffic signals and how lights can stay green for longer for crosswalks.</p> <p>Comments that enforcement would lead to improved compliance.</p> <p>Speaks in support of re-evaluating how things are going and what can be done to mitigate the effects on other streets.</p> <p>Urges DDOT not to place too much weight on congestion, as he felt congestion makes streets safer since drivers are unable to speed.</p>
Sauleh Siddiqui	<p>Questions why Beach Drive was included in the study area.</p>
David Cristeal	<p>Urges that more promotion and enforcement take place concerning the 25 mile per hour speed limit.</p>
Ezra D.F.	<p>Supports building bike lanes as quickly as possible.</p>

	Asks about the latest estimates for when construction will begin and when the bike lanes will be finished.
Andrew Koval	Introduces himself as a candidate for ANC 3F05 and speaks in support of the project.

X. Administration

Mr. Stoloff presented an overview of the design and construction timeline through FY 2025. The dates are preliminary.

- January 2022 through March 2023: Concept refinement, traffic calming analysis and parking refinements
- January 2022 through spring 2023: Design procurement
- Spring 2023 through winter 2024: Preliminary and final design
- Spring 2024 through Fall 2024: Construction procurement
- Fall 2024 through Summer 2025: Construction

Public engagement will take place throughout the project lifecycle.

Maryland 185 Needs Analysis

Steven Seelig presented an overview of MDOT’s 185 needs analysis. The analysis was conducted by the Maryland Department of Transportation’s State Highway Commission in the Office of Planning and Preliminary Engineering. The goal was to provide a roadmap to deliver improvements based on MDOT’s planning and design resource. MD SHA spent time reviewing Connecticut Avenue from Chevy Chase Circle north all the way to the Beltway, with the expectation that the Purple Line is going to be finished by 2026 and some streets will be redesigned.

A slide was presented to show the possibilities that have been identified. Mr. Seelig provided a link so that everyone can have more information about the report. The report looks promising regarding the potential for including protected bike lanes north of Chevy Chase Circle. Next steps will be revisited for the corridor during the coming year or two. Mr. Seelig reported there is also some work being done between MDOT and DDOT to revamp the design of Chevy Chase Circle.

Next steps in the Reversible Lane Removal and Protected Bicycle Lane Project include:

- Performance of the walkthroughs
- Traffic data collection and analysis
- Design and operation comment disposition and review
- Initiate data collection and analysis for potential protected bicycle lanes from Legation Street to south of Chevy Chase Circle
- Procurement for preliminary and final design

XI. Adjournment

CAC Meeting No. 7 was adjourned at 7:31 p.m.