

Government of the District of Columbia

Department of Transportation



District of Columbia Department of Transportation
Connecticut Avenue, NW Reversible Lane Operations & Safety Study
Minutes from Community Advisory Committee Meeting No. 1
Thursday, April 30, 2020 - 6:30 p.m.

ATTENDEES

DDOT Team

Ed Stolof, Project Manager with the Project Planning Branch - Planning & Sustainability Division
Cynthia Lin, Deputy Project Manager with the Project Planning Branch - Planning & Sustainability Division
Jim Sebastian, Associate Director for the Planning & Sustainability Division
Ellen Jones, Chief Project Delivery Officer
Donise Jackson, Ward 3 Community Engagement Representative

Community Advisory Committee Members (Alphabetically by Last Name)

David Cristeal, ANC 3F01
Robert Deyling, Chair of the ANC 3F Streets & Sidewalks Committee
Beau Finley, ANC 3C04
Chris Fromboluti, ANC 3G07
Eileen McCarthy, Chair of the Pedestrian Advisory Council (PAC)
Lee Brian Reba, ANC 3C01
Josh Rising, ANC W3BA
Randy Speck, ANC 3G03

Project Team (Alphabetically by Last Name)

Charlotte Ducksworth, Partner with Commun-ET (Public Engagement Specialist)
Michael Glickman, Project Manager with AMT Engineering
Sabrina Hamm, Transcriptionist with Commun-ET (Public Engagement Specialist)
Ian Swain, Partner with Commun-ET (Public Engagement Specialist)

I. Call to Order

Ed Stolof called the Kickoff Meeting of the Community Advisory Council (CAC) to order at 6:32 p.m. The meeting convened via Microsoft Teams due to the social distancing requirements mandated by COVID-19.

II. Welcome and Introductions

Mr. Stolof welcomed all participants to the meeting and highlighted this first meeting as an organizational meeting of the CAC as well as a project update discussion. Introductions ensued of the representatives from DDOT, the project team from Commu-ET and AMT Engineering, and the members of the CAC.

III. Logistics

Mr. Stolof provided an overview of the meeting's logistics, including how to use the various functions of the Microsoft Teams system; and the ground rules/protocol for the meeting.

IV. Public Engagement

Ms. Ducksworth summarized the Public Engagement Plan that was drafted prior to COVID-19. The plan will be treated as a living document and will be edited based on the CAC's discussions. Phase 1 of the Public Engagement Timeline began with the April 30, 2020 CAC Kickoff Meeting. The remaining four CAC meetings will take place on dates to be determined (anticipated in , June 2020, July 2020, September 2020, and January 2021). It is envisioned that the first public meeting will be held in October 2020. Two to three interagency meetings will be convened. Small stakeholder meetings will be held in June/July 2020. If the social distancing requirements related to COVID-19 remain in place, the meetings will be held virtually. Otherwise, the meetings will be held in a physical location to be determined. The Advisory Neighborhood Commissions (ANCs) will be updated throughout the engagement process.

Ms. Ducksworth summarized the composition of the two stakeholder groups. Group One will be comprised of specific citizens associations, community associations, business associations, and other groups whose perspectives will help provide a holistic view of the study's impact on the corridor. Group Two will be comprised of embassies, universities, other educational institutions, faith-based organizations and other institutional stakeholders along the corridor.

A project website is in progress. In addition to the home page, there will be pages containing information concerning the study's elements; public engagement/involvement; the study area; resources and project materials; next steps; and contact information. The email address for the submission of public comments will be Conn-Ave-RevStudy@dc.gov. The representatives from DDOT, the project team, and the members of the CAC will be asked to point interested persons to the website and email address once the site is ready for use.

V. CAC Charter

Ms. Ducksworth summarized the components of the CAC's charter. The charter's purpose is to provide guidelines for the CAC as it assists DDOT with obtaining integrated community input during the study. The CAC charter will be sent to members of the CAC. As an acknowledgment, CAC members will be asked to sign the charter which includes an agreement containing their responsibilities and the operating guidelines.

Ms. Ducksworth relayed the following responsibilities of the CAC:

1. Attend CAC meetings.
2. Advise the Project Team on matters directly related to the study.
3. Act as a sounding board to DDOT during Phase 1 of the study.

4. Advise, support, and assist the Project Team and other project partners in providing feedback regarding existing challenges and proposed solutions.
5. Bring community perspective.
6. Help engage other community members/organizations.
7. Report on alternatives, pros, cons, and tradeoffs.
8. Provide input, skills, and knowledge to help assess the concepts, study analysis, and recommendations.
9. Concerning public meetings, offer feedback on agendas; help disseminate public meeting notices and invitations to constituents; and attend and participate in public meetings.

Ms. Ducksworth summarized the CAC's operating guidelines:

1. Attend meetings or send an alternate when needed.
2. Brief any alternates on DDOT's study progress.
3. Respond within 24 hours, if possible, to meeting invitations.
4. Respect the opinions of all members and allow members with dissenting viewpoints to express their opinion.

Advisory members will help disseminate approved recommendations concerning the study. DDOT members will track key recommendations; and will post CAC meeting minutes and key deliverables on the project website.

It was clarified that the Community Advisory Committee shall have no legal responsibilities and will function only in an advisory capacity. The CAC will contain no more than 12 members and will be comprised of ANC commissioners; members of ANC single member districts; and one member each from the Pedestrian Advisory Council, the Bicycle Advisory Council, and the WMATA Riders Advisory Council. Alternates will be appointed to serve as required. The CAC throughout the study duration; primary responsibilities will be in Phase 1 of the study from May 2020 through January 2021. Phase 1 involves the technical phase, while Phase 2 involves environmental documentation. As reported during the Public Engagement portion of the meeting, the CAC will convene approximately five times, and will meet for one and a half to two hours each session.

VI. Project Overview

Ms. Lin provided an overview of the project's goals:

1. Reduce vehicle crashes during peak periods.
2. Improve safety/accessibility for bicycles and pedestrians.
3. Assess the feasibility of removing reversible lane operation.

Ms. Lin presented an overview of the project's history, including the 2003 DMJM-Harris study; the 2011 ITE Article/Study; the 2014 moveDC recommendations; and the Cleveland Park Streetscape & Drainage Improvement Study.

VII. Project Scope of Work

Mr. Stolof summarized the project's study area. The corridor is approximately 2.7 miles long. The primary study area is Connecticut Avenue from Legation Street to Calvert Street. The secondary study area is Wisconsin Avenue to the west; Dupont Circle to the south; and Western

Avenue to the north. Major elements of the scope of work include data collection, analysis, concept development and screening, preferred concept, 10% design, environmental documentation, and public meetings. Mr. Stolof then summarized the anticipated focus for each CAC meeting.

Mr. Stolof presented a summary of the scope of work, including the existing conditions and data collection. The deliverable is the existing conditions report. Mr. Stolof then presented a preview of the preliminary morning, mid-day, and evening traffic volumes for vehicle, pedestrian, and bicycle counts within the study area.

Mr. Stolof presented information concerning the analysis and modeling, including the modeling methodology and approach; the Macro Simulation Model (MWCOG Travel Demand Model); the Micro Simulation Model (SYNCHRO); and Future/Alternative Concept Development. The deliverables include traffic forecasts for no-build and build concepts; and an analysis of the effectiveness of various operational criteria such as level of service, delay, V/C ratio and queuing.

The concept development and screening will cover an evaluation of alternative “build” concepts and a no-build management option. Various evaluation factors were outlined. The deliverables will include the concept screening evaluation and report.

Mr. Stolof informed the CAC that it is anticipated that there will be a preferred concept and the 10% concept design plan. He also summarized the components of Phase 2, with the deliverables to include preparation of Categorical Exclusion (CE) or appropriate environmental class of action; and approval of the environmental documentation.

Mr. Stolof concluded the Scope of Work summary by reviewing the anticipated schedule for Phases 1 and 2.

VIII. CAC Member Perspectives

The DDOT and Project Teams discussed the perspectives of CAC members regarding the project. Responses were provided to questions and comments from:

1. Josh Rising: Inquiring whether the PowerPoint slides will be provided to all CAC meeting participants. Mr. Stolof replied in the affirmative.
2. From Eileen McCarthy: Noting someone other than “McCarthy” should be listed in conjunction with the Ward 3 Vision under “Group One - CAC Member Engagement”. (The project team will ensure the proper individual is listed.)
3. From Eileen McCarthy: Suggesting that someone from the Multimodal Accessibility Council be invited to provide feedback. (Heidi Case and Cesar Barreto are possible points of contact.)
4. From David Cristeal: Noting the importance of the connection between Connecticut Avenue and the comprehensive plan. (The comment was acknowledged.)
5. From Josh Rising: Noting ANC 3/4G passed a resolution with information that is helpful regarding items this study should be considering. (The comment was acknowledged.)
6. From Bob Deyling: Asking that copies of the resolutions be sent to all CAC committee members.
7. From Randy Speck: Inquiring why the primary study does not extend to Chevy Chase Circle. Mr. Stolof explained this was the limits of the primary study area correspond to the limits of the reversible lane system. From Josh Rising: Asking whether any data has been collected. Mr.

Stollof responded in the affirmative. Mr. Stollof reported that data from the 2018 Signal Optimization Study, and from supplemental data collected in January and February 2020 will be used.

8. From Beau Finley: Seeking clarity about whether use of the word “vehicle” only includes automobiles or includes other modes of transportation such as bicycles. Mr. Stollof responded by saying that the word ‘vehicle’ used in this study means cars, trucks or buses. The study will consider the multimodal needs of bicycles, pedestrians, and transit access.
9. From Eileen McCarthy: Raising the importance of remembering the legal rights of pedestrians. (The comment was acknowledged.)
10. From Josh Rising: Inquiring whether the models have been adjusted due to COVID-19. (Mr. Stollof responded that the models themselves, do not take into account COVID-19 conditions. Stollof stated that DDOT consider feedback concerning COVID-19 transportation requirements as we initiate work on the project.
11. From Beau Finley: Asking whether Michael Glickman mentioned “AASHTO” guidelines. Mr. Glickman indicated mentioning the “NACTO” guidelines and explained “NACTO” stands for the National Association of City Transportation Officials.
12. From Bob Deyling: Raising the importance of the models taking into account the use of scooters and other alternative modes of transportation that may need to share the roads - particularly since the sidewalks can often be crowded with pedestrians. (Mr. Stollof noted that the transportation models used do not take into account scooters or other forms of Micromobility. We will look at multimodal issues throughout the study. Sidewalks, per se, are not part of the Connecticut Avenue study.
13. From David Cristeal: Raising comments concerning public meetings. (The comment was acknowledged.)
14. From David Cristeal: Suggesting a wider scope for the study. Mr. Stollof noted that the boundaries of the study have been established.
15. From Bob Deyling: Noting the importance of keeping pedestrians and alternative modes of transit in mind. Mr. Stollof noted, in the affirmative, that multimodal issues and impacts, as affected by the lane usage in the corridor, is included in the study.
16. From Beau Finley: Asking whether there is a written scope of the study that can be sent to all CAC members. (The project team will ensure the information is sent to all CAC members.)
17. From Randy Speck: Speaking in favor of having a baseline to assess the potential impacts if changes are made within the study area. Mr. Stollof noted that the Existing Conditions Report that includes data collection and baseline analysis will be used to evaluate the impact of Build Concepts.
18. From Beau Finley: Speaking about the ANC 3C resolution. (The comment was acknowledged.)
19. From Eileen McCarthy: Urging the Project Team not to schedule the next meeting for May 13, 2020, as that date would conflict with a meeting of the Bicycle Advisory Council, the Multimodal Accessibility Council and Vision Zero Working Group.

IX. Next Steps

Mr. Stollof and the Project Team indicated the next steps to be taken in the process include:

1. Scheduling the next CAC meeting
2. Sending the CAC charter, scope of work, PowerPoint slides of CAC Meeting No, 1, NACTO guidelines, and other deliverables to the CAC as they become available.

3. Develop and send a contact roster that includes CAC Members and the Project Team.
4. Develop the project website to include project deliverables, presentations and other items, as required.

X. Adjournment

The April 30, 2020 CAC meeting was adjourned at 8:03 p.m.