

ANC 6C Transportation and Public Space Committee
Kaiser Permanente Capitol Hill Medical Center
700 2nd St. NE, Room G3-G4
Thursday, May 4, 2017
7:00 pm

REPORT

In Attendance:

Mark Kazmierczak, Chair
Emily Diamond-Falk
Josh Linden
Comm. Heather Edelman

1. K St. Traffic Study

The District Department of Transportation (DDOT) is undergoing a traffic safety study of K St. NE from North Capitol St. to Florida Ave, at the request of ANC 6C. Following up on their initial presentation to this committee of preliminary results, they will be showing additional data and some proposed solutions.

Representative: Emily Dalphy, DDOT. [6C05, 6C06]

Along with speed and crash data, three alternatives were presented for traffic calming. None of the alternatives were predicted to significantly increase traffic delay. The three alternatives are:

- 1) Remove rush hour parking restrictions (i.e., allow parking at all times) on both sides of K St. the entire length of the study.
- 2) Remove rush hour restrictions east of 8th St.
- 3) Remove parking on the south side of K St. and create a center lane for left turns. Install bulb-outs at the corners on the north side.

The committee suggested bulb-outs be included in any of the designs, and Ms. Dalphy indicated that would likely be possible. The committee felt the goal should be to reduce traffic speeds without causing congestion and while preserving parking. Ms. Dalphy suggested a hybrid approach of (1) and (3), wherein turn lanes can be added only at some intersections; the committee favored this approach.

Also discussed were proposed modifications to the intersections of K St., 8th St., and West Virginia Ave. Prior recommendations, which would be performed with any modifications, were to (a) restripe the northbound approach of 8th Street at West Virginia Avenue NE to include a separate through lane and right-turn only lane, and (b) evaluate signal timing options at the intersection of West Virginia Avenue/Florida Avenue NE to improve the queuing along northbound West Virginia Avenue NE during the evening peak period. In additions, three alternative intersection configurations were proposed, all focusing on the segment of WV Ave. between 8th and K Streets:

- 1) Convert the segment of WV Ave. to one way, southbound only
- 2) Convert the segment of WV Ave. to one way, northbound only
- 3) Close the segment to vehicular traffic

The committee strongly preferred closing the segment of WV Ave. to vehicular traffic. This would be the safest for all users (drivers, cyclists, and pedestrians) and would allow for creative uses of the space, e.g., a bikeshare station or public event space. The committee also asked about adding a signal to the 8th and WV

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intersection that was coordinated with the K and 8th signal; Ms. Dalphy indicated that might be desirable but would depend on whether the traffic volume justified it.

Motion: Recommend the ANC support a hybrid approach of alternatives 1 and 3 for K St. that includes bulb-outs, with intersections getting left turn lanes to be determined later. Recommend WV Ave. be closed between 8th and K Streets.

Vote: Approved, 3 – 0 (Comm. Edelman absent).

2. Virtual Circle at Florida and New York Avenues

As part of the Florida Avenue Multimodal Study, the District Department of Transportation (DDOT) is in the planning stages of a redesign of the “virtual circle” intersection of Florida and New York Avenues. They presented five design alternatives at a recent public meeting.

Representative: None. [6C06]

No DDOT representative was present for the discussion. The committee reviewed the alternatives posted on the project website, focusing on alternatives 3 – 5 because alternatives 4 and 5 are essentially the same as 1 and 2, which had been previously released. Alternative 3 presumes the Wendy’s in the center of the intersection will stay, whereas alternatives 4 and 5 presume the Wendy’s will be removed; all alternatives essentially remove the virtual circle and return to a more standard intersection, although some remnants of the circle remain via turning restrictions. Alternative 5 connects Eckington Pl. to NY Ave. and First St., while Alternative 4 does not.

The committee felt no alternative was complete, but did prefer 5 because of the need to connect Eckington Pl. to points south. Instead of supporting one alternative, the committee highlighted components that should be included in any final design:

- a. The general approach of alternative 5 (including connection of Eckington Pl. to 1st St.) should be the basis of future designs.
- b. Crosswalks should be included on all sides of all intersections.
- c. The proposed cycletrack should be redesigned so it does not cross 1st St./Eckington Pl. twice.
- d. Consider a northbound lane on the extension of Eckington Pl.
- e. Connect the sidewalk from 1st St. to Florida Ave. by the ATF building.
- f. There needs to be a way to get from southwest-bound NY Ave. to northwest-bound Florida Ave.
- g. The lane changes on southeast-bound Florida Ave. at Eckington Pl. (where three lanes become four) are confusing and should be redesigned.

Motion: Recommend the ANC send a letter to DDOT with the above recommendations. Additionally, the letter should state that DDOT needs to perform more public outreach early in the process and that revised concepts should be reviewed by the public and the ANC again before going to design.

Vote: Approved, 3 – 0 (Ms. Diamond-Falk absent).

3. 3rd and L St. Park, 225 L St. NE | Application #204201

NoMa Parks is planning a combination park and dog park on the lot next to the Loree Grand at 3rd and L Streets NE. They presented their plans at a recent public meeting and have submitted a public space application in conjunction with the work.

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Representative: Stacie West, NoMa Parks. [6C06]

NoMa BID presented an application associated with the park at 3rd and L St. NE. The entirety of the dog park as well as the play structure are within the property line; the public space elements include primarily benches, permeable pavers, and landscaping. The committee was excited about the entire project and the design. One member suggested the LED lighting be of 3000 Kelvin or less.

Motion: Recommend the ANC support the application.

Vote: Approved, 4 – 0.

4. Capitol Crossing, 222 Massachusetts Ave. NW | Application #201052

A public space construction application for the new Capitol Crossing development, being constructed over the I-395 tunnel.

Representative: Jeff Lee, Lee and Associates. [6C02]

The applicants presented a public space concept, which included trees, planting beds, sidewalk and accent pavers, and bike racks. Given the large scale and multiple phases of the project, some details are not finalized and will be added as the design progresses. The discussion focused largely on the trees and landscaping; because of the highway below the project, large trees could only be included in some areas. Smaller, decorative trees or landscaping beds with seatwalls are used elsewhere. The project will reconnect G and F Streets over I-395, with F St. being a through street and G St. designed to be a low traffic, pedestrian-friendly thoroughfare. The design includes 47 bike racks among the three-block project. The committee supported the plan and looked forward to working on more details.

Motion: Recommend the ANC support the application, with commentary that they look forward to working with the applicant further as the design progresses.

Vote: Approved, 3 – 0 (Comm. Edelman absent).

5. Adjourn

**** NOTE: The next ANC 6C Transportation and Public Space Committee meeting will be on Thursday, June 8 (not June 1). ****

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