

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



Planning, Policy and Sustainability Administration

MEETING MINUTES

Date: June 11, 2011

Project #: 5259.3

To: File

Project: Maryland Avenue

Subject: Public #1 Meeting Minutes

Included within this document are meeting minutes associated with the 1st meeting of the Maryland Avenue Corridor on Saturday, June 11, 2011 at the Community Center.

GENERAL

- The items of interest from the participants ranged from traffic concerns (primarily speeding) and the dangerous pedestrian environment.

PRESENTATION

- George Branyan introduced the project team:
 - Bill Schultheiss, Toole Design Group, Project manager and ANC6A resident
 - Kevin Lee, traffic engineer, Kittelson & Associates
- George started the meeting describing the Maryland Avenue project, and the process that Kittelson and Toole Design Group would go through working with DDOT to develop a design for Maryland Avenue. Bill described that a community walk website would be set up for Maryland Avenue, and how to go about using the website, giving their feedback and ideas for improving Maryland Avenue.
- Kevin from Kittelson, described the different traffic data and analysis that had been gathered for Maryland Avenue.
- During the presentation there were a few questions raised:

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- Question: How many people divert off of Maryland Avenue to a side street, to avoid traffic?
 - Answer: We have some information gathered on this but to get a better idea we will need to do more analysis and review video footage to get an accurate account.
 - Question: How do you deal and account for the speed count when people are bumper to bumper in traffic?
 - Answer: We are accounting for this by the location that was chosen to gather counts. The count was gathered at 10th Street and near 7th Street where the traffic is usually moving unhindered. The data shows approximately 50% of the vehicles are exceeding the 25mph speed limit.
 - Question: Will the design mitigate vehicles that speed up on Maryland Avenue to catch a light?
 - Answer: We have video of multiple intersections, which we can use to track and study how we could improve this and manage it.
 - Question: When collecting data did you include pedestrian and bicycle crashes?
 - Answer: We did take this into account - crashes found were scattered throughout the whole corridor and not centralized to a certain intersection.
 - Question: Does the crash data reflect if the driver was impaired in some way?
 - Answer: The data shows this information so we can look it up and determine if they were impaired in some way.

PUBLIC'S PRIORITIES

- Improvements needed at the intersections for 7th and 8th Street
- The public and other vehicle drivers should be educated on driving and show enforcement to those not following the rules
- At the intersection of 7th and D Street fix the crossings or create a new and safer crossing
- At the intersection of 6th Street and Maryland Avenue fix the pedestrian crossing so it slows down traffic
- The overall speeding on Maryland Avenue needs addressed and enforced
- Expand the pedestrian withcurb extensions

- Throughout the corridor the sight lines at intersections are poor and need to be improved
- Consider installing a stop light or stop sign at the intersections of 7th and Maryland, and 10th and Maryland
- Crossing Maryland Avenue to the library needs improvement
- Bike lanes may be a good idea, but keep parking Install a stop sign at the intersection of 11th and F Street(special case)
- Improve 7th and 10th Street now with signs and striping to make it more safe
- There are multiple slip right turns off of Maryland Avenue, either close the slip right turns or design the rights turns to be more difficult so vehicles have to slow down when making the turn – create pocket parks at these locations (i.,g. 9th and E)
- Don't want a signal at 7th Street if the signal pattern will endup like 9th Streets signal pattern
- Find ways to make it possible to keep vehicles on Maryland Avenue, and off of the residential side streets
- Signals at each intersection should be timed with each other during peak hour periods to help traffic flow, but on different patterns during off peak hours
- Eliminate curb cuts/openings where vehicles are able to make U-turns and at driveways where people park on public space
- Change 8th Street at D Street intersection into a 4 way stop – it is dangerous to cross 8th Street for buses, pedestrians, and motorists
- Use more visible crosswalks to tell the driver this is a pedestrian area