



MEETING MINUTES July 10th, 2024

The Transportation and Public Space (TPS) Committee of Advisory Neighborhood Commission 5B held a virtual regular monthly meeting at 7:00pm on Wednesday, July 10th, 2024.

Call to Order

The meeting was called to order at 7:05pm.

Roll Call

1.	Reid Porter	P	5.	Zahid Rathore	P
2.	Lauren Marcinkowski	P	6.	Bryan Hart	P
3.	John Leibovitz	A	7.	(Vacant)	
4.	Emily Oaksford	P	Present (P), Absent (A)		

Agenda

As the TPS Committee does not yet have an official chair, Lauren Marcinkowski served as Acting Chair for this meeting and moved to APPROVE the agenda. Reid seconded the motion. The agenda was APPROVED by a vote of 5 AYES.

Vote on Chair Recommendation

Having reached quorum as a committee for the first time, Lauren Marcinkowski motioned to vote on the recommendation of Reid Porter as chair, to be officially voted on and approved by the Commissioners of ANC 5B. The recommendation was APPROVED by a vote of 5 AYES.

Committee Introduction

Lauren Marcinkowski provided an introduction to the newly-created TPS Committee, including an overview of its scope and purpose, a summary of the monthly meeting schedule, and general communication guidelines and procedures.



New Business

DDOT Presentation: South Dakota Ave Corridor Safety Project

Christine Mayeur provided a brief overview of the SDA Safety Project, largely similar to presentations done to other ANC Commissions/Committees, and to the public forum that was held on May 30. DDOT encouraged people to submit public comment, which has been extended to August at the request of Councilmember Zachary Parker.

Committee questions for DDOT

Committee members took turns asking questions related to the project's scope; DDOT guidance for road diet implementations, and relevance to SDA; residents' concerns expressed to date (traffic signal timing, traffic diverting into neighborhoods, evacuation planning, emergency vehicle access); and expected outcomes related to safety, emissions, multimodal transportation plans, and the like. Key findings from this discussion are provided below.

- It is recommended that traffic volumes for road diets should be below 25,000 vehicles per day. South Dakota Avenue has around 18,000 vehicles per day, but in the six-lane sections of the roadway, the traffic volume is higher. DDOT is currently gathering more data on traffic counts. Another traffic volume factor for a road diet is to have 850 vehicles per hour per direction or lower; South Dakota Avenue has well below that number of vehicles per hour (600 vehicles per hour)
- The median turn lane of a road diet would enable traffic to continue to flow while allowing the turning movement that occurs now in both travel lanes. This would make the road more efficient and balance the throughput loss from the removal of a lane.
- As part of this study, DDOT will also be looking at re-timing the traffic signals as a way to improve vehicle traffic flow - and to ensure that any new design of the roadway would be effective.
- DDOT will be looking at traffic calming options (e.g. speed humps, one way streets, etc.) and other ways to deter traffic diversion on connecting roads of South Dakota Avenue.
- South Dakota Avenue is not an evacuation route.
- Consultations with Fire Department and EMS recommend to avoid a design with a continuous median. Additionally, turning lanes and median design would ensure that emergency vehicles could make the necessary turns.
- Option 1 (3 lanes + full time parking) and Option 2 (3 lanes + parking and two-way protected bike lanes) both involve parking; DDOT plans to study the potential for parking utilization, given that underutilized parking can be used for speeding and illegal/aggressive passing.
- The biggest threat to safety on SDA (according to the data) is vehicle-to-vehicle crashes, though vehicle-to-pedestrian crashes have proven more fatal on SDA.



Public forum

The public asked DDOT representative Christine Mayeur questions regarding the project's status and scope/boundaries; implementation details presented as they related to specific intersections; interactions between traffic, bike lanes, and bus routes; the potential to address residents' and churches' concerns about parking, traffic diversions, etc. as part of this project; and design details such as whether the bike lanes would be protected or not. A mix of support and opposition was evident.

- Federal and local guidance recommends protected bike lanes (PBLs) rather than unprotected bike lanes given traffic volume and speed.
- The main reason for a corridor study, rather than spot treatments, was their insufficiency in addressing the speeding and other risks along the entire length of the corridor.
- Homes/blocks that are affected by any roadway diversions (to prevent cut-through traffic) will be considered/accommodated. This is part of the study.
- WMATA will be consulted regarding how bus service/routes on SDA are integrated into the final project plan.
- The safety study boundaries extend from Bladensburg to Riggs, but the initial budget will only cover implementing/building from Bladensburg up to Taylor (or thereabouts). Additional funding could result in full-corridor (Bladensburg to Riggs) implementation/build plans.
- DDOT will endeavor to preserve preexisting parking.
- The purpose of this project is to use road infrastructure to prevent unwanted/unsafe driver behavior in ways that spot treatments, ATE, etc. do not address or control the length of the corridor, especially outside of rush hour. Other similar roadways and safety projects elsewhere in DC will be studied to determine which approaches make the most sense for SDA.
- While the road diet would remove one travel lane — from 4 down to 3 — this is not equivalent to “one way in both directions” as the turn lane will remove a lot of ‘queueing’ behavior that is currently happening in (and blocking) travel lanes.
- Churches along the corridor will be consulted. In other projects in DC, they have used turn lanes as parking on weekends/Sundays.
- Bus lanes, while appropriate in places with heavy bus usership and buses get ‘stuck’ in traffic, would not be relevant on SDA. DDOT has not seen buses getting stuck to the same extent as, say, 16th St NW.
- Bike lanes would be protected with a mix of paint and flex posts; medians would be built using ‘temporary’ concrete barriers or other ‘removable’ features.
- Bike lanes serve all user groups — cyclists, pedestrians, and drivers would all benefit from the traffic calming effect that bike lanes provide, serving as a ‘buffer’ between fast moving cars and more vulnerable road users.
- Once DDOT has a full plan (as opposed to just concepts/options), specific accommodations (for churches, existing parking, etc.) will become clear.



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Adjournment

Meeting adjourned at 8:30pm.

ANC 5B's TPS Committee's next meeting will be held [virtually](#) on Wednesday,
August 14th, 2024, at 7pm.