

1 Draft ANC6C03 comments about 30% drawings of MD Ave reconfiguration – August 11 version.

2 (Legend: in the phrase “P3 – S31” – the first several characters contain the drawing designation, and the  
3 last several characters identify the slide number in the 54MB file.)

4 Throughout: Like with the removal of the thin medians at left turn lanes, identify other elements or  
5 features of the Toole design concept drawings that have been removed.

6 Throughout: Explain what DDOT learned by the installation of temporary measures at 7<sup>th</sup> and MD Ave.

7 Throughout: When will the proposed traffic signal timing be released?

8 Throughout: Provide a map showing current bus stops, and any changes to the bus stops. On the  
9 diagrams, include the length along the street for which parking will not be permitted.

10 Throughout: Add a DPW-serviced trash basket at each bus stop to avoid litter.

11 Throughout: At the mid-point of each block, paint the speed limit on the pavement.

12 Throughout: Install shields in street light globes to direct the light down to the sidewalk and road to  
13 avoid shining lights into people’s bedrooms and vertical light pollution. Ensure placement of light poles  
14 does not disrupt pedestrian travel.

15 Throughout: Either use grass (with no plantings) on curb bump-outs to promote ecological interests, or  
16 install permeable or semi-permeable surfaces on the curb bump-outs ala  
17 <http://doee.dc.gov/service/riversmart-homes-pervious-pavers>

18 Typical sections - S23: We need to ensure a wide vehicle can double-park on each side of MD Ave while  
19 another wide vehicle passes, and avoid the mis-measurement on H Street that forced commercial  
20 loading to be moved to residential streets. On Slide 23, remove 12”-18” from each side of the roadway  
21 from the left-turn lane and travel lane, and add this space to the bike lane, but without making the bike  
22 lane sufficiently wide for an automobile passing lane. (Install raised, reflective markers (e.g., Botts dots)  
23 to warn drivers away from the bike lane.) Reducing the travel lane from 11’ to 10’ will reduce the rate of  
24 travel. Some left-turn lanes on East Capitol Street east of Benning Road are 8’ wide.

25 **P2 – S30 Currently traffic enters C St (south of the park) from both MD Ave and 4<sup>th</sup> at the same time,  
26 which is very dangerous. No changes are required to the roadway, but the timing of the lights should  
27 be changed to make the merger from these two directions more safe.**

28 P3 – S31 On the curb extension on 5<sup>th</sup>, align the ramps for the crosswalk so they face one another, and  
29 not require a person in a wheelchair to turn mid-way across 5<sup>th</sup>.

30 P3 – S31 -- Timing of the traffic light needs to be lengthened to accommodate class of 4 year old children  
31 who cross from the school to the park.

32 P3 – S31 -- SW corner of the intersection of C and 6<sup>th</sup> street: ramp on new curb bump-out on the west  
33 side of 6<sup>th</sup> St should move south to face the ramp on the east side of 6<sup>th</sup> St.

34 P3 – S31 The distance between the ramps on 6<sup>th</sup> north of the intersection will require the timing of the  
35 traffic light to change to allow handicapped people to cross safely.

36 P3 – S31 NE corner of C and 6<sup>th</sup>: please explain curb bump-out on east side of 6<sup>th</sup>.

37 P4 – S32 Install a traffic camera to enforce the prohibition about right turn on red for drivers on Mass  
38 Ave heading south on 4<sup>th</sup> St.

39 **P4 – S32 At the intersection of C and 4<sup>th</sup> St, the traffic island on the east of the intersection is too small  
40 to provide refuge. Connect the two islands so that there is a walkway from the ramp at the north of  
41 the intersection to the island, and another from the island to the park.**

42 P4 – S32 The size of the islands look like they might impede traffic flow. Ensure they are appropriately  
43 sized to provide refuge for pedestrians while allowing traffic to flow.

44 P5 – S33 6<sup>th</sup> Street south of intersection with C: need a safe crosswalk from MD east side of 6<sup>th</sup> to the  
45 NE corner of the park, using the traffic island as a refuge.

46 P5 – S33 At 6<sup>th</sup> St south of intersection with MD Ave: this chart has different lane markings than S153  
47 please confirm there will be only one left turn lane, but with sufficient space for a bike through lane.

48 P5 – S33 intersection of 6<sup>th</sup> and C: remove curb bump-out on south side of C – it disrupts bike travel and  
49 is not needed to improve sight-lines.

50 P5 – S33 North of intersection of C and 6<sup>th</sup> St: there is no need for curb bump-outs on 6<sup>th</sup> St. The street  
51 is sufficiently narrow to allow pedestrians to cross safely.

52 P5 – S33 MD Ave just east of 6<sup>th</sup> St -- install a cut-through (as in existing condition) in MD Ave median to  
53 connect the ramps north and south on MD Ave

54 P5 – S33 Traffic island in west side of intersection of 6<sup>th</sup> and C: currently drivers on 6<sup>th</sup> Street heading  
55 west on C occasionally drive over the existing painted island, trying to make the green light at C and 5<sup>th</sup>.  
56 (Currently two lanes of traffic come out of C St if there is not a bus at the bus stop.) Unless the timing of  
57 the lights is changed, a large island, while needed for pedestrian refuge, will back-up traffic on C. Ensure  
58 the island is of appropriate size and height to protect pedestrians, and consider better ways to direct the  
59 two lanes of traffic from both 6<sup>th</sup> St and C St that are westbound on C St.

60 P6 – S35 D St north of MD Ave. Explain the number of on-street parking spots that are gained or lost by  
61 moving the Bikeshare station to the curb bump-out on the D St south of the intersection in P7 – S34.  
62 (The description to move the bikeshare station is on L7 - S93).

63 **P6 – S35 D St north of MD Ave. The bulk of the users of the bike station are west-bound. If the bike  
64 station is moved to D east of MD Ave, these west-bound bikers will need to travel through the  
65 complex and dangerous intersection of MD Ave, D and 7<sup>th</sup> Sts, which seems like a bad idea. Explain  
66 the rationale for the change.**

67

68 P6 – S35: Move the bus stop and crosswalk on the south side of MD Ave near D Street eastward to gain  
69 one or more parking spaces. Adjust the lengths of the median if necessary.

70 P7 – S34 MD Ave west of intersection with 7<sup>th</sup>: bump-out is longer than necessary and consumes a  
71 parking space.

72 **P7 – S34 Neither this chart, nor P6 – S35 nor SN04 -- S154 show that D St is a major route for east-**  
73 **bound bicycles. The current design for D St entering and exiting MD Ave is very awkward for bicycles.**  
74 **Consider alternatives like creating a ramp for bikes on the curb extensions and medians so bikers can**  
75 **be separated from cars.**

76 P7 – S34 D St south of MD Ave: remove bollards.

77 P7 - S34 east side of intersection of 7<sup>th</sup> and MD: move the proposed ramps to straighten the path for  
78 handicapped people and others to take to cross MD Ave.

79 P7 – S34: at the intersection of 7<sup>th</sup> and MD: what do the curved lines mean: some are marked CS.

80 S125 – why are these slides marked as final?

81 SN01 – S151 On MD Ave proceeding NE before intersection with 4<sup>th</sup>, paint a sign on each lane to  
82 indicate that the driver is approaching a street (4<sup>th</sup>) with significant bicycle traffic.

83 SN01 – S152 On MD Ave proceeding NE before intersection with 4<sup>th</sup>, add a sign denoting a school zone  
84 on C St (Peabody)

85 **SN01 – S152: At the intersection of C and 5<sup>th</sup>, bring the stop line for traffic 10 or more feet westward.**  
86 **Currently it is difficult for a driver in one lane to see if there are pedestrians who need to cross the**  
87 **street from the opposite side.**

88 SN02 – S152 On 4<sup>th</sup> Street north of intersection with C: add a sign denoting a school zone on C St  
89 (Peabody)

90 SN02 – S152 On C St before intersection with 6<sup>th</sup>, paint a sign on each lane to indicate that the driver is  
91 approaching a street (6<sup>th</sup>) with significant bicycle traffic.

92 SN02 – S152 This diagram shows a bike lane on the south side of C St that is not depicted in S31. Please  
93 confirm there will be bike lane here.

94 SN03 – S153 On C St and Mass Ave before intersection with 4<sup>th</sup>, paint a sign on each lane to indicate  
95 that the driver is approaching a street (4<sup>th</sup>) with significant bicycle traffic.

96 SN03 – S153 This diagram shows a bike lane on the north side of C St that is not depicted in S33 . Please  
97 confirm there will be bike lane here.

98 **SN03 – S153** Draw dashed lines on the pavement to help the 2 lanes of traffic on C St west bound  
99 navigate into the 2 lanes of traffic on 6<sup>th</sup> that can turn left onto C St. Currently there is frequent  
100 confusion with people leaving C Street not knowing how to successfully navigate to the two left-turn  
101 lanes on 6<sup>th</sup>. The problem will get worse once the hardscape island is installed.

102 **SN04 -- S154 through S155** Due to the heavy volume of vehicular traffic on MD Ave, install a buffered  
103 bike lane instead of a regular bike lane. The buffered bike lane provides a “shy distance” between the  
104 bike lane and the through lane to allow one biker to pass another without using the through lane, and  
105 to allow the bikers to avoid being “doored” when the driver-side door of a parked car is opened. We  
106 need to get as many cars off the street as possible, and a buffered bike lane will make bicycle riding  
107 more safe and thereby encourage greater multi-modal transportation options.

108