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ENGINEERS • ARCHITECTS • PLANNERS • ENVIRONMENTAL SCIENTISTS

MINUTES OF MEETING

PROJECT: Brookland Transportation and Landscape Study
DATE: June 28, 2006
LOCATION: DDOT
SUBJECT: Review of Transportation Recommendations – TAC Meeting

ATTENDEES:

<u>Name</u>	<u>Organization</u>	<u>Telephone Number</u>	<u>Email Address</u>
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A meeting was held on Wednesday, June 28, 2006 at the District Department of Transportation (DDOT) to review and discuss the preliminary recommendations for the short- and long-term transportation improvements in Brookland. The following is a summary of items discussed at this meeting.

TRANSPORTATION MEETING AGENDA



Technical Advisory Committee (TAC)

June 28, 2006, 6:00 P.M. to 8:00 P.M.

1. Welcome Sharlene Reed (DDOT)
2. Introduction & Opening Remarks Bill Carlson (Volkert)
 - Overview of Study
 - Focus of Tonight's Presentation
 - Next Presentation (Combined Recommended Transportation & Streetscape Improvements)
3. Recommended Transportation Improvements Bill Carlson (Volkert)
Frank Bigdeli (Volkert)
4. Open Discussions ALL
 - Short- and Long-Term Improvements
 - Review of Corridor Improvements
 - Review of Alternatives for Michigan Ave., N.E.
@ 12th & Randolph Streets, N.E.
 - Interim Report on the Transportation Element
5. Overall Project Schedule Bill Carlson (Volkert)
6. Next Steps & Closing Remarks Sharlene Reed (DDOT)



COMMENTS AND DISCUSSIONS

- Concerns were raised regarding the use of 13th Street, N.E. as a commuter route (i.e., vehicles cutting through the neighborhood). Also, the intersection of 13th Street and Newton Street has been experiencing high levels of traffic accidents. Traffic calming devices along 12th Street, N.E. may cause additional diversion of traffic to 13th Street, N.E.
- Additional ADA ramps are needed adjacent to Children's Hospital site and to be brought up to code along 12th Street.
- Considerations should be given to having a raised median rather than a painted median on 12th Street, N.E. In this way, green planting material can also be provided within the median space.
- It may be possible to provide Zipcar spaces at the metro station. The demonstration program and cooperation between the District and WMATA should be further explored.
- Non-motorized access to the Brookland Metro Station should be improved.
- Rhode Island Avenue, N.E. between 10th and 13th Streets experiences long queues in the eastbound direction. The intersection at Rhode Island metro is a bottleneck. It appears that traffic signal re-timing within the last six (6) months has resulted in longer queues. In

addition, longer green times are needed along Rhode Island Avenue during off-peak periods.

- In an effort to beautify the area, considerations should be given to undergrounding the overhead utility lines.
- Costs for intersection improvements, new traffic lights, and burial of utility wires were discussed