

April 13, 2010
DDoT /CPCA Community Meeting
Oral Reports

TABLE 1:

Approves of the proposed items.

Emphasized need for enforcement of current speed limits and traffic laws.

Regarding the comprehensive plan; If the set aside for a plan occurs, urges that DDoT issue a competitive bid process for the plan's development and not sole source the contract.

TABLE 2:

Supports the project but believes that several proposed solutions warrant further study.

Wants a mid-block cross walk and pedestrian activated light but emphasized need for the light to be sequenced with adjacent existing lights.

Urges new sign prohibiting left turns onto Connecticut Avenue from Newark Street at all times.

TABLE 3:

Generally supportive of the project.

Wants clarification of HAWK light. The table is supportive but prefers standard traffic light. In either case, HAWK or pedestrian activated standard light, it should be synchronized with existing adjacent traffic lights.

Concern that the proposed curb cut/extension at Connecticut Avenue and Porter Street will be ineffective at slowing traffic.

Supports the retrofit option for improving streetlights. Urges a review of streetlights used in Georgetown and on the Connecticut Avenue Bridge for consistency and best aesthetic.

Urges the relocation of the existing bus stop on the Southwest corner of Connecticut Avenue and Porter Streets. The current location halts traffic flow and creates a dangerous situation for pedestrians and vehicles. The situation will be further exacerbated when Walgreens opens.

Urges better enforcement of existing speed and traffic laws.

Urges the addition of a left turn arrow at Connecticut Avenue and Porter Street enabling Connecticut Avenue northbound traffic to turn west onto Porter Street.

Table 4:

Generally supports the project but wants more information on several items.

Specifically, the table supports a comprehensive plan to better resolve the concerns regarding items 3, 13 and 14.

The table also urges an analysis of what the impact is on parking for the Cleveland Park library before the suggestion described in item #10 is implemented.

Table 5:

Generally supportive of the project.

Expressed confusion about the meaning, and therefore the effect, of the suggestions contained in items #3 and #4. Suggested removing the curb cut on Connecticut Avenue closest to the intersection of Connecticut Avenue and Porter Street.

Suggested all crosswalks, existing and proposed, get more definitive markings.

Supports the HAWK light but wants it's timing synchronized with existing adjacent lights.

Wants an end to reversible lanes!

Table 6:

Generally supportive of the project.

Wants to limit access onto Porter Street from traffic on Connecticut Avenue (opposite of Table #3).

Supports and mid-block pedestrian activated light but prefers a standard traffic light to a HAWK light. In either case, wants light to be synchronized with existing adjacent traffic lights.

Supports retrofitting existing street lights but urges DDoT develop a consistent aesthetic appearance for all streetlights on Connecticut Avenue.

Supports the inclusion of item #20, the development of a comprehensive plan.

Suggests encouraging the use of Metro's Connecticut Avenue underpass as a means for pedestrians to cross the street.

Wants limits on the number, and regulations governing the appearance, of vending machines and newspaper boxes.

Urges that the time allowed for all pedestrian crosswalks be increased.

Table 7:

Supports the HAWK lights but wants it synchronized with existing adjacent traffic lights.

Urges clarification of reversible lane lights. The existence of the reversible lanes is currently unclear, confusing and dangerous.

Urges the addition of left turn arrows enabling Connecticut Avenue north bound traffic to turn west onto Ordway and Porter Streets.

Suggests prohibiting U turns from the service lane.

Relocate the existing east side of Porter Street crosswalk closer to the intersection of Porter and Connecticut Avenue.

Install rumble strips on the service road.

Reduce the east facing pedestrian signals at Connecticut Avenue from two to one.