

# 14<sup>th</sup> Street Transportation & Streetscape Study

## PUBLIC MEETING 1

**TIME:** June 20, 2007, 6:00 PM - 8:00 PM

**PLACE:** The Source at 1835 14<sup>th</sup> Street, NW, Washington, DC 20009

### ATTENDEES

Public—53 people per sign-in sheet

DDOT:

Sharlene Reed

Chris Ziemann

Consultant: Michael Baker Corporation

Vic Siaurusaitis

Feng Liu

Elliot Ott

Bettina Irps

Daniel Lee

Amy DiCarlantonio

### MEETING AGENDA

- Introduction
- Project Overview
- Existing Conditions
- Visions/Concepts
- Breakout Session

### MEETING SUMMARY

- Travis Bowerman of Cultural Development Corporation welcomed everybody to the Source.
- Chris Ziemann started the project overview and introduced the project team.
- Vic Siaurusaitis presented the corridor's historical heritage and recent developments.
- Feng Liu discussed the existing transportation assets and challenges.
- Bettina Irps talked about the existing streetscape conditions.
- Vic Siaurusaitis introduced the vision concepts and the elements of transportation and activity hubs/economic development.
- Bettina Irps continued with the elements of streetscape, public art and environmental awareness.
- Vic Siaurusaitis wrapped up the presentation with asking the participants to provide their top three vision priorities and encouraged the participants to stay for break-out sessions for comments and interactions with the project team.



## DISCUSSION DURING PRESENTATION

**Question 1** Regarding previous studies on the 14<sup>th</sup> Street corridor and why we don't use them to guide our project so we don't reinvent recommendations.

Response: The project team received/reviewed the earlier studies related to the corridor. One study, done in early 1990s, was actually a three-day workshop and does not really form the comprehensive foundation to make short and long term recommendations. While these previous studies will be taken into account, this study is comprehensive and uses extensive, updated data and analysis to help the residents in shaping the future of the 14<sup>th</sup> Street.

**Question 2** Regarding data used in the “% households without any car” slide

Response: The data come from Census 2000, the latest published data available. This data only serves as a starting point for looking at 14<sup>th</sup> Street. The project team is in the process of collecting all new inventory data including: traffic volumes; physical inventory of streets, parking, sidewalks and businesses; and accident data. Our project also reviews all previously completed work on the study area such as those completed on U Street and P Street.

Comment from audience: growth in the area since then led to more car owners and thus decrease in % households without a car – more people and cars in corridor.

Comment from an attendee: growth in the area comes from high-rise condos and thus resulted in the increase in % households without a car.

Response: The project team is looking into other data sources. It is easy to say there are more cars on the corridor and that new development is limiting spaces for parking in the new structures. We will work to make the corridor accessible for all modes, and not just try to find more places for cars to park.

**Question 3** Regarding the parking inventory slides: how current is the data? Does this take into account private parking lots? What is the public availability of parking lots? How does the number of cars in the area compare to the number of spaces and space availability?

Response: The parking inventory was conducted within the last week before the meeting, including surface parking lots along the 14th Street. Underground parking was not counted. The data has been tabulated in a table by street blocks. We'll show parking availability on future maps.

**Question 4** Regarding conversion of 15th Street to 2 way traffic: Will the 15<sup>th</sup> Street conversion be part of the 14th Street study? How will this change or impact other surrounding streets?

Response: The 15<sup>th</sup> Street conversion is not part of the 14<sup>th</sup> Street study. However, the potential implications for the 14<sup>th</sup> Street corridor will be analyzed.

**Question 5** What information is available on the website? Please provide links to other relevant studies that have or are being conducted, provide project time line, PowerPoint presentations and maps with a legible scale.



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Response: The website is continuously being updated with new data and it will be updated shortly with this meeting's information and new study data.

**Question 6** Regarding DDOT standard for tree boxes in residential areas: boxes enclosed on four sides create conflicts with street parking.

Response: All tree boxes donated by LCCA are maintained by property owners.

**Question 7** Please elaborate on low-impact design (LID).

Response: LID is a set of storm water and runoff techniques that are considered to be environmentally friendly toward improving water quality. They include storm drains, treatment of tree planting areas and other applications that trap pollutants and waste.

**Question 8** About lighting: sidewalks are too dark. Also discussed different types of lights and the amount of light they provide. Sidewalks are too dark; DC standards only apply to the roadway. At the 1300 block of T Street NW Victorian [Washington Globe] lights were put in; is this an option for the 14th Street corridor?

Response: Yes, this is an option and will be considered with others in the second public meeting.

**Question 9** About consistency and unification of streetscape elements – why do we need consistency? Concern about making the area too sterile, “disneyesque”. Can the area promote diversity instead?

Response: Some degree of consistency is needed to promote the 14<sup>th</sup> Street visions and guide future developments, but there is no reason why different sections of the corridor could not have their own identity and we may also identify activity nodes that will have their own identity.

**Question 10** Please define bulb-outs.

Response: Bulb-outs refer to additional sidewalk space that is built in the parking lane. This way the sidewalk bulbs out into the parking lanes so pedestrians have a shorter distance to cross the street or load a bus.

**Question 11** Please define cobra light.

Response: If you look at the street lighting on 14<sup>th</sup> Street, you will see that it is a simple mast arm design with a light on the end hanging over the roadway. Looks kind of like a cobra head.

**Question 12** What is the timeline of the project?

Response: The second public meeting is expected in the fall. The third public meeting will be in late fall/winter, the fourth public meeting will be in the winter/early 2008 and the project is expected to complete by early 2008.

**Question 13** Arts Overlay District: Will we look at success stories from other cities?

Response: Yes, we will be showing you some of the specific elements in the second public meeting that will take examples from other cities. Then we will look to their performance for our recommendations.



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**Question 14** About historical designation of the corridor. Will we coordinate with appropriate departments to gain approval?

Response: Yes, we will coordinate with NCPC and other agencies to meet any historical requirements on the corridor. Note that brick IS NOT required for sidewalk treatments on historical corridors.

*(The group was encouraged after the presentation to meet with the project team and talk about specific comments and issues related to transportation and streetscape improvements. Post cards were handed out to let the public prioritize 3 possible visions and 3 challenges that they see on the corridor.)*



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## 14<sup>TH</sup> STREET NW TRANSPORTATION AND STREETScape STUDY

DEFINE THE VISION FOR THE CORRIDOR'S FUTURE

**d. Baker**



**3** vision priorities for 14<sup>th</sup> Street are ~

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_

**3** challenges on 14<sup>th</sup> Street are ~

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_

Follow the project at [www.14thstreetstudy.com](http://www.14thstreetstudy.com)

**d. Baker**



District Department of Transportation  
Michael Baker Jr. Inc

## BREAK-OUT SESSION COMMENTS

### Environmental Awareness

- Put in tree planters made so trees can thrive.
- Better lighting on sidewalk
- More bike parking
- If plant tree boxes take away parking where street signs are.
- Amsterdam has less litter than DC - and 14<sup>th</sup> Street corridor needs anti-litter awareness. Visitors come and trash; solution? More recycling maybe more receptacles for trash - involve more stakeholders.

### Public Art

- Stress arts overlay
- Commission artists to design uniqueness in the hood e.g. tree boxes lampposts, murals and public art project.
- Visitors should “see” the arts overlay effect.
- Preserve/ retain public awareness of historical African American character of the neighborhood.

### Streetscape

- Sidewalk paving material made of recycled tire rubber, more flexible not cracked by tree roots less painful if one falls, smoother than bricks.
- How will you deal with the newer residents who are afraid of the homeless sitting at bus stops or on benches? In our parks the benches are designed to prevent people from sitting side by side.
- Street sidewalk surfaces – make sure there is a meaning in the design; Brick is not necessarily historic!
- Check out creative design at: P Street Dupont Bridge: Scored concrete composite and limestone tree box design.
- Not enough bus shelters/ encourage rider ship, provide resting places for older residents, discourage homeless people (check out 14<sup>th</sup> and P artists bench on one side).

### Transportation

- Could Thomas Circle be used for park? with benches in it?
- Stated there is a bad design at 14th St. and N St. on the northbound side.
- Bus stops at P Street (west) on both sides blocked traffic and safety concerns. Suggest moving one away.
- The crosswalk at 14th St. and Riggs St. does not go all the way across 14th St. The crosswalk only goes halfway across the street and just stops.
- Enforcements need to be made on double parking, taking up space in the bike lanes. This causes trouble for bikers and also other drivers who must avoid hitting the cars. When double parked in a bike lane, often cars hang into regular



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traffic lanes and cause trouble for other motorists. Suggest physical separation of bikes lanes to make them more useful.

- Suggest speed humps on Wallach Pl.
- Eliminate curb-cuts on 14th St. between S St. and Swan St.
- Pedestrians don't respect left turn signals on the intersection of 14th St. and U St. Perhaps left hand turns should be banned.
- Like to see more design crosswalks
- Like to see more bike storage facilities
- P Street transit is infrequent (30 min), need more frequent services and more real time service information to help users plan their trips.
- Like to see more green space along the corridor
- Bulb-out is not good for 14<sup>th</sup> Street because of bus movements.
- Parking along 14<sup>th</sup> Street and some side streets like P needs to be all metered parking to encourage parking turn-over and eliminate full-day on-street parking.
- Better attempts to attract hotel guests from south of the corridor and Downtown to come north and use retail and restaurant facilities. The block just north of Thomas Circle is seen as critical in attracting this. Transport connection could also improve this connection.

## SUMMARY RESULTS OF VISION PRIORITIES AND CHALLENGES

The following table summarizes the results that the participants submitted for 3 vision priorities and challenges. Top three vision priorities are arts/entertainment, retail, and bike/pedestrian orientation. Top three challenges are safety, parking, and vehicle traffic. Detailed responses are also attached.

Priorities	Number of Votes	Challenges	Number of Votes
Arts/Entertainment	14	Safety	12
Retail	11	Parking	12
Bicycle/Pedestrian Oriented	11	Vehicle Traffic	6
Environment	9	Growth	5
Transit Oriented	5	Trees/Treebox/Landscape	4
Mixed Use	5	Street Furnishes	4
Congestion	4	Bike/Ped	4
Safety	4	Funding/Arts/visitors	3
Parking	4	Transit	3
Activity Hubs	2	Run-down building	3
History	2	Public input	2
Residential/Neighborhood	2	Lighting	2
Other	1	Excessive bars/clubs	2
		Street interactions	2
		Other	2
	74		66



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## 3 vision priorities for 14<sup>th</sup> Street are:

## 3 challenges on 14<sup>th</sup> Street are:

1) Keep the corporate chains OUT we moved here from the suburbs and love the character and variety private small business provides	1) N/A
1) Bridging the gap between residential and downtown traffic	1) Run down buildings
2) More daytime crowd	2) Homeless camps
3) More nightlife throughout the street	3) Getting outsiders to visit
1) N/A	1) Creating an arts/cultural area demands a coordinator
	2) Look at transit there will not be sufficient parking to support it. An artsy light rail would open the entire 14 <sup>th</sup> Street corridor.
1) Walkable, safe neighborhood	1) How to pay for all the idea, funding sources
	2) Mitigate the negative impacts of an increasingly popular area
	3) Controlling traffic, crime
1) Encourage visual and performance arts	1) Relocation of homeless vagabonds
2) Provide opportunities for construction of a parking garage	2) Provide parking for visitors/shoppers
3) Leave some open space	3) Welcome new residents visitors AND placate long term residents
1) Arts/entertainment	1) Parking
2) Retail need e.g. Traders Joes	2) Too many bars, clubs, roof top decks
3) Parking	3) Nightlife attracting crime
1) Retail, restaurants, shops. Variety of places to eat and shop	1) Integrating such a busy commuter corridor with a higher pedestrian use
2) History highlight to corridors past	
3) Bike and pedestrian orientated	
1) Economic development more restaurants, retail	1) Safety
2) Environmental/ Sustainability landscape	2) Pedestrian friendly/parking issues
3) Garage, recycling availability	
1) Bicycle/pedestrian orientated (physically separated bike lane)	1) Bicycle lanes do not work (deliveries, double parking not suitable for most people)
2) Transit improved facilities (dedicated lanes and stops)	2) Bus service needs some improvement
3) Less vehicles	3) Too much emphasis on vehicle movement for area with greater than 50% non auto ownership.
1) Mixed use	1) Degraded sidewalk, trees and tree boxes
2) Bicycle pedestrian orientated	2) Vehicles using bike lanes for standing/delivery
3) Safety	3) Sterile building fronts and car lots along the street that are unappealing to pedestrians
1) Arts /culture strip – conveyed through streetscape	1) Getting enough density to support a vibrant corridor
2) Multi modal	2) Manage existing parking
3) Intense urban greenery	3) Maintain efficient transit
1) Better traffic light co-ordination from Thomas Circle to L	1) Optimize parking while assuring pedestrian/ bike focused with a commercial loading zone



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2) Relighting sidewalks, bus shelters, road	2) More trees/ landscaping 3) Appropriate number of sidewalk trash bins that are maintained and frequently serviced
1) Walkability transit we want a trolley!	1) Dead /gone blighted or underdeveloped areas (14 <sup>th</sup> between N and R1, between Q and R
2) Beautiful ecologically sound landscaping	2) P Street interaction 3) Implementing all this without dampening growth in this area
1) N/A	1) Parking 2) Parking 3) Parking
1) Need public space for artists e.g. busers and painters	1) Commuter traffic volume is at odds with arts overlay district
2) Needs to be a destination	2) Parking for visitors
3) Needs a defining space or amenity which symbolizes the 14 <sup>th</sup> Street Art district	3) Historic district restrictions
1) Pedestrian safety	1) Safety 2) Congestion 3) With mixed use consider impact on housing of streetscape – not just commercial
1) Retain character as a historic black neighborhood	1) Excessive trash litter
2) Preservation of individual funky elements	2) Lack of pedestrian safety
3) Arts focus	3) Excessive number of bars and watering holes 4) Lack of input from residents
1) Trees	1) Consistent maintenance/upkeep along the corridor
2) Multi use “townhouse” retail	2) Pedestrian lighting
3) Wide street and sidewalk	3) Taxation of small retail establishments
1) Trolley from downtown to Colorado Avenue	1) Transportation in and out of the neighborhood
2) Coordinate transportation issues with Columbia Height and 16 <sup>th</sup> Street	2) Service parking
3) Dog park	3) Increasing population density
1) Sustainability-nature we are desperate for living things not inanimate ones. Art abounds here trees do not. Nature has much more impact	1) Parking – If parking becomes too hard to find the area will wither like Adams Morgan has. We have got to provide sufficient parking or the whole effort fails
1) Art scene	1) Development more than condos needed
2) Small business development	2) Parking
3) Entertainment/beauty	3) Safety
4) No high rises	4) Green space
1) Art culture /public open space	1) Promote development while addressing safety concerns
2) Development that is environmentally aware	2) Involve all aspects of the community rich/poor
3) Bring in more independent business	3) Keep charm of the neighborhood while promoting development
1) Maintain the unique retail, restaurants and nightlife. NO CHAINS	1) Safety
2) Keep the artsy, funky diverse feel of the area	2) Parking – Really need to address this issue before it gets out of control
3) Biggest priority would be to maintain the unique character of the neighborhood. Not	3) Parking As a resident who currently enjoys available street parking this is a HUGE concern as



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create another Georgetown of Gallery Place	the area continues to grow
1) Retail	1) Safety
2) Mixed Use	2) Lighting
3) Arts entertainment	3) Holes in redevelopment of large blocks
1) Retail	1) N/A
2) Transit orientated	
3) Mixed use	
4) If a green roof should reduce underground storm storage	
1) Pedestrian lighting	1) Crime
2) Bike racks	2) Lack of police foot patrols
3) Trash cleaning in front of McDonalds	3) Not enough trash cans in front of McDonalds
1) Parking	1) Parking
2) Furnishings	2) Guts ?????
3) Art	3) Tree boxes
1) Opportunity for interaction with retail/residential and streetscape	1) Safety, vehicular speed control
2) Enhance sense of neighborhood	2) Interaction of both sides of 14 <sup>th</sup> Street
	3) Generate/encourage sense of ownership of streetscape by neighborhood

