



MEETING NOTES

The following comments were received from participants during the community meeting held on Thursday, December 1, 2005 at 7:00pm at the Jefferson Houston School. The purpose of this meeting was to discuss community concerns related to pedestrian safety, parking, and transportation issues.

Attendees included:

Del Pepper, Vice Mayor

Jesse Jennings, member, Planning Commission

John Komoroske, moderator and Vice Chair, Planning Commission

Eileen Fogarty, Director, Department of Planning and Zoning

Kimberley Fogle, Division Chief, Neighborhood Planning and Community Development

Kathleen Beeton, Planner, Department of Planning and Zoning

Pat Mann, Planner, Department of Planning and Zoning

Tom Culpepper, Deputy Director Transportation, Transportation and Environmental Services

Al Himes, DASH

Colin Greene, HOK Planning Group

Abbey Roberson, HOK Planning Group

DeWayne Carver, Hall Planning & Engineering

KEY IDEAS

The following key ideas were discussed at the meeting. For more information, please [click here](#) to view the presentation.

- Traffic/Pedestrian Safety Issues
 - “Pedestrian Sleeve” concept to improve crossing conditions at key intersections—
First, Wythe, Oronoco and Queen Streets
 - Explore options for traffic calming on residential sections of Fayette and Payne Streets
 - Plan for future transit way on Patrick and Henry Streets
- Access and Circulation at the Metro Station
 - Three alternatives to improve pedestrian access and safety and increase transit capacity
 - Access from the west side of the Metro Station
 - Redesign on-site circulation
 - Redesign Braddock Road-Wythe Street intersection
- Parking
 - Parking study identified areas with an apparent undersupply of parking
 - Potential transportation and parking strategies
- Approaches and Options to Address Issues



At this meeting, we reached general agreement on the concepts to improve pedestrian safety, with input from the community on the need for better lighting and improvement of other streets to make safer and more inviting to pedestrians. The various concepts related to access and circulation at the Metro Station were generally well-received, with emphasis by community members on prioritizing pedestrians over vehicles. Some concern was expressed about the realignment of Braddock Road and Wythe Street and about existing crosswalks on Braddock Road. The planning team will come back to the community with refinements of these concepts and other parking and transportation strategies.

PUBLIC FEEDBACK

1. Pedestrian safety concerns; need to have storefronts and make area and streets attractive and comfortable so people will walk.
2. Concern that crime aspect of pedestrian safety has not been considered; question about what is needed to reduce crime; make conscious effort to have dialogue between residents who live in public housing and other residents as part of this planning process; consider small block sizes for new development.
3. Hard to cross south side of Madison west of the Metro.
4. Address street lights; wants street lights throughout neighborhood not just at pedestrian sleeve intersections.
5. Concern about more traffic volumes on Patrick and Henry Streets if a transit way is created.
6. Concern about having transit way in lane adjacent to residences; noise, vibrations from truck traffic led to designation of middle lane of Patrick Street for truck traffic to protect residences; proposed transit way is not acceptable given its proximity to residences.
7. Concern about narrowness of sidewalks on Patrick Street, difficult for wheelchairs to use sidewalks; consider north/south pedestrian movements in addition to east/west movement and need to have safe sidewalks on north/south streets as well.
8. Concerns about walking down Patrick Street given narrowness of sidewalk and traffic on street; walks to Metro by crossing Route 1 and supports the creation of a safe pedestrian crossing at First Street.
9. Concern about speed of traffic on Route 1 between Monroe Avenue bridge and First Street; too much of Metro Station is devoted to cars and buses, redesign to prioritize pedestrians; concern about Madison/West vehicular loop is dangerous to cross, if eliminated, people could walk through Braddock Place to the neighborhoods to the north and east; include car sharing at Metro.
10. Concern about environmental impact of traffic volumes on Patrick and Henry; encourage planting more street trees to mitigate the negative impacts of pollution; streets with restricted access during evening rush hour is warranted to due to traffic volumes, not speeding.
11. Concern about high volume of traffic on N. Columbus and N. Alfred Streets during rush hour, and cut-through traffic in neighborhood.
12. Get Police involved to assist in development of solutions to crime and speeding issues, concern that it is unsafe in the neighborhood.
13. Concern that crosswalk on Braddock Road by Metro Station is not visible during day, drivers speed through area and it discourages people from Colecroft to walk to Metro; suggests that the crosswalk be improved to make it safer.
14. Concern about lack of crosswalk signals at intersections on N. Washington Street so that it is impossible to know when the traffic light is changing.



PLAN CONCEPTS

15. Flashing crosswalk on Braddock Road does not work because it is too dark at night to see pedestrians on streets adjacent to Metro Station; concern about insufficient sidewalk widths; focus on pedestrian; think of long-term solutions that focus on alternative transit options and retain ability to provide additional transit capacity at the Metro Station in the future.
16. Lack of open space in area; convert parking lot behind Jefferson Houston School into a park and plant trees.
17. Concern about impact of Monroe Avenue bridge straightening on Braddock Road; concern that realignment of West/Wythe intersection to a four-way configuration will encourage speeding and make it less, not more, safe for pedestrians, keep existing configuration but make safer.
18. Improve Madison Street, in addition to Wythe Street, as many pedestrians coming from Old Town North to Metro area walk on Madison Street, lack of good sidewalk in 700 block of Madison Street; look at pedestrian connections from Braddock to Old Town North.
19. Revisit idea of tunneling Route 1 underground, was considered years ago but set aside due to cost.
20. Observation that during periods of intense Woodrow Wilson Bridge construction, drivers found alternate routes through area, shows that it is possible.
21. Suggestion that City Council development a scheme to fund a new Metro Station at Potomac Yard.
22. Emphasize the Metro Station in the Plan and realize its potential value and utility.

NEXT STEPS

- Revise concepts and prepare for next community meeting.
- Work with T&ES staff on crosswalk options at Braddock Road and to identify intersections for pedestrian signals on N. Washington Street.
- Schedule a community forum to discuss quality of life issues in the area.
- Schedule a walking tour to identify issues in the area.