

QUESTIONS ON  
PENNSYLVANIA AVENUE CORRIDOR STUDY  
JULY 8, 2020

1. Do you feel any (all) of the proposals achieve the goal of “balancing the competing demands of all road users along the corridor”?
2. The one page study you sent out separately on Friday only addresses changes in expected traffic flow on Pennsylvania Avenue. Is it correct to infer from this, that the impact on streets intersecting Pennsylvania Avenue and Independence Avenue were not evaluated? If so, why not, and are there any plans to do so?
3. Since it is not possible to perform relevant traffic counts under current conditions, is any pre-COVID data available that could be used to analyze the impact of these proposals?
4. Shouldn't another enumerated project objective be to “Have no or minimal impact on the residences on the streets that intersect or adjoin this project?” This is a critical area of concern to the community that appears to have NOT been addressed.
5. Can we get a revised calendar as to how the review of this proposed project will NOW proceed. The initial meeting with the community was delayed from late March to July 8. A 3.5 month delay. Can you still realistically select the preferred alternative in Summer 2020 if the process of interacting with the community has been delayed by 3.5 months. Can you proceed at the same pace since many review activities in DC normally shut down during August. In other words, do you have specific plans on how to compress the schedule or will the schedule need to be delayed by at least 3.5 months.
6. Therefore, what is the schedule for future meetings and other interactions with the community? What other groups beside the ANC do you plans to reach out to and get their input, both formally and informally?
7. Your website says a oral recording the July 8 meeting will be posted. When will this be?
8. You indicated you will also seeking input from ANC6A and ANC6C. These two ANC's are located exclusively north of East Capitol Street. They are likely to be minimally impacted. In contrast, are there plans to meet/interact with those living near or on Independence Ave SE – particularly those living east of 8<sup>th</sup> Street? They are almost certainly to be adversely impacted.
9. Is the “No Build” alternative still under consideration? If not, when and how was

the decision made to no longer consider it?

10. You presented median bus speeds in the corridor. Is similar data available for automobiles?

11. How is "Level of Service" defined/measured. Is it done from the perspective of a automobile driver, bike rider, bus driver, or some combination?.

12. How is it determined to award a grade of either A, B, C, D, E or F on the impact of traffic flow at each intersection? Are there quantitative criteria or is It qualitative?

13. Why is Alt B and "Alt A/Alt C with bus lane option" still under active consideration since they frequently get a significantly lower grade than the No Build Option and Alt A/Alt C Option without bus lane option?

14. How can Alt A and Alt C always get the same grade? Alt A bike lane is on the right or curb side, Alt C bike lane adjoins the median strip. One will impact left turners, the other right turners: therefore they will impact the automobile traffic flows differently.

15. If you don't know yet how the Potomac Avenue intersection will be redesigned, how do you know how to assign grades to the various options at that intersection.

16. For many intersections, different options get the better or worse grades. How do you decide which are the most critical intersections, and therefore it is more important for an alternative at particular intersections to get a "good" grade.

17. Since the project's eastern and western ends will be built at different times a couple years apart (phase I and phase II), how will the transition occur in the interim when only the western end has been completed, particularly under Alt C, when the bicycle lane adjoins the medium strip will end at about 13<sup>th</sup> Street?

18. Has consideration been given that when only Phase I has been finished, that northwest bound traffic will have to merge from 3 to 2 lanes at about 13<sup>th</sup> Street, resulting in likely congestion at that point?

19. I believe there is also an active project being considered by DDOT at Barney Circle and how traffic will flow from there onto/off the Southeast Boulevard, Kentucky Avenue, etc. Why is this future planned improvement NOT being taken into account?