

**Glover Park Transportation Study
Community Stakeholder Kickoff Meeting
Friday, April 6th, 2007; Guy Mason Recreation Center**

Project Team:

Jeff Jennings, DDOT Glover Park Project Manager
Melissa Bird, DDOT Ward 3 Transportation Planner
Glover Park Commercial District Analysis Project Manager
Colleen Mitchell, Toole Design Group, Project Manager
Bill Schultheiss, Toole Design Group, Assistant Project Manager

Stakeholder Group Members (present):

Courtney Cunningham
Phil Shaikun
Steve Silver (Pearson's Liquor)
Alan Blevins
Ariadne Henry
Tamela Gordon
Jim Devol (Devol's Funeral Home)

Stakeholder Group Members (not present):

Mary Harting (Colonnade Condo Mgr)
Carol Vilsack

Meeting Notes:

Introductions were made and a quick description of the project and stakeholder purpose was provided.

The project team asked the stakeholder group members to write down three issues of concern to them that they hoped the plan would address. These issues are (in no particular order):

1. Scarcity of Residential Parking
 - a. Most streets full after 9 p.m.
 - b. Spaces available on north of Tunlaw at Fulton, Watson, etc.
 - c. Lack of public parking
 - d. Increase off-street parking for commercial district
 - i. Improve signs to parking
 - ii. Improve lighting
2. Illegal parking
 - a. Loading zones
 - b. Pearson's lot
3. Poor intersection design/awkward traffic movement
4. Pedestrian safety
 - a. Shorter crossings
 - b. Tunlaw/Fulton
 - c. Calvert/W
 - d. Wisonsin/Fulton
 - e. Whole Foods
 - f. Mass/Wisconsin
5. Dead end streets can be confusing/poor relation to through streets
6. Bus access through neighborhood
7. Signal Timing
 - a. Calvert/Wisconsin/37th
8. Edmunds and 39th St

- a. Allow 39th northbound traffic to drive to the left of the island
9. Calvert Street
 - a. Stoddert recreation center traffic
 - b. Traffic dumped into neighborhood
10. Improve through traffic
 - a. Reduce northbound traffic backups from Calvert which extends south to Georgetown
11. Reduce cut-through traffic
12. Red light camera
 - a. Wisconsin/W

A roundtable discussion ensued during which each individual identified their primary issue of concern that they would like to see analyzed as part of this project.

Perceived scarcity of residential parking. Members of the stakeholder group stated that after 9 p.m. it can be difficult to locate an available parking space on most residential streets within the neighborhood. Available parking varies from hard to find in the southern portion of the neighborhood to easier to find in the north. It was stated that the arrangement of one-way streets promotes higher volumes of traffic through the neighborhood as people circulate for available parking spaces.

It was stated that there are non-Garfield Park people who utilize streets within the neighborhood to park while they are at work. It is presumed these people catch the bus to work.

It was stated that parking for customers visiting the commercial district is a challenge. Off street spaces are hard to find and in short supply. People frequently illegally park on the Pearson's lot. Improvements to on-street and in-building signing directing people to off street parking would be helpful.

Traffic along Calvert Street. The Stoddert Recreation can generate high volumes of traffic for events. The arrangement of one-way streets adjacent to the recreation center encourages and requires circulation of traffic through a wider range of the neighborhood. The one way streets resemble a donut where Calvert is the primary entrance and exit.

Heavy traffic on northbound Wisconsin Avenue which is observed to frequently back up into Georgetown. This creates problems for pedestrian safety, comfort (noise and fumes) of Glover Park residents and commercial district customers, and encourages bypass traffic onto Tunlaw and 37th. The heavy traffic has changed the business operation of the funeral home.

Signal timing at Calvert and Wisconsin in combination with the intersection geometry and the presence of the gas station. It was stated that left turns from Wisconsin onto Calvert can be dangerous. This intersection is dangerous for pedestrians as well. Locals try to avoid it.

Loading zones and parking around Starbucks/Hall Place/CVS. There is a lack of enforcement of existing loading zones, which requires double parking of vehicles. The Starbucks generates a large amount of traffic that requires short term parking. Spillover traffic ends up on Hall Place and within the CVS to meet the demand.

Pedestrian safety. There is a need for aesthetic improvements in the commercial district and at bus stops. Lighting could be improved along New Mexico. The woods adjacent to New Mexico can contribute to a feeling of an unsafe environment. Some crosswalks could be restriped, especially around the recreation centers.

Transit. There is a need to assess the routes and the placement and frequency of bus stops. Consideration should be given to the location of the stop in relation to the terrain (i.e. steep hills, sight distance). Walking on steep hills during the winter can be challenging with ice. It was stated that American University was involved in discussions with WMATA in regards to the routing of the N2 buses.

Smaller buses were replaced for portions of the route or times of the day to reduce noise and vibration impacts on adjacent housing. The size of the buses may vary with time of day and volume of use.

Other issues discussed included:

- 37th and Tunlaw are utilized by emergency vehicles
- Efforts to calm traffic along 37th/Tunlaw need to consider emergency vehicle needs
- Need increase and/or coordination with traffic enforcement (truck loading, Hall Place, visitor parking, commuter parking, etc)
- ANC 3B passed a resolution supporting the lifting of parking restrictions on Tunlaw between 37th and 39th

The meeting adjourned at 2:30 p.m.