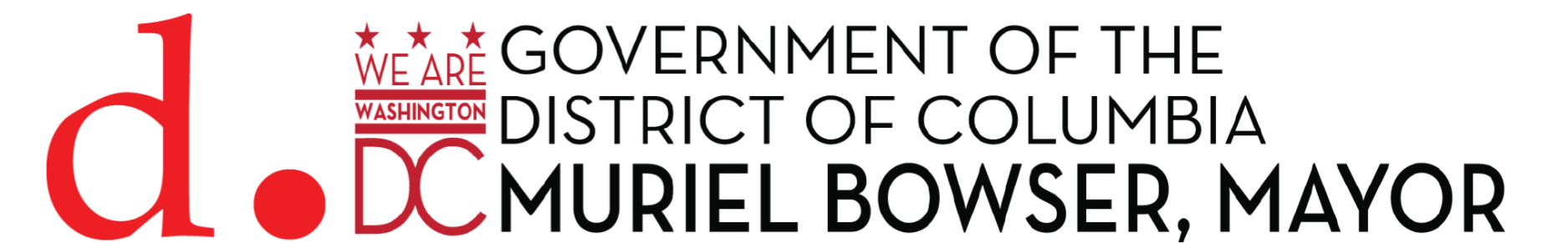


14th Street in Columbia Heights Work Session

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Introduction

The Advisory Neighborhood Commissions (ANC) 1A, 1B and the District Department of Transportation (DDOT) held a community work session on June 23, 2018 from 9:30 am to 12:00 pm at the Rita Bright Family and Youth Center to discuss concerns for the 14th Street Corridor from Euclid Street NW to Newton Street NW. The purpose of the meeting was to brainstorm solutions for traffic decongestion and bus improvements.

Currently, there are 13,000 average bus riders, 16,700 vehicles and 800 bike riders. This leads to a heavily congested road that requires operational improvement.



Opening Activities



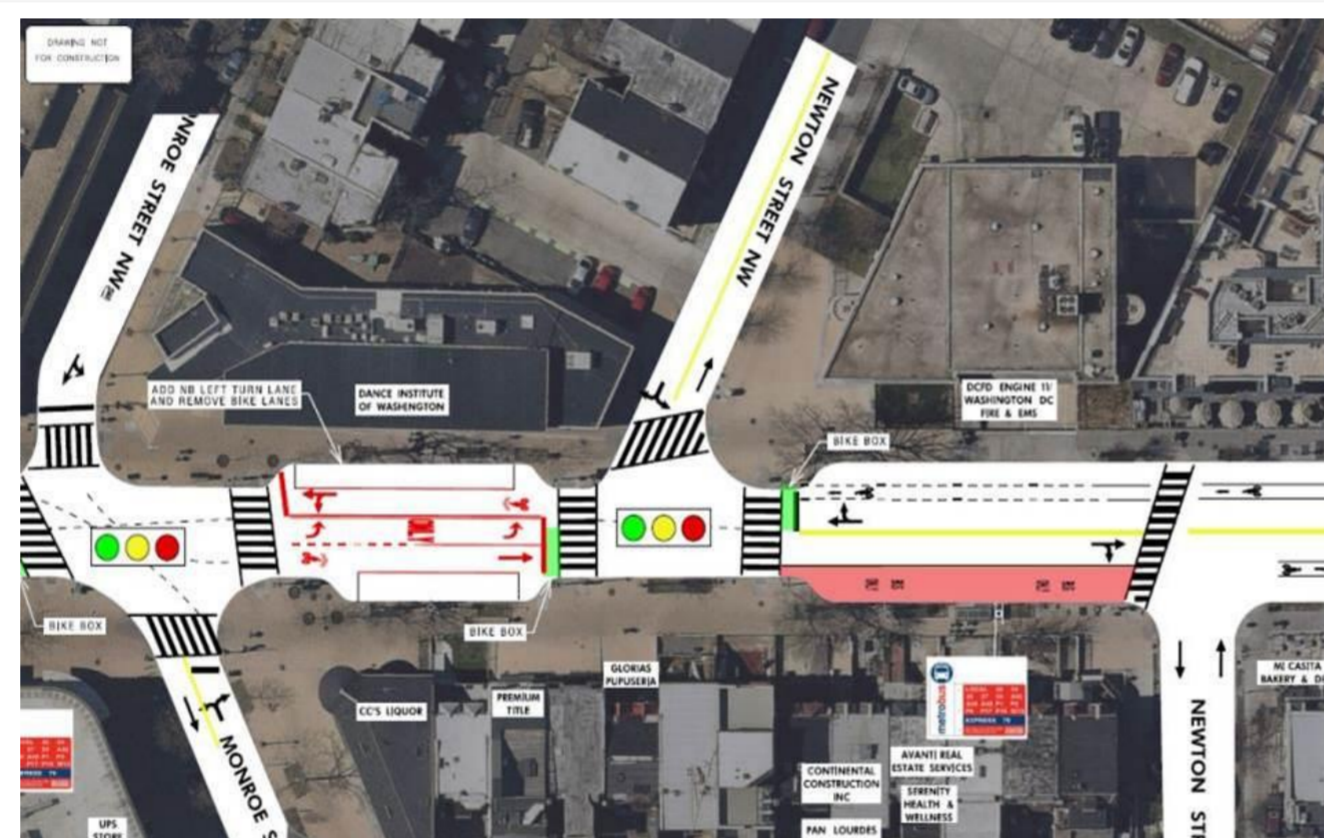
Primary Mode of Travel	Dots	Count
Walk	26 dots	26
Transit- Metrorail	15 dots	15
Transit- Buses	16 dots	16
Transit- Other (e.g. shuttle buses)	0 dots	0
Bike	11 dots	11
Taxis	1 dot	1
Ubers/ Lyfts	2 dots	2
Personal Auto	5 dots	5
Other Two-Wheelers	0 dots	0

Doors opened at 9:30 am and two activities were presented as icebreakers: The first activity sought to understand where meeting participants worked, lived, and shopped. The second activity sought to understand their three primary modes of travel. Responses are shown above.

Issues and Potential Solutions

Prior to the 14th Street work session, DDOT performed an existing conditions analysis and developed potential solutions that could facilitate the discussion at each table. Participants had the chance to weigh in at five tables focusing on different areas of the study corridor during the breakout session.

Newton and 14th Street



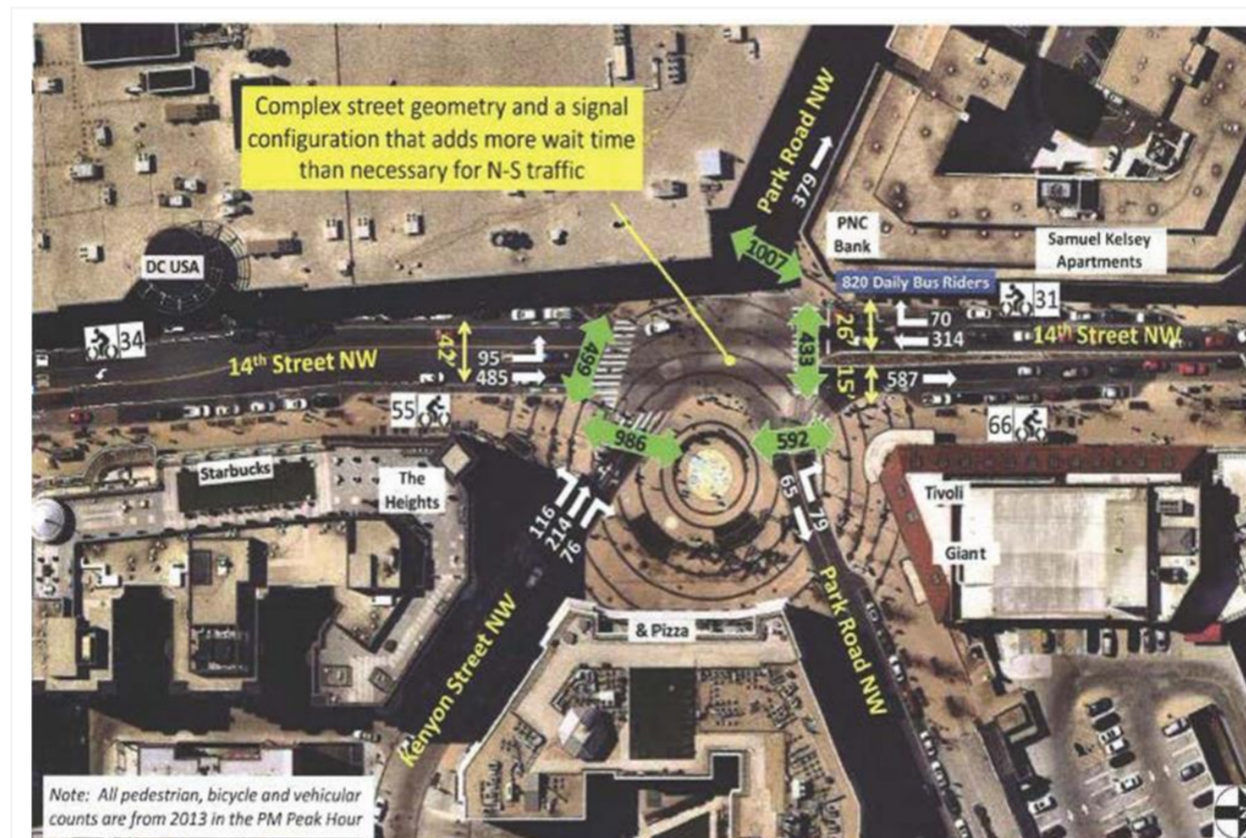
Issues and Challenges:

- High left-turn volumes from northbound 14th Street NW to Newton Street NW.
- Constrained width makes it difficult to add a left turn lane while maintaining the current bike lanes.

Potential Solutions:

- Add a dedicated northbound left turn lane; bikes share with regular traffic.
- Add a dedicated northbound left turn lane; bike lanes replace parking spaces and use sidewalk at the bulb-out.
- Long term - remove bulb-out to maintain all existing uses while adding a left turn pocket at the intersection.

Park, Kenyon and 14th Street



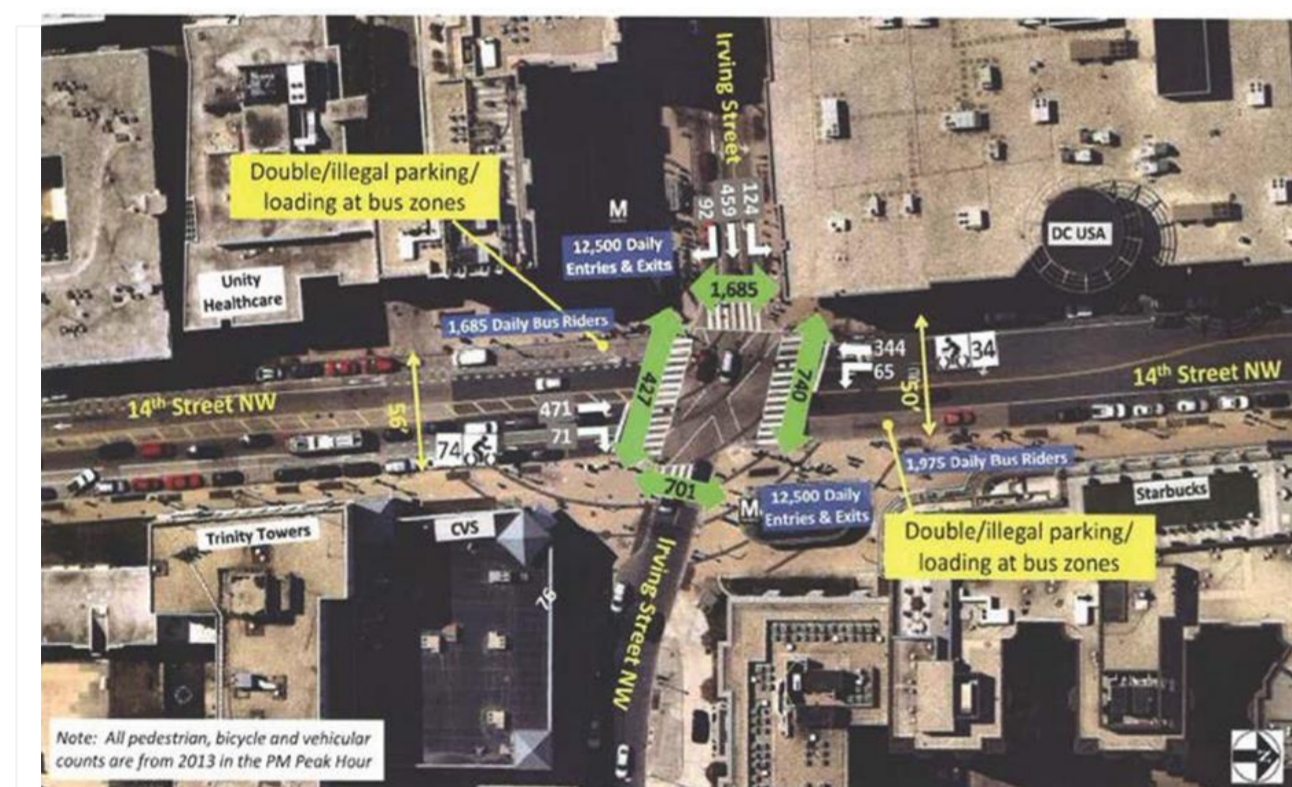
Issues and Challenges:

- Complex street geometry adds delays in the north-south directions.
- Buses and stopped/ double parked vehicles on 14th Street causes delay in the southbound direction.
- Short walking interval across 14th Street North of Park Road.

Potential Solutions:

- Right-turn restrictions from Kenyon Street to Park Road or 14th Street to allow more north-south green time at signal.
- Add a queue jump for buses southbound on 14th Street at Park Road + Lead Pedestrian Interval (LPI) across 14th Street.
- Replace parking with pick-up/drop-off zone in front of the Samuel Kelsey Apartments.

Irving and 14th Street



Issues and Challenges:

- High volume of daily bus riders on 14th Street northbound and southbound.
- Double parking/ illegal stopping/ loading activities at bus zones and along the corridor.

Potential Solutions:

- Barnes Dance has helped reduce pedestrian-automobile conflicts.
- Expand bus zones and create on-street terminal to further reduce conflicts with pedestrians and bicyclists.
- Red paint to help with enforcement of bus zone.

Columbia and 14th Street



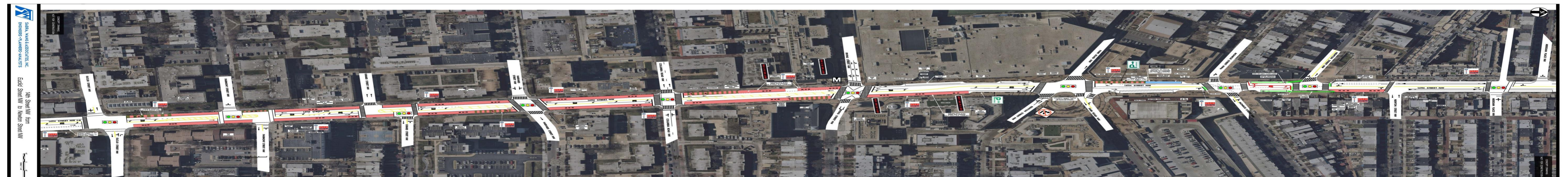
Issues and Challenges:

- Safety.
- Congestion on Columbia Road often causes delay on 14th Street.

Potential Solutions:

- Remove approximately four parking spaces on the right side of the 1300 block of Columbia Road at 14th Street to add a right turn pocket for right-turning vehicles.
- Add northbound left turn signal on 14th Street to Columbia Road.

Entire Corridor



Issues and Challenges:

- Safety.
- Congestion.
- High volumes of bus riders, vehicles, and bikes.

Potential Solutions:

- New Shared Bus and Bike Lanes.
- Relocate bus stops to far side of intersections.
- Black-out zone for TNCs on 14th Street during peak hours.

Meeting Outcomes

According to DDOT staff, the following recommendations were received:

- Provide a northbound left turn lane on 14th Street at Newton Street; bike lanes need to be accommodated with this solution.
- Create an exclusive bus/bike lane throughout 14th Street from Euclid Street NW to Newton Street NW.

- Congestion along the corridor occurs Monday-Saturday and bus lanes or parking restrictions must be in effect Monday-Saturday.
- Have more enforcement along the study area.
- Designate pick-up and drop-off zones along the corridor.
- Use side streets for Transportation Network Company (TNC) pick-ups and drop-offs.
- Work with DC USA to allow residents to park.

Acknowledgement

I would like to thank my manager Raka Choudhury for her guidance as well as DDOT's Transit Delivery Division (TDD) for the opportunity to work on this project.