



symmetra design

Matthews Memorial Terrace/DDOT Coordination Meeting

Meeting Date: March 17th, 2009

Time: 2:00pm

Location: 2000 14th St NW, 7th Floor TPPA Conference Room

Attendees:

David Parrish (Community Builders)
Donna Freeman (Matthews Memorial Baptist Church)
Allison Prince (Pillsbury Winthrop Shaw Pittman)
Nicole White (Symmetra Design)
Serge Martin (Symmetra Design)
Charles Thomas (DDOT)
Asnake Negussie (DDOT)
Christopher Delfs (DDOT)

Meeting Minutes

This meeting was held between the Matthews Memorial Terrace Development Team and the District Department of Transportation (DDOT) to coordinate traffic and transportation related issues following the March 5, 2009 Zoning Commission Hearing. The following is a summary of the discussion:

- Allison Prince provided a project overview then Symmetra provided a transportation overview including concerns with providing a full access point from Dunbar Road adjacent to the Suitland Parkway on ramp.
- DDOT noted that they try to minimize curb cuts and access from arterials such as MLK Avenue. Symmetra noted that both curb cuts currently exist. A. Prince noted that the project would not generate substantially more traffic than the current church use. DDOT noted there is still concern about any increase in traffic as it relates to pedestrian safety.
- DDOT noted that this free-flow section of MLK (between the signal at the St. Elizabeths West Campus Entrance Gate 1/UCC Daycare entrance and the next signal at Stanton Rd/Sumner Rd) is a nightmare for pedestrian crossing because of the high

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speed of the vehicular traffic flow along this section of MLK. DDOT Ward Planner Charles Thomas noted that he had been to a number of community meetings where the community (including church members) expressed concern about the safety of the pedestrians crossing MLK and the need for a traffic signal along this section of MLK.

- DDOT noted that they recently installed a digital speed reader as the latest effort to reduce speeding along the corridor. Since the device has been recently installed there is not firm data yet as to it's effectiveness however it appears that the device is working in reducing speeds. DDOT believes this is because many drivers seem to think the device is linked to a possible speeding ticket camera.
- David Parrish discussed the financing for the project and noted it is being significantly supported with City funding and that significant efforts have been made to cut project costs to minimize the needed City funds. DDOT asked if Department of Housing and Community Development funds were available and D. Parrish noted that funds were specifically not available for this project
- A. Prince & Symmetra suggested that the intersection would not meet vehicular volume signal warrants, but did not know about all the other warrants. (shown here just for reference):

Warrant 1, Eight-Hour Vehicular Volume.

Warrant 2, Four-Hour Vehicular Volume.

Warrant 3, Peak Hour.

Warrant 4, Pedestrian Volume.

Warrant 5, School Crossing.

Warrant 6, Coordinated Signal System.

Warrant 7, Crash Experience.

Warrant 8, Roadway Network.

- DDOT noted that they didn't think adjusting the timing of the upstream signal at St. Elizabeths West Campus Entrance Gate 1/UCC Daycare entrance would be successful in reducing speeds along MLK since the intersection is more than 500 feet from the crosswalks near Eaton and motorists would have adequate distance to accelerate again prior to reaching the crosswalks.
- Symmetra presented a long range conceptual sketch that showed the proposed intersection locations of the future Barry Farm development street extension (of Stevens Rd and Eaton Rd) up to MLK Avenue, and noted that it might be more desirable not to rush into requiring a signal at the MMT driveway/Eaton Place right away, since it did not appear warranted at this time and may not necessarily be the best location for a future long term signal. Symmetra suggested it would be better to study the long term needs for signalization along MLK Avenue in the context of the future Barry Farm development when signalization would become more easily warranted, and noted that, if needed, the eventual signalization of the MMT driveway

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at Eaton would still be possible in the future (and more easily warranted) once Eaton Rd is extended from Barry Farms. Symmetra volunteered to forward the Barry Farm Redevelopment plan to DDOT for additional review.

- DDOT noted that, in the event of a future signalization, the MMT driveway would work better if it were aligned directly across from Eaton versus its current location. DDOT said the driveway does not fulfill engineering requirements and asked if we could realign the driveway across from Eaton.
- D. Parrish noted that we could adjust the driveway north as much as possible but the adjacent property is not owned by the Church and the property line would keep us from aligning directly across from Eaton. Symmetra indicated that it appeared that this modification combined with a larger turning radius would result in an acceptable solution.
- DDOT presented accident data at locations along the MLK corridor. The table indicated that no pedestrian accidents had occurred at the Eaton crosswalk but that accidents had occurred at the signalized Stanton/Sumner intersection.
- D. Parrish and Donna Freeman noted that the church has not had any accidents at either of the church driveways or crosswalks, and that Bishop Hudson testified to this at the March 5 zoning hearing.
- DDOT said they would talk internally and get back to us.