

PUBLIC MEETING AGENDA

Monday March 22, 2010

6:30 – 8:00 pm

WMATA Police Substation (next to the Fort Totten Metrorail Station)
5315 1st Place NE, Washington DC 20011

- 6:30 pm Open House
- 6:50 pm Introductory Presentation
- Project purpose & goals
 - Existing conditions overview
 - Description of alternatives
 - Tonight's activity
- 7:15 pm Solicit input on alternatives
- Review proposed alternatives
 - Solicit input on proposed elements
 - Solicit input on draft wayfinding concept
- 7:45 pm Next Steps
- How tonight's input will be used
 - How to stay informed and involved

1st Place and Galloway Street NE Transportation Access Study and Improvement Plan

Project Overview

This project seeks to improve access and circulation for pedestrians, bicyclists, buses, and vehicles at the Fort Totten Metrorail station. The planned Riggs Road/South Dakota intersection reconfiguration and other real estate developments in the surrounding area will increase residential and commercial densities and correspondingly increase the need for efficient multimodal traffic circulation in the project study area. The primary goal of the project is to improve circulation so all modes can safely access and navigate the station area as the surrounding neighborhood evolves. In particular, this project will redesign 1st Place and Galloway Street for improved multimodal functionality and area circulation, while also providing key planning strategies to better connect the broader neighborhood to the Fort Totten Metrorail station.

The transportation issues to be addressed include:

- *Station access and circulation*
- *Streetscape and urban design*
- *Perceptions of safety for all users*
- *Access management*
- *Connections to the existing and planned regional trail network*
- *Congestion and safety at the reconfigured Riggs Road/South Dakota intersection*
- *Wayfinding*
- *Traffic calming*
- *Transit efficiency*
- *Bicycle parking*

Project Process and Schedule

A project web site has been created to make information available and for you

<http://www.tooledesign.com/forttotten> - project news, resources, and links

The project team has conducted a thorough review of existing plans, studies, and designs to build upon and maximize the resources already invested in the project study area. Existing traffic, bus, bicycle, and pedestrian circulation conditions have been evaluated and used as a baseline to develop three multimodal redesign alternatives for First Place and Galloway Street NE. Following this meeting, the team will be developing conceptual design plans and cost estimates for the preferred alternative in addition to suggestions for improving area-wide connectivity to the Fort Totten Metrorail station.

The key stakeholders for the project include DDOT, WMATA, NPS, DCOP, and the surrounding neighborhoods. The project team will hold three public meetings to solicit feedback at key milestones as follows:

- Situation and project introduction (November 17, 2009)
- Review and comment on proposed multimodal redesign alternatives (Tonight, March 22 2010)
- Presentation of draft plan (May 2010)

Alternative Concepts

Note: Alternatives subject to change based on confirmation of available right of way

Galloway Street

Alternative 1

- South Side:
 - Create 10' sidewalk/trail within existing roadway width
 - 12' travel lane
- North Side:
 - Remove on street parking
 - 12' travel lane
 - Add 6' buffer
- Intersection with South Dakota Avenue
 - Move back stop bars
 - Shorten crosswalk crossing distances by making the more perpendicular to the curb lines

Alternative 2

- South Side:
 - 10' sidewalk/trail
 - 12' travel lane
 - Add 6' buffer
- North Side:
 - 10' sidewalk
 - 6' buffer
 - 12' travel lane
- Intersection with South Dakota Avenue
 - Move back stop bars
 - Shorten crosswalk crossing distances by making the more perpendicular to the curb lines

Alternative 3

- South Side:
 - 10' sidewalk/trail
 - 12' travel lane
- North Side:
 - 10' sidewalk
 - 6' buffer
 - 8' parking lane
 - 12' travel lane
- Intersection with South Dakota Avenue
 - Move back stop bars
 - Shorten crosswalk crossing distances by making the more perpendicular to the curb lines

Kiss and Ride Lot Configuration (parallel to Galloway Street) and Bus Circulation

Kiss-and-Ride Lot Configuration

- Close west entrance and east exit and create landscaped stormwater management/pedestrian plaza areas
- Close the dedicated taxi queue and Kiss-and-Ride entrance lane (under the WMATA/CSX bridge)
- Consolidate entrance/exit to a new location to create a four-way intersection at Galloway/3rd Street
- Move taxi queue to inside the re-configured Kiss-and-Ride lot
- Create space for shuttle drop off in Kiss-and-Ride lot

Bus Circulation

- Remove north/westbound bus stop on north side of Galloway Street, NE and narrow associated lane
- Southbound 1st Place, NE: create right-turn bay for buses only and tighten the right-turn radius

Station Entrance

- Improve lighting
- Close the striped and Jersey barrier median under the tracks
- Add high capacity secure bike parking (e.g. Bike Station)

1st Place

Alternative 1

- West Side
 - One 12' wide, consistently striped southbound through lane from Riggs Road through the station area
 - 14' sidewalk/trail, with 6' vegetated buffer
- East Side
 - One 12' wide, consistently striped northbound lane from the station entrance to Riggs Road
 - Consolidate driveways
 - Create consistent 6' sidewalk with a 6' buffer
- Park-and-Ride Lot entrance lane/Ingraham Street, NE intersection
 - Change parking fare operations to pay-as-you-leave
 - Remove the northbound right-turn entrance lane
- Intersection with Riggs Road
 - Improve Riggs Road medians to create pedestrian refuge areas
 - South side of Riggs Road, west of 1st Place
 - Close unused driveways
 - Upgrade the sidewalk to 6' and extend the vegetated buffer up to the intersection

Alternative 2

- West Side
 - One 12' wide, consistently striped southbound lane between Riggs Road and bus access lane entrance
 - 14' sidewalk/trail, with 6' vegetated buffer
- East Side
 - One 12' wide, consistently striped northbound lane from the station entrance to Riggs Road
 - Create consistent 6' sidewalk with a 6' buffer
 - Consolidate driveways
 - Provide on street parking along the Park-and-Ride lot

- Park-and-Ride Lot entrance lane/Ingraham Street, NE intersection
 - Change parking fare operations to pay-as-you-leave
 - Drop the northbound right-turn entrance lane
- Intersection with Riggs Road
 - Improve Riggs Road medians to create pedestrian refuge areas
 - South side of Riggs Road, west of 1st Place
 - Consolidate driveways
 - Upgrade the sidewalk to 6' and extend the vegetated buffer up to the intersection