

**ANC 6A Transportation & Public Space Committee Meeting Minutes**  
**Capitol Hill Towers (900 G St. NE)**  
**July 18, 2011**

- I. Call meeting to order at 7:05 pm
- II. Introductions - ANC 6A Commission Chair David Holmes and Commissioners Adam Healy and Nick Alberti; Committee members DeLania Hardy and Omar Mahmud (Chair); Damon Harvey with the DDOT Policy Planning and Sustainability Administration; Danny Roberts, owner of Rose's Dream; Jason Martin with business partner, owners of new restaurant near 9<sup>th</sup> St. NE and H St. NE behind Stan's to be called Chupacabra; community members Michael Herman, EJ Truax, Anwar Saleem and Margaret Holwill.
- III. Community Comment
  - A. Ms. Hardy informed the Committee that there is a survey out regarding pedestrian concerns along Maryland Ave. NE. She has heard positive comments about the outreach related to this effort.
  - B. Commission Chair Holmes informed the Committee that he has received an email indicating newly installed drainage grates on H St. contain large gaps going longways (*i.e.* parallel to the direction of bike traffic), which pose a safety hazard for bicyclists because bike tires can get stuck in the grates. Mr. Holmes has sent an email to DDOT Director Terry Bellamy and Mactec Construction representative Margaret Gentry regarding this concern. Mr. Harvey suggested forwarding the email along to Jim Sebastian of DDOT as well.
  - C. Ms. Holwill reported that she has noticed an increasing number of people riding motorized and non-motorized bicycles on the sidewalk along H St. and wondered if this is illegal. Ms. Hardy indicated she has noticed this as well. Discussion ensued regarding the legality of riding bicycles on the sidewalk along H St. Mr. Harvey indicated in certain portions of the city, including along H St., it is his understanding that it is legal to ride a bicycle (including motorized bicycles up to a certain maximum cc engine size) on the sidewalk. Mr. Harvey also confirmed it is legal to ride Segways on city sidewalks.
- IV. New Business
  - A. Performance Parking program presentation by Damon Harvey of DDOT: Mr. Mahmud thanked Mr. Harvey for attending the meeting and provided a brief introduction for Mr. Harvey. Mr. Harvey then provided a presentation to the Committee regarding the Performance Parking program.
    - i. Councilmember Tommy Wells has pushed for this program in Ward Six.
    - ii. The program has been in the DDOT "toolbox" since 2008 as a method to mitigate parking congestion along retail thoroughfares.
    - iii. In Ward Six, the program is currently being implemented around Nationals Stadium in a 3500 parking spot zone. DDOT is now thinking about expanding the size of that zone. The program is also being implemented in Columbia Heights with about a 1000 parking spot zone.
    - iv. Along the retail corridors in the Performance Parking zoned areas, curbside parking meters can be modified to vary hours of operation and rates according to time of day. This has the effect of increasing

curbside parking spot turnover during high demand parking times. The program also enhances priority parking for residents on residential streets by imposing “zero tolerance” parking in favor of residents only, not like the residential parking permit (RPP) option which allows non-residents to park for some period of time (usually two hours). Ahead of implementation of the full Performance Parking program in our ANC, DDOT is currently installing the zero tolerance resident parking only restrictions on certain streets.

- v. DDOT intends to implement Performance Parking along the H St. corridor in 2012.
- vi. Mr. Hardy is working with an internal DDOT team to determine meter rates for the H St. program. Rates will be fixed at first, then they will vary in the second phase of implementation. Mr. Hardy indicated he would like input from our ANC on appropriate meter rates, meter and resident only parking locations, and boundaries of the Performance Parking zone. Mr. Hardy recommends the entire H St. corridor, north to Florida Ave. and south to Maryland Ave. as a possible zone.
  1. Mr. Mahmud suggested possible variations to the zone given those northern and southern borders do not run parallel to H Street, but indicated community input would be sought regarding appropriate boundaries.
- vii. Mr. Hardy recommended getting ANC input to DDOT prior to the fiscal year end on September 30.
- viii. Revenue from the meters goes directly to the community for streetscape enhancements, pedestrian enhancements and bike enhancements. Anywhere from 20% to 80% of meter operations revenue can be used for these purposes. Mr. Hardy also clarified that bike improvements would include funds for Capital Bikeshare infrastructure and improvements.
- ix. Mr. Hardy recommended having monthly or bimonthly meetings with community representatives starting in September 2011 to work out program details like meter rates, zone boundaries, etc., then have program operations begin in the spring around March 2012.
- x. Boundaries and meter rates (including whether there will be time of day varied rates or not) are the key issues he wants input on.
  1. Ms. Holwill pointed out that the daytime retail merchants suffered a great deal during construction. She therefore asked about extremely low parking rates during the day (as low as \$0.25 per hour) until the retailers rebound. She doesn't want merchants to lose business because of high parking rates. Mr. Harvey responded that DDOT is not interested in putting retailers out of business. However, DDOT is probably not going to be interested in going below \$0.75 per hour for any parking spots at any time, which is comparable to other tier 1 parking minimums in other big cities studied by DDOT like Chicago, New York and Los Angeles. Mr. Harvey also pointed out that rates set too low will frustrate one of the main purposes of the program, which is to guarantee turnover for parking spots along high-demand

corridors such as H St. Mr. Harvey also acknowledged there are pitfalls with charging too much per hour so a balance will have to be arrived at with community input.

- xi. Ms. Truax pointed out that her block abuts G St. and that she's now having parking problems. Mr. Harvey indicated that inside of the program boundaries all streets will be treated equally, not just the blocks that abut H Street. This is done to mitigate the "ripple effect" caused by shifting parking problems to the next block when restrictions are put in place on one block adjacent to high-demand retail/entertainment corridors. So, for example, if you implement midnight RPP enforcement, it should be done in a comprehensive way so there isn't a ripple effect which impacts adjacent non-RPP streets disproportionately.
- xii. Mr. Roberts asked about the type of meters to be installed on H Street, wondering if H St. will be saddled with poor quality meters that easily break down. Mr. Harvey indicated DDOT is going in a new direction with meters, preferring pay by phone (virtual parking) options as well as the new "green monster" multi-spot meter machines for H Street. Each multi-spot machine covers about 7 parking spots, but it will not enable payments by cash since dollar bills have been found to jam the machines causing DDOT to lose out on revenue. DDOT is no longer in the business of installing "dumb meters" that only take coins.
- xiii. Mr. Hardy pointed out three important data points included in his performance parking analysis: 1) occupancy rate - for each block in the performance park zone; 2) turnover rate for each zone; and 3) capture rate - how much revenue is pulled from the curbside.
- xiv. Commissioner Alberti asked for clarification regarding how the resident only parking restriction works. For example, is the restriction put in place for only one side of the St. or on both sides? Mr. Harvey indicated the resident only restriction can only be installed on one side of any given street, with normal RPP restrictions typically installed on the other side. In addition, resident only parking is only during the hours of RPP enforcement.
- xv. Commissioner Healy indicated he thinks the boundary for the performance parking zone has been defined in the law introduced by Councilmember Wells, but that he's not sure if DDOT can change the boundaries to increase or decrease the size of the zone. Mr. Harvey responded that DDOT can make changes to the zone since there is flexibility allowed for changes in the law. The boundaries defined only provide context for the proposed zone area, but they can be changed. DDOT was able to do this before in the Capitol Hill performance parking pilot.
- xvi. Commissioner Alberti asked how often changes can be proposed to the performance parking system once it is set up. Mr. Harvey responded that changes can be proposed by the advisory committee that the ANC can establish. Mr. Harvey strongly recommended our ANC set up such an advisory committee, and then have annual public meetings where all aspects of the program can be reviewed. Chairman Holmes asked what to do if the ANC needs to request changes sooner than a year out. Mr.

Harvey indicated DDOT has experienced this issue with the Capitol Hill program. In that case, DDOT and the community were able to implement changes after getting complaints about variable rates on Pennsylvania Ave., for example, and they were able to change dates/times of enforcement. Mr. Harvey believes DDOT has the ability to be nimble in terms of making modifications if the community demands it.

- xvii. Chairman Holmes asked if our ANC would get its own pool for the funds collected in our ANC. Mr. Harvey confirmed our ANC will get its own pool of money and not have to split with adjacent ANCs.
- xviii. Commissioner Alberti asked where the money for program costs like signage comes from. Mr. Harvey indicated funds for these costs will come from revenue generated from the meters. Any money generated in our zone will stay in the budget until the money gets spent down. DDOT will separately keep account of a “meter account” for this purpose.
- xix. Commissioner Healy asked when our ANC can implement the visitor parking pass program. He also asked about the installation of previously promised RPP signs, which Mr. Harvey asked him to send a follow up email about. Regarding the visitor parking pass program, DDOT is looking to do an electronic system so we’ll be one of the first areas to get the electronic visitor parking passes for our ANC. The electronic visitor parking pass system will be on the “pay-by-phone” platform, similar to the “pay-by-phone” meters. Mr. Harvey hopes this new program will be available in the spring, about the same time as the performance parking program. Commissioner Healy asked for additional details regarding how the visitor parking pass system will work. Mr. Harvey indicated he is not certain of the details yet, but he envisions there will be an electronic pay-by-phone system (“e-pass”) that will work with a user-assigned pin number. When a guest comes to visit a resident, all the resident would have to do is access the system online, access their account and input the visitor’s license plate number so the parking enforcement cameras on cars will automatically know which cars are parked legally. Mr. Harvey also indicated DDOT is still working through some important issues, including, how to accommodate people who don’t have computers and those who want hard copies of the passes, how to make the system secure, and how to differentiate between residential and business addresses which are not eligible for the program.
- xx. Chairman Holmes asked about how loading zones on H St. will be set up post construction completion. Mr. Harvey responded that DDOT is trying to put loading zones on side streets as much as possible in order to free up parking and room for the streetcar on H Street, but there are places where they can’t do this along the corridor so the issue is being explored further. Mr. Harvey asked that the ANC email him for DDOT’s final plan on H St. loading zones.
- xxi. Ms. Holwill again expressed concern about the loss of business because of parking costs. Mr. Harvey responded that he doesn’t believe curbside parking costs impact business as much as she believes. If our ANC runs

into a situation where businesses are negatively impacted by parking rates, Mr. Harvey promised that DDOT will work with the businesses to mitigate any negative impacts (i.e. lower rates), but he doesn't believe low rates should be the starting point. Commissioner Alberti suggested DDOT will know by the vacancy rates whether the rates are too high and are discouraging parking, and keeping customers away from businesses along the corridor.

- xxii. Mr. Harvey encouraged people to email him with questions, including questions about loading zone locations.
- xxiii. Mr. Mahmud asked about the need to coordinate with ANC 6C on H St. performance parking program details like rates and boundaries. Mr. Harvey will contact our ANC in September about getting a working group established that will work jointly with ANC 6C. Mr. Harvey prefers that this working group have no more than five stakeholders, which should include a retail interest, one ANC representative, a resident, a civic/church representative, etc.
- xxiv. Mr. Mahmud closed the discussion and thanked Mr. Harvey for attending the meeting.

B. Outdoor Seating Proposal for New Restaurant (behind Stan's near 9<sup>th</sup> and H Sts. NE) to be called Chupacabra: Mr. Mahmud introduced the topic of discussion, thanked the proprietors for attending and asked them to provide a presentation of their proposal.

- i. The proposed restaurant wishes to use a strip of public space abutting 9<sup>th</sup> St. NE at H St. NE for a 40-50 seat outdoor seating area (shown in red on the attached site plan provided to the committee). The restaurant will have a simple menu including fresh salsas, guacamole, tacos, etc.
- ii. The team is working with a sound engineer who has done a study on sound generation for the outdoor seating area (a preliminary sound report provided to the committee is attached).
- iii. Mr. Mahmud asked about the proximity of this public space seating area to the nearest residence. The owners indicated it would be just across the alley, but that the sound engineer recommends putting in a wall to block the nearby residence from sound generated by the seating area, which they will do. In addition, there will be no outdoor music and the owners indicated they have already spoken to nearby residents who they say are in support.
- iv. Chairman Holmes asked what the time schedule is for opening. The owners are looking to open about six months out from now.
- v. Mr. Mahmud raised a concern about hours of operation given all seating is outdoors, which may disturb nearby residents in the later hours. He asked that Commissioner Healy and the ABL committee address this concern in any voluntary agreement with the restaurant, suggesting the same hours of operation for outdoor seating as is used for other businesses with outdoor patio seating space.
- vi. Mr. Mahmud also asked what will be done with outdoor seating area furniture after hours. The owners indicated they are thinking about storing it in a nook which can be seen on the site map.

- vii. The owners have no public space application ready to be filed yet, but that they are looking to file one in the next thirty days. They just wanted to come to the committee to give a preliminary presentation ahead of that time.
- viii. Mr. Mahmud suggested the owners come back to the committee for a recommendation on the public space application once it is ready to be filed. Absent an application, there is nothing for the ANC to approve at this time. Mr. Mahmud also expressed concern about possible trash at the site given all seating will be outdoors. The owners agree to return for approval of the application once it is ready for filing with DDOT.

C. Discuss Residential Parking Permit Zoning for all of ANC 6A

- i. Commissioner Healy indicated he is having trouble getting some blocks designated RPP in our ANC and that he is wondering if we could just designate the entire ANC (or even city) RPP. He indicated he has discussed this idea with Councilmember Wells. Councilmember Wells thought there would be pushback to the city-wide proposal so he suggested making the designation ANC-wide.
- ii. Mr. Mahmud expressed concern with the ANC-wide proposal given there are some blocks that may not want RPP designation. He indicated he prefers the current system where individual blocks can choose this designation. The problem is not with the system, but with the ability of DDOT to implement RPP restrictions and install signs once the block petition has been completed.
- iii. Ms. Truax expressed frustration with the current process given she has had petitions in for RPP designation on her block for months. She indicated that is why she came to the meeting, to discuss the matter directly with Mr. Harvey. Ms. Truax is therefore not certain residents can get the RPP signs even with a petition. Commissioner Healy indicated he believes the signs are being printed for her block.
- iv. Mr. Herman indicated he believes it is important to have RPP in the whole ANC, but stressed the key is enforcement. He reports seeing ineffective enforcement in his neighborhood.

D. Location of X Line Bus Stops in the 1200 and 1300 Block of H St. NE: Mr. Mahmud introduced the topic by indicating he has heard complaints of late from residents and business owners about changes to bus stop locations along H Street. Mr. Mahmud invited discussion on the topic.

- i. Mr. Saleem indicated that he has lived near H St. since he was a kid and the bus stop on the 1300 block of H St. has always been on the NE corner of 14<sup>th</sup> St. and H Street, and that the bus transfer point is on the SW corner of this intersection. He doesn't know why there was a change of the stop location from the NE side to the NW side of the St. and never heard anything of this coming change. If he had heard of the change, he would have raised a concern because of the narrowness of the sidewalk at the new location and the negative impact on local businesses. People waiting for buses at this stop have been reported to interfere with businesses such as Caribbean Best and Rose's Dream by

harassing customers and entering the businesses to loiter. Mr. Saleem thinks WMATA and DDOT may have made this location change to minimize the walk between bus transfer points without considering the space available for a bus stop at the new location and the negative impact on businesses which share this narrow sidewalk. Mr. Saleem would like the ANC to recommend putting the stop back where it was before.

- ii. Commissioner Alberti indicated he completely understands the concerns raised by Mr. Saleem, but that he wants to point out that the car lot where the stop was previously located will someday be the location of another establishment that will encounter the same problem. Mr. Mahmud pointed out that the concern may be different at that location given that Mr. Saleem indicated the sidewalk at that location is wider and better able to accommodate passengers waiting for a bus without interfering with the adjacent business.
- iii. Mr. Roberts indicated he came to the meeting to get support from the ANC on this issue as a current business owner, as opposed to a business that may come in the future at the old car lot. He took the current configuration of bus stops into consideration (i.e. that there was not one directly in front of his business) when choosing his current business' location. Mr. Roberts indicated changing the bus stop now after thirty years was not fair to him as a long time business owner. He has waited patiently for construction to end and now he's negatively impacted by this new action which he believes may be part of an effort to push out long time business owners along the corridor. He is also concerned that this new bus stop eliminates parking right in front of his business that his customers regularly rely on. Mr. Roberts asks that the ANC support his effort to get the bus stop moved back to where it was before. Mr. Roberts believes DDOT is now in the process of finalizing the bus stop locations along H St. so this is the time to address the situation. The stop is temporarily there now, but he fears it will be put there permanently. He also indicated Councilmember Wells' office is in full support of the bus stop going back to its old location in any final bus stop location plan.
- iv. Chairman Holmes pointed out that the practical consideration for the ANC at this point is that the decision on bus stops is happening soon, but that the ANC does not meet again until September. Mr. Roberts again stressed that he is seeking some kind of support now nonetheless. If it rains, according to Mr. Robinson, bus riders "camp out" in his business, cause problems, harass customers, etc. He has called MPD about this problem in the past.
- v. Commissioner Healy expressed frustrated that there isn't much community input sought when making decisions to locate or relocate bus stops.
- vi. Ms. Holwill indicated this is not a good spot for the bus stop given the bulb outs.
- vii. Mr. Mahmud told the committee he believes there should be a comprehensive look at all bus stop locations that will be finalized in our

ANC post construction along H St. and Benning Road. The ANC should ask for a delay on this decision so the community can weigh in.

- viii. Commissioner Alberti also recommends asking for more time to for the ANC to weigh in given we have heard concerns from the neighborhood.
- ix. Mr. Saleem indicated he has contacts for making this request. Chairman Holmes may have some contacts as well.
- x. ***Mr. Mahmud made a motion that the ANC send a letter of support for Councilmember Tommy Wells' position (communicated via an email dated July 14, 2011 from Councilmember Wells' Chief of Staff, Charles Allen) that the bus stop be relocated back to the NW corner of 14<sup>th</sup> and H Streets NE. (Note: this action may be moot depending on if the ANC is able to get a delay on the decision to finalize bus stop locations.) The motion was seconded and passed without objection.***

#### E. Discuss Possible Capital Bikeshare (CaBi) Station Locations in ANC 6A

- i. Mr. Mahmud explained that he put this item on the agenda so that people could start thinking about new location sites in our ANC. This way we can have a list of recommended sites to provide to DDOT the next time a CaBi expansion is planned.
- ii. Chairman Holmes expressed concern that current CaBi locations are situated in a “donut” which causes huge location gaps. He recommends asking for a location at 8<sup>th</sup> and E. Capital or 8<sup>th</sup> and Massachusetts.
- iii. A question was asked about the proposed location at 11<sup>th</sup>/10<sup>th</sup> and H Street. Mr. Mahmud believes that location is still at the top of the list for proposed expansion in our ANC and may be included in the next roll out this year. Commissioner Ronneberg has sent an email to DDOT indicating he supports this location too.
- iv. Commissioner Alberti suggested the station at Lincoln Park is overly used so he suggests adding another one at Lincoln Park, possibly at the triangle traffic island location adjacent to the park which DDOT initially passed on, or at 15<sup>th</sup> and E. Capitol where there is a big corner with a lot of public space. Mr. Mahmud will report these suggestions at the next ANC meeting and indicate we will solicit additional recommendations at a future meeting.

#### V. Old Business

- A. Follow up regarding request to make information related to public space usage requests available on the ANC website (*i.e.* modeled on the new construction guidance provided by the ANC's Economic Development and Zoning Committee) - tabled due to time constraints.

#### VI. Additional Community Comment - None.

#### VII. Meeting adjourned at 9:10 pm.