

AGENDA

ANC 6A Transportation & Public Space Committee Meeting

Tuesday, February 21, 2023 at 7:00 pm

Virtual Meeting via Zoom

For those attending via Zoom: use this link: <https://us06web.zoom.us/j/83335112156>

Call-in Number: 1 301 715 8592

Webinar ID (access code): 833 3511 2156

One tap mobile: +16465588656,,83335112156#

Public Meeting – All are welcome

Community comment welcome; may be limited to two minutes to provide opportunity for all to speak. Community comment time will be opened after each Old and New Business item.

- I. Call meeting to order.
- II. Introductions & Announcements.
- III. Old Business.
None posted.
- IV. New Business.
 - A. 8th Street NE Bus Priority Project Update. Yohannes Bennehoff, DDOT Supervisory Transportation Planner, will present the 30% designs for the 8th Street NE Bus Priority Project.
 - B. 42nd Annual Capitol Hill Classic 10K, 3K, and Fun Run. Roberta Stewart, Outreach Chair for the Capitol Hill Classic, requests a letter of support for the 42nd Annual Run, and will present race course and logistical details, and answer any questions.
 - C. Public Space Permit Application #411079. Community Members Neale Bergman and Ligia Paina are requesting ANC 6A support for renovation of private property on an existing footprint partially overlapping public space.
 - D. Draft resolution: Calling for Greater Transparency and Action to Address Sidewalk Repairs, Sidewalk Gaps, and Pedestrian Infrastructure. Commissioner Amber Gove will discuss a recent ANC 4B resolution as a template draft resolution from ANC 6A.
 - E. Automated Traffic Enforcement (ATE). TPS Co-Chair Shaun Lynch will lead a discussion on DDOT's ATE process, including a recent incident reporting an RPP violation involving an out-of-state vehicle with excessive outstanding ATE violations.
- V. Additional community comment (time permitting).
- VI. Adjourn meeting.



8th Street NE Bus Priority Project

February 21, 2023

Project Manager: Yohannes Bennehoff



Bus Priority Program

Bus Priority Vision

- Improve bus speeds and reliability for riders across all eight wards of the District
- Faster and more reliable transit provides better access to more jobs and opportunity
 - During the COVID-19 pandemic, Metrobus ridership has consistently been two to three times higher than Metrorail ridership¹
- Almost half of District Metrobus riders make under \$30,000 per year and two thirds live in zero-car households²
- Improve the **entire rider experience**, including:
 - Pedestrian improvements to ensure bus stop accessibility
 - Bus lanes to reduce congestion delay
 - Transit signal priority and queue jumps to address signal delay



¹<https://www.wmata.com/service/covid19/Covid-19-Public-Information.cfm>

²2018 WMATA Metrobus rider survey



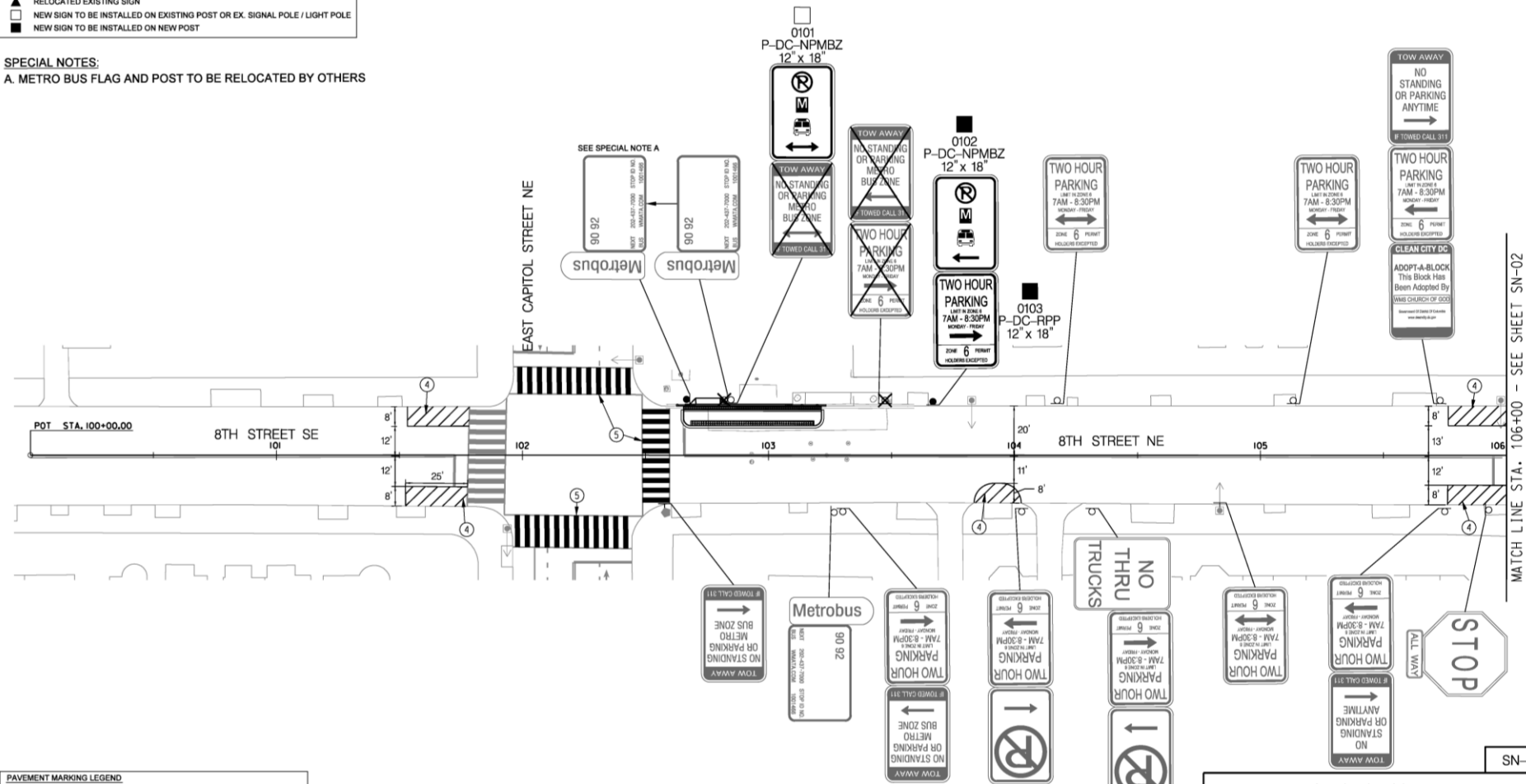
8th Street NE

From East Capitol Street to Florida Avenue

SIGN LEGEND
 ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
 X EXISTING SIGN TO BE REMOVED
 △ EXISTING SIGN TO BE RELOCATED
 ▲ RELOCATED EXISTING SIGN
 □ NEW SIGN TO BE INSTALLED ON EXISTING POST OR EX. SIGNAL POLE / LIGHT POLE
 ■ NEW SIGN TO BE INSTALLED ON NEW POST

SPECIAL NOTES:

A. METRO BUS FLAG AND POST TO BE RELOCATED BY OTHERS



PAVEMENT MARKING LEGEND
 ① 4" SOLID WHITE LANE LINE
 ② 4" DOUBLE SOLID YELLOW CENTER LINE (4" APART)
 ③ 12" WHITE STOP BAR/LANE LINE
 ④ BUFFER SPACE WITH DIAGONAL HATCHING (SEE DETAIL ON SN-DT)
 ⑤ 14" VISIBILITY THERMOPLASTIC CROSSWALK MARKINGS. MARKINGS SHALL BE 24" WIDE, SPACED 2' O.C.
 ⑥ CROSSWALK (SEE DETAIL ON SN-DT)
 ⑦ RED PAVEMENT PAINT
 ⑧ WHITE PAVEMENT TEXT

65% SUBMISSION
 NOT FOR CONSTRUCTION
 JANUARY 2023



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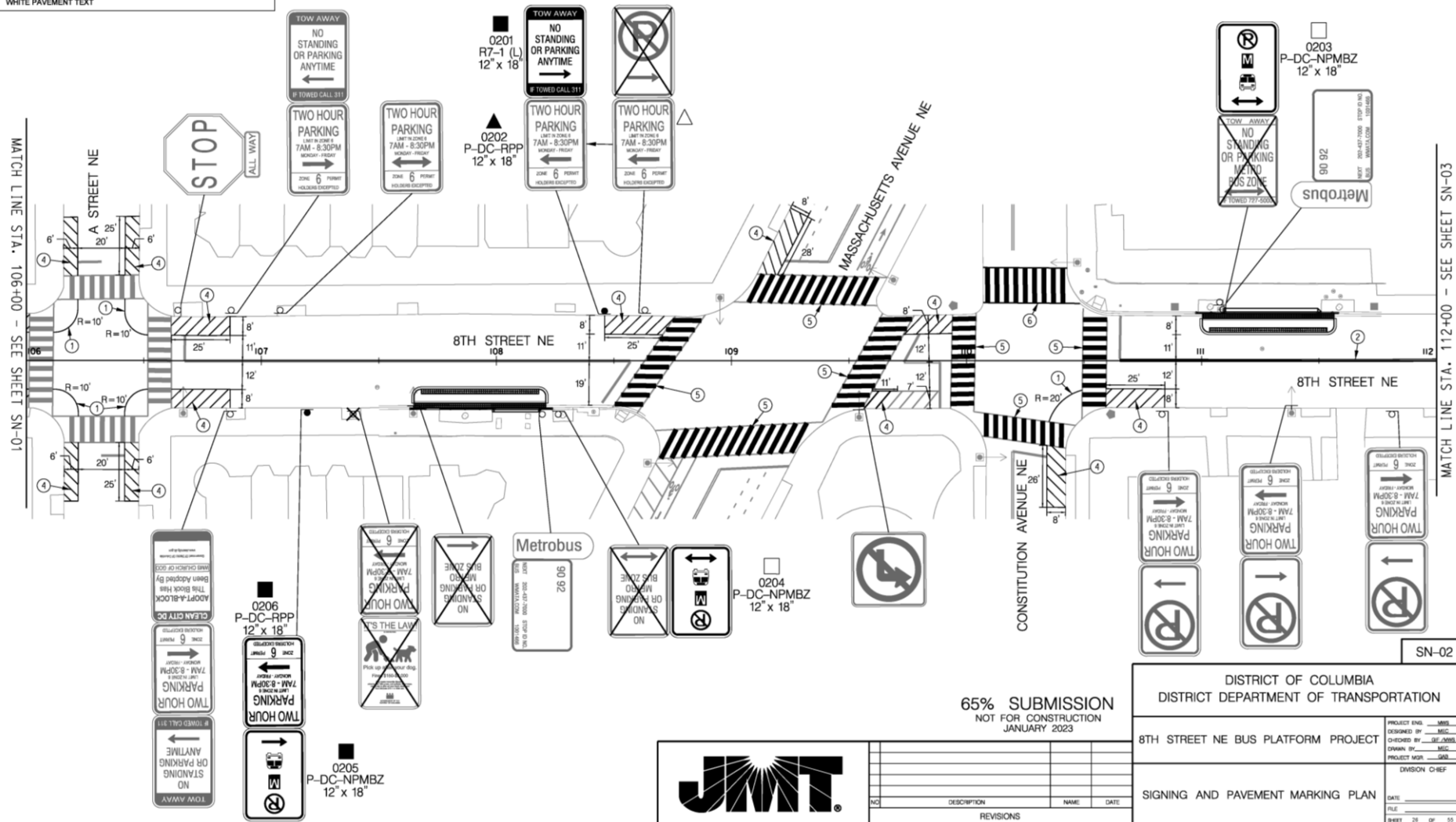
DISTRICT OF COLUMBIA DISTRICT DEPARTMENT OF TRANSPORTATION	
8TH STREET NE BUS PLATFORM PROJECT	
SIGNING AND PAVEMENT MARKING PLAN	
PROJECT ENG. <u>MSB</u>	DESIGNED BY <u>MSB</u>
CHECKED BY <u>MSB</u>	DRAWN BY <u>MSB</u>
PROJECT MGR. <u>MSB</u>	
DIVISION CHIEF	
DATE	FILE
SHEET 25	OF 55

PAVEMENT MARKING LEGEND

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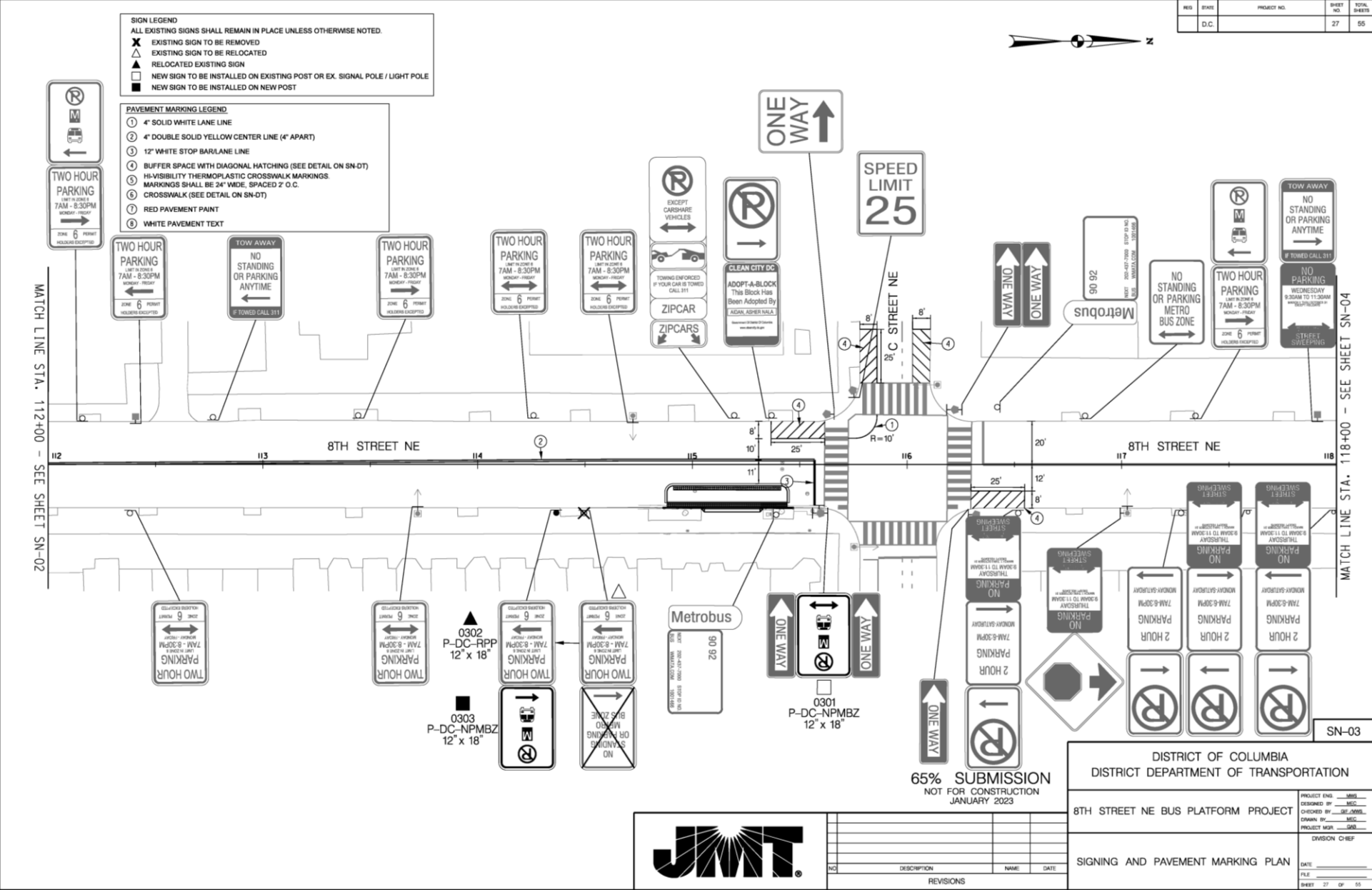


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DATE _____	FILE _____
SHEET 28	OF 50



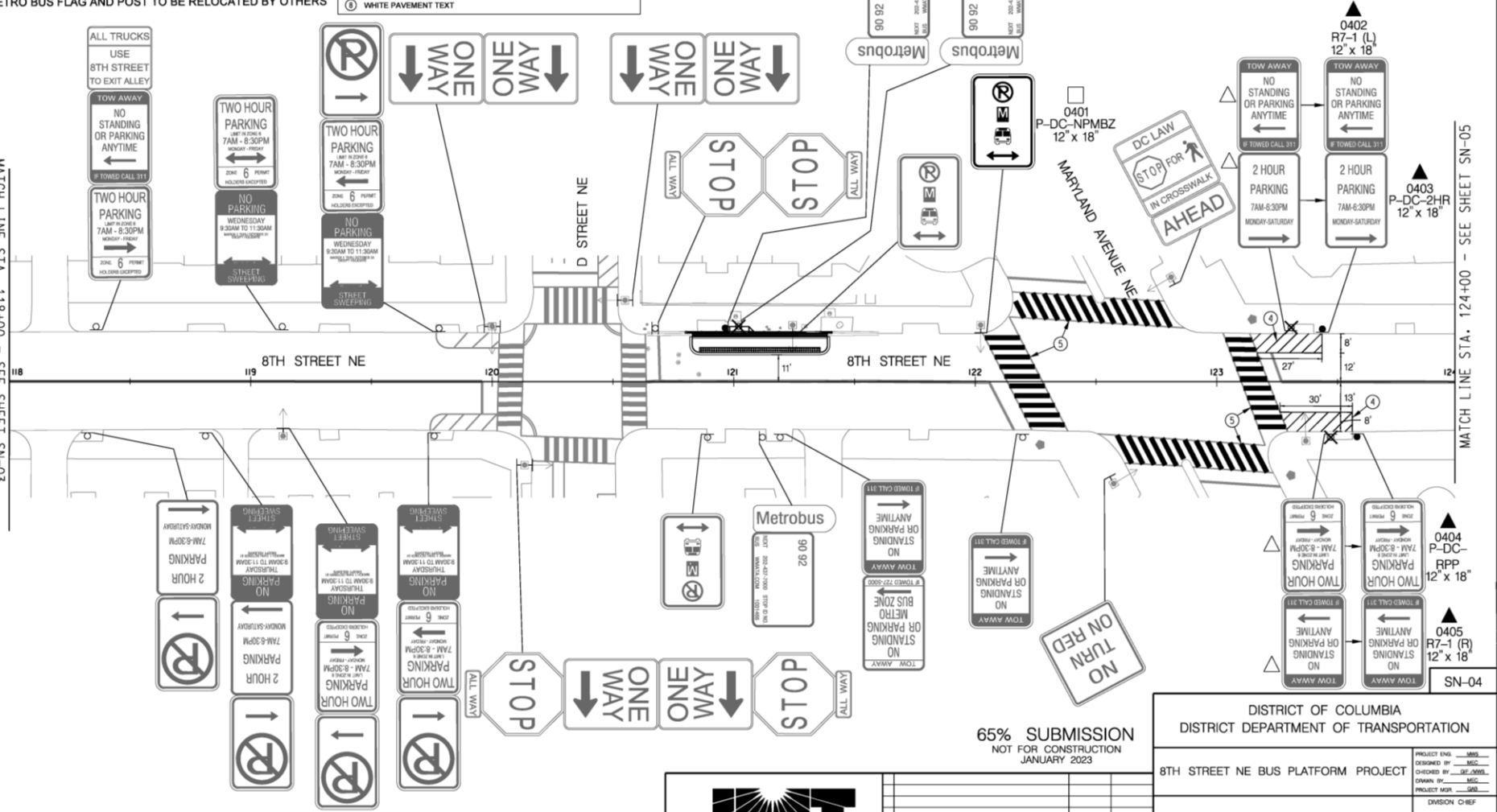
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MATCH LINE STA. 118+00 - SEE SHEET SN-03



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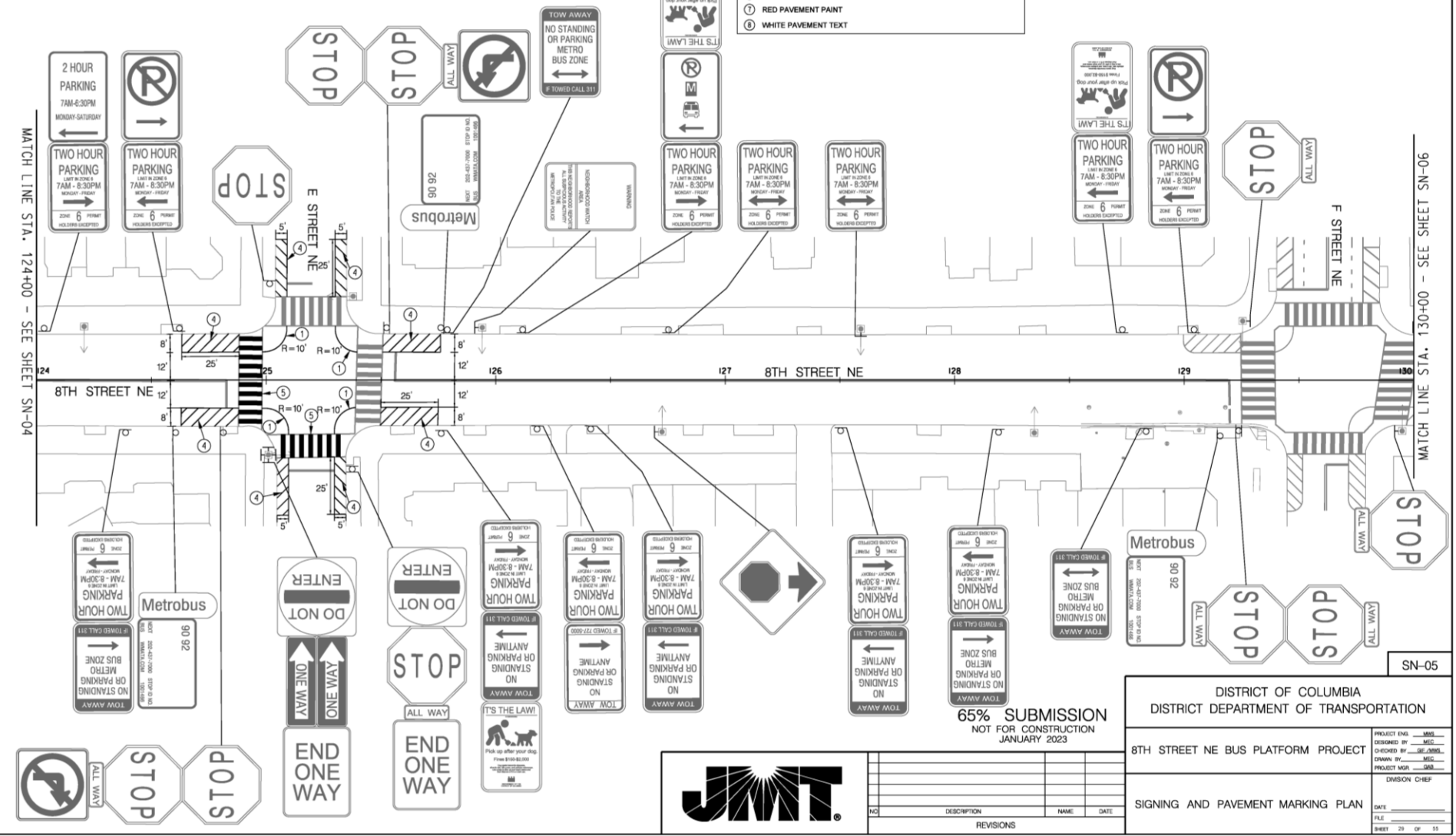
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CHECKED BY <u>SEC</u>	DRAWN BY <u>SEC</u>
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SHEET 28	OF 35

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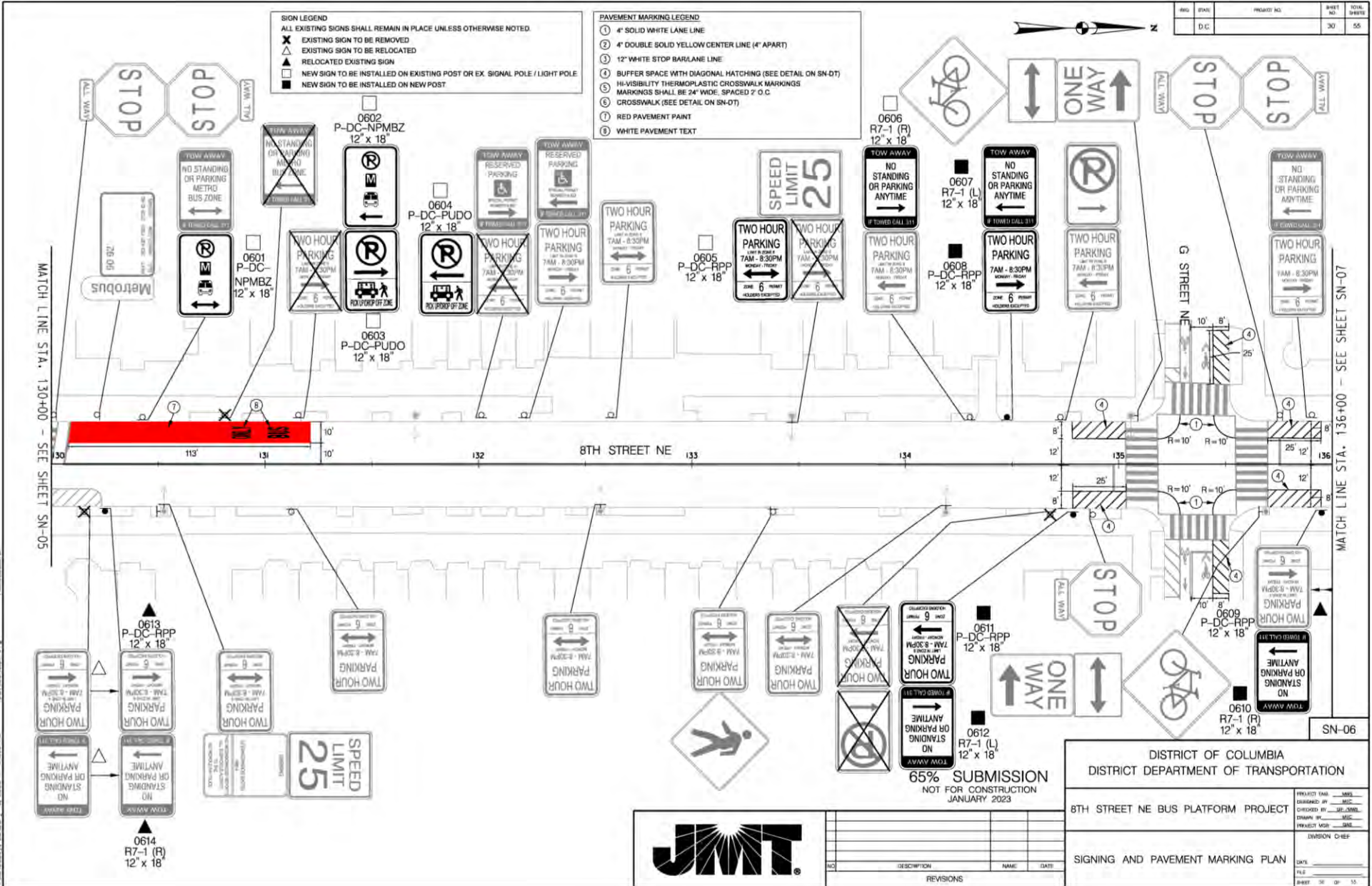
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D.C.			29	55



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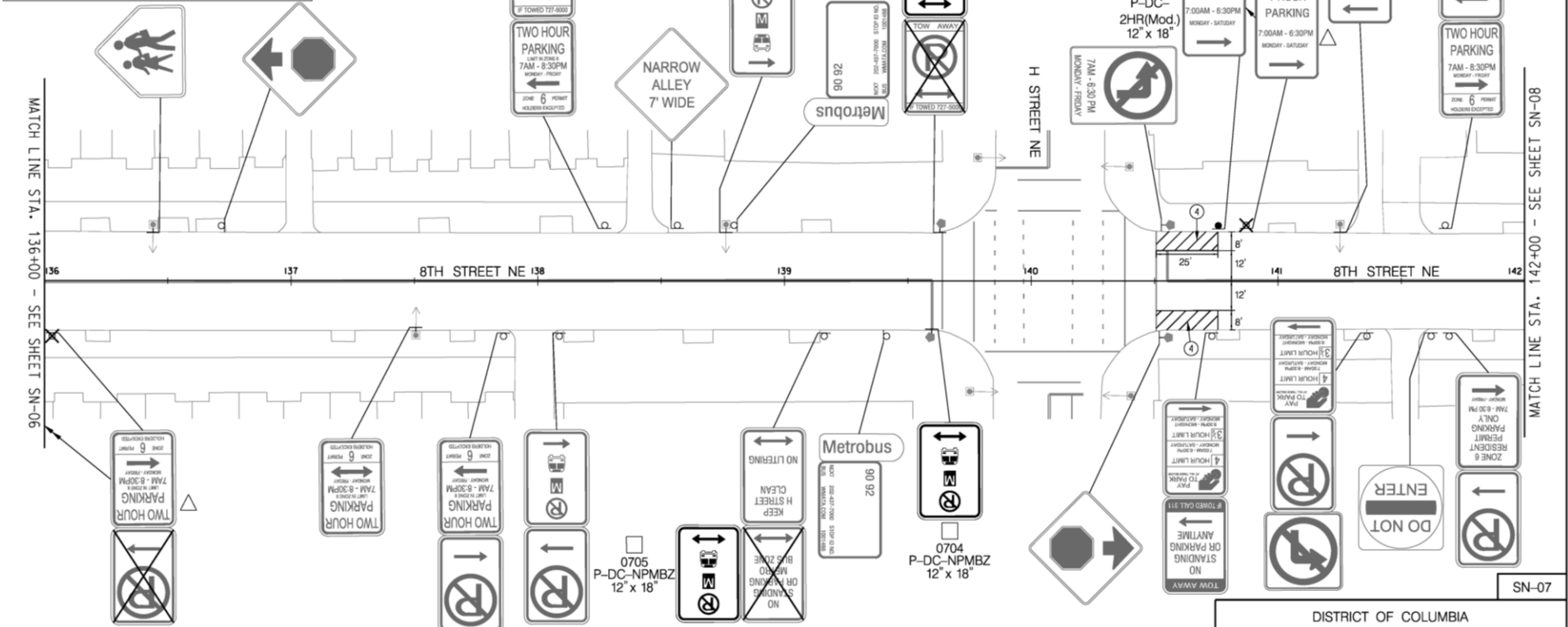
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DATE <u> </u> FILE <u> </u> SHEET 29 OF 55	



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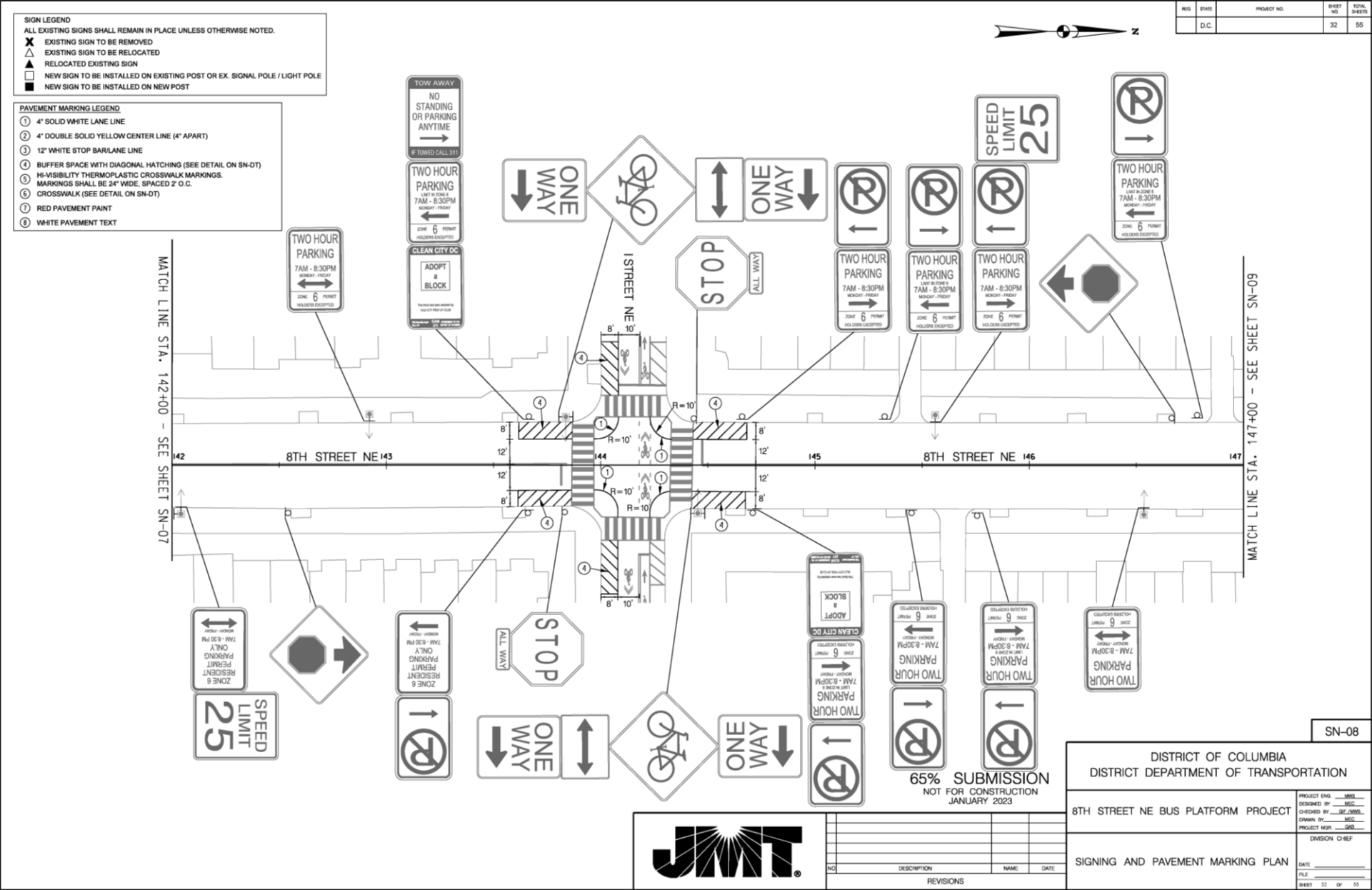


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DIVISION CHIEF	
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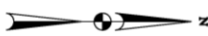
Wednesday, January 18, 2023 AT

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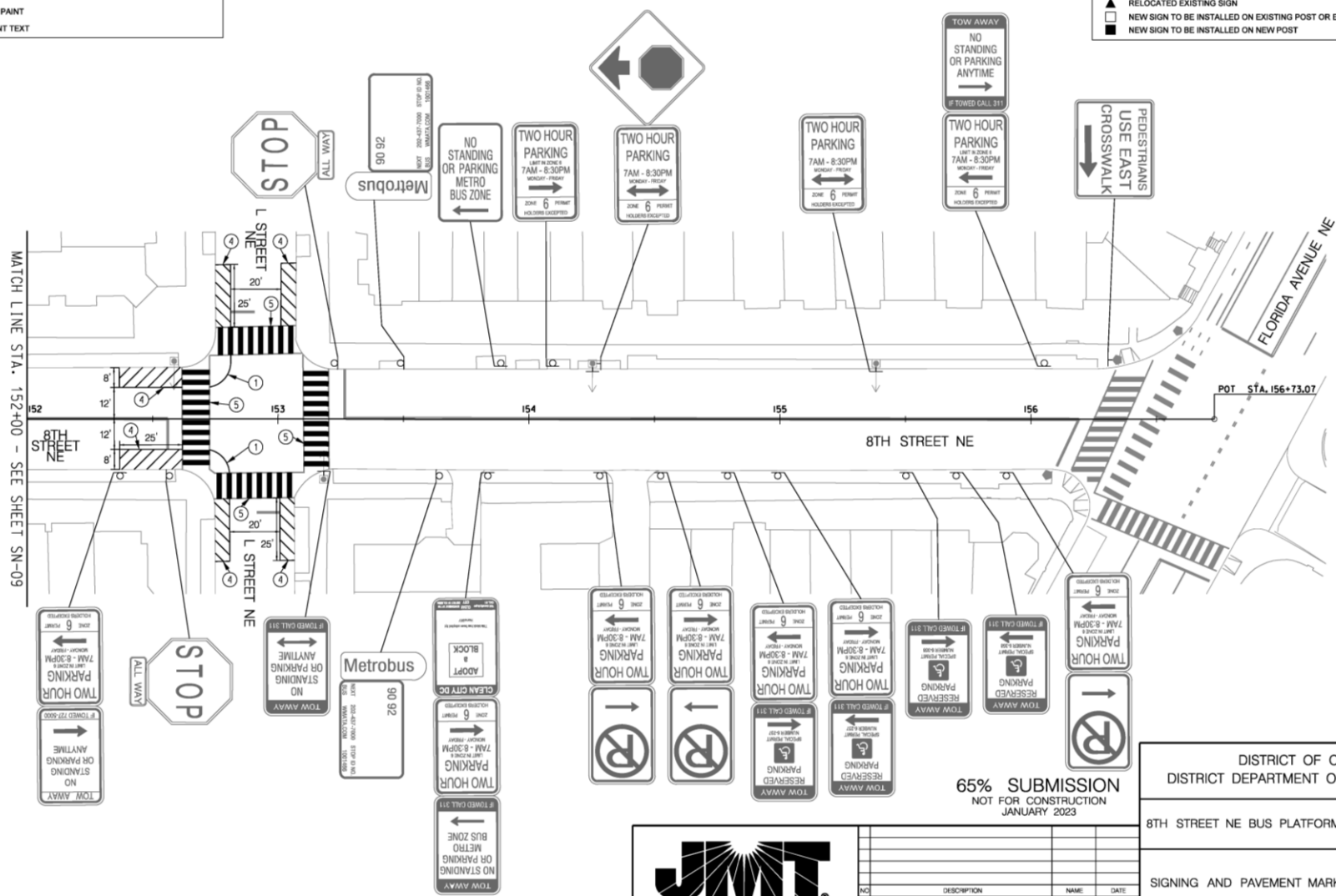
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Next Steps



- Community Feedback
 - Use this [form](#) to submit feedback on bus priority projects or email buspriority@dc.gov or call 202-671-2376.
- Final Design – Spring 2023
- Construction – 2023

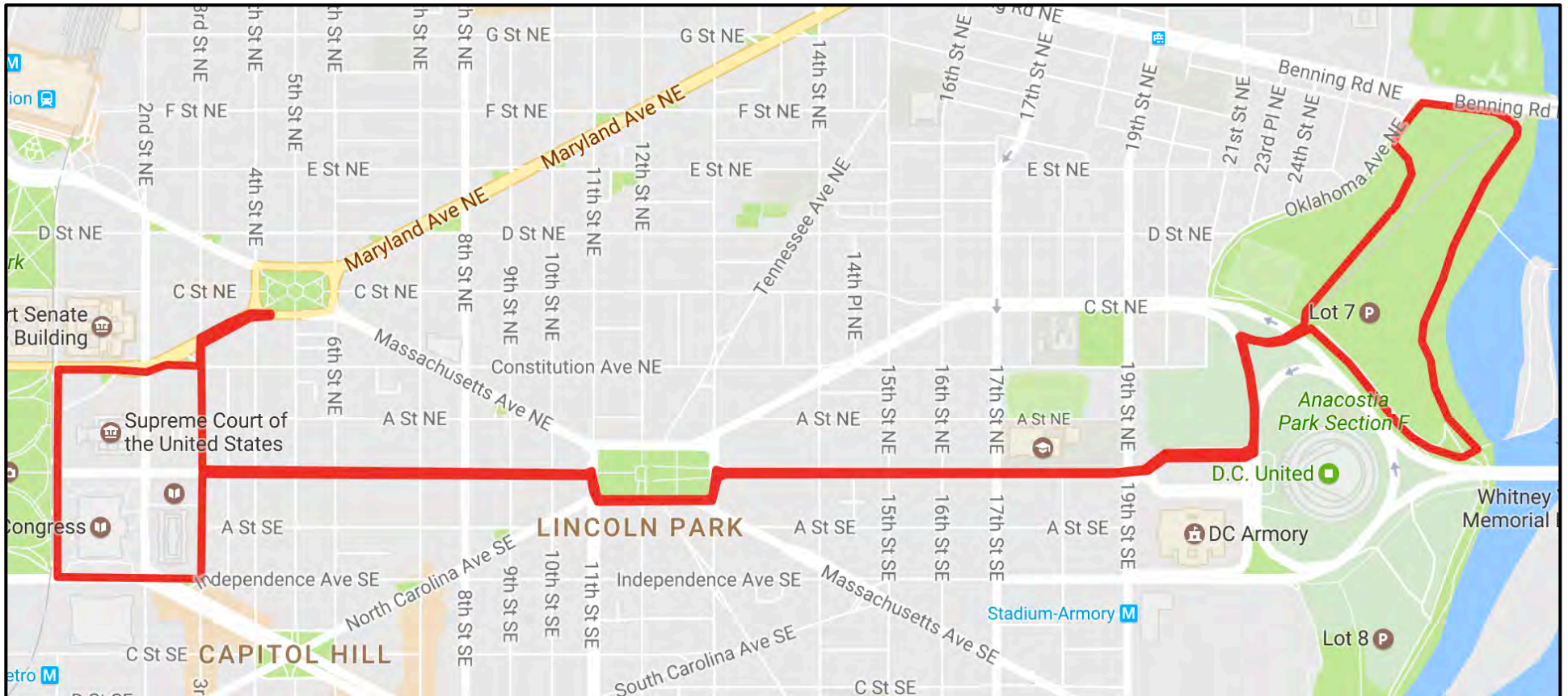
d.

District Department of Transportation

2023 Capitol Hill Classic

10K Course

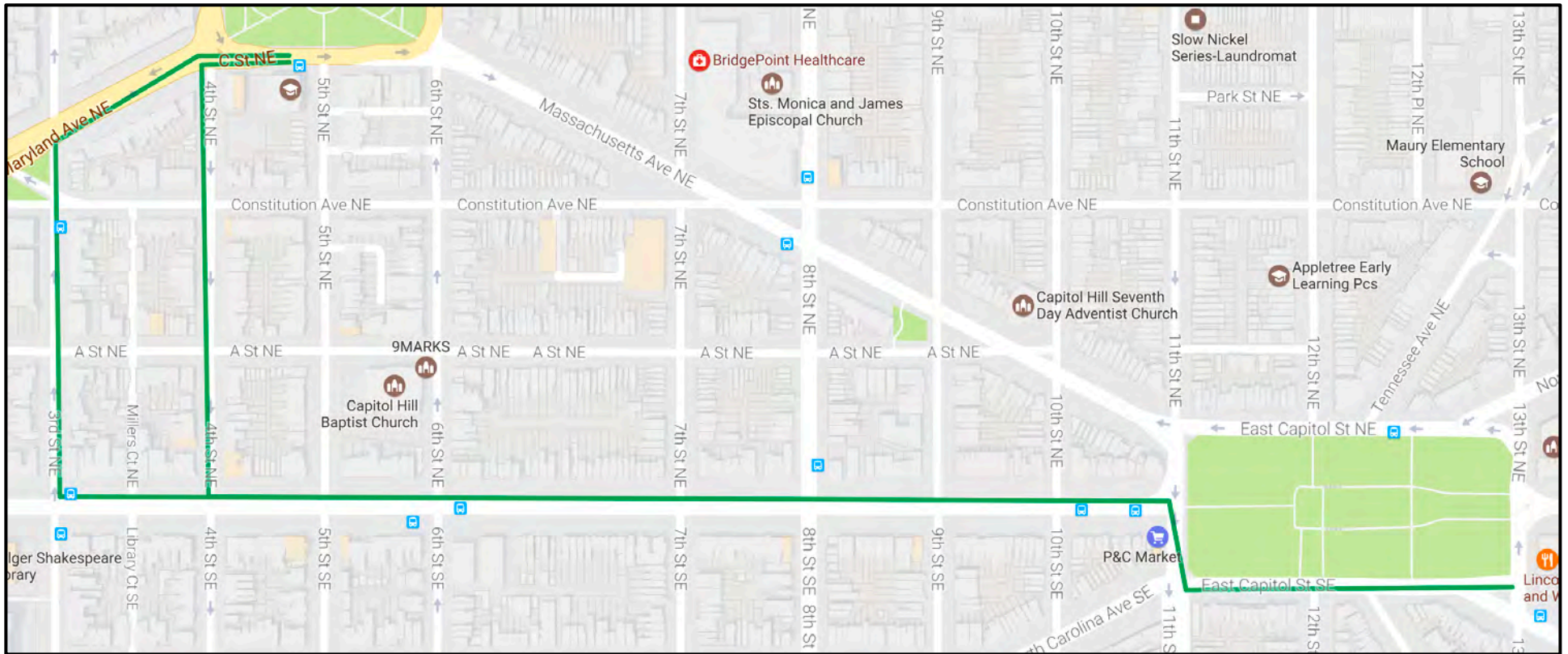
May 21, 2023 • 8:30am



2023 Capitol Hill Classic

3K Course

May 21, 2023 • 10:30am





CAPITOL HILL CLASSIC 10K

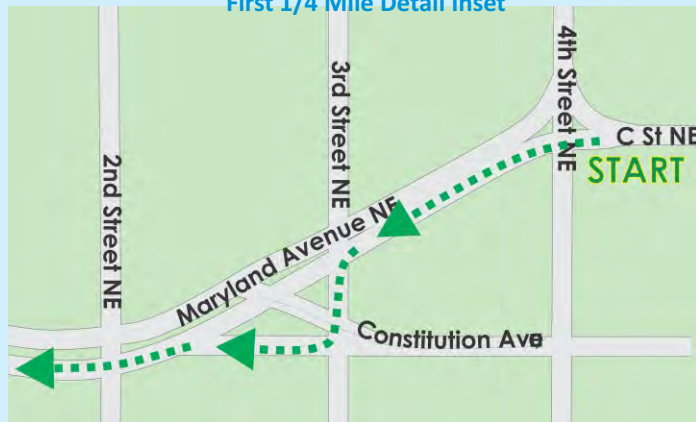
Washington D.C.



Certified Course DC15015RT
Effective 5-7-2015
Through 12-31-2025



First 1/4 Mile Detail Inset



East Capitol St - 22nd St Inset



MILE 6

On 3rd St going N. 106' S of S edge of A St NE: 12' past driveway, #19; 3' past line between #19 and #21 on right.

START - FINISH
On C Street NE. In front of the American Academy of Neurology. 20' 1" east of the center of lamppost #65021 on the corner of C St. & 4th St. NE. 2' 5" west of the center of the "15 MPH" signpost.

MILE 4

In RFK Lot 6, going south. ~90' past opening beneath Metro tracks; 7' before light pole with "Zone 1, Zone 4" signs.

MILE 5

Westbound on E Capitol, about 100' before 14th St: 33' west of E edge of concrete bus pad; 14' before walkway to #1404 and #1406 in Car Barn (R).

MILE 2

On East Capitol going E. At west edge of west crosswalk at 15th St; 18' before W edge of 15th St.

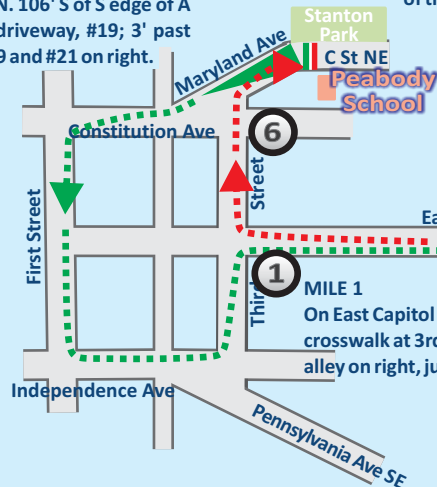
MILE 1

On East Capitol St going E, 183' East of E crosswalk at 3rd St; ~2' before E edge of alley on right, just before #317 (S side).

MILE 3

On the Anacostia Riverwalk Trail in RFK Lot 7, going S, near the SE corner of the lot. 37' past crossing of entrance driveway from E Cap St; 33' before "nose" of junction with trail to Whitney Young Bridge.

U.S. Capitol



Measurement by
Lyman Jordan and Bob Thurston

Map by

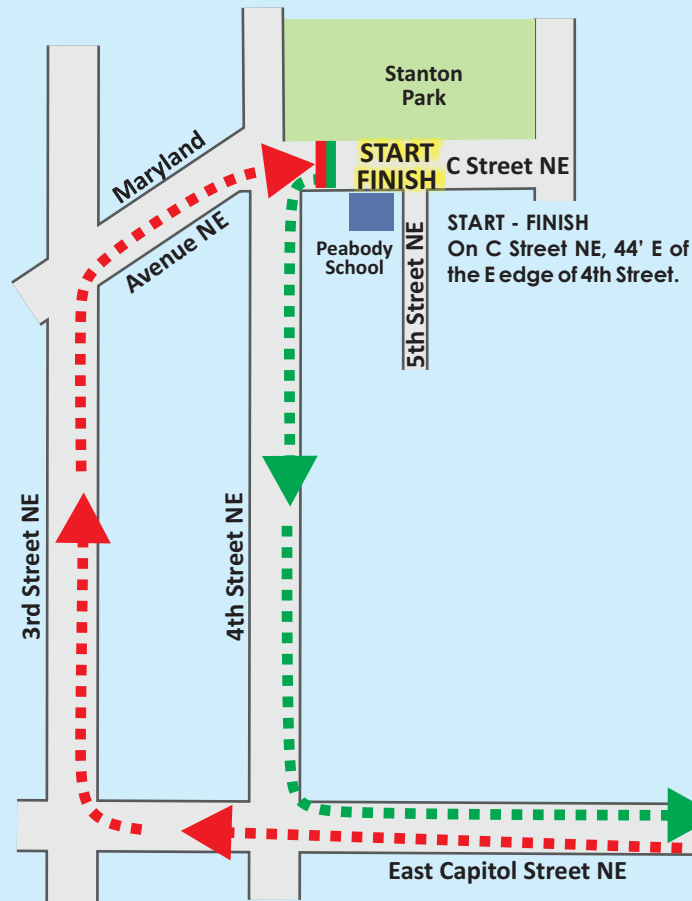
Race Resources

CAPITOL HILL CLASSIC 3K

WASHINGTON, D.C.



Certified Course DC15010RT
Effective 5-8-2015
Through 12-31-2025



MILE 1

Westbound on E Capitol. 83' before (east of) the E Edge of 9th Street; even with the walkway and front entrance for #905 E Cap. St. 84' east of E edge of 9th St.

1 Km:
E Capitol St, 157' E of 9th St; 125' W of 10th St; 5' E of light pole # 64630 on north side; in front of #912 (N side)

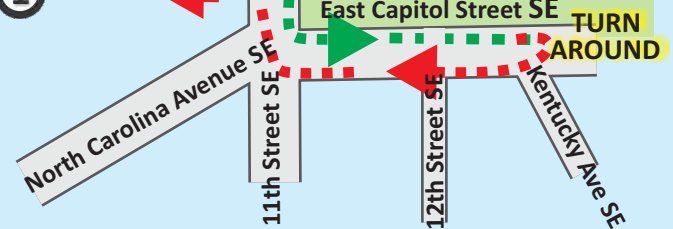
TURN AROUND

On the S side of Lincoln Park, 55 yards E of nose of junction with Kentucky Ave; at light pole #64319, in front of #1213 on right; 75' E of walkway in park; 114' E of crosswalk on speed hump. 80 feet west of the dividing island for Eastbound Mass Ave. CLOCKWISE.

= kilometer mark

= mile mark

2 Km:
152' west of W edge of 8th St; 156' east of E edge of 7th St; in front of #711 on S side and #710 on N side; 6.5' east of light pole #64697 on north side.



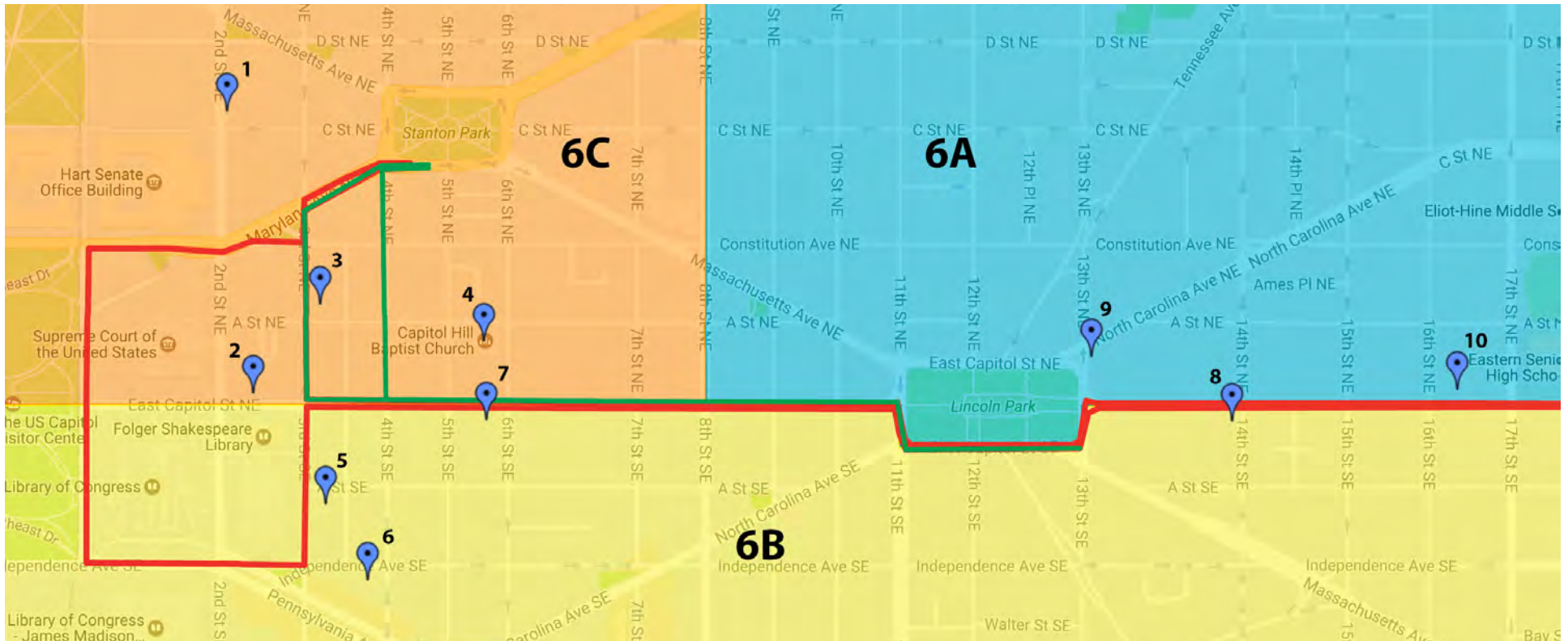
Measurement by
Bob Thurston

Map by

Race Resources

2022 Capitol Hill Classic

affected churches along 10K and 3K routes



ANC 6C

1. St. Joseph's Catholic Church
313 2nd St NE, 20002 (6C)
2. Lutheran Church of the Reformation
212 East Capitol St NE, 20003 (6C)
3. Faith Tabernacle United Holy Church
300 A St NE, 20002 (6C)
4. Capitol Hill Baptist Church
525 A St NE, 20002 (6C)

ANC 6B

5. St. Mark's Episcopal Church
118 3rd St SE, 20002 (6B)
6. Capitol Hill Presbyterian
201 Independence Ave SE, 20003 (6B)
7. William Penn House
515 East Capitol St SE, 20003 (6B)
8. Holy Comforter-St. Cyprian RCC
1357 East Capitol St SE, 20003 (6B)

ANC 6A

9. Lincoln Park United Methodist Church
1301 North Carolina Ave NE, 20002 (6A)
10. Mt. Moriah Baptist Church
1636 East Capitol St NE, 20003 (6A, parking in 6B)

race starts at 4th & C St NE at 8:30 AM



- MPD typically begins shutting down the 10K course, and immediate feeder roads, at 8:00 AM; until the race starts, they will generally allow cars to cross the course but not turn onto it. Once the race starts, the course will be closed to vehicles until the last runners (in 10K or 3K) pass any given location.

- 9:30-9:45 AM: East Capitol starts reopening (from eastern end)
- 11:00 AM: course west of Lincoln Park begins reopening

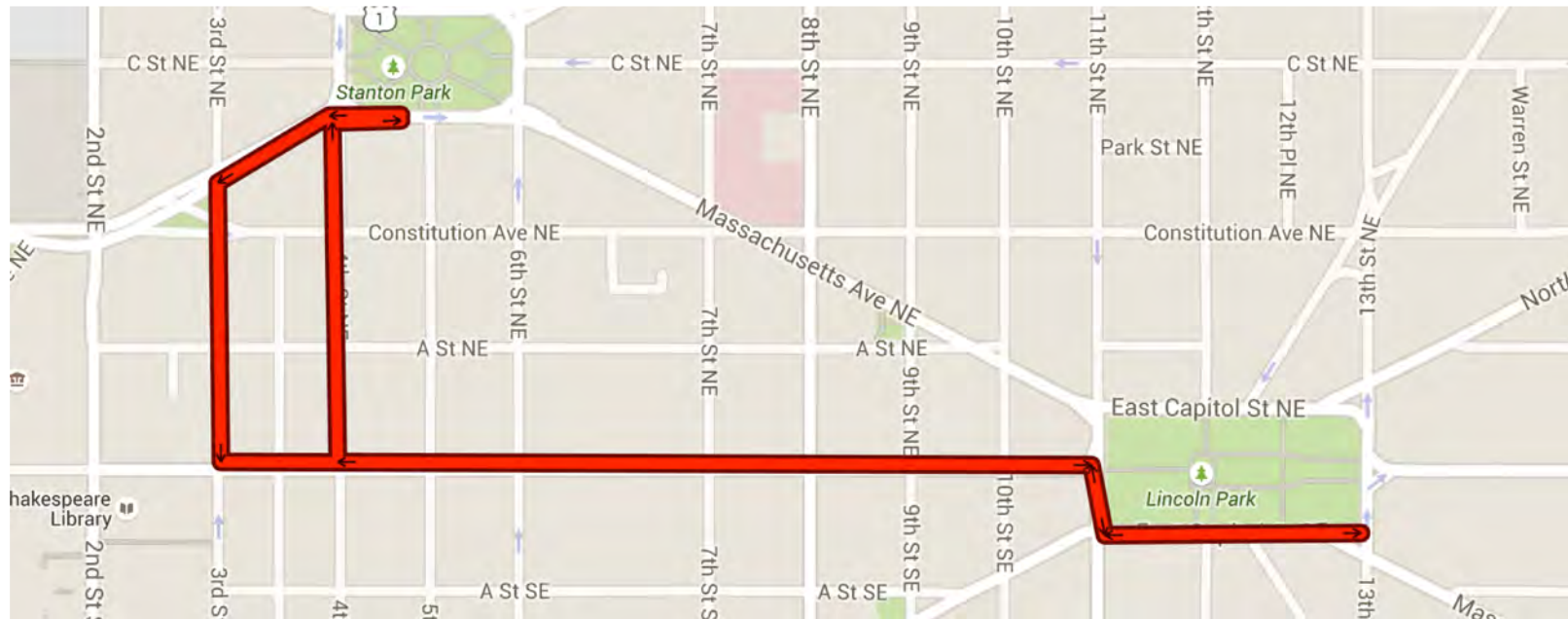
NOTE: the 10K course travels in a tunnel under C St NE north of RFK Stadium (circled on map above), meaning that cars can freely cross the course at that point.

<http://capitolhillclassic.com/road-closures/>

2023 NCB Capitol Hill Classic

3K Course

race starts at 4th & C St NE at 10:30 AM



Street Closure List (rolling closures)

- C St NE from 5th St NE to 4th St NE
- Maryland Ave from 4th St NE to 2nd St NE/Constitution
- Constitution from 2nd St NE to 1st St NE
- 1st St NE from Constitution to Independence
- Independence from 1st St SE to 3rd St SE
- 3rd St SE from Independence to East Capitol
- East Capitol from 3rd St SE to 22nd St NE, going around the SOUTH side of Lincoln Park
- 22nd St NE from East Capitol to the entrance to RFK parking lots 6 & 7

MPD typically begins shutting down the 10K course, and immediate feeder roads, at 8:00 AM; until the race starts, they will generally allow cars to cross the course but not turn onto it. Once the race starts, the course will be closed to vehicles until the last runners (in 10K or 3K) pass any given location.

Time estimates:

- 9:30-9:45 AM: East Capitol starts reopening (from eastern end)
- 11:00 AM: course west of Lincoln Park begins reopening

NOTE: the 10K course travels in a tunnel under C St NE north of RFK Stadium, meaning that cars can freely cross the course at that point.

<http://capitolhillclassic.com/road-closures/>



District of Columbia Government
Advisory Neighborhood Commission 6A
PO Box 15020
Washington, DC 20003



April 25, 2022

Mr. Chris Rodriguez, Director
District of Columbia Homeland Security and Management Agency
2720 Martin Luther King, Jr. Ave. SE
Washington, DC 200032

Re: ANC6A Support for the 2022 Capitol Hill Classic Races

Dear Director Rodriguez,

At a regularly scheduled and properly noticed meeting¹ on April 14, 2022, our Commission voted 7-0-0 (with 5 Commissioners required for a quorum) to support the 2022 Capitol Hill Classic 10K and 3K races and Children's Fun Run.

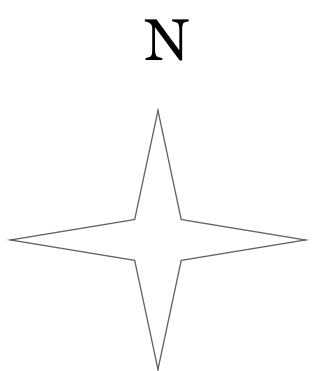
ANC6A supports this race because it is well-organized and supports the Capitol Hill Cluster School DC Public Schools that serve children from ANC6A and other nearby communities. Each year, the race organizers work closely with MPD to devise safe bump-cross routes to be used during the race to allow drivers to cross when runners are not approaching. We value the close collaboration between race organizers and our community.

Thank you for giving great weight to the views of ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at 6A04@anc.dc.gov.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

¹ ANC 6A meetings are advertised electronically on anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



- Construction Van
- Staging Area
- Area of Second Floor Balcony (Existing Structure to be Enclosed)
- Sign Post
- Fire Hydrant
- Street Lamp
- Construction Cone
- Area of Restricted Parking for Construction Van



Project Information

- TOPS tracking number: 411079
- Project Name: Existing Porch Enclosure (Permit No. B2107610)
- Address of Premise for which Public Space Work is proposed: 207 14th Place NE
- SSL: 1055 0060
- Expected work start: roughly 4 weeks after permits issued (2/27/2023), 8am-6pm
- Expected work duration: 8 weeks (until 4/24/2023)
- Narrative: *This is a small scale construction project – to enclose a second floor balcony and make it into a bedroom – will be completed within our fenced-in yard. There will be no impact on the traffic lane as the contractor will be expected to park his team's van in a restricted spot in the parking lane directly outside our fenced yard, in front of our home on 14th Place NE. Sidewalk space will not be obstructed. Movement of any work materials (wood, siding, etc.) across the sidewalk and through the front gate to/from the staging and second floor balcony areas, both of which are entirely within the fenced-in yard, will be paused for any pedestrians or bicyclists on that sidewalk (which has very little foot traffic).*

PAINA - BERGMAN RESIDENCE

207 14th Place, NE Washington, DC 20002

SITE / TRAFFIC CONTROL PLAN

[DRAFT] RESOLUTION #6A-xx-xxxx
Calling for Greater Transparency and Action to Address Sidewalk Repairs, Sidewalk Gaps, and Pedestrian Infrastructure
Adopted March 9, 2023

Advisory Neighborhood Commission 6A takes note of the following:

- Advisory Neighborhood Commission 6A strongly supports Mayor Muriel Bowser's [Vision Zero](#) efforts to ensure zero fatalities and serious injuries to users of the District's transportation systems and has consistently acted to further these goals. Sidewalks are critical infrastructure for meeting the District's Vision Zero goals: Pedestrian injuries and deaths are more than [twice as likely](#) to occur in places without sidewalks, and the presence of a sidewalk or pathway on both sides of the street corresponds to a [reduction](#) in "walking along road" pedestrian crashes of approximately 88%. [Disabled individuals and seniors](#), among other groups, are at higher risk of injury when sidewalks are missing or are not maintained. Furthermore, dangerous and missing sidewalks are not accessible and discriminate against disabled individuals, despite the District's [commitments to sidewalk accessibility](#). We are all safer with robust sidewalk and pedestrian infrastructure.
- *Yet, in the time since Mayor Bowser launched Vision Zero, not only have traffic fatalities risen in the District, pedestrian fatalities as a share of the total [have risen](#). In 2016, pedestrians were 32% of traffic fatalities, but by 2021, pedestrians were 42.5% of road deaths. In 2022, even as the total number of fatalities dropped by 12.5% and the number of drivers killed fell for the third year in a row, pedestrian deaths rose to 19, the highest in at least 12 years. Fifty-four percent of those killed by drivers in DC last year were walking, standing, or sitting beside the road.*
- In addition, the Commission has noticed that sidewalk and other pedestrian infrastructure is de-prioritized in the District's Vision Zero efforts. For example, the service level agreement timelines for sidewalk and other pedestrian infrastructure are lengthy compared to other timelines – with the District Department of Transportation committing to repairing [potholes](#) within three business days (72 hours) of the time they are reported while [sidewalk repairs](#) "require a longer timeframe and depend upon funding availability" and renewed [crosswalk striping](#) "could take 4-6 months to complete." In addition, the Mayor's [2022 Vision Zero Update](#) does not mention the word "sidewalk" once and only refers to "pedestrians" in passing.
- Advisory Neighborhood Commission 6A has experienced this de-prioritization first-hand in its efforts to seek sidewalk and other pedestrian infrastructure improvements across the Commission area. Commissioners have submitted 311 requests, worked with residents in a constantly evolving petition / Traffic Safety Assessment / Traffic Safety Investigation / Traffic Safety Input process, submitted formal Commission Resolutions and letters, and advocated before the District Department of Transportation and the DC Council seeking sidewalk and other pedestrian infrastructure improvements. These efforts have had minimal success, with requests often ignored, closed, or delayed. In an effort to draw attention to the lack of action on sidewalk and other pedestrian infrastructure

improvements, Advisory Neighborhood Commission 4B Commissioners and Commissioners across DC have organized events dedicated to submitting requests for improvements. But basic city services like sidewalk and other pedestrian infrastructure improvements should not require such intensive effort and coordinated action.

- The [Vision Zero Enhancement Omnibus Amendment Act of 2020](#) includes provisions expanding the installation of sidewalks on both sides of the street, connecting new sidewalks to existing sidewalks, and making crosswalks high-visibility crosswalks, as well as requiring publication of requests for all-way or signalized stops at intersections and requiring the District Department of Transportation to explain its reasoning when a request is denied. Notably, the Act requires third-party restoration of crosswalks and bike lanes for specific projects — and penalties for failure to comply — within timelines that are stricter than the Department applies to itself. The Act is not fully funded, however, and implementation of these key provisions is lacking. Specifically, despite provisions dedicating revenue from Automated Traffic Enforcement cameras to funding the Act and despite [specifications regarding each type of camera](#) required, the District Department of Transportation [has not met the cameras requirement](#) and it is unclear whether funds from cameras are being directed toward funding the Act.
- Following public pressure due to slow response times and other challenges with regard to traffic safety infrastructure, on October 12, 2021, Mayor Muriel Bowser and the District Department of Transportation committed to [accelerated pedestrian safety projects](#) and a streamlined process for roadway safety improvements, including high visibility crosswalks and concrete curb extensions. The public event to announce these changes was initially scheduled to take place at the intersection of 5th Street, NW, and Cedar Street, NW, by the Takoma Park Library – a location that went years with faded and missing crosswalks that Commissioners repeatedly reported to the District Department of Transportation. That event was moved to another location (in Ward 3) at the last minute, and the crosswalks at 5th Street, NW, and Cedar Street, NW, remained untreated for months, a prime example of the challenges neighborhoods face in timely implementation of basic pedestrian infrastructure. The Commission has not seen a broad or systematic improvement in the installation of high visibility crosswalks or concrete curb extensions to date, as promised in October 2021, and it appears based on [available data](#) that the vast majority of action taken was driver feedback signs.
- Residents within Advisory Neighborhood Commission 6A have repeatedly expressed concern regarding speeding and reckless driving, and they have consistently requested traffic calming along neighborhood streets. These residents have submitted 311 service requests and petitions / Traffic Safety Assessments/ Traffic Safety Investigations / Traffic Safety Inputs, as well as worked with the Commission in support of Resolutions and letters to the District Department of Transportation. Sidewalks and other pedestrian infrastructure are central to protecting residents from and preventing speeding and reckless driving.
- Advisory Neighborhood Commission 6A has persistently advocated for improved sidewalk and pedestrian infrastructure. These efforts include, but are not limited to, the following:

- [ANC 6A letter/resolution example 1]
- [ANC 6A letter/resolution example 2]
- [...]
- [Citywide Advisory Neighborhood Commission Letter](#) regarding Prioritizing Traffic Safety in Responding to Service Requests (May 3, 2021) (noting “scheduled response times are swift for certain roadway services – 3 business days to address a pothole – but 3 provide an extended timeline for other essential traffic safety measures – 130 business days for roadway signs, 270 business days for roadway striping/markings, 270 business days for sidewalk repair, and 130 business days for traffic safety investigations (plus an undetermined amount of time for potential implementation)”); *see also* [Letter](#) regarding Feedback on the District Office of Unified Communication’s 311 for City Services (Feb. 28, 2022) (recommending an audit of the 311 system, including service level agreement timelines that reflect priorities in terms of delivery of city services).

The District Department of Transportation has either not responded to these aforementioned formal Commission actions or has indicated it will not take action on Commission requests. In addition, the Department has not posted a single response on the [Advisory Neighborhood Commissions Resolutions Portal](#) despite indicating such posting was the Department’s practice, thereby limiting transparency and public access to its responses to Commission action.

- Advisory Neighborhood Commission 6A reiterates its calls for enhanced prioritization of pedestrian and sidewalk infrastructure to match the level of attention and service to roadway requests and improve pedestrian safety and accessibility, including the following:
 - **Audit & Reassessment of Service Level Agreement Timelines.** In May 2021, Commissioners across DC sent a [Letter](#) to the District Department of Transportation requesting that the Department similarly assess its service level agreement timelines, noting “scheduled response times are swift for certain roadway services – 3 business days to address a pothole – but provide an extended timeline for other essential traffic safety measures – 130 business days for roadway signs, 270 business days for roadway striping/markings, 270 business days for sidewalk repair, and 130 business days for traffic safety investigations (plus an undetermined amount of time for potential implementation).” Director Lott indicated at the Washington Area Bicyclist Association’s ANC Vision Zero Caucus meeting on October 18, 2021, that these service level agreement timelines would be reconsidered, but no additional information has been provided. In addition, timeline information on the Department’s webpages has changed, but largely has moved to vague or undetermined timelines that do not require greater urgency. *Advisory Neighborhood Commission 6A calls on the District Department of Transportation to consider and modify service level agreement timelines to best reflect citywide priorities and needs, including as to sidewalks and other pedestrian infrastructure. That information should include how*

timelines are calculated and what they include (inspection, implementation, etc.) and give consideration to the need for transparency and accountability as to completion of the work itself. Advisory Commission 4B requests that the Department create a mechanism to ensure equity in the provision of city services via 311 and communicate that mechanism to Advisory Neighborhood Commissions.

- **Sidewalk Gap Transparency & Urgency.** Commissioners are familiar with the poor condition of neighborhood sidewalks and the extended period of time needed for installation and repair (see above regarding service level agreement timelines). The District Department of Transportation's performance oversight documents indicate an even bleaker state of affairs, with [eight segments filled in Fiscal Year 2021](#). Part of the challenge is a lack of transparency: it is hard to understand the full scope of sidewalk gaps and what is needed to address those gaps in a timely fashion. In addition, there is no public information regarding the Department's priority list for sidewalk gaps. The Commission appreciates that the Department is considering adding an equity component to its methodology for prioritizing sidewalk gaps, but clearly the need substantially outweighs capacity. *Advisory Neighborhood Commission 6A calls on the District Department of Transportation to provide details confirming the full scope of sidewalk gaps, as well as the Department's sidewalk gap priority list, including information regarding which sidewalk gaps are prioritized and why, as well as the anticipated cost to address all sidewalk gaps.*
- **Proactive Sidewalk Condition Audit.** Similar to sidewalk gaps there is limited transparency regarding the District Department of Transportation's assessment of sidewalk conditions. The Department indicated in their [Fiscal Year 2014](#) and [2015](#) performance oversight documents that they were working on a survey to assess sidewalk conditions. While that survey was apparently completed in 2015 – as indicated in their [Fiscal Year 2016 performance oversight documents](#) – it has never been made public to the Commission's knowledge. Therefore, there is no way to assess the process and methods used by the Department in conducting the assessment. Furthermore, [the Department has continued to rely on that assessment](#) – completed in 2015 – in their current assessment of sidewalk conditions. Relying on outdated and non-public information further places the burden on Advisory Neighborhood Commissions and residents to document sidewalk repairs needed via 311 requests, which heightens equity challenges because some communities and individuals have the capacity to more readily and voluminously submit requests. As Commissioners know, fewer 311 requests does not inherently mean there is less need for city services in a specific neighborhood. *Advisory Neighborhood Commission 6A calls on the District Department of Transportation to publish its 2015 assessment of sidewalk conditions, including its data and methodology, as well as to conduct a new assessment to accurately reflect sidewalk conditions.*
- **Sidewalk Repair Strike Team.** Like all traffic safety infrastructure, there is a scale of sidewalk repair needs, with many requests relatively easily addressed through sidewalk grinding or patching (as opposed to sidewalk construction or

reconstruction). As sidewalk infrastructure advocates have [noted](#), “Given the broad impact and modest work for challenges we have categorized as light – and even medium – (not to mention the political value of delivering thousands of wins for communities) long response times seem like an incredible missed opportunity for the agency.” There may be opportunities with laser imaging, detection, and ranging to improve the speed and efficiency of sidewalk repairs. *Advisory Neighborhood Commission 6A calls on the District Department of Transportation to consider and implement a scale of needed sidewalk repairs to streamline the agency’s work and quickly address simpler requests. The agency already has a clear model for this in their differentiation between smaller pothole and larger “roadway repair” requests, and an equivalent sidewalk repair strike team could quickly address these requests, proactively address requests in neighborhoods with need, and assist with sidewalk quality assessments.*

- **Efficient Crosswalk Striping.** Annual pavement condition assessments of roadways should include crosswalk condition assessments to ensure equitable restriping and refinishing of deteriorated crosswalks. By no longer depending on constituent reports, the District Department of Transportation can prioritize areas based on deterioration and reduce the burden on under-resourced communities. In addition, the Department could be conducted by emerging automated technologies or through summer employment program teams. Accurate inventories would allow more targeted and efficient use of painting teams. *Advisory Neighborhood Commission 6A calls on the District Department of Transportation to explore methods of systematizing and regularizing crosswalk and pavement marking assessments and conduct assessments on an annual basis.*
- **Coordinating Paving & Pedestrian Infrastructure.** The District Department of Transportation has a proactive program for resurfacing streets on a cyclical basis, but streets are frequently repaved without adding long-requested traffic safety infrastructure, including sidewalks and other pedestrian infrastructure. Repaving projects should always include a review of open 311 requests and Traffic Safety Inputs (previously Traffic Safety Investigations and Traffic Safety Assessments) for the relevant location to include sidewalk repairs, curb extensions, high-visibility crosswalks, and vertical traffic calming (raised crosswalks, speed humps, and speed tables), when feasible – a principle embodied in the [Vision Zero Enhancement Omnibus Amendment Act of 2020](#), which requires addressing sidewalk gaps during roadway resurfacing and reconstruction. [Research indicates](#) that drivers increase speeds on newly paved roads; including improved sidewalks, crosswalks, and other traffic calming measures while repaving will help to reduce risk to pedestrians and other road users. *Advisory Neighborhood Commission 6A encourages the District Department of Transportation to better integrate sidewalks and other pedestrian infrastructure into its [PaveDC](#) program, including through mandating review of open 311 requests and Traffic Safety Inputs when implementing road paving to better holistically address traffic safety infrastructure.*
- **Safe Accommodations.** When construction occurs in or requires closing a sidewalk, Section 3 of the [Bicycle Safety Amendment Act of 2013](#) requires the

permittee to provide a “safe accommodation” allowing sidewalk users to get around the closure and specifically instructs the District Department of Transportation to issue rules that “[t]reat the blockage of a sidewalk ... the same as the closure of a lane of traffic, and ... apply similar regulations as that of a closure of a lane of traffic.” The Department regularly approves permits that close sidewalks without safe accommodations, however, and holds itself exempt from permitting requirements, including the need to provide safe accommodations around its own sidewalk closures. The Department would not close a street for pothole repair or allow another agency to do so without a signed and noticed detour. As the Bicycle Safety Amendment Act of 2013 provides, similar requirements should apply for sidewalk closures. The Department must not make the District less accessible while it works to make the District more accessible. *Advisory Neighborhood Commission 6A calls on the District Department of Transportation to provide safe accommodations around all sidewalk repair and restoration projects, as well as to require such accommodations from other public agencies, such as DC Water, which receive permits for construction in sidewalks.*

- **A Plan & Funding to Meet Need.** The aforementioned requests highlight that sidewalk and other pedestrian infrastructure needs are often addressed on a piecemeal and incomplete basis, relying on resident requests and creating additional burdens and hurdles for under-resourced communities. The District Department of Transportation should holistically address need for a robust pedestrian infrastructure network and the full cost to meet need. *Advisory Neighborhood Commission 6A calls on the District Department of Transportation to develop a multi-year pedestrian capital improvement plan that, if funded, will close sidewalk gaps and restore all pedestrian infrastructure to a state of good repair.*

THEREFORE, BE IT RESOLVED:

- That Advisory Neighborhood Commission 6A calls on the District Department of Transportation to implement the above recommendations to prioritize pedestrian conditions through planning and implementation of improved service level agreement timelines, better and more regular pedestrian condition assessments, and more regular repair and improvement of sidewalks and pavement markings.
- That Advisory Neighborhood Commission 6A calls on the DC Council to require the District Department of Transportation to provide a multi-year pedestrian capital improvement plan that, if funded, will close sidewalk gaps and restore all pedestrian infrastructure to a state of good repair.

FURTHER RESOLVED:

That the Commission designates Commissioner xxx, ANC 6A0x; Commissioner xxx, ANC 6A0x; and Commissioner xxx, ANC 6A0x, to represent the Commission in all matters relating to this Resolution.

FURTHER RESOLVED:

That, in the event the designated representative Commissioners cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matter relating to this Resolution.

FURTHER RESOLVED:

That, consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions, and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

Attested by:

Amber Gove
Chair, Advisory Neighborhood Commission 6A
March XX, 2023

This Resolution was approved by a vote at a regular public meeting (notice of which was properly given, and at which a quorum of ___ members was present) on March 9, 2023, by a vote of _ yes, _ no, _ abstentions.