

Agenda
ANC 6A Transportation & Public Space Committee Meeting
Tuesday, June 20, 2023 at 7:00 pm
Virtual Meeting via Zoom

For those attending via Zoom: use this link: <https://us06web.zoom.us/j/86893918215>

Call-in Number: 1 301 715 8592

Webinar ID (access code): 868 9391 8215

One tap mobile: +16465588656,,86893918215#

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.
 - A. Florida Avenue NE Streetscape Project Update. Mr. Mohammed Dahir, District Department of Transportation (DDOT) Project Manager, and Mr. Ali Shakeri, DDOT Program Manager, will provide and update on the [Florida Avenue NE Streetscape Project](#) and address community safety concerns with related contractor work. A representative of Washington Gas will also attend to address community concerns.
 - B. Maury Elementary School Parking Zone application. Jason Meggs, DDOT School Parking Zone Program Manager and Maury Elementary School representatives will provide an update on the application for daytime permits for Maury staff to park in Residential Parking locations in 6A. Link to program summary: <https://www.parkdc.com/pages/programs#schoolparking> Link to survey responses: https://www.surveymonkey.com/results/SM-2v1ReF6bXpVDCeblCratwg_3D_3D/
 - C. Update on K St Roadway Improvement Project. (Speaker TBD).
- I. New Business.
 - A. Vision Zero streetscape hardening. Mr. Othman Chebli of the DDOT Vision Zero Team will provide an update on streetscape hardening at 13th St NE and Constitution Ave NE and at 11th St NE and East Capitol St.
 - B. Public Space Permit Application #11005761. Commissioner Dooling (or the property owner) will present the permit application for a new un-enclosed sidewalk café at Daru, 1451 Maryland Ave NE.
 - C. Ward 6 Sidewalk Survey. Commissioner Shapiro will report on the results of the survey.
 - D. Pedestrian concerns in 6A. Cheryle Adams, Ward 6 Representative, Pedestrian Advisory Council.
 - E. Speed management adjacent to Miner Elementary. Commissioner Dooling to introduce and suggest a resolution.
 - F. Study potential one-way conversion for 1400 G St NE. Commissioner Dooling to introduce and suggest a resolution.

IV. Additional community comment (time permitting).

V. Adjourn meeting.

Government of the District of Columbia
Department of Transportation



DDOT's School Parking Zone (SPZ) Program
Frequently Asked Questions

What is the School Parking Zone Program?

The School Parking Zone Program, or SPZ Program, was created to help DC Public and Charter School staff access curbside parking near their school. The program allows participating schools to apply for parking permits to use in RPP zones. To qualify, the school must take steps to reduce the number of motor vehicles commuting to the school. The SPZ Program has been established pursuant to [DC Code § 50–2541. “School parking zones”](#) and DCMR, Chapter 18 Section 2445 [final regulation expected in summer 2022].

Where can my school get more information?

For more information about the SPZ Program, visit:

<https://www.parkdc.com/pages/programs#schoolparking>

For general resources on school transportation options and benefits, visit:

<https://godcgo.com/school/>

What steps does a school need to take to join the program?

To qualify for the SPZ Program, the school will need to:

- Identify a [School Transportation Coordinator \(STC\)](#)
- Write and implement a [Sustainable Transportation Plan](#) with help from goDCgo
- Distribute a Staff Commuter Survey to school staff (provided by goDCgo)
- Obtain endorsement from the school's leadership
- Submit an SPZ Application form.

DDOT's goDCgo program helps schools achieve eligibility by offering consultation support, an easy-to-use STP template, and by providing the STC with a link to the required School Staff Commuter Survey. Staff members can then complete the survey individually. To find these and more school transportation resources, please visit: <https://godcgo.com/school/>

More information about the SPZ Program is available here:

<https://www.parkdc.com/pages/programs#schoolparking>

What is a School Transportation Coordinator?

A School Transportation Coordinator, or STC, is a representative that helps to oversee the school's commuter program and transportation initiatives. The STC serves as the central point of contact for both employees as well as goDCgo program representatives.

A school must have an STC to be eligible for a School Parking Zone (SPZ).

To learn more: https://godcgo.com/wp-content/uploads/2021/07/STC-Toolkit_07.20.21_R1.pdf

How can I become a School Transportation Coordinator for my school?

To become a School Transportation Coordinator (STC), talk with your school administration, and consult the STC Toolkit, located here:

https://godcgo.com/wp-content/uploads/2021/07/STC-Toolkit_07.20.21_R1.pdf, or email goDCgo, info@godcgo.com. A goDCgo staff member will respond with the information needed to get started. You can also find more resources, and schedule a 30-minute consult with the goDCgo Schools Outreach Coordinator at this site: <https://godcgo.com/school/>

How is the community involved in approving an SPZ for a school?

Residents can work with their ANC to formally request a School Parking Zone (SPZ) through an ANC resolution, or to comment on an existing SPZ request. DDOT encourages school staff to talk with their neighbors and ANC Commissioners, particularly those closest to the school (each commissioner represents an area called a Single Member District). In the best-case scenario, both the school and neighbors support the SPZ application.

You can find more information about ANCs, including [a map](#) where you can search by address, and other ways to locate ANC commissioners for specific areas, here: <https://anc.dc.gov/>

If the school or a member of the public requests an SPZ outside of an ANC resolution, DDOT will notify the ANC where the school is located, and any ANC within a quarter mile of the school's location. DDOT provides an opportunity for the ANC(s) to take input from the public and communicate formal feedback to DDOT.

At any time, a member of the public can contact DDOT with any concern or request about any existing or proposed SPZ through ParkDC.com or school.parking@dc.gov.

What happens if two schools near each other want a School Parking Zone?

Two or more schools that are close to one another can all apply for SPZs. In some cases, the permits would work in the same areas. DDOT will consider the impacts of having more SPZ permits active in the same area when granting SPZ permits, just as DDOT considers all the

curbside demands. If a school near another school that already has an SPZ applies for an SPZ at a later date, DDOT will consider adjusting the number of SPZ permits for both schools.

Can everyone who works at a school get permits?

No. The number of permits given to each school will be limited and reduced each year to support the school's efforts to increase carpooling, vanpooling, transit, biking, and walking commutes.

Who can get a school parking permit?

All staff working at DC Public School (DCPS) and DC Public Charter School (PCS) schools are eligible if the school participates in the program.

What if I live in Maryland or Virginia or some other state? Can I get a school parking permit?

Yes, if your school provides you with one. All employees working at DC Public School (DCPS) and DC Public Charter School (PCS) schools are eligible if the school participates in the program.

Who decides who gets a permit at each school?

The school will designate a staff person who distributes the permits to school staff. The School Transportation Coordinator (STC) or their designee will allocate permits, as there will not be one for each staff member. DDOT provides guidance requesting schools to give permits to those with the greatest need, and to prioritize carpools and vanpools. DDOT recognizes that staff at the school know best about their colleagues' needs and their individual school's policies.

How will school staff get the permits? Will they have placards on the dashboards of their vehicles?

The school's School Transportation Coordinator (STC) authorizes individual staff to purchase their permit. Staff will log in to [ParkDC Permits](#) and purchase an annual permit. Staff will need to print a pass from the ParkDC Permits system and display it on their dashboard.

How much does the permit cost and how long is it valid?

The School Parking Zone (SPZ) permits will cost \$50 per year. They are valid for the school year, from August 15 to the following August 14. If the permit is purchased partway through the year, it still expires on August 14, at the end of that school year, and the price is still the same. To allow the school to renew its participation in the SPZ program, expired permits will be honored for an additional 30 days, to September 14.

Where will school staff with these permits be able to park?

School staff will be allowed to park in certain Residential Permit Parking (RPP) areas, in addition to areas where parking is permitted without the permit. Permits will typically be valid for streets with RPP restrictions within the Advisory Neighborhood Commission (ANC) where the school is located. If a school is located within a five-minute walk of a second ANC, then DDOT may make permits eligible in the second ANC so that school staff have access to parking that is comparable to schools that are not near an ANC boundary. Staff will be given guidance to minimize impacts on residents and school operations by avoiding the streets next to the school and observing other parking restrictions (such as street sweeping, entrances, and loading zones).

What if I work at a daycare, private (independent) school, or a college or university?

Staff working at these types of institutions are not eligible for the School Parking Zone (SPZ) program and cannot receive SPZ permits.

How many permits can a school get?

The maximum number of School Parking Zone (SPZ) permits will be based on the number of vehicles that staff drive and park at school at the time of the school's application. The number is then reduced each year until a target number is reached. The target is based on the amount of parking DDOT would recommend for a new school undergoing zoning approval today. This provides school staff an opportunity to gradually transition to other ways of commuting and reduce their dependence on driving.

What if a school expands? Will the school still have the same number of permits?

When a school expands and the number of staff increase, the number of permits can be adjusted accordingly. DDOT will recalculate how many permits would be issued that year based on what would have happened if the new conditions had existed when the school originally enrolled in the program.

Will the SPZ program make it harder for me to find parking in my neighborhood?

The program is designed to maintain parking for residents while also serving school parking needs. The program will allow more vehicles to park on RPP-restricted streets, but the number of permits will be capped and reduced annually. In many cases school staff may already be parking on residential streets prior to SPZ permits being issued, so residents may not notice a difference. The program provides a framework to both legalize existing school-staff parking and manage it better, while steadily reducing the overall need for parking. In this way the program aims to make the existing parking behavior easier to manage and more transparent. DDOT encourages school staff and neighbors to work together on solving problems related to the SPZ program. DDOT will also make adjustments to SPZ permits if needed.

How do I report concerns about an SPZ in my neighborhood?

Anyone with concerns related to a particular School Parking Zone (SPZ) or the SPZ Program, contact school.parking@dc.gov

I live near a school. May I provide a Visitor Parking Pass to someone who works at my neighborhood school?

No. The visitor passes are for visitors who are visiting a home, not to any other local address. DCMR Chapter 18-2414.1 requires that visitor permits are used, “for use by visitors to the housing unit,” not for people commuting to work.

Please refer the staff person to the School Parking Zone (SPZ) Program information here: <https://www.parkdc.com/pages/programs#schoolparking>

What is the penalty for misuse of the program?

If someone uses a School Parking Zone (SPZ) permit outside of the designated ANC area or areas, for longer than the posted time limit for those without a valid permit, then their vehicle will receive a citation for illegal parking in an RPP zone. If the violation occurs in a loading zone, No Parking zone, or other restricted area, the penalty would vary according to the regulation for that zone.

How will the District enforce the permits?

The Department of Public Works (DPW) will monitor the use of the permits and will issue parking citations for any violations.

Please contact school.parking@dc.gov with any questions.

Sidewalk Safety and Maintenance

ANC 6A TPS Committee

Commissioner Roberta Shapiro, SMD 6A03

6/20/2023

Anecdotal concerns about sidewalk safety and maintenance leads to quest for data

- Numerous anecdotes about:
 - Sidewalk falls and injuries
 - 311 requests for repairs without timely or adequate response
 - 311 requests that are marked completed without any remediation
- Casual inspection shows numerous examples of poor sidewalk maintenance
- DDOT's "performance standard" is 270 days for sidewalks; 3 days for potholes



Sidewalk Repair

Please use this service request type for a sidewalk repair investigation. Please identify the specific issue location, describe the sidewalk problem and if possible, the type of sidewalk material (i.e. concrete, brick or other surface). Please also provide any information regarding the severity of the damage to the sidewalk's surface (i.e. cracked or broken, missing bricks, tree roots pushing up through the sidewalk).

Service Resolution Estimate:
270 Business Days

REQUEST

- City is paying \$1.9 million plus/year in judgements/settlements for sidewalk injuries

Just the Facts Ma'am, Just the Facts

- Recent survey of Hill-area residents re: sidewalk safety and maintenance
- Co-sponsored by ANCs 6A, 6B, 6C and Capitol Hill Village
- Disseminated through CHV, ANCs, Councilmember Allen's office, and neighborhood listservs, newsletters and blogs.
- Also, FOIA'd sidewalk related 311 requests from DDOT

Survey Results

- Survey open from May 20th through June 14th.
- **473** household responded with data about the respondent and other household members
- Caveat –possible selection bias
- **64.3%** of respondents rated sidewalk conditions as either “very poor” (4%), “poor” (13%) or “fair” (48%)
- Approximately **25%** had reported a sidewalk related problem via 311
 - Of those **88%** felt response *time* was “very poor” (43%), “poor” (29%) or “fair” (16%)
 - **68%** felt response *quality* was “very poor” (34%), “poor” (14%) or “fair” (20%)

305 respondents reported that they or a member of their household fell in the community

Many experienced multiple falls

5. In the last **two years**, have you or someone in your household fallen while walking in our community?

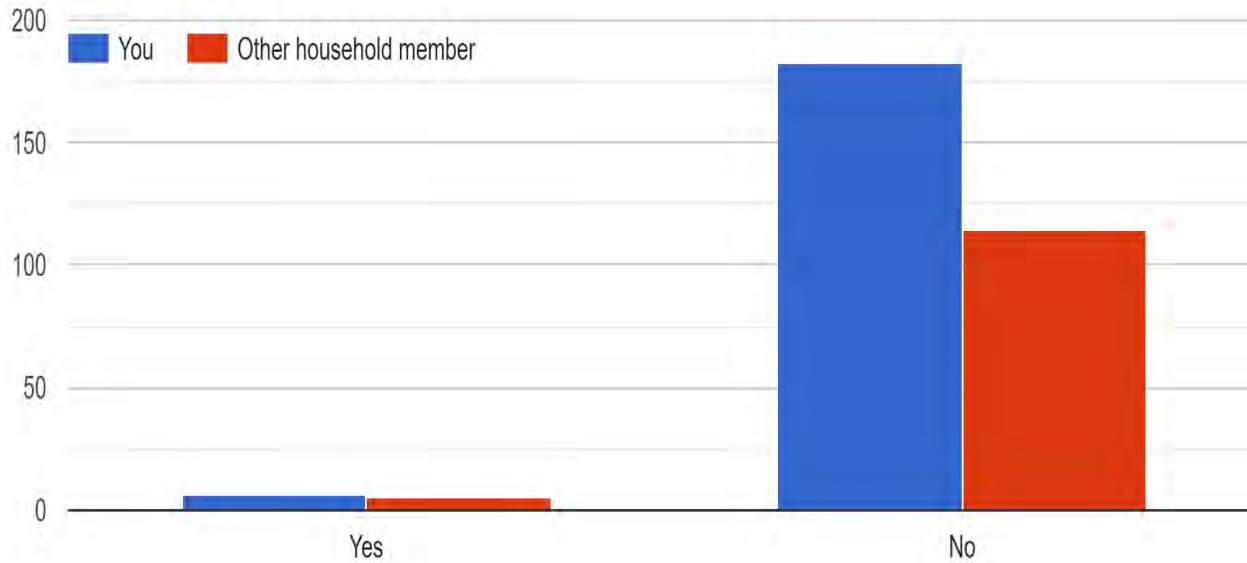


473 responses

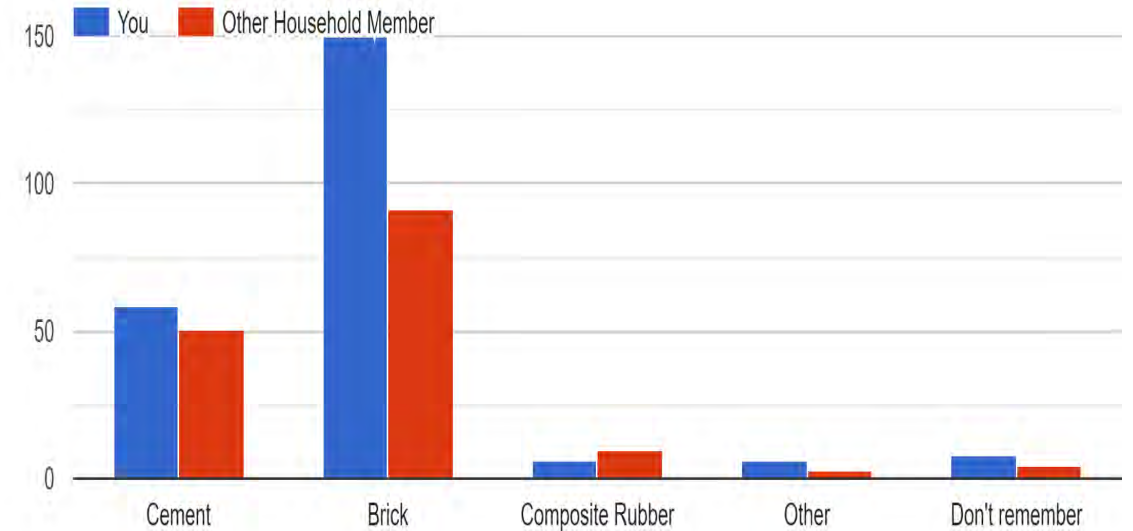


Snow/ice were *not* factors, but surface type seems to correlate

7. When you fell, was the surface covered with snow or ice?

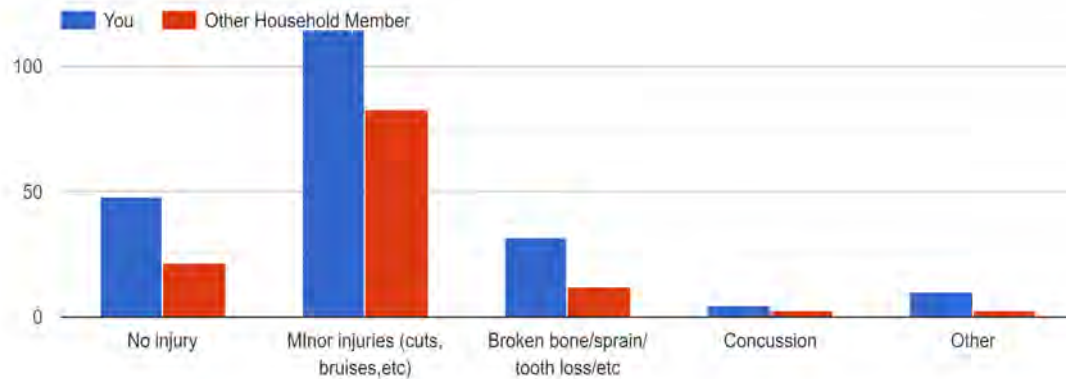


6. If you or a household member fell, identify the type of surface on which the fall occurred.

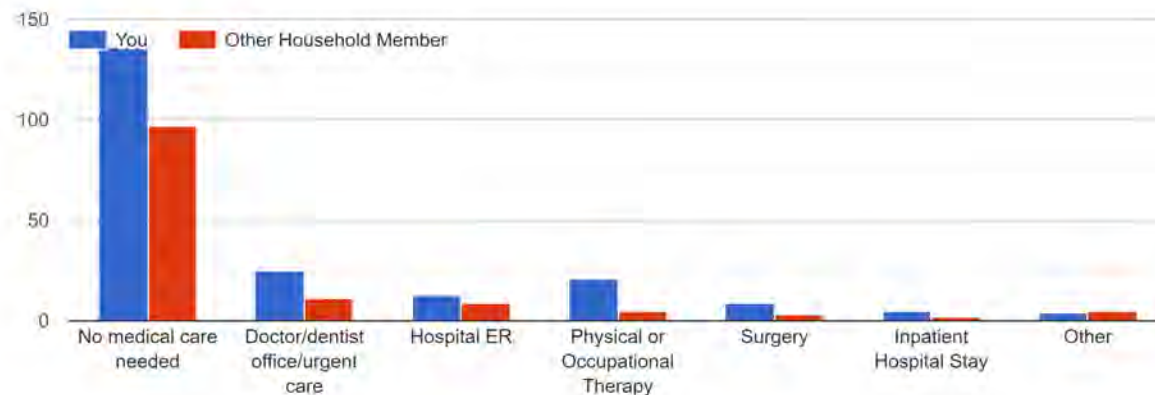


Injuries

9. What injury(ies) did you, or another member of your household, sustain as a result of falling?



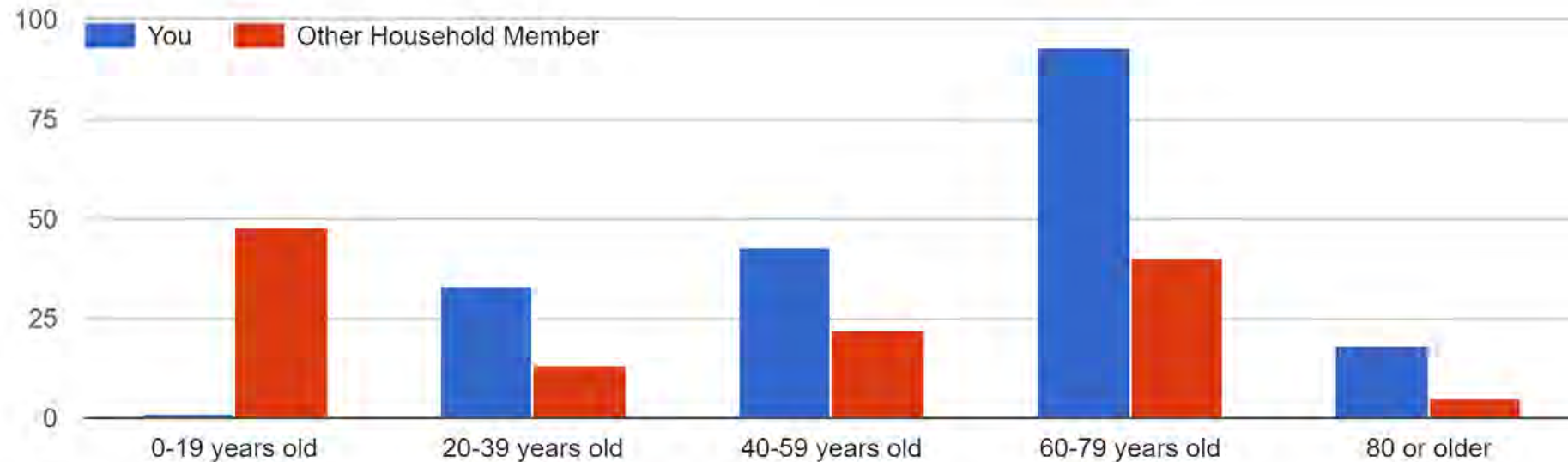
10. Did the fall require medical care. If so, what type(s)?



- **263** injuries were reported
- 198 were minor injuries but **63** included breaks, sprains, loss of teeth, concussions, etc.
- Falls generated **114** uses of medical care ranging from MD/DDS visits to 12 surgeries and 7 inpatient hospital stays
- **77** people reported disabilities incl. 6 permanent

Not just us “old” folks! 105 people younger than 40 years old fell

12. What age category do you or the other person who fell fall into?



Open ended comments: 400-plus

Sidewalks are unsafe, especially brick sidewalks

Poorly maintained

Scooters, bikes and other “intrusions” are an issue.

- 184 Problems with Bricks
- 52 Issues related to trees and shrubs (Roots interfering with sidewalks, tree boxes, overhanging branches, etc.) However, people want to protect trees
- 29 Scooters and bike riders or scooter and bikes on sidewalks
- 6 Lighting
- 140 Other
 - 52 mentioned the lack of preventive monitoring and maintenance of sidewalks and/or slow or no response to 311 requests
 - 24 re: Sidewalk/crosswalk design -curb cuts, wheelchair and stroller accessibility, crosswalks, ADA compliance, with, cafes, trash cans and other intrusions
 - 9 re: lack of historic precedent for brick, preference for concrete or rubberized material (3 supported brick)
 - 9 re: construction hazards, utility work with unrepaired/poorly repaired sidewalks
 - 3 mentioned EV charging cords across sidewalks

“The current non-flexible brick with which our sidewalks have been covered is totally inappropriate for sidewalks ... The bricks ...become a trip and fall hazard. I am 70 years old and should (and want to be) walking for exercise. But I can't here - I have tripped and fallen on uneven bricks twice ...I hit my head...and severely sprained my wrist and fingers, ...The sidewalks were cement (and much more even) when I moved here in the late 1980s...The brick was a most unwelcome change. It is treacherous and historically inaccurate...”

“The sidewalks in some places are extremely difficult to push a stroller down”

“Please also consider the challenges that cracked or broken sidewalks present to wheelchair users. It can cause the chair to tip which came close to happening with my husband. If it did happen he would definitely break bones.”

“As a runner I run in the street bc the sidewalks are so bad.”

“My suggestion would be to create a map that we can crowd source to keep DDOT informed of issues and track changes.”

“Appreciate the survey and the attention. I love walking in our neighborhood and don't want another mishap!”

“The quality of the walking environment is key to neighborhood success.”

FOIA for 311 Sidewalk Related Requests

FOIA Request

Request

For the most recent 36 months for which data are available. The information is requested as an Excel, CSV or Google Sheet with the following columns of data for all locations in ANC6A.

- 1) Case # for all 311 requests related to sidewalk safety or maintenance.
- 2) Date filed
- 3) Location (address) associated with the problem
- 4) Nature of the issue (e.g. missing brick, cracked sidewalk, bulging sidewalk, etc.
- 5) Fall or injury, if recorded
- 6) Status (Open, closed, etc)
- 7) Date any repairs or remediation was completed.
- 8) Nature of any repairs, remediation or other work performed.

Response

- **Incomplete**
- **Confusing**

Here is what we tentatively know...

Values	CLOSED	COMPLETE	OPEN (6/16)	SCHEDULED (6/16)	Grand Total
Average # of Days	73	29	86	100	76
Counts	205	15	68	24	312

Day Range	1(1--13) days	2(14-29)	3(30-59)	4(60-89)	5(90-149)	6(150-209)	7(210-269)	8(270+)	Grand Total
CLOSED	57%	1%	7%	7%	10%	8%	2%	8%	100%
COMPLETE	47%	0%	27%	27%	0%	0%	0%	0%	100%
OPEN (6/16)	43%	1%	0%	9%	22%	15%	9%	1%	100%
SCHEDULED (6/16)	33%	0%	4%	8%	25%	13%	17%	0%	100%
Grand Total	52%	1%	6%	8%	13%	9%	4%	5%	100%

STATUS	>90 days
CLOSED	28%
COMPLETE	0%
OPEN (6/16)	47%
SCHEDULED (6/16)	54%
Grand Total	33%

What does “closed” or “complete” really mean?

Address	Status	Actual Finish2	Verified by Verified Date	Status = Repaired Well, Repaired Poorly, Not Repaired
629 11TH STREET NE,WASHINGTON,DC,USA,20002	CLOSED	9/17/2021	Roberta	Repaired
806 F ST NE	CLOSED	3/31/2022	Roberta	Repaired
617 11TH STREET NE,WASHINGTON,DC,USA,20002	CLOSED	8/19/2022	Roberta	Poorly repaired
1016 F STREET NE,WASHINGTON,DC,USA,20002	COMPLETE	8/30/2021	Roberta	Not Repaired
714 11TH STREET NE,WASHINGTON,DC,USA,20002	CLOSED	5/26/2021	Roberta	Not repaired
812 F ST NE	CLOSED	3/31/2022	Roberta	Not repaired
800 F ST NE	CLOSED	3/31/2022	Roberta	Not repaired
819 F STREET NE	CLOSED	3/1/2023	Roberta	Not repaired

6/16/2023



Today, 6/20 ...After



Also, on
same block
and reported
June 17th



Alternatives?



In conclusion, one survey respondent said ...

“The quality of the walking environment is key to neighborhood success.”



Resolution: Ask City Council to commission a formal assessment and plan to systematically maintain or replace dangerous sidewalks, in the Hill-area, to achieve a safer, pedestrian-friendly environment.

- More walking/less injuries
- Less spending on settlements/judgements



**GOVERNMENT OF DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION
1100 4TH STREET SW / 2ND FLOOR, WASHINGTON, DC 20024**



PUBLIC SPACE OCCUPANCY/PARKING PERMIT

		PERMIT NO:	PA10859327
EWR No:		Source Permit:	
Location:	1451 MARYLAND AVENUE NE		
Permission Granted To:	Dante Datta	DCRA License Number:	CO2101793
Permit Fee No:	301485308	Permit Fee Amount:	\$55.00 (Waived)
Meter Fee No:		Meter Fee Amount:	\$0.00
Deposit No:		Deposit Amount:	\$0.00
Public Inconvenience Fee No:		Public Inconvenience Fee Amount:	

Permission is hereby granted to the entity named above to perform the work described herein at the address shown above in strict accordance with all conditions stated on all pages of this permit as well as on the application submitted.

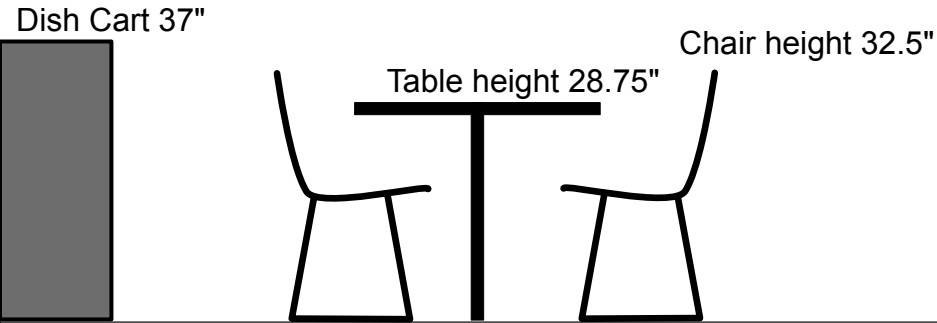
Event: Temporary Sidewalk Table Service	Number of Steel Plate:	Spaces Occupied: 0
Approved sets of hours and days:		
Time		Days
8:00 AM	12:00 AM	Sun Mon Tue Wed Thu Fri Sat
Meter Numbers (If applicable):		

Location Description: Large sidewalk area on the Maryland Avenue NE side of this corner property. Set up temporary streatory with social distancing per drawing.

- Conditions:** *"Emergency No Parking" and "Reserved Parking" signs must be posted no less than 72 hours in residential zones and 24 hours in business zones prior to occupancy. Signs must be immediately removed upon completion of work.
- *All work and occupancy must comply with all District regulations and statutes. Violation may result in revocation of this permit.
 - *If street, alley or sidewalk closures are involved, approved Traffic Control Plan (TCP) is a part of this permit and must be on site at all times and visible from public space.
 - *Must not block any Metro Transit bus stops or Metro entrances without the permission of WMATA and DDOT.
 - *Must not block Fire Hydrants or any important utility structures (e.g. manholes, vault grates, ventilation, traffic signal box, etc...)
 - *Must not occupy Loading Zones and driveways.
 - *No crossing of sidewalk with trucks unless permission is granted and noted on TCP by DDOT.
 - *Only registered commercial vehicles directly needed for construction are permitted to be parked in the area defined by this Permit when applicable.
 - *Permit holder is responsible for all damage to public space as a result of work done under this permit.
 - *Permit holder is responsible for obtaining any additional permits required by statute or regulation including DOH, WASA, FEMS, MPDC, DDOT and DCRA permits.
 - *Prior to street, alley and sidewalk closures Permittee must immediately notify FEMS, MPDC and MPTD.
 - *Renewals require all prior public space permits be on premise.
 - *This permit is revocable at any time at the discretion of FEMS, MPD and/or DDOT.
 - *This permit must be on site at all times and visible from public space.
 - * Person(s) who posts an unauthorized sign or removes an authorized sign is subject to a fine of \$100 per day.
 - * Trash containers and Moving Containers are to be placed in curb lane at the front of this property unless specified elsewhere on the Permit.
 - *No work or construction in public space is authorized by this permit.
 - *No work is permitted before 7am or after 7pm Mon. thru Sat. or all day Sun.. Work before 7am or after 7pm Mon. thru Sat. or all day Sun. requires permit from DCRA.
 - *Permit holder is responsible for contacting DDOT at 202-671-2020 to request the reinstallation of parking meters.
 - *This permit is not valid until the later of the Effective Date and the Issuance Date.
- All street trees located within the work zone shall have a 6' high chain link fence placed around the tree space to the extent of the box (min 4' x 9') or in a continuous planting space to the extent of the dripline. The fence shall be installed prior to work starting and removed after work has been completed.

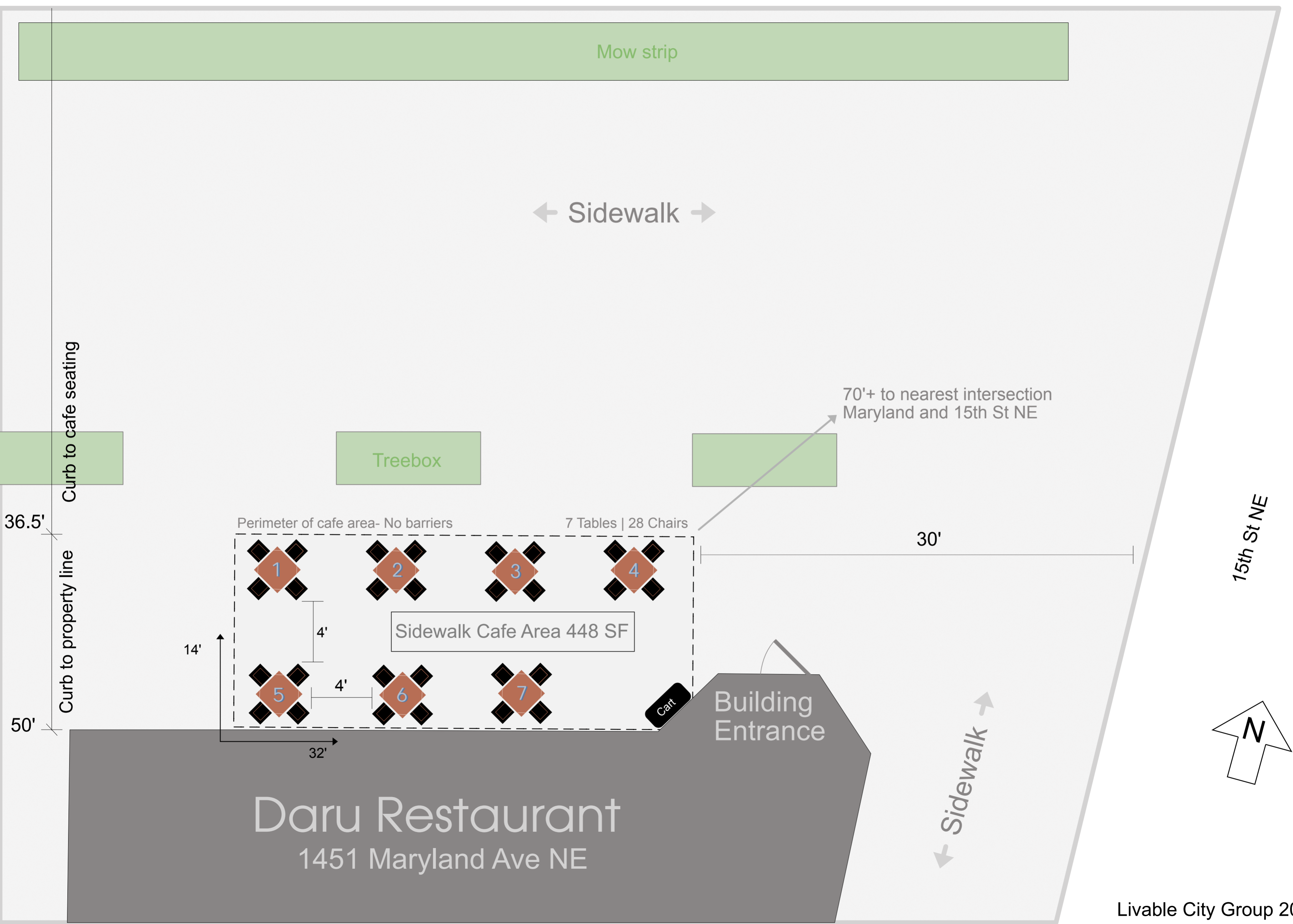
Permit Effective: 05/12/2021	Permit Expires: 05/20/2021
Marquita Smith	Everett Lott
Public Space Permit Staff	Director

Cross section elevations of Daru Cafe



Daru Sidewalk Cafe Diagram

Maryland Avenue NE



Mow strip

← Sidewalk →

70'+ to nearest intersection
Maryland and 15th St NE

Treebox

Perimeter of cafe area- No barriers

7 Tables | 28 Chairs

30'

Sidewalk Cafe Area 448 SF

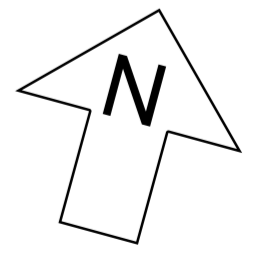
14'

32'

Cart

Building
Entrance

15th St NE



← Sidewalk →

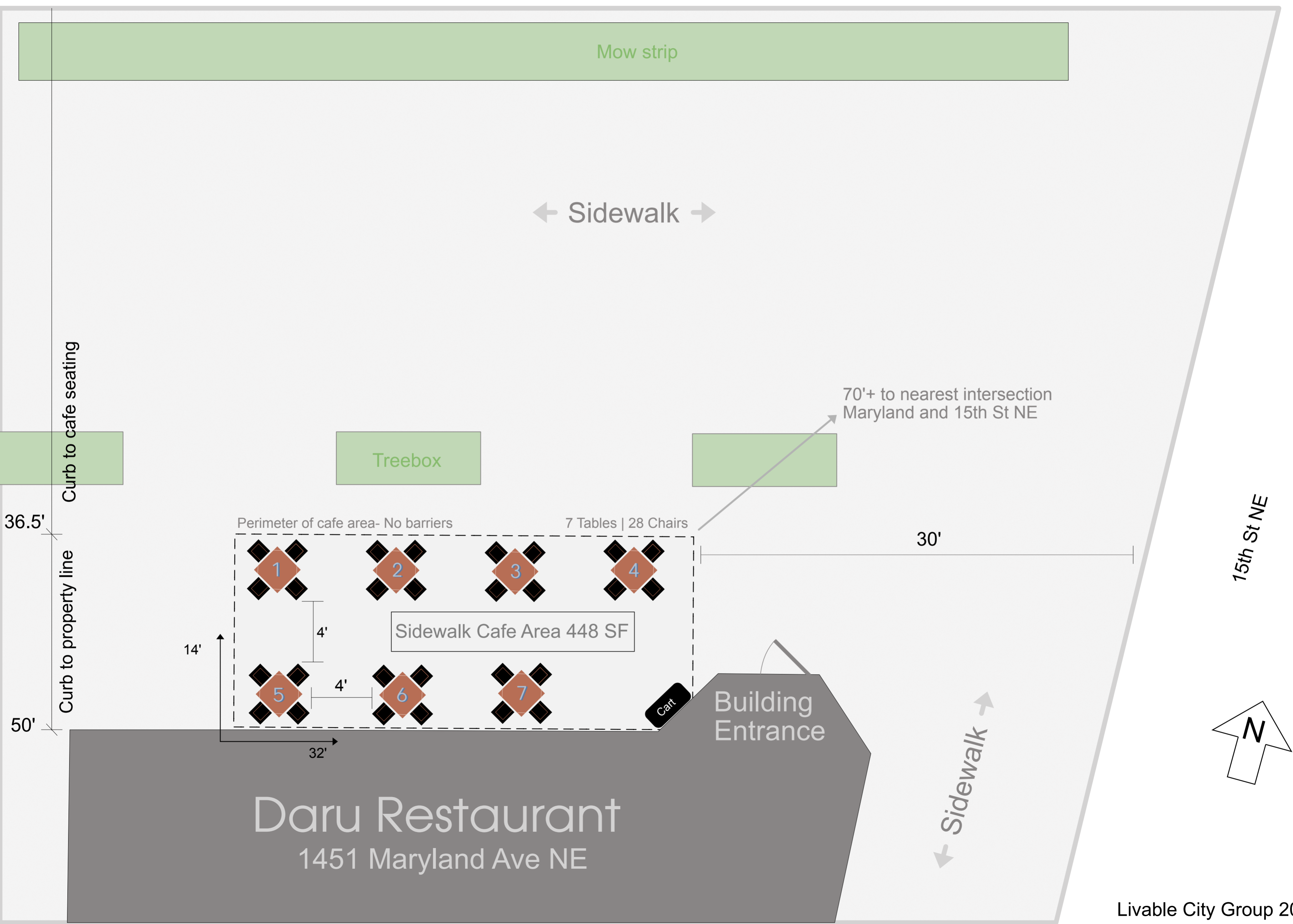
Curb to cafe seating

Curb to property line

Daru Restaurant
1451 Maryland Ave NE

Daru Sidewalk Cafe Diagram

Maryland Avenue NE



Daru Restaurant
1451 Maryland Ave NE