

AGENDA

ANC 6A Transportation & Public Space Committee Meeting

Call-in Number: 202-860-2110

Meeting number (access code): 172 565 6528

For those attending via WebEx: use this link:

<https://dcnet.webex.com/dcnet/onstage/g.php?MTID=e9559d4e3fdc5b9521e5e55b60e404854>

Public Meeting - All are welcome

Monday, September 21, 2020 at 7:00 pm

- I. Call meeting to order
- II. Introductions & Announcements (5 minutes)
- III. Community Comment (5 minutes)
- IV. Old Business
 - A. Response from Andrew DeFrank as to whether raised crosswalks are available as a possible traffic calming solution.
 - B. Progress report on outstanding issues - list will be provided to Mr. DeFrank, in advance.
 - C. Consideration of additional pedestrian/traffic safety issues, as suggested by commissioners and community members (see list at end of document) - this may be taken out of order or postponed to allow time for adequate discussion of new business items.
- V. New Business
 - A. Notice of Intent - Tennessee Ave NE Advisory Bike Lanes. The general concept is for two-way vehicular traffic to share a single central lane with parking and bike lanes on either side. (see attached drawings and notes from DDOT below)
 - B. Public space application at 1660 Gales St. NE for exception from fence requirement. Applicant is requesting a 6ft tall fence non-transparent wooden fence on the 17th Street side of the property. Permit is required because regulations are not to exceed 42" and must be at least 50% open. (see attached photos and drawings)
- VI. Community Comment (time permitting)
- VII. Adjourn meeting

Notes on Advisory Bike Lane for Tennessee Ave. NE From Will Handsfield, DDOT:

About advisory bike lanes (ABLs) in general, the idea is that we will use them on roads which are too narrow for our typical bike lane patterns, but have very low traffic volume (less than 2500 vehicles/day), and strong bicycling potential. The central design element is the shared center vehicular lane, which can range from 12 – 18 feet wide, this will place oncoming vehicles in a “head on” position, but in doing so, will strongly suggest slower speeds. Vehicles are then allowed to merge into the bike lanes for passing. As an example, Constitution Ave in front of Eliot Hine MS is only about 16’ wide between the parked cars, so drivers are already used to this dimension of street, but instead of two big trucks getting in a total traffic jam, they’ll be able to go around each other by entering the bike lanes at slower speeds.

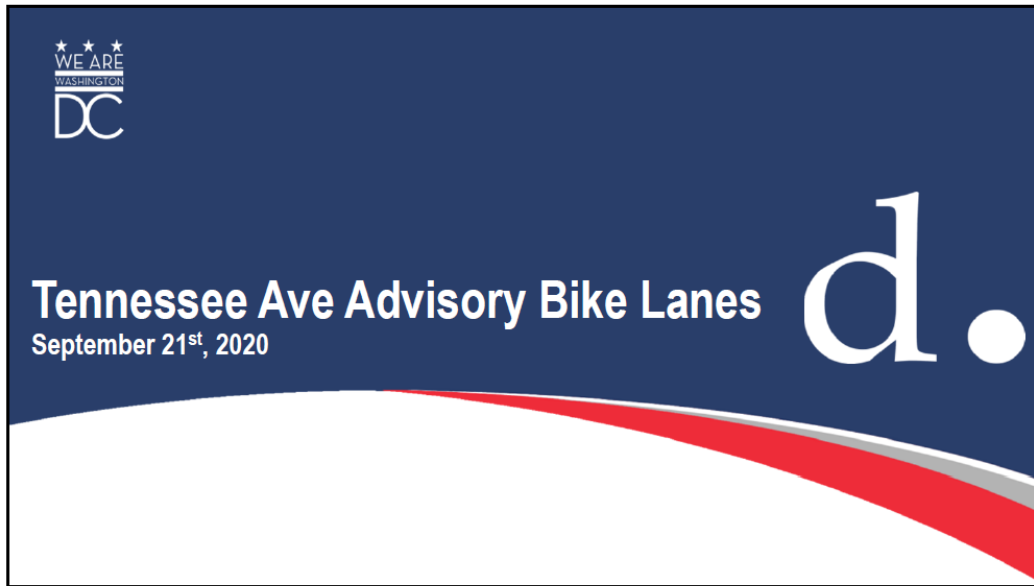
For Tennessee, one idea is to make the ABLs 6’ wide rather than 5’, which will further control vehicular speeds, while allowing for side-by-side bicycling (important for parents with kids).

The 100 block will require a different pattern if we are to preserve the back-in parking, and we can look at changing it to diagonal and striping the bays as such. The general pattern there will be a contra-flow lane going NE, and a shared lane (sharrows) in the SW direction.

For parking on the unit block [sic. actually the 100 block]], I think that must go with a “no oversize vehicle restriction” of some sort, everything up to SUVs should be fine, but Sprinter work vans won’t fully fit in 18’ long bays. In the NOI, I mention parking changes due to meeting the current design and engineering manual (DEM) standards – parking currently occurs too close to the crosswalks for proper sightlines, and will have to be moved back. The other consideration is the planned speed humps, which are not supposed to have parking on top of them, so we may have to put in a restriction for those two points as well.

Parking bays would be inclusive of SUVs, but if someone owns a 15 passenger Sprinter van (largest you can register as a standard-class C vehicle), that physically won’t fit in these bays as it is 22 feet long.

The 100 block travel lane will be 10’ or 11’ wide, which is sufficient space for large trucks or busses to use. The physical clear zone will actually be 15’-16’, and is what people will use to back-in park.



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Agenda

- 1. Background**
 - Mayor Bowser and DDOT are committed to **Vision Zero**, a philosophy that all traffic deaths and serious injuries are preventable through engineering, education, and enforcement
 - In 2020, DC changed the statutory speed limit on "local" roads to 20 MPH, and implemented 15 MPH "slow streets" as part of the COVID19 response
 - FHWA/DDOT conditional approval & research project
- 2. Constitution to 15th**
- 3. East Capitol to Constitution**
- 4. Q & A Discussion**

VISION
ZERO
SAFE STREETS FOR WASHINGTON, DC

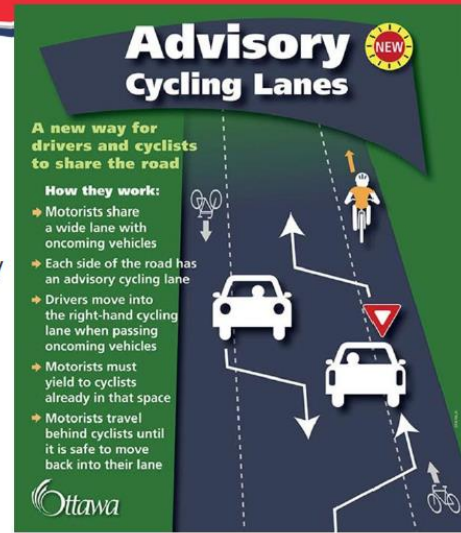
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MURIEL BOWSER, MAYOR

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What is an Advisory Bike Lane?

- A roadway pattern designed to both accommodate people on bikes and to reduce motor vehicle speeds
- Used in Canada, Holland, UK, Germany, and other countries
- Used in DC with permission from FHWA as part of an experiment to determine suitability for broader use
- Pattern calls for more sharing of space on low-volume roads
- Adds bike lanes while maintaining parking and 2-way vehicular traffic
- Passively slows vehicular traffic & provides setback from parked cars

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Why Advisory Bike Lanes?

ANC 6A FUTURE

ANC 6A TODAY

LOW STRESS
TOLERANCEHIGH STRESS
TOLERANCE

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

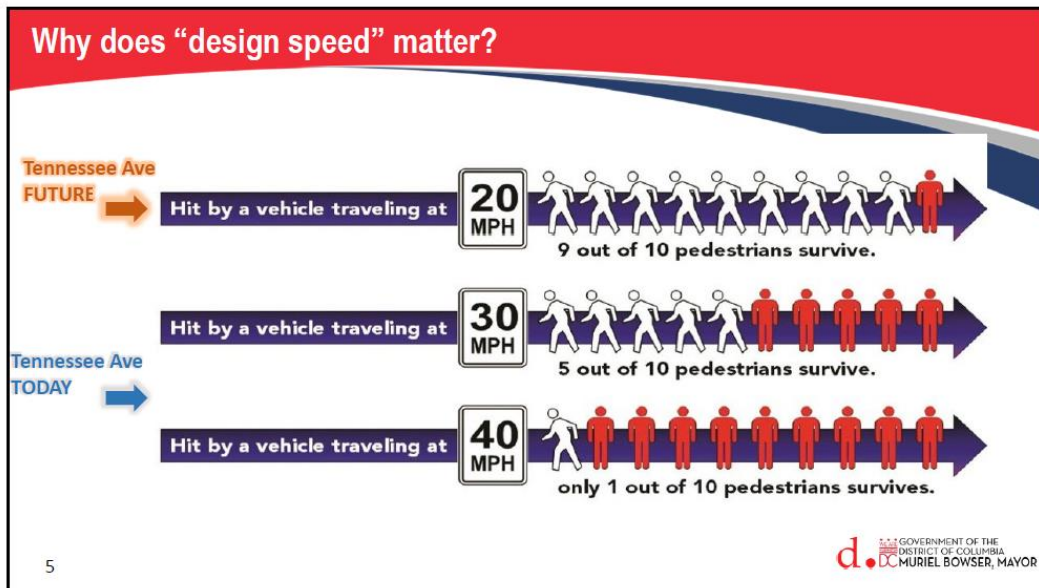
Comfortable riding with traffic; will use roads without bike lanes.



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Why Tennessee Ave NE

- ANC 6B requested DDOT use ABLs on E Street SE in 2019,
- As part of experiment with FHWA, 5 roads in the same area will get this treatment
 - E St SE (already installed)
 - Tennessee Ave
 - Kentucky Ave
 - 12th St SE
 - North Carolina Ave SE (1 block)
- Tennessee Ave has two elementary schools, one charter high school, and two parks along it
- Ward 6 has higher than average bicycling; facilities will be well-used upon implementation
- Tennessee Ave. roadway geometry currently leads to speeding, & is too narrow for regular bike lanes

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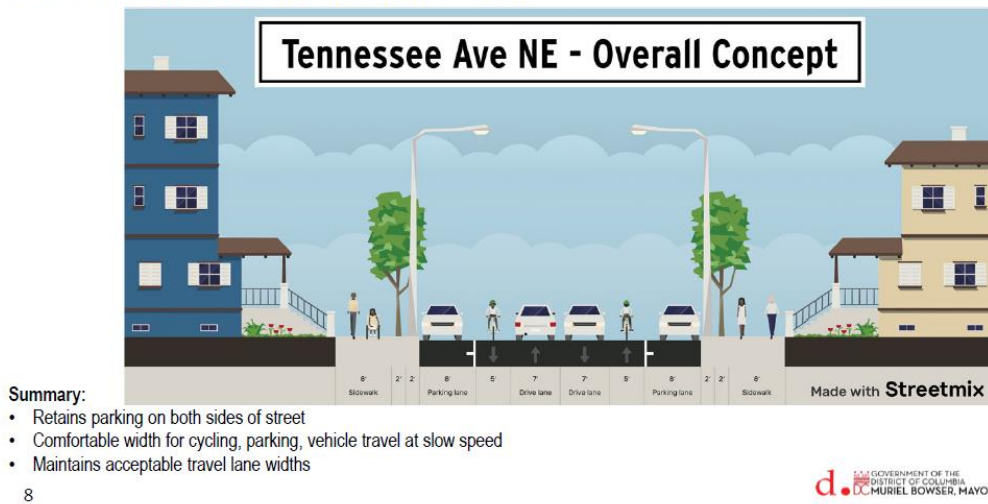
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Existing – Constitution to 15th



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DDOT Plan for Constitution to 15th



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Shared Center Lane Example – 10th St NE

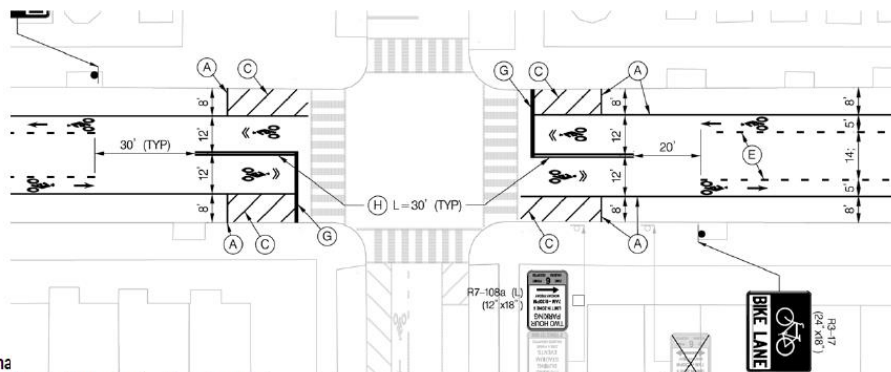


- 30' two-way street, parking on both sides, no centerline
- 14' – 16' for two-way traffic
- Familiar pattern, leads to slower overall speed due to narrow vehicular travel space

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DDOT Typical Plan for Advisory Bike Lanes



Summa

- Retains parking on both sides of street
- Comfortable width for cycling, parking, vehicle travel at slow speed
- Maintains acceptable travel lane widths

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*Plan above from E Street SE

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Traffic Analysis & Prior Comments

- Less than 1500 vehicles per day
- Undifferentiated 24' center lane with low traffic volume leads to speeding
- Some complexity at 13th/TN/Constitution intersection to work through
- **100 block of Tennessee** requires a different pattern. Possible to change to angled back-in pattern
- Residents have identified speeding and safe bicycling as key items to address on Tennessee Ave.
- New crosswalks at E St NE will be added with this work
- All crosswalks upgraded to "ladder / high visibility" type
- Parking setback of 5' from alleys, 25'/10' from crosswalk approach/far side, 10' from center of hydrants to meet current standards

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Existing - 100 Block of Tennessee



Existing Summary:

- Wide travel lane and parking on both sides of the street

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Contraflow Lane Concept - 100 Block of Tennessee

100 Blk Tennessee Ave NE - 90 Degree P Concep...

Concept Summary:

- Retains all existing features
- Adds northbound contraflow bike lane & sharrow lane in southbound direction

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100 Block of Tennessee – Angled Parking + Contraflow Concept

100 Blk Tennessee Ave NE - Angled P Concept

Concept Summary:

- Retains all existing features
- Adds northbound contraflow bike lane & sharrow lane in southbound direction

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Contraflow Lane Example – G St NE



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Research Factors

- Quantitative factors
 1. Recorded speed on corridors before/after
 2. Traffic volume before/after (incl. bicyclists)
 3. Change in crash rates
- Qualitative factors
 1. How drivers and bicyclists interact, collected by observation
 2. Citizen responses
 3. Observations on bicyclists before/after
 4. Observations on drivers before/after
 5. Observations on other users before/after

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Contact Information

Tennessee Ave NE

<https://wiki.ddot.dc.gov/display/NOI/20-79-PSD+Tennessee+Ave+NE+Advisory+Bike+Lanes>

Will Handsfield, DDOT

Will.Handsfield@dc.gov

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Why is DC Installing Bicycle Lanes?

2005 Bicycle Master Plan Goals

- 2000: 1% of commute trips by bike
- 2010: 3% of commute trips by bike
- 2015: 5% of commute trips by bike



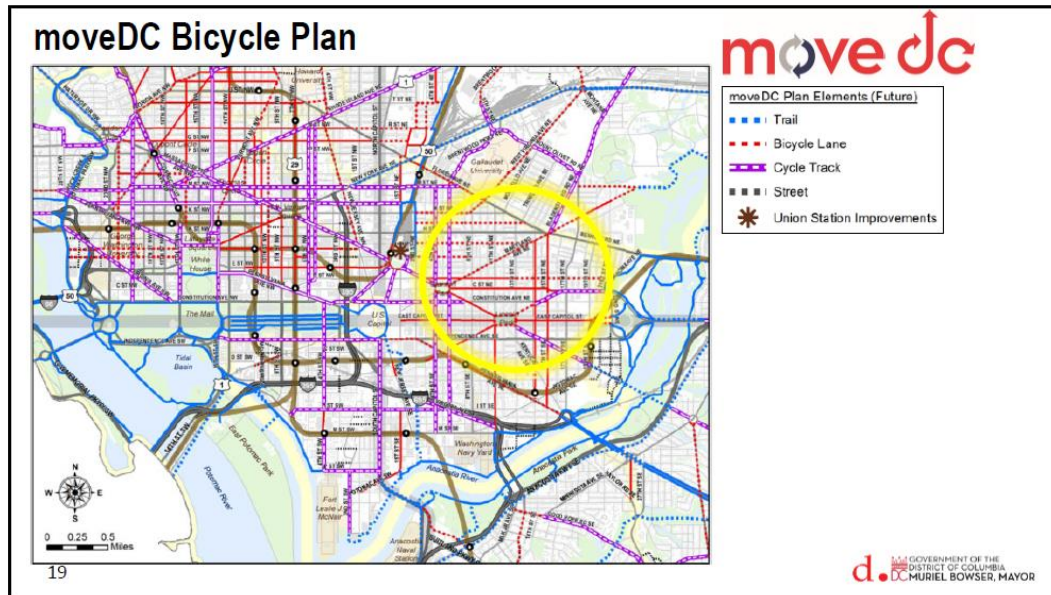
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Sustainable DC goals (2032)

- 75% of all trips by walk, bike, or transit by 2032
- 200 more bike share stations
- Interconnected network of bike facilities



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Permit Fee: \$148.50 technology fee included Last Updated By: Cameron Rochelle Owner: Cameron Rochelle Owner #: 7022038221 Permittee: Cameron Rochelle Permittee #: 7022038221 Agent: N/A Agent #: N/A Contractor: N/A Contractor #: N/A	Permit Fee Payment Date: Last Updated Date: 08/27/2020 Owner: 1660 Gales St NE, Address: Washington, DC 20002 Owner Email: crochelle357@gmail.com Permittee: 1660 Gales St NE, Address: Washington, DC 20002 Permittee Email: crochelle357@gmail.com Agent: N/A Agent Email: N/A Contractor: N/A Contractor Address: N/A Contractor Email:
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Inspection Information	Work Zone Deposit Information	▼ Show
Street Light Deposit Information	Wet Utility Information	▼ Show

Selected Type Descriptives

Permit Office Notes

Notes Date	Notes	Notes By
8/17/2020 11:37:40 AM	took out of RR to reschedule	Catrina Felder

Reviewing Agencies and Review Notes [▼ Show](#)

[View Reviewing Agencies Notes](#) [Reviews Activity Log](#)

Documents Uploaded [Download All Files as Zip](#)

<input type="checkbox"/>	Document Name	Status	Size(kb)	Agency	Uploaded By	Date Uploaded	View	For PSC?	Public Access?
▼	Document Group: Photos								
<input type="checkbox"/>	EastFacing1.pdf	Submitted Online	156		Cameron Rochelle	6/9/2020	No Markups	N	N
<input type="checkbox"/>	EastFacing2.pdf	Submitted Online	149		Cameron Rochelle	6/9/2020	No Markups	N	N
<input type="checkbox"/>	EastFacing3.pdf	Submitted Online	151		Cameron Rochelle	6/9/2020	No Markups	N	N
<input type="checkbox"/>	EastFacing4.pdf	Submitted Online	144		Cameron Rochelle	6/9/2020	No Markups	N	N
<input type="checkbox"/>	NorthFacingView.pdf	Submitted Online	141		Cameron Rochelle	6/9/2020	No Markups	N	N
<input type="checkbox"/>	SouthFacingView.pdf	Submitted Online	139		Cameron Rochelle	6/9/2020	No Markups	N	N
<input type="checkbox"/>	WestFacing1.pdf	Submitted Online	117		Cameron Rochelle	6/9/2020	No Markups	N	N
<input type="checkbox"/>	WestFacing2.pdf	Submitted Online	149		Cameron Rochelle	6/9/2020	No Markups	N	N
<input type="checkbox"/>	WestFacing3.pdf	Submitted Online	128		Cameron Rochelle	6/9/2020	No Markups	N	N
▼	Document Group: Site Plan / Civil Drawings								
<input type="checkbox"/>	DCOfficeoftheSurveyorBuildingPlatwDrawing.pdf	Submitted Online	469		Cameron Rochelle	6/9/2020	No Markups	N	N
<input type="checkbox"/>	1660GalesStNEFenceProject-Narrative.pdf	Submitted Online	420		Cameron Rochelle	8/27/2020	No Markups	N	N

[Mark Selected Documents 'For PSC'](#) [Remove Selected Documents 'For PSC'](#)

Selected Type Descriptives

Location	Dimension Details	Tree Listing
▼	Type Descriptive Group: Fixture	

Location		Dimension Details	Tree Listing
▼ Type Descriptive: Fence (Exception over 42"); Total Dimension: 42 FT			
1660 GALES STREET NE		42 (length)	

[Previous Page](#)

1660 Gales St NE Fence Project

We, the homeowners of 1660 Gales St NE, Cameron Rochelle and Sarah Ruckriegle, are intentionally seeking this special exception permit for a portion of our fence in public space to be more than 50% transparent and more than 42" tall in order to mitigate issues related to our health and wellness, safety, and privacy.

Health and Wellness: Our current fence line poses threats to our health and wellness due primarily to trash. Multiple times a day we have to pick up everything from food trash to crime/drug paraphernalia to used COVID-19 PPE placing us and especially our dog at risk. With or without an ongoing pandemic, the increased exposure to bacteria, other people's germs, and dangerous materials poses a risk to our general wellbeing. Additionally, a portable bathroom in the empty lot behind us (north) does not help with sanitation issues. Whether the trash was thrown in our yard, or blown in by the wind, a taller and opaque fence would help to minimize access for trash and reduce build up in our yard.

Safety: The greatest safety concern posed by the current fence is primarily related to solicitation and harassment. On multiple occasions my wife has been in the yard tending to the garden or playing with the dog and has been sexually harassed. Additionally, we get solicited for money and/or food by passers-by almost once a week. While we try to be accommodating and neighborly when we can by giving food and snacks to those in need, it isn't right to turn our side yard into a charity, and saying "no" can sometime trigger adverse reactions by the solicitors. Lastly, we chose this house partly because our dog loves to be outside and hang out on the grass. This sometimes attracts visitors who attempt to give our dog food without our knowledge. This is highly dangerous for our dog and a risk we would like to minimize. By making the proposed modifications to the fence, we can not only prevent harassment and solicitation, but also help ensure the safety of our dog from potentially dangerous foods.

Privacy: Given that our house is an end unit row home, passersby on the street and in cars have a clear and plain view of our house and back yard. We frequently use our backyard for private outdoor dinner and exercise. On many occasions we have had individuals shout at us or make unwelcome comments during these occasions. It's easy to chalk it up to "city living" but we believe taking back some sort of privacy in this case is reasonable. Multiple ends of row homes in our neighborhood have backyards with the same type of 6' wooden slat fence we seek to build, and we don't believe placing this fence will be anything out of the norm.

Proposed Work: The proposed work would be to turn a portion of our fence line (east side along 17th St NE) into a wooden slat fence that is 6' tall. This height matches the fence of the lot directly behind us and would be seamlessly integrated into it. The 6' height would only continue for 42' and then taper down leaving the front of the house and the portion of the yard next to the intersection as is to ensure no traffic views are impeded and our front is open to the street like the rest of the neighborhood. We don't seek these changes to be reclusive or exclusive in our neighborhood, but only to improve the wellness and safety of people inside and outside of our home by mitigating easily preventable hazards.

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., May 20, 2020

Plot for Building Permit of: SQUARE 4510 LOT 825

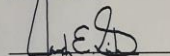
Scale: 1 inch = 10 feet

Recorded in Book A & T Page 3468 - A

Receipt No. 20-04598 Drawn by: A.S.

Furnished to: CAMERON ROCHELLE

"I hereby certify that the dimensions and configuration of the lot(s) herein depicted are consistent with the records of the Office of the Surveyor unless otherwise noted, but may not reflect actual field measurements. The dimensions and configuration of A&T lots are provided by the Office of Tax and Revenue and may not necessarily agree with the field description(s)."


For Surveyor, D.C.

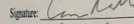
I hereby certify that on this plot on which the Office of the Surveyor has drawn the dimensions of this lot, I have accurately and completely depicted and labeled the following:

- 1) all existing buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, and any existing face-on-line or party wall labeled as such, with as projections and improvements in public space - with complete and accurate dimensions;
- 2) all proposed demolition or raze of existing buildings duly labeled as such; all proposed buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, any existing face-on-line or party wall labeled as such, as well as projections and improvements in public space and the improvements used to satisfy previous surface or green area ratio requirements - with complete and accurate dimensions, in conformity with the plans submitted with building permit application 11000-180 and
- 3) any existing chimney or vent on an adjacent property that is located within 10 feet of this lot.

I also hereby certify that:

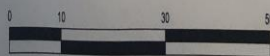
- 1) my depiction on this plot, as detailed above, is accurate and complete as of the date of my signature herein;
- 2) there is no elevation change exceeding ten feet measured between lot lines; or if so, this elevation change is depicted on a site plan submitted with the plans for this permit application;
- 3) I have filed and/or (circle one) filed a subdivision application with the Office of the Surveyor;
- 4) I have filed and/or (circle one) filed a division of lots application with the Office of Tax & Revenue; and
- 5) if there are changes to the lot and its boundaries as shown on this plot, or to the proposed construction and plans as shown on this plot, that I shall obtain an updated plot from the Office of the Surveyor on which I will depict all existing and proposed construction and which I will then submit to the Office of the Zoning Administrator for review and approval prior to permit issuance.

Plans issued by the Office of the Surveyor will be valid for a period of two years from the date of issuance. I acknowledge that any inaccuracy or errors in my depiction on this plot will subject any permit or certificate of occupancy issued in reliance on this plot to enforcement, including revocation under Sections 110.6(1) and 110.6.2 of the Building Code (Title 12A of the DCMR) as well as prosecution and penalties under Section 404 of D.C. Law 4-164 (D.C. Official Code §22-2405).

Signature:  Date: 9 June 2020

Printed Name: CAMERON ROCHELLE Relationship to Lot Owner: OWNER

If a registered design professional, provide license number: N/A and include stamp below.



SR-20-04598(2/20)

SCALE: 1:10



Additional Pedestrian/Traffic Safety Discussion/Consideration List

1. Making Acute Angle Intersections Safer - Drivers make fast turns from diagonal streets (NC/TN/MD) onto letter/number streets. Requesting raised crosswalks/speed humps/bulbouts/traffic calming
 - Intersection of A Street and North Carolina Avenue NE - most hazardous aspect is traffic traveling east on North Carolina Avenue and turning in on A Street.
 - 1100 and 1200 block of F Street NE
 - 1300 block of G Street NE, south of Maryland Avenue NE
2. Other general Traffic Calming requests:
 - 200 block of 9th Street NE traffic calming. Look for message from DDOT -Mike
 - Traffic Study Request for 1400 block of Duncan Street NE submitted by Laura Gentile
 - Traffic on the 200 block of 9th Street NE; residents believe that the timing of the lights makes this a faster - and therefore preferred route over 8th Street. Request adjusting the lights ((rather than speed humps) due to noise and vibration.
3. Crosswalk Striping:
 - The following locations were requested at the September 2020 ANC 6A meeting:
 - D Street at each intersection from 9th to 14th Street, plus 16th and 19th Street
 - 12th Street at C, D & E Streets, Wylie Court and I Street
 - I Street from 8th Street to Florida Avenue NE
 - 13th Street at D, E & F Streets NE
 - Additional?
4. Bike Lane (missing segments in network/lane ends):
 - D Street from 13th to 21st Streets NE
 - North Carolina Avenue from 13th to 14th Streets NE