

Agenda

ANC 6A Transportation & Public Space Committee Meeting

Monday, September 15, 2025 at 7:00 pm

Virtual Meeting via Zoom

For those attending via Zoom use this link: <https://dc-gov.zoom.us/j/88561341716>

Call-in Number: 1 301 715 8592

Webinar ID (access code): 885 6134 1716

One tap mobile: +16469313860,,88561341716#

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. Update on TSIs from the first half of the year and Vision Zero Hardening at Maury Elementary School.
 - b. Update on H Street Transit Project
- IV. New Business
 - a. Strategic Bike Plan - Christopher Berg from DDOT joins us to give an overview of the Strategic Bike Plan initiative.
 - b. Living Streets - Greg Zielinski will share a proposal for 5th and 12th Streets on Capitol Hill
 - c. New Stop sign at 9th and K Streets NE – This was knocked over during a high-speed chase and replaced with one that no longer has lighting.
- V. Additional community comment (time permitting).
- VI. Adjourn meeting.

CAPITOL HILL

Living Street Study



Please visit us to share your thoughts at:
<https://forms.gle/9J6kq69USULHySWB6>

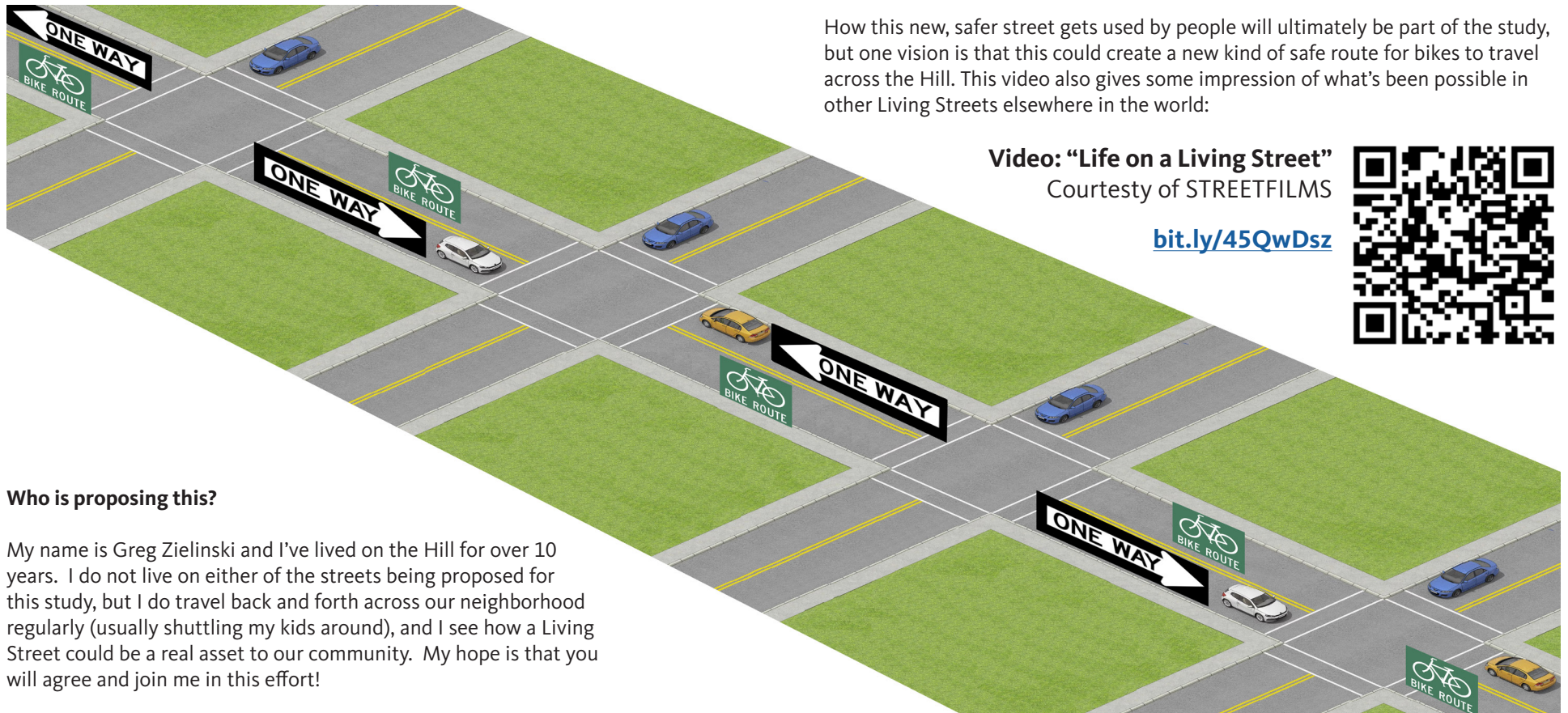
What is a “Living Street”?

A residential street that accommodates walking, biking, recreating, and socializing, in addition to cars. It does so by reducing the quantity of car traffic (though not eliminating it!) and the speed at which it travels, to make the road space safer for other uses.

How would it work?

In this test case, we propose modifying street signage on an existing two-way corridor to convert it to a series of one-way streets which alternate direction at each block. As a result, the only cars driving on any section of this road would be those originating or ending their journey on that block, with through-traffic eliminated for cars.

Parking on the street would not be reduced. Vehicle access for trash collection, deliveries, and emergency vehicles would also be preserved.



Who is proposing this?

My name is Greg Zielinski and I've lived on the Hill for over 10 years. I do not live on either of the streets being proposed for this study, but I do travel back and forth across our neighborhood regularly (usually shuttling my kids around), and I see how a Living Street could be a real asset to our community. My hope is that you will agree and join me in this effort!

Why should we try it?

With fewer car trips passing through each block, and less incentive and runway to speed, it will make this road safer for all activities to share the street. In fact, studies have found that accidents were reduced by 40 percent on Living Streets compared to typical ones (<https://www.nytimes.com/2013/04/28/automobiles/where-share-the-road-is-taken-literally.html>)

Since the infrastructure changes being proposed are non-invasive and easily reversible (primarily street sign changes), the cost is minimal if the experiment is not a success. If it is successful, we will have created a new amenity for the community, improving safety, reducing noise and pollution, and creating a special new place for the neighborhood to enjoy.

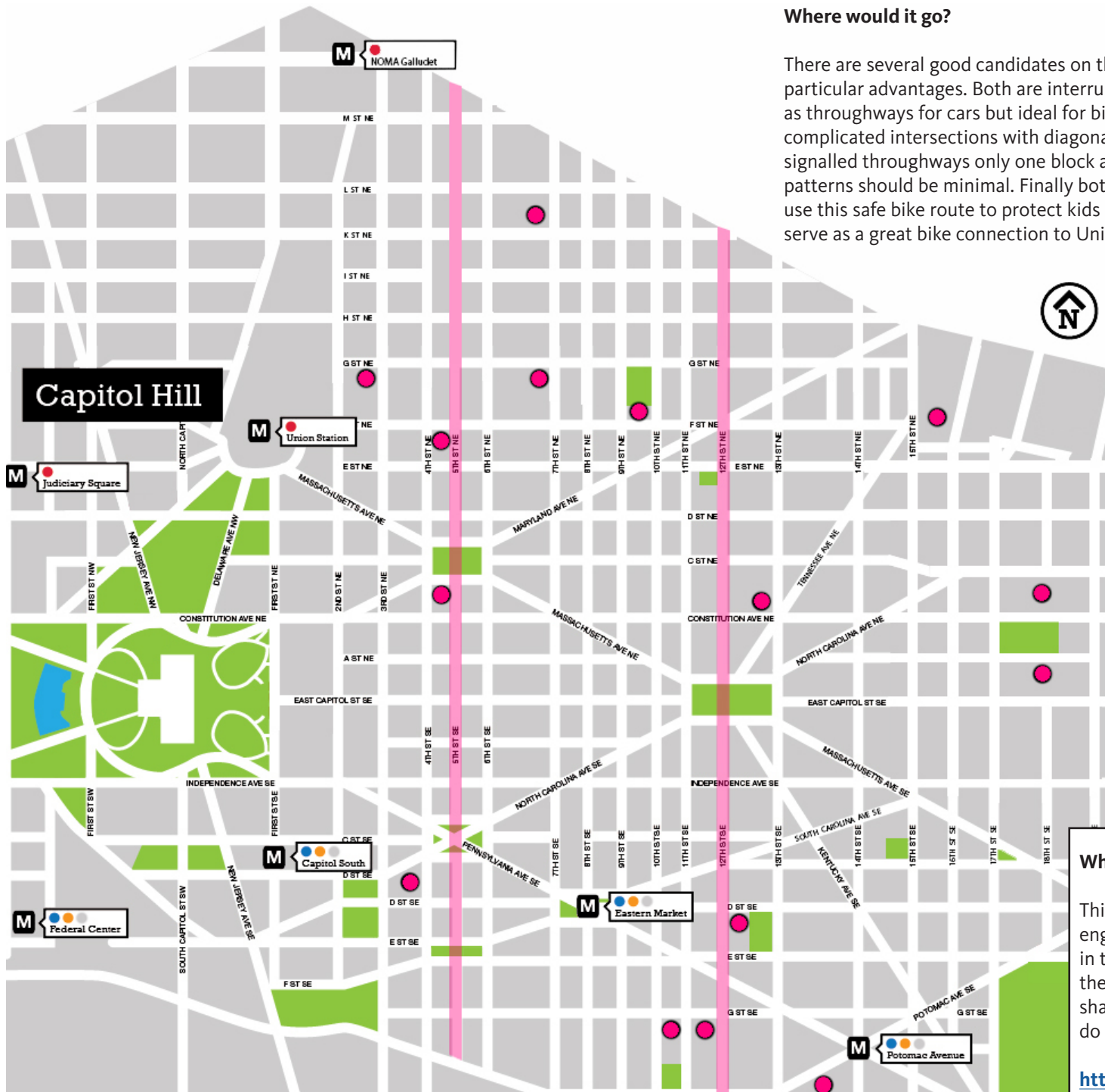
As an added bonus, property values along the Living Street would also likely increase. (<https://realestate.usnews.com/real-estate/slideshows/types-of-roads-that-can-have-a-big-impact-on-home-sales>)

How this new, safer street gets used by people will ultimately be part of the study, but one vision is that this could create a new kind of safe route for bikes to travel across the Hill. This video also gives some impression of what's been possible in other Living Streets elsewhere in the world:

Video: “Life on a Living Street”
Courtesy of STREETFILMS

bit.ly/45QwDsz





Where would it go?

There are several good candidates on the Hill, but 5th St and 12th St have particular advantages. Both are interrupted by parks, making them ill-suited as thoroughways for cars but ideal for bicycles. This also allows them to avoid complicated intersections with diagonal commuter routes. Both have parallel signalled thoroughways only one block away so impact on neighborhood traffic patterns should be minimal. Finally both connect several schools, which could use this safe bike route to protect kids on their daily commute. 5th St could also serve as a great bike connection to Union Market.

When would this be implemented?

This proposal is still in its initial phase, engaging stakeholders and gauging interest in the idea. If you wish to learn more about the proposal, have questions or comments to share, or wish to lend your support, you can do so at this link:

<https://forms.gle/9J6kq69USULHySWB6>