

MINUTES
ANC 6A Transportation & Public Space Committee Meeting
Meeting held via Zoom
Monday, January 25, 2020

I. Meeting called to order at 7:04 pm.

TPS Committee Members present: Marc Brumer (Chair), Hassan Christian, Maura Dundon, Jeff Fletcher, Maura Dundon, Shaun Lynch.

ANC 6A Commissioners present: Brian Alcorn (6A08), Keya Chatterjee (6A01), Robb Dooling (6A06), Laura Gentile (6A05), Amber Gove (6A04), Mike Soderman (6A03), Phil Toomajian (6A02)

II. Introductions & Announcements: None

III. Community Comment: None

IV. Old Business

A. None

V. New Business

A. Discussion with DDOT of traffic calming options for 1300-1400 block of North Carolina Ave NE and related bike lane connectivity issues as part of C street redesign plans.

Will Handsfield, Bicycle Program Specialist, District Department of Transportation (DDOT) was present to discuss options to connect the 1300-1400 blocks of North Carolina Street NE to the C Street NE bike infrastructure. DDOT is currently considering options prior to the official notice and would like to receive community input. Input can be emailed to Will.Handsfield@dc.gov.

Mr. Handsfield presented three options. A copy of the presentation is attached. Two of the options would change the blocks from two-way to one-way. This is because DDOT data indicates the car traffic volume is mostly in one direction (inbound towards downtown.)

Option A would preserve 2-way traffic, remove one lane of parking, and place bike lanes on both sides between the curbs and parked cars. Option B would be 1-way, preserve parking on both sides, and place bike lanes adjacent to the curb (same as Option A). Option C would be 1-way, preserve parking on both sides, with “buffered” bike lanes between the parked cars and traffic lanes. Buffered bike lanes have a strip of marked roadway separating the bike lane from the car traffic lane. According to DDOT, they are safer than unbuffered lanes, but less safe than the curb-adjacent lanes in Options A and B.

All options would narrow the vehicle travel lanes, which are wider than recommended.

Mr. Handsfield stated that he prefers Option C, but noted that it may increase risk of side-swipes due to the narrow car traffic lane and the car traffic being adjacent to the parking lane.

Chairman Marc Brumer noted that these blocks are also the subject of a pending traffic-safety assessment request (TSA) to DDOT. Mr. Handsfield stated that mid-block raised crosswalks are the best modification for traffic calming. The protected and buffered bike lanes (Options B and C) would be best for additional calming. Mr. Brumer also asked whether plexi-sticks could be installed for greater safety in the buffered lane option C; Mr. Handsfield said this is not possible because it would interfere with parking.

Commissioner Brian Alcorn noted that motor coaches travel on these blocks, and they are very wide. Mr. Handsfield confirmed that there are no restrictions against motor coaches.

A member of the public, Nick Alberti, stated that traffic is slow on this block in the morning (the high-volume time period) due to the traffic lights at Lincoln Park. He suggested detouring the bike lane instead. Mr. Handsfield stated that it is the policy of DDOT to create bicycle infrastructure connections rather than detours.

A member of the public, Kenyon Weaver, spoke in support of the bike lanes and indicated he supported the options with curb-side bike lanes with parked cars providing more separation for safety. He noted that delivery and car-share drivers will park in the bike lane otherwise.

A member of the public, Christine Mullins, asked about whether the mid-block raised crosswalk would remove parking spaces. Mr. Brumer stated that this is the subject of the pending TSA. Mr. Handsfield stated that the mid-block raised crosswalk would remove parking, but also noted that there may be ways to reduce on-street parking usage.

A member of the public, Ryan Fleming, stated that unprotected bike lanes end up being Uber and delivery truck parking. He prefers some kind of protection, such as parked cars or bollards. He supported the bike lanes.

Commissioner Amber Gove stated her support for the project and said that some of her constituents have expressed a preference to retain the curb-adjacent parking.

- B. Status update and discussion with DDOT on pending Traffic Safety Assessments (TSA) and other critical areas of concern previously identified by the ANC.

Andrew DeFrank from DDOT was present to provide updates on pending TSAs and other areas of concern identified by ANC 6A.

Mr. DeFrank clarified that the ANC does not need to pass a resolution to support a TSA, even if the ANC wants speed humps or raised crosswalks to be considered.

Mr. DeFrank discussed the pending items, noted that the beginning of the pandemic slowed down some of the TSAs opened last year, but they are now rebooting them.

17th Street NE (19-00997310). Still doing data collection and awaiting a decision on traffic cameras and other items. Mr. DeFrank will request that the TSA be pushed back to the top due to the delay. He noted that there are no raised crosswalks on minor arterials.

19th Street/Constitution Avenue NE. Currently there are work orders in progress to add centerlines, updated signage, and a driver feedback sign have been submitted under WO 958087, 958057, 958059, 958062. Commissioner Gove stated that there is also an open request for stop sign and raised crosswalk request near Eliot Hine Middle School and Eastern High School. Mr. DeFrank requested additional information on that request so he could ascertain how to proceed.

11th Street NE (100-200 blocks). Service requests created in February 2020 (20-00057144 (100 block) and 20-00057151 (200 block)) were closed due to the lack of a TSA form as well as possible confusion at the beginning of the pandemic. Mr. DeFrank stated that he would have them reopened and prioritized. He requested additional information about the requested modifications. Commissioner Gove noted that there had been one death in this area (scooter accident at 11th Street and Constitution Avenue) and multiple crashes and sideswipes. Commissioner Mike Soderman noted complaints about truck traffic despite No Commercial Vehicles signage; this could be deterred by speed humps or raised crosswalks. Commissioner Soderman requested clarification about how to raise these issues to DDOT for action. Commissioner Laura Gentile stated that she gets complaints as well. Commissioner Gove asked about whether advisory bike lanes are possible on 11th Street NE.

Commissioner Gentile requested information on crosswalks at E Street and Tennessee Avenue NE in response to complaints she has received about safety.

Commissioner Soderman requested an update on speed humps on 10th Street NE and a stop sign on 8th Street NE.

Mr. DeFrank responded to questions about Vision Zero sent to DDOT prior to the TPS meeting. In response to a question about denied requests for stop signs at 13th & A Streets NE and 15th & A Streets NE, he clarified that there is no provision in the final bill for a stop sign or traffic signal at the intersections that were in the proposed version of the bill. In response to a question about the broader implications of Vision Zero legislation changes, he stated that the bigger changes in the final bill involved more prescriptive provisions. It will be less about specific types of changes, but more about well-articulated goals. The right-on-red prohibition has been removed from the final bill because of a lack of evidence that it improves safety. But there is a ban on every right turn on red near schools, rec centers, etc. There are not major changes to the TSA process in the Vision Zero bill.

Mr. Brumer, Commissioner Phil Toomajian, and Commissioner Keya Chatterjee asked for updates on other issues submitted previously to DDOT or new safety issues. Mr. DeFrank noted the volume of requests from ANC 6A, and requested follow-up emails about open items and noted the need to address them systematically by priority.

C. Additional public space applications if received prior to the meeting: None.

VI. Community Comment: None

VII. Meeting adjourned at 8:57 pm.