

Minutes
ANC 6A Transportation & Public Space Committee Meeting
Tuesday, February 21, 2023 at 7:00 pm
Virtual Meeting via Zoom

- I. Meeting called to order at 7:01 pm.
- II. Introductions & Announcements.
Committee members present: Shaun Lynch (Co-Chair) and Jeff Fletcher
Commissioners present: Amber Gove, Laura Gentile, and Mike Velasquez
- III. Old Business. None.
- IV. New Business
 - A. [8th Street NE Bus Priority Project](#) Update. [Yohannes Bennehoff](#), District Department of Transportation (DDOT) Supervisory Transportation Planner, presented the 30% designs for the 8th Street NE Bus Priority Project. Mr. Bennehoff began the presentation by highlighting DDOT's Bus Priority Vision and noting that it is a big push for equity. Commissioner Amber Gove requested Mr. Bennehoff highlight any parts of this project where DDOT is incorporating recommendations from the high injury priority network fixes, such as exist on H Street NE, though none were specifically noted in the presentation. Mr. Bennehoff noted the community interest in maintaining parking along 8th Street as part of the project. The bus stops at the 8th Street NE intersections with E Street NE and L Street NE are being removed due to infrequent use and to proximity to other nearby bus stops. A green infrastructure hardscape project planned for the intersection at 8th Street NE and West Virginia Avenue NE is expected to be delivered after the 8th Street NE Bus Priority Project is complete. Mr. Bennehoff highlighted bus bulb-out installations along the route, and noted that they are required to account for drainage issues. Bus bulb-outs are not being installed in areas where more significant water drainage infrastructure reconstruction would have been required. Flex-posts will be installed in surface pavement buffer space marking to block vehicles from parking in the bus loading areas.

An anonymous community member asked if any of the “no-turn on red” will have camera enforcement? Mr. Bennehoff responded that Automated Traffic Enforcement (ATE) camera installations are analyzed by the Traffic Safety Division, and aren't necessarily applied to a transportation project. He added that the 90/92 buses may receive the new bus-mounted ATE cameras, and that an announcement would be forthcoming.

Another anonymous community member asked how many parking spaces will be removed due to daylighting and bus bulb-outs. Mr. Bennehoff responded that the bus bulb-outs will add parking because the bulb-out is approximately 60 feet long while a traditional bus stop is usually 95-100 feet of no parking. Parking space count standards have evolved from those in prior Notices of Intent (NOIs), where daylighting parking spaces were not counted. In prior NOIs the daylighting parking spaces are not included in the net parking space count. The exact number of parking spaces affected by the project will not be released until the Notice of Intent (NOI).

Commissioner Mike Velasquez asked if there was any thought given to moving the southbound stop at 8th and H Streets NE to the north side of H Street. Mr. Bennehoff responded that, generally, at particularly busy stops the “far” side is preferred and the existing areas are already built for a high rider volume. Changes to streetscape (i.e., moving shelters) would be required to account for passenger loading space, which is why the northbound stop does not follow that rule. Replicating that same passenger loading level on the other side of the intersection would conflict with other space issues; if that is something the community is interested in, Mr. Bennehoff suggested a separate discussion on that intersection.

An anonymous community member asked if there will be Transit Signal Priority (TSP) along the route. Mr. Bennehoff responded that TSP was not slated for 8th Street NE yet, and noted that the route would not benefit much from TSP based on the street configuration.

Residents can provide feedback on the form at the bottom of the [8th Street NE Bus Priority Project](#) website or via [email](#). The final design is estimated for completion in spring 2023, and construction is expected to be complete by the end of 2023.

- B. [42nd Annual Capitol Hill Classic 10K, 3K and Fun Run](#). Roberta Stewart, Outreach Chair for the Capitol Hill Classic, presented race course and logistical details for the 42nd Annual Run, scheduled for May 21, 2023. This race is the biggest fundraiser for the [Capitol Hill Cluster School](#), and raises between \$60k and \$100k annually. The race starts and ends at Peabody School at Stanton Park. Street closures begin at 8:00 am. Streets between Lincoln Park and RFK Stadium will reopen at 9:30 am. In accordance with the Mayor’s Clear Streets policy, the event sponsors must post “No Parking” notices 72 hours in advance. They no longer distribute fliers to residents due to concerns of litter. The race organizers instead do extensive outreach on neighborhood listservs and social media.

Commissioner Gove asked about the maximizing the road closure time for kids to be able to follow the race on bikes and scooters. Ms. Stewart responded that the Metropolitan Police Department (MPD) prefers to reopen the roads as soon as the last runner is through, despite the officially permitted time.

Commissioner Gove made the motion: That ANC 6A send a letter of support to HSEMA for the 2022 Capitol Hill Classic Race. **Committee Member Fletcher seconded the motion. The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.**

- C. Public Space Permit Application #411079. Community Member, Neale Bergman presented details of a permit application for renovation of his private property on an existing footprint partially overlapping public space. He and his spouse have been attempting to receive permit approval to enclose a second-floor balcony on their house, on an existing footprint that partially overlaps public space. They will use existing siding and paint to maintain appearance. They have already received approval from the Public Space Regulation Division. Commissioner Gentile committed her support for the project in her SMD.

Community Member Michael Cushman asked how the house got expanded into public space in the first place. Mr. Bergman responded that the permits accessible online associated with a renovation in 2012 show the footprint existed at that time. That 2012 renovation project did not require a public space permit.

Commissioner Laura Gentile made the motion: That ANC 6A send a letter of support to DDOT to enclose a second-floor balcony at 207 14th Place NE. (Public Space Permit #B2107610). **Committee Member Jeff Fletcher seconded the motion. The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.**

- D. Draft resolution: Calling for Greater Transparency and Action to Address Sidewalk Repairs, Sidewalk Gaps, and Pedestrian Infrastructure. Commissioner Gove discussed a recent ANC 4B resolution as a template draft resolution from ANC 6A. Commissioner Gove wants to draft a similar letter from ANC 6A to draw DDOT's attention to significant sidewalk issues and to act more practically. She noted a significant disparity in the three-day response time for road pothole repairs compared to 270 days for sidewalks repairs. Commissioner Gove is collecting the service request numbers from high priority tickets to include with the letter and asked ANC 6A Commissioners to send her tickets they would like to flag (she already has over 100). Additionally, the ANC 6A letter intends to cite the high number of injuries resulting from uneven sidewalks.

Community Member Michael Cushman commented that most of the actions requested [in the ANC 4B letter] will be taken care of once the District funds the Vision Zero Amendment Act of 2020. Additionally, he noted the language of "giving great weight" included with the ANC 4B letter is unnecessarily divisive, and recommended that phrase be removed from the ANC 6A letter. Letters from the ANC are given great weight on their own. Commissioner Gove responded that she will have an updated letter for the full ANC.

Commissioner Gove made the motion: That ANC 6A send a letter to DDOT regarding sidewalk repairs, sidewalk gaps, and pedestrian infrastructure. **Committee Member Fletcher seconded the motion. The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.**

- E. [Automated Traffic Enforcement \(ATE\)](#). TPS Co-Chair Lynch led 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. A damaged, Virginia-tagged vehicle parked on the 900-block of L Street NE was found to have over \$30,000 in 111 unpaid ATE citations. Knowing that out-of-state enforcement has been a significant challenge for the District, multiple community members reported the vehicle to the Department of Public Works (DPW) for Residential Parking Permit (RPP) and abandoned vehicle violations in order to have the vehicle booted or towed. DPW indicated they cannot respond to such freelance traffic enforcement reports because that is considered "targeting" despite the excessive history of negligent driving. DPW did eventually tow the vehicle away a day after the initial 311 calls, and only got to it in time because it was apparently disabled; a functioning vehicle with so many outstanding citations would rarely be

in one place for so long. DDOT is more than doubling the number of ATE cameras in the District beginning this summer, but without actual enforcement, the ATE program is generating income without making the streets safer from such willfully dangerous drivers. DPW is also quadrupling their booting and towing crews this year, but enforcement reciprocity with Maryland and Virginia continues to be a challenge with \$45 million in unpaid citations from those two states alone as noted in the most recent [ATE Semi-Annual Report](#). Last year DC added restrictions to its already limited ability to enforce outstanding violations by repealing the requirement to pay debt exceeding \$100 in order to renew a driver license. As a matter of equity, an individual ATE citation disproportionately affects low-income residents, but traffic violence in the District also disproportionately affects low income communities. Two pieces of legislation are under review at the DC Council. The [Automated Traffic Enforcement Effectiveness Amendment Act of 2022](#) would assess points on a driver license for ATE violations and send twice yearly reports to insurance companies for vehicles with five or more outstanding citations. The [Reckless Driver Accountability Act of 2022](#) would authorize the impoundment of vehicles for five or more moving violations or at least 3 violations of exceeding the speed limit by 26 mph or running a red light within a 365-day period.

Commissioner Velasquez expressed his frustration over this issue, noting that if you drive on our streets exceeding the speed limit over and over again, you deserve to have your vehicle taken from you for some period of time. Most of the violations of the vehicle in question here were exceeding 16 mph. ATE in the District is really only Automatic Traffic Citation because we are not actually enforcing it.

Co-Chair Lynch added that community members can recommend intersections or blocks for the newly funded ATE cameras via the [311 Traffic Safety Input](#) (TSI) service request, but ultimately the safety of our streets is dependent on the actual enforcement.

Commissioner Velasquez also noted that with DPW quadrupling their booting crews for \$1M, they have the opportunity to retrieve the outstanding \$60M [from the last 6 months] which would be a significant return on the \$1M investment.

Commissioner Gove referenced incidents correlating this kind of traffic violence to gun violence, including the tragic death of 15-year-old Andre Robertson Jr., who was killed on his front porch last October just steps from Kelly Miller Middle School. The lookout vehicle had over \$14,000 in outstanding ATE citations, mostly in speeding violations. Additionally, she noted a prior letter voted-on by the ANC recommending 13 locations identified for ATE which could be used for the 311 TSI.

Community Member Michael Cushman commented that ATE as a revenue raiser is a good thing because it goes to implement Vision Zero, and an additional \$20M would fund Safe Routes to School. He highlighted that every piece of legislation the Council passes does not do anything without related funding to implement it. Since the last Vision Zero report was published, DDOT added 5 new cameras, but we're still waiting for those cameras to add revenue. We need to make sure the laws get implemented. The next ATE Semi-Annual Report comes out in March around the same time the Mayor's budget is released. The Mayor's budget should tell us how much money is in the Vision Zero enhancement fund; that's where all the revenue

above \$99M from ATE goes. He noted the negative outcome of a possible chain reaction to the Reckless Driver Accountability Act: when you add points to a car's record, then notify the insurance company, and the insurance company drops the driver or makes the premium cost-prohibitive, the next thing that happens is that you have all these uninsured drivers running around. He added that the temp tags are an issue, and when a task force was stood up, the DC Office of Racial Equity denied all of the task force recommendations due to equity issues. It is a messy, complicated, divisive issue when it shouldn't be. Finally, he suggested that for the Clean Hands Certification, perhaps [instead of repealing it] we should have raised the outstanding debt limit to \$1000.

Community Member Mark Sussman commented that he believes the most dangerous incarnation of these scofflaws are the temp tags. In a recent incident of particularly aggressive driving he witnessed a vehicle with temp tags that expired in June 2020. He noted that with the new DC Council and with Councilmember Allen as the new Chair of the Transportation Committee, there's a new opportunity to take the temp tag issue back up.

Committee Co-Chair Lynch made the motion: That ANC 6A send a letter of support to the DC Council for the [Automated Traffic Enforcement Effectiveness Amendment Act of 2022](#) and the [Reckless Driver Accountability Act of 2022](#). **Commissioner Gentile seconded the motion. The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.**

- V. Community Comment.
Mark Sussman introduced himself as a prospective TPS Committee member, resident of 6A04 for the past year and half and of ANC 6B for ten years prior to that. Commissioner Gove also referenced Mr. Sussman's past efforts in making our neighborhood streets safer.
- VI. Meeting adjourned at 8:41 pm.