

Minutes
ANC 6A Transportation & Public Space Committee Meeting
Tuesday, April 18, 2023 at 7:00 pm
Virtual Meeting via Zoom

- I. Meeting called to order at 7:01pm.
- II. Introductions & Announcements.

Committee members present: Shaun Lynch (Co-Chair) and Caitlin Rogger (Co-Chair), Paul Angelone, Jeff Fletcher, Mark Sussman
Commissioners present: Amber Gove, Roberta Shapiro, Stephen Moilanen

III. Old Business.

- A. Update on Sidewalk Survey. Commissioner Roberta Shapiro introduced components of a survey she has drafted for residents to provide the following input on the conditions of the neighborhood sidewalks:
 - How people view the conditions of the sidewalks;
 - Whether they have complained to the city through 311 or other mechanisms;
 - If so, how timely was the response, and what was the quality of response;
 - Have they or someone in their household fallen in the last two years;
 - If so, what was the surface type (brick, concrete, rubberized composite);
 - Were they injured, and if so, what was the severity of the injury; and
 - Whether the injury had a long-term impact on their daily activities.

Commissioner Shapiro intends to distribute the link to the survey through the ANC 6A Commissioners' respective listservs, other neighborhood listservs, and on the [ANC 6A website](#) once finalized. She would like to partner with Capitol Hill Village, other ANCs and Councilmember Charles Allen's office as a single consolidated effort. The draft is subject to revision until that time. Ultimately, the Commission and the Committee would like to understand the extent of the problem and the real impact on neighbors. DDOT currently has a 3-day turnaround time on repairing street potholes, but a 270-day turnaround time on sidewalk repairs.

- B. Response to [request](#) for speed limit change from 25 mph to 20 mph on 11th, 13th, 14, and 15th Streets NE between East Capitol Street and Florida Avenue NE.
Commissioner Amber Gove introduced the history of these requests. Commissioner Shapiro noted that the reduced speed is good, but not sufficient without accompanying enforcement and other traffic calming measures. Community member Michael Cushman reiterated his prior related requests and comments regarding speed reduction on East Capitol Street which is still pending, and expressed his significant concern over whether it will ever be approved with new 20 mph signs now that Vision Zero funds are now being directed into general revenue (this request has been pending since November 2021). Commissioner Gove noted that the request for East Capitol Street will be included in the ANC 6A letter to DDOT regarding these Notices of Intent (NOIs).

Commissioner Gove made the motion recommending: That ANC 6A send a letter of support to DDOT for the four Notices of Intent ([NOI-23-44-TESD](#), [NOI-23-45-TESD](#), [NOI-23-46-TESD](#), and [NOI-23-47-TESD](#)); to request DDOT provide a status of NOIs that

were not included; and to request a report with any analysis that was conducted on both included and excluded NOI areas.

Commissioner Shapiro seconded the motion.

The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.

IV. New Business

- A. NOI for the [8th Street NE Bus Priority Project](#). Megan Kenagy, DDOT Mass Transit Branch Manager, presented the designs for 8th Street NE Bus Priority Project. Bus priority and safety improvements on 8th Street NE from East Capitol Street to Florida Avenue NE include a rebalancing of stops, changes to parking in selected locations, installation of traffic calming measures, and revisions to traffic operations.
- i. Commissioner Shapiro inquired about the possibility of moving the southbound bus stop at 8th St NE and F St NE across the intersection to the southwest corner. Ms. Kenagy responded that she would have to confirm feasibility of such a move with the project manager, [Mr. Yohannes Bennehoff](#). Ms. Kenagy noted that Mr. Bennehoff had heard similar requests previously.
 - ii. Co-Chair Caitlin Rogger asked about widened lanes as part of the project, and expressed concern about widened lanes facilitating speeding vehicles. Ms. Kenagy responded that the lanes will not be widened, but that the curb parking boxes were intended to provide more definition to the parking areas at 8 feet wide to provide consistency to the bus drivers. Ms. Rogger also asked if DDOT had considered Pick-Up/Drop-Off (PUDO) spaces, bike corral spaces, or other flexible use spaces in lieu of simply adding more parking spaces. Ms. Kenagy responded that the DDOT is open to input from the community or commissioners recommending such spaces.
 - iii. Committee member Mark Sussman asked if the “new parking zone” being added was going to be metered or part of the Residential Parking Permit (RPP) zone. Ms. Kenagy responded that it will be an extension of whatever parking is adjacent to the existing parking zone, which is a 2-hour RPP in this area, but DDOT can consider other suggestions from the community for that space. Mr. Sussman recommended PUDOs would be particularly useful in several sections of the 8th Street corridor, close to Maryland Avenue NE and D Street NE especially.
 - iv. Mr. Cushman asked if DDOT had done any traffic analysis and queuing just to make sure that bus bulb outs do not build queues into Maryland Avenue and other intersections, and noted that this project would be a good opportunity to change the speed limit signs from 25 mph to 20 mph as per previous requests from the community. Ms. Kenagy responded that the speed limit is being reduced as part of this NOI (not previously noted in the 65% design). DDOT did look at traffic volumes on this corridor, but determined that a full traffic model or analysis was needed, given the volumes at the affected bus stops. Ms. Kenagy did take note of community concern of potential queuing into the intersection at Maryland Avenue NE, and would get back to the committee with any information DDOT considered with intersection blocking.
 - v. A community member asked if WMATA’s [Better Bus](#) program had any impacts on the 90/92 bus route as part of this 8th St project. Ms. Kenagy responded that the 8th Street project is complementary to the Better Bus program.

Commissioner Gove made the motion recommending: That ANC 6A send a letter of support to DDOT for the Notices of Intent for the 8th Street Bus Priority Project. **Committee Member Sussman seconded the motion.**
The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.

- B. NOI 23-49-TESD for 11th Street & Constitution Avenue NE Traffic Signal to Stop Sign Conversion. DDOT Community Engagement Specialist, [Mr. Abraham Diallo](#), introduced Mr. Raul Jain, the DDOT traffic engineer who conducted the assessment on the intersection of 11th Street NE and Constitution Avenue NE. Mr. Jain stated that DDOT evaluated traffic volumes, speed data, crash data and the existing operations of the intersection. The study did not recommend keeping a traffic signal at this intersection, based on guidance outlined in the Federal Highway Administration [Manual on Uniform Traffic Control Devices on Streets and Highways](#) (MUTCDSH). Traffic signal requirements at this intersection were not met under the newly collected traffic data, but they did meet the requirements for an all-way stop control. There were only two reported crashes at this location in the 3 years of study. Before an all-way stop sign is installed, DDOT would convert the existing signal to flashing red for a 90-day study period, after which the community would also have the opportunity to provide additional comments. Commissioners, TPS Committee members, and community members asked multiple questions about DDOT's data collected including: providing the actual speed and volume data findings; when it was collected; what it showed; the rationale for making the change; examples from elsewhere in the District where this change has successfully reduced vehicle collisions and injuries; data on crashes and injuries across ANC 6A at signalized intersections vs. stop-sign intersections; and, ultimately, what is DDOT trying to achieve by removing this signal. Throughout the discussion, Mr. Jain consistently referenced the MUTCDSH to justify removing the signal without a specific safety goal being identified. Commissioner Gove specifically cited ANC 6A's questions provided to DDOT in advance of this meeting for which the community expected answers at this meeting, including:
- i. Speed and volume data to be shared at the meeting, and on what dates it was collected;
 - ii. The total number of crashes in ANC 6A since January 2020 that occurred at traffic signals versus stop controlled intersections;
 - iii. Any research or official guidance that DDOT relies on for this type of change; and
 - iv. Specific criteria used to determine whether the proposed change will become permanent.

Commissioners, TPS Committee members, and community members present broadly expressed general frustration at DDOT's lack of preparation for this meeting and lack of data provided. Commissioner Gove has asked for an extension for the ANC to respond to this NOI, to which Mr. Jain agreed (*later confirmed extended to June 9, 2023*). Following an extension, DDOT agreed to return to the May 15, 2023 TPS Committee meeting with a more comprehensive presentation and response to community questions.

POST-MEETING UPDATE (4/28): DDOT has informed the TPS Committee that they are shifting gears in their approach to this intersection, delaying decommissioning this traffic signal pending a new strategy for traffic calming along 11th Street NE.

- C. Parklet Applications on H Street NE (from The Queen Vic and from Granville Moore's). Co-Chair Lynch presented the parklet application requests from both The Queen Vic and from Granville Moore's. The applications are renewals of existing streatery permits from both businesses.

Chair Gove made the motion recommending: That ANC 6A send a letter of support to DDOT for Public Space Notice #10994457, and requesting DDOT give the ANC 30 days' notice to review such requests in the future.

Committee Member Fletcher seconded the motion.

The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.

Chair Gove made the motion recommending: That ANC 6A send a letter of support to DDOT for Public Space Notice #10994461, and requesting DDOT give the ANC 30 days' notice to review such requests in the future.

Committee Member Fletcher seconded the motion.

The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.

V. Community Comment.

- A. Community Member Mark Ugoretz expressed concern about the DDOT study that was limited to volume of vehicle traffic on 11th Street, but not pedestrian data at that intersection. Mr. Diallo did not know whether pedestrian data is included on the studies.
- B. Community Member James Grimaldi expressed disappointment in DDOT's preparation for the discussion on the 11th Street NE intersection, and reiterated the community's overall questions throughout the meeting.
- C. Community Member Michael Cushman asked if it is actually safer to have traffic signal with a leading pedestrian interval than it is to have a four-way stop where people recognize a stop sign as necessary. Mr. Cushman also noted that the traffic signal could easily be converted to a four-way stop by making it a flashing red, but that if the signal is removed we would never get it back.

VI. Meeting adjourned at 8:39pm.