

Minutes
ANC 6A Transportation & Public Space Committee Meeting
Monday, May 20, 2024 at 7:00 pm
Virtual Meeting via Zoom

I. Meeting called to order at 7:01 pm.

II. Introductions & Announcements.

Committee members present: Caitlin Rogger (Secretary), Mark Sussman, Jeff Fletcher, and Patrick Bloomstine.

Commissioners present: Roberta Shapiro (6A03) and Amber Gove (6A04).

III. Old Business.

A. DDOT update on the [Florida Avenue NE Streetscape Project](#). Mr. [Nandlal Gevaria](#) (Project Manager) updated the committee and community on progress on the Florida Ave NE Streetscape Project. The project is currently at 80% completion (cost and schedule) and is still on target for a 30 Oct 2024 completion date. The focus is currently on 9th to 14th Streets NE. Sidewalk installation is ongoing. All of the DC Water services have been installed, but work continues from 9th to 12th Streets NE (some at night). Underground electrical work is complete, but surface work continues from 9th Street NE to H Street NE for lighting and signaling. Landscaping is complete from 2nd to 9th Streets NE, but trees will not be planted until September and October 2024.

i. Chair Lynch inquired about the intersection of M Street and Florida Avenue NE where there used to be a crosswalk. Mr. Gevaria had no update from DDOT on that.

ii. Community Member Pam Hill asked about updates to the overall sidewalk installation schedule by block. Mr. Gevaria said there will be updates to the schedule based on Washington Gas work and Mr. Jerrell Johnson and Mr. Peyton Manning will be working on that over the next two weeks. Ms. Hill followed up with a question about the schedule for installation of the rain gardens in some of the blocks because they are getting filled with trash. Mr. Gevaria responded that the rain gardens are scheduled for installation in September 2024 and that he has spoken to the DC Water contractors about the trash.

iii. Committee Member Patrick Bloomstine asked if there was any possibility of including redesign of the 12th Street NE/Florida Avenue NE/Montello Avenue NE/K Street NE before the Florida Avenue project is complete. Mr. Gevaria responded that it is not in the scope of the Florida Avenue project design. DDOT has previously said that it will consider changes to the intersection after the Florida Avenue project is complete. Mr. Bloomstine also asked if temporary tarmac can be added to the bike lanes from 9th to 14th Streets NE as has been done with the motor vehicle travel lanes. Mr. Gevaria said he will look into that.

IV. New Business.

A. Washington Metropolitan Area Transit Authority (WMATA) [Better Bus Proposed 2025 Network Redesign](#). Commissioner Gove introduced the topic and noted that due to the fact that this is a WMATA process, any letter from the ANC will not be given the same “great weight” that is given to ANC letters to DDOT. As such she

encouraged residents to [provide individual input on the WMATA Better Bus website](#). Chair Lynch presented the specific impacts of the proposed bus network to ANC 6A.

- i. Committee Member Bloomstine noted that the proposed network was not much of an improvement for the community, and Committee Member Caitlin Rogger added that it was a missed opportunity.
- ii. Community Member Pam Hill that moving one line of the 90/92 past Union Station on H Street [the proposed C51 route] will be a problem once the Hopscotch Bridge replacement project gets underway.
- iii. Community Member Dieynaba Dia explained the negative impacts of the 96 bus going away. In particular, children in the neighborhood rely on the 96 bus to get to schools in other areas of the district (eight neighborhood students from Washington Latin Public Charter School informed her of this change). Following the recent discontinuation of the 97 bus, this will have a significant impact on neighborhood youth, and she would like to know what our elected officials can do to stop this from happening. Chair Lynch reiterated that the ANC can send a letter, but that it will not have as much impact as our ANC letters to DDOT, and requested neighbors provide their comments to WMATA directly on their [website \(https://betterbus.wmata.com/share\)](https://betterbus.wmata.com/share).
- iv. Mr. Bloomstine added that taking a route away from the Union Market area [the proposed C51 route] is shortsighted, given the huge increase in population compared with the population along New Jersey Avenue NW. Additionally it is a more direct transfer to the Red Line at NoMa/Gallaudet than it is at Union Station.
- v. Community Member Michael Cushman expressed concern about the cuts to service and, in particular, noted that WMATA is proposing cutting lines without an assessment of affected communities.
- vi. Community Member Alex Kelly asked if there is anything else we can do to provide input to WMATA, and wanted to know if we had access to any studies that WMATA used to make these proposed changes. Chair Lynch noted that we really only know what is on the website. Committee Member Rogger noted that WMATA did conduct studies in good faith, but that the data is likely not perfect (and that she does not like the proposed redesign either). WMATA also has a funding shortage that they have incorporated into their proposed designed.
- vii. Commissioner Adelstein (ANC 6C03) is concerned about the truncation of the existing D6 line with the proposed D24 route stopping at McPherson Square.
- viii. Commissioner Gove reiterated her request for residents to provide input on the WMATA website, as the proposed redesign disproportionately impacts our community. She also encouraged schools in the neighborhood to provide their comments as well and share links to the website on their school's parent listservs.

Commissioner Gove made the motion recommending: ANC 6A send a letter to WMATA consolidating and summarizing comments from residents regarding the impacts of the proposed 2025 Better Bus network.

Chair Lynch seconded the motion.

The motion passed unanimously with all commissioners and committee members present voting in favor (Commissioner Gove, Committee Members Lynch, Rogger, Sussman, Fletcher, and Bloomstine).

- B. **DDOT [NOI-24-127-TESD](#): 17th Street NE Multi-Modal Corridor Safety Project.** Mr. [Will Handsfield](#), DDOT Project Manager, presented DDOT's 17th Street NE Corridor Safety & Traffic Calming project. This project was part of the former ANC 6A district lines but is now in ANCs 7D and 5E. The corridor is currently missing sidewalks, parking issues, and concerns with truck traffic, the 17th and E Streets NE circle, and emergency vehicle access. Customarily on projects like this, DDOT often does road diets, mostly with 2-to-1 lane conversions and protected bike lanes. 17th Street NW had a similar project 2018 - 2022, and results were very robust. G Street NW similarly added a two-way cycle track. DDOT conducted a study from 2021-2022, evaluating a road diet. The route currently has 450 vehicles per hour in peak rush, and the road currently has a capacity of 800 vehicles. One lane would still accommodate 450 vehicles per hour. At Massachusetts Avenue NE the cycle will switch sides of the road to coincide with the cycle track on Potomac Avenue SE. While switching sides is not ideal, doing it at a signal is the best way to do it. The project also includes various improvements near the schools, fields, and Rosedale Recreation Center to reduce pedestrian/car conflicts and removes the two-stage crosswalks.
- i. Commissioner Gove appreciates the removal of "double threat" crosswalks. Slowing drivers down on this corridor is key, and she wishes 17th Street had been reduced to one lane each way 5 to 6 years ago when it was redone. The constraints of the road are already constrained by our worst behaving drivers. She also appreciates replacement of sidewalks.
 - ii. Committee Member Rogger appreciates this project as a driver. She appreciates the road being narrowed because it is a threatening road to drive on, not just for pedestrians and cyclists.
 - iii. Committee Member Bloomstine asked if there was any consideration of visibility of the bike lanes for left turning vehicles and their ability to see bi-directional bike traffic. Mr. Handsfield responded that typically DDOT does not allow left turns across a two-way bike lane if there is a visible obstruction, but along this corridor they are able to signal left turns on all but one intersection (and DDOT is looking into additional sightlines for that one intersection).
 - iv. Community Member Pam Hill is concerned that cars will just park in the striped line area, and also that switching the cycle track from one side to the other [at Massachusetts Avenue SE] is really risky. Also, she would like signage to be clearer, noting that signs like "watch for bikes" does not make it clear that bikes have the right of way where they do. She is otherwise thrilled by the road diet.
 - v. Community Member Michael Cushman noted that he listened to an ANC 7D meeting where someone was complaining about cut-through traffic on his street after the Potomac Avenue SE cycle track went in. He is concerned that the road diet will make it so no one can get through and will move to alternative streets. He asked if DDOT has run queuing studies for East Capitol Street, Massachusetts Avenue, Potomac Avenue or Benning Road. He is not necessarily opposed to the road diet, but is opposed to bad planning, and is concerned about where these bad drivers will go when they get frustrated with obeying the rules. Mr. Handsfield responded that queuing studies are a part of DDOT's analysis, and that one of the things DDOT battles is the mapping technology (Google Maps, Waze, etc.) that routes drivers into neighborhoods. DDOT's preference is to keep these drivers on the highways. Mr. Cushman added that he is skeptical that DDOT's data and analysis are sufficient, and

that 17th Street NE is not a good comparison because there are more north-south routes in that area. Mr. Handsfield responded that safety is DDOT's priority here, and DDOT's record on these sorts of projects across DC is strong. The data does not suggest that traffic congestion is bad right now and DDOT is not worried it will get much worse.

- vi. Chair Lynch read a question from the Q&A asking if emergency services are aware of the plans and how DDOT incorporates their feedback. Mr. Handsfield responded that FEMS is aware and has provided feedback that DDOT is incorporating.
- vii. Committee Member Sussman commented that while the bike lane crossover is not ideal, he agreed that doing it at Massachusetts Avenue SE is likely the safest place to do it.

Commissioner Gove made the motion recommending: ANC 6A send a letter to DDOT in support of the 17th St NE Multi-Modal study (NOI-24-127-TESD), including engineering, enforcement, and education (signage) for safety of drivers, cyclists, and pedestrians.

Secretary Rogger seconded the motion.

The motion passed unanimously with all commissioners and committee members present voting in favor (Commissioners Gove and Shapiro, and Committee Members Lynch, Rogger, Sussman, Fletcher, and Bloomstine).

- C. Sidewalk improvements. Commissioner Shapiro discussed a notional ANC 6A Resolution in support of increased funding for repair, maintenance and replacement of dangerous sidewalks; a more effective system for sidewalk maintenance monitoring; and allowing experimentation with alternative sidewalk materials. Would like letter to DDOT and Mayor re sidewalk repair/replacement She would like to urge the DC Council and Mayor to support a 5% increase for repair, maintenance and replacement of sidewalks. In addition, she recommended asking for more effective and efficient systems for sidewalk monitoring, repair and replacement. Finally, she recommended asking the Council to report every six months or more the number of complaints received, the number of improvements made and the time between complaint and closure.

Commissioner Shapiro made the motion recommending: ANC 6A draft a resolution urging the DC Council, DDOT, and the Mayor to support a 5-8% increase in the FY2025 budget for the maintenance of sidewalks, to implement a more effective system for sidewalk repair monitoring, and to allow experimentation with alternative sidewalk materials.

Commissioner Gove seconded the motion with a friendly amendment to authorize the Commission to testify regarding sidewalk improvements at any upcoming DC Council hearings.

The motion passed unanimously with all commissioners and committee members present voting in favor (Commissioners Gove and Shapiro, and Committee Members Lynch, Rogger, Sussman, Fletcher, and Bloomstine).

V. Community Comment.

- A. Community Member Michael Cushman would like the ANC to address the speed limit signs in the neighborhood to DDOT. He would like the ANC to ask the DC

Council to fund the work order to update DC speed limit signs to the already approved speed limit reduction from 25 mph to 20 mph across 80 miles of DC roads. Commissioner Gove responded that it was too late to get an ANC letter in by the Council meeting of June 12, 2024 as the next ANC meeting is June 13, 2024 but that she could work with him on getting info out to the community for individual residents to provide input to the Council in time. Commissioner Shapiro noted that it may be worth reaching out to [Kelly Jeong-Olson](#) at DDOT to see if any of this has already been scheduled and budgeted because Ms. Jeong-Olson recently responded that DDOT is working on updating some school zone signage that Commissioner Shapiro had inquired about.

- B. Community Member Pam Hill asked if there was any update on the H Street Bus Priority project construction schedule or the status of the no-left turns plan. Commissioner Gove suggested adding the project team to the June 2024 ANC 6A TPS Committee meeting to get an update for the community.

VI. The meeting adjourned at 8:55 pm.