

Minutes
ANC 6A Transportation & Public Space Committee Meeting
Monday, April 20, 2026 at 7:00 pm
Virtual Meeting via Zoom

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 New Business item.

- I. Call meeting to order.
- II. Introductions & Announcements.
 - a. Commissioners present: Steven Kolb (6A07), Roberta Shapiro (6A03), Scott Burger (6A01)
 - b. Committee Members present: Chair Patrick Bloomstine (6A01), Caitlin Rogger (6A07), Jeff Fletcher (6A07), Shaun Lynch (6A01), Malcolm Laskowski (6A05), Mark Sussman (6A04)
 - c. DDOT Staff present: Kelly Jeong-Olsen, Noah Glasgow
- III. Old Business
 - a. Vision Zero Hardening at Maury Elementary School (Constitution Avenue/Tennessee Avenue/13th Street)
 - i. Kelly Jeong-Olsen from DDOT joined to discuss this project near Maury Elementary that was delayed a year due to DC Water work in the area that needed to precede DDOT.
 - ii. She presented an overview of the project which involves several curve bump outs that shorten sidewalk crossings and make turning cars go slower.
 - iii. She said construction of the project is slated to start this summer and should be finished in time for the next school year.
 - iv. Committee member Sussman asked if the protected curbside bike lane on the 100 block of 13th Street NE was still part of the project after ANC 6A had requested its addition in late 2024. Ms. Jeong-Olsen responded that she believed so but would follow up with Chair Bloomstine to confirm (NOTE: She confirmed that the bike lane on 100 block of 13th Street NE would be moved inside parked cars on the east curb of the street from Lincoln Park to Constitution Avenue NE).
- IV. New Business
 - a. DDOT PSRA Permit Tracking# 11199159 Review# 878570 - Della Barba Pizza is applying for a sidewalk cafe on the corner of 14th and East Capitol Streets.
 - i. Commissioners and committee members did not express issues with this public space permit application. They generally described Della Barba

- as a good neighbor and noted that they closed by 10:00 pm and were not concerned about noise on the patio.
- ii. One neighbor noted that there have been some issues with trash containment. That information was passed on to the ABCA Chair as the business is applying for a tavern license and could be added to a settlement agreement.
- b. Resolution on Restoring Better Bus Network Funding - This passed at the full ANC 6A meeting on May 14, 2026.
- i. Chair Bloomstine detailed some of the cuts that the Mayor's proposed budget would make to the bus network including the D2X and the C53 which are major trunk routes that run through ANC 6A.
 - ii. He also encouraged neighbors to reach out to the mayor, DDOT, and their council members to restore funding to the bus network.
- c. E-bike/e-scooter and sidewalk safety resolution from Commissioner Shapiro.
- i. Commissioner Shapiro proposed a resolution for e-bike/e-scooters and sidewalk safety, which called for:
 - 1. Use of e-bikes and e-scooters is prohibited on all sidewalks By X-XX-202X,
 - 2. bike, e-bike and scooter sharing companies shall implement controls to enforce this requirement, to prevent hacking of these regulators, and to terminate use of their equipment by repeat offenders.
 - 3. Use of non-electric bicycles on sidewalks is prohibited for individuals age 13 years and above.
 - 4. Bicyclists, e-bikes, scooters and other vehicles using streets and bike lanes must stop for stop signs and red lights to avoid hitting pedestrians crossing in crosswalks.
 - 5. Mopeds and fast e-bikes or scooters (capable of speeds in excess of XX MPH) should be subjects to licensure.
 - 6. DDOT shall annually make public a summary of accidents and injuries involving bikes, e-bikes, and e-scooters, broken out, at minimum, by type of equipment, type of accident, level of injury, company, location (sidewalk, bike lane, street, etc.)
 - ii. Chair Bloomstine opposed parts of the resolution including the bans on sidewalk use for most of these devices as, despite advances in cycling infrastructure, there are still many areas of the city that are not safe to ride on. He also opposed aggressive enforcement and suggested that the committee work with DDOT to better understand the tools that can help deal with the dangers presented by shared micromobility devices. He stated that the first two ways to tackle this problem are with engineering (better infrastructure and programming for these devices) and education before resorting to aggressive enforcement.
 - iii. Commissioner Kolb agreed with Commissioner Shapiro that this is a real problem that needs laws, regulation, and enforcement.
 - iv. Committee member Rogger agreed that the dangerous operation of micromobility devices is an issue. She suggested that the committee should discuss ideas for how to address the issue before rushing to a resolution. She suggested we reach out to our partners at WMATA, DDOT, and the micromobility companies to determine what the available solutions are. She also stated that DDOT would be best placed

- to obtain data on the frequency of issues related to micromobility devices and could help inform the solutions.
- v. Commissioner-Elect Hammer noted that all commissioners and committee members did agree that this is a problem and the committee should focus on a holistic approach to all these issues. He referenced geofencing and speed limiting to keep certain areas safe from dangerous operation, like around schools. He also agreed that a study of these issues would be incredibly helpful.
 - vi. Committee member Sussman pointed out that the Central Business District already does have a sidewalk riding ban similar to the cities that Commissioner Shapiro listed. He posited that much of the reckless operation of shared mobility devices appears to be from underage users, particularly of throttle e-bikes that do not require pedaling. He suggested working with DDOT and the micromobility companies to come up with solutions to age verification and reckless operation. He also pointed out that bans on how people use their private bicycles will be similar to helmet laws and licensing requirements which cause people to shift away from this mode of transit into private cars. That then leads to less support for safe cycling infrastructure.
 - vii. Committee member Lynch stated that it would be very difficult to enforce the resolution against private scooter, bike, and e-bike operation when we cannot even do that with cars which are subject to license and registration. He suggested that the enforcement prong should be directed at the shared micromobility companies first to encourage them to come up with solutions that allow their devices to operate safely and effectively. He also emphasized the distinction between throttle e-bikes, pedal assist e-bikes, and regular bikes. And he agreed with Chair Bloomstine that there are several places in the district where it is not safe to ride in the road and requires riding on the sidewalk. He emphasized enforcement at the corporate level before the individual level.
 - viii. Committee member Rogger suggested inviting Veo and Lime (et al) to discuss these issues with the TPS committee.
 - ix. Chair Bloomstine agreed to work to organize future discussion with DDOT, Council Transportation committee staff, and micromobility devices at an upcoming TPS meeting.
- d. 11th Street SE Bike Lane - The full ANC 6A voted to send a letter to DDOT in support of safer design for the north-south cycle track at 11th Street SE and I-695.
- i. Committee member Sussman gave a brief description of DDOT's plan to leave the 11th Street bike lanes as paint only from the north side of the 695 interchange up to Lincoln Park. This was a change from their previous plan to run a cycle track on the west side of 11th Street up to Lincoln Park.
 - ii. ANC 6A passed a resolution to call on the council to restore funding that would allow the cycle track to connect the M Street Cycle track to Lincoln Park.
- e. Gold Line - WMATA and DDOT announced plans for Bus Rapid Transit along Benning Road and H Street NE.

- i. Chair Bloomstine gave a brief overview of the recently announced WMATA plan to build the “Gold Line” bus rapid transit line that would run east-to-west across the district from Lincoln Heights to Georgetown and would connect the RFK development to Union Station and Chinatown. It would include center running bus-only lanes along Benning Road and H Street NE.
- ii. Committee member Rogger stated that she attended the WMATA board meeting where the plan was unveiled. She said one of her chief concerns was that the board repeatedly discussed finishing the RFK-to-union station section by 2030 when the stadium is complete. She pointed out that is very shortsighted to only think of building this to transport people on what amounts to a few weeks a year. And the rush to complete the first part leaves doubt about whether the rest of the line would get built and turn this into the excellent transit infrastructure it could be if properly built all together. Committee member Rogger pointed out that the team will not be funding this project so it should not be built for them. It should be built to move the people of DC throughout the many neighborhoods it would pass through quickly and safely.
- iii. Committee member Sussman pointed out that we have heard the phased construction line before and nothing beyond the first phase ever gets built (see: the streetcar). He emphasized that affected communities like 6A should demand all or nothing construction of this project.
- iv. ANC 7D TPS Chair Meredith Holmgren also informed the committee that 7D is concerned about the planned transit center in their neighborhood instead of along Benning Road. 7D voted to reject the transit center as planned on Oklahoma Avenue NE. She stated that WMATA has repeatedly ignored requests to discuss these issues over the past year with 7D and Kingman Park feels dumped on with this transit center rammed in there in addition to a proposed 12 story parking garage. She expressed hope that 6A would support 7D’s opposition to the transit center location.
- v. Commissioner Burger expressed concern that it is unclear what the transit center would entail. Is this a place that would stage 50 buses for pre- and post-game days? Or would it be a slightly souped-up bus stop?
- vi. Committee member Rogger urged the committee to be active requesting that the council engage with us and similar committees in the planning of this project.

V. Additional community comment (time permitting).

a. N/A

VI. Adjourned meeting.