

Minutes
ANC 6A Transportation & Public Space Committee Meeting
Monday, September 14, 2025 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: Stephen Kolb (6A07), Amber Gove (6A04), Paul Spires (6A01)
 - b. Committee Members Present: Patrick Bloomstine, Jeff Fletcher, Mark Sussman
 - c. DDOT Representatives: Chris Berg
 - d. Greg Zielinski, ANC 6B Resident
- III. Old Business
 - a. Chair Bloomstine provided updates on TSIs and ANC 6A TPS Request Letters
 - i. 14th Street NE between Tennessee Avenue and E Street and Tennessee Avenue from Constitution Avenue to E Street. The TSIs filed along this corridor are still under prioritization. ANC 6A letter has been added to that file as well. The missing bike lane appears to be the result of utility work. DDOT is looking into replacement.
 - ii. North Carolina Avenue and C Street NE between 14th and 16th Streets - This area and related TSIs are also under future prioritization. Similarly, DDOT has added our letter requesting safety changes to the area to the file.
 - iii. 11th Street NE - DDOT informed us that speed humps were not promised on this corridor, and that there is no corridor-level plan in the works for it. At 11th and F Streets NE, DDOT conducted a study and determined that speed humps were not warranted. However, they will be installing additional all way stops in this area.
 - b. Chair Bloomstine provided updates on Vision Zero Hardening at Maury Elementary (Constitution Avenue/Tennessee Avenue/13th Street NE) - We had received the 90% plan update at the beginning of 2025. DDOT says DC Water is now doing work in that area and the vision zero hardening will have to wait until that project is complete. They anticipate completion in spring/summer 2026.
 - c. Chair Bloomstine provided updates on H Street NE transit plan - The bus bump out platforms at 6th and H Streets are expected to be installed shortly as they are repurposed from Franklin Square. The 14th Street bike lane gap is also expected to be started soon now that the block between H Street and Maryland Avenue has been repaved. Timing of mid-block crossings is TBD due to electrical work that needs to be done.
 - i. Committee member Sussman noted that people continue to cross in the middle of the longer blocks on H Street where the crossings should be. He

also noted that the lack of any signalling or infrastructure on 14th street has made it very unsafe while we wait for DDOT installation.

IV. New Business

- a. DDOT Strategic Bike Plan - Chris Berg from DDOT joined the committee to discuss the city's work on a new strategic bicycle plan (formerly MoveDC, website available at <https://bikelanes.ddot.dc.gov/pages/strategicbikeplan>). In 2024, the DDOT team put together an existing conditions report. This included a look at trends, ridership data, and crash data. They spent time understanding where there are safety concerns around the city. The DDOT team spent the beginning of the year laying the groundwork to develop a new plan to create citywide bike infrastructure. The end goal of the project is to create a 2026 MoveDC bicycle priority network map. DDOT has done and will continue to do several community outreach events to build awareness and also generate community feedback (see website). In October 2025, they will begin conducting in-ward workshops that will be more in-depth. This will allow DDOT to hear what the community desires from the bike network. There is also a survey of bike network wants/needs on the website linked above. In Spring 2026, DDOT will use all the input gathered to put together a five-year work plan to create a safer bike lane network.
 - i. Committee Member Sussman suggested that DDOT work with regions of the district instead of strictly wards since the maps have been redrawn recently. He also informed Mr. Berg that one of our biggest asks is a reimagining of Lincoln Park. It is the center of Capitol Hill and is surrounded by an unsafe traffic pattern. It could be the central hub of bike transportation for the hill area.
 - ii. Commissioner Gove highlighted issues with transit around the white house via bike due to Lafayette park being closed off and that section of the 15th St cycle track. She also highlighted the need for protected bike lanes on Mass Avenue, North Carolina Avenue, and Maryland Avenue.
 - iii. Chair Bloomstine highlighted the need for a north-south protected bike lane in Capitol Hill.
 - iv. Commissioner Gove also pointed out that the Capitol complex is impassable for certain micromobility (i.e., e-scooters) and that provided a permanent bike path that is separated from pedestrian space would be helpful.
- b. Living Streets Presentation by Greg Zielinski, ANC 6B Resident - Mr. Zielinski presented a potential plan to make neighborhood streets safer on 12th and 5th Streets NE and SE in Capitol Hill. The plan would make car traffic alternate directions every block of those streets. Those streets are already not thoroughfares because they intersect with Lincoln Park, Stanton Park, and Marion Park. This would allow residents who live along the street to access their houses but prevent speeding through the neighborhood. It would also preserve all existing parking. This would allow space to use the other car travel lane space to create protected north-south cycle tracks.
 - i. Committee member Sussman pointed out that 12th St is very wide on the north end of capitol hill which might not make it the best candidate for this plan. He suggested 13th St as a potential alternative.
 - ii. Chair Bloomstine suggested that the car travel lanes of the project be on the same side of the street to prevent the cycle track from having to alternate sides of the street like the M St NE cycle track did prior to 2023.
 - iii. Committee member Fletcher suggested that Mr. Zielinski speak with fire, EMS, and other first responders and city emergency services about such a plan.

- iv. Committee member Sussman also suggested that A St NE and SE could be good candidates for a project like this running east and west.
 - c. 9th and K Streets NE Stop Sign - this became a solar powered blinking stop sign after one of our neighbors was killed by a car driver at this intersection. It was recently knocked over by police in a high-speed chase. DDOT replaced it with a regular stop sign and informed Commissioner Spires that funding was not available to replace with a blinking sign until the new fiscal year. Commissioner Spires asked that the ANC send a letter requesting DDOT prioritize its replacement.
 - i. Chair Bloomstine pointed out that this is a helpful safety measure because east bound cars encounter three straight blocks of synced traffic lights before it.
 - ii. Committee member Sussman pointed out that the stop sign is helpful at night but does not do much to slow drivers during the day. He suggested a radar feedback sign as well.
 - iii. Chair Bloomstine also suggested that raised crosswalks would help this intersection's pedestrian safety.
 - iv. Committee member Fletcher pointed out that this intersection is similar to 10th Street and Massachusetts Avenue (following several traffic lights that allow cars to build speed). He suggested that these requested improvements for 9th and K Streets could be applied there, too.
 - v. Chair Bloomstine made a motion to send a letter to DDOT requesting that they replace the electrified stop sign at 9th and K, Streets, add a radar feedback sign, and build raised crosswalks and also that these changes be implemented at 10th Street and Massachusetts Avenue as well. The motion was seconded by Committee member Sussman. The motion passed unanimously.
- V. Additional community comment (time permitting). - None
- VI. Adjourn meeting. The meeting was adjourned at 8:08pm.