

Minutes
ANC 6A Transportation & Public Space Committee Meeting
Monday, October 18, 2021 at 7:00 pm

- I. Call meeting to order at 7:00pm
- II. Introductions & Announcements
ANC Commissioners present: Brian Alcorn, Keya Chatterjee, Sondra Phillips-Gilbert, Mike Soderman, Robb Dooling, Laura Gentile, Phil Toomajian. TPS Committee members present: Chair Maura Dundon, Caitlin Rogger, Hassan Christian, Jeff Fletcher, Shaun Lynch. Andrew Burnett
- III. Community Comment: None.
- IV. Old Business: Review of pending Traffic Safety Assessment requests and 311s.
 - A. Chair Dundon suggested a community walk through to verify the status of 18 separate requests for crosswalk restriping as outlined in an October 6, 2020, letter to DDOT. TPS Committee member, Shaun Lynch, agreed to do the neighborhood walk through to confirm the status and report back to the TPS committee.
- V. New Business
 - A. Discussion of electric vehicle charging stations for residents with street parking only.
BACKGROUND: DOEE's climate-related initiatives include residential solar solutions and electric vehicle (EV) charging station installation rebates and tax incentives. Several local solar solution companies also offer EV charging station solutions. Combined with federal programs, these incentives can reduce EV charging station installation costs by up to 80%.

DC residents are currently permitted by DOEE to install Level 2 electric vehicle (EV) charging stations on their homes regardless of access to dedicated parking. This, in addition to the possibility of charging of EVs via standard 120V (Level 1) circuits, has resulted in some DC residents running power cables over public sidewalks and other public rights of way space to charge their EVs. DDOT's current policy is that running a charging cord over a public sidewalk is not permitted, and residents found in violation shall be cited by DDOT's public space inspection teams.

DDOT has authority to amend this policy in accordance with DC Code [§ 10-1141.03](#), (a) authorizing the Mayor to "issue permits to occupy or otherwise use public rights of way, public space, and public structures pursuant to this subchapter for any purpose, including the use of the foregoing for conduits, including conduits which occupy public space, or a public right of way." DDOT's impending EV charging station program, however, has been focused on permitting private vendors to install pay-for-use charging stations (guided by where DDOT anticipates the most demand) in

lieu of expanding authorities for private residents to use their own personally-procured stations attached to their homes.

PUBLIC DISCUSSION: DDOT's Anthony Willingham, presented DDOT's plans to create a public space permit for vendor-operated EV charging stations. He noted that an earlier DDOT proposal was overly restrictive for curbside installation. There had been caps on the number of charging spaces, and a restriction in Resident Parking Permit (RPP) areas. The new proposal plans to consider any curbsides that do not have any "No Parking" hours (such as during rush hour times), including RPP areas. The new proposal is not formally published to the register, but final rulemaking has been made public through the Council process. DDOT needs approval of the DC Council because the rule involves establishment of a new fine for users overstaying their time. DDOT is aiming to have the proposal completed by the end of the year, but acknowledged that the extensive coordination with PEPCO and DOEE may push it into 2022.

Mr. Willingham stated that DDOT opposes curbside EV charging stations installed by private residents. Curbsides do not have the electric capacity required of Level 2 EV charging stations, and often require extensive permitting, digging, and construction to upgrade the power lines to the curbs. Additionally, Mr. Willingham cited a program in Philadelphia that had permitted local residents to install privately-procured curbside charging stations for shared use; DDOT viewed this program as a failure due to an inability to regulate the station's use. As for EV charging stations mounted on residential homes with a power cable running across public space, Mr. Willingham suggested that DDOT is looking into it, and cited good examples of similar policies in Vancouver, Seattle, and Portland.

Commissioner Soderman reminded Mr. Willingham and the Committee that this issue had been raised 4 or 5 years ago. He recommended that DDOT and PEPCO institute a streamlined process for where a "heavy-up" can go or not go, in support of having a vendor-operated EV charging station on every block in 10 years. And if DC cannot plan on that, the District government needs to be able to offer private residents the ability to do this on their own. He was also concerned that DDOT is catering to third party companies while not allowing residents to benefit from solar installed on their homes. He encouraged DDOT to not only look at third party vendors, but also to allow residents at their own cost to facilitate a safe installation of the charging cords through a streamlined permitting process.

Mr. Willingham responded that DDOT agrees with the need for enough chargers throughout the district, and noted that DOEE is leading the assessment of how many chargers should be needed.

Commissioner Chatterjee commented that DDOT's plans to permit vendor-operated EV charging stations is only a small part of the solution. She does not like the idea

of exclusively going through private vendors, forcing residents to accept whatever prices these private vendors want to charge. She is also concerned that DDOT is falling behind the curve of a transportation revolution with so many vehicle manufacturers already committing to fully EV line-ups, and acknowledged that residents are already installing the stations on their homes as a result.

Mr. Willingham responded with a recommendation that ANC 6A send a letter of support for this request. He also recommended the ANC send a letter recommending specific blocks for installation of the vendor-operated curbside stations. He emphasized that DDOT's pending proposal is not the government giving away money to a set number of vendors, and that the vendor permit has a built-in incentive for stations to be maintained in a good state of repair.

Commissioner Dooling submitted a motion for ANC 6A to send a letter of support for the use of EV charging stations by private residents, seconded by Commissioner Chatterjee.

Chair Dundon submitted an amendment to include Level 1 charging solutions in the letter. Commissioner Soderman followed with an amendment to include in the letter a request that DDOT explore the possibility of permitting cable trenches (conduits) below grade.

The motion passed unanimously with a vote of 12-0.

- B. Traffic Safety Assessment Request 21-00448727 - 300 block of 18th Street NE
Commissioner Alcorn introduced Ms. Analiese Marchesseault to present the TSA request. Ms. Marchesseault stated that the TSA was submitted due to concerns of the neighbors regarding speeding between C and D Streets NE. She indicated that the existing traffic light induces speeding to catch the light, and it terminates at Eliot-Hine Middle School, in a school zone, where there are children present. Commissioner Alcorn reminded the Committee that the ANC has previously supported TSAs on 16th Street NE and 19th Street NE. Mr. Burnett echoes the sentiments on the speeding, and requests the ANC be supportive of all traffic-calming measures.

Chair Dundon submitted a motion that the ANC 6A letter endorsing the TSA including possible use of speed humps, seconded by Commissioner Gentile.

Commissioner Soderman submitted an amendment to include raised-crosswalks as an option in the letter.

The motion passed unanimously with a vote of 12-0.

- C. Traffic Safety Assessment Requests for the 1500 -1900 Blocks of Benning Road NE

Commissioner Phillips-Gilbert stated that the Benning Road corridor experiences significant speeding, and needs places for DC Streetcar users to safely cross to middle-of-the-street trolley stops. Mr. Burnett added that there are multiple affected bus stops and streetcar stops along the corridor, and reminded the Committee that the TSAs are generic because they will require a comprehensive and holistic review of the area.

Commissioner Phillips-Gilbert submitted a motion that ANC 6A send a letter to DDOT to review the applicable TSAs with a comprehensive assessment, seconded by Commissioner Chatterjee with an amendment to explicitly reference safe pedestrian access from the Streetcar to bus stops and ensure the letter references potential future bus-only lane impact.

The motion passed unanimously with a vote of 12-0.

D. Discussion of new DDOT Speed Hump procedures.

Chair Dundon suggested the Committee invite Andrew DeFrank (ANC 6A DDOT representative) next month to talk through some of the speed hump installation policies.

Commissioner Chatterjee recommended reaching out to the Vision Zero Caucus to get clarity on their vision, including speed bumps, right turn hardening, stop signs, signal timing, and right on red. DDOT has said emails from a single commissioner are sufficient for speed hump requests, but that makes them hard to track.

Commissioner Soderman expressed concern of ensuring public notice and input for such requests in the name of transparency.

Ms. Rogger encouraged the Committee to show support for expediting the process.

Commissioner Toomajian commented that DDOT does not necessarily need to weigh in to act in support of safety-related mitigation, and questioned the need for TSAs for speed humps.

Commissioner Chatterjee recommended future TPS agendas include items within those 5 categories that ANC 6A wants to advance.

Commissioner Gentile suggested inviting Mr. DeFrank to discuss this process and for the committee to establish a system to track a list of requests.

E. Discussion and identification of local and collector streets that may be eligible for 20 mph speed limit signs.

This item was ANC 6A Chair Gove, and she was not able to attend this committee meeting.

Community member Michael Cushman brought this up to Chair Gove because it was in the Omnibus Act of 2020. Mr. Cushman stated that unless there is a reason not to have the speed set to 20 mph on collector roads, the speed limit shall be set to 20 mph. He suggested implementing speed limit signs to advise local drivers because most people want to obey the laws.

Commissioner Chatterjee submitted a motion that ANC 6A send a letter of support for adding 20 mph signs to collector roads in ANC 6A.

The motion passed unanimously.

- F. Installation of contraflow bike lane on the 1100 block of F Street NE.
Commissioner Toomajian submitted a motion to send letter of support for contraflow bike lane on the 1100 block of F Street NE, seconded by Commissioner Chatterjee.

The motion passed unanimously.

- G. Traffic Safety Assessment Request - Corner of Corbin and 13th Streets NE.
Commissioner Gentile requested a withdrawal of the request for TSA, and requested information from Mr. DeFrank about what other projects are pending that the Committee is unaware of.
- H. Traffic Safety Assessment Request - 13th & Wylie Streets NE
Commissioner Chatterjee submitted a motion that ANC 6A send a letter of support to DDOT for raised crosswalks at the intersection of 13th and Wylie Streets NE (east and west sides of the intersection) on 13th, seconded by Commissioner Soderman.

The motion passed unanimously.

VI. Community Comment: None.

VII. Adjourn meeting.