

**Minutes**  
**ANC 6A Transportation & Public Space Committee Meeting**  
**Tuesday, October 17, 2023 at 7:00 pm**  
**Virtual Meeting via Zoom**

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

Committee members present: Shaun Lynch (Co-Chair), Jeff Fletcher, Mark Sussman, Paul Angelone

Commissioners present: Amber Gove (ANC 6A Chair, 6A04), Keya Chatterjee (6A01), Robb Dooling (6A06)

The agenda was amended to shift the Old Business item to the end of the meeting to accommodate the Florida Avenue NE Streetscape Project Outreach team participation.

- III. New Business.

- A. District Department of Transportation (DDOT) updates on the Low-Impact Development pocket parks at the intersections of 8<sup>th</sup> Street NE/K Street NE/West Virginia Avenue NE and of 9<sup>th</sup> Street NE/L Street NE/West Virginia Avenue NE. [Jo-Elle Burgard](#), DDOT Landscape Architect, presented the current plans for both pocket parks, noting that the 8<sup>th</sup> Street NE/K Street NE/West Virginia Avenue NE park will be integrated with the K Street Bike Lane Extension. The construction task order for these parks is waiting to be signed and includes eight total sites throughout the District. Installation for both pocket parks is expected in Spring 2024
  - i. TPS Committee Co-Chair Lynch asked why the crosswalk on the south side of the intersection of 8<sup>th</sup> and K Streets NE was being removed. Ms. Burgard responded that it is considered a “mid-block crossing” which DDOT is attempting to remove as part of safety efforts.
  - ii. Co-Chair Lynch asked if a crosswalk can be installed at the intersection of L Street NE and West Virginia Avenue NE, on either the north or south side of the intersection as pedestrians regularly cross West Virginia Avenue NE at that location while walking down L Street NE. Ms. Burgard responded that she will inquire about such an addition with the project team.
  - iii. Co-Chair Lynch asked about the installation schedule. Ms. Burgard responded that she has a construction task order waiting to be signed that includes eight other sites throughout the District. She is expecting installation for both pocket parks in Spring 2024.
  - iv. TPS Committee Member Sussman asked if a Notice of Intent (NOI) would be released for this project. Ms. Burgard responded that since no parking would be impacted, there will be no NOI. Parking-related impacts on K St are being rolled into the K Street Bike Lane Extension NOI.
- B. [NOI-23-161-PSD](#): K Street Bike Lane Extension. [Mike Goodno](#), DDOT Bicycle Program Specialist, presented plans for the extension of bike lanes on K Street NE from 6<sup>th</sup> to 8<sup>th</sup> Streets NE (with a focus on the 700-block of K Street NE, which is in 6A01). The plans are intended to fill the gap between existing bike lane infrastructure on K Street NE (ending at 6<sup>th</sup> Street NE) and West Virginia Avenue NE.

- i. Commissioner Chatterjee thanked Mr. Goodno and DDOT for planning to close the gap in this network and requested removal of the left turn lane on K Street NE. Mr. Goodno responded that K Street is a minor arterial but does appreciate the safety concerns and will take the comment back to DDOT traffic engineers.
- ii. Commissioner Dooling noted that we want to view “traffic” as not just vehicles, but also as cyclists and pedestrians traveling through the area.
- iii. TPS Committee Member Sussman asked if it was possible to add flex posts to the bike lanes at the corner intersections due to so many examples of vehicles parking in those areas for ten to 20 minutes at time, blocking the bike lanes. Mr. Goodno acknowledged the problems, particularly on New Jersey Avenue, but said that maintenance is the biggest challenge that DDOT has to deal with.
- iv. Community Member Tom Ulan (600-block of K Street NE, 6C01) asked if the residents of 6<sup>th</sup> St were consulted about the proposed bike lane installation, and asked why other streets were not considered when K Street is so busy. Mr. Goodno responded that the NOI process is the formal notification process, and that DDOT does try to conduct additional outreach through the ANCs. As for the selection of K Street, Mr. Goodno noted that K Street is the only street that connects all the way through [beyond North Capitol Street]. Additionally, Mr. Goodno referenced the 2018 [NoMa / Mount Vernon Triangle Bicycle Network Study](#) that identified K St as the best alternative between 7<sup>th</sup> and 7<sup>th</sup> Streets NW.
- v. Community Members Katie and Matthias Corrotte live on the former West Virginia Avenue block that is becoming the pocket part. Kaite does not mind losing a parking space, but wanted to know if it is possible to have a Pick-Up/ Drop-Off (PUDO) area for mail/grocery delivery and if service vehicles will be able to access their block. Mr. Goodno responded that they can adjust the curbside uses (such as adding PUDOs), and that the unprotected bike lanes planned for K Street allow for service vehicle or moving truck usage. Mr. Corrotte expressed concern that removing parking spaces for three or four houses on this block that have no other access to their homes (no alley access) will be too isolating. He is also concerned about the intercity buses that turn left from West Virginia Avenue onto 8<sup>th</sup> Street and then immediately right onto K Street and noted a safety issue for cyclists riding that same route alongside the buses. Mr. Goodno noted there was no parking along this part of the block prior to the pocket park, but Katie responded that there had been a few parking spots on the south side of K Street that were removed sometime during the pandemic.
- vi. Commissioner Chatterjee reiterated Mr. Corrotte’s point about the buses and large trucks not being able to make the turn from West Virginia Avenue through to K Street, and asked if there was a way to direct truck traffic along a different route. Mr. Goodno responded that they’d have to look at what the designated truck route is but given K Street’s designation as a minor arterial that was unlikely. He added that perhaps making the 800 block of West Virginia Avenue a one-way would help reduce that traffic.
- vii. Commissioner Dooling asked if it is possible to get raised crosswalks around J.O. Wilson Elementary School (600-block K Street NE). Mr. Goodno said he could bring the question back to the DDOT engineers, but because K Street is a minor arterial, raised crosswalks are not normally applied (though there are some exceptions).

- viii. Community Member Helen Ulan asked if the DDOT engineers have observed the traffic flow during the school day pick-up and drop-off times, when it becomes very congested with some drivers even stopping in the vehicle traffic lane to walk their children into the school. She also expressed concern for a wheelchair-bound neighbor on the 600-block of K Street NE who had applied for a handicapped parking spot in front her house but was instead offered a spot a block away due to the bike lane plans. Mr. Goodno responded that he is unaware whether or not the DDOT engineers have been out during school hours, but they have been out for a number of issues, and that perhaps better traffic enforcement would help or DDOT could look at modifications to the curbside. As for ADA accessibility, Mr. Goodno noted this issue on other projects, and it's a balance they have to find. DDOT is not required to provide a parking spot right in front of the house, but just as close as possible, and that is what happened in this case.
- ix. DC Resident, Nicholas DelleDonne (Dupont East Civic Action Association), asked if Mr. Goodno had made a similar presentation to ANC 6C, and how DDOT decides between the safety of a bike lane over the safety of a curb bulb out (which would be removed from plans at K and 8<sup>th</sup> Streets). He also expressed an overall concern that the bike lanes are not improving safety. Mr. Goodno responded that he has not presented to ANC 6C, but that he believes their Transportation Committee and Commission have both discussed it, and he is certainly willing to do so. Mr. Goodno referenced DDOT's long-range transportation plan, [MoveDC](#), that looks at the next 25 years for all modes of transportation, and that they are launching a 5-year plan for bike lanes as a part of it to protect among the most vulnerable users of DC transportation network. As for the bulb out, they are typically installed to reduce the crossing distance for pedestrians, but DDOT views the bike lanes as also narrowing the roadway as a benefit to pedestrians in the same location.
- x. Commissioner Christy Kwan (ANC 6C01) commented that ANC 6C did not take up this NOI when comments were originally due on August 31, 2023 because that was during their summer recess, but they have supported bike lanes along the K Street NE corridor back to 2017. She believes it is unconscionable for us not to do more to reduce traffic speed through this corridor.
- xi. Community Member Ms. Lewis asked why the bike lane users are being prioritized over the actual residents of these two blocks. She further asked how Mr. Goodno and DDOT resolve the issue that the actual residents on these blocks overwhelmingly articulate harm and disapproval and base your decisions on the opinions of the ANC who ignore those concerns. Also, why is a straight through such a priority when bikes are flexible? Mr. Goodno responded that considering residents versus travelers is a delicate balance. Roadways are a public right of way for both people who live there and who need to get through the area. DDOT believes that building the bike infrastructure will get more people out of their cars, slow traffic down, and reduce overall traffic to improve safety. Mr. Goodno noted that DDOT takes community comment very seriously, but they are also directed to give "great weight" to the ANCs who are elected by the community. Ms. Lewis followed up that, while DDOT is encouraging people to bike, not everyone has the convenience of being able to bike, and that should be taken into consideration. She also asked if Mr. Goodno could verify if the K Street Transitway is under review or halted because many of these plans reference back to the K Street Transitway, which was for K

Street NW. Mr. Goodno believes that the K Street Transitway is on hold for now because construction was not funded, though some funds were available for the design. Bike lanes on K Street have been in plans since 2005.

**Commissioner Chatterjee made the motion recommending:** That ANC 6A send a letter of support to DDOT for [Notice # 23-161-PSD - K St NE Bike Lane Extension](#) with the following additional requests: that DDOT consider removing the turn lanes in support of reducing vehicle speed; that DDOT explore options for pickup and drop-off areas on the 700-block of K Street NE; that DDOT review the turn radius at the intersection of 8th and K Streets NE; and that DDOT consider installing flex posts at intersections along the south side of K Street NE to prevent blockages. **Commissioner Dooling seconded the motion. The motion passed 7-0-1, with Commissioners Gove, Chatterjee and Dooling, and TPS Committee Members Lynch, Sussman and Angelone voting in favor, and TPS Committee Member Fletcher abstaining.**

- C. TPS Committee draft inputs to the ANC 6A Annual Report. TPS Committee Co-Chair Lynch presented the TPS Committee draft inputs to the ANC 6A Annual Report. Committee Member Sussman recommended that, going forward, the Committee create a working document to continually update TPS Committee inputs to future ANC 6A Annual Reports throughout the year to limit a significant workload at the end of the year.

**TPS Committee Co-Chair Lynch made the motion recommending:** That the ANC 6A TPS Committee approve TPS Committee inputs to the ANC 6A FY23 Annual Report, and forward to the Commission. **TPS Committee Member Sussman seconded the motion. The motion passed unanimously, with all Commissioners and TPS Committee Members present voting in favor.**

IV. Old Business.

- A. DDOT update on the [Florida Avenue NE Streetscape Project](#). Mr. Peyton Manning of the Florida Avenue NE Streetscape Project Outreach Team updated the Committee and community on progress on the Florida Ave NE Streetscape Project. The Project is still on schedule for completion by October 2024, and the segment between 2<sup>nd</sup> and 6<sup>th</sup> Streets NE will be substantially completed by Thanksgiving this year. Washington Gas is currently working between 9<sup>th</sup> and 14<sup>th</sup> Streets NE and should be complete with all work by the end of December 2023.
  - i. Co-Chair Lynch asked about the delays to the sidewalk construction from M Street NE to 7<sup>th</sup> Street NE. Mr. Manning responded that the team is awaiting coordination on some issues with DC Water along that block. There are DC Water tie-ins below ground (such as with the bioretention areas).
  - ii. Commissioner Chatterjee noted that she and Co-Chair Lynch met with DDOT at the intersection of 12<sup>th</sup> and K Streets NE regarding light signalization. Adjusting the signals could improve safety there, particularly around all of this construction. The DDOT signal team was planning to get back to us with recommendations within a week, and the Committee will update the Florida Avenue NE Streetscape Project team in November with their feedback.

V. Community Comment. None.

VI. Meeting adjourned at 8:41 pm.