

MEETING MINUTES
ANC 6A Transportation & Public Space Committee Meeting
Capitol Hill Towers (900 G Street, NE)
November 17, 2014

- I. Co-chair Mahmud called the meeting to order at 7:00 pm.
- II. Introductions
Committee Co-Chair J. Omar Mahmud, Co-Chair Todd Sloves, members Jeff Fletcher, Lara Levison, and Andrea Adelman; Commissioner Nick Alberti; Kathleen Donner of Florida Avenue NE, George Jackson of the Capitol Hill Towers Tenant Council Association; and Jason Levine and Roberta Stewart with the Capitol Hill Classic race were in attendance and introduced themselves.
- III. Community Comment
 - A. Co-Chair Mahmud yielded to community member Anthony Green of Wylie Street NE, to provide an update on clean-up of the alley between Wylie Street and H Street.
 - i. Mr. Green provided photos of the mess in the alley and explained the effort by neighbors to clean up. Mr. Mahmud said he would pass information onto the District Department of Transportation (DDOT) to show that the community is engaged.
 - ii. Asked about frequency of the clean-ups, Mr. Green said it will not be regularly done, but when residents feel it is needed.
 - iii. Mr. Mahmud said he would ask DDOT and the Department of Public Works (DPW) to consider this alley for significant clean-up of sludge, oil and grease.
 - iv. ANC Commissioner Nick Alberti asked if DPW did an assessment and provided tools. Mr. Green said they provided some supplies but to his knowledge had not done an assessment.
 - v. Mr. Mahmud mentioned that the Department of Consumer and Regulatory Affairs (DCRA) is willing to engage us on strenuously ticketing violators.
- IV. New Business
 - A. Presentation by organizers of the 2015 Capitol Hill Classic 10k race to be held on May 17, 2015, and consideration of letter of support
 - i. Jason Levine gave a presentation on the race, comparing it to the recent 2014 race and providing statistics on that event. The 2014 race raised \$92,000.00 and over 4 in 10 runners were Capitol Hill residents. The course for the 10k race will be identical to last year's course. The 3K starting line will line up with the 10K.
 - ii. Streets in ANC 6A open the fastest due to rolling closures.
 - iii. Two churches in ANC 6A are affected and have provided letters of support in previous years. The organizers will be notifying the churches this week and will ask about their needs as it gets closer to the event.
 - iv. Mr. Mahmud asked that Capitol Hill Classic representatives follow up with ANC 6A on their church outreach. Mr. Levine offered to copy Mahmud on emails and letters, but said that they usually do not work it out with the churches in ANC 6A until a few months before the race.

- v. A resident asked about involving churches more; for instance, having younger church members man water stations. Levine said they have tried but churches on the course have not expressed interest.
 - vi. Mr. Mahmud said that if any of the churches have issues, he would like to hear that they are being addressed before providing letter of support to the race organizers.
 - vii. ***Co-chair Mahmud moved that the Committee recommend that ANC 6A send a letter of support for the Capitol Hill Classic Race pending receipt of information regarding engagement with churches on the course and race logistics. Co-chair Sloves seconded the motion and it passed unanimously.***
- B. Presentation by officials from the District Department of Transportation (DDOT) concerning initial results of the Florida Avenue Traffic Study and initial recommendations for road and sidewalk improvements in ANC 6A
- i. Gabe Onyeador, project manager for Florida Avenue, began the presentation. He said the project began last year and stretches the length of Florida Avenue NE from New York Avenue NE to Fourteenth (14th) Street NE.
 - ii. The first three (3) alternatives for redesigning Florida Avenue did not address all the elements residents were concerned about, so DDOT came up with a fourth alternative as their proposal.
 - iii. In the proposal, the first component is from New York Avenue to Sixth (6th) Street and is five (5) lanes (two (2) lanes east, two (2) lanes west, and one (1) turning lane), the second component is from Sixth (6th) Street to West Virginia Avenue and is four (4) lanes (two (2) in each direction), the third component is east of West Virginia Avenue and is two (2) lanes in each direction, however the curb lane on either side is a parking lane at all times except during that direction's peak travel hours. During the AM peak (6:00 am to 9:30 am), there is no parking on north side to allow for heavier west-bound traffic flow, while during the PM peak (4:00 pm to 6:30 pm), there is no parking on the south side to allow for more east-bound traffic. In the first and second components of the avenue, sidewalks will be widened. In the third component east of West Virginia Avenue, sidewalks meet the standard and will be left alone. During the project's design phase, which will begin once funding is programmed, there will be more opportunities for community input. In the second component, east-bound traffic on Florida Avenue will have a left-turn lane onto West Virginia Avenue. That is required based on traffic needs.
 - iv. There will be bike lanes in the third component of the avenue due to lack of space.
 - v. A neighbor, Mr. Goldstein, explained that at the public meeting, the consensus was that the community wanted more than just parking to slow traffic down.
 - vi. Commissioner Nick Alberti said better timing on the signals is needed as a means of regulating traffic flow. He reasoned that if the lights are timed so that an individual moving at the proper speed can move through all intersections, it will encourage moving at the speed limit.

- vii. Commissioner Mahmud said that in the interim, more consistent parking signage is needed on Florida Avenue. The current situation is confusing and discourages parking.
- viii. Mr. Mahmud asked how DDOT knows that taking a lane down actually reduces traffic speeds and that it will push traffic onto other local roads. Yolanda, contractor working with DDOT on the project, said that the agency has a model that it uses to predict that.
- ix. Mr. Onyeador also said that since there is a lane reduction, it will require an environmental study. Mr. Alberti mentioned that DDOT needs to do a better job of factoring in environmental studies when it estimates project timelines.
- x. Mr. Onyeador explained that once DDOT publishes its environmental report this month, they will have to put an application into the federal government on the environmental impact study due to changes in the historic grid, and an air quality study because it is a federal-aid highway. The environmental study usually takes six to nine (6-9 months). Applications will be filed in mid-December 2014.
- xi. Mr. Mahmud reiterated that, in the meantime, making the parking signs consistent will resolve some issues.
- xii. Mr. Goldstein asked that DDOT study the speeds on Florida Avenue and engage the Metropolitan Police Department (MPD) on enforcement.
- xiii. Mr. Mahmud concluded by explaining to the community that while there will not be a lane reduction in excess of the current peak-hour plan, there can be other traffic calming measures like lane narrowing, consistent signage, studies of speeds and spot enforcement.

V. There was no additional community comment.

VI. Co-chair Mahmud adjourned the meeting at 8:16 pm.