

MINUTES
ANC 6A Transportation & Public Space Committee Meeting
Monday, November 21, 2022 at 7:00 pm
Virtual Meeting via Zoom

- I. Meeting called to order at 7:00pm.
- II. Introductions & Announcements.

Committee members present: Maura Dundon (Chair), Caitlin Rogger, Shaun Lynch, Jeff Fletcher, Caitlin Rogger, Hassan Christian.
Commissioners present: Amber Gove, Brian Alcorn, Robb Dooling, Laura Gentile.

Prior to topic discussion, the posted agenda was amended to update Old Business discussion topic #3 to the 1200-block of D Street NE versus the 1300-block of D Street NE, and to reorder Old Business, placing the update on the District Department of Transportation (DDOT)'s Electric Vehicle curbside charging program first.

- III. Old Business.

- A. Update on DDOT's Electric Vehicle curbside charging program

- i. Matthew Gaskin (Matthew.gaskin@dc.gov), DDOT Environmental Planning Branch, began with a presentation on DDOT's Electric Vehicle (EV) Infrastructure Deployment Plan. The District's plan is supported by the National Electric Vehicle Infrastructure (NEVI) program. The 2022 Bipartisan Infrastructure Law appropriated \$5B towards NEVI through fiscal year 2026, of which \$16.7M has been allocated to DC to invest in electric vehicle supply equipment and build direct current fast-charging (DCFC) stations. DC must secure an additional 20% non-federal match. The vision of the District NEVI Deployment Plan is to build a robust, reliable, and interconnected network across all eight District wards to promote EV adoption using an equitable process and thorough community engagement. Among the goals are a reliable NEVI-compliant DCFC station network on the District's Alternative Fuel Corridors (AFCs) and at least one DCFC station in each ward. DDOT defines a DCFC station as one that can charge four EVs at once. AFCs are roadways that have either EV charging, hydrogen, propane, or natural gas fueling infrastructure built along them. DC currently has five AFCs: New York Ave, Rhode Island Ave, Pennsylvania Ave SE, I-395/695, and the Anacostia Freeway/I-295. DDOT's program will award competitive grants to third parties that will install, operate, and maintain the charging stations along the AFCs. DDOT's plan included the Justice40 goal of delivering 40% of all benefits of federal investments to Disadvantaged Communities (DACs), and over 54% of DC's AFC route miles exist in DACs, enabling benefits to accrue to these communities in terms of reduced emissions and accessibility to EV charging stations.

- 1. Committee Chair Dundon expressed concern that a goal of one DCFC station in each ward by 2027 is alone insufficient to address the growing need for EV charging stations across the District and our neighborhood, and is interested in further information on both the DC Curbside Charging program and permits for individual homeowners without dedicated parking access to match the pace of expected EV usage. Abraham Diallo (DDOT) responded

that he will subsequently address those programs. Chair Maura Dundon followed with a question about any barriers to installing more than one DCFC station per ward, to which Mr. Gaskin responded that there is no restriction on the number of stations that could be installed and that the NEVI requirement is that stations are built within one mile of an AFC. Interstates are required to be designated as AFCs first, followed by roads along the national highway system and then local roads. Ideally, the District would like to partner with gas stations that already have space capacity. Public space is not intended to be used, though DC Public Library or Recreation Center parking lots may be considered.

2. Commissioner Laura Gentile expressed concern about the pace of the plans considering the local and federal incentives to purchasing EVs. In her neighborhood there are already EV owners blocking alleys for hours at time while charging, which is one example of how residents are going to make do under existing infrastructure.
 3. Committee member Shaun Lynch inquired about the timeline, asking if there is an administrative hurdle that is preventing the timeline from being accelerated or is it simply a matter of getting the right vendors on board in a timely manner? Secondly, are the vendors on their own to partner with private businesses or is the District planning to suggest locations such as the libraries and recreation centers? Mr. Gaskin responded that the timeline is due to the funding disbursement from the NEVI program, at approximately \$3M per year, and there are only so many stations that can be built at that level of funding. DDOT expects that private companies will partner, but that the District library and recreation centers will remain an option; all options are open at the moment.
 4. Committee member Caitlin Rogger noted concern about excess supply of charging stations in wards with lower vehicle ownership and vice versa because ownership rate is not evenly distributed across the District, and also asked if the District has any plan to address equity in EV ownership. Mr. Gaskin responded that DDOT knows they will have to build more to meet demand, that their plan will be updated every year, and that DOEE is working on affordability issues.
 5. Commissioner-elect Mike Velasquez asked what DDOT means in reference to an interconnected network. Mr. Gaskin responded that the AFCs are intended as a network between states to reduce the range anxiety experienced by EV owners. He added that a "NEVI 2" program is expected next year which will not necessarily be tied to the AFCs, and will be community-based charging locations (Level 2 or DCFC).
- ii. Abraham Diallo (Abraham.diallo@dc.gov), DDOT Ward 6 Community Engagement Specialist, presented a brief on DDOT's EV Charging Guidelines, including the DC Curbside Charging Station Program and Policy on chargers across public right-of-way.
1. Committee member Lynch asked why Level 2 charging cords are not being permitted across the public right of way when third party-operated Level 2 charging stations and their cords are authorized. Mr. Diallo did not have a formal answer from DDOT about permitting, though he assumed that it was due to the higher voltage. Mr. Lynch followed up by noting that Level 2 chargers are required to be installed by a qualified electrician who has pulled permits through DOEE, and that the third party-operated Level 2

chargers have the same voltage, rendering the higher voltage argument illogical. Mr. Diallo responded that he intends to get a formal response from DDOT.

2. Commissioner-elect Velasquez echoed Mr. Lynch's comments about Level 2 chargers crossing the public right-of-way and asked what the public input process would be for the curbside Level 2 charger vendors. Mr. Diallo responded that, with it being a nascent program, he would have to get back to the Committee with a response. Mr. Velasquez followed up with a request to ensure appropriate ANC comment.
3. Chair Dundon asked about homeowner-operated curbside charger sharing, similar to a system permitted in Takoma Park, Maryland. Specifically, in terms of equity and demand, private homeowners could install such curbside chargers connected to their own home electricity and share via a charge-share app, facilitating block-by-block EV charging to meet demand. Mr. Diallo agreed to look into that and report back to the Committee.
4. Community member Mark Sussman commented that, when considering locations for curbside charging, we should be mindful that in many locations curbside parking is already limited, such as for PUDOs (pick-up/drop-off zones).

B. DDOT Updates on 1300-block of North Carolina Avenue NE, Lincoln Park, 11th Street NE plan, and other pending TSIs.

- i. Mr. Diallo indicated that Will Handsfield does not have an update on the 1300-block of North Carolina Avenue NE. Commissioner Gove had expected an update on the final design. Mr. Diallo also had no plans available from Will Handsfield on the 11th Street NE plan.
- ii. Chair Dundon opened a discussion on traffic safety around Lincoln Park, specifically the unsignalized crossings (two at 12th Street NE, two at Tennessee Avenue NE, one at 12th Street SE and one at Kentucky Avenue SE). With two lanes in the same direction, when one car stops for a pedestrian, often a vehicle in the other lane continues around the stopped car without acknowledging the pedestrian. Committee member Rogger suggested limiting the number of travel lanes around the park. Mark Sussman noted that the setbacks reduce visibility of pedestrians even while on his bike, and that the inner lane of Lincoln Park is dangerous in a way that encourages more lane changing and merging than necessary. Commissioner Gove requested that Mr. Diallo conduct a comprehensive review of the outstanding TSIs at the next TPS Committee meeting, to include those related to requests for raised crosswalks around Lincoln Park.
- iii. For the reference of those residents who have been re-districted to Ward 7, DDOT's Ward 7 Community Engagement Specialist is Tanya Powell (tanya.powell@dc.gov).

C. Discussion of constituent concerns regarding speed tables on the 1200-block of D Street NE. Mr. Diallo had previously told Commissioner Gentile that two speed tables each were going to be installed at both the 1200-block and 1300-block of D Street NE. Presently only one speed table is installed at the 1200-block of D Street NE, but there are four signs on the block referencing speed tables. And that one speed table that is installed is so low as to be ineffective; it does not slow down vehicles, and even bicycles are not affected by it. On the 1300-block of D Street

NE there are no signs warning drivers of the speed table coming up. Commissioner Gentile wants a written response from DDOT as to why the second speed table on the 1200-block of D Street NE was not installed, and also would like to know if the one existing speed table on the block is the correct height. Mr. Diallo responded that the work order only indicated one speed table, so perhaps there was a miscommunication.

IV. New Business

- A. Chick-Fil-A Public Space Permit Application. Kevin Hiden and Carlos Mendia, representatives from the Chick-fil-A on Maryland Avenue NE presented their permit request for a six-foot high fence on public right-of-way adjacent to the business. The owner-operator has been concerned for the safety of Chick-fil-A staff who take orders on the west side of the property due to the occurrence of non-customers crossing through the property over the lower fence in the public space. Commissioner Gove noted that Brown AME Church was denied a similar request for a six-foot fence. Commissioner Alcorn asked if this fence design was consistent with the corporate identity of Chick-fil-A franchises elsewhere; it is. Committee member Lynch asked if the fence could be brought onto the privately-owned property, and Mr. Mendia replied that the property line goes through the drive-thru so that would not be possible.

Commissioner Dooling made the motion: That ANC 6A send a letter to DDOT opposing Chick-Fil-A's application for a taller fence because the DC code does not allow fences greater than the current 42 inches in public space, and exceptions are only for high-security sites such as embassies.

Commissioner Gentile seconded the motion.

The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.

Commissioner Dooling made the motion: That ANC 6A send a letter to DDOT requesting that ANCs receive 30-day notice to review public space applications because ANCs meet only once a month.

Commissioner Alcorn seconded the motion.

The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.

- B. Washington Gas contractor obstruction of bike lanes on the 1000-block of Florida Avenue NE. *This agenda item was not discussed.*
- C. Request for support for an Art Block Party event and mural painting on H Street NE by community group, Our Climate. *This agenda item was not discussed.*
- D. Consideration of traffic safety improvements at 16th Street NE/SE and East Capitol Street, and 16th Street NE and A Street NE. Commissioner Alcorn led the discussion of three intersections without an all-way stop or traffic signal.
- i. Community member Adam Owens noted the 16th St and East Capitol Street intersection has become a regular spot for accidents, including with one of his parked cars. He does not take 16th Street as often as he otherwise would for this reason.

- ii. Community member Connie Kresge noted her car was totaled there in 2017, and another neighbor's car was totaled there this year. Pedestrian crossing signs are often on the ground because a vehicle has hit them.
- iii. Community member Amy Helms re-emphasized points made by her neighbors, and strongly encouraged the four-way stop.
- iv. Committee member Lynch noted that 10th Street and East Capitol Street intersection is a good precedent and example of a recently added four-way stop.
- v. Community member Michael Cushman noted that DDOT treats East Capitol Street as a collector road, but everything east of Lincoln Park is treated differently than west of Lincoln Park. Mr. Cushman also commented that DDOT has recently put up 15 mph limit from 0800-1630 eastbound, but westbound is 15 mph is 0700-1830, and that it would be nice if we got enforcement when Eastern Senior High School is in session. He is disappointed that DDOT consistently manages to miss the point and eliminate any possibility of traffic calming on East Capitol Street.
- vi. 1600 Block East Capitol Street neighbor - 10 children that live on this block and no one plays in their front yards because of this. The neighbor would request a stop sign or speed camera. It is way too dangerous to be out front

Commissioner Alcorn made the motion: That ANC 6A send a letter to DDOT recommending the installation of an all-way stop at the intersection of 16th St and East Capitol St NE and SE, and in that letter it should state that safety reasons necessitating the action are to mitigate crashes, and improve pedestrian, bicycle and student safety in the immediate area.

TPS Committee Member Jeff Fletcher seconded the motion.

The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.

- E. Consideration of traffic safety improvements on the 300-600 block of 19th St NE. Commissioner Alcorn led a discussion of safety concerns along 19th St NE, along with related TSIs.

Commissioner Alcorn made the motion: That ANC 6A send a letter to DDOT requesting traffic calming, or speed lights for the 300 to 700 blocks of 19th Street NE, and in making that recommendation we would also reference various open TSIs for that stretch, including one in progress as well as four submitted today.

Commissioner Gove seconded the motion.

The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.

- F. Discussion of improving curbside signage and/or requesting loading zone for a portion of the 1500 block of East Capitol St NE (the north side). Commissioner Alcorn led a discussion of parking issues and lack of enforcement along the 1500-block of East Capitol St NE.

Commissioner Alcorn made the motion: That ANC 6A send a letter to DDOT recommending the creation of a reasonably-sized loading zone on the north side of the 1500-block of East Capitol Street, recommend loading zone restrictions apply 7:00 AM to 7:00 PM, Monday through Saturday, and allow the prevailing Residential

Parking Permit (RPP) designation with exceptions at all other times, recommend the ANC include in its letter a recommendation to install Zone 6 RPP signs with a 2-hour exception for any remaining curbside parking that is presently ambiguously signed and that is not used for a loading zone.

Commissioner Dooling seconded the motion.

The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes.

V. Community Comment. None.

VI. Meeting adjourned at 8:50pm.