

ANC 6C Transportation and Public Space Committee
Kaiser Permanente Capitol Hill Medical Center
700 2nd St. NE, Room G3-G4
Thursday, September 7, 2017
7:00 pm

REPORT

In Attendance

Mark Kazmierczak (chair)
Emily Diamond-Falk
Kate Kemmerer
Christy Kwan
Josh Linden

1. K St. NE Traffic Study

The District Department of Transportation (DDOT) is undergoing a traffic safety study of K St. NE from North Capitol St. to Florida Ave, at the request of ANC 6C. At a recent joint meeting of the ANC 6A and ANC 6C Transportation and Public Space Committees, DDOT presented several alternatives including removing rush hour parking restrictions and possible bicycle lanes.

Representative: none. [6C05, 6C06]

The committee members were generally in favor of bike lanes, but due to substantial opposition at the special meeting, wanted to consider all options. At that meeting, people spoke out both for and against bike lanes. The balanced seemed to be more opposed than in favor, with much of the opposition coming from the 600 block of K St. Arguments against bike lanes mostly centered around the loss of parking.

The committee discussed the following points:

- Connectivity. It seemed likely that results of the NoMa Bike Study would result in bike infrastructure on K St. west of North Capitol St. (although DDOT has not commented on the study). K St. would be the most direct way to connect neighborhoods.
- Alternatives. There is currently a contraflow bike lane on the one-way portion of I Street (east of 5th Street). To utilize that as the main east-west path would require a connection between I Street and K Street, likely on 2nd Street. L St. is a two-way street with parking on both sides; to fit bicycle infrastructure on this would also require removing parking. There was a consensus that, given K Street is the only connecting street west of North Capitol Street, cyclist will tend to use it even if bike lanes are provided on L and/or I Streets; therefore lanes should be provided where they are most wanted.
- 600 block of K Street. This block is about twice as long as others along the corridor. Residences are only on the south side of the street, with J.O. Wilson Elementary School on the north side. Under all proposals, parking on the north side would be limited to the westernmost third of the block, with the rest being a pickup/dropoff zone for the school. Under the bike lane proposal, there would be no parking on the south side. The committee recognized the hardship of trying to find parking nearby, especially for homes in the middle of the block. A number of seniors also live on the block and may find it difficult to walk long distances to their car. A bike lane would also prevent mobility services to be able to pick up in front of their houses. It was noted that most of the residences on this block have parking spots or garages in the rear.

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The committee agreed that east-west bike connections are needed, and that K Street seems to be the best option. The committee did not want to definitively recommend K Street, however, until results from the NoMa Bike Study have been released.

In addition to the issue of bike lanes on K Street, the committee also reiterated its support for curb bulb-outs on K St. to make crossing safer for pedestrians and for the closure of West Virginia Avenue between K and 8th Streets. Closure of this spur would best be accomplished through “tactical urbanism,” where temporary barriers and space delimiters are put in place while organization and use of the space is developed naturally.

Motion: recommend the ANC (1) provide preliminary support for traffic calming on K Street to include bicycle lanes, but to coordinate with DDOT as the NoMa Bike Study progresses, and (2) reiterate its support for bulb-outs as part of the traffic calming measures and for closing of West Virginia Ave. between K and 8th Streets.

Vote: Support 5 – 0.

2. 1100 Block 3rd St. NE – Resident Only Parking Petition

Residents of the 1100 block of 3rd St. NE are submitting a petition to request Resident Only parking on the east side of the street in response to increased parking pressures from the Uline/REI building.

Representatives: Julia Robey Christian, Evelyn Smith. [6C06]

Two resident representatives presented the issues with parking on the block. The parking garage for REI charges \$8 for the first hour of parking and \$12 for two hours, which causes patrons to seek out other parking, namely on the street. The committee was unanimous in supporting resident-only parking on the east side of the block. Although the regulations for implementing resident only parking are not finalized, the committee felt this situation was urgent and clear-cut enough to try to push through.

Motion: Recommend the ANC write a letter to DDOT supporting the petition for resident only parking and urging the issue to be addressed promptly despite the lack of finalized regulations due to the urgent nature of the matter.

Vote: Approved, 5 – 0.

3. Daytime School Parking Zone Amendment Act

Proposed legislation to create a regulatory framework for providing on-street parking passes to faculty and staff at DC Public Schools (e.g., Stuart Hobson). The bill will be heard by the Transportation Committee on 9/22. Legislation can be found at <http://lims.dccouncil.us/Download/38431/B22-0351-Introduction.pdf>

Representative: none. [6C06]

Briefly, the proposed legislation provides for the following:

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1. The ability to create on-street parking zones restricted to only DCPS and charter school faculty and staff during school hours (including activities and after care) and a schedule of fees and enforcement fines;
2. Creation of a fund, generated by parking fees and penalties, which is to be used to provide alternative commuter benefits to faculty and staff not utilizing the parking zones and to make non-automobile-based transportation investments in the District; and
3. Eliminate the requirement to provide a minimum amount of parking for schools with a designated parking zone as created by this legislation.

The committee was mostly supportive of the legislation, although there was some concern that the regulations might negatively impact school workers by limiting their access to parking. A series of points shared by Commissioner Eckenwiler (not present) based on experiences with Stuart Hobson when their parking lot was turned into an expanded playing field was considered by the committee. Many of the recommendations provide instruction as to how the program should be implemented, which in the current proposed legislation are left to the Mayor to determine during rulemaking. The letter provided 7 recommendations, which the committee agreed on; two more were added during discussion. The recommendations were:

1. Require that the factors to be considered in deciding whether to create a School Parking Zone include, at a minimum, the types of nearby public transit and their proximity to the school.
2. Require that the need for pickup/dropoff areas (and thus different hours restrictions) be expressly considered as part of the decision-making process (i.e., allow for adequate pickup/dropoff areas).
3. Require that passes for use in a given School Parking Zone identify the associated school (so as to preclude use at other locations) and be individually numbered (with the identifier printed prominently at the top), and that the issuing school keep a record indicating the staff member to whom each pass is issued.
4. Prohibit the display of a pass on any vehicle not parked in the corresponding School Parking Zone.
5. Provide a mechanism for disciplining staff misuse of such passes, up to and including suspension or revocation for repeat violators.
6. Ensure that regulations promote implementation that makes the most efficient use of available space.
7. Amend the section giving great weight to the ANC in which the school is located to also give great weight to an ANC that abuts a proposed school parking zone (in cases where a school sits on the boundary of an ANC).
8. Specify that when eligible staff are defined, contract and support staff be considered.
9. Require that the method used to define the size of the school parking zone be based on need, including size and demographics of the school worker population.

Motion: Recommend the ANC provide testimony to the Transportation Committee containing the aforementioned recommendations.

Vote: Approve, 5 – 0.

4. 4th St. NE – Streetscape and Bicycle Lanes

As part of the New York Ave. streetscape design project, potential bicycle infrastructure is possible on 4th St. NE between Florida Ave. and New York Ave. Commissioner Edelman requests that the committee consider making recommendations for bicycle lanes along this roadway.

Representative: none. [ANC 5D]

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Recent alterations to concept designs of the New York Avenue Streetscape Project Show bicycle lanes (shared use paths) along 4th St. NE between New York Ave. and Florida Ave. The committee wanted to support this change, as well as call for full bicycle lanes rather than shared use roads. While providing separated bike lanes may require developers to give up some sidewalk space, current proposed designs include 25' wide sidewalks, which could be reduced to accommodate the lanes. The committee wanted to urge the District to pursue such an approach.

Motion: Recommend the ANC send a letter to DDOT supporting bicycle lanes on 4th St. NE, and recommending they work with developers to create enough room for separated lanes.

Vote: Approved, 5 – 0.

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