

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

REPORT

In Attendance

Mark Kazmierczak, chair
Comm. Mark Eckenwiler
Josh Linden
Christy Kwan
Emily Diamond-Falk
Kate Kemmerer

1. NoMa Bicycle Study

Earlier this year, DDOT conducted a study to identify optimal routes for bicycle infrastructure to improve east-west connections. The study area is from K to N Streets and from 6th NW to 6th NE. The website for the project is <http://nomabicyclestudy.com/>. DDOT will be presenting the results of the study and a preferred alternative concept.

Representative: Darren Buck, DDOT. [6C05, 6C06]

2. K St. NE Traffic Safety 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 an August 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.

In its September meeting, this committee voted to recommend the ANC provide preliminary support for traffic calming on K Street to include bicycle lanes, but to coordinate with DDOT as the NoMa Bike Study progresses. No official ANC position was taken, and the issue returns to the committee to reconsider given results of the NoMa Bicycle Study.

Mr. Buck (DDOT) presented a proposed solution for K St. NE that incorporated the results of both the NoMa Bicycle Study and the K St. NE Traffic Safety Study. (Derek Voight, DDOT, was present to represent the K St. Study.) Discussion focused on the section of the corridor from 1st St. NE and eastward. The recommendation from DDOT was to install bicycle lanes on K St. west of 6th St. NE. These would connect to existing bicycle lanes at 4th and 6th Streets NE to serve cyclists traveling between downtown and destinations in Northeast DC including Trinidad and New York Avenue. The design of the proposed bicycle lanes varied by block:

- a. West of 1st St. NE, standard bicycle lanes in the direction of traffic on each side of the street.

Meetings are open to the public and residents are encouraged to attend.

The full Advisory Neighborhood Commission (ANC 6C) usually meets on the second Wednesday of every month at 7:00 pm. and will vote on all committee recommendations. Non-voting items from this committee meeting may be omitted from the full ANC agenda. Commission meetings are held at the Heritage Foundation, 214 Massachusetts Avenue NE. For a complete ANC schedule and agenda, see <http://anc6c.org/>.

- b. On the 100 block, a two-way cycle-track occupying the southern-most travel lane. The remaining three travel lanes would not be affected (leaving one eastbound and two westbound lanes).
- c. On the 200 - 500 blocks, standard bicycle lanes in the direction of traffic on each side of the street. This would require removal of parking lanes from the south side of the street on the 200 and 300 blocks, from the north side on the 400 block, and from both sides on the 500 block. The reason for the differences is due to the presence of bus lanes and the plan to put in a left turn lane for eastbound traffic at 5th St.

For traffic calming, all rush—hour parking restrictions would be removed. Curb extensions would be installed where possible (on the north side of K St. for blocks east of 6th St. NE). The proposal also indicated the potential to consolidate bus stops if possible, although that notion had not yet been raised with WMATA.

Approximately 40-50 residents living along K St. (including some who lived in ANC 6A) were present for the meeting, most of whom opposed the recommendations. Most presented the argument that parking was already scarce and that removing parking would necessitate walking long distances to one's car. Other objections were raised to the suggestion to consolidate bus stops. Residents also questioned whether there was sufficient demand for bicycle lanes, citing lack of data provided by DDOT, and stated that existing bike lanes on I and M Streets were sufficient. Some residents felt that having bicycle lanes would negate the desired traffic calming effect of removing rush hour parking restrictions. Concerns over the ability of seniors using the services of the DC Office on Aging (at 5th and K St.) to find parking were also raised.

In responding to questions, DDOT discussed alternative locations for bicycle lanes, stating that K St. was preferred over I St. because it connects west of the train tracks, and that any cycling infrastructure on L St. would require the same types of changes as are proposed for K Street. DDOT also presented data on current cycling routes that indicated that most cyclists travel along the Metropolitan Branch Trail, 1st St. NE cycle-track, and K and I Streets.

Members of the committee raised objections to the two-way cycle-track on the 100 block of K St., stating it was dangerous for cyclists to cross K St., especially at the intersection at 2nd Street. DDOT conceded that the proposed solution was not ideal, but that due to westbound traffic backing up in the left turn lane at 1st St. NE, both westbound lanes needed to remain open to auto traffic. The committee also asked about the possibility of the two-way cycle-track to continue on the south side of K St. between 2nd and 6th; DDOT stated conflict with bus stops as a reason that was not proposed.

The committee chair stated his opinion that traffic calming was needed while maintaining a safe accommodation for cyclists, and that restriction of auto travel to a single lane in each direction necessitated the bicycle lanes for safety. The chair moved to support the proposal, and specific areas in need of further study were suggested by committee members.

Motion: Recommend the ANC support the proposed road diet concept, while recommending additional study be performed regarding (1) the feasibility of a two-way cycle-track from 1st St. to 6th St. NE; (2) the impact on parking for the senior wellness center; (3) implementing resident-only parking on K St.; and (4) the need, possibility, and impact of consolidating bus stops.

Vote: Passed, 4 – 2.

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3. Legislation Regarding Motor Vehicle Violations.

Commissioner Eckenwiler presented two bills introduced by Council aimed at amending procedures for ticketing and fine collection of motor vehicle violations: the Traffic and Parking Ticket Penalty Amendment Act of 2017 (B22-204) and the Parking and Moving Violation Amnesty Act of 2017 (B22-410). The hearing for these bills (and related others) occurred on October 27, but the record is open until Nov. 10.

1. The Traffic and Parking Ticket Penalty Amendment Act of 2017 (B22-204) aims to eliminate the current practice of doubling the fine amount for all non-moving violations if response is not received within 30 days.

Motion: Recommend the ANC send a letter to Council opposing the legislation on the grounds that some incentive is needed to pay fines, and to recommend a flat fee of \$20 instead of doubling the fine would be appropriate.

Vote: Passed, 6 – 0.

2. The Parking and Moving Violation Amnesty Act of 2017 (B22-410) would implement an amnesty program whereby DC Residents owing greater than \$1000 in fines can apply for forgiveness of remaining debt after 60% of the amount owed is paid. The amnesty would apply to all outstanding fines regardless of when they were incurred. A payment plan option would also be instituted by the legislation.

Motion: Recommend the ANC send a letter to Council supporting the amnesty and payment plan bill, but recommending that amnesty only be offered for fines greater than one year old (the rationale being that as written the bill would encourage current violators to continue to incur fines yet receive effectively a 40% “discount”).

Vote: Passed, 6 – 0.

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