ANC 6C Transportation and Public Space Committee
Kaiser Permanente Capitol Hill Medical Center
700 2nd St. NE, Room G3-G4
Thursday, June 7, 2018
7:00 pm

REPORT

In Attendance
Mark Kazmierczak, chair
Josh Linden, co-chair
Christy Kwan
Jay Adelstein
Kate Kemmerer
Emily Diamond-Falk

1. Union Market Streetscape

As the Union Market area continues to transition from a commercial warehouse and wholesale market district to a mixed-use activity center, the roads crossing through the neighborhood are seeing a corresponding increase in pedestrian and bicycle traffic. However, the existing streetscape does not support these changing transportation patterns. Issues include wide roads with no lane markings, poorly placed or nonexistent street signage, poorly maintained sidewalks, and faded or nonexistent crosswalks.

As a condition of a PUD in the area (ZC 14-12, EDENS), DDOT collaborated with area developers, business owners, Gallaudet University, and the DC Office of Planning to draft Union Market Streetscape Guidelines to update public spaces throughout the area for future use. However, these guidelines were drafted and published in October 2017 without neighborhood outreach and ANC input.

The Committee would like to discuss current streetscape conditions in the area, short-term solutions to increase pedestrian and cyclist safety, and longer-term improvements to the new streetscape guidelines.

Representative: Jonathan Rogers, DDOT

Mr. Rogers said that DDOT wanted to set up a framework/guidelines to give to developers so they know how to rebuild public space to have a cohesive approach and give flexibility for property owners. EDENS has several PUDs and proffered the creation of guidelines and paid for the effort and consultants. The guidelines don’t address operations of the roadway itself—illustrations of lane configuration are only illustrative. The guidelines focus only on the streetscape (curb to property line).

The plan has some unique features:
- Flex zone is wider than most of DC. This area can have street trees, landscaping, informal seating areas, potentially sales/sidewalk cafes.

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/.
Curbless streets on 4th between Morse and Neal. There will still be a delineation between the roadway and pedestrian areas (trees, signs, potentially parked cars, etc), but the curb will not be raised. Mr. Rogers indicated that this sort of a design is meant to facilitate a pedestrian-oriented environment.

Several people from the committee and community suggested permanently closing Neal place to automobile traffic. Neal Pl is the most narrow street in the Union Market area, and runs east/west between 4th and 6th Streets (the section between 5th and 6th is already closed to vehicle traffic, directly in front of the Union Market building). Mr. Rogers said it is designed to be able to be closed for events but not permanently, although maybe that will change in the future. Committee members disagreed that Neal Pl serves as an important connection street for vehicle traffic, and disagreed with the need to accommodate parking on that street.

The transition will happen piecemeal as new PUDs come on line. Several people had concerns about the safety implications of staggered implementation, although the guidelines somewhat address transition between improved and unimproved sections. Large stretches where PUDs haven’t started still have the old infrastructure (sewer lines, etc.), which prevents wholesale improvements to the area at the same time.

Finally, the committee commented on the unsafe conditions of the streets and sidewalks. Mr. Rogers stated a resolution specifically requesting a safety assessment is needed to prompt DDOT into action.

Motion: Recommend the ANC pass a resolution requesting DDOT perform a safety evaluation on an interim basis for intersections and sidewalk conditions not affected by current developments inside the Union Market neighborhood.

Vote: Passed, 6 - 0

2. NoMa / Mount Vernon Triangle Bicycle Network Study

DDOT recently concluded a study of bicycle infrastructure and ridership patterns in the NoMa and Mount Vernon Triangle areas. The study looked at the region between 6th St NW and 6th St NE, and K St to M St. Current bicycle facilities in the NoMa area primarily follow north-south corridors, and DDOT wanted to explore ways to improve east-west connectivity through safe, convenient, and low-stress routes.

DDOT released a report that outlined existing conditions, evaluated bicycle infrastructure in the context of other DC multimodal plans (e.g. Move DC), highlighted known ridership patterns, and provided recommendations for new bicycle infrastructure.

The Committee discussed the NoMa study in November 2017 in combination with the K Street NE safety study. However, given the complexity and longer timeframe for completion of the K Street NE study, it is not addressed in the NoMa bicycle study. The NoMa study report therefore makes no recommendations for K Street NE east of 1st St NE. That section of K Street NE will be addressed in the forthcoming K Street NE Safety Study, still in progress.

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The Committee would like to review the NoMa study report and discuss its findings with DDOT.

Representative: Mike Goodno, DDOT

Mr. Goodno presented the background and methods of the study. The study recommends two priority corridors:

1. Along K Street from 6th St. NW to 1st St. NE, then connecting to the cycle track north and continuing east on L Street where bikes would share lanes with cars to Florida Ave.
2. Along N Street from 6th St. NW to 1st St. NW, then south to M Street and east to Florida Ave. Would need to continue protected bike lanes on M street from 1st NE to 1st NW.

Mr. Goodno indicated that although the K Street option turns north at 1st St. NE (rather than continue east on K), DDOT is still studying the potential for bike lanes on K Street under and east of the bridge, as part of the separate K Street safety study. However, he also indicated that DDOT is considering shutting down a portal underneath the bridge over K Street to assess the impacts on traffic, to help determine whether converting one lane into a cycle track under the bridge is a possibility in the future. Committee members noted the ongoing construction on K and 2nd St. NE (which blocks a lane as vehicles approach the bridge from the east), and suggested that DDOT wait for the construction in that lane to end before conducting the portal assessment.

For the K Street NW portion of the potential design, Mr. Goodno indicated that they are studying the possibility of creating bus islands to prevent problematic bicycle/bus interactions along that stretch of the corridor.

Committee members also suggested that DDOT pursue options to better connect the N Street alternative to other ongoing bicycle projects in the area, including the New York Ave trail project and the Florida Ave cycletrack.

The next steps of the project are:
- Post report on website
- Present to ANC 6E
- Incorporate public comments
- Develop preliminary designs (would maybe occur later this year?)
- Notice of intent to install
- Further consultation
- Install (maybe next year?)

Motion: Recommend the ANC send a letter encouraging design and installation of both priority corridors because they serve different routes to different parts of the city. In addition, DDOT consider connections to other projects underway (including New York Ave. or Florida Ave. projects).

Vote: Passed, 6 - 0

3. Department of Energy & Environment | Fixture - Public Bench | Application #302509

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The Department of Energy & Environment applied for a construction permit to install a bench in a tree box outside of its office building, in memory of Elizabeth Brown, a DOEE employee who passed away in March 2018. Elizabeth worked on DOEE’s RiverSmart Homes team, a unit that focuses on watershed restoration through bayscaping, rain gardens, rain barrels, and other methods.

DOEE indicated that they would like to commemorate Elizabeth’s dedication to restoring the District’s watersheds and waterbodies. The tree box location is in one of the two rain gardens in front of DOEE’s headquarters, which were installed and paid for by DOEE. Each tree box has a native river birch, which is a species that Elizabeth often planted as part of the RiverSmart Homes project. DOEE would like to install a wooden bench under one of these trees, with a small plaque dedicating the bench in memory of Elizabeth.

The location is: 1200 1st Street NE.

Representative: None

Motion: Recommend the ANC support the application.

Vote: Passed, 6 – 0

4. **Liaison Hotel, 415 New Jersey Ave NW | Construction Permit | Application #313137**

   Permit for construction in the public right of way. Work includes relocation of the main hotel entrance and repair and replace of existing sidewalk for a new entry vestibule. The existing entry revolving doors will be removed for a new entry vestibule hotel entrance. Everything else beyond the building line will remain the same.

   Representative: Barry Simon (hotel), Ron Moore (architect)

   The committee felt the changes had no significant effect on the public space.

   Motion: Recommend the ANC support the application.

   Vote: Passed, 6 - 0