ANC 6C Transportation and Public Space Committee
Kaiser Permanente Capitol Hill Medical Center
700 2nd St. NE, Room G3-G4
Thursday, February 7, 2019
7:00 pm

REPORT

In Attendance
Mark Kazmierczak, chair
Comm. Jay Adelstein
Comm. Mark Eckenwiler
Elissa McDade
Christy Kwan

1. 600 Block G St. NE – Resident Only Parking

   Resident request for expanded hours of Zone 6 resident only parking on the 600 block of G St. NE.

   Representative: Rebecca Thomas, resident [6C05]

Ms. Thomas is requesting expanded hours for Resident Only parking on the north side of the 600 block of G St. NE. Currently, the restrictions are Monday-Friday, 7am – 8:30pm. She is requesting Monday-Saturday, 7am-midnight. On the south side of the block is Ludlow Taylor elementary school, and parking is unregulated outside of school hours. Other blocks of G St. within ANC 6C have the same Resident Only parking restrictions on the north side and standard RPP restrictions (2-hour parking) on the south side. The 1000-1300 blocks in ANC 6A have longer hours but vary by block.

Ms. Thomas explained the rationale for the request is based on increased competition from nightlife patrons on H St. as well as visitors of the Anthology apartment building (who often arrive Friday and leave their cars parked all weekend).

The committee was sympathetic to the pressures on residents but also to the need to support businesses in the area. Given that patrons can find suitable parking on one side of the street, the proposal was acceptable. The committee directed Ms. Thomas to acquire signatures from the residents on her block and return with the petition.

No Motion.
2. **668 E St. NE – Driveway Modification | Application #323991**

A resident is seeking to retroactively permit his long-existing driveway and to repave it.

Representative: Edward Panzarella, resident [6C03]

Mr. Panzarella lives on a corner lot with a driveway (with curb cut) in the public parking on the 7th St. side of the property which predates his purchase of the property nine years ago. He sought a permit to cover the concrete pad with pavers to improve the aesthetics but was told there was no record of a permit for the driveway and is currently seeking that permit retroactively. Mr. Panzarella is currently going through archives to determine when the driveway was installed.

The committee raised the issue that the driveway is being used for parking, which is not allowed in public space. Commissioner Adelstein stated he had spoken with the neighbor, who used to own the property; the neighbor had no objections and stated the driveway had been in existence before the 1980s.

Opinions on the committee were split. The committee was in agreement that if this was a new request it would not be in favor. Given that this has been around, some members did not oppose it.

**Motion:** Recommend the ANC support the permit application (Adelstein, McDade).
**Vote:** Passed, 3 – 1 – 1 abstention (Kazmierczak).

3. **DC Water – Main Inspection – 8th St. and E. Capitol St.**

DC Water is performing a water main inspection and repair project in the ANC 6C area. The hours of work for the overall project have been from 7am to 7pm, Monday through Friday, however, in the vicinity of 8th and E. Capitol Street, NE permits were approved for 9am to 4pm. To avoid project delays, DC Water is requesting a change in the work hours to 7am to 7pm.

Representative: Tanya Hedgepeth, DC Water [6C01]

Ms. Hedgepeth explained that the extensive project entails inspection and repair work. The work in question borders ANC 6C and 6A and involves excavation and repair of a 66” diameter water main. Currently they have permits for 9am to 4pm but would like to extend the hours to 7am-7pm to complete the project on time.

The traffic impact will consist of closing 8th St. during construction times, with local access available to residents. North Capitol St. will not be affected. Because of the alignment of the pipe close to the middle of the street, it is not possible to maintain one lane of travel open.

DC Water would like to start the work in February. With the requested extended hours, the applicant stated it would take 6 weeks to do the work versus 14 to 18 weeks at 9am to 4pm. The applicant stated they did not request working on Saturdays in order to provide some respite for the residents. Committee member McDade pointed out concerns over the poor planning of the project.

**Motion:** Recommend the ANC support the application (Kazmierczak, Eckenwiler)
**Vote:** Passed, 4 – 0 – 1 abstention.
4. **Florida Ave. Corridor**

The committee will request an update on the status of both the Virtual Circle (New York Ave and Florida Ave) redesign and the Florida Ave. road diet. The committee will also be requesting immediate interventions at 6th St. and Florida Ave. NE given the multiple recent bicyclist-car collisions.

Representative: TBD [6C06]

Mr. Kazmierczak stated that he spoke to Naomi Klein, DDOT Ward 6 liaison, about Florida Ave. and the Virtual Circle (a.k.a. Dave Thomas Circle). For the Virtual Circle, she reported they are in the process of acquiring or relocating the Wendy’s in the center, and that any alternatives where it remains are off the table. Because this stage involves negotiations with a private property owner, it will take a long time. The committee did not discuss the project further, opting to let it play its course.

Next the committee discussed safety issues at the intersection of 6th St. NE and Florida Ave. In the past couple months, there have been at least two car-cyclist collisions, including one with an MPD bicycle officer. DDOT had specified in a personal communication late last year that the Florida Ave. road diet project does not include funding for any changes to 6th St. NE. The committee felt the intersection needs attention both immediately and in the long term. The following mitigations were discussed:

- Close the curb cut on 6th St. to get into the gas station, which is a source of conflict. Drivers will still have access to the station on Florida Ave. and on the alley between 5th and 6th Streets.
- The crosswalk across 6th St. on the north side of Florida Ave. needs to be re-painted—it was removed during road work.
- The northeast corner has a large radius, enabling westbound cars to maintain high speeds while turning right. Bollards or flex-posts should be used to make a sharper turn.
- The southwest corner contains dead space where parking is not allowed, which allows southbound drivers to take the turn wide. Bollards or flex-posts should be installed to remove this space.
- Where flex-posts are used, style K-71 (a heftier version that appears more solid) should be used instead of the standard thin ones. The flex-posts currently in the cycle-track should be upgraded to K-71 types.
- A speed camera on 6th for southbound traffic should be installed.
- The timing of the traffic lights for cars differs from crosswalk timing—the walk signal for crossing Florida ends while the traffic signal is still green for many more seconds. They should be re-timed so that the walk signal lasts the duration of the green light. Alternatively, the signalization could be changed to allow an all-way pedestrian crossing phase (a.k.a. Barnes dance crossing).

**Motion 1:** Recommend the ANC send a letter to DDOT urging immediate attention to 6th and Florida Ave. NE and recommending the mitigations outlined above. (Kazmierczak, Eckenwiler)

**Vote:** Passed, 5 – 0.

**Motion 2:** Amend the recommended letter to include the need for permanent fixes at the intersection, and that 6th St. should be included in the Florida Ave. project. (Kazmierczak, Kwan)

**Vote:** Passed, 5 – 0.

The committee then discussed the status of the Florida Ave. project. Joe McCann, resident, informed the committee that the project started in 2013 and 30% designs were presented to the public in February 2017. According to a communication with DDOT in September, they are procuring design services to complete the...
design (through to 100%). The committee agreed that DDOT needed to send a representative to an upcoming committee meeting to provide an updated timeline for the project.

Motion 3: Recommend the ANC send a letter to DDOT urging the Florida Ave. project to progress rapidly and request that DDOT give the ANC an update on the project’s status and timelines (along with 6th St.) in a public meeting. (Kazmierczak, Eckenwiler)
Vote: Passed, 5 – 0.

5. K St. NE Road Diet

At a special public meeting on January 24th, DDOT presented new proposed designs for a road diet on K St. NE from N. Capitol St. to Florida Ave, including removal of rush hour parking restrictions throughout and addition of bike lanes west of 6th St. DDOT is requesting public comment on the designs.

Representative: None [6C05, 6C06]

Committee discussion started with defining the scope of the conversation, i.e., to comment on specific elements versus a larger push to provide more substantial infrastructure. Some committee members felt it was important to take the opportunity to get the travel lane reduction and bike lanes accomplished quickly, while others expressed concern that if intermediate measures are implemented now, larger measures will be much harder to get later.

The following components of the design that were discussed by the committee:

1) Two-way cycle-track vs. separate one-way bike lanes. The committee agreed that the current design of switching between separate lanes east of 2nd St. NE and a single, two-way cycle-track to the west is not acceptable. Mr. Kazmierczak pointed out that the bicycle infrastructure in design for K St. west of 1st St. NE currently includes separate one-way bike lanes (protected), and that they should continue east on K St. instead of switching to a two-way cycle-track.

2) Protection of bike lanes. Commissioner Adelstein indicated that he thought DDOT at one point said they were only going to use paint and flex-posts for this project. The committee agreed that the bike lane against the curb (on the north side) needed to be protected so that cars don’t park there, and that flex-post are inadequate. Parking stops may be one solution to improve the protection of the lane.

Ten residents of K St. NE were present to object to the bike lane. Two residents of the area present expressed support. The residents in opposition made the following comments:

- One resident was not supportive of the travel lane reduction because it will cause worse traffic, nor of the bike lane because it will reduce parking.
- Some residents argued that the bike lane would encourage cars to go faster, especially with the turn lanes.
- Residents expressed that parking or loading space in front of their homes is necessary, including for elderly residents/guests, but that it will be lost.
- Residents argued that the bike lanes on M St. and I St. are sufficient. Committee members and other residents countered that K St. makes the most sense because it is the only street that connects to the west.
- The design is not safe for cyclists as currently planned. Protection won’t help deter bad driver behavior.
- There has been a lack of engagement with the public during this process. More options should be presented, including one without bike lanes.

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/.
• Residents requested data on automobile and bicycle traffic volumes.

The residents in support made the following comments:
• Cars are going way too fast. The road diet would have one lane in each direction and slow traffic down.
• K Street is a unique street in the neighborhood because it only extends from Fl Ave NE to Mt. Vernon Square. The other streets don’t go all the way through to downtown, and it is important to have a facility on K Street to make that connection.

Committee members and commissioners made additional comments:
• Commissioner Dooling (6C06) expressed concern with the 4000 new residential units coming to the area and the amount of car traffic and parking competition that will bring. The city needs to encourage cycling to lessen that pressure.
• Ms. McDade pointed out the mixed-use zones at bus stops in the plan. She suggested DDOT look into similar mid-block zones for loading or other creative solutions that may help people requiring special accommodations.
• Mr. Kazmierczak shared a letter from over 40 families of students in area schools in support of the bike lanes.

Motion: Recommend the ANC send a letter to DDOT urging quick implementation of road diet, with some priority modifications to the current designs: (1) the bike lanes, especially those against the curb, must be protected starting from the date of installation, and by more than just flex-posts; (2) the two-way cycle-track through the underpass is unacceptable, and a solution that does not have cyclists switch sides of the road is needed; (3) look into creative solutions for mid-block loading. (Kazmierczak, Eckenwiler)

Vote: Passed, 5 – 0.

6. DC Council Performance Oversight Hearings

DC Council is holding annual performance oversight hearings of District agencies in February, including the following:
• Feb. 15 – Department of Public Works
• Feb. 25 – District Department of Transportation, Bicycle Advisory Council, and Pedestrian Advisory Council
• Feb. 26 – DC Water
• Feb. 28 – Department of Motor Vehicles


Commissioner Eckenwiler presented a list of items to raise in oversight hearings proposed by himself, Mr. Kazmierczak, and Commissioner Healey. Additions were made by other committee members and commissioners present. The full list is below:

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For DDOT:

- **Need greater urgency for Vision Zero:** DDOT's recent actions (restricting right on red, for example) are a step in the right direction, but the pace of change has been too leisurely. DDOT should be more forward-leaning in adopting & carrying out policies to make our transportation network safer.
  - As part of this effort, revise DDOT business practices to incorporate safe design by default (e.g., curb extensions; guard posts preventing drivers from entering cycletracks at curb cuts, intersections)
  - Vision Zero data needs to be collected and reported. At last year’s hearing we pointed out how many of the metrics they identified for pedestrian and cyclist safety had no data.

- **Failure to give ANCs notice required by law:** District law requires DDOT to provide an affected ANC advance written notice of any change to traffic or parking signage/striping/markings. Yet DDOT routinely fails to provide ANCs notice of such changes. DDOT should adopt (and enforce) internal policies to cure this chronic failure by staff.
  - Written checklists would be a good start at implementing this change.

- **Issuance of curb-space occupancy permits less than 72 hrs in advance in residential districts:** Current regulations require emergency no-parking signage to be posted no less than 72 hours in advance in residential districts. However, DDOT allows applicants to obtain permits at any time, up to and including less than 24 hours before the proposed restriction. DDOT should stop this practice & deny any application filed less than 72 hours in advance.
  - In the past, DDOT has raised concerns about funerals and the practice in some religions of requiring interment within 24 hours after death. If DDOT believes this remains a concern, it should make an exception for funerals only. It should not continue to grant last-minute permits for other occupancy (moving trucks, construction staging zones, dumpsters, etc.). An applicant's failure to plan does not justify imposing unannounced hardships on local residents.

- **Highlight projects that have taken forever to make any progress on, mainly Florida Ave.**

- **270 days as a projected timeline for fixing sidewalks (especially the large holes in brick sidewalks) is unacceptably long.**

For DPW:

- **Ready response to chronic parking scofflaws:** Many drivers in the District accumulate substantial unpaid traffic & parking fines. This is especially true for MD & VA drivers, as their states have no reciprocal enforcement agreement with DC; this means outstanding DC tickets do not prevent vehicle registration renewal, as they do for DC owners.
  - Many of these drivers pose serious safety risks, with numerous speed-camera violations.
  - DPW should upgrade its systems so that whenever a vehicle with more than a certain amount of unpaid & overdue fines--say, $1,500--receives a parking ticket, DPW PEMA Vehicle Immobilization Branch receives an immediate electronic notification and is able to send staff to boot or tow the offender.

- **Regular parking enforcement has been spotty or non-existent for violations of the 2-hour limit in RPP zones.**

Motion: Recommend the ANC appear at hearings to present testimony. (Kazmierczak, Eckenwiler)

Vote: Passed, 5 – 0.
7. **2nd St. NE**

A request that DDOT perform a corridor study on 2nd St. NE from Massachusetts Ave. to M St.

Representative: Commissioner Mark Eckenwiler, 6C04

Commissioner Eckenwiler presented the case that 2nd street is a mess. In the last 10 years the amount of pressure increased enormously with residential development. New residential buildings, Union Market, and businesses west of the tracks are drawing more traffic, with numerous problem points causing vehicle/pedestrian conflicts. New projects are in the works, including Logan School which will double its physical space with more students and more vehicle trips. DDOT needs to look at where we are now and think ahead of the MoveDC plan, where 2nd street was a boundary. It’s functionally become an artery and is not safe. He requests to do a real study of 2nd street to see what’s happening now and what’s coming up.

In discussion, other issues were raised as to why 2nd St. is different from others in the area (e.g., 3rd): 2nd street is commercially zoned; it is a through street under H Street; buses are allowed to use 2nd.

Motion: recommend the ANC to send a letter to DDOT requesting a corridor study of 2nd St. NE from Massachusetts Ave. to M Street. (Eckenwiler, Kazmierczak)

Vote: Passed, 5 – 0.

8. **Bus Priority Resolution**

A proposed resolution, sponsored by Greater Greater Washington, to urge the city to improve the bus system in the District through creation of bus priority lanes and other measures.

Representative: Commissioner Robb Dooling, 6C06

Commissioner Dooling presented a resolution, written by GGW, for the ANC to consider:

WHEREAS, many residents of ANC 6C travel by bus, but bus speeds and ridership have been declining in the District of Columbia; and

WHEREAS, buses serve people of all incomes, but disproportionately are the transit-mode of choice for lower-income residents and are more accessible than many other alternative modes of transit; and

WHEREAS, to improve transit speed and reliability, cities such as Seattle, San Francisco, Boston, and New York have made significant investments in adding bus priority treatments, such as bus lanes and transit signal priority; and

WHEREAS, improving bus reliability and speed is essential in our neighborhood and across the District of Columbia if we are going to serve residents’ mobility needs and meet the District’s own established Sustainable DC 2.0 goals by 2032 (50% of commutes by transit, 25% by walking and biking, and 25% by car); and

WHEREAS, moving people safely and efficiently through ANC 6C is a top priority for our neighborhood, and fast, reliable bus corridors are one of the most efficient ways to do that; and

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Therefore, BE IT RESOLVED that Advisory Neighborhood Commission 6C urges Mayor Bowser and the District Department of Transportation (DDOT) to implement a city-wide network of priority bus corridors.

BE IT FURTHER RESOLVED that ANC 6C understands that supporting DDOT’s bus prioritization strategy involves changes to existing street infrastructure and bus policies, including:

- The creation of bus-only lanes on certain corridors
- Signal priority for buses on certain corridors
- Balancing of current bus stops
- Changes to on-street parking or turn movements in some cases
- Systems for riders to pay before boarding and board using all doors

BE IT FURTHER RESOLVED that ANC 6C will work proactively with our neighbors and community institutions to problem solve and smoothly implement these changes as they relate to our ANC with the understanding that moving more residents and guests via bus faster and more reliably is better for our neighborhood, for the District of Columbia, and for the planet.

To: Mayor Muriel Bowser  
Cc: Deputy Mayor Brian Kenner  
Cc: DDOT Director Jeff Marootian  
Cc: Councilmember Charles Allen  
Cc: DC Council Committee on Transportation and the Environment Chairperson Mary Cheh  
Cc: DC Council Chairman Phil Mendelson and at-large members Anita Bonds, David Grosso, Elissa Silverman, and Robert White  
Cc: WMATA General Manager Paul Wiedefeld

Commissioner Eckenwiler noted bus lanes have been tried and failed, due to half-hearted implementation and poor enforcement. He suggests we acknowledge that in the resolution and add that new attempts need to be better implemented and include strict enforcement.

Motion: Recommend the ANC adopt and send the resolution, with additional language acknowledging past failed attempts and urging better implementation and enforcement.

Vote: Passed, 4 – 0 – 1 abstention (McDade).