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ANC 6C Transportation and Public Space Committee
Kaiser Permanente Capitol Hill Medical Center
700 2nd St. NE, Room G3-G4
Thursday, September 5, 2019
7:00 pm

REPORT

Members in Attendance:
Mark Kazmierczak, chair
David Abernethy
Comm. Jay Adelstein
Yancey Burns
Comm. Mark Eckenwiler
Kay Elsasser
Christy Kwan
Elissa McDade

1. 2nd & F St. NE – Micromobility Corral

As part of a new city-wide initiative, the District Department of Transportation would like to install a Micromobility Corral, a designated parking spot for bicycles and scooters, in the bollarded area on F Street at 2nd Street, NE. The intention behind installing designated parking for micromobility is to declutter sidewalks by providing bicycle and scooter parking. We are interested in your feedback on this proposal and encourage you to share this information with your constituents. The Capitol Hill BID helped select this location. Each corral will be able to accommodate six bicycles and approximately six scooters. DDOT anticipates this spot will provide a well-ordered parking area for dockless vehicles and increase access for pedestrians.

Representative: Greg Matlesky, DDOT [6C02]

Mr. Matlesky presented data for current micromobility operations in DC, noting that there are over 500,000 trips per month with 9 permits for 8 operators. (Jump by Uber is the only operator with 2 permits: one for scooters, the second for e-bikes,) DDOT is currently using trip data provided by operators to choose locations for micromobility corrals. In ANC 6C, there is a concentration of trips that end around Union Station and around F and 2nd Streets NE. DDOT is currently working with Union Station representatives to identify a corral at Union Station itself and proposes to install a corral in the street on the southwest corner of F Street at 2nd Street NE, in between the curb and the F Street bike lane. The corral would include 4-5 bike racks and a designated space for dockless scooters. DDOT noted its preference to install bike racks at locations that are not on brick sidewalk due to installation logistics.

Committee members discussed that the proposed space is already blocked off to help daylight the intersection and to reduce the number of potential conflicts in the intersection; however, the space continues to experience illegal idling or loading from delivery trucks. A corral would be welcomed use of the space; however, DDOT should review posted signage to ensure that DPW could enforce that the parking should be reserved for bicycles and scooters and not motorcycles. The committee also noted...
that these corrals could be best used if DDOT worked with operators to include the corrals in the app so customers could use them. One committee member noted that corrals could also be useful for morning set up, while another committee member pushed back and requested DDOT to get more creative on the ability to install bike racks on brick sidewalks.

**Motion:** Recommend the ANC to support this micromobility corral with the additional suggestion for DDOT to closely coordinate with DPW and to include signage to prevent motorcycle parking.

(Kazmierczak, Eckenwiler)

**Vote:** Passed, 8-0

2. **1st & K St. NE – Proposed Capital Bikeshare Station**

The District Department of Transportation is proposing to install a new 17-dock Capital Bikeshare station in your Advisory Neighborhood Commission on the southeast corner of 1st & K Streets, NE. This location was proposed and approved in 2014 but was not installed and DDOT wishes to pursue this station again. DDOT intends for this piece of public transportation infrastructure to bolster the existing network of stations in the NoMa neighborhood and believes this is a strong location.

Representative: Greg Matlesky, DDOT [6C06]

Mr. Matlesky presented plans to install a 12’ x 25’ Capital Bikeshare station—which would include 17 docks oriented as two back-to-back rows of docks—at the southeast corner of 1st and K Streets NE. The bikeshare station, which would add capacity to a dense and growing neighborhood, is likely to be installed by fall/winter.

**Motion:** Recommend the ANC to support this proposed Capital Bikeshare station. (McDade, Eckenwiler).

**Vote:** Passed, 8-0

3. **M St. NE, 300 block – Changes to Bike Lane | NOI #19-212-PSD**

DDOT has issued a Notice of Intent for switching the protected bike lane on the 300 block of M Street NE from the north to the south side of the roadway. In 2016, DDOT extended the two-way cycle track on M Street NE east from Delaware Avenue NE to 4th Street NE. At 3rd Street, the cycle track crosses to the north side of the road to connect to another cycle track on 4th Street that begins north of M Street. At the time, DDOT believed the 3rd Street crossing was the best connection to northbound 4th Street. However, observations and user feedback have confirmed that the existing configuration is not intuitive and creates an unexpected maneuver for roadway users. Placing the cycle track on the south side of the road is more intuitive and creates consistency along the corridor. Additionally, the south side configuration has the added benefit of placing the bike crossing at the 4th Street traffic signal. This provides a seamless connection to the southbound bike lane on 4th Street, which is the predominant bike movement. DDOT intends to transfer the cycle track to the south side of the roadway before October 31, 2019.
Representative: Greg Matlesky, DDOT [6C06]

The committee discussed the history of the bike lane on the 300 block of M Street NE and noted its continued support to move to the south side of the block, particularly with the dangerous cross-over at 3rd Street NE and the upcoming construction at 300 M and the Central Armature site. In addition to the move of the bike lane, the committee noted the following connections:

- At 4th Street NE, DDOT should consider installing a protected bicycle intersection to further protect people traveling by bike and on foot by hardening of turns for people driving cars.
- On 4th St NE, DDOT and DPW needs to work together to prevent and stop the illegal loading, drop off, and pick up from people in motor vehicles in the bike lane. One committee member passed along a photo of the 4th Street NE bike lane completed blocked by cars, thereby forcing a child on a bicycle to navigate directly against traffic.
- At 2nd Street NE, DDOT should make additional curb cuts at the southwest corner and paint underneath the rail bridge to help people on bikes and on foot navigate the space more safely.
- DDOT should make it a standard practice to install a center post at the start and end of each block to discourage people who drive from entering the bike lane.

Motion: Recommend the ANC to support the changes as laid out in the NOI, and to raise the issue to DDOT to include a protected bicycle intersection at M and 4th Streets NE; to work with DPW to fix the longstanding problems along the 4th Street NE bike lane; include curb cuts and bike lane underneath the rail bridge along M Street NE; and include bike lane center posts at all intersections. (Kazmierczak, Eckenwiler)

Vote: Passed, 8-0.


Logistics and safety issues with school bus staging on 3rd St. NE between F and G Streets.

Representative: Vashaunta Harris, Janice Szymanski, DCPS [6C04]

The Capitol Hill Montessori @ Logan school will undergo renovation and expansion for the next 2 years. Families are provided a bus option from Logan to the school’s swing space in Columbia Heights. However, on the first day of school, buses arrived for pick up and drop off on 3rd Street NE as early as 7:10am and late as 6:15pm, thereby creating a dangerous situation for students and neighborhood residents who park on the street. Temporary emergency no parking signs have now been placed to ensure a safer environment for school students who use these buses.

Representatives from DCPS and Capitol Hill Montessori School spoke to the busing logistics and stated that they engaged parents, who stated a preference for buses on 3rd Street NE instead of 2nd Street NE. The current parking lot is not an option due to the need for construction staging. Representatives stated that parents had concerns about the large amount of traffic flows along 2nd Street.

Commissioner Eckenwiler noted that 2nd Street has advantages over 3rd Street, including more curb length on 2nd Street, which would ensure the safety of children getting on or off the buses. In addition, using 2nd Street would also prevent the large amounts of traffic on 3rd Street, which is more residential.

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The committee requested from the school representatives more details on parental concerns about the use of 2nd Street; however, representatives could not provide more detail or rationale to the committee.

**Motion:** Recommend the ANC to send a letter to DDOT and cc DCPS that Capitol Hill Montessori @ Logan use the curbside lane on 2nd Street NE from the alley to G Street NE for the duration of construction and need for buses to transport students to the swing space in Columbia Heights, and to authorize the appropriate expansion of temporary no parking signs to ensure buses can use 2nd Street NE. (Eckenwiler, Abernethy)

**Vote:** Passed, 8-0.

5. **Storey Park – Bay Projections (New Construction)**

The applicant seeks approval for bay projections into the public space for the building proposed at the northeast corner of First and L Streets NE. The site is the subject of BZA Order No. 19507 (July 3, 2017), to permit construction of a mixed-use project consisting of a hotel, residential, and retail uses. The applicant proposes bay projections on both the First and L St. facades.

**Representative:** Michael Nicolaus, HKS architects; Nihar Shah, Perseus developers [6C06]

Representatives from Storey Park, presented the history of the project, noting its long history and changes since its original concept in 2011. The project now includes a hotel, apartments, and retail. The project includes bay projections along L Street NE: The smallest bays are 24’ wide, with the largest bay at the corner of L and 1st Streets NE at 40’. The projections are 3’9” and begin at the 3rd story of the building. Representatives were seeking approval from the committee due to updates from the Office of Planning for how bay projections should be calculated and indicated that both DDOT and OP are supportive of their plan.

Members of the committee did not have concerns about the bay projections and discussed and asked project representatives about the project’s inclusion of community amenities, green space, and affordable housing units.

**Motion:** Recommend the ANC to support this application. (Adelstein, Burns)

**Vote:** Passed, 6-0 (Burns and Eckenwiler absent for vote).

6. **Maryland Ave NE Streetscape Project**

Community resident Andrew Turner attended the meeting to discuss the lack of inclusion of a bike lane for the Maryland Ave NE streetscape project. Mr. Turner noted that plans were unclear from the beginning, but currently lacks a bike lane on the north side of Stanton Park (C Street NE), while the other sides of park (4th Street NE; C Street NE south side; and 6th Street NE) includes a bike lane.

**Motion:** Recommend the ANC to write a letter to DDOT to clarify the status of bike lanes around Stanton Park, noting the need for a complete bike network around the park itself, which should include bicycle lanes on C Street NE north side and a potential bike box on 4th Street NE and C Street NE to ensure the safety for people who bike. (Kazmierczak, Adelstein)

**Vote:** Passed, 6-0.