



**Report of the ANC6B Transportation Committee Meeting
November 7, 2018**

Commissioners present: Nick Burger, Steve Hagedorn, Kirsten Oldenburg (chairing), Daniel Ridge, Jerry Sroufe and Kelly Waud

Resident Member present: Floyd Brown (6B01), John Manley (6B04), Corey Holman (6B06), Jack Geisser (6B07), Carol Grissom (6B08) and Kasey Clark (6B09)

Introductions: Commissioner Oldenburg noted that Resident Members Corey Holman and Kasey Clark are now 6B Commissioners-elect

Resolution to Request Resident Only Permit Parking in ANC6B04

Commissioner Oldenburg introduced and summarized the draft Resolution. She said that the process was initiated in April with the assist of constituents, especially Sheila Fleishall. The draft document has been shared with affected residents and with the Committee.

RM Holman asked whether DDOT would approve this request since the regulations currently state the such signage is not permitted east of 11th Street SE. Oldenburg replied that she has been working all along during this process directly with Evian Patterson, DDOT's Associate Manager, Parking and Ground Transportation. She also reminded the Committee that about a year ago, DDOT proposed regulations to allow Resident Only applications for an entire ANCs but the regulations were never promulgated. ANC6B had opposed the scheme as proposed.

On a motion by Commissioner Oldenburg, seconded by RM Grissom, the Committee voted 7-1-2 to recommend the ANC support the Resolution and to place the item on the Consent agenda.

DDOT's Proposed Regulations on new Permit Process for Dockless Vehicles¹

After a year of experimentation with dockless vehicle systems in DC, DDOT has proposed a permitting process to manage operating companies and establish permit fees. (Title 24)

The Committee discussed, along with attendees, many aspects of the experiment phase of dockless systems. Comments ranged from the impacts on the community by users and equipment left on sidewalks to the benefits experienced by users.

RM Holman moved, with a second by Commissioner Sroufe, that the Committee recommend the ANC send the following comments to DDOT: "The ANC is not opposing the proposed regulations but makes several comments. We support the lock-to requirement only in

¹ <https://dcregs.dc.gov/Common/NoticeDetail.aspx?NoticeId=N0074553>

conjunction with a DDOT expansion of bike parking options, such as the installation of bike racks. The Commission asks DDOT to remove the existing 12-hour limitation on locking bikes to fixed infrastructure like bike racks. The Commission opposes the 10-mph cap on scooters and, assuming no speed cap, we would support expanding the ban on scooters on sidewalks to streets where bike lanes exist. ANC6B asks DDOT to increase the starting limit from 600 maximum vehicles to 1000 and increase it from the start of the program. Finally, DDOT should change the bond requirement to be based on a per vehicle calculation.”

The Committee voted 10-0-1 in support of the motion and placed it on the Consent agenda.

Short Term Options for the Kentucky, Potomac, 15th & G Intersection

Once again, DDOT was unable to provide staff to present the conclusions of its study to determine short term options for improving the safety of pedestrians and bicyclists and traffic flow through this complicated intersection.

Commissioner Burger explained the background on various studies of the intersection, a previous presentation in 2017 on short, medium- and long-term options, and the current short term proposals. Because the options involve removing 8 curbside parking spots and modify traffic, DDOT has issued NOI #18-191-TOA and comments are due DDOT by November 16, 2018.

Commissioner Burger moved, with a second by Commissioner Ridge, that the Committee recommend that the ANC respond to DDOT as follows: “The Commission supports the proposals in general but has the following requests or comments:

1. Add a cross walk along the north side of Potomac Avenue at 15th St.
2. Add bike lanes along the southern part of Kentucky Ave
3. Reverse the direction of the bike lane on 15th St between Pennsylvania and Kentucky Avenues
4. Review and adjust the timing of the lights at the intersection to improve safety and to implement LPI for all crossings
5. Request DDOT to address the lack of a stop sign at the intersection of G St and 15th. Drivers heading south on 15th currently stop prior to G due to the stoplight at Potomac Ave, but given there is no stop sign at G St there is nothing to prevent a driver making a right from 15th to G St from making the turn at speed. We want to ensure that this intersection is safe for pedestrians crossing G St, and we ask DDOT to come up with an appropriate solution.
6. Emphasize that ANC wants DDOT to expedite the process of determining how to install a crosswalk across Kentucky on the west side of 15th Street.

However, if any of the above requires modifying the existing NOI in a way that would delay the project, the ANC requests that DDOT implement the current NOI and then immediately issue a subsequent NOI to ensure work can get started as soon as possible on the new requests.”

The Committee voted 12-0-0 in support of the motion and placed it on the Consent agenda.

Resolution Supporting Daytime Loading Zone on C Street SE at 11th Street SE

DDOT, in consultation with Commissioners Oldenburg and Hagedorn, has proposed to situate a new CaBi Bike Share station on the east side of the 300 block of 11th Street SE at the intersection of C Street SE. This bike share station, which will fill in a gap in the existing array of stations on SE Capitol Hill, will be located in the curbside space next to the 11th Street bike lane.

The station will be 53 feet long and 6 feet wide and will require the removal of one RPP parking space on 11th Street.

Opposition to the new station has come from the owner (Mr. Kwak) of Neighbors Cleaners and Laundromat located on the corner of 11th and C and the owners of the building (The McCulloch's) occupied by the business.² Their major issue is that the bike share station will occupy spaces where Mr. Kwak has been parking his vehicle while making deliveries to the business. Research has shown however, the space Mr. Kwak has been using is, in fact, a No Parking area (see DCMR Title 18, §2405). Still, to mitigate the impact on the business, DDOT has suggested that a loading zone be created on C street in front of the cleaners. The loading zone space, which will replace a single RPP space, will be posted for RPP in non-business hours.

The Committee, the McCulloch's and other meeting attendees had a comprehensive discussion on the pros and cons of both the proposed bike share station location on 11th Street SE and loading zone on C Street. To use the loading zone, Mr. Kwak (or any other commercial user) would have to pay about \$300 per year. Possible alternatives might be a metered or a 15-minute parking space. Needing more input from DDOT and given that it was time to vacate the library room, the Committee took no position on the matter. Discussion with further information from DDOT will be resumed at the November 13 ANC meeting.

Discussion on Mayor Bowser's Vision Zero Proposals

Because of a lack of time, this item has been moved to the December 2018 Committee agenda.

² Neighbors Cleaners submitted a petition requesting no changes signed by 64 customers