



**Report of the ANC6B Transportation Committee Meeting
March 6, 2019**

Commissioners present: Kasie Clark, Corey Holman, Chander Jayaraman, Kirsten Oldenburg (chairing), Brian Ready, Jerry Sroufe, and Kelly Waud

Resident Members present: Norman Metzger (6B03), John Manley (6B04), Jiaming Shang (6B07), and John Ten Hoeve (6B09)

Others: Madeline Odendahl (Eastern Market Main Street) and Julie Aaronson (CHAMPS); Pat Taylor, resident; Mr. Bob Bartolo, resident

Proposed Circulator Turnaround at Eastern Market Metro

Naomi Klein, Circe Torreullas, David Koch (DDOT)

Circe Torreullas and David Koch made a presentation on the rationale for DDOT's NOI 19-001 (Transit Operations & Safety Enhancements in Eastern Market) citing current problems with the 700 block of D SE and the intersection of 7th and South Carolina Avenue. These include the position of a loading zone mid-block, confusing parking signage and pedestrian safety concerns.

The NOI proposes to make safety enhancements and reverse the direction of D Street from one way east to one way west to enable the EMLP Circulator to end its route by turning left off 8th Street SE onto D Street, right onto 7th, and right onto Pennsylvania Avenue to the stop at the Metro station mid-block. Currently the bus makes a left onto Pennsylvania, discharges passengers at 7th and Pennsylvania and then deadheads to 4th Street where it makes a U-turn and continues eastbound on Pennsylvania to the Metro station stop to pick up passengers for a trip back to L'Enfant Plaza.¹ The current deadline for responses to the NOI is Friday, April 12, 2019. Work would not begin until late Spring as the road surface needs to be at least 45 degrees for markings to adhere. Changes will not await the DGS project.

A lengthy, robust discussion ensued. Below is a representative list of comments made

- Commissioner Jayaraman: Proposal goes against Vision Zero as it puts children at risk who may be playing on the Metro plaza.
- Commissioner Oldenburg introduced information/data produced by DDOT on the viability of the Circulator making U-turns at North Carolina instead of 4th Street. Bottom line: While the turn is technically possible despite the acute angle, it is not with operation impacts such as causing congestion at the two-way intersection, requiring the

¹ Further details on the NOI can be found in the document at https://noiadmin.hostpilot.com/_layouts/15/start.aspx#/SitePages/Home.aspx

removal of parking spaces on the south side of Pennsylvania in order to provide sufficient space for the bus to make the turn back onto Pennsylvania. In comparison, the 4th Street turn is via a protected and signal controlled left turn onto 4th, which is one way south.

- In addition, Commissioner Oldenburg said that she had talked with WMATA today and learned that a U-turn of the #92 Metro bus at North Carolina would not meet safety criteria and, thus, would continue making the U-turn at 4th.
- Commissioner Ready said that the Circulator turn onto 7th from D would cause cluster problems on D at 7th
- Leah Daniels, owner of Hill's Kitchen, indicated she was very opposed to the proposal. Buses will block fire trucks that use the street. Madeline Odendahl asked whether Leah had objections to the change of traffic flow on D Street or just the bus. Leah responded she was opposed to the change itself.
- Commissioner Ready said the proposal does not consider the law of unintended consequences.
- Bob Bartolo, who resides in the apartment building on the NE corner at the intersection, said he has talked with the DDOT Director about the problems he has with the noise buses generate during the 4th Street turn.
- Commissioner Waud: Would the reversed direction cause the street to become a commuter route?
- Naomi Klein said the idea of reversing the street direction came out of the earlier masterplan. Commissioner Oldenburg added that of all the intersections studied in the project area earlier, only the two D/8th Street ones generated a F LOS rating.
- Commissioner Jayaraman: MPD will come up South Carolina and get impacted at 7th and D

Commissioner Jayaraman moved, with a second by Commissioner Ready that the Committee recommend the ANC notifies DDOT that it opposes the NOI. The vote on the motion failed at 1-3 (balance abstentions). Commissioner Sroufe suggested that the Committee take the next month to study the proposal further and take a formal vote then. Committee members agreed to email lists of concerns.

Overview of DDOT's Sidewalk Repair System

Blake Holub and Naomi Klein (DDOT)

Blake Holub, DDOT Special Assistant for Operations, discussed the current state of the agency's sidewalk repair system. He said that in Summer 2018, DDOT discovered that it had a backlog of 105,000 service requests. Of these, 15,000 involved sidewalks. After months of checking out all the requests, DDOT determined that 7,500 were valid and of these 2,800 were tree root problems.

DDOT has now set up a new data system "City Works" into which flow requests that are called into or reported directly into the Mayor's digital 311 system. In CityWorks, requests are validated and a work order sent to Asset Management (large repairs such as full blocks) or the Street & Bridge Team (up to 6 square feet) or IMD Infrastructure for major project such as new sidewalks. By April, Blake expects sidewalk repairs to be included in DDOT's public PaveDC inventory.² Blake suggested Commissioners send comments direct to him and Naomi Klein on

² <https://dcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=76784c82ddcb4fb798769138f27c0ed3>

the 311 system, such as categories that don't include relevant options, and he can submit them at the monthly 311 meeting.

In response to questions, the Committee learned that:

- 311 does not include an option for reporting Public Space violations
- Often 311 requests are difficult to discern because the person placing the request puts their own address in the request rather than the location of the problem.
- A sink hole in 6B07 was filled with asphalt as a temporary repair to quickly make the sidewalk safe. Ultimate repair with perhaps, Flexipave, takes a longer time to contract out.
- It is recommended that a photo be submitted with 311 requests.
- Utility work is required to do a final repair within 30 (45?) days of the end of the work.

2nd Draft of the Small Cells Design Guidelines³

The ANC sent comments to the Public Space Committee on September 11, 2018, on the first draft of the Small Cells Design Guidelines. Commissioner Oldenburg noted that one of the ANC's two comments had been adopted in the second draft. It's not clear about whether the other comment was adopted.

A brief Committee discussion on the second draft of the guidelines included comments by Commissioner Jayaraman that the ANC had received applications from AT&T that involved replacing existing poles with new poles, thereby creating the removal of some sidewalk. Commissioner Jayaraman also said there were no guidelines in the document on how to properly discard the old poles, some of which have leaded paint.

Commissioner Jayaraman moved, with a second by Commissioner Sroufe, that the Committee recommend the ANC ask that the guidelines specifically include requirements that, when sidewalk repairs are necessary, the area is returned to existing conditions and done so within a specific time frame. In addition, any old poles that are removed are properly recycled. The Committee voted 9-0-1 in support of the motion.

Re-introduced Transportation Benefits Equity Amendment Act of 2019⁴

This bill is a revised version of a similar 2017 bill. At its May 2017 meeting, the Committee reviewed the Transportation Benefits Equity Amendment Act of 2017 but decided it did not have sufficient information on the impacts so decided not to formally comment. Subsequently, according to Councilmember Allen's office, the bill has been revised to reflect comments received at a hearing in 2017.

The 2019 version would require businesses that offer parking benefits to their employees to offer employees a "Clean-air Transportation Fringe Benefit" in an amount equal to or more than the market value of the parking benefit. The bill offers a list of options that would qualify.

³ <https://ddot.dc.gov/smallcell>

⁴ <http://iims.dccouncil.us/SearchResults/?Category=0&Keyword=Transportation%20Benefits%20Equity%20Amendment%20Act%20of%202019>

Julie Aaronson, Executive Director of CHAMPS, and Madeline Odendahl, Executive Director of Eastern Market Main Street told the Committee that members of their organizations do not tend to offer parking benefits to their employees and would be less likely to do so if the Act became law. Resident Member Metzger asked whether Capitol Hill (CH) has the type of employers who would or could offer parking benefits. Another observation is whether CH has parking facilities that make parking benefits viable. In addition, while 6B's area has a multitude of transit opportunities, they don't currently offer late night service needed by restaurant employees. Enforcement under the bill would require biennial reporting by businesses.

Commissioner Oldenburg moved, with a second by Resident Member Manley, that the Commission recommends that the ANC write to Councilmember Allen and provide him with comments on the bill based on tonight's conversation. The vote was 9-0-1 in support.

Final Discussion on Suggested Locations in 6B for Bike Racks

The combined list of suggested bike rack locations in 6B includes the following SMDs: 02, 03, 04, 06, 07, and 09. Commissioner Oldenburg moved, with a second by Commissioner Sroufe that she send the list via email to Aaron Goldbeck at DDOT. The Committee voted 10-1 in support of the motion.

Possible Future Agenda Items

Pennsylvania Avenue Bike Lane Study (April/May)

Proposed improvements to 1300 block E SE (April)

SE Blvd/Barney Circle Draft EA (?)

Eastern Market Metro Park Transportation Study Review (with LCTF)

APPENDICES

DRAFT LETTER TO PSC ON SMALL CELL GUIDELINES: Deadline is March 15

NOTE: Comments on these guidelines should be provided via email to PublicSpace.Committee@dc.gov. In the subject line please include the title, "Comments on the Small Cell Guideline." Comments may also be mailed to the Public Space Committee, c/o DDOT Public Space Regulation Division, 1100 4th Street SW, Room E-360, Washington, DC 20024.

DDOT Public Space Committee
c/o DDOT Public Space Regulation Division
1100 4th Street SW, Room E-360
Washington, DC 20024

VIA EMAIL: PublicSpace.Committee@dc.gov

Subject: Comments on Small Cell Guidelines

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on March 12, 2019, with a quorum present the Commission voted x-x-x to inform the Public Space Committee that it has reviewed the "Small Cell Design Guidelines v2" document dated February 1, 2019, and has the following comments:

The guidelines should specifically include requirements that, when sidewalk repairs are necessary because of the installation of new and/or replacement poles or equipment, the sidewalk be returned to pre-existing conditions and done so within a specific time frame.

Any old poles that are replaced should be properly recycled, especially those containing lead-based paint.

Please contact Commissioner Kirsten Oldenburg, ANC 6B Transportation Committee Chair at 202-546-8542 or 6B04@anc.dc.gov if you have any questions about this request or need further information.

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DRAFT LETTER TO COUNCILMEMBER ALLEN

Charles Allen, Councilmember for Ward 6
John A. Wilson Building
1350 Pennsylvania Avenue NW, Suite 110
Washington DC 20004

VIA EMAIL: callen@dccouncil.us

Dear Councilmember Allen:

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on March 12, 2019, with a quorum present the Commission voted x-x-x to send you the following comments on your “Transportation Benefits Equity Amendment Act of 2019” introduced on February 5, 2019.

It does not appear to the Commission that many businesses within our borders offer parking benefits to employees for a variety of reasons. This may be partly due to the lack of parking garages and/or lots within ANC 6B, the availability of many transit options, and/or the size of the businesses. The Commission is concerned that the bill, if enacted, would discourage businesses from offering parking benefits to those employees, such as restaurant workers, who may have few transit options. It is not clear to the Commission the definition of “covered employer” nor the private sector cost of compliance and self-enforcement.

Please contact Commissioner Kirsten Oldenburg, ANC 6B Transportation Committee Chair at 202-546-8542 or 6B04@anc.dc.gov if you have any questions about this request or need further information.

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Cc: Councilmember Mary Cheh