



**Report of the ANC6B Transportation Committee Meeting
February 5, 2020**

Commissioners present: Kasie Clark, Denise Krepp, Kirsten Oldenburg (chairing), Brian Ready, Jerry Sroufe and Kelly Waud

Resident Members present: Floyd Brown (6B01), Brian Kirrane (6B03), John Manley (6B04), Paul Hayden (6B06), Stefan Katz (6B07), Carol Grissom (6B08) and John Ten Hoeve (6B09)

Other: Residents including Bradley Stevenson and Jon Penndorf; Ellen Jones, Rahul Jain, and Andrew DeFrank, DDOT

Request to Remove AM Rush Lane from 900 Block of I Street SE

Commissioner Oldenburg introduced the issue relating how changes DDOT made as a result of the 11th Street Bridge project added an AM Rush Lane along the north side of the block. This effectively prevents residents from being able to use RPP spaces on weekdays. The south side of the block is posted No Parking Anytime. Bradley Stephenson, resident on the block, described the impact on residents.

After some clarifying discussion by committee members, Commissioner Oldenburg said that Andrew DeFrank had advised her to submit a sign change request via the 311 system that he would then follow up on, which she agreed to do, but stated that she would like to also have full ANC support on this issue and to link it to long standing problems with the 9th Street exit from 695 as detailed in TSA-Q (SR# 19-0022841) submitted on April 29, 2019.

RM Manley moved (seconded by Commissioner Krepp) that the Committee recommend the ANC support the 311 Request to replace the Rush hour signs and ask DDOT to study the traffic safety impacts of the current set up of the 695 exit at 9th Street SE. The vote was 13-0 in favor of the motion and for placing the item on the Consent Agenda. (See Appendix A below)

Presentation on stop light at 16th and Independence Ave SE

Ellen Jones, DDOT's Chief Project Delivery Officer, and Rahul Jain, DDOT Engineer presented data collected during a study on installing a traffic signal at the intersection of 16th and Independence Avenue SE. The study had been requested by Commissioner Denise Krepp several years ago when a constituent was hit by a vehicle while crossing the intersection. The intersection is currently uncontrolled but does include marked pedestrian crossings.

Mr. Jain said the initial study on a traffic signal resulted in a signal being loosely warranted due to vehicle volume during rush hour but it did not meet the standard during other hours.

Supplemental analysis showed that vehicular delays north bound were too low to warrant a signal. A pedestrian gap study showed there were adequate gaps and that pedestrian volumes were too low to meet standards. Vehicular speed analysis showed the maximum to be only 4 MPH over the posted 25 MPH. Mr. Jain also noted that the unintended consequences of installing a traffic signal at the intersection would be to funnel traffic from 15th and 17th over to 16th Street.

Jon Penndorf and [REDACTED], residents who live near/at the intersection, raised a number of issues and provided anecdotal information about vehicle and pedestrian movements through the intersection. They consider DDOT's pedestrian counts very low, for instance. While 16th Street is considered a local street, it is heavily used by commuters. They also raised an issue of poor sight lines for vehicles going through the intersection. Committee members and participants asked if a signal is not warranted, could the intersection be posted with All Way Stop Signs, would DDOT consider posting a 15 MPH speed limit? Ms Jones said they would consider these options.

Based on the study, Mr. Jain suggested that DDOT's alternatives to a signal could be to increase the existing "bulb-out" flexi-posts, installing pedestrian pylons and signs and advanced pedestrian warning signs. Commissioner Krepp demanded that DDOT provide her by 10am Thursday: the study of the intersection, cost of the study and who completed it, when it was done, and whether or not DDOT considered line of sight when completing the study, the number of accidents at the intersection in the last 10 years, and the number of 311 calls received regarding the intersection in the last 10 years.

Commissioner Krepp then moved, with a second by Commissioner Sroufe, that the Committee recommend that the ANC inform DDOT that it supports the installation of a traffic signal but if it is not warranted, then as an alternative the Commission supports the extension of the existing flexi-posts but prefers a permanent installation ("cement and grass") instead of more flexi-posts, the reduction to a posted limit of 15 MPH on 16th, and no left turn from East Capitol onto 16th at rush hours. The vote was 13-0 in favor of the motion but the Committee agreed not to place it on the Consent Agenda. DDOT will provide the time frame for installation of the alternatives prior to the ANC meeting on February 11. (See Appendix B below)

Discussion on DDOT plans to widen the 695 eastbound exit (D-4) at 11th Street SE

On behalf of Commissioner Holman, RM Hayden presented two draft letters. One is directed to DDOT and the Transportation Planning Board. It includes a request to eliminate plans to widen D-4 as well as a request to speed up the Pennsylvania Ave and Potomac Ave SE Intersection Improvements project and to dedicate funds for the design of the Barney Circle & Southeast Boulevard project. The second is a cover letter to Councilmember Charles Allen regarding the D-4 project.

Commissioner Oldenburg stated she tried but was unable to obtain a DDOT representative to provide background information on the D-4 project. She said a reason this 2005 project was only now moving forward was that it had to be put aside during construction of the CSX Virginia Avenue Tunnel project, which runs underneath Virginia Avenue Park. Commissioner Oldenburg has an objection to the request to eliminate the D-4 project as it includes the funding for design and construction of a key element in the renovation of Virginia Avenue Park.

Commissioner Waud opposes the D-4 project because of its further impact on the dangerous conditions for pedestrians on 11th Street between K and M Streets SE with a multitude of freeway entrances and exits that encourage vehicle speeding. She would prefer that the ANC focus on solving these problems instead, which she has been trying to resolve piecemeal. She also stated firm opposition to the section of the DDOT/TRB letter asking for funding for the SE Boulevard project which she opposes.

Commissioner Oldenburg does not have sufficient information to eliminate the D-4 project at this time. Has the traffic analysis been updated? Is there ongoing coordination with the SE Boulevard project? Has consideration been given to integrate the project with DC's current policy to reduce vehicle use of its roads? Is there full consideration of needed pedestrian safety measures?

RM Brown prefers to hear more information about the request before voting on it. RM Hayden noted that the consensus seemed to be a need for more time but said the reason for considering the D-4 project now is that decisions on this and other DDOT projects will be made at the end of February.

Commissioner Oldenburg moved, with a second by RM Manley, that the Committee defer further discussion and vote to the Full ANC agenda for February 11. The vote was 12-0 in favor of the motion. Meanwhile, Committee members will review the two draft letters and prepare edits, if any, in time for the ANC meeting. (See Appendices D1 and D2 below)

Review of the Transportation Chapter of the CompPlan

Commissioner Sroufe presented an updated draft for the Transportation Chapter. After some discussion by the committee, Commissioner Sroufe agreed to make subsequent additions and changes to the draft document.

Commissioner Sroufe moved with a second by Commissioner Ready that the Committee recommend the ANC approve the Committee's review, as amended during the meeting, of the Transportation Chapter of the Comprehensive Plan. The vote was 11-0 in favor of the motion and the item was placed on the Consent Agenda. Commissioner Sroufe agreed to provide the final document prior to the February 11 meeting, which will be incorporated into other CompPlan reviews voted out by the P&Z Committee. (See Appendix C below.)

APPENDICES A, B, C, D1 and D2

Appendix A: DRAFT LETTER TO DDOT

Due date: No formal date

Date

Andrew DeFrank
District Department of Transportation
55 M Street SE
Washington, DC 20003

VIA email: ancresolutions@ddot.dc.gov

RE: Request to remove AM Rush lane on 900 block of I Street SE

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on February 11, 2020, with a quorum present, the Commission voted x-x-x to support the request of residents of the 900 block of I Street SE to eliminate the AM Rush lane on the north side of their block and to support TSA-Q SR# 19-0022841.

To initiate the elimination of the AM Rush Lane, Commissioner Oldenburg has submitted a 311 request (SR# _____) for a change in signage on the block.

TSA-Q # 19-0022841 was submitted by Mr. Matt Johnson on April 19, 2019, detailing the problems occurring among vehicles exiting I-695 from the westbound exit at 9th Street SE. To date, neither Mr. Johnson nor Commissioner Oldenburg have received any feedback from DDOT indicating any agency consideration of the TSA.

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 support or need further information.

[sig]

Cc: Mr. Andrew deFrank

Appendix B: DRAFT LETTER TO DDOT

Due date: no formal date but letter should be sent ASAP

Date

Jeffrey Marootian, Director
District Department of Transportation
55 M Street SE
Washington, DC 20003

VIA email: ancresolutions@ddot.dc.gov

RE: Support for Traffic Signal at 16th & Independence Avenue SE

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on February 11, 2020, with a quorum present, the Commission voted x-x-x to support the installation of the traffic signal at 16th and Independence Avenue SE that had been requested by Commissioner Krepp several years ago.

If DDOT concludes a traffic signal is not warranted, then as an alternative the Commission supports the extension of the existing flexi-posts at the intersection but prefers a permanent installation (“cement and grass”) instead of more flexi-posts, the reduction to a posted limit of 15 MPH on 16th Street, and no left turn from East Capitol onto 16th Street at rush hours.

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 support or need further information.

[sig]

Cc: Mr. Andrew deFrank

**Appendix C: DRAFT of ANC 6B Comments and Proposed Amendments to the
Transportation Chapter of the Comprehensive Plan
Transmittal To be combined with comments/amendments of P&Z Committee**

Tracking No __ of __

Element: Transportation

Subject Matter: Considering Changes

ANC 6B Comments

Our ANC agrees with the stated goal of the Transportation Element, but notes that throughout the document the emphasis is on vehicular transportation. Many of our comments address the issue of pedestrian safety and quality of life of District residents, and in this context we respectfully recommend that the existing final objective of the Goal Statement, “enhances the quality of life for District residents” be inserted immediately following the opening phrase, “Create a safe, sustainable, efficient multi-modal transportation system that . . .”

Among the quality of life issues addressed through our comments are the need for: developing regulations for electric scooters and bicycles; strong statements about procedures for enhancing pedestrian safety; lighting issues, setting standards for private services such as Uber and for electric bicycle/scooter providers; strong enforcement of existing bus idling and also traffic regulations; and assuring continued helicopter service.

Specific Comments (in numerical order in accordance with amendments)

404.3 (page 5) New language proposed for the Comprehensive Plan (bold text) provides emphasis on a critical need for maintenance and support facilities to improve efficiency of bus and rail service. This section should be expanded to include the need for new heliport to replace the two present sites that are to be discontinued.

We propose adding a final sentence to the new language (bold) in the amendments:

Additionally, use the full resources of the city in an aggressive search for suitable heliport sites in non-residential areas to replace two locations that are to be discontinued (National Park Police, Congressional Aviation).

407.18 The proposed policy statement on Surface Transit Improvements should be amended further to include reference to *“moving bus-stop locations beyond the traffic signal whenever possible to facilitate traffic flow.* (This statement now appears in 407.26 but should be included here as well.)

409.14 At this point, and throughout the Comprehensive Plan, the Capitol Bike Share is discussed as though it is the sole operator of bikes and scooters in the District. The reality is that there are many providers now engaged and the language should be revised to refer to *“Capitol Bike Share and other providers of docked and dockless scooters and bikes.”*

Most importantly, The proposed action language at T-2.3.E must be modified to go beyond "monitoring" scooters and dockless bikes and should address responsibility for safe riding and parking procedures. We propose a new title at 409.XXX as follows:

Review existing permitting and licensing policies with regard to their adequacy for assuring safe riding and parking procedures and make adjustments as needed with a view toward assuring public safety.

410.8 Add the following sentence to the statement about desirable location of sidewalk cafes:

Explore ways to provide effective enforcement of existing regulations regarding obstruction of sidewalk cafes and bicycle and scooter parking to assure that pedestrians, including older adults and handicapped residents, can safely use them.

410.10 The paragraph references to obligation to consult with Advisory Neighborhood Committees regarding construction of sidewalks. ANC6B recommends that this paragraph be broadened to include *sidewalks, alleys, and streets*.

411.12 NEW Item. ANC6B is concerned that the 16 percent increase in vehicular volume (see 411.10) will encourage drivers of all purposes to avoid arterials and utilize local roads instead. Doing so will erode the safety and livability of local streets and will counteract intended effects called for in other elements of the Comprehensive Plan.

We propose two actions: (1) undertaking analysis about the reasons some streets simply are not suitable for heighten traffic loads, and publication of a new cauterization of arterials that illustrates the central elements of the new depictions; and (2) to develop and implement plans to disincentivize and mitigate increased traffic in instances where increased traffic load is not feasible on minor arterials and residential streets .

411.13 New Item related to Capitol Hill 1.1.13 Traffic Management Strategies

In concert with the Capitol Hill element of the Comprehensive Plan, and item 411.12 above, we propose a specific addition to the plan.

Establish traffic management strategies to reduce commuter traffic on East Capitol Street, Independence Avenue, C Street NE, 17th Street SE, and other predominantly residential streets that are increasingly functioning as through-streets.

410.12 This recommendation regarding pedestrian access to bridges and underpasses is one of the very few references to pedestrian lighting in the Comprehensive Plan. ANC6B proposes an additional item on pedestrian lighting.

411.3 Review existing lighting on public areas used by pedestrians, and add appropriate lighting to walkways as needed, especially in park areas and in walking areas darkened by summer tree growth.

411.14 The section on Traffic Management (T-2.5.4) includes new policy language (bold) designed to "prioritize the safety of pedestrians over vehicle traffic." ANC6B welcomes this objective and endorses the new language.

415.7 The Comprehensive Plan's curbside management techniques include adjusting pricing to reflect demand for parking space. ANC6B recommends an additional requirement to specifically mention *increasing fees for households owning multiple vehicles and using on-street parking.*

416.1 - 416.3 Trucks are the topic of several paragraphs of the Comprehensive Plan. Regrettably, the paragraphs describe the importance of trucks as well as problems associated with them, but propose no actions. ANC6B believes that it is time for a more aggressive response to the problem of oversize and overweight trucks on residential streets and recommends that: *The District consider establishing a strike force to enforce regulations regarding truck traffic on residential streets, especially trucks associated with construction.*

416.6 The section referring to proposed modification of the Virginia Avenue Tunnel is now out of date - the tunnel improvements have been completed and the tunnel with its increased capacity is now in use.

418.2 Existing text in The Comprehensive Plan calls for enforcing fines for violations in tour bus parking and route regulations. The new text calls for solutions that eliminate parking in residential neighborhoods. One means of achieving this goal would be to enforce existing regulations prohibiting extensive idling. Therefore ANC6B proposes an addition to Policy T-3.5.3 (Intercity Bus Location): "Enforce and implement fines for where Intercity Buses on-street regulations are violated, *including prohibitions against extensive idling.*"

Appendix D1: DRAFT LETTER TO DDOT
Due date: ASAP

Date

Jeffrey Marootian, Director
District Department of Transportation
55 M Street SE
Washington, DC 20003

VIA email: ancresolutions@ddot.dc.gov

RE: ANC6B Comments on 2021-2024 State Transportation Improvement Plan (STIP)

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on February 11, 2020, with a quorum present, the Commission voted x-x-x to urge DDOT to consider the following comments on the STIP that is currently under review:

[inserts based on final vote]

Please contact Commissioner Kirsten Oldenburg, ANC 6B Transportation Committee Chair at 202-546-8542 or 6B04@anc.dc.gov or Commissioner Corey Holman at 6B06@anc.dc.gov, if you have any questions about this request or need further information.

Cc:

Andrew deFrank
Councilmember Charles Allen
Tommy Wells, Director, DOEE
Tyler Williams, Ward 6 MOCR

Appendix D2: DRAFT LETTER TO CM Allen
Due date: ASAP

Date

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

VIA Email charles.allen@dccouncil.us

RE: ANC6B Comments on 2021-2024 State Transportation Improvement Plan (STIP)

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on February 11, 2020, with a quorum present, the Commission voted x-x-x to send you this letter.

As part of ANC 6B's comments on the FY2021-2024 State Transportation Improvement Plan, we wish to highlight one project that we believe rises to the level of needing to be removed **or substantially changed**, either through your role in the Transportation Planning Board or a member of the Committee on Transportation and the Environment.

[inserts based on final vote]

Please contact Commissioner Kirsten Oldenburg, ANC 6B Transportation Committee Chair at 202-546-8542 or 6B04@anc.dc.gov or Commissioner Corey Holman at 6B06@anc.dc.gov, if you have any questions about this request or need further information.

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