



**Report of the ANC6B Transportation Committee Meeting  
September 2, 2020**

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

**Resident Members present: Kevin Moriarity (6B02), Brian Kirrane (6B03), John Manley (6B04), Paul Hyden (6B06), Carol Grissom (6B08), and John Ten Hoeve (6B09)**

**DDOT Presentation & Discussion on the Pennsylvania Avenue SE Corridor Study<sup>1</sup>**

Mike Goodno, George Branyan, and Kevin Harrison presented details on the status of the Study and its chosen option Alternative A. The main objective of the presentation was to gather comments on Alternative A.

Currently, the Corridor is vehicle-focused with 3 travel lanes and a parking lane. At the Committee's July 2020 meeting, DDOT discussed three options to "provide for safer, more accessible multimodal" transportation. After this presentation, the agency received more than 250 comments of which 94 percent supported Alternative A. In each direction, this alternative provides for a protected bike lane in the curb lane next to a parking lane that will be dedicated to buses during peak travel times, and two vehicle travel lanes. The DDOT team will proceed with a 30% design based on the preferred alternative and expects to hold a community meeting to review the preliminary design in Winter 2021.

The project is coordinating design and ultimate implementation with two other projects along the same corridor: the Streetlights and Signals Upgrade and the Penn-Potomac Avenues Intersection projects. Since the Committee's last meeting we learned that a way to continue the bike lane through the Penn-Potomac intersection has been found. Overall, Phase 1 of the implementation of the Corridor project is projected to start in 2022 (from 2nd to 13th Streets SE) with Phase 2 (13th Street SE to Barney Circle) in 2023-2024.

Participants offered substantive comments and the DDOT team responded to many questions. While most comments were supportive and/or to clarify design and project timing, some residents (either at the meeting or via emails in advance) voiced concern about eastbound vehicle traffic being diverted onto Independence Avenue because of slower speeds on Pennsylvania Avenue. Mr. Goodno said that preliminary analysis shows that, among the 3 considered, Alternative A has the lowest impact on slowing vehicle speeds. He also noted that, since this will be a "paint & post" project, changes could be made even once the new corridor is

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<sup>1</sup> The presentation will be available at <http://www.pennavese.com/> and at <https://www.kirsten6b.org/6b-transportation-committee/>, along with a copy of the WebEx chat.

established. Mr. Harrison offered that 695 and South Capitol are also alternatives to Pennsylvania Avenue and also said that the bus lane could be extended to longer hours than peak times if deemed necessary. Loading zones will be placed where appropriate to enable retail deliveries either on Pennsylvania Avenue or on side streets and the design will have to take into account conflicts with the Harris Teeter loading dock on the 1300 block. These and many other specifics have not been considered yet but will be part of upcoming designs and DDOT discussions with businesses along the corridor. Mr. Goodno said signal changes may be considered to assist with cyclist turns.

As in July, DDOT asked anyone with further comments or questions to contact the team directly.

On a motion by Commissioner Waud, seconded by Commissioner Sroufe, the Committee recommended that the ANC strongly support DDOT's preferred alternative (A) for the installation of protected bike infrastructure and priority bus lanes on Pennsylvania Ave SE from 2nd Street SE to Barney Circle. Further, ANC 6B encourages DDOT to give preference to solutions that improve the "comfort level" of pedestrians and cyclists making local trips as they progress to the 30% design. ANC 6B also encourages DDOT to be mindful that the completed design minimizes traffic diversions onto neighborhood streets.

The Committee voted unanimously in support of the motion. However, at request of Commissioner Samolyk by email, the recommendation was not placed on the ANC's Consent Agenda for its September 8 meeting.

### **Review of Pending Traffic Safety Assessments**

*TSA 20-00085039 (1100-1500 blocks K Street SE; submitted Mar 2020)*

On a motion by Commissioner Waud, seconded by Commissioner Soufe, the Committee voted unanimously to recommend the Commission requests DDOT expedite their assessment and installation of solutions to reduce traffic speed through the entire corridor; and (absent DDOT action to date) supports the petition for speed humps initiated by residents on the 1200 block of K ST SE.

*TSA 19-00840401 (Cameras for intersection of 695 and 11th Street SE; Aug 2019)*

On a motion by Commissioner Waud, seconded by Resident Member Manley, the Committee voted unanimously to recommend the Commission requests that DDOT submit, before the October 13, 2020, ANC 6B meeting, the design plans and installation schedule for the traffic calming/cameras described by Director Marootian in the March/April 2020 teleconference.

*TSA 20-00277992 (600 block E Street SE and 6th & E SE intersection; Aug 2020)*

Note: Slow Street status has been installed along this block.

On a motion by Commissioner Ready, seconded by Commissioner Soufe, the Committee voted unanimously to recommend the Commission request that DDOT update the status before the October 13, 2020, ANC6B meeting.

*TSA 19-00913298 (stop sign, 6th & A SE; Sept 2019)*

The Commission supported this TSA in December 2019.

On a motion by Resident Member Moriarty, seconded by Commissioner Soufe, the Committee voted unanimously to recommend the Commission request that DDOT update the status before the October 13, 2020, ANC6B meeting.

*TSA 19-00213006 (11th & D SE; Work Orders issued Jun 2020)*

On a motion by Commissioner Oldenburg, seconded by Commissioner Soufe, the Committee voted unanimously to recommend the Commission request DDOT to finish the installations (flexi-posts at all 4 corners) on this intersection or report its status by the October 13, 2020, ANC meeting.

*TSA 19-00959635 (17th Street SE; Oct 2019)*

On a motion by Resident Member Ten Hoeve, seconded by Commissioner Ready, the Committee voted unanimously to recommend the Commission to expedite this study of 17th Street SE and to report on status by the October 13, 2020, ANC meeting.

Furthermore, we would recommend a 4-way stop sign be added to the intersection of 17th St SE and D St SE as well as 17th St SE and G St SE to improve both pedestrian and bike safety, as this corridor is the only access to the Anacostia River Trail in the area and speeding is common along the route. While we understand that this is a minor arterial, stop signs would be analogous to the intersections at 11th St and D St SE and others along 11th St SE corridor, which is also a minor arterial.

In sum, the Committee voted unanimously to recommend that the ANC ask DDOT to send status updates on all six TSA requests by October 13, 2020, the date of the next ANC6B meeting. The recommendation was placed on the ANC's consent agenda.