



**Report of the ANC6B Transportation Committee Meeting
July 7, 2021**

Commissioners Present: Corey Holman, Steve Holtzman, Alison Horn, Kirsten Oldenburg (chairing), Brian Ready, Edward Ryder, and Gerald Sroufe.

Resident Members Present: Floyd Brown (6B01), John Manley (6B04), Carol Grissom (6B08), and John Ten Hoeve (6B09)

DDOT Proposal to Add Advisory Bike Lanes to 12th Street SE & North Carolina Ave SE

At the last minute, ANC6B learned that Will Hansfield, DDOT, was unable to attend the meeting to present the conceptual plans to add two new Advisory Bike Lanes (ABLs) to the existing set on E Street SE and Kentucky Avenue SE. The Committee and meeting participants provided comments and questions to be submitted to Mr. Hansfield for response by the 7/13 ANC6B Monthly Meeting.

North Carolina Avenue SE (100 block between 1st and 2nd Streets SE)

Commissioner Samolyk started the discussion by asking why this block was chosen for an ABL and stating that many residents on the block are very much against the proposed bike lane because of the many kids and the narrowness of the street. However, RM Floyd Brown, who was instrumental in getting speed humps on the block, was more positive and said the ABL might further reduce vehicle speeds. From others: Is there a better location for it? Doesn't the one on E Street make the same connections? Other residents on the block were either pro or con. Will there be any parking loss? Would the center line stripe be enhanced?

12th Street SE (between E Street SE & East Capitol SE)

There was little discussion about adding ABLs to 12th Street. As designed, it would cause the loss of 4 parking spaces at the South Carolina intersection. RM Manley said that if DDOT in the final plans switched the ABL to abut the curb lane at this intersection, cyclists would ignore it and ride straight through. Will DDOT add visibility enhancements to the crosswalk at Lincoln Park as part of this project? When will the evaluation phase begin?

Discussion on Tyler and Brent Elementary Schools Staff Parking

DDOT is now in the process of setting up its Daytime School Parking Zone (SPZ) program based on legislation passed in 2019. This program will require an ANC resolution regarding any DCPS or charter school to trigger an evaluation by DDOT but it may not be available until late 2021 or early 2022. Thus, this session was meant to learn what the issues are.

Both Brent and Tyler Elementary Schools have reached out to the ANC for help with staff parking. In both cases, onsite parking areas have been turned into playgrounds. Ms Denice

Diggs, Manager of Strategy & Logistics, Brent Elementary School, said that its staff walk, bike, and drive to school and that DDOT has allowed the school staff to use 8 curbside parking spots within the school's PUDO areas. But the school seeks 8 more spots for staff parking.

Due to a technical issue, Mr. Michael Green, Tyler school representative, was unable to get into the meeting. Commissioner Holman said that Tyler's population is much higher than Brent's so demand for staff parking will be greater.

DC Circulator Plans to Change the Eastern Market-L'Enfant Plaza Route

Buried in the DC Circulator Transit Development Plan (TDP) 2020 is a proposal to eliminate the EM to M Street portion of the EM-LP route that was established in 2019 to provide a one-seat ride between Eastern Market, Barracks Row, Capitol Riverfront and the Wharf. It has also served both Nationals Stadium and Audi Field with special service on game days. And DCPS students living on Capitol Hill who attend Jefferson Academy Middle School on 7th Street SW.

The replacement route would begin at L & 8th SE, continuing on the same route to L'Enfant Plaza, but be extended along 7th Street SW/NW to Mt. Vernon Square. This change would require those originating at EM to make bus/bus, bus/Metro, or Metro/Metro connections to reach destinations on the current EM-LP route.

Mr Ken Jarboe made a presentation on the CH BID's position in opposition to the change noting eliminating the eastern portion of the route, disconnecting the route from Barracks Row, would not result in any benefits and actually weaken the route by eliminating ridership. He also commented that the TDP does not provide data support for the change. Mr. Bob Bartolo made a presentation in favor of the change because it would eliminate the U-turn the Circulator buses take at PA Ave and North Carolina Ave which he has long complained creates a bothersome noise in his apartment at the corner.

After considerable discussion by the Committee on the impacts to our community of this change, Commissioner Oldenburg made a motion, seconded by Commissioner Holtzman, as follows:

The Committee recommends that the ANC6B oppose the change in the EM-LP route because the proposed truncation of the route between Eastern Market and L Street SE would negatively impact Barracks Row and eliminate "one-seat rides" between Eastern Market and the Riverfront and Wharf and areas in between for business, recreational, and student users. The Committee, however, recommends the Commission support the proposed extension between LP and Mt. Vernon Square. In addition, the Committee recommends the ANC ask DDOT to study ways to make the turnaround at EM more efficient and safe.

The motion passed by a vote of 8-0-1.