



**Report of the ANC6B Transportation Committee Meeting
March 3, 2021**

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

Resident Members Present: Kevin Moriarty (6B02), Brian Kirrane (6B03), John Manley (6B04), Stefan Katz (6B07), Carol Grissom (6B08) and John Ten Hoeve (6B09)

Demonstration of ANC6B Traffic Calming Inventory Draft

Brian Kirrane, Resident Member 6B03, presented the draft Traffic Calming mapping inventory he has developed with Mark Sussman. The interactive map of 6B currently contains markers for each intersection by which users can add data characterizing aspects of individual intersections.

After some discussion, the Committee suggested that the system be posted on the 6B website for further testing.

Request to Convert Several Blocks in 6B04 to Two-Way

Kirsten Oldenburg, Commissioner 6B04, presented rationale for converting the 1100 block of 9th SE and 800 block of L SE from one way to two-way streets. Background information is attached as page 3.

After a brief discussion, Commissioner Oldenburg moved, with a second by Commissioner Horn to recommend the Commission support the conversion of the two blocks. The Committee supported the motion by a unanimous vote and placed the item on the consent agenda.

Discussion on the Baltimore/DC Maglev DEIS

Stefan Katz, Resident Member 6B09 and Jerry Sroufe, Commissioner 6B02 provided summary information and their thoughts on the project DEIS. This project does not directly affect ANC6B residents & businesses as the terminus in DC would be at Mt. Vernon Square. But it would reduce user travel time between Baltimore and Washington to 15 minutes.

Building the system is projected to occur in 2028 although the study is already behind schedule. DC's Office of Planning has questioned the DEIS on the DC station location, complications of tunnel boring, impacts to existing infrastructure and the fact that the study does not include a No Action option. For DC, Stefan noted that the socio-economic impact could be massive, with a major employment gain and transportation environment significantly changed. In addition, multi-modal transportation may increase vehicular traffic and land use for a parking lot seems excessive. Daniel Ridge commented that the boring would not be problematic; DC is already experiencing boring for two DC Water tunnels.

No vote was taken but RM Katz and Commissioner Sroufe said they would prepare draft comments of the DEIS for consideration at the April 7 meeting. Comments are due to Maryland Transit Administration by April 22, 2021.

Letter to CM Allen on Construction Funding for Penn-Potomac Project

Commissioner Oldenburg noted that engineering this DDOT project is finally nearing completion. Plans are to initiate construction in Spring 2022. DDOT has requested \$18 million to cover construction costs.

Commissioner Oldenburg moved, with a second by Commissioner Sroufe, to recommend the Commission send a letter to Councilmember Charles Allen asking him to protect these funds during the upcoming FY22 budget process. The Committee supported the motion by a unanimous vote and placed the item on the consent agenda.

WMATA Fiscal Year 2021 Budget Proposal

Commissioner Horn presented a draft resolution on the impacts of proposed WMATA changes on 6B residents and businesses. Beginning January 2022, significant cuts in bus routes are proposed along with Metro rail reductions in service resulting in earlier closing and extended waits between trains.

While committee members indicated it was important that we participate in commenting on the changes, the draft resolution did not seem to provide sufficient specifics on how our constituents would be affected, especially once the pandemic ends and more normal life resumes. Commissioner Horn moved, with a second by Commissioner Ready, that the Committee recommend the ANC supports sending comments to WMATA to be provided at the March 9 meeting. The Committee voted unanimously in support of the motion. The item was not placed on consent as Commissioner Horn will provide a revised draft.

Background Info for Conversion of 6B04 Streets to Two-way

1100 Block of 9th Street SE
800 Block of L Street SE

These blocks--along with the 800 block VA Ave and 1000 block of 9th SE--were one way for years to facilitate circulation of traffic entering the then-SE/SW Freeway at the corner of Virginia Ave & 9th SE. This eastbound entrance existed prior to the 11th Street Bridges project. That project replaced this entrance with an eastbound ramp off 8th Street between I Street and Virginia Avenue SE.

Commissioner Oldenburg (6B04) started working on this conversion request with DDOT in 2014 and the ANC sent a resolution to DDOT in December 2014 asking for the conversions. However, the process was halted with the start of the CSX Freight Tunnel project. Subsequently, the 800 block VA Ave and 1000 block of 9th SE were converted to two-way as part of the 2018 Virginia Avenue Streetscape, a community benefit of the tunnel project. A further delay occurred in converting the remaining blocks when, right after the tunnel was finished, DDOT permitted the condo project at 818 Potomac Ave SE to use lanes in both 9th and L Street for construction staging. This project is now nearing completion.

