



Report of the ANC6B Transportation Committee April 6, 2022

Commissioners Present: Jerry Sroufe (6B02); Steve Holtzman (6B05); Corey Holman (6B06); Edward Ryder (6B07); Alison Horn (6B09).

Resident Members Present: Frank Avery (6B01); Kevin Morarity [6B02]; Brian Kirrane [6B03]; Matt LaFortune [6B06]; Stefan Katz [6B07]; Carol Grissom (6B08); John Ten Hoeve [6B09]

Due to the continued unavoidable absence of Commissioner Oldenburg, Chair of ANC6B Transportation Committee, Commissioner Holtzman (6B05) chaired the meeting.

The Committee Agenda included two informational presentations by DDOT officials each of which was followed by a Q&A period and discussion. At the request of Commissioner Horn, the Chair added an additional third agenda item for discussion by committee members related to DDOT level of service agreements.

The Committee meeting also served as the first opportunity for newly appointed Ward 6 Community Engagement Specialist, Abraham Diallo, to participate in an ANC6B meeting. Mr. Diallo was appointed in Mid-March. He was introduced by DDOT Community Engagement Manager, Kelly Jeong-Olson, who, in addition to her city-wide duties, has also been temporarily acting as contact point for our Ward since the transfer, last December, of Andrew DeFrank, the previous Ward 6 community liaison. Mr. Diallo expressed his eagerness to begin working in partnership with residents and with ANC6B and other Ward 6 ANCs. The committee, in turn, expressed its thanks to Ms. Jeong-Olson for taking on these responsibilities for the past 3 months and warmly welcomed Abraham Diallo, who will now be the DDOT contact point for members of our ANC6B community. Mr. Diallo's contacts are as follows:

Anthony Diallo, Ward 6 Community Engagement Specialist
Email: Abraham.Diallo@DC.gov
Phone: 202.731.5009

Links to the presentations and related resources are reproduced below under each agenda item:


- 1. NOI-22-103-PSD Notification of the Installation of One-Way Protected Bikeways and Peak-Period, Peak-Direction Bus-Only Lanes on Pennsylvania Avenue SE** *Mr. Greg Matlesky, Bicycle Programme Specialist, DDOT* Note, the Notice of Intent (NOI) period, during which all residents may provide any written comments/concerns related to the project design and implementation plan, ends on Tuesday, May 3rd. The original NOI letter is attached to the accompanying email. The LINK to Project document and materials for the Pennsylvania Avenue SE Protected Bike Lanes project:
<https://ddotwiki.atlassian.net/wiki/spaces/NI/pages/2068841429/NOI-22-103-PSD>
- 2. Presentation of the new "Traffic Safety Investigation" (TSI) process** *Kelly Jeong-Olson, Community Engagement Manager and Abraham Diallo, Ward 6 Community Engagement Specialist DDOT*
 - LINK to slide deck of DDOT presentation on TSI process: https://dcgovict-my.sharepoint.com/:p:/r/personal/6b05_anc_dc_gov/_layouts/15/Doc.aspx?sourcedoc=%7BB6C7

[3B1B-E62C-4366-A50F-923A5CF74C73%7D&file=New%20TSI%20and%20ANC%20resolution%20submission%20-%20April%202022%20-%20Copy.pptx&action=edit&mobileredirect=true](https://ddot.dc.gov/service/traffic-safety-investigations)

- LINK to DDOT Traffic Safety Investigations site: <https://ddot.dc.gov/service/traffic-safety-investigations>
- LINK to Interactive Dashboard tracking progress on DDOT response to individual TSI requests: <https://dcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=6ad1d55bdc2460c9afb3b6e79e061c&folderid=453ee9fa70854c898c9f5095096c702c>

3. Initiation of a Committee discussion on DDOT Level of Service Agreements:

- a. Commissioner Horn (6b09) requested that the committee began a discussion of the range of timeline commitments which have been established by DDOT for completion of implementation of major areas of Service. (A copy of that timeline is reproduced below).



Service Level Agreement Timeline for DDOT Services

Alley repair investigation – SLA 270 business days.	Tree inspection – SLA 5 business days.
Bicycle services – SLA 60 business days.	Tree planting – 500 business days.
Bus/Rail issues – SLA 60 business days.	Tree pruning – 180 business days.
Potholes – SLA 3 business days.	Tree removal – 180 business days.
Resident parking permit – SLA 60 business days.	Utility repair issue – 60 business days.
Roadway repair – SLA 270 business days.	Streetlight repair investigation – SLA 7 business days.
Roadway sign – SLA 130 business days.	Traffic safety investigation – SLA 130 business days.
Roadway striping/markings – SLA 270 business days.	Traffic signal issues – SLA 2 business days.
Sidewalk repair – SLA 270 business days.	Tree inspection – SLA 5 business days.
Streetlight repair investigation – SLA 7 business days.	Tree planting – 500 business days.
Traffic safety investigation – SLA 130 business days.	Tree pruning – 180 business days.
Traffic signal issues – SLA 2 business days.	Tree removal – 180 business days.
	Utility repair issue – 60 business days.

Please always submit a 311 request before reaching out to DDOT, with a 311 tracking #, we can provide you with more detailed info on where we are.

- b. Given the addition of this agenda item at short notice, the discussion was predicated upon recognition that this item, taken up at the end of the meeting, would be in the nature of a brain storming exercise which would require follow up and potential discussion at later meetings.
- c. On this basis, a range of questions were raised and discussed by those present mostly related to concerns as to (i) whether the extended time periods laid out under this framework were appropriate and necessary or whether residents should legitimately have an expectation of shorter response times; (ii) whether the comparative completion timeframes for individual categories of response were gauged appropriately in the context of the relative importance of different services for resident safety and Vision Zero goals.
- d. There was general agreement among committee members present that many of the timelines for individual types of service seem, on the face of things, to be longer than would be expected and that the comparative importance of different categories of service for resident safety was not obviously reflected in the respective service timelines. This concern mirrors similar concerns regarding these timelines which have already been expressed in various fora by other Commissioners and other Advisory Neighborhood Commissions in various parts of the city.

- e. However, it was also noted that the creation of these timelines invariably emerges from a complicated mix of other factors which may differ significantly from one service to another. Relevant dimensions likely include the practicalities of differing demands of design, engineering and human and material resource availability required for specific types of service as well weather and seasonal issues which impact scheduling and implementation in specific ways regarding specific types of service.
- f. It became clear that, without a deeper understanding of how DDOT had developed the overall framework for timelines and the specific timelines for each category of service, it was difficult to assess to what degree relatively immutable logistical issues genuinely contribute to the established timelines and to what degree the service timelines themselves are a product of any kind of weighted, policy-driven prioritization of some classes of service over others. And, if so, what the nature of this prioritization framework is and how it relates to achievement of Vision Zero goals.
- g. It was agreed that the next step in assessing whether ANC6B should pursue this issue further, (and, if so, in what manner), would be to identify the appropriate DDOT personnel involved in the crafting of this framework and request a detailed presentation to the ANC Transportation Committee of how the framework was developed and what factors were weighted in the establishment of the service timelines listed by DDOT.
- h. Commissioner Horn agreed to take the lead in seeking to identify the key DDOT staff who could effectively provide this type of presentation and work to arrange their agreement to participate in a future meeting of the Committee.

The Committee agenda did not result in formal resolutions or votes relating to any of the agenda items and so results in no actionable item for inclusion in the upcoming ANC6B monthly meeting on Tuesday March 11th. Note, regarding agenda item 2, ANC6B has, previously, at earlier review phases, voted on and passed resolutions in support of the Pennsylvania Avenue protected bike lanes project. Commissioner Holman asked Mr. Matlesky whether it would be of value to the project for the ANC to share any additional formal resolution in support at this juncture in the context of the request for public comments during the ongoing NOI period. He replied that an additional resolution would not provide further value. No resolution was proposed.

The next meeting of the Transportation Committee is scheduled for Wednesday May 4, 2022 at 7pm. It is currently anticipated that Commissioner Oldenburg (6B04) will resume duties as Chair of the Committee for this meeting.