



**Report of the ANC6B Transportation Committee Meeting  
June 8, 2023**

**Commissioners Present: Matt LaFortune (chairing), Frank Avery, Frank D’Andrea, Vince Mareino, Edward Ryder**

**Resident Members Present: Jakob Youngblood (6B01), Janice Kruger (6B03), Brian Kirrane (6B03), Kirsten Oldenburg (6B04), Mike Litt (6B05), Susan Driano (6B06), Richard Cunningham (6B07), Jeffrey Menzer (6B08), Joshua Peacock (6B09)**

**DDOT Presentation on Penn/Potomac Intersection Redesign**

Morvarid Ganjalizadeh, a civil engineer with DDOT’s Infrastructure Project Management Division provided an update on the effort to redesign the intersection of Pennsylvania Avenue SE and Potomac Avenue SE. The Council recently passed a budget that includes funding for this project. DDOT was facing some legal issues with the transfer of land from the National Park Service to DC, which was resolved on Tuesday night (6/6). The project design has been finalized with construction expected to begin by spring 2024.

RM Oldenburg asked if the final part of the traffic signals project on Pennsylvania Ave. SE is connected to this project. Ms. Ganjalizadeh replied that the stretch from Barney Circle to 14<sup>th</sup> St. SE will be completed as part of this effort.

Commissioner Avery asked when people will be able to see the design. Ms. Ganjalizadeh responded that detail is available on this website:  
<https://www.anacostiawaterfront.org/pennpotomacdocs>

Commissioner LaFortune asked if this will include bike lanes. Ms. Ganjalizadeh noted that, since the original environmental assessment did not feature bike lanes, they will not be included during this project but that they have allowed for later installation and are working with DDOT’s bike team to enable this.

**DDOT Presentation on Update on Annual Safety Improvement Plan Projects in ANC 6B**

Othman Chebli, the leader of DDOT’s Vision Zero and Vision Zero Hardening projects provided an update on several recent and upcoming improvements to ANC 6B’s streets. The Council gave DDOT the task to look into potential locations and study the impact of hardening projects with the Vision Zero Hardening program. DDOT did in-house work to prioritize identified locations and see how many they can do this year. Eight locations were selected, prioritization started in October with sites announced in January.

Commissioner Mareino asked if the site at 13<sup>th</sup> St. SE and Independence Ave. SE is still a priority. Mr. Chebli responded that it is. Commissioner Mareino asked why DDOT hires consultants instead of working with internal staff. Mr. Chebli shared that liability is one reason but they are working to move away from this model to more effectively use DDOT talent moving forward. Three of eight Vision Zero Hardening locations were designed in house and they are working towards 30 total projects designed completely in house next year.

RM Peacock asked if data is available for locations considered. Mr. Chebli responded that it is not currently but will look to make this public.

RM Driano asked if designs will be shared publicly and if DDOT will seek community input. Mr. Chebli said that DDOT will release NOIs and return to the ANC for feedback.

Commissioner Avery asked if the group could discuss the intersection of North Carolina Avenue and 2<sup>nd</sup> St. SE. This is a pedestrian safety project within the Annual Safety Program (ASaP) that conducts low-cost, quick hits for safety improvements. More information can be found here: <https://visionzero.dc.gov/pages/engineering#safety>. Commissioner Avery asked if DDOT reaches out to neighbors before starting a project. Mr. Chebli shared that most projects do not meet NOI criteria but acknowledged that DDOT should do more to communicate impacts like parking changes. DDOT measures success through speed data for driver feedback and wants to move beyond KPIs like fatalities and accidents to consider additional data points.

RM Youngblood asked if the selection of locations is done internally or with resident impact. Mr. Chebli shared that locations are chosen internally based on priorities like the High-Injury Network. TSIs can also be turned into one ASaP location.

Commissioner LaFortune noted that the planned hardening project at the intersection of Potomac Avenue SE and Kentucky Avenue SE has the potential to create more public space, which neighbors want. Mr. Chebli shared that he has worked with the Stormwater Management Team to find effective ways to use reclaimed space as a result of these projects.

### **DDOT Presentation on Pennsylvania Ave. Bike Lane/Bus Lane Project**

Greg Matlesky from DDOT provided an overview of the objectives and what is changing as a result of the redesign of Pennsylvania Avenue SE. He updated the committee that this project is scheduled to complete by the end of June and thanked the community for patience, acknowledging that it has not been the smoothest process.

Claire August asked what is being done to tell bus riders to look for cyclists at each platform. Mr. Matlesky responded that this is not unique in DC, there are other shared areas for bus and bikes but DDOT is conducting outreach to cyclists instructing them to yield to bus riders. There will also be signage.

Commissioner Ryder shared that he has seen people corralled at busy bus stops and asked what is being done to let people know to wait on the sidewalk. Mr. Matlesky noted that signs will be installed saying to way for the bus on the sidewalk, not the platform. Commissioner Ryder asked what the timeline is for signal upgrades and traffic signal priority. These will all be implemented by the end of the month.

RM Menzer asked DDOT to go block-by-block to make sure all signs are right. Mr. Matlesky responded that, as part of every project, project managers walk the corridor and flag issues to address.

Commissioner D'Andrea asked if there is room for Frager's loading zone. Mr. Matlesky responded that it is on their radar and DDOT has given this to their contractor to resolve.

RM Cunningham flagged that loading zones and Metro bus lane parking enforcement is an issue, in particular at 6<sup>th</sup> St. SE by CVS.

RM Peacock noted that drivers will park at the bus stop at 6<sup>th</sup> or 7<sup>th</sup> St. SE eastbound. Mr. Matlesky said that this has been flagged by the construction team and are addressing.

RM Oldenburg thanked DDOT for getting bikes off the sidewalk with this project.

RM Kirrane asked whether there will be additional signage or paint in lanes to note the hours for the bus priority lane. Mr. Matlesky responded that DDOT is just relying on signage, other bus corridors sometimes say "AM/PM bus only". That is not part of this plan but they will monitor and could make adjustments in the future. There are signs at the entrance of every block that indicate bus lane hours and smaller parking signage. Additionally, they cannot remove the "bike lane closed" signs on barrels at this time until markings are completed at bus platforms.

### **DDOT Presentation on Installation of Commercial Loading Zone in the rear of Frager's Garden Center**

Stephen Hanrahan, from DDOT's Operations Administration, shared the details of a proposed project to install a loading zone on 12<sup>th</sup> St. SE next to Frager's Garden Center. Commissioner D'Andrea noted that there is a commercial loading zone on Pennsylvania Ave. SE that Frager's currently uses to bring in items with a forklift, which requires the forklift to drive on the bus priority lane and sidewalk. The side loading zone would be safer for buses and pedestrians but does remove two parking spaces in front of resident homes.

Two impacted neighbors, Sheila and John, flagged issues in the neighborhood prior to removing parking, including limited enforcement with parking spots on 12<sup>th</sup> frequently taken by non-residents as well as DDOT's policy to not establish a loading zone for a single business.

Kathryn McAteer, the Frager's manager, noted that she heard about changes to Pennsylvania Avenue SE and impacted loading zone late in the process. Frager's Garden Center receives deliveries at all hours, with Christmas trees posing the biggest challenge. However, they do not need the space all the time and want to be a good neighbor.

Commissioner LaFortune asked how DDOT will make sure this loading zone is not for a single entity. Mr. Hanrahan responded that all commercial vehicles are allowed to pay to park in a public loading zone.

Commissioner Mareino noted that immediately above the loading zone there is a curb cut. Ms. McAteer shared that the curb cut should only be for Frager's vehicles and is not meant for parking or loading purchases from the store.

RM Cunningham asked DDOT to reimagine parking in this area.

Commissioner LaFortune noted that no committee member has asked the ANC to take a position and asked Frager's, impacted neighbors, and any interested member of the committee to submit comments to the NOI online.

**RM Kruger on DDOT's Freight Plan Update/Traffic Enforcement Oversight Hearing**

RM Kruger attended two virtual presentations in the past month and reported to the committee what she heard. DDOT's Freight Plan Update is mandated by the infrastructure act. This has to do with the delivery of consumer items and shared a map of possible truck routes.

The Council recently held a roundtable on traffic enforcement. RM Kruger noted that there was a lot of media coverage but there is no specific support for victims of traffic violence. She heard moving statements by victims and emergency room staff talking about serious injuries. Councilmember Lewis George advocated for funding for victims of traffic violence and RM Kruger suggested that the ANC consider advocating for this.

Commissioner LaFortune thanked RM Kruger for her updates, in particular the focus on those directly impacted and promised to share her notes with the committee.

**Resolution on Better Bus Visionary Network (including 96 bus route)**

Commissioner LaFortune made a motion to draft a resolution for the full ANC urging WMATA to maintain the full connectivity of the current 96 bus route in its Visionary Network map. This motion was seconded by RM Cunningham.

Commissioner D'Andrea raised a concern with calling out a specific bus route, which would have knock-on effects for the rest of the network.

Commissioner Ryder noted his professional experience with a bus redesign in Alexandria, VA and shared that feedback on individual routes helped them understand user experiences.

RM Youngblood suggested that the ANC call out areas that need more service rather than individual routes.

RM Driano shared that a lot of kids on the Hill use the 96 bus to go to school.

Commissioner Ryder suggested calling out a specific segment that is losing bus route connection.

The motion passed unanimously. Commissioner LaFortune will share a draft of the resolution for committee feedback and edits with a final version to be placed on the ANC's consent agenda next Tuesday.