



GOVERNMENT OF THE DISTRICT OF COLUMBIA

Dupont Circle Advisory Neighborhood Commission 2B

Special Meeting Minutes

Tuesday, February 5th, 2019; 7:00 p.m.
Johns Hopkins School of Advanced International Studies
1717 Massachusetts Avenue NW, Room 500

Call to Order

The special February 2019 meeting of the Dupont Circle Advisory Neighborhood Commission (Commission or ANC 2B) was called to order by Chair Daniel Warwick at 7:03 pm.

Introduction of Commissioners

The Commissioners identified their single member districts (SMDs). Present were: Matthew Sampson (2B01), Daniel Warwick (2B02), Lucky Barbieri (2B03), Aaron Landry (2B04), Randy Downs (2B05), Mike Silverstein (2B06), Kari Cunningham (2B07), Beverly Schwartz (2B08), and Ed Hanlon (2B09).

Announcements and Public Comments

Public Announcements and General Comments or Future Agenda Items

Commissioner Silverstein said that the School Without Walls at Francis-Stevens' Home and School Association (HSA) will hold an important meeting to discuss the impending over-enrollment crisis at the school. He said that the meeting will take place on Tuesday, February 12th at 6:30 pm at the school, which is located at 2425 N Street NW. He encouraged local residents to attend the meeting.

Commissioner Barbieri encouraged local residents to join NextDoor at: www.nextdoor.com to share news about the neighborhood.

General Agenda

Consideration of a Resolution Regarding the District Department of Transportation's 20th Street / 21st Street / 22nd Street NW Protected Bike Lanes Project

Commissioner Downs moved to adopt a proposed resolution regarding the matter. Commissioner Silverstein seconded the motion.

Commissioner Hanlon moved to adopt a proposed amendment to the resolution. Commissioner Downs seconded the motion for the amendment. A roll call vote was requested. The motion for the amendment was voted on and did not pass (VOTES: 2-6-1). The roll call vote was as follows:

Commissioner Landry: Nay
Commissioner Downs: Yea
Commissioner Sampson: Nay
Commissioner Schwartz: Abstain
Commissioner Cunningham: Nay
Chair Warwick: Nay
Commissioner Silverstein: Nay
Commissioner Hanlon: Yea
Commissioner Barbieri: Nay

Commissioner Landry moved to adopt a proposed amendment to the resolution. Commissioner Schwartz seconded the motion for the amendment, which was voted on and did not pass (VOTES: 1-8-0).

The final motion was voted on and passed (VOTES: 9-0-0). The resolution reads as follows:

WHEREAS, ANC 2B represents a very diverse neighborhood of approximately 20,000 residents and a multitude of businesses, both of which rely upon many modes of transportation, including rail, bus, cars, for-hire vehicles, scooters, bicycles, and walking,

WHEREAS, cycling is most popular in the neighborhoods and tourist areas closest to downtown and in the northwest quadrant of the city, with DC ranking third in the nation for bicycle commuting among large cities and first on the East Coast,

WHEREAS, ANC 2B has a long-standing record of supporting walking, biking, car-sharing, and the use of public transit to become one of the most walkable, bikeable, and accessible neighborhoods in the District and the country,

WHEREAS, the population density in the Dupont Circle neighborhood has continued to increase, with over half of Dupont residents living without owning a vehicle, and with an increasing percentage of the population choosing to utilize bike lanes for commuting as well as recreation,

WHEREAS, ANC 2B recognizes that cyclists and pedestrians are an especially vulnerable group of road users,

WHEREAS, there currently is no protected north-south bicycle infrastructure connecting Dupont Circle with the National Mall,

WHEREAS, the lack of protected infrastructure poses significant safety risks and hazards to cyclists, scooter riders, pedestrians, and vehicles, and is inconsistent with DC's Vision Zero goals,

WHEREAS, the implementation of protected bicycle infrastructure increases the number of people who are willing to bicycle (studies show between 20% and 180%), further

reducing the reliance of District residents on cars and furthering DC's goals to reduce the city's impacts on climate change,

WHEREAS, a protected bicycle connection between Foggy Bottom, the George Washington University, and Dupont Circle will enable students and residents to safely access the many businesses in greater Dupont,

WHEREAS, the District Department of Transportation (DDOT) launched a project in 2018 to evaluate and select 20th Street, 21st Street, or 22nd Street NW as the route for protected two-way bike lanes,

WHEREAS, there are challenges associated with each of the corridors, and ANC 2B appreciates the opportunity to comment on our preferences at the current early stage of 10% design,

WHEREAS, challenges associated with 22nd Street NW include, but are not limited to, the lack of east/west and north/south connectivity,

WHEREAS, challenges associated with 21st Street NW include, but are not limited to, the challenging intersection at Connecticut Avenue and Florida Avenue NW and significant opposition among neighbors and business owners along the corridor primarily due to the project's impact on residential parking spaces and temporary loading/unloading,

WHEREAS, challenges associated with 20th Street NW include, but are not limited to, the lack of connectivity to the R Street NW and Columbia Road NW bike lanes and accommodating the FRESHFARM Dupont Circle Farmers Market between Massachusetts Avenue and Connecticut Avenue NW — FRESHFARM's oldest and the region's largest farmers market,

WHEREAS, ANC 2B believes that protected bike lanes are most valuable when they are built as part of a network and that there are network effects on usage, making connections among bike infrastructure vital,

WHEREAS, the 20th Street NW alternative would provide a protected bike lane from Connecticut Avenue south and will connect Dupont Circle and Foggy Bottom/GWU, but will not provide a direct connection to the National Mall, and

WHEREAS, according to DDOT data, the 20th Street NW alternative will result in the least number of driveway crossings and the lowest reduction in total parking, residential parking spaces, and taxi or loading spaces, as compared to the 21st Street or 22nd Street NW options.

THEREFORE, BE IT RESOLVED that ANC 2B supports the installation of a protected bicycle lane in western Dupont with further study focused on the 20th Street NW alternative within ANC 2B.

BE IT FURTHER RESOLVED that ANC 2B urges DDOT's protected bike lanes project team to coordinate with DDOT's Connecticut Avenue Deckover and Streetscape Project team to connect a 20th Street NW protected bike lane with protected bike lanes to Columbia Road NW.

BE IT FURTHER RESOLVED that ANC 2B urges and expects DDOT to work with FRESHFARM to determine mutually-agreeable design and operational expectations for the protected bike lanes during market hours.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT expedite the consultation and design timeline of the project, completing the installation by the end of 2019.

BE IT FURTHER RESOLVED that ANC 2B urges and expects that DDOT and the project team will continue to engage and consult with the ANC, residents, merchants, business workers, business distributors, and other community stakeholders on the continued development of the project.

Consideration of a Resolution Regarding the District Department of Transportation's Proposal to Remove the Southbound-Only AM Restrictions on 17th Street NW Between Massachusetts Avenue and I Street, and on Connecticut Avenue NW between I Street and H Street

Commissioner Downs moved to adopt a proposed resolution regarding the matter. Commissioner Silverstein seconded the motion, which was voted on and passed (VOTES: 8-1-0). The resolution reads as follows:

WHEREAS, pursuant to the "Administrative Procedure Amendment Act of 2000" DC LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of intent to modify traffic and/or parking requirements,

WHEREAS, on December 18th, 2018, DDOT issued a Notice of Intent (NOI# 18-224-PSD) letter regarding the removal of the southbound-only AM restriction on 17th Street NW between Massachusetts Avenue and I Street, and on Connecticut Avenue NW between I Street and H Street,

WHEREAS, DDOT is proposing to eliminate the southbound-only AM restriction on 17th Street NW between Massachusetts Avenue and I Street, and on Connecticut Avenue NW between I Street and H Street,

WHEREAS, this restriction is currently in effect Monday through Friday between 7:00 and 9:30 am, excluding holidays. With the removal, 17th Street NW and Connecticut Avenue NW would operate with two-way travel at all hours,

WHEREAS, a similar restriction was in effect on 15th Street NW south of Massachusetts Avenue and in 2010 it was eliminated with minimal effect on traffic flow,

WHEREAS, restoring this street to full-time, two-way travel will better serve the safety and connectivity for all modes of transportation,

WHEREAS, the restoration also allows for bi-directional bicycle traffic and the consideration of bike lanes along the corridor, as proposed in moveDC, and as has been preliminarily discussed with ANC 2B's Transportation and Public Infrastructure (TPI) Committee, and

WHEREAS, no parking spaces would be affected by the removal of the AM travel Restriction.

THEREFORE, BE IT RESOLVED that ANC 2B supports DDOT's proposal to eliminate the southbound-only AM restriction on 17th Street NW between Massachusetts Avenue and I Street, and on Connecticut Avenue NW between I Street and H Street.

Consideration of a Resolution Regarding the District Department of Transportation's Proposal to Ban Turns on Red at Select Intersections in ANC 2B

Commissioner Downs moved to adopt a proposed resolution regarding the matter. Commissioner Cunningham seconded the motion, which was voted on and passed (VOTES: 9-0-0). The resolution reads as follows:

WHEREAS, pursuant to the "Administrative Procedure Amendment Act of 2000" DC LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of intent to modify traffic and/or parking Requirements,

WHEREAS, on December 21st, 2018, DDOT issued a Notice of Intent (NOI# 18-227-TOA) letter regarding the establishment of "No Turn on Red" restrictions at selected signalized intersections in the District, including numerous locations within ANC 2B,

WHEREAS, in support of the District's commitment to the Vision Zero goal, DDOT will be prohibiting right turns on red at 101 signalized intersections across the city,

WHEREAS, intersections were identified based on factors and criteria identified in the federally-mandated Manual on Uniform Traffic Control Devices (MUTCD) and the District of Columbia Municipal Regulations (DCMR §18-4013), including the complexity and geometrics of the intersection, the level of pedestrian activity and potential for significant conflicts, the proximity to pedestrian generators (such as schools or Metrorail stations), as well as crash history,

WHEREAS, left turns from a one-way street onto another one-way street on red are illegal under District law,

WHEREAS, compliance with this law is very lax,

WHEREAS, “No Turn On Red” signs would educate drivers as to the existing law,

WHEREAS, those locations within ANC 2B include:

- 17th Street and H Street NW
- 17th Street, Connecticut Avenue, K Street, and the K Street NW service road
- 16th Street and K Street NW
- 19th Street and K Street NW
- Vermont Avenue, H Street, and Madison Place NW
- 14th Street and U Street NW
- 14th Street and T Street NW

THEREFORE, BE IT RESOLVED that ANC 2B supports DDOT’s establishment of “No Turn on Red” restrictions at the selected signalized intersections within ANC 2B.

BE IT FURTHER RESOLVED that ANC 2B recommends that the following locations be added:

- 19th Street and L Street NW
- 21st Street and L Street NW
- 23rd Street and L Street NW
- 16th Street and Q Street NW
- 17th Street and Q Street NW
- 17th Street and R Street NW
- 17th Street and R Street NW (Left turn on red)
- 22nd Street and N Street NW (Left turn on red)
- 21st Street and N Street NW (Left turn on red)

BE IT FURTHER RESOLVED that ANC 2B encourages the Department of Public Works (DPW), the Metropolitan Police Department (MPD), and DDOT to enforce the restrictions with ticketing.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT and the DC Council strongly consider a District-wide ban on turning on red for the purposes of safety and clarity of the law.

Consideration of a Resolution Requesting that the District Department of Transportation Add Signage Regarding Existing Banned Turns on Red

Commissioner Downs moved to adopt a proposed resolution regarding the matter. Commissioner Hanlon seconded the motion, which was voted on and passed (VOTES: 9-0-0). The resolution reads as follows:

WHEREAS, the safety of bicyclists and pedestrians is a high priority for the District of Columbia,

WHEREAS, the DC Council has adopted a Vision Zero policy to work toward zero deaths and serious injuries on our roadways,

WHEREAS, left turns from a one-way street onto another one-way street on red are illegal under District law, except where otherwise posted,

WHEREAS, compliance with this law is very lax, especially in the downtown area,

WHEREAS, the L Street cycletrack runs along the north side of L Street NW, which is one-way, in ANC 2A and ANC 2B,

WHEREAS, drivers making illegal left turns on red from southbound one-way streets at 23rd Street, 21st Street, and 19th Street onto L Street NW endanger cyclists in the L Street cycletrack and pedestrians,

WHEREAS, the 15th Street cycletrack runs along the west side of 15th Street, which is one-way, in ANC 2B,

WHEREAS, drivers making illegal left turns on red from eastbound one-way streets at Q Street and T Street onto 15th Street NW endanger cyclists in the 15th Street cycletrack and pedestrians, and

WHEREAS, “No Turn On Red” signs would educate drivers as to the existing law.

THEREFORE, BE IT RESOLVED that ANC 2B requests that the District Department of Transportation immediately install “No Turn on Red” signage at the intersection of 19th Street and L Street NW, the intersection of 21st Street and L Street NW, the intersection of 23rd Street and L Street NW, the intersection of 15th Street and Q Street NW, and the intersection of 15th Street and T Street NW. Such signage does not create a new restriction, as these left turns are already illegal, but calls attention to existing District Law.

BE IT FURTHER RESOLVED that ANC 2B requests that the Metropolitan Police Department undertakes enforcement of drivers making illegal left turns at these Intersections.

BE IT FURTHER RESOLVED that ANC 2B urges the DC Department of Motor Vehicles, the District Department of Transportation, and the Metropolitan Police Department to make every effort to educate drivers in the District, including out-of-state drivers, on the law regarding the illegality of left turns on red within the District of Columbia.

Consideration of a Resolution Regarding the District Department of Transportation’s Proposal to Remove 1 Parking Space in the Southwest Corner of the Intersection of 19th Street and T Street NW

Commissioner Schwartz moved to adopt a proposed resolution regarding the matter. Commissioner Sampson seconded the motion. Chair Warwick moved to adopt two proposed amendments to the resolution. Commissioner Schwartz seconded the motion for the amendments, which was voted on and passed (VOTES: 9-0-0). The final motion was voted on and passed (VOTES: 9-0-0). The resolution reads as follows:

WHEREAS, pursuant to the “Administrative Procedure Amendment Act of 2000” DC LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written Notice of Intent to modify traffic and/or parking Requirements,

WHEREAS, on January 17, 2019, DDOT issued a Notice of Intent (NOI #19-24-TOA) letter regarding modifying traffic and parking at the intersection of 19th Street and T Street NW,

WHEREAS, in 2018 there were three car crashes at this intersection,

WHEREAS, DDOT has determined that a stop sign or flashing traffic lights are not feasible on 19th Street NW due to concerns over car back ups onto the 19th Street southbound lanes and Florida Avenue westbound lanes,

WHEREAS, DDOT conducted an independent traffic analysis of the intersection and has determined that curb extensions built with plastic flexiposts and paint are a cost-efficient way to improve safety in the long term for pedestrians, bicyclists, and drivers, and

WHEREAS, ANC 2B has conducted outreach among the neighbors that live around the intersection and found that neighbors support the removal of one parking space in the interest of safety.

THEREFORE, BE IT RESOLVED that ANC 2B supports the District Department of Transportation’s proposal to remove one on-street parking space on the west side of 19th Street NW, just south of the intersection of 19th Street and T Street, to improve road safety for pedestrians, bicyclists, and drivers.

BE IT FURTHER RESOLVED that ANC 2B recommends that the District Department of Transportation considers moving the “Stop” sign and “Cross Traffic Does Not Stop” sign from the sidewalk into the curb extension to increase visibility.

Administrative Matters

Approval of the Regular December 2018 Meeting Minutes

Commissioner Cunningham moved to approve the ANC's regular December 2018 meeting minutes. Commissioner Barbieri seconded the motion, which was voted on and passed (VOTES: 9-0-0).

Appointment of the Chair and Members of the ANC's Zoning, Preservation, and Development (ZPD) Committee

Chair Warwick moved to appoint Commissioner Schwartz as Chair of the ANC's Zoning, Preservation, and Development (ZPD) Committee. Commissioner Silverstein seconded the motion, which was voted on and passed (VOTES: 9-0-0).

Chair Warwick moved to adopt a proposed resolution regarding the members of the ANC's ZPD Committee. Commissioner Landry seconded the motion, which was voted on and passed (VOTES: 9-0-0). The resolution reads as follows:

ANC 2B appoints J. Alan Rueckgauer and Michael Beidler to the Zoning, Preservation, and Development Committee.

Appointment of the Chair and Members of the ANC's Transportation and Public Infrastructure (TPI) Committee

Commissioner Downs moved to appoint himself as Chair of the ANC's Transportation and Public Infrastructure (TPI) Committee. Commissioner Schwartz seconded the motion, which was voted on and passed (VOTES: 9-0-0).

Commissioner Downs moved to adopt a proposed resolution regarding the members of the ANC's TPI Committee. Commissioner Landry seconded the motion.

Commissioner Hanlon moved to adopt a proposed amendment to the resolution to add Kerry Kemp, Sari Hornstein, John Gogos, and Suzanne Legault as members of the ANC's TPI Committee. Commissioner Barbieri seconded the motion for the amendment. Commissioner Silverstein called the question for the motion for the amendment. The call the question was voted on and passed (VOTES: 9-0-0). A roll call vote for the final motion regarding the amendment was requested. The final motion regarding the amendment was voted on and did not pass (VOTES: 3-6-0). The roll call vote was as follows:

Commissioner Downs: Nay
Commissioner Hanlon: Yea
Commissioner Silverstein: Yea
Commissioner Cunningham: Nay
Commissioner Landry: Nay
Commissioner Sampson: Nay
Commissioner Barbieri: Yea
Commissioner Schwartz: Nay
Chair Warwick: Nay

The final motion regarding the resolution was voted on and passed (VOTE: 8-1-0). The resolution reads as follows:

WHEREAS, in accordance with Section 9 of ANC 2B's Bylaws, the Commission may create standing and ad hoc committees, the members of which may include Commissioners, residents, and other members,

WHEREAS, in accordance with ANC 2B's Policy and Procedures Manual, the membership of a committee must be ratified by resolution of the Commission. Any Commissioner may nominate members to a committee – whether or not that Commissioner is a member of the committee. Committee members may be nominated and/or ratified as a group or individually. All Committee members serve at the pleasure of the Commission and may be added, removed, or replaced by resolution of the Commission at any time,

WHEREAS, the Transportation and Public Infrastructure (TPI) Committee was created by the Commission (Resolution dated March 12th, 2014),

WHEREAS, the purpose of the TPI Committee is to promote a safe and effective transportation system for the residents and visitors of Dupont Circle and improve the use of public space in our neighborhood, and

WHEREAS, the committee may serve as a forum for discussing matters related to the following and will make recommendations to the ANC:

- Parking in the neighborhood, including valet applications, loading zones, the enhanced residential parking program, and visitor parking,
- Pedestrian and bicycle infrastructure and safety,
- Beautification, repair, and streetscapes,
- Public transit,
- Public parks, and
- Matters before the DC Council related to transportation and public space.

THEREFORE, BE IT RESOLVED that ANC 2B confirms the appointment of:

- Howard Bard – Resident of SMD 2B01,
- J. Alan Rueckgauer – Resident of SMD 2B02,
- Rudi Riet – Resident of SMD 2B02,
- Susan Volman – Resident of SMD 2B04,
- Lawrence Sprowls – Resident of SMD 2B04,
- Matt Johnson – Resident of SMD 2B06, and
- David Suls – Representative from the Golden Triangle BID

as members of the Transportation and Public Infrastructure Committee, to serve until the end of term January 2020, resignation, or at the pleasure of the Commission.

BE IT FURTHER RESOLVED that ANC 2B confirms the appointment of Randy Downs, Commissioner for single member district 2B05, as Chair of the Transportation and Public Infrastructure Committee, to serve until the end of term January 2020, resignation, or at the pleasure of the Commission.

BE IT FURTHER RESOLVED that ANC 2B confirms the appointment of Matt Johnson as Vice Chair of the Transportation and Public Infrastructure Committee, to serve until the end of term January 2020, resignation, or at the pleasure of the Commission.

Adjournment

Chair Warwick adjourned the meeting at 10:12 pm.