



**Report of the ANC6B Transportation Committee Meeting
May 2, 2018**

Commissioners present: Nick Burger, Kirsten Oldenburg (chairing), Jerry Sroufe, and Kelly Waud

Resident Members present: Floyd Brown (6B01), John Manley (6B04), and Corey Holman (6B06),

Also participating: Jack Geisser, Marian Connolly, Ken Jarboe (CH BID) and Circe Torruellas and David Koch, DDOT

Presentation and Discussion on New Capitol Hill Circulator Routes

Ms Torruellas informed the Committee that DDOT management is still evaluating proposed service changes for the Union Station/Navy Yard and Potomac Avenue/Skyland routes that cross Capitol Hill. If the decisions are timely, DDOT plans to start the new routes on June 24th, in coordination with WMATA service changes at that time. To meet this start date, decisions must occur by at least May 23rd so that DDOT can provide the required 30-day notice of the changes.

Because it will take longer before a decision can be made about using D Street & 7th Street SE as a turn-around for the Eastern Market/L'Enfant Plaza route, DDOT has devised an interim turn around. Under this proposal, the northbound bus will turn left off 8th Street at Pennsylvania (PA) Avenue SE, drop off all passengers at the existing Circulator 7th and PA stop, and continue west along PA Avenue, make a U-turn at 4th Street and terminate at the existing Circulator stop at Eastern Market Metro Station on PA Avenue to pick up passengers for the trip to L'Enfant Plaza (i.e., south along 8th Street).

Ms Torruellas said that it may take DDOT one to two years to make necessary improvements to enable the D/7th Street turn around option.¹ The next opportunity for the community to provide formal feedback on this option will be when DDOT issues the NOI on changing the 700 block of D Street from one way east to one way west.

According to Ms Torruellas, DDOT is now running a 24-month pilot using the new electric Circulator buses. She told Commissioner Waud that DDOT would be glad to share the data collected. This information could be helpful to the community in discussions about the bus facility proposed for under the SE Boulevard.

¹ Included: reversing the traffic direction on the 700 block of D SE, improving the 7th/D/South Carolina intersection, relocation of the loading zone on D SE, pedestrian safety improvements, and shuttle/taxi zone on 7th SE. Design work by DGS on the Eastern Market Plaza project also has to be taken into consideration.

Mr. Jarboe suggested that, during its interim routing period, DDOT use the existing stops along PA Avenue between 7th and 4th instead of just deadheading the bus. Ms Connolly, resident of 8th Street, expressed displeasure with the implication that the other Circulator route will be using 8th Street to and from Union Station. (See below, status of 8th Street rehabilitation.)

Discussion on Intersection Studies

Commissioner Oldenburg initiated the discussion by sharing the attached list of 6B studies that she has been drafting and comparing with the Ward 6 list that CM Allen's staff are maintaining. She asked meeting attendees to review the list and provide any additions or corrections. On a "talked about" CH Livability Study² that would tackle these types of problems in a more comprehensive way, CM Allen has told Commissioner Oldenburg that he has been "talking with Eric Shaw about this and I think he's getting close to being able to announce what they [OP] can get started with."³

In March 2017, ANC 6B asked DDOT to study the 4-way Stop 11th & D Street SE intersection. Perhaps because of a focus in the letter mentioning a traffic signal option, DDOT's analysis concentrated on adding a traffic signal. In its letter of response of April 2018, DDOT concluded that the signal was not warranted. Instead, DDOT made some adjustments to the signal at 11th and PA to reduce backup at D Street and said it would add a westbound left turn phase at that signal. None of this seems to improve pedestrian safety nor it is clear how it would reduce vehicle accidents.

Commissioner Burger wondered what we might learn if DDOT provided 3 separate options focused on: pedestrians, vehicles, or bicycles. He also commented that even when DDOT has presented advanced options, such as during the Hill East process, he has heard residents push back. Thus, it behooves us to support those attempts by DDOT to be more creative.

Rather than send a response to DDOT on 11th & D SE, the committee decided it would be more helpful for the appropriate DDOT staff to attend a meeting during which we could discuss these issues. Commissioner Oldenburg said she had considered asking DDOT to provide us with a presentation on the agency's traffic calming process and she would try to set that up for a future meeting.

Updates by Commissioner Oldenburg

- DDOT Budget Hearing Testimony on April 9 asked for \$10 million to construct the Penn-Potomac intersection. (CM Allen is working on this)
- DDOT's Mike Goodno will be initiating a PA Avenue Bike Lanes Feasibility Study in Fall 2018
- The ANC's 8th Street Repaving request of January 2018: Commissioner Oldenburg read an email from Joseph Dorsey that implies that rehabilitation will not occur until 2019.
- The PA Avenue Street Lighting project is still in the design phase as renewing traffic signals have been added to the project.

² Partly as an update of the 2006 CH Transportation Study, available at <https://ddot.dc.gov/page/capitol-hill-transportation-study>

³ Email of 4/24/2018 from CM Allen to Commissioner Oldenburg