

ANC 3C Safe, Sustainable, and Equitable Transportation Committee Meeting Agenda and Minutes

Date: 10/9/2024

- Welcoming new members
- Discussion on [Rock Creek Parkway Reversible Lanes](#) (Commissioner Kripke). Brian Joyner presenting and gave a [link](#).
- Discussion of [bus service across Duke Ellington Bridge after cancellation of circulator](#) (Adam Elkins).
- Discussion of draft resolutions from 3/4G on [daylighting / intersection visibility](#), [increased funding from new revenue for bus service](#), and [protected bike lanes](#) (Zach Ferguson)
- Provide update on 34th St.

Date: 7/10/2024

- Discussion of and tentative resolution on resolution on Community Engagement by DDOT for [Connecticut Avenue Multimodal Study](#) [Commissioner Pagats].
[DDOT has not re-engaged the CAC on the future of Connecticut Avenue. And they have just sent an email saying they aren't doing anything. We can discuss after the CAC group re-engages.](#)
- Discussion of and tentative resolution on [EV charging stations](#) might be good in our community [Commissioner Kripke].
- Better bus network response

Date: 6/12/2024

- Discussion of DDOT Meeting on Connecticut Avenue from [June 3rd](#).
[Project website here:](#)
<https://connave-multimodal.ddot.dc.gov/pages/public-meetings#no3>
The updated project is not good for any user for Connecticut Avenue
It will increase traffic on side streets and increase congestion.
We should try our best to stop our project.
This is going to force a backup of unforeseen amount on the L2. And become unusable. Force people onto the metro, which is already full during rush hour, or force them to drive. Not coincide with the better bus network.
Can we advocate for them to not remove crosswalks? Maybe, but we cannot trust DDOT. Keeping bulb outs are dangerous with parking attached, and precludes bike lanes in the future.

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DDOT might have an argument in removing non-signalized crosswalk markings.

If DDOT is to move forward with this a lot of things will need to be fixed.

Bus stops will be moved to the far side, and the bulbout will go to the curb.

What can we do?

- The Community Advisory Committee was convened in a rush during work hours on June 3rd. DDOT had not engaged the committee for more than a year. Come up with a plan to engage everyone in the community and send a letter to DDOT about how to engage people beyond meetings.
- Ask Acting Director to come to our meeting? Let's ask for more proper engagement and quick pop ups and testing concepts from DDOT
- Will DDOT be doing small improvements like flex posts?

Date: 2/14/2024

- ANC 3C to advocate for a program similar to NYC-MTA's Designated Open Stroller Areas for WMATA Metrobuses, to make our buses even more stroller friendly. <https://new.mta.info/accessibility/bus-stroller-areas> Naihua to find more information about a WMATA pilot. We support. Commissioner Pagats will also help propagate. We will consider at our next meeting.
- [Proposed resolution in support of fully funding Metro](#) (Commissioner Kripke). Committee took comments and then Commissioner Kripke will finalize and send around. Committee agreed with the thrust of the resolution and the content after the edits.
- [Letter to DDOT Requesting Updated Plans](#) for Connecticut Avenue Multimodal Safety Improvement Project that were funded for FY24.
- [DDOT response to Reno Rd.](#)

Date: 10/11/2023

- [Discussion about road safety and traffic calming on 34th St. NW/Reno Rd. NW](#)

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From neighbors: Cars are driving too fast, seems to be more traffic than before. Seems to be Maryland cars driving through the neighborhood. Cars are often using the middle lane to pass cars that are going the speed limit. Theme of the letter: Reno/34th is a dangerous road. Need DDOT to understand how to improve this roadway. With DDOT engagement to improvements to the corridor. But do push DDOT with immediate improvements as well. Reconfiguring slip lane on Tilden

- Discussion about restricting trucks on Maccomb St. NW east of Connecticut Ave NW

Sauleh to check if street is classified as local and get a no truck sign before alley.

"I have lived at Maccomb House since June 2022. My window faces the intersection of 27th and Maccomb St. NW. As you will see from the photos, I sometimes witness huge jams. Truck drivers from Ordway may not be aware of what a tricky corner this is, and some of them have been delayed by over 15 minutes or more to negotiate the turn. This not only backs up other vehicular traffic into Connecticut, it also delays the truck driver on their delivery route. Sometimes there is a 'stalemate' between garbage trucks and delivery trucks. I wonder if the trucks who aren't familiar with the route are aware of the narrow, difficult turn. I don't believe there is a sign on Ordway or Connecticut.

I don't have a car, so jams don't affect me personally i.e. as in waiting to park on the street or to go somewhere. However, trucks and other cars negotiating these jams could be potentially dangerous for pedestrian traffic and the many families who park around here to go to zoos and the shops. I have seen some near-misses of cars trying to speed through then jamming on brakes when they come to halt in front of a stuck truck.

I am not really complaining here or calling for closing the road to trucks completely. We need deliveries in order to benefit from being so close to conveniences. This is more to make the committee aware of what happens regularly. Surely this can't be good for the truck drivers and regular car drivers trying to navigate this corner."



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- Landscaping of the service lane
DDOT is accelerating the timeline because the contract ends in November. They can extend to January/February but will cost money and might not be helpful. Current plan includes rubber sidewalks, which the community doesn't want. Optimal time to work on this would be spring so getting an extension would be useful.

Date: 9/13/2023

- [Presentation](#) Discussion of DDOT Notice of Intent for parking changes on Connecticut Ave NW
- Discussion about road safety and traffic calming on 34th St. NW/Reno Rd. NW
34th St./Reno has become more dangerous over time. Cars are not looking for pedestrians. Many intersections do not have a traffic light or stop signs. Raised crosswalks and better car turning. Sidewalks are very narrow and no space to the cars. Two public schools next to the road. Tilden intersection can be better. Opportunity to fund a program for Reno Rd. [October 4th Transportation hearing](#).
- Discussion of Zoo traffic for Panda Palooza and pickup/dropoff
Zoo has a new tourbus parking policy. This will help with the Panda Palooza parking issues. Commissioner Pagats will reach out about Panda Palooza
- Discussion of [letter](#) reiterating support for Connecticut Avenue Redesign
- Discussion of Porter and Connecticut Intersection Safety

Date: 7/12/2023

- Discussion of Lowell St. NW road safety
33rd Place between Lowell St. NW and Woodley Rd. NW has seen a lot of speeding traffic on this road, and also the wrong way on this street. The block abuts John Eaton and gets a lot of traffic. Folks avoid the left from Reno, but

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there is a lot of fast traffic and going the wrong way. Lowell St. has speed humps on the west side of Lowell. Create corner bump outs to calm traffic, and the narrowing of the road in the do not enter side.

Eaton worked with Safe Routes to school. There has been work with raised tables for the intersections. Kids are in danger. Eaton came up with their own system of traffic calming, which is traffic flowing in one direction. We are trying to request a one-way traffic flow for one-way and dismissal time. Safe routes to school. Light synchronization can also help. Ask for overall reduction in cars.

Next steps:

- Trish to email Sauleh TSI and SR number
- Safe routes to school would be another avenue
- Sauleh to draft resolution

- Discussion of Garfield St. [NW Safety](#)

Garfield St. has stop-sign running, red-light running, and speeding. All the way from Wisconsin Ave NW and Connecticut Ave NW. Garfield is classified as a local Street up till Cleveland Avenue. Through trucks are coming through. Signage for 20 mph. Maret school also supports. Truck traffic from construction is also taking place for Wardman and Washington Gas. Sidewalk missing on part of the road.

- Discussion of Porter and Connecticut Intersection Safety

Crossing time on Porter and Connecticut Ave NW is not long enough. Crossing Connecticut on Southern portion of the intersection. Burlap bags are back on. Crossing lights and left-turn not fixed. Left turns going south on Connecticut onto Porter. The traffic lights are very small. Broader change to rules

- Discussion about road safety and traffic calming on 34th St. NW/Reno Rd. NW
- Bikeshare stations close to CP Metro and Klinge Rd. NW

Date: 5/10/2023

- Discussion of the future of the [Service Lane](#) [CPCA results](#) from the service lane presented by Mike Rifer. 90% of people who do primary shopping on service lane walk.
- Discussion on [responding to WMATA Better Bus plan](#), specifically the removal of the 96 bus line

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- Discussion about road safety and traffic calming on 34th St. NW/Reno Rd. NW
 - Difficult for pedestrians to navigate. Discuss strategy at next meeting.
- Bikeshare station close to CP Metro and Klinge Rd. [Next Meeting]
- Scooters on sidewalks. More enforcement needed, use 311 to report.

Date: 4/12/2023

- We are hosting [Beth Osborne](#) from Transportation for America to lead an in-person event on transportation safety at the Cleveland Park Library on Saturday, April 29th from 11am-1pm. We unfortunately will not have a hybrid option available due to logistics. Please RSVP on this [form](#) early since space is limited. No decisions will be made at this event and it is meant to be one where we hear from an external expert in this area.
- Resolution [Supporting Bike Lockers Close to Cleveland Park Metro](#)
- Resolution [Opposing the Proposed Elimination of DC Circulator Service from Woodley Park-Adams Morgan to McPherson Square Metro](#)
- Discussion about Service Lane Continuing from PZHED Meeting. Please see an introduction at the YouTube link [here](#) (starting at the 53:00 mark) and project website [here](#).

We have multiple options of what we can pursue in the service lane. We can also expand parking on Connecticut and side street intersections for pickup and dropoff. Surface level for cars and sidewalk is dangerous, people might park on the sidewalk. A hybrid model can also be dangerous, since people are used to walking in the service lane. A seasonal model can also be evaluated.
- Bus line on Wisconsin Avenue. WMATA Better Bus site - <https://www.wmata.com/initiatives/plans/Better-Bus/index.cfm> Sign up for updates.
- Bikeshare station close to Cleveland Park Metro and Klinge Rd. Bikeshare station. Possible Kringle Valley bike station location at the [trailhead to the park](#). Not entirely evident from this map, but there is an unused paved location right at the trailhead.
- 34th St. Traffic Calming

Date: 3/8/2023

- Bike lockers at Cleveland Park Metro

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There were bike lockers at the metro stop. They were removed by DDOT/WMATA for streetscape drainage construction. Now it's a good time to think about returning that bike storage to the neighborhood. It's an amenity to the neighborhood to put it back now. Since DC is promoting bikes, it makes sense to bring them back. Good for businesses so that people can put bikes in there when going to businesses. And it's good for the residents to promote commute to metro. Old bike lockers were awkwardly placed and obtrusive. Other models of the lockers could make sense. Historically these were designed for conventional bicy

Some possible points in favor for an ANC resolution:

- Secure bike storage is a neighborhood amenity that WMATA and DDOT previously provided to Cleveland Park. The agencies removed it because of DDOT's streetscape and drainage project. That project is finally coming to a close, so the agencies should restore the bike storage.
- The DC government is making a significant investment in bike infrastructure, with the aspiration of greater bike transportation throughout the District. Secure bike storage is essential for achieving that goal.
- Cleveland Park businesses will benefit from another way for customers and employees to arrive in the neighborhood.
- Local residents will benefit from another way to connect to Metrorail and Metrobus.

And some possible points for WMATA and DDOT to consider in a resolution:

- The old bike lockers were somewhat awkwardly located and obtrusive. WMATA and DDOT should work with the neighborhood to consider alternative locations, taking into account transportation access, walkability on Connecticut Avenue, and making the most of the updated streetscape.
- The bike lockers were previously only available for annual lease. According to WMATA's data, that model led to underutilization. The agency should work with the community to consider alternatives, such as smart lockers that support hourly or daily rentals.
- Residents are increasingly using personal electric vehicles in addition to conventional bikes, such as e-bikes and scooters. The secure storage should accommodate these newer forms of transportation, too.

Next steps:

- Does WMATA have examples of the bike lockers (Sauleh)

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- Bus Parking for Zoo

The tour bus pickup drop/off got removed during COVID because they were charging more for single-use vehicles. Since then, the policy hasn't change and now the buses pickup/dropoff on Connecticut, even though their website says otherwise. There's a zoo advisory committee meeting next week where this issue will be brought up. This is bad for the community and dangerous since they park on the sidewalk and crosswalk sometime and block the path for the bus. Once we get more facts from the Zoo we will write a resolution on this issue to get the tour buses off Connecticut Ave NW.

It's difficult to get information from the Zoo. The issue is broader than just the buses. The zoo doesn't help at all with the arriving buses.

The ANC has also asked the circulator to extend further north to relieve pedestrian traffic.

- According to their website, the Zoo does have bus parking Labor Day through Memorial Day (not in the summer).
- They have 50 spaces
- Charge \$30
- Permit: busses must have a permit to park in the Zoo. (I filled out a permit to verify that they are allowing buses)
- <https://nationalzoo.si.edu/visit/bus-parking-reservation-request>
- They have links to the DDOT regulations regarding bus parking if buses don't/can't park inside (no idling, map of locations where buses can legally pick up/drop off in DC (not near residential buildings, not in loading zones, etc)
- https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/motorcoach_operators_guide.pdf
- DDOT shows the Zoo on the map as having 50 on-site spaces
- https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/Motorcoach%20Operators%20Guide%202013_Web_0.pdf
- ****On the website, the zoo shows a photo of buses parking on the Connecticut Avenue Bridge, although nothing in the DDOT plan says you can park on the bridge!
- [Tour Bus Parking](#)

- Traffic calming measures

Walking in this neighborhood is now very dangerous. Especially during construction. Left turns from Connecticut are also dangerous. Right turns on red are also dangerous.

Next steps:

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- Sauleh will ask to change the connecticut avenue crossing signals more pedestrian friendly. Can we ask for traffic to stop in all directions.
- Enforcement on traffic cameras or more police
- Similar to red light camera on porter/cleveland
- More speed signs
- Streetscape construction discussion
Some things here are well done. E.g., doing sidewalks properly.
- Follow up from Connecticut Ave meeting with DDOT:
 - Advocating for wider bike lanes for families and seniors
 - Maximizing pick-up/drop-off and short-term parking.
- Free metro and bus ride for bicycle riders?
-

Date 2/8/2023

Commissioner Prinzo provided an update on the sidewalk next to Oyster Elementary. DDOT is approving a new plan for children walking to school. Starting Monday (or even earlier), MPD will be placed at the site to help children cross.

Sauleh to send email about pedestrian hazards on porter and connecticut.

- Greater Transparency and Action to Address Sidewalk Repairs, Sidewalk Gaps, and Pedestrian Infrastructure
 - Newark St. NW and Tilden St. NW missing sidewalks
 - Narrow sidewalks on Ordway St. NW
 - Sidewalk repair locations

A lot of brick sidewalks have broken bricks. The bricks have to be repaired. From 34th St. NW on Newark.

Newark St. NW has sidewalk on one side which has poles in the sidewalk. Where sidewalk is missing. But width of sidewalk and road is too narrow and might not be amenable but we can ask. It might be Pepco's responsibility to remove the utility poles. The north side of Newark St. NW has retaining walls which would need to be moved and new retaining walls would need to be come in.

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Down by Oyster on 29th St. NW the sidewalk is narrow and we need to understand how to make that sidewalk

Sidewalk overgrowth is an issue in many places, e.g., 34th between Newark and Macomb St. NW DCRA Municipal Regulation
Stretch of woodley between Klinge and Woodley St. NW.

Everyone was encouraged to fill out the WMATA Survey:
<https://wmata.com/initiatives/strategic-plan/index.cfm>

- Tilden St. NW protected bike lanes and sidewalk

It would be helpful to have a safe way for pedestrians to cross the street between Reno and Connecticut as there is no sidewalk on the West side of Tilden by the parklands as you get toward Reno and it gets muddy there so it is not ideal to walk on in some weather or with a stroller or for people with accessibility issues.

I also find crossing at the intersection of Tilden and Sedgewick to be a bit dangerous as the way the road is designed I don't think people expect to see pedestrians and they often don't do a complete stop there. Where Sedgewick intersects with Tilden would be a good place for a safe way for people to cross to the other side of Tilden to avoid walking on the side without a sidewalk and to also avoid crossing by the Reno Road lights which also don't give driver's greater visibility of pedestrians - particularly if you are crossing walking north across Reno.

Finally if you do walk on the parkland side and are crossing across Reno to walk toward Hearst you only get 10 seconds to cross onto the other side of Reno or Springland (also missing sidewalks on one sides) which takes you right up to Hearst. That's quite short for kids going to school. On another route to Hearst, Rodman is also missing sidewalks on both sides. Lots of sidewalks that are very difficult to navigate with a stroller etc.

- Follow up from Connecticut Ave meeting with DDOT:
 - Advocating for wider bike lanes for families and seniors

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- Maximizing pick-up/drop-off and short-term parking.
- Free metro and bus ride for bicycle riders?

Date 12/14/2022

- Discussion on Speed Humps and Traffic Calming on Newark St. NW between Connecticut Ave NW and 34th St. NW

For the past two years, we have noticed folks traveling on Newark St. NW from 34th-Highland-Connecticut travel on higher speeds through the neighborhood. A big part of that is there is a downhill “bowl” from 33rd Pl. NW to the bottom and drivers pick up a lot of speed. This is exacerbated by the fact that there are only cars parked on one side so drivers see an open road and with the extra space feel they can go faster. The speed of the descent and openness causes high speeds. There are residents with small children on the streets and traffic calming would be good. Drivers need to be slowed down. There is consistent evidence that drivers don’t stop at the stop sign. All traffic calming measures are open, including speed humps and other measures that the experts might suggest.

The intersection between Newark St. and Highland Pl. is a tough one because there is a lot of pedestrian traffic because people cross to take their kids to NCRC. There is also not a crosswalk there which would be great.

Normally the presence of cars parked would create a buffer between pedestrians and cars. But there is no buffers, and even a minor percentage of cars can be fatal to pedestrians and children. There’s no other option for a sidewalk since the sidewalk is only on one side. A lot of people have to walk in the street to be able to safely walk this route.

Cars speed down on the lower part of Newark as well so having a speed hump on the lower part of Newark would be good too.

The sidewalk is narrow and often has poles and other barriers that prevent strollers and wheelchairs from traversing.

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34th and Newark St. NW has accidents and traffic and rush hour. Lots of crashes on that intersection.

NCRC also creates issues with traffic. Sauleh to reach out to NCRC. NCRC agreement with Ordway.

Have clear visual aids for drivers to know speed humps are ahead so that they don't get surprised and also slow down. Lots of people forced in the street due to narrow sidewalk.

Construction company has no parking signs have up the street. The sign says that parking is limited up to parking.

- Speed humps don't block driveways
 - Speed humps rather than bumps (e.g., not like those on Newark past 34th St NW)
 - Painting crosswalks and humps
 - Bump outs or not
 - Other measures
 - Cars Fly around the curve on Highland PL - the curve that begins at Ashley Terrace
 - Speed humps can be noisy and impact houses closest to them
-
- Discussion on safety at the west side of the intersection of Ordway St. NW and Connecticut Ave NW after the car crash on December 3, 2022

The alleys on Ordway St. NW have inconsistent parking markings on Ordway St. NW. Sauleh to reach out to DDOT representative.

Date 11/9/2022

- DDOT is working to improve the pedestrian crossing at the intersection of Porter and CT Ave
- Sidewalk in front of 3400 Block of CT Ave is being replaced, please continue to support the small businesses.
- Requesting [Installation of Traffic Calming Measures in McLean Gardens](#)

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- McLean Gardens started a task force and did a walkthrough of what they would like to see improved for pedestrians. Lots of pedestrians in the neighborhood, and have a park and retail/grocery stores/ City Ridge close by which has increased pedestrian and traffic frequency. Gate from City Ridge opens up into 39th St. NW and people cross and move across. Sidwell Friends is also in the neighborhood and there is extra speeding vehicles and pedestrians. Task force and Commissioner met with the DDOT liaison (Christian) who did another walkthrough. Task force has meetings over Zoom and also walkthroughs from Mayor's office in the walkthrough. DDOT Liaison said 311 requests are great but a resolution would draw the focus to the issues. McLean Gardens has a built-in neighborhood and condo association, so also easy to coordinate. But any neighborhood with a listserv would also help. The new development has brought focus on pedestrian safety issues but McLean gardens (like many other places in Ward 3) was not designed with modern pedestrian safety issues in mind. E.g., few crosswalks, people park in front of curb cuts, wider streets that make cars go faster. This is an example how to modernize pedestrian safety as we see more density. MOCRs (Mayor's Office of Community R) are helpful to know they exist! Also try to utilize all options that we have and the community should know that. Task force started with two moms talking and building community. What can we borrow from other parts of the city to encourage safer behavior?
- Enforcement and reciprocity issues
 - How do we deal with reciprocity issues? DC Council already passed a resolution to have the Mayor deal with it, but the Mayor ignored it.
 - How do we improve parking enforcement? Can we FOIA how enforcement is distributed. Email Christian about parking enforcement?
 - Please fill out the better bus survey
<https://wmata.com/initiatives/plans/Better-Bus/index.cfm> by November 11

Date 9/14/2022

- Discussion on [Resolution Supporting a Safer Connecticut Avenue Redesign](#)

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- Prohibition of parking on two blocks of Quebec Street for the month of September for repaving

Date 6/8/2022

- Rodman/Reno St. Resolution is good to go, suggestions incorporated.
- Connecticut and Macomb might actually not be as safe even if some survey respondents said so. Left turns by cars are dangerous. Action item: Left turn pocket for Macomb? Diagonal crossing intersections? Like 14th and Irving, Chinatown?
- Put art in the intersections.
- Proactive with pedestrian safety issues when construction resumes.
- Bike lanes will also help with pedestrian crossings.
- Connecticut Avenue Redesign has to look at timing of signals
- ANC 6B is passing a resolution on all they want done.
- Repainting crosswalks with illuminating paint.

Date 5/11/2022

- Any 25mph signs need to be replaced with 20mph signs on [local streets](#). Please email 3C05@anc.dc.gov with a location of 25 mph signs on local streets.
- Discussion on [Resolution](#) Supporting Passage of Safer Intersections Amendment Act of 2022 and B24-0674 - Upgrading Tactical Safety Projects Amendment Act of 2022
For future, let's work on no turn on red in general for all intersections. Naihua still feels the Idaho stop for the red light could be taken out.

WMATA is working on safety for floating bus islands. Issues and dis

Date 3/9/2022

- Resolution for Connecticut Avenue to implement immediate safety improvements. Model after [ANC 3E](#). Add removing reversible lane signage. Good if we prioritize certain things, such as prioritizing speed limit to 25mph. Enforcement through red-light cameras.

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- Safer Intersections or Upgrading Tactical Safety Projects resolution.
B24-0673 - Safer Intersections Amendment Act of 2022-
<https://lms.dccouncil.us/Legislation/B24-0673>
B24-0674 - Upgrading Tactical Safety Projects Amendment Act of 2022 -
<https://lms.dccouncil.us/downloads/LIMS/48835/Introduction/B24-0673-Introduction.pdf>
[The no turn on red legislation puts no turn on red signage on schools and not other places, it will cause confusion.](#)

- [CPMS having construction fest to have fun with the construction coming up.](#)
- General discussion of long-term larger vision of transportation issues in our neighborhood.
- Bus ETA System needs to be better. Do we need a new vendor? Let's think more expansive, we can do so much more for buses. Comprehensive improvements for
 - Should DC/DDOT expand existing routes for DC Circulator and DC Streetcar, and develop additional routes/services, to enhance public transportation service for the DC community? Examples might include extension of the existing Circulator Green Line and Yellow Line from Woodley Park and Georgetown/Glover Park further north.
 - Should DC buses be better able to accommodate families with young children in strollers? Currently, Circulator buses are much better able than WMATA Metrobuses at accommodating strollers.
 - Should WMATA improve its real time bus tracking service, BusETA, to reduce or eliminate occasions when real time tracking is not available? (Metrorail and Circulator appear to have more reliable real time tracking capabilities.)
 - Should DC public transportation balance between the needs for commuter transportation and the needs for neighborhood transportation?
 - Should DC consider neighborhood minibuses to accommodate neighborhood needs? One example might be to use

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minibuses to provide "crosstown" service that connects Connecticut Ave and Wisconsin Ave better in ANC3C.

- It would be nice to have more intra-neighborhood circulation, particularly for seniors and to and from the metro, but I suggest we think about where public resources could be best spent. There are equity issues with metrobus. There are no crosstown routes from our area to other parts of the city, which makes for a long commute for people who may work here but live far from here. There is one line that travels across Porter to the Hospital Center. When you ask WMATA how they intend to plan for better connections across the city you learn that WMATA doesn't do long range planning. That was also the response from DDOT during the reversible lane study when asked how WMATA's planning might be compatible or not with changes to Conn. Ave.

Date 2/9/2022

- L1 petition has over 230 signatures. We have support from Councilmember Cheh. Submission of resolution by February 15, 2022.
- Macomb St. NW Safety issues: Two high-speed crashes last month. One with an overturned car. There are stop signs at 33rd Place and Ross Place that are routinely ignored, and then uninterrupted downhill roadway for two full city blocks (3100-3200 Macomb) which allows for high speeds. Speed humps in this section and stop sign/speed cameras could be solutions.
- Not a lot of east-west routes, so Macomb and Porter are having more traffic.
- DDOT has said that you can't have speed bumps and other measures on a street like Macomb. But traffic cameras are possible. Macomb St. NW has a sidewalk improvement project going on.
- All our roads are too narrow for two-way streets. Ordway is a speedway as well.
- Narrow the roadway by extended sidewalks and raised crosswalks.
- Next steps, work with Commissioner MacWood to reach out to ddot.
- Potentially testify at DDOT oversight hearing as issue.
- Long-term: How do we want safer streets to look. E.g., Macomb also is bad for walking because sidewalks are narrow (and often blocked by

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trash/recycling cans) and missing on some blocks. My own thought would be long-term to turn it into a shared street/woonerf that is practically driveable only by people who live on it (but walkable/bikeable by all).

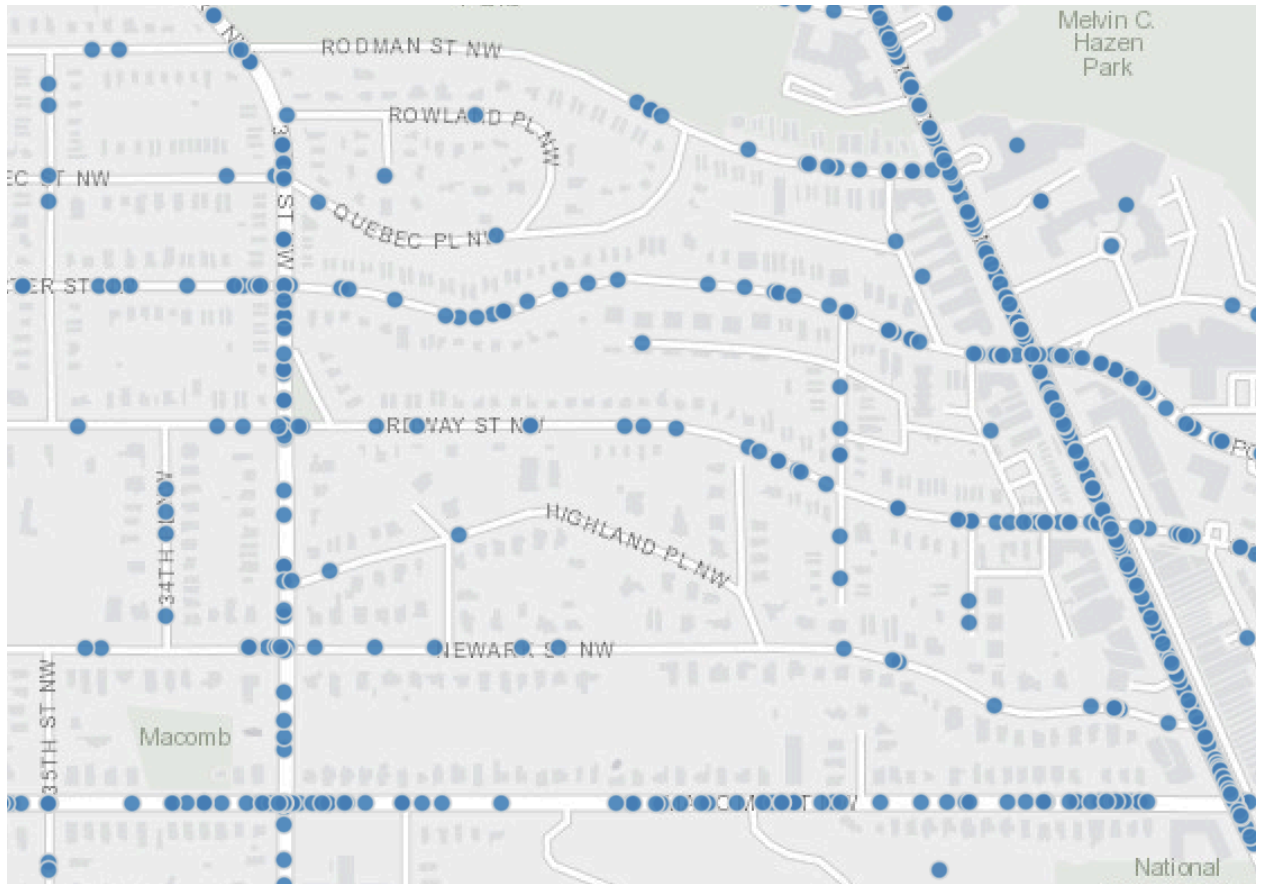
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- Crash on Wisconsin and Woodley, pedestrian hit
- CPCA Pedestrian Survey
 - Should we do a broader survey? Yes!
 - Collecting information on age and disability would be useful.
 - Pedestrian crossing time on lights.
 - Streetlights on roadways.
- Cathedral Ave, between Connecticut Ave NW and 27th Street
- Cars and delivery trucks going the wrong way up the 2700 block of Cortland.

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- General discussion of crashes in Cleveland Park:



<https://opendata.dc.gov/datasets/crashes-in-dc/explore?location=38.935528%2C-77.061322%2C16.00>

- DDOT Oversight hearing on FRIDAY, FEBRUARY 18, 2022 Noon-6pm.
Anything to talk about?
How slow projects have been. Traffic safety in neighborhood. Klinge valley trail.
- Klinge Trail damage
- COVID-19 safety for public transportation
 - What safety measures have already been deployed for public transportation?
 - How well are those measures performing, as reflected in air samples, wipe samples, etc.?
 - Are there additional measures that might help improve COVID-19 safety for public transportation during the current surge?
 - WMATA just announced service adjustments and employee testing/vaccination protocols:
<https://www.wmata.com/about/news/omicron-covid-measures.cfm>

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- The webpages below provide further info on COVID-19 safety, although it is not clear how current those webpages are:
- <https://www.wmata.com/service/covid19/covid19-cleaning.cfm>
- <https://www.wmata.com/service/covid19/commitment.cfm>
- <https://www.wmata.com/service/covid19/doing-our-part/index.cfm>

Date 1/12/2022

- Brief introduction of committee members and their goals for improvement of issues in the neighborhood.
- L1 Bus Line [Resolution](#) in support of reinstating and survey to be sent out.
 - [Vote at February ANC meeting likely.](#)

Language for petition:

"The L1 Bus is an essential transit line for many people living along the Connecticut Avenue Corridor. It is also a critical commuter line for several organizations and Federal agencies located along the route. Promoting bus transit helps reduce traffic congestion, improve pedestrian and road safety, improve equitable transportation options, and help our region reduce its carbon emissions. In addition, the L1 bus continues to provide a critical alternative while Metro has been undergoing renovation which has resulted in unpredictability and delays. We the undersigned hereby urge the Washington Metropolitan Area Transit Authority (WMATA) to reinstate the L1 line by including money in the budget for FY23"

- The L1 is the original transit line of the streetcar. Initially with metro opening, the L1 was kept as a rush-hour line. Serves as a backup to metro for Dupont, but most important are Foggy Bottom and West End. The L1 bus has generally been full and has ridership. Tourists also use this bus line. Mary Cheh has been contacted earlier about this but we should re-engage. L2 is running on Saturday schedule and is not great.
- Given the redesign of Connecticut Avenue it's important to have buses over cars for more people.
- Red line is often overcapacity prior to the pandemic and can get dangerous now with COVID as we come back.
- Sauleh to check if the H1 is running. We might be able to join forces.
- Safety and functionality of signal light on Conn Ave at entrance to/exit from the underground parking garage for Kennedy-Warren Apartments

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- Safety issue pertaining to this traffic light. The traffic light that controls the exit from the garage is shorter than it used to be. Pedestrian safety issue especially when the zoo is busy. The traffic light has gotten too short. The parking garage is on a slope. There is a sensor on the other light on the connecticut avenue that might be misplaced. Might be an issue with other lights and timing.
- Sauleh to send Naihua the method for submitting a traffic safety. <https://ddot.dc.gov/service/traffic-safety-investigations>
- Porter St. NW and 35th St NW Intersection and Reno Rd. Safety (Jessica Reimelt)
 - Porter St. NW between Wisconsin and Connecticut Ave NW. Speed camera or raised crosswalk. Reno Rd. NW crosswalks on different intersections. Reflectivity on the crosswalks? If the crosswalks exist, you can ask for more signage. Reno Rd. NW is also being focused on by CPCA.
 - Small steps first with the signage. Sauleh to put in request and then bundle together.
 - Larger issue let's have the committee discuss.
 - And then larger with CPCA.
- Ice on Klinge Valley bridge sidewalk
 - Sidewalks on bridges were not cleared. And we should push the city to clean these sidewalks.
 - Send a thank you note to Mary Cheh and her staff.
 - Commissioner Pagats will reach out to immediate property owners to see if there is a rotation possible to clean the bridge
- COVID-19 safety for public transportation
 - What safety measures have already been deployed for public transportation?
 - How well are those measures performing, as reflected in air samples, wipe samples, etc.?
 - Are there additional measures that might help improve COVID-19 safety for public transportation during the current surge?
 - WMATA just announced service adjustments and employee testing/vaccination protocols:
<https://www.wmata.com/about/news/omicron-covid-measures.cfm>
 - The webpages below provide further info on COVID-19 safety, although it is not clear how current those webpages are:

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- <https://www.wmata.com/service/covid19/covid19-cleaning.cfm>
- <https://www.wmata.com/service/covid19/commitment.cfm>
- <https://www.wmata.com/service/covid19/doing-our-part/index.cfm>
- Discussion on BusETA
- Installation of Speed Humps on Cortland Pl. NW
- Streetscape public meeting not in February but “late winter/early spring”
- DDOT proposes to restrict buses from traveling along Garfield Street NW between Connecticut Avenue and 27th Street NW for safety considerations, in order to reduce conflicts and improve sightlines along the residential roadway.
- (Washington, DC) The District Department of Transportation (DDOT) invites you to a virtual public meeting on Thursday, January 20, 2022 for a presentation on the Macomb Street To view the virtual presentation:
 - rebrand.ly/MacombStJan2022
 - Event Number: 2312 950 8820
 - Event Password: January20!
 - Dial-in option (audio only):
 - 1-202-860-2110 Access code: 2312 950 8820#
- Committee Vision, Function, and Rules

Commissioners present: Janell Pagats

Date 12/8/2021

- L1 bus line update for advocacy plan;
 - Public engagement for FY23 budget sometime around January and March, send a resolution and also participate in the public hearings, ask Mary Cheh for support

Commissioner Siddiqui will introduce a resolution for vote at our January meeting to reinstate L1. Also start a petition for signatures. People in the chat who said they would sign a petition: Nadine Granoff, Hannah Giltner, Madeline O'Brien, Alyssa Zuback, Tara Tufano, Cassandra Hetherington.

- BusETA Comments

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I hope the transportation committee can work with WMATA to advocate for improvements in the performance of the Bus ETA system, and work with both WMATA and the community of Metro bus customers to share the value of the Bus ETA system, especially after the system performance is improved upon.

A better bus schedule would be better than a Bus ETA. There's inconsistency in bus times and when buses show up.

- Safety improvements for Porter St NW and Williamsburg Ln NW

Two very bad accidents at this intersection. This is at the bottom of Porter St. NW. Speed coming there. And also speeding from Adams Mill Rd where there is also a slight grade. Here's video of cars running the stop sign:

<https://www.youtube.com/watch?v=2-WZ2mBK9VI>

Crosswalks are dangerous because of speed, visibility, and signage. The crosswalk is dangerous, constituent got hit in broad daylight at 1:30pm, and got hit very badly. This is a very dangerous area. Cars parked in front of the bus stop. Lots of factors make this very dangerous. Sidewalk ends on one side. Proposed solution raised crosswalk with flashing lights. Do it at all three crosswalks on Porter St. NW.

Next steps:

- Commissioner Finley to introduce resolution requesting raised crosswalks and traffic lights
- Reach out and meet with Councilmember Cheh
- Petition for safety.
 - Crosswalk outside of 2501 Porter St. NW
 - Crosswalk at Porter St NW and Williamsburg Ln NW
 - Bike lane entrance between Porter St NW and Williamsburg Ln NW

Cars enter this bike lane. They say it needs to be wide enough for street sweeping. One idea is rumble strips.

- Slip lane from Rock Creek Park to Porter St. NW

- Streetscape Update

DDOT has made a procurement selection, they will give 3-week notice for a public meeting, it might be over holiday break. Looks like a January start. New materials on Design for Streetscape not clear where they are on the website.

Next steps:

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- Commissioner MacWood to draft an email to be sent asking community meeting to be delayed to after xmas
- Commissioner Finley to add websites and linked presentations to our ANC page.

Links to Streetscape Presentation:

<https://ddot.dc.gov/page/cleveland-park-streetscape-and-drainage-improvement>
<https://drive.google.com/file/d/1XBbxDu50AXv6dW7w71-PnEQoRi9floA9/view?usp=sharing>

https://drive.google.com/file/d/13RczQKvkZMqsOz_ft2REI0u8uEq0vABE/view?usp=sharing

https://drive.google.com/file/d/13zZQWmEQb2r6SVZIkUH5_ko3oJalloUY/view?usp=sharing

- Committee Members: Tammy Gordon, Warren Gorlick, Naihua Duan to be nominated
- Schedule for meetings next year: Second Wednesday of every month

Date 10/13/2021

Commissioners present: Finley, Pagats, MacWood, Fink, Siddiqui

- Noise of cars and more cars on Connecticut Avenue
Note on CP Listserv. The noise around Connecticut Avenue from vehicles has gotten louder. Lots of speeding and red light running as well. Some ideas: more speed cameras, red light cameras (to verify if people are running lights, optimize location of cameras), lower the speed limit, increase in bus service, enforcement is also necessary, tag high-decibel vehicles, examples from New York and Seattle. Are decibel violations even cited?
- Demand for L1 Bus to be reinstated
Some lines were restored even right now, so why not restore the L1? Redundancy of L1 and L2 an issue? Confer with other ANCs on the route and see if they have other residents who are also missing this. Lots of neighbors on this bus. Some residents feel more comfortable on bus vs. metro. Maybe see other lines that came back.

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- Traffic around Hearst Park: Both Sidwell Friends School and Hearst School have robust summer programs which finish around 3:30 during the weekday. 37th Street turns into a traffic bottleneck at pick up time. Unfortunately the traffic study that was done (and posted on the Hearst Pool construction web page) was primarily a vehicle and roadway capacity estimate that did not factor in the realities of getting around the neighborhood. There is nothing in the study that factors in the traffic for the use of the soccer field or the tennis court during the summer. There was nothing in the study that addresses the existing and potential safety hazards for pedestrians and cyclists.

How do we get a more robust traffic plan for Hearst Park? Many of these issues were brought up before but not really dealt with. Perhaps get attention once park is open? DDOT doesn't respond well to issues that are raised prospectively. Past they have talked about general traffic. Past study said 16 additional traffic cars a day, perhaps not accurate. Systemic barriers: Southbound on Wisconsin, cannot make a left turn on Upton. So people will have to come through Quebec st. Traffic from north will come through city ridge and their traffic study says 900-1100 vehicle trips. That's a large increase in traffic, so maybe use that as evidence for the left turn on Upton (or something else). Also parking close to the pool. Follow up with David Cristeal.

Larger issue: Studies are done in siloes and not systematically. It is not done considering all issues there.

- Inventory of sidewalks and appeal to the Mayor to accelerate sidewalk program.
Sidewalk concerns as a database? Tweet at them? Even when they fix them they don't really do it. Closed out Commissioner Finley's request without fixing it. Aggregate data helps this case. 3D is doing it and if we can get other ANCs doing it then we can make some movement on this. It's not just sidewalk repair, but sidewalks are missing. So let's make an inventory. One example: around Eaton where bamboo is around the sidewalk (DCRA issue). ADA issues also important.
- Orange barriers on Wisconsin Avenue next to silver
Follow-up with Christian.

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Larger issue: Should we be talking about Streeteries with councilmember Cheh? Maybe about the future of streeteries?

- Draft of [problem statement](#) for Cleveland Park Business District Loading/Unloading and Pickup/Dropoff
Next steps: Start writing! Get info from 7/11 and Target
-
- Streetscape Updates: There will be public meetings as we proceeds
-
- Safety issues that have 311 requests to DDOT.
<https://311.dc.gov/citizen/requests/list> Sauleh to ask Christian.
-
-
- Updates on issues raised about dockless scooters:

In accordance to 18 DCMR 1209.3, dockless scooters must be parked in accordance to the following:

- Within the furniture zone of the sidewalk where one exists and must maintain a pedestrian travel space to a width of at least five (5) feet;
- To maintain unimpeded access to entrances to private property or driveways;
- To maintain unimpeded access to Capital Bikeshare stations;
- To maintain unimpeded access to Metrobus, Circulator, and DC Streetcar stops and shelters;
- To maintain vehicular travel area to any vehicle;
- To ensure the vehicle remains upright and;
- Outside any protected tree planting or landscaped area.

Starting October 1st, 2021, DDOT will also require that all new dockless fleet devices include a “lock-to” mechanism and in such a manner as to:

- Afford at least three (3) feet of unobstructed pedestrian walkway;
- Maintain unimpeded access to entrances to private property and driveways and;
- Maintain unimpeded access to handicap accessible ramps or parking spots.

Date: 9/14/2021

Commissioners Present: Beau Finley, Janell Pagats, Sauleh Siddiqui

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- Drafting [resolution](#) in support of removing rush-hour parking restrictions on Connecticut Avenue and the need for pick-up/drop-off zones and loading and unloading.

October 15 is when construction is expected to start on the service lane but precise time and updates are forthcoming.

It seems PEPCO work is ongoing in the service lane and will continue till November.

There are trash pickup issues on the west side of Connecticut Avenue

- Update from DDOT loading discussion and engaging with David Lipscomb, Laura Mattin about loading issues.

Next step: Submit a problem statement based on information obtained from businesses. Commissioners Siddiqui and Finley along with Cassandra Hetherington to draft.

- Cleveland Park Main Street survey for loading needs

Delivery issues are a struggle for businesses without parking. Drivers right now park wherever they can find parking. Lots of issues need to be resolved right away, issues of theft also showing up.

From Community:

- Placement of scooters on sidewalks and ADA requirements.

Scooters are left on the sidewalk either perpendicular to the path not allowing passage or sometimes blocking ADA ramps on the road. This is an issue that will get worse for people with disabilities and elder community members. DDOT has guidelines on where to park the scooters. We could emphasize scooter corrals. We should ask what the legal issues are.

- Bikeshare stations in 3C

Probably ask Commissioners Boucher and Hoyt.

- Porter St. NW and Connecticut Ave NW Intersection

Better signage and extra no turn on red sign could be opportunities.

Date: 8/11/2021

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Commissioners Present: Sauleh Siddiqui (3C05), Beau Finley (3C04), Lee Brian Reba (3C01), Janell Pagats (3C03), Jason Fink (3C02)

- Committee objectives, function, and processes along with community members and engagement

Engaging the community to get input and drive consensus towards decisions about transportation infrastructure;

Drafting recommendations to the Commission for advocacy of transportation issues;

Serving as a bridge between the community and Commission to promote engagement and transparency.

- Introductions to Christian Piñeiro, DDOT Ward 3 Community Engagement Specialist

Email: christian.pineiro@dc.gov

Also introducing Cassandra Hetherington, our new Cleveland Park Main Streets representative.

- Minimizing the burdens on local businesses of current and planned Washington Gas, WMATA, and DDOT work along Connecticut Avenue and the service lane

Rush hour parking on Connecticut Avenue can really help businesses. Good idea but we should watch out for inconsistencies and make sure it is clearly marked. Need to include in the resolution the history and clarity of removing rush hour parking restrictions on Connecticut Avenue. Also need to engage other commissions on this. [Sauleh to draft resolution]

- Designation of specific loading/unloading and PUDO areas to prevent double-parking on Connecticut and to relieve the blocking of Ordway Street

Can refer report that identifies needs for this:

<https://www.scribd.com/document/223857717/Cleveland-Park-Transportation-Study-Final-Report>

Mike Rifer: CPCA polled our members earlier in the year and also found that quicker turnover would also suit many/most neighborhood trips

Need to figure out needs for loading and unloading needs. Work with main street to identify the needs for loading and unloading. [Beau to email Main Street to setup meeting]

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At the lower end of Connecticut, the CVS has to load/unload on the street. This issue comes up in Woodley Park as well. [Keep track of these and be ready for short-term and long-term solutions].

- Issues raised by the community:
 - Repaving of Rodman St. NW Contact Blake Holub; blake.holub@dc.gov
 - Connecticut Ave, Porter St. NW, Quebec St. NW intersection. Will be tackled under Streetscape and Drainage Project, which is delayed. Idea is to move the slip line from Quebec, so Quebec will have to turn to Porter and also move the bus stop. Advocate Streetscape and drainage.
 - Adjacent Parking Barriers on Wisconsin Avenue, need for parking and pick-up drop-off
 - Pedestrian safety in workzones: Tripping hazards, work vehicles in pedestrian zones, bicyclists and scooters, representative to reach out to.
 - On Cathedral Between Connecticut and 27th streets lots of pickup/drop-off problems and Councilmember Cheh knows about the issue and it is a large safety issue. Is there a way to stop cars from driving in the middle of the road. Bringing the orange strip back would help.
- Next steps for Connecticut Avenue Reversible Lane Study
- Developing a comprehensive transportation plan for ANC 3C