



**Report of the ANC6B Transportation Committee Meeting
September 3, 2014**

Commissioners present: Brian Flahaven, Kirsten Oldenburg (chairing), Nichole Opkins, and Brian Pate

Resident Members present: Andrew Cadmus (6B04), Mark Adelson (6B05), and Carol Grissom (6B08)

Other Participants: Joseph Dorsey, DDOT; Naomi Mitchell, CM Wells office, and Larry Janezich.

Discussion on DDOT's Comprehensive Curbside Management Study

This Study, which is a consultant report with recommendations to DDOT on various aspects of curbside management, was released on August 29, 2014. It is not a draft document, per se, but DDOT is asking for comments.

The Study provides an overview of what constitutes curbside management, the competition for use of this limited space, DDOT's current practices and programs, and recommendations for the future. It also provides several case studies on other city practices and programs.

Most Committee members had not had the time to thoroughly read the Study but felt there were important aspects that ANC6B might want to comment on. The Committee decided to discuss the Study at a future meeting with the aim of making recommendations to the full ANC.

Discussion on Office of Planning's SE Boulevard Neighborhood Planning Study

OP has now analyzed all the input on the seven initial design schemes that were the focus of ANC6B's August 4 Community Meeting. The topic of the Committee discussion was a Dan Emerine (OP manager of the Study) email of August 27. The email requested feedback from Study participants on OP's suggestion that, moving forward, OP select's Options A-1, A-2, and C-1 (from the initial 7) for more detailed development and renderings. OP also proposed that the contractor create an A1-A version that would show the development areas as open space, given that it will take several years for land disposition and build out to occur.

In general, Committee members were supportive of the OP proposal. However, they thought that more green space should be made available in A-1 or A-2 by, for instance, removing some of the development from, say, each end square; and that the potential for green space in Barney Circle be integrated into all the designs.

As OP needs comments by Thursday, September 4, the Committee authorized the Chair to send an email response to Dan Emerine on behalf of the Commissioners and Resident Members present, taking care not to imply this as an official ANC6B response.

The Committee also discussed the time frame for the balance of the Study. There is one more Team meeting planned to discuss the above options in draft form before they are finalized. Once this occurs,

the final step will be for ANC6B to set up a Community Meeting—perhaps in early October--at which Councilmember Wells will lead. The actual date will depend on when OP has completed the Study.

Letter to DDOT Regarding the Reopening of the SE Freeway

Commissioner Oldenburg presented a draft letter to DDOT in opposition to the reopening of the SE Freeway segment between Barney Circle and 11th Street SE. The draft generated considerable discussion.

Mr. Dorsey of DDOT provided the Committee with some background not previously known, such as, that the 11th Street Bridge FEIS Record of Decision has language pertaining to the closing and reopening of the SE Freeway that may restrict DDOT actions. Mr. Dorsey promised to provide a link to the ROD and information about an I-295 study underway in DDOT whose aim is to fix the congestions issues referred to in the draft letter.

After some discussion and editing of the draft, Commissioner Pate moved, with a second by Commissioner Flahaven to recommend that the ANC send the letter to DDOT. The vote was 7-0. A copy is attached.

Review of DDOT's Proposed Rule on VPP Program

On August 22, 2014, DDOT released proposed rules to modify and clarify rules for the annual Visitor Parking Pass (VPP) program. Comments are due within 30 days (about September 29, 2014). Under this proposed rule, the VPP program will be available to residents in all Wards, except Ward 2 (ANC2F excluded). The rule also pertains to temporary home health care provider parking permits and temporary visitor parking permits available from MPD.

Most of the discussion centered on the fraudulent use of the VPPs, especially VA and MD commuters who manage to acquire VPPs and use them to park on residential blocks all day. The Committee noted that § 2414.18 sets up a \$300 fine for fraudulent usage, etc. Commissioner Oldenburg noted that when the VPP website was set up last year, it initially required applicants to submit proof of residency but that requirement was removed, possibly to speed up the application process. The propose rule does, however, include a requirement that an applicant provide “confirmation of District residency” [§2414.15]

Commissioner Pate moved, with a second by Commissioner Flahaven, that the Committee recommend that the ANC send a letter of support for the propose rules with a request that §2414.12 be changed to read [insert in *italics*]: “Each annual visitor parking pass shall authorize a person using the pass to park a vehicle only in the Advisory Neighborhood Commission *Single Member District* area designated on the pass.” and to note that the Commission is extremely concerned about fraudulent uses of the VPPs. A draft letter is attached.

Attachments

To Matthew Brown, DDOT Acting Director
Subject: ANC6B Opposition to Reopening the SE Freeway

At a properly noticed meeting with an quorum present, Advisory Neighborhood Commission 6B voted x-x-x to send these comments to DDOT on its plans to reopen the SE Freeway segment between Barney Circle and 11th Street SE.

The Commission is strongly opposed to DDOT reopening this freeway segment. In fact, we don't understand why DDOT made a decision to reopen it once it was closed to facilitate 11th Street Bridge project work on Capitol Hill.

ANC6B has several reasons why the reopening is inadvisable:

- **Reopening the freeway undermines the planning and transportation studies underway for this area.** The Office of Planning, in conjunction with DDOT and the community, is just now finishing recommendations on design concepts for the old freeway space that will extend the neighborhood grid, facilitate pedestrian connections to the Anacostia waterfront and provide a more neighborhood sensitive vehicle connection between Barney Circle and 11th Street. DDOT's decision to reopen the freeway undermines this study and will continue the decades-long separation between the neighborhood and the waterfront.
- **Reopening the freeway is a tremendous waste of taxpayer dollars.** These dollars could and should be used to fund the final product of the ongoing planning and transportation study.
- **Reopening the freeway will not relieve traffic congestion.** Instead, it will exacerbate traffic issues in our neighborhoods, particularly as the freeway draws more and more commuters off of I-295 and the 11th Street Bridge and onto 17th, 19th Streets and Pennsylvania Avenue SE.
- **Reopening this limited access freeway will create a constituency for a high speed connection through DC.** This is the antithesis of the direction in which the community planning process is moving and, thus, may impact our ability to achieve a more neighborhood friendly alternative.
- **Reopening the freeway will take the pressure off DDOT to complete the Barney Circle & Southeast Boulevard Transportation Planning Study in a timely fashion.** We already suspect that DDOT does not have plans to restart this study until early 2015.

The Commission has been told that *political pressure* is pushing DDOT to reopen the freeway and that this pressure results from congestion along I-295. Given that one rationale for the 11th Street Bridge project was to keep traffic on I-295 rather than have it cut through the Ward 6 streets, we strongly urge DDOT to spend time and energy to fix the congestion problems on I-295. ANC6B would fully support such an effort.

ANC6B seeks timely completion of the Office of Planning SE Boulevard Neighborhood Study, followed by incorporation of the study results into a revived DDOT Barney Circle and Southeast Boulevard Transportation Planning Study. Ideally, DDOT's efforts would be synchronized with completion of the 11th Street Bridge project, so that funds remaining from this project can be applied to the construction of a new boulevard that serves neighborhood transportation needs, reconnects the Capitol Hill neighborhood to the Anacostia Waterfront, and provides green space and amenities for the residents of the City.

Lastly, should DDOT continue its ill-advised plan to reopen the freeway, the Commission wants a commitment for a data collection effort, in conjunction with the above transportation planning study, to analyze the changes in travel patterns and volumes that result.

Sincerely,

Brian Flahaven, Chair

To: Samuel D. Zimbabwe, Associate Director, DDOT, 55 M Street SE, DC 20003

Subject: ANC6B Comments on Proposed Rule on Visitor Parking Pass Program

At a properly noticed meeting with a quorum present, Advisory Neighborhood Commission 6B voted x-x to send these comments to DDOT on its proposed rule on the Visitor Parking Pass (VPP) Program.

In general, ANC6B supports the proposed rulemaking released on August 22, 2014. However, we urge DDOT to change §2413.12(a) to read:

Each annual visitor parking pass shall authorize a person using the pass to park a vehicle only in the Advisory Neighborhood Commission *Single Member District* area designated on the pass.

This would also necessitate a similar change in §2413.12(b). Our suggested change is shown in *italics*.

ANC6B feels that it would help reduce fraudulent use of the VPPs, especially by suburban commuters, if the permitted area of use is smaller than the size of our ANC. These passes are meant to be used by visitors and workers of the resident to whom the pass is issued and there doesn't seem to be a reason why such vehicles should park blocks away from this address.

We also urge DDOT to work with Parking Enforcement in the Department of Public Works to find ways to reduce fraudulent use. For instance, we understand that even when a VPP is reported stolen, DPW does not yet have a method to check the validity of VPPs displayed in parked vehicles. Other anecdotal examples of fraud include, the: a) use of VPP by workers at commercial establishments, b) use of VPP to skirt DC vehicle registration requirements, c) sale of VPP passes to commuters from Maryland and Virginia.

Sincerely,

Brian Flahaven