



GOVERNMENT OF THE DISTRICT OF COLUMBIA

Advisory Neighborhood Commission 2E

Representing the communities of Burleith, Georgetown, and Hillandale

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January 17, 2021

Mr. Matthew Marcou
Chair, Public Space Committee
District Department of Transportation
1100 4th Street SW, Third Floor
Washington, DC 20004
PublicSpace.Committee@dc.gov

RE: Public Space Application by the Georgetown BID for the Placement of Wood and Composite Decks in Curb Lanes at Sidewalk Grade with Barriers at 22 Locations in Georgetown (DDOT #363822)

Dear Chair Marcou,

On January 4, 2021 ANC 2E held its regularly scheduled public meeting, which was properly noticed and attended by seven commissioners, constituting a quorum. At this meeting the Commission adopted the following resolution by a vote of (7-0-0) with regard to the above-referenced matter:

ANC 2E continues to support the addition of widened sidewalks through the duration of the Mayor's emergency response to the COVID pandemic. Given the Mayor's recommendation to continue social distancing practices, the ANC continues to have concerns that the existing sidewalks are not wide enough for our businesses to reopen and operate while simultaneously providing safe space for walking. Furthermore, the ANC has witnessed firsthand the vitality that the existing streateries have brought to our neighborhood and supports a coordinated effort to expand this temporary alteration to our built environment.

As we continue to move forward through the pandemic response, ANC 2E requests that the Public Space Committee review this sidewalk widening proposal with the following attributes in mind:

- ADA compliance
- Pedestrian safety
- Efficient commercial loading and trash pickup access
- Availability of on-demand delivery and parcel delivery
- Safe and efficient traffic flow

COMMISSIONERS:

Kishan Putta, District 1 Jenny Mitchell, District 2 Rick Murphy, District 3
Anna Landre, District 4 Lisa Palmer, District 5 Gwendolyn Lohse, District 6
Elizabeth Miller, District 7 Matias Burdman, District 8

- Suitable passenger pick-up and drop-off
- Accessible and useful bus stop access and functionality
- Utility accessibility
- Ease of snow treatment and removal
- Availability of bike and scooter parking
- Support for safe dining and retail streetery usage
- Aesthetic integration
- Clear regulatory signage

With these attributes in mind, ANC 2E would like to see the addition of a slip lane to northbound Wisconsin Avenue at M Street NW for northbound and eastbound traffic. Otherwise, the ANC believes that the proposal in front of the Public Space Committee works to support each of these elements and the ANC encourages the District Department of Transportation (DDOT) to ensure that each block affected by this proposal is acting at its highest and best use with the attributes above in mind. Any changes to the sidewalk must not impede our businesses' ability to succeed – rather, they should amplify such ability. The ANC furthermore understands that the Georgetown BID has already or will be presenting this proposal to the following external organizations for feedback and appreciates the feedback provided by each of these organizations: DDOT, the Mayor's Office of Nightlife and Culture (MONC), the Historic Preservation Office (HPO), the Old Georgetown Board (OGB), the Citizens Association of Georgetown (CAG), DC Water, Pepco, Washington Gas, Verizon, and the Homeland Security and Emergency Management Agency (HSEMA).

Additionally, ANC 2E affirmatively states its request to continue to be a partner in the development, monitoring, implementation, and continued study of this pilot program to ensure that it is meeting the community's needs throughout its life. Given that no one knows the indirect impacts of this pilot, the ANC urges DDOT to work closely with the ANC to ensure that any poor unintended consequences are mitigated quickly. Since the design of the sidewalks is modular, the ANC appreciates that changes can indeed be made throughout the permitted period. Such potential unintended consequences include, but are by no means limited to, poor traffic circulation or diminished safety conditions. Ultimately, the goal is for the neighborhood's temporary street design to support both public health and economic policy goals, while managing any disruptions to the residential community in a sensitive manner.

Furthermore, ANC 2E notes that with no Metrorail access to our neighborhood, visitors and employees have limited means of coming and going from our community. In accordance with social distancing guidelines, the ANC reiterates our June 2020 request that DDOT, alongside this sidewalk widening work, address the following:

- Increase the number of locations available for bike and scooter parking but, importantly, do so without impeding vehicular traffic at corners,

- Work with private parking lots to determine and implement a means for lowering the price to park inside private parking facilities as the ANC expects an uptick in the percentage of private vehicles coming to and from our neighborhood over ridesharing and public transport and expects limited capacity for on-street parking, at least in the near term,
- Incentivize and assist private entities to add bike and scooter parking on private property,
- Create additional safe roadway infrastructure for bikes and scooters as the ANC expects and encourages a significant uptick in the usage of these means of transportation,
- Prohibit scooter and bike use on the sidewalks and widened sidewalks on those blocks with the widened sidewalks and enforce all restrictions on scooter use,
- Provide the ANC with a point of contact at DDOT who can assist in the misuse of scooters and bikes within the designated widened sidewalks,
- Ensure that curb cuts serving those with different mobility needs are conserved and opportunities for new ones are sought and implemented,
- Remove all unnecessary impediments blocking the sidewalks, including unused newspaper distribution bins,
- Adjust traffic signal timing to ensure safety and efficiency for all users of our roadways, and
- Recognize that with the elimination of parking along M Street and Wisconsin Avenue NW, there may be increased parking demand within the residential neighborhood and the ANC requests that DDOT works alongside the Department of Public Works (DPW) to monitor the parking impact within the residential area and enforce parking restrictions accordingly.

Finally, ANC 2E appreciates that this is only a permit request for a temporary emergency response measure. Accordingly, these comments are expressly reserved to only respond to the proposal intended for the emergency response period. Should the pilot be deemed successful and there be interest in extending the enhanced sidewalk widening efforts beyond the period of time designated by the Mayor's emergency order, the ANC reserves the right to recommend a change in direction and looks forward to partnering with the relevant agencies and organizations to develop an oversight plan to ensure that all built environments adhere to the aesthetic guidelines set forth by the U.S. Commission of Fine Arts (CFA) and OGB within Georgetown's historic district and that all traffic and parking issues are addressed.

This is the time to respond to an unprecedented situation with creativity, a nimble spirit, and great partnership across various community organizations. ANC 2E is eager to partner to move our community, and our city, forward.

Commissioners Lisa Palmer (2E05@anc.dc.gov) and Rick Murphy (2E03@anc.dc.gov) are the Commission's representatives in this matter.

Respectfully submitted,

Richard G. Murphy, Jr.

Rick Murphy
Chair, ANC 2E