



**2021 – 2022
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September 30, 2021

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Councilmember Mary Cheh
Chairperson, Committee on Transportation and the Environment
DC Council
mcch@dccouncil.us

Dear Councilmember Cheh:

We are writing you in your capacity as the Chair of the Transportation and Environment Committee providing oversight of DDOT. Specifically, we recently realized that DDOT did not issue a new NOI for the redesign of 17th Street to accommodate protected bike lanes, as required by law when the plans changed radically after the initial NOI was issued.

As you may know, the redesign of 17th has been a contentious issue in the Dupont Circle neighborhood. DCCA has been particularly focused on the part of the project through the heart of the East Dupont commercial corridor between P Streets and Riggs Place NW. At each stage of the project, DCCA sought to be consulted as a stakeholder, as we have been on other DDOT projects, but DDOT's community engagement on this project with us and others has been woefully inadequate. In June 2020, DDOT issued NOI #20-69-PSD with no prior community meetings called to discuss the plans. ANC2B hosted a meeting with DDOT on this NOI only after DCCA insisted that the brief time allotted at their regular meeting was not sufficient for full discussion. After summer 2020, the project continued to evolve with changes in the location of the protected bike lane, and changes in the curbside management plans to accommodate the streateries and refine the location of commercial loading zones. There were no further presentations to the whole community as these plans evolved. We do sympathize with DDOT's having to constantly change their plans because of changes such as the streateries brought on by the pandemic, but at all stages of this project, DCCA recommended that DDOT simply hold off on their plans until the streetscape was more settled.

With this background, our immediate concern is that no new NOI was issued after June 2020, despite changes in parking, and specifically the reduction of RPP parking on the west side of 17th Street, in areas zoned residential. The DDOT website notes that "the District Department of Transportation (DDOT) is required to give a written notice of intent to modify traffic and/or parking requirements." RPP spaces were already reduced in the original NOI for safety reasons, but the

attached Exhibit shows that many existing RPP spots were to remain (outlined in red boxes). However, DDOT then converted several RPP spaces in the final plans to paid loading or no parking zones. Examples are shown with the yellow arrows and pictures on pages 1 and 3 of the Exhibit. Of note was the conversion of three-four RPP spaces on residential Church Street (not shown on the original NOI) to a paid loading zone during business hours, and RPP spots north of R Street converted to no parking.

DCCA requests that Council take whatever action is appropriate, in your oversight role, to remind DDOT that NOI's should be issued when substantial changes are made so that the affected community has a chance to review them, and to ensure that NOIs are issued when needed in the future.

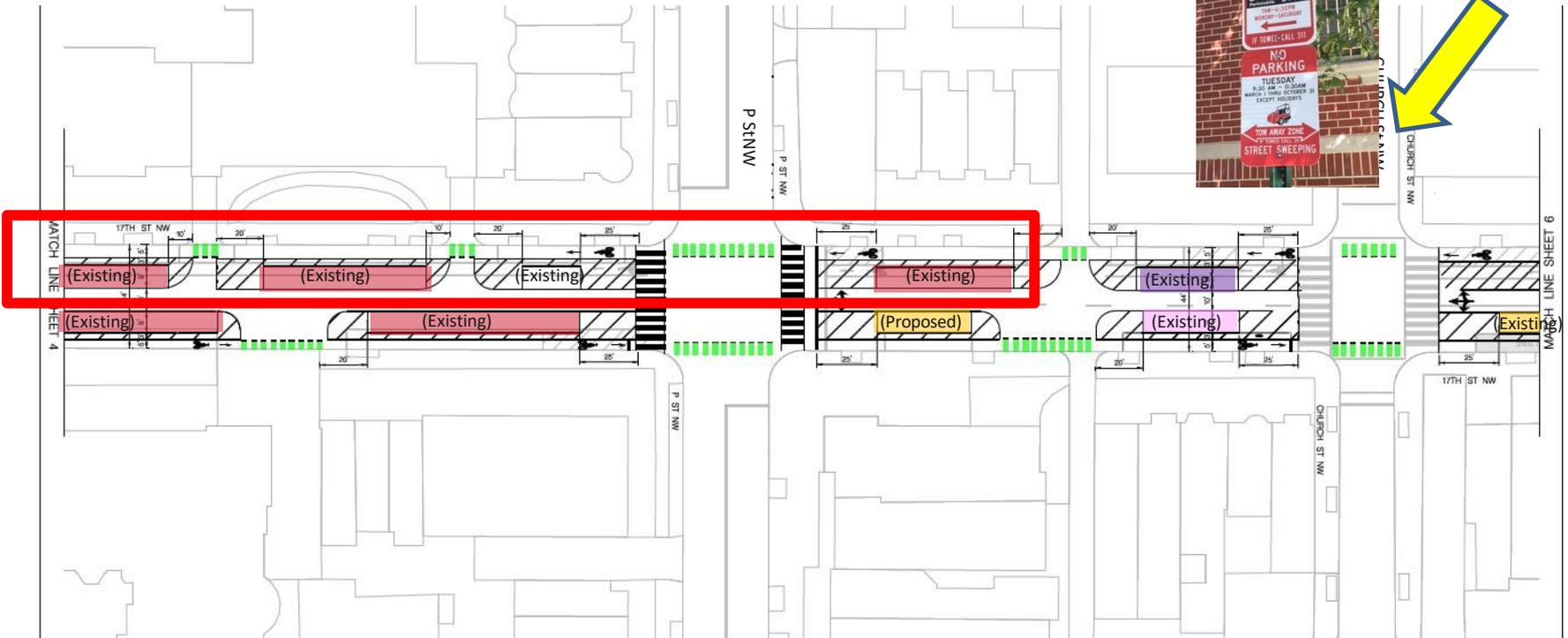
Sincerely,



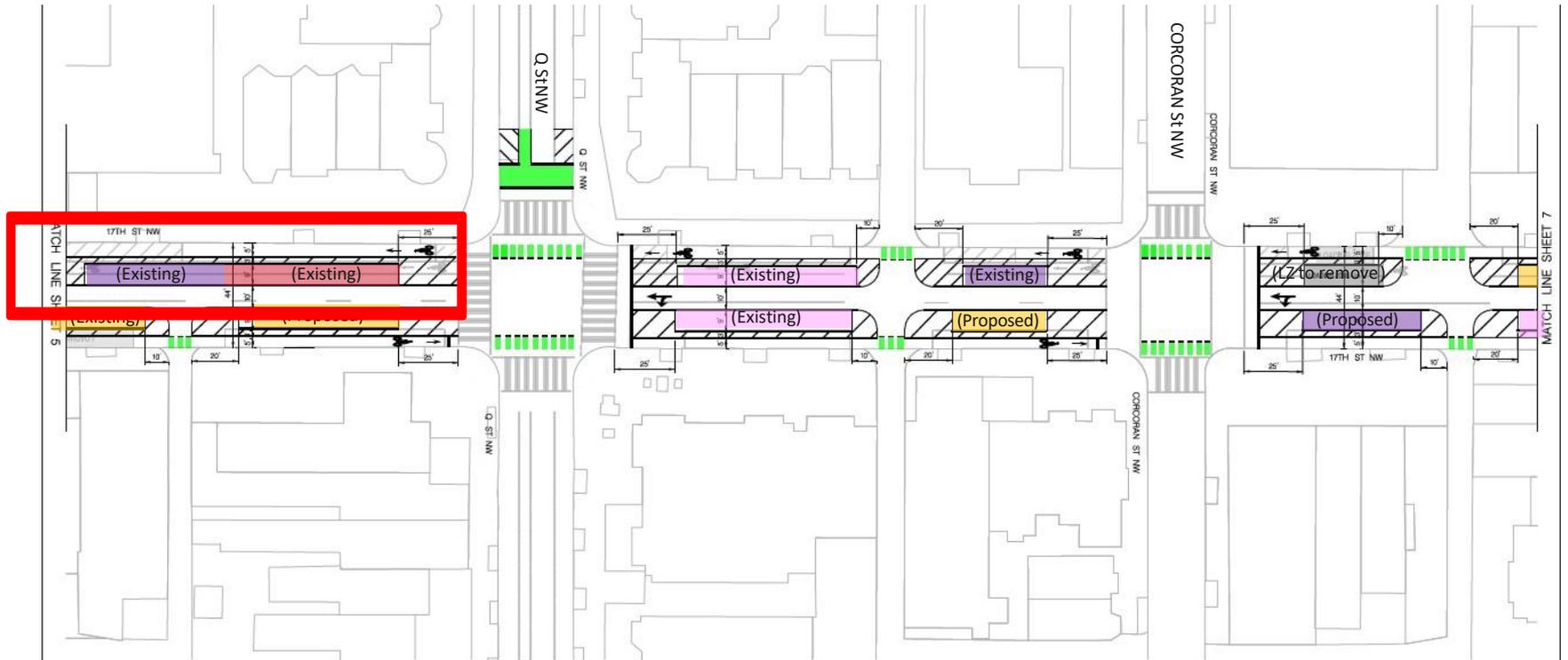
Susan Volman
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Everett Lott, Acting Director DDOT, Everett.Lott@dc.gov
Regina Arlotto, DDOT, Regina.Arlotto@dc.gov

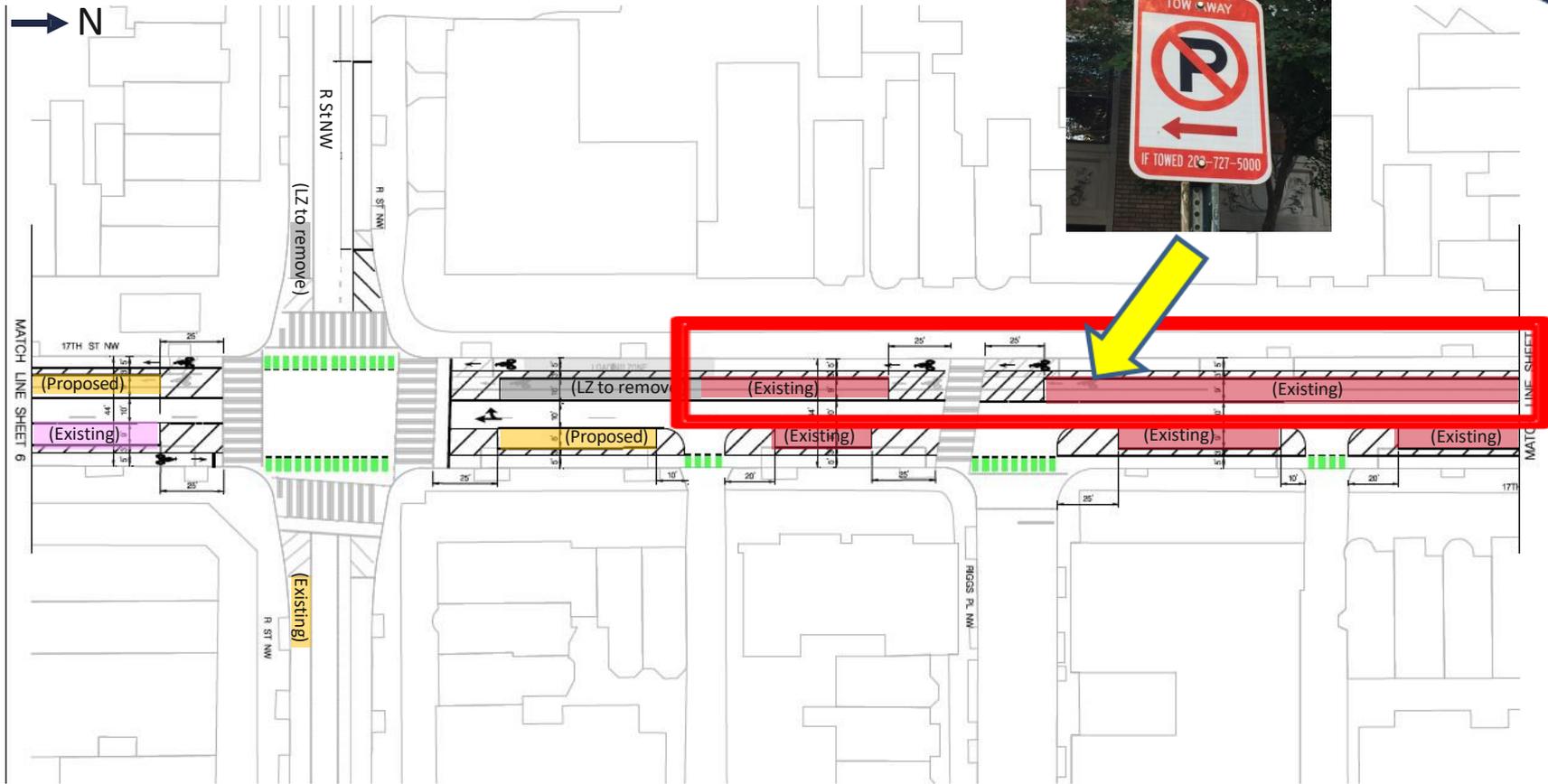
Exhibit



-  Commercial Loading Zone
-  Commercial Loading Zone (to remove)
-  Metered / Time Restricted Parking
-  Residential / Time Restricted Parking
-  No Parking Entrance



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