



ADVISORY NEIGHBORHOOD COMMISSION 3C
GOVERNMENT OF THE DISTRICT OF COLUMBIA
CLEVELAND PARK • MASSACHUSETTS AVENUE HEIGHTS •
WOODLAND-NORMANSTONE • WOODLEY PARK

Single Member District Commissioners
01-Hayden Gise; 02-Adam Prinzo; 03-Janell Pagats
04-Roric McCorristin; 05-Sauleh Siddiqui; 06-Tammy Gordon
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By Electronic Mail

April 17, 2024

The Honorable Muriel E. Bowser
Mayor of the District of Columbia
The John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, DC 20004

Members of the Council of the District of Columbia
The John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, DC 20004

RE: ANC 3C Comments on The Mayor's Proposed FY25 Budget "Fair Shot and Shared Sacrifices"

Mayor Bowser & Members of the Council,

At a regularly scheduled and properly noticed public meeting on April 17, 2024 with a quorum present, a quorum being five commissioners, Advisory Neighborhood Commission (ANC) 3C voted 6-0-0 to submit these written comments on the proposed FY25 Budget.

Committee on Transportation and the Environment

1) The Budget for Connecticut Avenue Reversible Lane Study Should Include a Requirement for Protected Bicycle Lanes

We urge the Council to adopt language in its budget transmittal to the Mayor that specifies that the \$26.3m funds budgeted for Connecticut Avenue are used only in a manner consistent with MoveDC. Further, we urge the Council to adopt language that authorizes the \$9.7 million for the Connecticut Avenue Reversible Operations and Safety Study to be used only if consistent with the comprehensive engineering, engagement, and analysis that went into Concept C, which Mayor Bowser announced as the preferred alternative in an announcement on December 15, 2021. To be free from doubt, the Council should include language that specifically denies the District Department of Transportation (DDOT) access to any funds that would pursue changes to the current configuration of Connecticut Avenue between Calvert Street NW and Legation Street NW that does

not include a protected bicycle lane.

ANC 3C's support for Concept C, builds on resolutions passed on [September 19, 2022 \(2022-014\)](#), [September 20, 2021\(2021-013\)](#), and [April 19th, 2021 \(2021-005\)](#) and letters from [September 18, 2023](#) and [February 20, 2024](#). We would like to point out that DDOT and the Executive Office of the Mayor (EOM) has yet to respond to our letters, which means they are past the required deadline for response to ANCs.

Concept C was chosen by the Mayor after an extensive community engagement process consisting of over 70 public meetings over the past four years. Acting Director Kershbaum announced at the Council Budget Oversight hearing on April 11th, 2024 that Concept C was no longer under consideration, and gave few details about the plans for the redesign of Connecticut Avenue.

This unilateral decision without any community or Council engagement and scant details goes against the principles of democracy, public safety, and the revival of downtown. Rejecting a plan overwhelmingly preferred by the elected officials, including the Mayor herself, undermines the very essence of the democratic process. Adding parking to Connecticut Avenue without protected bicycle infrastructure and enhanced bus stops makes the road more dangerous for pedestrians, bicyclists, and drivers. Given the Acting Director of DDOT has no scientific background in transportation, we are attaching supplemental studies that show on-street parking is not only expensive and bad for the environment, but also very dangerous. While parking related crashes are not as severe as full-speed road crashes, they are the most frequent, and affect children more, primarily due to visibility issues. Finally, reducing two lanes on Connecticut Avenue without adding any alternative transportation method makes it more difficult for people to get downtown, further clogging the avenue, and the neighborhood side streets. Imagine a dangerous road where buses have to constantly pull in and out of lanes, people with disabilities do not have direct access to buses, and cars continuously are hunting for parking spots, darting in and out of traffic. DDOT should not be allowed to spend our tax dollars to go against our wishes, compromise our safety, and degrade downtown economic activity.

It is essential that the District adhere to the standards set forth in MoveDC and the findings of Concept C's analysis and engagement process. Any deviation from these standards and recommendations could compromise the safety and effectiveness of the redesign effort. Therefore, we urge the Council to ensure that the Mayor's office commits to implementing the redesign of Connecticut Avenue in accordance with MoveDC and Concept C's recommendations before any funds are expended on the project.

2) Reduce the \$177.6M budget for paving streets by at least 10%

DDOT has restored 586 miles since PaveDC launched in 2018 and 88% of roads are in excellent to fair condition according to their budget presentation. At least 10% of this budget can be used for other more important items, and we request this be cut from this year's budget.

3) Install improved safety barriers on the William Howard Taft Bridge

We thank all those who have progressed this important project forward thus far and strongly support funding the final design and construction of the pedestrian railing improvement project. We have given the reasons for and support of this project in a [resolution](#) passed June 22, 2022 and a [letter](#) passed October 23, 2023.

Committee of the Whole

1) Restore DC Public Schools Budget to FY24 Levels

We request the DC Public Schools (DCPS) Budget be restored to FY24 levels, if not increased to aid in teacher retention, school supplies, and paraprofessional staff. As an example, Eaton Elementary School received a budget allocation that is not adequate to continue the current academic offerings and keep all existing staff. Interim Principal Eatman petitioned for budget assistance and DCPS denied the petition. Interim Principal Eatman submitted a petition for reallocation of the budget that was also denied. DCPS asked Eaton to cut our world language program that for 17 years has offered thousands of students at Eaton the opportunity to learn Chinese. We are asking that you help ensure that Eaton can exercise creativity in administering the cuts that are needed this year. Additionally, we will need a solution to ensure that cuts do not continue moving forward. We know that the ending of COVID relief funding and the economy create challenges for DCPS, but it is our responsibility to ensure that our children do not bear the burden of these cuts.

2) Office of State Superintendent of Education (OSSE) Transportation Budget

We urge you to:

- Use the additional funds being given to OSSE DOT to find staff for the 92 full time positions that have been vacant since January 2022.
- Make sure the stipend actually matches the amount the parent/caregiver would be owed if they were reimbursed.
- Accelerate the timeline for providing an app for parents/caregivers so that they know where their children are. It has been over two years now and this is still not available. In the short-term, other options to track the buses such as air tags or geolocation should be considered.

3) Restore DC's Early Childhood Educator Pay Equity Fund

We urge the Council to restore funding for early childhood educator pay equity, childcare and early childhood subsidy programs. The Mayor's budget eliminates funding for the [Early Childhood Educator Pay Equity Fund](#). DC faces a child care crisis, with some of the most unaffordable and inaccessible child care in the country. The crisis affects children, families and educators alike. The Pay Equity Fund supplements the salaries of qualified early childhood educators in an amount that is critical to allow them to earn a living wage, and it enables DC children to benefit from programs that can attract and retain qualified educators. Eliminating or curtailing this vital program would harm children and educators. The move to eliminate the Pay Equity Fund will cause educators to leave the system, child care centers to raise rates or close, and families to lose affordable access which will hit lower-income and vulnerable families the most.

Committee on Housing

1) Include further cuts to Office of Advisory Neighborhood Commission (OANC) Budget

The draft strategic plan undermines the core principles and statutory framework governing the OANC, and thus we request their budget be substantially cut from the proposed levels so that the OANC cannot embark on their stated mission to turn it into another bureaucratic government agency. Our foremost concern is that the strategic plan appears to extend the OANC's role beyond the scope defined by law. According to the established legislation, the sole mission of the OANC is to provide technical, administrative, and financial reporting assistance to Advisory Neighborhood Commissions (ANCs). This mission, as outlined in the law, emphasizes the supportive and auxiliary nature of the OANC's functions.

However, the draft strategic plan indicates a notable departure from this mission. The plan

suggests an expansion of the OANC's role into areas that resemble enforcement, potentially transforming it into another bureaucratic government agency. We firmly believe that such a deviation from the original intent poses a threat to the autonomy of ANCs and contradicts the legislative framework that defines the OANC's mandate. As an example, the second paragraph in Goal 4 starts with: "While the OANC is the primary source of advice for Commissioners, it is not the only resource available to ANCs, at times causing confusion." OANC is not supposed to provide advice, only assistance in obtaining advice from the right resource. The confusion is only caused when OANC ventures into the realm of other agencies. As an example, the paragraph continues: "While the guidance provided by the OAG and OANC are complementary, it has at times created a culture of "opinion shopping" among Commissioners. This was particularly true before the OANC had a permanent Executive Director and General Counsel." OANC should define its role of assistance clearly and not venture into the role of OAG. This is exactly why OAG issued a letter on January 9th, 2024 to OANC which stated: "I am concerned, however, about a statement in your responses that goes one step further, maintaining that "the OANC is the primary authority concerning the ANC Law." Although OANC rightfully plays a major role in providing ANCs with technical and administrative assistance, the primary authority for interpreting the law governing ANCs, within the boundaries set by judicial precedent, rests with the OAG." Contrary to the strategic plan, this letter was sent after the OANC Executive Director and General Counsel had caused confusion, not due to lack of them. As far as we know, OAG has never reprimanded OANC like this in the past. The position of Executive Director and General Counsel for OANC should not be funded in this budget.

The Commission authorizes the Chair and the Commissioners for 3C02 and 3C05 and/or their approved designee(s) to represent the Commission on this matter.

At a regularly scheduled and properly noticed public meeting on April 17, 2024 with a quorum present, a quorum being five commissioners, Advisory Neighborhood Commission (ANC) 3C voted 6-0-0 to provide written comments.

Consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions, and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

Sincerely,



Janell Pagats
Chair ANC 3C
Single Member District 3C03

CC: Kevin Donahue, City Administrator of the District of Columbia
Jenny Reed, Director, Office of Budget and Performance Management
Jennifer Budoff, Budget Director for the Council of the District of Columbia

Supplemental to the Budget Letter Detailing the Dangers of On-street parking

The following text has been taken directly and mildly paraphrased from page 7 of [Biswas et al., \(2017\)](#).¹

Beyond environmental issues and degradation of efficient transportation mobility, on-street parking causes hazards and increases risk of road users which is consistently reported in many studies.² Particularly, the collision with other vehicles while darting out between two parked cars and the collision while backing into the stream from parking space are the most risky and commonly observed accident prototypes. In fact, most of the transportation planners still consider removal of on-street parking as the most easy and economical method to enhance the capacity and the safety of an urban street. Nearly a half century ago, Farnsley³ enlisted five kinds of crash that can occur due to the presence of on-street parking.

1. Parked vehicles cause lane changing: side swipe, rear end collisions;
2. stopping or slowing down of vehicles entering curb spaces: side swipe, rear end collisions;
3. vehicles exiting parking spaces: side swipe, rear end Collisions; street side door opening of parked vehicles: collisions having contact with door or exiting occupant; and
4. lack of visibility to drivers due to parking: collisions with pedestrians crossing the roads between parked vehicles.

Humphreys *et al.*,⁴ in an exhaustive study of overall 4800 accident records in ten cities, the collision with parked vehicles and unparking maneuver related crashes [type (1) and (3)] were the most frequent in the list as shown in Table 5 of [Biswas et al., \(2017\)](#).¹ Parking maneuver crashes [type (2)] and open door collisions [type (4)] were found less frequent compared to the other two. Lack of visibility due to parked cars [type (5)] makes drivers unaware about on-coming pedestrian entries into the roads thus, causing pedestrian-automobile conflicts and even sometimes fatalities as well. This was diagnosed as one of the major contributing factors towards the increased rate of pedestrian fatalities in Israel and to ward off this, Gitelman *et al.*,⁵ advocated prohibition of street parking near designated pedestrian crossings. Nevertheless, this visibility problem is also valid from a pedestrian perspective specifically, for children.

¹ Biswas, S., Chandra, S., & Ghosh, I. (2017). Effects of on-street parking in urban context: A critical review. *Transportation in developing economies*, 3(1), 10.

² Box PC (2004) Curb-parking problems: overview. *J Transp Eng ASCE* 130:1–5

Marshall WE, Garrick NW (2011) Does street network design affect traffic safety? *Accid Anal Prev* 43:769–781. doi:10.1016/j.aap.2010.10.024 70.

Edwards JD (2002) Changing on-Street parallel parking to angle parking. *ITE J* 72:28 71.

Kraus FJ, Hooten GE, Brown a K et al (1996) Child pedestrian and bicyclist injuries: results of community surveillance and a case-control study. *Inj Prev* 2:212–218

³ Farnsley CP (1966) Extension of Remarks, Kentucky Representative, Charles P. Farnsley. *Congr. Rec.* 112

⁴ Humphreys JB, Box PC, Sullivan TD, Wheeler DJ (1978) Safety aspects of curb parking. Report No. FHWA-RD-79-76, Federal Highway Administration, Washington D.C

⁵ Gitelman V, Balasha D, Carmel R et al (2012) Characterization of pedestrian accidents and an examination of infrastructure measures to improve pedestrian safety in Israel. *Accid Anal Prev* 44:63–73. doi:10.1016/j.aap.2010.11.017