



**From:** Susan Volman, Treasurer <[treasurer@dupont-circle.org](mailto:treasurer@dupont-circle.org)>  
**Sent:** Monday, August 10, 2020 11:43 AM  
**To:** MacNeil, Laura (DDOT)  
**Cc:** Brooke Pinto, Cheh, Mary (COUNCIL), ATD EOM3; Marootian, Jeffrey M. (DDOT); ANC 2B Office (ANC 2B); Chamberlin, Anna (DDOT); Vacca, Kimberly (DDOT); Bill McLeod; Colleen Hawkinson; Glenn Engelmann  
**Subject:** DCCA comments re NOI 20-69-PSD for 17th Street

Hello Laura,

Attached are the comments from the Dupont Circle Citizens Association on the plans for the reconfiguration of 17<sup>th</sup> Street. These comments are the consensus of the DCCA membership.

We look forward to working with you and the DDOT team on the finalization of these plans.

Best regards,

Susan

Susan Volman  
Treasurer  
Dupont Circle Citizens Association

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From: **MacNeil, Laura (DDOT)** <[Laura.MacNeil@dc.gov](mailto:Laura.MacNeil@dc.gov)>  
Date: Mon, Aug 10, 2020 at 6:07 PM  
Subject: RE: DCCA comments re NOI 20-69-PSD for 17th Street  
To: Susan Volman, Treasurer <[treasurer@dupont-circle.org](mailto:treasurer@dupont-circle.org)>  
Cc: Brooke Pinto <[bpinto@dccouncil.us](mailto:bpinto@dccouncil.us)>, Cheh, Mary (COUNCIL) <[MCheh@dccouncil.us](mailto:MCheh@dccouncil.us)>, ATD EOM3 <[eom@dc.gov](mailto:eom@dc.gov)>, Marootian, Jeffrey M. (DDOT) <[jeff.marootian@dc.gov](mailto:jeff.marootian@dc.gov)>, ANC 2B Office (ANC 2B) <[2B@anc.dc.gov](mailto:2B@anc.dc.gov)>, Chamberlin, Anna (DDOT) <[anna.chamberlin@dc.gov](mailto:anna.chamberlin@dc.gov)>, Vacca, Kimberly (DDOT) <[Kimberly.Vacca@dc.gov](mailto:Kimberly.Vacca@dc.gov)>, Bill McLeod <[ExecDirector@dupontcircle.biz](mailto:ExecDirector@dupontcircle.biz)>, Colleen Hawkinson <[chawkinson@dupontcirclebid.org](mailto:chawkinson@dupontcirclebid.org)>, Glenn Engelmann <[president@dupont-circle.org](mailto:president@dupont-circle.org)>

Good afternoon, Ms. Volman,

Thank you for your email. I think you will be able to see some of your comments incorporated into DDOT's revised curbside access plan, attached, and described below.

This plan proposes the following for the 1700 block:

1. Maintaining all existing metered parking along the block

2. Maintaining all existing residential parking along the block
3. Maintaining the existing commercial vehicle loading zone in front of 7-Eleven, but upgrading the zone to a Commercial Vehicle Loading ONLY Zone to support trucking deliveries to 7-Eleven (more details about commercial vehicle loading ONLY zones are listed below)

This plan proposes the following for the (northern) 1600 block:

1. Designating a No Parking Entrance zone in front of True Value Hardware and McDonald's in order to accommodate active loading/unloading for customers, while maintaining access for trucks backing up into Safeway's loading zone.
2. Removing the existing loading zone across the street at the corner and designating it metered parking in order to provide additional metered parking for customers – and improve sightlines to the intersection's stop signs
3. Maintaining metered parking along the rest of the east side of the street
4. Maintaining 2-hour commercial vehicle zones on side streets to provide longer-term commercial vehicle parking options for service vehicles and businesses with delivery vans, such as Swift Cleaners
5. Designating a Commercial Vehicle Loading ONLY Zone along the west side of the street from R St to the Safeway loading zone driveway to support truck staging and loading for Safeway (more details about commercial vehicle loading ONLY zones are listed below)

This plan proposes the following for the (southern) 1600 block:

1. Designating Stateries where existing outdoor eating areas are located in front of Annie's and Floriana
2. Designating No Parking Entrance in front of 1614 17<sup>th</sup> St and Cairo Wine & Liquor; which consolidates the existing No Parking Entrance and metered parking zones
3. Designating a Commercial Vehicle Loading ONLY Zone to support truck deliveries to 17<sup>th</sup> St businesses on the east side of the street between the alley and Q St (more details about commercial vehicle loading ONLY zones are listed below)
4. Designating four new 2-hour commercial vehicle zones on side streets to provide longer-term commercial vehicle parking options for service vehicles and businesses with delivery vans, such as Cairo Wine & Liquor and Georgetown Valet

This plan proposes the following for the (northern) 1500 block:

1. Designating a Streatery where the existing outdoor eating area is located in front of Agora and JR's (more details about Stateries are listed below)
2. Relocating the existing east-side commercial loading zone north of the alley and transitioning it to a Commercial Vehicle Loading ONLY Zone to support truck deliveries to 17<sup>th</sup> St businesses (more details about commercial vehicle loading ONLY zones are listed below)
3. Maintaining the existing No Parking Entrance and residential parking zones on the west side of the block, and

4. Designating three new 2-hour commercial vehicle zones on side streets to provide longer-term commercial vehicle parking options for service vehicles and businesses with delivery vans

This plan proposes the following for the (southern) 1500 block:

1. Designating a Streatery where the existing outdoor eating area is located in front of Duke's (more details about Streateries are listed below)
2. Designating a new Commercial Vehicle Loading ONLY Zone in front of CVS to support truck deliveries to 17<sup>th</sup> St businesses between P Street and the alley (more details about commercial vehicle loading ONLY zones are listed below)
3. Maintaining the existing No Parking Entrance and residential parking zones on the west side of the block, and
4. Designating one new 2-hour commercial vehicle zone on Church St to provide longer-term commercial vehicle parking options for service vehicles and businesses with delivery vans
5. Designating a new Commercial Vehicle Loading ONLY Zone on P Street in the existing temporary PUDO zone to increase curb access for app-based food delivery vehicles

This plan also incorporates a couple of new concepts explained below:

1. New **Commercial Vehicle Loading ONLY Zones** on 17<sup>th</sup> Street NW. These zones would be regulated No Parking, so that only standing or active loading/unloading by commercial vehicles would be permitted in order to increase curb access for truck deliveries to 17<sup>th</sup> St business.
2. **Traditional 2-hr commercial vehicle zones** will be maintained (and one or two new zones installed) along side streets to provide longer-term commercial vehicle parking options for service vehicles and businesses with delivery vans.
3. **No Parking Entrance.** These zones are regulated No Parking, so that only active loading/unloading is permitted
4. **Streateries** – The designated outdoor eating areas in DDOT's attached design reflect existing conditions. If or when streateries close for the winter season or changing business decisions, those locations could transition to loading zones or metered parking based on observed loading behavior and business input.

Best regards,

-L

Laura MacNeil  
DDOT Freight & Urban Delivery Planner  
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**From:** "Susan Volman, Treasurer" <[treasurer@dupont-circle.org](mailto:treasurer@dupont-circle.org)>  
**Date:** August 11, 2020 at 4:37:38 PM EDT  
**To:** "MacNeil, Laura (DDOT)" <[Laura.MacNeil@dc.gov](mailto:Laura.MacNeil@dc.gov)>  
**Cc:** Glenn Engelmann <[president@dupont-circle.org](mailto:president@dupont-circle.org)>  
**Subject: RE: DCCA comments re NOI 20-69-PSD for 17th Street**

Dear Laura,

Thanks for your response to our comments on the plans for 17<sup>th</sup> Street. We see that you have made a lot of progress in accommodating the loading and commercial vehicle needs of the varied businesses on 17<sup>th</sup> Street. The proposed designation of metered spaces on the side streets as Commercial 2-hr Parking Zones seems like a good addition, assuming these will be available for passenger vehicles at night. Although, for the 1700 block of Church Street, this will eliminate some RPP spaces, which may not be welcome by residents of that block. The addition (or retention) of streateries seems like a nice idea, but is it realistic for wait staff to be constantly crossing over the cycle tracks?

However, because these new plans have mainly addressed the use of the parking lanes, many of our concerns have not been addressed, particularly those related to pedestrian safety. These include the need for more pedestrian friendly bike-traffic calming measures; signage; the type of barrier to separate the cycle tracks from the parking lanes; and most importantly, our request to delay any final plans and changes to the roadway until we see how the use of the street changes after the temporary, pandemic-related conditions have abated.

We look forward to continued engagement with DDOT on these plans.

Best regards,

Susan and Glenn

Susan Volman  
Treasurer  
Dupont Circle Citizens Association