



**GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B**

April 2025 Regular Meeting Minutes

Wednesday, April 9th, 2025; 6:30 p.m.

Online via Zoom and In-Person at Stead Park

Call to Order

The regular April 2025 meeting of the Dupont Circle Advisory Neighborhood Commission (Commission of ANC 2B) was called to order by Chair Adams at 6:31 pm.

Introduction of Commissioners

The Commissioners identified their single member districts (SMDs). Present were Jeffrey Rueckgauer (2B02), Vincent Slatt (2B03), Lawrence Sprowls (2B04), Alex Marshall (2B05), Libby Franklin (2B07), Zachary Adams (2B08), and Christopher Davis (2B09).

Adoption of the Agenda

Chair Adams moved to adopt the ANC's meeting agenda. Commissioner Rueckgauer seconded the motion, which passed with unanimous consent (VOTES: 7-0-0).

Announcements and Public Comments

Public Announcements and General Comments

A resident provided an update pertaining to a new public charter school. Bill McLeod, Executive Director of the Dupont Circle Business Improvement District, provided an update.

Commissioner Announcements

Commissioner Rueckgauer and Commissioner Marshall provided updates.

Report from DDOT concerning multi-day closure of 17th Street NW for WorldPride (2B03, 2B04, 2B07)

Christophe Wasserman, Ward 2 Liaison for the District Department of Transportation, provided an update concerning the multi-day closure of 17th Street NW for WorldPride. Christophe answered questions from Commissioners.

Reports from DC Government representatives

Hannah Amex, Constituent Services Representative for Councilmember Brooke Pinto, provided an update. Captain Michael Hamelin, DC Metropolitan Police Department 2D Captain, provided an update.

Alcoholic Beverage and Cannabis Board Agenda

Renewals

The commission took no action.

Transportation and Public Space Agenda

DDOT Public Space Permit application #11126065 for an Unenclosed Sidewalk Cafe at 1506 19th Street NW (2B02)

Commissioner Rueckgauer moved to adopt the resolution. Commissioner Adams seconded the motion, which was voted on and passed (VOTES: 5-1-1). The resolution reads as follows:

ANC 2B does not support this application 1509 19th St NW.

Land Use Agenda

1741 P St NW (2B07) 25-217; Vertical addition/ 4th floor penthouse

Commissioner Davis moved to adopt the resolution. Commissioner Rueckgauer seconded the motion, which was voted on and passed (VOTES: 7-0-0). The resolution reads as follows:

The Commission supports the application as presented.

1710 16th St NW (2B03) TBD; Rear addition and roof reconstruction

Commissioner Davis moved to adopt the resolution. Commissioner Rueckgauer seconded the motion, which was voted on and passed (VOTES: 7-0-0). The resolution reads as follows:

The Commission supports the application as presented.

21 Dupont Circle NW (2B05) [25-03](#); Historic landmark nomination

Commissioner Davis moved to adopt the resolution. Commissioner Slatt seconded the motion, which was voted on and passed (VOTES: 6-0-1). The resolution reads as follows:

The Commission supports the application as presented but requests the application continues to work with HPRB on accessibility and compatibility concerns.

Next steps for DC 2050 Comprehensive Plan updates

Commissioner Davis provided information on the 2050 Comprehensive Plan update.

General Agenda

Transfer of Jurisdiction from NPS

Commissioner Adams moved to adopt the resolution. Commissioner Marshall seconded the

motion, which was voted on and passed (VOTES: 7-0-0). The resolution reads as follows:

WHEREAS, the National Park Service (“NPS”) proposes to transfer jurisdiction of 222,934 sq. ft. of Reservation 360, Parcel 305/7 to the District of Columbia government for recreational use.

WHEREAS, Reservation 360 - Parcel 305/7 is located in ANC 2A, within the confines of 23rd Street NW, behind structures fronting N Street NW (the Emerson House condominium, including the N Street Tennis Courts; Francis Education Campus; Francis Pool); and southwesterly west of 25th Street NW toward M Street, including Francis Field.

WHEREAS, Reservation 639, fronting 25th Street NW (containing a dog park and general use field), previously transferred to the District’s jurisdiction in 1971, is included in this action to refine the terms of its use in the context of the larger transfer of Parcel 305/7.

WHEREAS, the north side of N Street NW, formerly mapped as part of ANC 2B, was remapped into ANC 2A as a result of the 2022 Redistricting process. ANC 2B continues to have an interest as a neighboring ANC.

WHEREAS, ANC 2B had previously recommended that transfer of the land to the District would improve maintenance operations, and provide for expansion of recreational and community uses within the Francis area footprint.

THEREFORE, BE IT RESOLVED that ANC 2B supports the Proposed National Park Service Transfer of Jurisdiction of Parcel 305/7 of Reservation 360, File Number S.O. 25-01393, to the District of Columbia.

Resolution in support of Councilmember Pinto supporting the implementation of Initiative 83

Commissioner Adams moved to adopt the resolution. Commissioner Rueckgauer seconded the motion, which was voted on and passed (VOTES: 6-0-1). The resolution reads as follows:

Given that the overwhelming majority of DC voters supported Initiative 83, passing it 72.89% to 27.11%, we ask Councilmember Pinto to support the will of the people and fund the initiative.

Resolution Regarding ANC 2B’s Comments and Recommendations to The National Park Service’s Request for Public Comment regarding the Rock Creek and Potomac Parkway Multimodal Safety and Operational Improvements Plan

Commissioner Adams moved to adopt the resolution. Commissioner Rueckgauer seconded the motion, which was voted on and passed (VOTES: 6-0-1). The resolution reads as follows:

WHEREAS, Rock Creek & Potomac Parkway (“RCPP”) serves as a highly-used travel and commuter roadway under the jurisdiction of the National Park Service (“NPS”) since its completion in 1936.

WHEREAS, NPS is currently seeking public comment for development of the *Rock Creek and Potomac Parkway Multimodal Safety and Operational Improvements Plan* to improve safety and usability of RCPP for vehicles, bicyclists, and pedestrians; reduce traffic congestion; extend the

useful lives of roads and trails; and maintain Rock Creek Park's scenic nature.

WHEREAS, RCPP is an early parkway design that largely follows the natural geography of the Rock Creek Gorge which constrains its width and imposes a number of hazardous geometry features – including a particularly dangerous set of curves southbound bookending the P Street ramps.

WHEREAS, the popularity of RCPP from the beginning among commuters to and from downtown resulted in insufficient capacity in the peak travel direction during rush hours, resulting in establishment of reversible all-lanes travel in only the peak direction (southbound/inbound in the AM; northbound/outbound in the PM) in 1938; this practice continues to the present day.

WHEREAS, between 1990 and 2020 there have been nearly 6,000 documented vehicle crashes along RCPP, averaging 194 per year. Data suggests there likely are more incidents than are reported.

WHEREAS, the rate of vehicle crashes that occur during reversible one-way hours is disproportionately higher than during bi-directional hours. The reversible one-way hours contain approximately 19% of RCPP's daily traffic volume yet 31% of reported crashes occur during those times. The “raceway-like” roadway configuration of 4-lanes in one direction also contributes by presenting drivers with an illusory invitation to operate at greater speeds than advisable.

WHEREAS, the potential for crashes could be reduced by eliminating the reversible one-way travel hours, combined with design interventions at the known dangerous, crash-prone locations.

WHEREAS, eliminating reversible one-way travel on RCPP could shift some traffic volume to nearby streets during peak times.

WHEREAS, the multiuse pedestrian and bicycle trail from Virginia Avenue to P Street was converted from a bridle path in 1971. It has always been too narrow, especially for bi-directional use, and presents considerable risk of conflicts between cyclists and pedestrians.

THEREFORE, BE IT RESOLVED that ANC 2B welcomes and supports the Park Service's effort, and offers the following comments and recommendations:

- Eliminate reversible one-way travel hours in favor of full-time two-way travel. Commuting patterns of today are substantially changed from even a decade ago so there is no logical reason to continue an 87-year-old practice.
- Implement directional lane separation where indicated by crash history.
- Prioritize installation of directional lane separation for the P Street southbound ramp zone, from approximately where the northbound ramp from P Street merges into the main roadway just north of the Lausun's Legion Bridge, to approximately N Street south of the southbound ramp.
- Consider removal of the exit from southbound RCPP to P Street due to its precarious positioning coming out of a curve.
- Widen the Rock Creek Parkway Multiuse Trail between P St NW and Virginia Ave NW to

the greatest extent possible. In the event four automobile lanes are maintained, the width of the trail should be as close to 12 feet wide for as much of the corridor as possible.

- As the time and cost to study, design, and perform the construction needed to widen the Multiuse Trail will be substantial and drawn out, consider an interim or permanent reconfiguration of the roadway between P Street and Pennsylvania Avenue to one lane in each direction, and converting what is the western-most travel lane into an additional trail for bikes (and pedestrians when the main trail must be closed for construction).
- Avoid closures of the Rock Creek Multiuse Trail as much as possible during construction. Various segments of the trail have been closed on and off for a significant portion of the past decade. Closing any portion of the trail impacts usage throughout it.
- Prior to planned or lengthy construction, engage with DDOT and nearby ANCs before committing to work plans to conduct meaningful review and discussion of the work, planned detours, safe accommodation, and incorporate the feedback.
- Detours have an exponentially greater impact on pedestrians and cyclists than drivers due to longer distances and the reduction in safety that comes from using streets lacking protected infrastructure compared to dedicated trails.
- During construction, consider using Jersey barriers (or similar) to create dedicated space for cyclists and pedestrians to safely use the parkway.
- Commit to more frequent trimming of shrubbery on the hill adjacent to the trail.
- Improve or install nature-friendly lighting along the Multiuse Trail as needed. Lighting is particularly needed at overpasses, and sections north of P St NW where the trail diverges from the parkway.
- Employ raised crosswalks and rumble strips at all points where the trail crosses parkway entrance and exit ramps.

Resolution Regarding the Request of The National Park Service to Consider Alternatives for Rock Creek Park's Multiuse Trail between Pennsylvania Ave and K St NW During Construction

Commissioner Adams moved to adopt the resolution. Commissioner Marshall seconded the motion, which was voted on and passed (VOTES: 7-0-0). The resolution reads as follows:

WHEREAS, the Federal Highway Administration (FHWA) is performing rehabilitation work on the L Street and the Multiuse Trail bridges over the Rock Creek which has closed the trail between Pennsylvania Avenue and K Street NW and is scheduled to continue into August 2025.

WHEREAS, the work requires closure of the Rock Creek Parkway Multiuse Trail Bridge for replacement of the safety railing, imposing a detour for pedestrians and cyclists via 29th Street NW.

WHEREAS, the provided detour route is street-running and does not provide safety from vehicles for pedestrians and cyclists.

WHEREAS, there appears to have been minimal, possibly no, public engagement in advance of the work commencing to consider alternatives for safe accommodation of pedestrians and cyclists.

THEREFORE, BE IT RESOLVED that the current detour does not align with District law and

regulations requiring Safe Accommodation for pedestrians and bicyclists be provided when sidewalks, bike lanes, paths, are closed during construction projects.

BE IT RESOLVED that ANC 2B asks that DDOT and NPS to collaborate with FHWA and ANC stakeholders to identify alternatives that are less disruptive to trail users than the current closure between Pennsylvania Avenue NW and K Street NW.

BE IT RESOLVED that ANC 2B asks that these options be considered to improve the pedestrian and cyclist detour experience

- Close one lane of the parkway and use safety devices such as jersey barriers
- In the event a lane of the parkway can't be dedicated to trail users, we encourage NPS and the FHWA to expedite the portion of work that affects the trail.
- Work to expedite reopening the currently closed portion of the C&O Canal towpath to create a shorter and safer detour than use of Pennsylvania Ave NW.
- Implement temporary cyclist and pedestrian improvements on Pennsylvania Ave NW, 29th St NW, and K St NW to provide a safer detour such as limiting parking and dedicating a lane of Pennsylvania Ave for trail traffic.

BE IT RESOLVED that ANC 2B asks that clear signage be placed at each entrance to the trail within a mile of the detour that includes a map of the detour, a description of the work being done, and the timeline for completion.

BE IT RESOLVED that ANC 2B requests that future projects in the District that affect pedestrian and/or bicyclist safety infrastructure include engagement and discussion with the public and nearby ANC stakeholders so disruptions and potential danger to vulnerable road users are as minimal as possible.

Resolution Regarding the Request of The National Park Service to Institute Scenic Recreation Days on Rock Creek Parkway

Commissioner Adams moved to adopt the resolution. Commissioner Marshall seconded the motion, which was voted on and passed (VOTES: 6-1-0). The resolution reads as follows:

WHEREAS, the National Park Service ("NPS") instituted full-time closure of most of Beach Drive in the northern part of Rock Creek Park in 2022.

WHEREAS, NPS has recently announced that beginning this year it will institute 2 Scenic Driving Days, one in the spring and another in the fall, that Beach Drive will be fully open for vehicles.

WHEREAS, the scenic beauty of Rock Creek Park is not limited to the Beach Drive corridor and it should be promoted and made more easily accessible to visitors and residents.

THEREFORE, BE IT RESOLVED that ANC 2B requests the National Park Service collaborate with DDOT to explore programming semi-annual "Car-Free Days on Rock Creek Parkway" between Virginia Avenue and the National Zoo.

BE IT RESOLVED that "Car-Free Days" would allow pedestrians and cyclists to explore Rock

Creek Park and points of interest along the parkway at a leisurely pace, free from the concern of speeding vehicles or narrow paths.

High Heel Race Entertainment District Funding Letter

Commissioner Slatt moved to adopt the resolution. Commissioner Rueckgauer seconded the motion, which was voted on and passed (VOTES: 6-1-0). The resolution reads as follows:

We write to share our budget priorities for Fiscal Year 2026 and to advocate for measures that will support the cultural and economic vibrancy of our community.

As part of these priorities, we strongly encourage you to waive all city fees associated with the annual 17th Street High Heel Race and officially designate the event as a special holiday occasion. This iconic celebration, scheduled for October 2025, is a cornerstone of our neighborhood's identity and a vital expression of LGBTQ+ pride.

Additionally, we request your leadership in working with fellow councilmembers to designate the 17th Street corridor as a Special Entertainment Zone. Such a designation would align this historic "gayborhood" with other areas of the city that benefit from simplified permitting processes for special events. This change would enhance the ability of local businesses and community organizations to host events that celebrate diversity and promote economic activity.

Background: Over the past two years, particularly during planning for World Pride and through collaboration with Capital Pride Alliance, we have observed that prohibitive fees for public safety services (e.g., police, ABCA permitting) are a primary driver of heavy reliance on alcohol sales to offset costs. This creates challenges for small, independently owned businesses that already face restrictive alcohol licensing rules and significant coordination expenses.

While alcohol-related tax revenues contribute substantially to the city's income, requiring these funds to also cover public safety fees places an undue burden on businesses and event organizers. Waiving these fees for the High Heel Race in FY26 would alleviate financial pressures, preserve this cherished tradition, and support struggling local enterprises.

We appreciate your attention to this matter and look forward to your continued support for our neighborhood's unique cultural heritage.

Administrative Matters

Approval of the ANC's regular March 2025 meeting minutes

Commissioner Adams moved to adopt the March 2025 ANC 2B regular meeting minutes. Commissioner Rueckgauer seconded the motion, which was voted on and passed (VOTES: 7-0-0).

Approval of the [FY25 Q2 QFR](#)

Commissioner Slatt moved to adopt the FY25 Q2 QFR regular meeting minutes. Commissioner Marshall seconded the motion, which was voted on and passed (VOTES: 7-0-0).

Adjournment

Chair Adams adjourned the meeting at 7:52 pm.

Prepared by:  **box** SIGN 1VLQL7V5-1XJY8L88

Approved on: May 14, 2025

Attested by: Libby Franklin