



**GOVERNMENT OF THE DISTRICT OF COLUMBIA
ADVISORY NEIGHBORHOOD COMMISSION 1A**

Public Meeting Agenda

Wednesday, January 21, 2026, 7:00 PM

LAYC, 1419 Columbia Rd NW

Virtual: [Zoom Events Link](#)

Officers & Commissioners

JASPAL BHATIA, SMD 1A01

DIETER LEHMANN MORALES, SMD 1A02, Treasurer

CARLO PERRI, SMD 1A03

JEREMY SHERMAN, SMD 1A04, Chair

CHRISTINE MILLER, SMD 1A05, Vice-Chair

ANTHONY THOMAS-DAVIS, SMD 1A06

MONTE ACHENBACH, SMD 1A07, Secretary

SHIRA DAVIDSON, SMD 1A08

DANIELLA KELLEY, SMD 1A09

BILLY EASLEY, SMD 1A10

1. CALL TO ORDER

2. ROLL CALL & DETERMINATION OF QUORUM

3. APPROVAL OF AGENDA

4. READING AND APPROVAL OF PRIOR MEETING MINUTES

5. ELECTION OF OFFICERS

6. REPORTS OF OFFICERS

- a. Secretary's Report
- b. Treasurer's Report

7. GENERAL SPEECHES & PUBLIC COMMENTS (*1 minute per speaker*). *Commissioners can use this time to make general speeches, and members of the community can use this time to offer public comment on general matters or pending measures before the Commission listed on the agenda below, the work of committees, and make announcements.*

8. PRESENTATIONS (*10 minutes per speaker*)

- a. Diane Romo Thomas for St. Jude's Rock N Roll DC Half Marathon and 5K on Saturday, March 21, 2026
- b. Kalvanetta Peete, Office of Campaign Finance's Office of General Counsel
- c. Natacha Guedez, Bilingual Outreach Specialist for the Office of the People's Counsel for the District of Columbia (OPC)

9. PRESENTATIONS FROM THE COMMUNITY (*5 minutes per speaker*)

10. REPORTS OF COMMITTEES

- a. Rule 145 Monthly Committee-Activity Reports (*enclosed for review*)

11. CONSENT AGENDA. *Any matters listed are pending on the Commission's "Consent Calendar" and are considered to have the unanimous consent of all Commissioners and can be passed by one vote. However, any Commissioner, by request, may remove an item from the consent agenda. A motion to adopt the Consent Agenda is non-debatable.*

- a. ANC 1A Letter of Support for 2026 St. Jude's Rock N Roll DC Half Marathon and 5K

Sponsor(s): Commissioners Jaspal Bhatia, Daniella Kelley, Billy Easley

b. ANC 1A Letter of Support for Dance Institute of Washington (DIW) NCI Grant

Sponsor(s): Commissioner Christine Miller

c. Resolution Concerning the Schedule of Meetings of the Commission for 2026

Sponsor(s): Commissioner Jeremy Sherman

d. Resolution Supporting San Romero Plaza Designation Act of 2025

Sponsor(s): Commissioner Christine Miller

- 12. NEW BUSINESS (including Resolutions, Correspondence, and Agreements).** *New business is limited to 5 minutes of presentation (unless extended by unanimous consent of the Commission), followed by debate and discussion until a motion to close debate/discussion is passed or the Chair calls the question, which is followed by a final vote of the Commission.*

a. FY26 Q1 Quarterly Financial Review

Sponsor(s): Commissioner Dieter Lehmann-Morales

b. Resolution Requesting Budget Allocation for Neighborhood Clean-Up Supplies

Sponsor(s): Commissioner Jeremy Sherman

c. Resolution to Approve 2026 Renewal of Administrative Services Agreement with Mitra Moin

Sponsor(s): Commissioner Jeremy Sherman

d. Resolution for Reimbursement for Space Rental for ANC1A's 2026 Planning Retreat

Sponsor(s): Commissioner Jeremy Sherman

e. Resolution in Opposition of Removing Street Parking

Sponsor(s): Commissioner Jaspal Bhatia

13. UNFINISHED BUSINESS

a. Resolution Urging ABC Board to Make Completion of the Licensee Orientation Class A Requirement to Licensure

Sponsor(s): Commissioner Anthony Thomas-Davis

14. ADJOURNMENT

The Commission welcomes and encourages public participation in person and virtually. Meetings are webcast live, and recordings are available at <https://anc1a.org/meeting-recordings/>. To speak on agenda items or give a written comment, submit requests by 12pm the day before the meeting to 1A@anc.dc.gov.

Si tiene comentarios para la Comisión, puede enviarlos por correo electrónico a 1A@anc.dc.gov.

TRANSLATION SERVICES

Individuals requiring translation services should contact the Commission at 1A@anc.dc.gov at least 48 hours in advance so that proper arrangements may be made. Please specify the language for translation when you make the request.

Las personas que requieran servicios de traducción deben contactar a la Comisión en 1A@anc.dc.gov con al menos 48 horas de anticipación para que se puedan hacer los arreglos adecuados. Por favor, especifique el idioma de traducción cuando realice la solicitud.

UPCOMING COMMISSION MEETINGS

Public Meetings are every third Wednesday of the month at 7pm. Committee of the Whole meetings are every first Wednesday of the month. Special committees meet as needed or at the request of the Commission. These dates may change, and a notice will always be provided. You may also check www.anc1A.org for the latest information on dates/times.

NEXT REGULAR MEETING OF THE COMMISSION:

Wednesday, February 18, 2026, at 7:00 pm, at LAYC

STANDING COMMITTEES OF THE COMMISSION

all meeting dates and times are subject to change

Committee on Transportation

Commissioner Daniella Kelley, Chair

Wednesday, January 14, 2026, 7:00 – 8:30 PM

Committee on Small Business and Economic Development

Commissioner Jeremy Sherman, Chair

Monday, January 26, 2026, 7:00 – 8:30 PM

Committee on Public Safety

Commissioners Billy Easley and Carlo Perri, Co-Chairs

Tuesday, January 27, 2026, 8:00 – 9:30 PM

Committee on Education, Youth and Family

Commissioner Christine Miller, Chair

Wednesday, January 28, 2026, 7:00 – 8:30 PM

Committee on Housing and Zoning

Commissioner Dieter Lehmann Morales, Chair

Thursday, February 5, 2026, 7:00 – 8:30 PM

Permanent Special Committee on Public Life and Neighborhood Planning

Commissioner Anthony Thomas-Davis, Chair

Ad hoc, no meetings scheduled



MONTHLY RULE 145 COMMITTEE-ACTIVITY REPORTS

Committee on Education, Youth, and Family

Chair: Commissioner Christine Miller (SM1A05)

Committee on Housing & Zoning

Chair: Commissioner Dieter Lehmann Morales (SMD 1A02)

Committee on Small Business & Economic Development

Chair: Commissioner Jeremy Sherman (SMD 1A04)

Committee on Public Safety

Co-Chairs: Commissioner Carlo Perri (SMD 1A03) and Billy Easley (SMD 1A10)

Committee on Transportation

Chair: Commissioner Daniella Kelley (SMD 1A09)

- **Strategic Bikeways Ward 1 Plan**
 - Generally, folks felt the Ward 1 community event was informative and a good gateway to get people involved in the planning process. People were impressed and surprised by the turnout.
 - Review the [Washington Area Bicyclist Association's plan priorities](#)
 - WABA put together a list of Ward 1 priorities to share with the Strategic Bikeways people at DDOT, they based the priorities on conversations with people across the ward—particularly those in Mt. Pleasant. Seth Grimes is here from WABA to get ANC 1A based feedback on the priorities so far.
 - Seth notes that residents emphasize the priority of the 15th St. cycle track and 16th St cross town roads between Columbia Heights and Mt. Pleasant.

- Seth is particularly looking to get alignment between Mt. Pleasant and Columbia Heights ANCs.
- **Leave comments directly with DDOT here until the end of December.**
- DDOT is specifically looking for ANC input—we should do a similar letter to the one Seth shared from a Capitol Hill ANC.
 - **Action Item:** *Commissioner Kelley will draft a letter to be shared with the Transportation Committee via email before the end of December.*
- ANC 1A Transportation Committee Priorities— What’s missing in WABA’s proposal?
 - We should be emphasizing corridors and longer routes that would serve a lot of people. DDOT should be focused on making neighborhood connections.
 - Daniel: Want to emphasize extending the Kenyon connection to Mt. Pleasant.
 - Daniel: Currently there is understood to be little connection between the Strategic Bikeway plan and the Cross Town Bus Priority Project. The Bus Priority Project will inherently change the biking landscape across the community.
 - Seth: Magan Kanagy oversees both bikeways and the bus priority project and sees this alignment. It would be beneficial to reach out to her.
 - **Action Item:** *Transportation Committee Members interested in this connection should **email Magan Kanagy** to encourage coordination on these projects.*
 - Daniel: Noting Fairmont down to Florida Avenue does not have a bike lane, just throws you directly into traffic. This could be something to address.
 - Josiah: Bus/bike lanes on 14th are in shambles. People fly off of their bikes going downhill. Can we add something about maintaining the conditions of those, particularly at the southbound part of the intersection at 14th and Harvard?
 - Can report this via 311.
 - Daniel: How have the transformations Columbia on Connecticut to 16th been received?

- Seth: Bikeshare stats were way up. There are problems with cars, insufficient loading zones. Adams Morgan BID worked to try to get these removed.
- Sahar: Cement barriers help me feel safer when biking, keeping them is optimal.
- Sahar: Why was 15th St. chosen as a designated bike path?
 - Seth: For the northern end of 15th it is probably because of the park and the lack of parking/residences/businesses, but that's just speculation.
 - Sahar: Is there another protected bike lane close by?
 - Seth: Improvements on 17th St.
 - Daniel: 15th was the first protected 2 way bike way going through the city downtown. It was before Pennsylvania Ave as a test case.
 - Seth: We should note that neighborhood bikeways are cheaper and easier to implement as opposed to a protected bike lane on a busier street.
- Thomas: Agree with WABAs priority list. Saw a lot of people commenting on the importance of the East/West connection for bikes. Would add that 11th St. N/S has the gap from Florida Avenue to P St. 10 or so blocks where the protected bike lanes get cut off. It's been a point of contention for residents concerned about parking.
 - Seth: Some opponents of this had the mayor out for a walk. A mid-senior DDOT official told me that DDOT will be issuing a notice of intent for 11th street in a couple of months.
 - Seth will ask about 11th St.
 - **Action Item:** *Transportation Committee members can press them to move forward with 11th street outside of the Strategic Bikeway process! Write to gregory.billing@waba.org or to Sharon Kirschbaum or Sandra Marks (Director of Capital Planning)*
- Peter: 11th St. goes down to an unprotected lane. The plan seems to remove a lane of travel so 11th would be one way. Not sure if this is correct and if so, would it be southbound only? Happy to write a letter if we can share the contacts in Whatsapp.

- Peter: Agree with the importance of East/West connection. At present, I'd rather go to Brookland than to Mt. Pleasant. Kenyon should go to Mt. Pleasant.
 - Peter: Additionally, I would love to have a connection to Adams Morgan somehow. Having done a lot of outreach to Kevin, remit is very narrow with Irving and Columbia. The Bus Priority Project plan will not bring in a cycle path or bike lane.
 - Seth: There's Harvard.
 - Daniel: Something separate to note is that we should be talking neighbors and shop owners out of dumping snow into bike lanes. Who is cleaning protected bike lanes? Nobody.
 - Thomas: I have seen a couple of street sweepers that are bike lane sized - can't imagine it's more than a few for the whole city so far.
 - **Action Item:** *Commissioner Kelley will draft letter or resolution about debris/snow/trash in the bike lanes and share at our January meeting.*
 - **Action Item:** *Commissioner Kelley to share the link to Vision Zero caucus*
- **Updates on DDOT Plans**
 - 11th St. Bike Lanes
 - Bike lanes are confirmed to be on the outside of streateries! This is really good, as it lessens possible pushback from business owners. Hope to have more updates soon.
 - 14th / Irving Corridor Public Life Study
 - Should be coming soon!
- **DDOT TSI for the 900 and 1000 blocks of Spring Road, NW**
 - DDOT has completed a Traffic Safety Investigation (TSI) involving speed and traffic calming concerns in the 900 and 1000 blocks Spring Road, NW. Based on our engineering evaluation, DDOT intends to install speed tables in the 900 and 1000 blocks Spring Road, NW, between 11th Street and Rock Creek Church Road (within SMD 1A07).
 - Comments?
 - Vehicle speeding has indeed been an issue in this area and in fact extends westward to 14th Street NW. We've noted many residents' concerns with 1000-1400 blocks of Spring Rd, as well. Was this area part of the TSI, and, if not, could these blocks be added?

- *Not added yet but will be submitted soon.*
- Is this in front of Raymond school? Drivers don't know what to do in that area. It's not a wide road but a lot of car/pedestrian conflict. Too much parking there, with dropoff for school it gets crazy.
- Peter: Would support speed tables – is there some reason that DDOT shies away from raised crosswalks?
- Daniella: We have previously suggested other traffic calming measures with other DDOT TSIs, happy to do it again but it's probably a price issue.
- Thomas: We should do it again! It's probably because it is more expensive. But if they're already planning on putting in speed tables it shouldn't be much more expensive.
- Josiah: DC loves to do cheap bumpouts but permanent curb bumpouts would be awesome.
- **Action Item:** Commissioner Kelley to share feedback with DDOT.
- **Update on Cross Town Bus Priority Project**
 - Last meeting, the Transportation Committee unanimously agreed on option 2. However, we have yet to put forth a letter of support for the option because of a variety of opinions across the commission. What should we do about this?
 - Discussion:
 - Peter: I like option 3, but my main reason for liking option 3 is that it has more robust road dieting for private vehicles and traffic calming measures. This could be dedicated to a cross town cycle track or something, but I am worried about safety. **Transit should be the priority for a bus priority project**, but would put things right on the sidewalk, worried about safety for children. I want to see private vehicles slowing down. Can we talk more about **traffic calming measures** with option 2?
 - If it's option 2, we would love to see **sidewalk expansions**. Option 2 might slow people down a little, but visually you'd have two lanes of travel and people who disobey bus only lanes and regardless the road still feels wide with another lane. Another big concern is it doesn't seem to have a lot of interaction with the 11th St bike lanes. We haven't seen the basics for what those intersections are going to look like. **Curb extensions** into the intersection as a way to narrow the street.
 - Why is the default not to have curb extensions after safe schools? They should do the engineering study.
 - **Action Item:** Commissioner Kelley to explore avenues for requesting an engineering study

- DDOT might take a block by block approach. Could we split the difference in the letter? Some blocks may require more traffic calming measures and parking.
- Daniel: We need to put something forward, but we should go back to DDOT and talk about the surrounding streets to see what can be done on these. Irving and Columbia – what happens with the adjacent streets? Let's come up with a broader solution that works for everybody.
- Josiah: Feel good about all options, traffic calming or bus lanes, you can't really lose. As long as they implement one. Philosophically it makes no sense for people to use the public right of way to store their private vehicles.
- Less relevant if there is a bus lane the entire way – if there are breaks in it or parts where it appears and disappears, will it have bus priority signals and Q jump lanes?
- Peter: The way they've made the designs yes but DDOT is in between tech providers so they don't know if they'll be doing signal priority and so that's why it isn't discussed here.
- Thomas: In favor of scenario 2, concerned about how small the transit improvement gains would be in scenario 3 with people pulling in and out of parking spaces. The stated priority is to **improve the speed and consistency of those buses**, so there wouldn't be a huge change. Generally should mention **intersection design and extending the sidewalks**. One other factor for scenario 2 is not a designated bike lane but it basically is a bus/bike lane like on 14th St. Since there is no project with a dedicated bike facility, this is the best way to get near term improvement for biking from Columbia Heights to Mt. Pleasant. Scenario 3 is similar to present day Columbia Rd where there is just enough space at the edge of the parking lane where drivers expect you to wedge yourself between parked cars.
 - Peter: This convinces me of option 2. Could they do grade separation? Loading zones? Next to bus stops?
- Thomas: Option 2 also eliminates the "I don't know" factor of parking. Cars just don't go there. This is a benefit of having a consistent approach as much as possible, not opposed to recommending a mixed approach, but more consistency the better.
- Dan: Once the letter is drafted, happy to support at the ANC general meeting to explain it.
- Josiah: Freight loading and unloading. Has that been considered here? Is it better to have them double park in a bus or travel lane – this will undoubtedly always happen. Something to consider.

- Loading is really hard to enforce. Huge problem.
- Daniel: We could include something like if you are going to be **loading in a bus lane, it has to be before 7am or between 10-12pm** etc. so it's not blocking traffic when buses and traffic really need to get through.
- Peter: Speed limits, traffic cameras, etc. will never work as well as curbs and mixed grading and rocks.
- Josiah: We need to **build for what we want people to do**. Make people feel less comfortable driving that quickly.
- Daniel: Instead of doing speed bumps, doing **tables at intersections**. Whatever they do, we want to be sure that for example, intersections have a speed table that ties in with the crosswalks. A lot of it is more complicated and that is what we should be suggesting.
- Josiah: Idaho stop came into effect in January. City doesn't have funding to do any enforcement, so it's basically not the law but it IS the law. Anything the city can do to make sure that bikes can treat red lights like stop signs would be awesome.
- Daniel: Bicycles need to operate their vehicle like any other vehicle
- **Open Discussion (members can raise agenda items here!)**

Permanent Special Committee on Public Life and Neighborhood Planning

Chair: Commissioner Anthony Thomas-Davis (SMD 1A06)

No meeting was held.