



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

**Public Meeting Agenda**

**Wednesday, March 18, 2026, 7:00 PM**

LAYC, 1419 Columbia Rd NW

Virtual: [Zoom Events Link](#)

***Officers & Commissioners***

**JASPAL BHATIA, SMD 1A01, Treasurer**

**DIETER LEHMANN MORALES, SMD 1A02, Vice-Chair**

**CARLO PERRI, SMD 1A03**

**JEREMY SHERMAN, SMD 1A04, Chair**

**CHRISTINE MILLER, SMD 1A05,**

**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, [February 18, 2026](#)**
5. **REPORTS OF OFFICERS**
  - a. Secretary's Report
  - b. Treasurer's Report
6. **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.*
7. **PRESENTATIONS FROM THE COUNCIL & EXECUTIVE (10 minutes per speaker)**
8. **PRESENTATIONS FROM THE COMMUNITY (5 minutes per speaker)**
  - a. Monica Evans, Executive Director, Board of Elections
  - b. Sean Moore, DC Water Lead Free DC
  - c. Nicole McEntee, Office of the Tenant Advocate
9. **REPORTS OF COMMITTEES**
  - a. Rule 145 Monthly Committee-Activity Reports (*enclosed for review*)
10. **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. **[Resolution Of Support for the Substantial Change Application of Jadi Goose LLC T/A Queen's English \(ABRA-113210\) for a Streatery Endorsement](#)**  
Sponsor(s): Commissioner Jeremy Sherman
11. **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. Resolution Concerning Pet Waste Removal Communications**

Sponsor(s): Commissioners Jaspal Bhatia & Shira Davidson

**b. Budget Letter to Fully Fund Vacant to Vibrant Amendment Act of 2025**

Sponsor(s): Commissioner Jeremy Sherman

**c. Cultivating Community Refrigerator Grant Application**

Sponsor(s): Commissioner Christine Miller

## **12. 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](mailto:1A@anc.dc.gov).

*Si tiene comentarios para la Comisión, puede enviarlos por correo electrónico a [1A@anc.dc.gov](mailto:1A@anc.dc.gov).*

### **TRANSLATION SERVICES**

Individuals requiring translation services should contact the Commission at [1A@anc.dc.gov](mailto: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](mailto: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](http://www.anc1A.org) for the latest information on dates/times.

### **NEXT REGULAR MEETING OF THE COMMISSION:**

Wednesday, April 15, 2026, at 7:00 pm, at LAYC

## **STANDING COMMITTEES OF THE COMMISSION**

*\*all meeting dates and times are subject to change\**

### **Committee on Education, Youth and Family**

*Commissioner Christine Miller, Chair*

Wednesday, March 25, 2026, 7:00 – 8:30 PM

### **Permanent Special Committee on Public Life and Neighborhood Planning**

*Commissioner Anthony Thomas-Davis, Chair*

Thursday, March 26, 2026, 7:00 – 9:00 PM

### **Committee on Small Business and Economic Development**

*Commissioner Jeremy Sherman, Chair*

Monday, March 30, 2026, 7:00 – 8:30 PM

### **Committee on Public Safety**

*Commissioners Billy Easley and Carlo Perri, Co-Chairs*

Tuesday, March 31, 2026, 8:00 – 9:30 PM

### **Committee on Housing and Zoning**

*Commissioner Dieter Lehmann Morales, Chair*

Thursday, April 2, 2026, 7:00 – 8:30 PM

### **Committee on Transportation**

*Commissioner Daniella Kelley, Chair*

Wednesday, April 8, 2026, 7:00 – 8:30 PM





## 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)

*February meeting was canceled.*

### **Committee on Small Business & Economic Development**

Chair: Commissioner Jeremy Sherman (SMD 1A04)

#### **Recap of February meeting:**

#### **Community Announcements**

- Office of Planning public realm study: The DC Office of Planning released the Columbia Heights & Mt. Pleasant Vision Framework / Public Realm Design Study. A hearing was held Feb 24. Study: <https://planning.dc.gov/page/columbia-heights-and-mount-pleasant-vision-framework-public-realm-design>
- Flavor Fest: Mayor Bowser, the Restaurant Association of Metropolitan Washington, and DoorDash announced “Flavor Fest” initiative - a delivery-focused, digital restaurant-week style campaign designed to spotlight and support local restaurants across the DMV. Learn more: <https://about.doordash.com/en-us/news/dmv-flavor-fest>

#### **ABCA Updates**

- Streatery endorsements:
  - Wonderland Ballroom – application received/reviewed (ANC previously passed a related resolution)
  - Queen’s English – application received; expected vote at the March ANC meeting
  - Red Rocks – application in progress
  - El Chucho – application in progress

- Letena Ethiopian: Revised settlement agreement approved to reflect a new distillery endorsement / distillery launch.

### **Presentation from Mitra Moin, District Bridges / Main Street**

- Mitra introduced her role as Columbia Heights & Mt. Pleasant Main Street Manager and overviewed District Bridges' work supporting commercial corridors.
- Key themes: currently in outreach/listening phase; current focus is DDOT streetery changes; discussion around corridor-wide events with focus on 11th St.
- Mitra invited community input on priorities, fundraising ideas, and projects that can produce visible improvements.

### **Discussion on Vacant to Vibrant law (DC Law 26-41)**

- The committee revisited the Vacant to Vibrant Amendment Act and noted several provisions appear unfunded/not yet implemented (e.g., targeted enforcement/expedited permitting, tax sale process changes, and a potential receivership program).
- ANC 1A is continuing conversations with relevant agencies and may bring forward a FY27 budget advocacy letter/resolution.

### **Columbia Heights Business Landing Page**

- The committee reviewed the draft business recruitment landing page develop by a group of neighbors / committee members: [www.columbiaheightsdc.org](http://www.columbiaheightsdc.org)
- Feedback: Refine messaging to focus clearly on "open your business here" (not residential language), move the "Why Columbia Heights" section higher for stronger flow, enhance visuals to emphasize central-city location and transit access, and more.

### **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)

#### **Minutes from Feb 11 meeting:**

- **Commissioner Miller (1A05) Discussing Senior Concerns with New Bike Lanes**
  - Christine:

- Kelsey building is right on 14th St between Park Rd and Monroe St. One of three dedicated low-income senior buildings in that corridor. One of their biggest concerns is around transportation issues.
    - Accessibility for curb cuts, bikes, bus access etc.
    - Did a walkthrough with DDOT in late fall.
  - Seniors in these spaces are often not jumping on Zoom, so these meetings are important.
  - Many seniors have been hit by scooters, bikes etc. and this increases mortality rate exponentially
  - As they step out they're often in conflict with bikes and scooters on the sidewalk. We are putting in bike lanes to move things off the sidewalk.
  - When there are bike lanes and there are still things on the sidewalk, they want enforceability.
  - Pickup and dropoff in front of our senior buildings.
  - The Transportation Committee should think about this! They're not going to show up to the meetings and DDOT hearings usually.
- Lan: Obstruction for pedestrians on the sidewalk by parked vehicles, and obstruction by the moving bikes/scooters? Is there anything else?
- Christine: Because dropoffs include wheelchair accessible vans, WMATAs access buses, etc. Making sure when our seniors are getting in and out of those vehicles, it's slower. How do they look around to see all the things coming and going? Making sure all of those spaces are adequately thought through.
- Christine: Entrance is not a curb cut. There is offloading in the back, but it's at the whim of whoever is driving the van that day. Something we are working on from the Kelsey level.
- Daniel: Is it a parking lane or a pick up drop off lane?
- Christine: No it has pick up and drop off but people are parking there.
- Daniel: Doing a bulb would help for drop off as well. People ride bikes on the sidewalk. We wish they didn't do that.
- Daniel: Can we allow JUST SENIORS to park at DCUSA? And just in that parking lane?
- Christine: It's not bikers so much as it's bikeshare, random kids etc.
- Christine: If the bus stop is moved, can we make the rest of the space a handicap zone?
- Thomas: Sidewalk bollard is a good idea if there can be sufficient clearance on both sides for wheelchair access

- J: Similar to what Lan was suggesting, there is a parking garage behind the Giant. Long wondered how much that garage behind the Giant is used and if there similarly would be an opportunity to make it available at least for residents or for caregivers. If people are able to walk that slightly longer distance to get there. Issue with the idea of getting people off the sidewalk is (and comes from research J did) people don't actually like riding on the sidewalk, they don't feel safe riding on the street. Make it safer to ride where we want people to. DDOT has data showing about the 15th St. protected bikelanes being built, sidewalk riding went down by like 70%.
- Thomas: people want to go faster than traffic on the sidewalk.
- J: Sidewalk is not a pleasant ride!
- Thomas: Problem there, but it's more joyriding on lime bikes and stuff like that. Not in favor of more police enforcement of bikes on the sidewalk. With rental e-scooters, low speed limits can be counterintuitively problematic for safe riding on the street. The fact that they can't keep up with analog bike traffic makes people more hesitant to ride that even in a bike lane. Don't have a strong understanding on how the speed limit changing would increase or decrease safety.
- Thomas: On the question of parking, for the city owned capital bikeshares, you have to park the red traditional bikes in a dock to end a ride. Not the case for e-bikes. Wondering if we could change it so that you are required to park in the docks in this area alone. Wouldn't be comfortable doing this without adding a dock. One parking spot could be a place to park 20 ebikes.
- Christine: We wanted this block of 14th St. geofenced off to ebikes generally for picking up and for parking. If we could discourage the leaving of bikes it would be helpful. Most of the issues are people who are joyriding, not actually biking. And they're kids.
- Thomas: Which is why we are skeptical of police enforcement.
- Daniella: We should focus on 14th st safe, protected and continuous bike lanes as a way to stop sidewalk ridership.
- Lan: Picture of bike/scooter required for Lime. Could be worth putting more pressure on vendors to enforce that.
- J: To Christine's point about the (car) parking in the PUDO area, enforcement is done by DPW, and they tend to concentrate on parking meters and permit enforcement. I testified at Council a couple years ago about the need to refocus their ticketing time, and I think I need to do that again....

- Thomas: if they have photos of parking, the company could be required to submit it and the city could charge the company per infraction.
- Dan: I concur. If I remember correctly, other than capital bikeshare which have docks – all the other bikes and scooters, they were told to put them out of the way. None of them have enforced that. As a bicyclist it's frustrating because bike racks are filled with scooters or Limes. This is where they are supposed to put them but they don't actually add new ones for cyclists trying to lock bikes appropriately. The company should be accountable!!
- J: There is a requirement as of a couple years ago for DDOT to install addtl bike racks throughout the city. Not a huge number but they are adding more. Quite responsive when we ask for more to be added.
- Daniella: We should write a resolution on this.
- J: I think it was Spin that was working on onboard detection of sidewalk riding, but they lost their permit a year or two ago
- J: Ward 1 person for pedestrian advisory council. Tell me if there is something wrong with the way bikes have been dropped off here. Operators dropping them off in bulk and blocking the sidewalk, this is a problem. We can have DDOT do something. They can be fined! SPIN had permit renewal rejected for this reason.
- Christine: Kelsey residents have transportation related concerns. We want help!
- **Update on Speed Hump on 1000 Block of Fairmont**
- **NOI on 3200 Block of 13th St.**
  - The District Department of Transportation (DDOT) will remove 30 feet of current regulated residential parking space on the east side of the 3234 - 3399 BLOCK OF 13TH STREET NW, converting the space to 40 feet of NO STANDING OR PARKING ANYTIME. Do not park within 40 feet of a signalized intersection. This improves the ability of pedestrians to see oncoming traffic and increases the distance from which motorists can see pedestrians on the crosswalk.
  - Parking removal at crosswalks is something that is going to happen universally. Safe routes etc. This is a visibility and pedestrian safety issue. Drivers and kids crossing the street.
- **Feedback on Three Draft Resolutions from Commissioner Thomas-Davis**
  - Resolution Concerning A Request for the Appearance of Director of DDOT before the Commission
    - **Follow up Letter**
      - Forward chronicle order and look at rolodex of previous resolutions to make sure nothing is missing?

- **Resolution Concerning Reinstallation of In-Street Pedestrian Crossing Signs on Lamont St. NW at 13th St. NW**
  - Explore further flashing red lights, stop sign (stop sign is extremely unlikely because of how close it is to other intersections), raised crosswalks.
  - Crossing signs get knocked down so frequently. Don't tend to last very long.
  - Raised crossing might actually be the best route. Don't know offhand what the classification is for this road, but DDOT at least for streets that aren't considered arterials (13th might be) have in the past been willing to look at vertical traffic calming at traffic counts up to 7000 vehicles per day.
- **Resolution Concerning Strengthening Compliance with and Enforcement of Micromobility Guidelines and Regulations in the District**
  - Dan: This feels inclusive of everything we've talked about in the past
  - Lan: Enforcement makes sense. What is the report for? Would it be helpful?
  - J: Concerned about who is writing the report and doing the enforcement? Especially when we're talking about enforcement, this requires people to be going around the city looking for devices. Is this possible? Regarding the report, DDOTs staff has been decimated over the past several years. Especially regarding the repeated budget issues which only will get worse in the next year. Concerned this is setting the department and the resolution up to fail. If you are asking for and requiring things that simply cannot be provided, it will at best make the department look bad. It will reduce trust and confidence in the department, which may be warranted. I would urge the commission to think hard about who is expected to actually carry out this task and where the funding for that is going to come from.
  - Dan: If we are supposed to use 311 and send things in, isn't the report just going to be all the things that are coming in from 311? Isn't it helpful to see that it's being recorded somewhere and being used for something? At least we would know how much, using systems already there.
  - J: FOr 311 reporting, this is an option. Certainly hope that they have the ability to pull numbers on how many reports are being submitted. I don't work for the district government, I don't know what happens to reports

and how they get from OUC to the relevant agency and actions in the field. It felt to me when I was reading this like it was adding a number of new reports that would be required from DDOT. It may be that they can just recompile and reformat reports they're already creating for the council. They've also been struggling with these because they don't have the staff or ability to do this. Or maybe it's the mayor/executive choosing not to. I don't know.

- Thomas: It's an unfunded mandate. Proactive enforcement is addressed here which would be having people walking around looking for violations. 2 quick questions: shared fleet device operators – this is companies not individual riders correct? Targeting companies makes more sense. Second, is it currently DDOT authority and responsibility to resolve issues with improperly parked bikes and scooters?
- J: My understanding is that it is sent back to the operator/vendor. At first, pedestrian advisory council has been trying to get DDOT to do more about scooter parking and riding on sidewalks for years. Their initial 311 was actually sent directly to the vendor. Now it goes to DDOT first. Gets sent to the vendor and the vendor is given hours to fix the issue. Vendors over the past few years have been required to do more with marking the vehicles (scooters and especially bikes) so it's easier to see the vendor name and vehicle ID numbers to see who you call.
- Thomas: looking at lines 86-99 on page 5, information requested in the report includes report on penalties on noncompliance. This is presuming that DDOT has the ability to fine companies for noncompliance. This piece could be somewhat streamlined and action oriented and lower burden on DDOT if the request was focused on DDOT getting the information from operators on what percentage of their rides have documentation on what percentage of rides are compliant? And allowing DDOT to levy penalties and fines more efficiently and aggressively.
- Dan: Benefit in getting some sort of report even if it's a couple times a year – when they first started doing all of this, I would call 311 and there was never evidence that anything was ever done about it and it would still be there. It would create peace of mind that I am being listened to. I stopped doing it because I considered it to be worthless. I barely do it because why waste my time? Getting a report might encourage people to actually report things.

- Thomas: If 311 response was that DDOT passes it along to the company for the company to resolve, it doesn't need to be something that DDOT needs to go and research, they can ask or require the COMPANY to report this – average response time and number of violations. If they say a number that doesn't align, DDOT can address that, but otherwise we shouldn't burden DDOT.
    - J: Is this already available? Look into existing permit requirements which may require some of that reporting of violation and resolution handling. Some of this may already be available. It may be that it should be possible for the department to call out how many of those violations then were reported in the commission area and how they were handled.
- **Get Involved!**
  - **DDOT Testimony**
    - Hope folks who wanted to submit were able to
  - **2/17 & 2/18 Bikeways Meeting**
    - 2/17 @ 6pm EST
      - <https://tinyurl.com/11thStreetNWMtg>
      - Password: veQXmfYx777
    - 2/18 @ 6pm EST
      - Shaw Neighborhood Public Library
  - **Council Budget Survey**
    - Believe this is for Robert White, but let's get our voices heard!  
[https://docs.google.com/forms/d/e/1FAIpQLSfMSkv95wiYerxxUDeMQFFLyBeHIsS86hVZf17wnV\\_YFaRr\\_A/viewform](https://docs.google.com/forms/d/e/1FAIpQLSfMSkv95wiYerxxUDeMQFFLyBeHIsS86hVZf17wnV_YFaRr_A/viewform)
- **OPEN SPACE**
  - Where should we ask for more bike racks?

## **Permanent Special Committee on Public Life and Neighborhood Planning**

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