

## Cochran, Patricia (DCOZ)

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**From:** elvira sisolak <vira.sisolak01@gmail.com>  
**Sent:** Tuesday, September 1, 2020 2:22 PM  
**To:** DCOZ - ZC Submissions (DCOZ)  
**Subject:** Z.C. 20-06 First-Stage and Consolidated PUD 1333 M St, SE

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Written Comments in Opposition

Zoning Commission,

I am sending you these written comments in opposition to the First-Stage and Consolidated PUD and Related Map Amendments for 1333 M St, SE, a project proposed by Felice Development Group. Specifically, I am commenting on the Comprehensive Transportation Report in support of the Felice project submitted by Wells & Associates in July 2020.

My concern is the two bicycle paths on M St, SE and Water St, SE, both of which adjoin parts of the proposed Felice development. As a longtime bicycle commuter and recreational cyclist who rides the trails in the area of the Felice property, I am concerned about dangerous elements related to the bike paths as described in the Wells report.

A portion of the current M St, SE bike path extends from 11th St, SE to the western edge of the Felice property, at which point it moves from the north side of M St, SE to the south side in front of the Felice project. Felice is proposing to rebuild M St in front of their property and reconstruct the bike path to the north side of the street. See Exhibit 5A of the Wells report.

As proposed by Felice, a bike path on the north side of M St across would be very near the CSX railroad tracks, which are just a few feet below the grade of M St. Such a path would be very intimidating and dangerous to bike riders, as long freight trains fairly frequently run down these tracks causing considerable noise and distraction to bikers.

Instead, I would propose that Felice build a multi-use street in front of their property with the bike path on the south side of this street. This could be accomplished by building a bike path parallel to the sidewalk and curb Felice proposes to build at the northern edge of their property. Next to the bike path, Felice could build M St with parking spaces separated from the bike path by a curb. This approach of separating a bike path from the sidewalk and the street has been successful in several other areas of DC. The bike path would be off the street, and parking spaces would be maintained. M St, as it would be reconstructed by Felice, is wide enough to accommodate this arrangement. As an alternative, parking could be allowed along the north side of M St in front of the Felice property but not along the south side. The bike path could still be constructed between the south side curb and a separate curb to keep vehicles from entering the bike path on the south side.

(The bike path from 11th St to the western edge of the Felice property is on the north side of M St, but the CSX tracks at that point are underground, as they lead to the newly-reconstructed train tunnel. The path to the east of the Felice property is either basically non-existent, with bikers riding on the road, or it is on the south side of M St. M St east of the Felice property is a dead end that has only light traffic.)

My other concern is the bike path along Water St, SE which is south of the Felice property and then turns so it is east of it. It is a short, narrow road with no curbs, sidewalks, or storm sewers that extends from 11th St, SE to its intersection with M St, SE. It is sometimes referred to as a lane. In their report on Page 19, Wells states, "both roadways

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(M St and Water St) will be public and constructed to current DC Department of Transportation standards." Any reconstruction of Water St would have to be conducted by DDOT, as it is not a part of the Felice proffer for this site.

However, any such reconstruction would result in increased traffic that would be very dangerous to bikers using the path. From 11th St, the path is separated from the street on the south side of Water St, but it deteriorates soon thereafter so bikers must ride in the street. At a point farther east, the path resumes on the south side but then Water St curves to the north and the path crosses it, so the path is on the west side until it joins M St. This crossing would be very dangerous to bikers if traffic levels are anything but their current very light volume.

Instead, I propose that Water St be retained as a lane and that signage severely restrict traffic on it. From M St, this could consist of "no turn" signs from both the east and the west onto Water St.. Similarly, traffic entering Water St from 11th St could be directed north onto 12th St SE except for those few vehicles accessing the boathouses along the river. And traffic moving south from 12th St could be restricted to right turns only onto Water St. This would retain the bucolic nature of Water St and would protect the very nearby Anacostia River from the adverse effects of heavy vehicle traffic.

Thank you for your consideration of my comments on these bicycle paths.

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