



**Report of the ANC6B Transportation Committee Meeting
February 8, 2023**

Commissioners Present: Matt LaFortune (chairing), Frank Avery, Jerry Sroufe, David Sobelsohn, Frank D’Andrea, Kasie Durkit, Vince Mareino, Edward Ryder

Resident Members Present: Brian Kirrane (6B03), John Ten Hoeve (6B09)

DDOT Updates: 11th and D St. SE

DDOT Community Engagement Specialist Abraham Diallo provided an update on four locations within ANC 6B. Following discussion in December’s ANC 6B Transportation Committee and a community petition to install a traffic signal at the intersection of 11th and D St. SE, the most recent Traffic Safety Input (TSI) submission was closed without further action on January 6th as part of FY23 Q3 prioritization for the TSI 2.0 process. Mr. Diallo referred the committee to a traffic study completed in 2021 that did not recommend the installation of a traffic signal and informed committee members that a new traffic study conducted within the span a couple years would likely not result in a different outcome. Commissioner Avery reminded the committee that DDOT is required to submit a formal response to the ANC’s December letter. Mr. Diallo offered to send the 2021 technical report as part of this response.

Further discussion on this location focused on how DDOT prioritized TSIs. Commissioner D’Andrea asked whether data is accessible for how DDOT classifies “High Injury Networks” such as 11th St. south of Lincoln Park. Mr. Diallo offered to request further information and share with the committee. Commissioner Mareino asked about the process for considering other measures at the intersection. Mr. Diallo shared that DDOT will be obtaining more traffic safety enforcement devices, which will be prioritized across the District. Joe Howard, a neighbor at this intersection, highlighted that more than 30 people have signed a petition for a traffic signal and inquired whether this street is treated differently due to its classification as a “minor arterial”. Mr. Diallo responded that, regardless of classification, submitting a TSI is the process to request traffic safety improvements.

DDOT Updates: 9th and I St. SE

Mr. Diallo updated the committee on another item from the December meeting, a traffic study at the intersection of 9th and I St. SE. A work order has been placed for refurbished rumble striping and flexiposts. The traffic study on signalization did not recommend a HAWK signal, but rather a Rectangular Rapid Flashing Beacon (RRFB) which would bring attention to pedestrians, especially in the dark. It would require pressing a button when not active. Installations are expected around June due to a need for warmer weather when working with the pavement. Commissioner D’Andrea and former Commissioner Kirsten Oldenburg expressed the need to continue to monitor this location. Incoming Resident Member Janice Kruger recommended the

use of rubber bumpers, such as those found at the entrance and exit to Kaiser's parking garage on 2nd Street NE.

DDOT Updates: 19th St. & Potomac Ave. SE Corridor Safety Project

Mr. Diallo updated the committee on a 35% design plan that has been developed along 19th St. and Potomac Ave. in Ward 7 and SMD 6B09. DDOT has released an NOI and is currently taking public input. Construction is expected to begin in the spring or summer of this year.

DDOT Updates: 4th St. and South Carolina Ave. SE

Mr. Diallo informed the committee that there had been a miscommunication between engineers and contractors at this location, resulting in the removal of safety infrastructure. Flexiposts have been re-installed. Resident Member Kirrane expressed his desire that the bike lane in this area to not come at the expense of pedestrian safety measures.

Letter to DDOT re: TSI Priorities

Commissioner LaFortune shared a draft of a letter to DDOT requesting: 1. how 200 priority locations per quarter was chosen for the TSI 2.0 process and what additional resources would enable the Department to increase the number of traffic studies conducted, 2. that DDOT consider grouping TSI requests as appropriate and implement safety improvements holistically on corridors that feature multiple locations that require treatments, and 3. that DDOT include a list of locations within ANC 6B in its FY23 Quarter 3 (April-June 2023) TSI priorities.

Commissioner D'Andrea and Commissioner Durkit expressed frustration with the TSI process but questioned whether a letter outlining specific commission priorities would also leave out important safety improvements. Commissioner Ryder shared his belief that there is value in calling out areas, specifically those that have been previously discussed by the committee.

Commissioner Avery requested the addition of the 300 block of North Carolina Ave. to the list and noted that this letter provides an opportunity for interim impact while working on longer-term efforts, such as a resolution, to address the TSI process as a whole. Commissioner LaFortune offered a motion that the committee support writing a letter to DDOT with TSI priorities, Commissioner Sroufe seconded, and the motion passed unanimously.

Letter to DPW re: Virginia Ave Bus

Commissioner LaFortune introduced this issue as a request to DPW to remove an unused bus that has been parked on Virginia Ave. for over a year. Commissioner Sobelsohn noted that the bus has now been removed from the ANC and offered a motion to write a letter to DPW, DDOT, and Councilmember Allen expressing thanks for any support they provided to this outcome, Commissioner LaFortune seconded, and the motion passed unanimously.

Upcoming Transportation Committee Meetings – Special Session on Electric Vehicles

Following a discussion of committee priorities during the January meeting, Commissioner LaFortune requested committee members' input on whether to hold a special session on electric vehicle policy. Commissioner Avery noted that previous DDOT presentations did not provide much opportunity for input and suggested focusing on influencing Councilmember Allen's pending EV legislation. Commissioner Durkit recommended a special session as this is a tricky topic that could use education and input from community members. Commissioner Sobelsohn suggested trying to schedule by the end of February and confirmed that the committee chair could call the meeting with proper notice. Commissioner D'Andrea asked Commissioner

LaFortune about his previous comments regarding community input that an EV meeting should not exclude e-bikes. Commissioner LaFortune confirmed his desire to hold an EV-specific meeting but expressed openness to also include e-bikes as part of the discussion. Commissioner Mareino suggested timing the special session to best include Councilmember Allen and to influence his legislation.

February 15, 2023

Interim Director Michael A. Carter
District Department of Public Works
2000 14th St NW #500
Washington, DC 20009

Re: Requested removal of bus on Virginia Ave. SE

Dear Director Carter:

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on February 15, 2023, with a quorum present, the Commission voted X-X-X to send you this letter.

For over a year, a bus with the label "TheChariot.Net" parked in our ANC, on Virginia Avenue, SE, just east of 6th St., SE. The bus didn't appear ever to move. A padlock locked the bus from the outside. Apparently, the battery was dead.

This is a "pay to park" zone. For over six months after its expiration, the bus bore a registration that expired on June 11, 2022, and DC license plate C-82696. It also bore the telephone number 202-524-3968.

For most of that time, our community has tried to get the bus moved, without success. We called the telephone number. We tried the bus website. Neither did the trick. Most recently, we submitted a 311 complaint, SR# 22-00487303 and 23-00038572.

Two weeks ago, the bus was moved one block east, to just east of 5th St., SE. It sat at its new site for a week. Then it was moved again, apparently out of our ANC.

We thank the Department of Public Works, the Department of Transportation, Ward Six Councilmember Charles Allen, and Jake Stolzenberg of the Mayor's Office of Community Relations for all you did to get the bus moved out of our ANC. It had become an eyesore in our neighborhood.

We will be on the lookout for the bus's return. Hopefully, we've seen the last of it. But if, like the legendary "Flying Dutchman," the bus returns, we will have to write you again asking for its removal. In the meantime, we thank you and everyone who cooperated on getting the bus moved out of our ANC.

Sincerely,
Edward Ryder
Chair, ANC 6B

copies:

Department of Transportation
Ward Six Councilmember Charles Allen
Jake Stolzenberg, Ward Six, Mayor's Office of Community Relations

February 15, 2023

Director Everett Lott
District Department of Transportation
250 M Street SE
Washington, DC 20003

Re: Requested ANC 6B Traffic Safety Inputs for future prioritization

Dear Director Lott:

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on February 15, 2023, with a quorum present, the Commission voted X-X-X in support of highlighting the below Traffic Safety Inputs for future prioritization in FY23.

On December 20, 2022, the DC Department of Transportation (DDOT) announced an upgrade to the prior Traffic Safety Investigation Program (TSI 1.0) with a transition to Traffic Safety Inputs (TSI 2.0). Due to the volume of new requests submitted by TSI 1.0, this change includes a “quarterly prioritization assessment that considers objective factors such as roadway characteristics, crash patterns, race and social equity, proximity to Vision Zero High Injury Network corridors and locations like schools, community centers, Metrorail stations, and bus stops frequented by children, seniors and other vulnerable road users” to advance 200 priority locations per quarter through a traffic study, followed by design and construction if safety treatments are recommended.

The first 200 priority locations were announced on DDOT’s website on January 6, 2023. We are pleased to note that 14 locations in ANC 6B were selected for prioritization. However, this list does not include several other areas within the commission’s boundaries that post significant traffic safety concerns to our constituents. Some of these have been discussed during ANC 6B Transportation Committee meetings with DDOT representatives and have also been highlighted in previous letters to you.

Therefore, we request that DDOT include the following locations in its FY23 Quarter 3 (April-June 2023) TSI priority list:

1. **11th St. SE and D St. SE (SRN 22-00348411, #20-00435571, #20-00308835, #20-00435571)** – Joe Howard, who resides on the Southeast corner of the 11th & D Street intersection, testified to the ANC 6B Transportation Committee in December 2022 of his long campaign to improve the intersection’s safety. Several years ago, DDOT installed pedestrian crossing markings and then large all-way stop signs and subsequently flexiposts at each corner. Still accidents, caused mainly by drivers on 11th according to Mr. Howard, continue to occur. Mr. Howard has not received responses from DDOT to his TSI requests for a traffic signal. He has now gathered 37 signatures from nearby neighbors who support a traffic signal. ANC 6B has written letters to DDOT in support of additional traffic safety measures at this intersection on three occasions, most recently following the December 2022 meeting. Considering that this intersection is approximately 350 feet from Watkins Elementary school, a priority for traffic calming

measures under current district law (350 feet) and the recently enacted Safe Streets Amendment Act (1000 feet), we once again request the urgent installation of a traffic signal at this location, and/or any other permanent safety measures, such as speed enforcement, stop sign enforcement, and bulb-out curb extensions.

2. **11th St. SE from G St. SE to M St. SE (SRN 22-00483377, 22-00488625, 22-00452300)** – The section of 11th St. featuring Tyler Elementary, the I-695 underpass, and Virginia Ave. Park is a high-speed corridor with many vehicles entering and exiting the highway. This includes several pedestrian crosswalks used by students and parents on the way to school (both Tyler Elementary and Digital Pioneers Academy on 12th St.), pedestrians and dog-walkers travelling through the underpass to Virginia Ave. Park, and cyclists and pedestrians travelling further to the Anacostia Riverwalk, Navy Yard, and across the river to Anacostia Park. In future years, it will also be a destination with the development of the 11th Street Bridge Park. While some projects have begun and are in different stages of planning (the “I-695 Eastbound Ramp D-4, DC 295 and 11th Street SE Project” and Southeast Boulevard), we believe that that safety improvements are immediately needed by the school and that the entire corridor merits redevelopment to be safer for all users.
3. **9th St. SE and D St. SE (SRN 23-00063844)** – This intersection directly abuts the Eastern Market Metro Park, specifically the side of the park with the playground. Currently, 9th Street is hard to cross directly from D and the traffic can move at high speeds due to the proximity to the intersection with Pennsylvania Avenue. This is a major gateway/entrance to the park and there are currently no crosswalks directly from the park to D Street. There is significant pedestrian traffic across this intersection coming in and out of D Street and without formal designation of these desire lines there are many pedestrian/car conflicts as people try to cross directly to D Street. This location is in close proximity to a park and Watkins Elementary, meaning that families with children routinely use the intersection. This intersection (while including curb bulb outs on D Street) is in need of a holistic evaluation to improve the pedestrian crossing experience and slow traffic. Traffic calming measures should be prioritized.
4. **300 Block of North Carolina Ave. SE (SRN 23-00065869)** – The area has designated crossing guards, but lacks physical traffic calming infrastructure and has poor school zone markings. The 300-block lacks a dedicated drop-off pickup for school buses and parents which creates choke points, illegal u-turns, and other behavior that puts pedestrians (many children) at risk on section of road that goes from two-lanes (200-block of NC Ave) to single lanes (300-block). Streets leading into the school zone lack physical traffic calming to slow speeds, there are no flashing signals alerting drivers to the presence of the school zone, and existing school zone signs are often covered by trees. The only “barrier” to slow drivers are crossing guards who are put into direct conflict with vehicles. The eastern end of the block (the intersection of 4th, NC Ave, and Seward Square) is a complex five-way intersection with one-way traffic that funnels vehicles towards the highways at high rates of speed. The natural turn radius incentives

drivers to take turns into the school zone at high rates of speed. Meanwhile, the area has five separate crosswalks – many of which had remained unmarked for most of two years – and are often traversed by unaccompanied elementary school children. The intersection of NC Ave/D Street and 3rd Street has an unnecessary slip lane which again encourages vehicles to take right-hand turns into the heart of the school zone at faster rates of speed. The slip lane encourages drivers to avoid/disregard the second of the two crossing guards provided. A child was previously struck by a vehicle at the intersection according to neighbors. The intersection has a number of children who gather in Folger Park prior to the start of class at Capitol Hill Day School (214 D St SE).

Neighbors request prioritized physical traffic calming enhancements (elevated crosswalks, bulb-outs, elimination of slip lanes) to the vicinity with an explicit focus on putting child pedestrians as the key priority in safe access to the school by walking, cycling, or vehicle drop-off. Neighbors request supplemental support in the form of increased signage prior to entering the school zones, stronger markings on crosswalks, and flashing signals to reinforce awareness of both the school zone and physical traffic calming.

5. **17th St. SE and Barney Circle (SRN 22-00441191, 23-00004681, 22-00305717, 22-00441402)** – 17th St. SE has been a regular concern for pedestrians in Wards 6 and 7. ANC 6B includes only the 500-800 blocks of 17th St. SE from Potomac Ave. to Barney Circle but includes many of the same concerns regarding pedestrian safety using crosswalks that have been raised by our neighbors in what is now ANC 7D. Drivers taking that route as a cut-through to Pennsylvania Ave. and DC-295 often use speeds that are unsafe for residential areas and ignore signs to stop for pedestrians in crosswalks. Barney Circle poses similar challenges to pedestrians and cyclists travelling to Congressional Cemetery and Anacostia Riverwalk Trail, with stop signs and crosswalks frequently ignored by drivers connecting from 17th St. to Pennsylvania Ave. and vice versa. The connection from Barney Circle to Southeast Boulevard on the northeast side was previously closed to traffic but is now periodically used by drivers as a shortcut through the RFK parking lots to East Capitol St. and poses a danger to those using the trail along the river. The service road to RFK Stadium was previously closed to traffic except for DC Water construction vehicles. However, following the completion of the drilling project to the south of RFK, this road no longer needs to be open at all.
6. **Potomac Ave., Kentucky Ave., 15th St. and G St. SE Intersection (SRN 22-00489471, 22-00347711)** – The intersection of four streets on the border of ANC 6B and 7D received temporary traffic safety improvements with the installation of flexiposts and additional paint. While this has decreased vehicle speeds in the area, residents in the surrounding neighborhood has expressed confusion about where to safely stand when waiting to cross and concern that drivers will be too distracted when navigating the flexiposts to notice pedestrians in the crosswalk. These locations would benefit from infrastructure hardening to replace the expanded pedestrian areas currently demarked by flexiposts and paint.

Additional TSIs in neighboring ANCs are of interest to our constituents, whose daily lives are not confined to political districts. We note in particular SRN 22-00483377, the intersection of 16th and Massachusetts Ave. SE, which is located in the currently vacant SMD 7D10. Anyone travelling on 16th St. SE (pedestrians/cyclist/other drivers) cannot fully see cross traffic on Massachusetts Ave. SE without pulling past the stop sign and exposing themselves to injury. Traffic on Massachusetts Ave. SE is not required to stop. When there are green lights on 15th and 17th, traffic frequently exceeds 30 MPH.

We look forward to continuing to work with DDOT to improve the TSI process and ensure that residents' voices are heard when prioritizing traffic safety projects. Please contact Commissioner Matt LaFortune, the ANC 6B Transportation Committee Chair Pro Tempore at 574-807-2576 or 6B09@anc.dc.gov, or myself if you have any questions about this matter or need further information.

Sincerely,
Edward Ryder
Chair, ANC 6B