



June 11, 2024

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Ms. Sharon Kershbaum
Interim Director
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Washington, DC 20003

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VIA EMAIL: sharon.kershbaum@dc.gov:

Re: Community Feedback on 11th St. SE Safety Improvements

Dear Director Kershbaum:

At a properly noticed general meeting on June 11, 2024, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted 8-0-0, based on the recommendation of its Transportation Committee, to submit the following request to the Department of Transportation (DDOT).

We write about two safety improvement projects along the 11th St. SE corridor: 11th & D St. SE (NOI 24-130-TESD) and 11th & G St. SE (NOI-24-129-TESD).

During the June 5, 2024 meeting of our Transportation Committee, DDOT presented updated plans for these two intersections and responded to questions from neighbors. ANC 6B urges DDOT to incorporate these suggestions into its project plans where possible including:

11th & D St. SE (NOI 24-130-TESD)

Curb extensions: The NOI letter states the new design is for "reducing the distance pedestrians need to cross," but no physical extension is provided for the pedestrians, such as curb extensions. Curb extensions improve pedestrian safety by increasing visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians. There are plenty of examples existing nearby 11th and D ST SE.

Additional speed humps: These additional speed humps will better protect pedestrians crossing 11th ST SE, while the pedestrians stand between the bike lane and street waiting to ensure the vehicles stop at the stop sign. Additionally, residents have observed a significant number of mopeds and other powered vehicles using the bike lanes inside and outside of the lines and current posts at the intersection. The vehicles often ignore the stop signs, so short of adding speed humps to the bike lanes to discourage use, additional rubber humps will serve as a pedestrian safety buffer zone.

Raised sidewalk across 11th St: According to the DDOT Guidelines on Vertical Traffic Calming Implementation: “installation of raised crosswalks can be considered on minor arterials with ADT between 5,000 and 7,500 vehicles per day in unique circumstances following an engineering assessment with special considerations given to proximity to schools and higher concentration of vulnerable road users at uncontrolled crossings along these arterials.” This intersection qualifies since the 2016 Functional Classification Map shows 11th St. SE classification as a “minor arterial”, and the 2018 Traffic Volume Map shows 7,000 vehicles per day, and its close proximity to Watkins Elementary School (1 block). Many vulnerable users, such as parents/children use this intersection to walk/commute to Watkins Elementary and the athletic fields associated with Watkins.

Bike lane flow: Current plans have the bike lane running along the sidewalk at times before moving back outside of a parking lane. Bicycle safety would be improved by keeping the lane protected between parked cars and the curb. ANC 6B will engage with the bicycle team during development of its five-year strategic plan to improve bike lanes throughout this corridor if it is out of scope for this project.

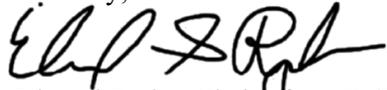
11th & G St. SE (NOI-24-129-TESD)

Change 25 MPH speed limit sign: There is a speed limit sign just south of the intersection that notes 25 MPH, this should be changed to 15 MPH due to the school zone.

Lighted school zone sign and “don’t block the box”: Neighbors requested the addition of a school zone sign with flashing lights as well as a sign reminding drivers not to stop in the middle of the intersection to improve safety at crosswalks for students.

Thank you in advance for considering and granting great weight to our recommendations. We look forward to your response.

Sincerely,



Edward Ryder, Chair of ANC 6B