



Re: ANC6B Support for NOI-23-198-TESD

Dear Mr. Diallo,

At a regularly scheduled and properly noticed meeting on October 10, 2023, our Commission voted unanimously with a quorum present to express our support for the above-referenced Notice of Intent. As noted in your letter dated September 8th, 2023:

“Vision Zero Hardening is a DDOT program that upgrades existing tactical safety improvements to Permanent. Tactical safety improvements are temporary and often consist of semi-permanent materials such as flex posts, striping, and rubber wheel stops. DDOT installs these to address safety concerns quickly, and the Vision Zero Hardening program identifies high-priority locations to upgrade annually.

The proposed design will extend the existing curb and provide a large pedestrian refuge island at 11th Street NE and East Capitol St NE. The curb extensions will improve visibility for drivers so pedestrians waiting to cross will be seen easily. Also, the proposed design will shorten the crossing distance, improving safety for pedestrians and reducing vehicle turning speeds. The extension of the refuge island will increase dwell space for given the large pedestrian volume. The traffic signal will also be updated to improve pedestrian safety.”

We appreciate DDOT’s efforts to convert flex posted/painted areas to more permanent infrastructure under this Vision Zero Hardening program-- both for the improved safety aspects as well as the improvement to aesthetics through the removal of what are meant to be temporary flex posts. We note in particular our support for the proposed curb extension on the south side of East Capitol St., which eliminates a no-parking curb lane (essentially an extension of the bus stop) that can currently be used to make an illegal right turn, endangering drivers in the travel lane as well as customers at the nearby outdoor café.

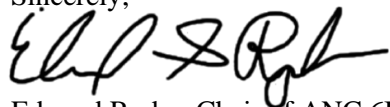
Our Commission has the following observations and recommendations.

1. **Raise the Crosswalks and Expand the Pedestrian Refuge.** Please consider making the crosswalks across East Capitol Street raised. Raising the crossing here would help to reduce driver speeds. Drivers turning right from 11th Street to East Capitol frequently take the turn at high speeds. There is high pedestrian density at this intersection. The “up and down” nature of 4 curb cuts in a row would slow down people using strollers, scooters, bicycles or wheelchairs. A raised crosswalk gives those crossers an easier trip. While we understand the curb extensions would help to slow vehicles, a raised crossing would also slow vehicles and be safer for all road users. This would also help to increase the size of the pedestrian refuge space which is frequently crowded/overflowing with people. The version presented at the 6B Transportation Meeting included narrow passageways at street level-- for the reasons stated above we feel this design is insufficient and strongly recommend a complete at-grade crossing.

2. **Clarify/Improve navigation for people using micromobility/bicycles.** The additional curb extensions on the north side of the roadway will narrow the vehicle travel lane and may hamper the ability of micromobility/bicycle users turning right onto East Capitol from 11th Street NE to access the painted/unprotected bike lane. Can DDOT please clarify the recommended travel path for micromobility/cyclists traveling in this direction? Should they take the middle of the turn lane? Is there space to create a protected intersection/path for micromobility users similar to that at New Jersey and I Streets Southeast?
3. **Remove slip lane and reduce turn radius from 11th St. to East Capitol westbound.** DDOT should consider reducing the turn radius of the from 11th St. to East Capitol to be similar to its parallel counterpart on the south side of the intersection. Not only would this reduce speeds of cars traveling through the intersection when combined with the already-proposed hardening projects, it would force drivers to think of the 11th St/East Capitol St intersection as an actual intersection with different modes of transportation instead of a merge area to blow through. If the turn radius for the southern side of the intersection is good enough for DDOT, then there should be no problem in reducing the radius of the westbound turn.
4. **Consider bioswales and other green infrastructure.** Did DDOT consider green infrastructure such as bioswales for this location? If bioswales are not possible, would the addition of planters, maintained by the community, be an option that DDOT would consider adding?
5. **Conduct a comprehensive review of pedestrian and vulnerable road user safety around the entirety of Lincoln Park.** According to DDOT's Traffic Safety Input dashboard there are at least 19 TSIs that have been submitted under the new TSI process for the blocks abutting Lincoln Park: 6 are pending installation, 6 are classified as completed, and another 7 are for future consideration. As DDOT is well aware, the multiple-threat crosswalk configuration is one of the most dangerous designs for pedestrians—there are 6 such crosswalks at this location. We respectfully request that DDOT study the Lincoln Park corridor in its entirety, rather than through piecemeal TSI responses examining one intersection at a time. Our Commission welcomes a thorough review of all of the options that will improve safety for pedestrians and other vulnerable users. This is a heavily used pedestrian gathering space with two schools within one block—we urgently need to make access to the park safer for all.

Thank you for giving great weight to the recommendations of this Commission. Should you wish to discuss this letter with the Commission, please feel free to reach out to Matt LaFortune, Chair of the ANC 6B Transportation Committee at [6B09@anc.dc.gov](mailto:6B09@anc.dc.gov).

Sincerely,



Edward Ryder, Chair of ANC 6B