



January 9, 2024

700 Pennsylvania Avenue SE  
Ste. #2032  
Washington, DC 20003  
6B@anc.dc.gov

**OFFICERS**

Chairperson

*Edward Ryder*

Vice-Chair

*Vince Mareino*

Secretary

*David Sobelsohn*

Treasurer

*Frank Avery*

Parliamentarian

*Kasie Durkit*

**COMMISSIONERS**

SMD 01 Frank Avery

SMD 02 Jerry Sroufe

SMD 03 David Sobelsohn

SMD 04 Frank D'Andrea

SMD 05 Kasie Durkit

SMD 06 Chander Jayaraman

SMD 07 Vince Mareino

SMD 08 Edward Ryder

SMD 09 Matt LaFortune

Ms. Sharon Kershbaum  
Interim Director  
Department of Transportation  
250 M Street, SE  
Washington, DC 20003

VIA EMAIL: [sharon.kershbaum@dc.gov](mailto:sharon.kershbaum@dc.gov);

Re: TSI #23-00529554

Dear Director Kershbaum:

*At a properly noticed general meeting on February 9, 2023, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted 8-0-0, based on the unanimous recommendation of its Transportation Committee, to submit the following request to the DC Department of Transportation (DDOT).*

On January 24, 2024, DDOT released the Traffic Safety Input (TSI) study locations for Q2 2024. This letter offers recommendations on one of the locations that DDOT selected: TSI Service Request Number 23-00529554, regarding C St SE & 14<sup>th</sup> St SE (C&14), which is in ANC 6B07.

C&14 is the closest intersection to Payne DCPS Elementary School. Currently, traffic on 14<sup>th</sup> St SE is one lane, one-way southbound at a legal limit of 20 MPH; traffic on C St SE is one lane each eastbound and westbound at a legal limit of 20 MPH.

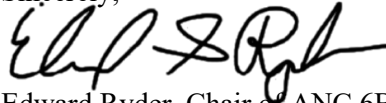
Our neighbors have witnessed unsafe driving in all directions, but especially southbound. Southbound drivers can see the traffic light one block south at D St & 14<sup>th</sup> St SE, and will avoid coming to a complete stop in order to “beat” the light. Drivers in all directions can build up speed here because C&14 is a needlessly wide intersection, designed in the pre-Vision Zero days to accommodate far higher speeds than what is now considered safe. Despite only having one travel lane, 14<sup>th</sup> St SE is 30 ft wide at the crosswalk. C St SE is also 30 ft wide, and drivers here will often roll through stop signs or park in the crosswalk. At all four crosswalks, drivers have no grade change at all, while pedestrians have a small but noticeable grade change from curb to street to curb.

We recommend DDOT consider several changes at C&14 to compel drivers to obey the stop signs, and to make crossing safer for the Payne Elementary students and other DC residents who use this intersection. DDOT should consider:

- Curb extensions, reducing the 30-foot crossings to 10 feet for the one-way 14<sup>th</sup> St SE and 20 feet for the two-way C St SE
- Raised crosswalks, so that drivers rather than pedestrians experience the grade change
- Automated Traffic Enforcement stop-sign cameras at all 4 corners
- Signage as required by DC Code § 38-3107, which states, “DDOT shall post signage on all roadways within a school zone that states the speed limit and warns that the area is a school zone.”

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