



March 12, 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;

Re: 2024 Q2 TSIs in ANC 6B

Dear Director Kershbaum:

At a properly noticed general meeting on March 12, 2024, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted 9-0-0, based on the unanimous recommendation of its Transportation Committee, to submit the following request to the DC Department of Transportation (DDOT).

Last month, DDOT announced the Traffic Safety Input (TSI) requests that it had accepted for investigation in the 2024 Q2 period. Eight of those TSIs are in ANC 6B. In this letter, ANC 6B submits its formal recommendations on seven of those eight TSIs (having submitted our recommendation on the remaining one, #23-00529554, last month).

4th & East Capitol, #23-00486628

This request was originally filed because the traffic light was off its anchor, which has now been fixed. However, the underlying problem remains: the street is so wide, and the sidewalks are so unprotected, that it is easy for a vehicle to leave the road and collide with a traffic light post, or with a pedestrian. DDOT has installed flexiposts to protect one of the four corners. We recommend that DDOT install permanent curb extensions at all four corners, or at least install flexiposts at the three unprotected corners. This is also a major bike lane intersection; travelers on all modes would benefit from barriers to separate the bike lanes from other traffic.

12th & I Sts SE, #23-00486930 & #23-00485176

I Street SE is one-way westbound from its origin at 13th & Potomac to its terminus at 7th & Virginia. There are one-way signs on every block, including at 12th St. However, as both TSI requests state, cars nevertheless drive the wrong way down I St every day. We support the proposal in both TSI requests to install wrong way signs. However, the fundamental problem is that I Street does not *look like* a one-way street. It is wide enough to support two car lanes, but for long stretches, including the entire 1200 block,

**Please note that the ANC 6B mailing address has changed as of January 2023*

there are no lane markers of any sort. DDOT has trained drivers to see roads like this as two-way roads: notice how the intersecting 12th St also has no lane markers of any sort, and is supposed to be a two-way road. At minimum, DDOT should add yellow lines to 12th St to indicate it is two-way, and white lines to I St to indicate it is one-way. A better, more ambitious plan would be to narrow I St, especially at the corners, so that no more than one car can pass through the intersection at a time. Corner curb extensions and white striping could be used to preserve the existing parking spaces on I St. With all these reforms, it would no longer be possible for a driver to travel the wrong way on I St.

Friendship Chamberlain Public Charter School, #23-00498625, #23-00644126, and #23-00475990

These three TSIs – for Potomac Ave, Ives Pl, and 14th St SE – are all on the same block as the Friendship Chamberlain Public Charter School. We recognize that DDOT’s Safe Routes to School Team identified numerous improvements for this school zone. However, all three TSIs show that unsafe driving and excessive vehicle traffic are still a problem here. Even though this school is just across Pennsylvania Ave SE from a three-line Metro station, parents are driving their kids to school, because they believe that it is unsafe for their kids to walk the 500 feet from the Metro entrance to the school.

One TSI suggests giving into the problem and widening Ives Pl. We strongly oppose. Ives Pl is a two-block-long alleyway mainly used for walking, parking, and as an officially designated school pickup/dropoff zone. Its sidewalks are already too narrow for these uses. We recommend curb extensions so that cars cannot enter Ives Pl two abreast, and instead are forced to respect the narrow, pedestrian-first nature of this school-side alley. We also recommend widening the public sidewalk if DDOT determines that it is possible to do so without damaging the sidewalk trees.

A second TSI suggests adding a new crosswalk across Potomac Ave in front of the school, at the corner of Ives Pl. We support this proposal. On the opposite side of the school is a defunct grocery store that the landlord is seeking to re-open. Once this store re-opens, pedestrian crossings will become even more numerous. Under existing DDOT regulations, pedestrians already have the right to cross Potomac Ave at Ives Pl. Painting a crosswalk would just make it safer for pedestrians to do what they are already allowed to do.

Further issues extend west along Potomac Ave to 12th St. SE. Cars frequently speed on the 1200 and 1300 blocks of Potomac travelling from 11th St. to Pennsylvania Ave., creating serious pedestrian concerns that have been raised repeatedly by neighbors. There are speed humps on these blocks but the persistent issue of speeding indicates that further action is needed. We recommend bulb-outs to extend the sidewalk at key intersections such as Potomac and 12th, Potomac and 13th, and Potomac and Ives. Pl as well as extensions for the bus stops along the corridor to reduce speeding and improve pedestrian safety.

A third TSI suggests more speed bumps on 14th St SE. We recommend something similar: raising the crosswalks at 14th St & Ives Pl. This will slow down vehicles at precisely the spot where drivers are most likely to harm people on foot, scooter, or bike.

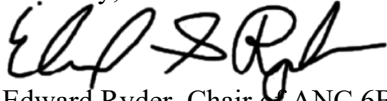
The Potomac Ave Metro Plaza, #23-00454555

This TSI correctly notes that, when anyone tries to leave Potomac Ave Metro on foot and cross Pennsylvania Ave SE, the traffic light and pedestrian signal are timed so that people have to walk into traffic. The Pennsylvania-Potomac intersection redesign, scheduled to begin construction in fall 2024, should alleviate some of these concerns. At the Metro plaza itself, we recommend DDOT consider replacing the Potomac Ave extension with a bus bay.

Furthermore, DDOT should enter discussions with WMATA about eliminating the obsolete “kiss and ride” outside the station. In recent years, aside from the occasional very confused driver, the main users of this pass-through are MPD and WMATA employees. Everyone involved would be better served by replacing the entire “kiss and ride” with a WMATA/MPD Only Parking spot.

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