



District of Columbia Government
Advisory Neighborhood Commission 6A
PO Box 15020
Washington, DC 20003



February 27, 2023

Councilmember Charles Allen
Chair, Committee on Transportation and the Environment

Via email and the ANC resolutions website

Dear Councilmember Allen,

At a regularly scheduled and properly noticed meeting¹ on February 9, 2023 our Commission voted 5-0-0 (with 4 Commissioners required for a quorum) to authorize Commissioner Gove, Chatterjee, or Shapiro to deliver the following testimony to the DDOT Performance Oversight Hearing of the Committee on Transportation and the Environment. Commissioner Gove delivered an abbreviated version of the below testimony to the Committee on Monday, February 27, 2023.

Members of the Council and representatives of the District Department of Transportation (DDOT), my name is Amber Gove and I represent Single Member District 6A04. Today I am testifying on behalf of ANC 6A, located in northeast Capitol Hill.

We thank you for this opportunity and also want to express our gratitude to DDOT for their work on several traffic calming initiatives in our area, including the C Street NE project, which has dramatically slowed drivers and improved safety for people walking, rolling, and driving. We invite you to visit this transformational project, which we expect will become a standard by which other DDOT traffic calming initiatives are measured.

Our testimony today consists of three requests. In your oversight of DDOT and their updated [Vision Zero](#) plan, we ask that you seek: 1) improved responses to rising traffic violence; 2) increased transparency in the traffic safety input (TSI) process; and 3) increased automated traffic enforcement and--through the Department of Public Works (DPW)--booting and towing of chronically violating vehicles.

- 1) **Improved and Expedited Measures to Mitigate Traffic Violence.** Our ANC is bounded by Florida Avenue NE and includes H Street NE. As shown in DDOT's

¹ ANC 6A meetings are advertised electronically on anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.

[Vision Zero Dashboard](#) (see attached exhibit 1), these streets have been [identified](#) as High Injury Network Corridors. Since 2017, more than 225 crashes resulting in injuries have been recorded in our portion of H Street, accounting for nearly a third of the incidents in our Commission area. Furthermore, many more crashes go unreported and never make it into the database.

While DDOT has initiated projects to improve safety on both the H Street and Florida Avenue corridors, those projects are moving extremely slowly. [According to DDOT](#), these corridors “were evaluated in 2015, continue to see high rates of injury, and are funded in the FY2023 budget to receive safety treatments *in the next few years.*” **The next few years is not soon enough.** We urgently request that DDOT increase the pace of implementation on the Florida Avenue traffic calming project and the H Street NE transit lane. On top of crashes on these two streets, our ANC also lost a constituent and neighbor to traffic violence, on the Friday after Thanksgiving 2022, on K Street NE, two blocks from J.O. Wilson Elementary School. After the crash, we were promised a stop sign camera at the nearest intersection and requested speed bumps. To date, only a flashing stop sign has been installed.

- 2) **Increased Transparency in the TSI Process.** Prior to January 2023, residents could file Traffic Safety Investigation requests through 311 and receive specific follow-up from DDOT including study results and planned mitigation efforts. On January 6, without resident or ANC input, DDOT implemented a new system in which Traffic Safety Investigation requests were renamed to Traffic Safety *Inputs* with 200 to be selected each quarter using a multivariate priority setting model. While we applaud a more data- and [equity-driven approach](#) to priority setting, we have several significant concerns with the new DDOT process:
- First, the criteria and the process for setting these priorities are only superficially transparent; that is, the specifics of the formula underlying the conceptual criteria are not provided.
 - Second, the TSI dashboard and response process is misleading and confusing to residents. New TSIs are automatically and immediately “closed” following submission.² We were also unable to locate several TSIs on the dashboard, despite having the Service Request Number.
 - And, finally and most significantly, the DDOT prioritization and investigation process excludes the concerns of the ANCs, despite a statutory mandate to consider the ANC’s input with “Great Weight.”

² The email response received seconds after filing a TSI reads: “Your input will be part of DDOT’s quarterly prioritization model which will be used to identify locations to advance through traffic study, design, and construction.”

Accordingly, we consider the new DDOT process to be flawed and needing revision. Specifically, DDOT's process needs to be revised to clearly lay out a process for notification and inclusion of ANC concerns throughout the selection and investigation process. This should be in addition to any required Notice of Intent processes.

- 3) **Increased Automated Traffic Enforcement (ATE).** In addition to the design-based safety improvements resulting from DDOT's own actions and those in response to TSIs, we request improvements to the Automated Traffic Enforcement program that is now under the purview of DDOT.
- **Speed cameras work...** [Research](#) indicates that enforcement and fines for speeding changes driver behavior. A research [review](#) conducted by the CDC indicates that speed cameras are "effective in reducing speed and speed-related crashes".
 - **...but only if drivers are assured of swift, certain and fair enforcement.** While DPW has increased the rate at which eligible vehicles are booted and towed, there are still a large number of chronically violating vehicles that are operated by drivers with impunity. We request increased enforcement and impoundment of these vehicles before their drivers can further endanger vulnerable road users.
 - **Chronically violating vehicles have also been linked to gun violence.** The lookout vehicle in the shooting death of 15 year-old [Andre Robertson Jr](#) had \$11,470 in speeding citations (see Exhibit 2) at the time of his murder; while the vehicle linked to the non-fatal shooting of [another 15 year-old](#) in the 1600 block of East Capitol St NE had \$2,800 in speeding tickets (see Exhibit 3). Both of these incidents occurred in school zones, during the day with other children present. We know where the bad drivers are--how many more deaths will it take to get their vehicles off of our streets?
 - **DDOT has largely ignored our ATE requests.** Our Commission has previously [requested](#) additional locations for automated traffic enforcement-- of the 13 locations requested, only one camera has been installed (1300 block of H St NE). We request systematic deployment of ATE, particularly in high-injury corridors, school zones, and near parks, senior and recreation centers.
 - **ATE relies on valid license plates.** Drivers who use fake temporary, intentionally defaced, or obscured tags are a menace to vulnerable road users as they can act without repercussions. These drivers seek to selfishly exempt themselves from the rules that keep us all safe. We ask that DPW increase their booting and towing of these vehicles and that MPD be

authorized to call DPW for booting and towing when they ticket a chronically violating vehicle.

- **Let's innovate-- again.** We applaud the Council for increasing [registration fees](#) for heavier (and therefore more deadly) vehicles. We encourage the Council to think creatively about other mechanisms for improving safety, including mandatory speed limiters for chronically violating vehicles, similar to how ignition locks with breathalyzers are used for repeat drunk driving offenders. As of 2022, the European Union [requires](#) speed limiters in all new vehicles, a measure anticipated to save over 25,000 lives and avoid at least 140,000 serious injuries by 2038. A pilot program that would require the installation of a speed-limiting device on chronically violating vehicles could go a long way toward improving safety for all users and helping us to get closer to achieving the goal of zero road deaths.

Thank you for your time and consideration and for giving great weight to the testimony and recommendations of ANC 6A.

On behalf of the Commission,



Amber Gove
Chair, Advisory Neighborhood Commission 6A

CC:

Committee on Transportation and the Environment Members

Ward 3 Councilmember Matthew Frumin

Ward 4 Councilmember Janeese Lewis George

Ward 5 Councilmember Zachary Parker

At-Large Councilmember Christina Henderson

Ward 2 Councilmember Brooke Pinto,
Chair, Committee on Judiciary and Public Safety

Ward 1 Councilmember Brianne Nadeau
Chair, Committee on Public Works and Operations

Exhibit 1. Injury crashes in ANC6A, including Florida Avenue NE and H Street NE

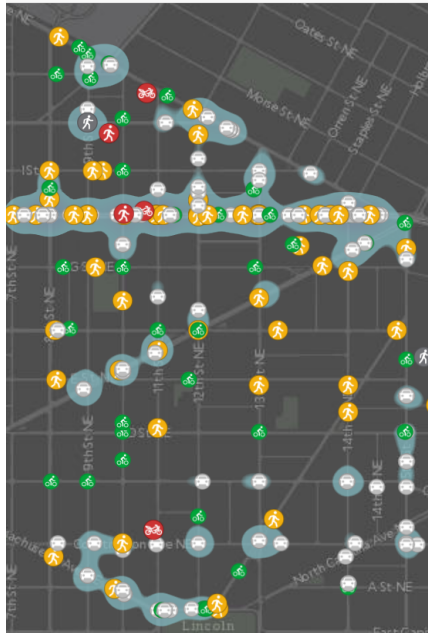


Exhibit 2. Unpaid speeding violations for the lookout vehicle tied to the murder of Andre Robertson, Jr.; screen capture from February 27, 2023.

You have a total of **47** citation(s) on your vehicle.
 The first 30 citations are listed below.
 The total of all your citations and fees is: **\$11510.00**

<u>Ticket Number</u>	<u>Issue Date</u>	<u>Violation</u>	<u>Location</u>	<u>Amount</u>
**F151067552	10/13/2022	SPEED 21-25 OVR LMIT	800 BLK EASTERN AVE NE E/B	\$200.00
**F151063562	10/13/2022	SPEED 11-15 OVR LMIT	4200 BLK SOUTHERN AVE SE SW/B	\$100.00
**F151052216	10/13/2022	SPEED 16-20 OVR LMIT	1300 BLK H ST NE E/B	\$150.00
**F151064217	10/13/2022	OVER 25 MPH NON CONT	4200 BLK SOUTHERN AVE SE NE/B	\$500.00
**F151046123	10/12/2022	SPEED 16-20 OVR LMIT	600 BLK KENILWORTH AVE NE S/B	\$150.00
**F151050493	10/12/2022	SPEED 21-25 OVR LMIT	3700 BLK SOUTHERN AVE SE SW/B	\$200.00
**F151026274	10/12/2022	SPEED 16-20 OVR LMIT	3700 BLK SOUTHERN AVE SE SW/B	\$150.00
**F151026241	10/12/2022	SPEED 11-15 OVR LMIT	4200 BLK SOUTHERN AVE SE SW/B	\$100.00
F148924367	08/12/2022	SPEED 11-15 OVR LMIT	1600 BLK BENNING RD NE W/B	\$240.00
F148580280	08/03/2022	SPEED 11-15 OVR LMIT	1600 BLK BENNING RD NE W/B	\$240.00
F148399596	07/29/2022	SPEED 11-15 OVR LMIT	1600 BLK BENNING RD NE W/B	\$240.00
F148360815	07/28/2022	SPEED 11-15 OVR LMIT	1600 BLK BENNING RD NE W/B	\$240.00
F146175261	06/09/2022	SPEED 11-15 OVR LMIT	2300 BLK GOOD HOPE RD SE NW/B	\$240.00
F139348528	12/01/2021	SPEED 11-15 OVR LMIT	5500 BLK E CAPITOL ST SE E/B	\$240.00
F138797342	11/09/2021	SPEED 11-15 OVR LMIT	800 BLK EASTERN AVE NE E/B	\$240.00
F138400483	10/26/2021	SPEED 11-15 OVR LMIT	DC295 NE AT BENNING RD EXIT N/B	\$240.00
F137332396	09/20/2021	SPEED 11-15 OVR LMIT	4000 BLK EAST CAPITOL ST NE W/B	\$240.00
F137087062	09/13/2021	SPEED 11-15 OVR LMIT	2500 BLK INDEPENDENCE AVE SE NE/B	\$240.00
F136371599	08/27/2021	SPEED 11-15 OVR LMIT	2500 BLK INDEPENDENCE AVE SE NE/B	\$240.00
F135585386	08/08/2021	SPEED 11-15 OVR LMIT	2500 BLK INDEPENDENCE AVE SE NE/B	\$240.00
F135216250	07/31/2021	SPEED 11-15 OVR LMIT	800 BLK EASTERN AVE NE E/B	\$240.00
F134121248	07/08/2021	SPEED 11-15 OVR LMIT	4000 BLK EAST CAPITOL ST NE W/B	\$240.00
F133769454	07/02/2021	SPEED 16-20 OVR LMIT	1400 BLK SOUTHERN AVE SE SW/B	\$360.00
F133685072	06/30/2021	SPEED 11-15 OVR LMIT	800 BLK EASTERN AVE NE E/B	\$240.00
F132689585	06/11/2021	SPEED 16-20 OVR LMIT	2500 BLK INDEPENDENCE AVE SE NE/B	\$360.00
F125349539	12/12/2020	SPEED 11-15 OVR LMIT	3100 BLK ALABAMA AVE SE NE/B	\$240.00
F123063270	10/10/2020	SPEED 11-15 OVR LMIT	2500 BLK INDEPENDENCE AVE SE NE/B	\$240.00
F117134974	06/09/2020	SPEED 11-15 OVR LMIT	600 BLK KENILWORTH AVE NE S/B	\$240.00
F117009178	06/05/2020	SPEED 11-15 OVR LMIT	600 BLK KENILWORTH AVE NE S/B	\$240.00

Exhibit 3. Unpaid speeding violations for lookout vehicle tied to the shooting of a 15 year-old in the 1600 block of East Capitol NE; screen capture from February 27, 2023.

The following tickets issued to this vehicle plate are due:

<u>Ticket Number</u>	<u>Issue Date</u>	<u>Violation</u>	<u>Location</u>	<u>Amount</u>
F151521222	10/26/2022	SPEED 11-15 OVR LIMIT	2300 BLK GOOD HOPE RD SE NW/B	\$200.00
F149453026	08/25/2022	SPEED 11-15 OVR LIMIT	3400 BLK MLK JR. AVE SE SW/B	\$240.00
F147081571	06/29/2022	SPEED 16-20 OVR LIMIT	3700 BLK MASSACHUSETTS AVE SE NW/B	\$360.00
F146426411	06/15/2022	SPEED 16-20 OVR LIMIT	3400 BLK MLK JR. AVE SE SW/B	\$360.00
F145146180	05/15/2022	SPEED 16-20 OVR LIMIT	3400 BLK MLK JR. AVE SE SW/B	\$360.00
F143853862	04/14/2022	SPEED 16-20 OVR LIMIT	3400 BLK MLK JR. AVE SE SW/B	\$360.00
F124353318	11/13/2020	SPEED 11-15 OVR LIMIT	3100 BLK ALABAMA AVE SE NE/B	\$240.00
F124334147	11/12/2020	SPEED 11-15 OVR LIMIT	3100 BLK ALABAMA AVE SE NE/B	\$240.00
F111155251	01/08/2020	SPEED 11-15 OVR LIMIT	DC295 SW .05 MILE S/O EXIT 1 N/B	\$240.00
F104436672	08/04/2019	SPEED 11-15 OVR LIMIT	SUITLAND PK W/B @ STANTON RD SE	\$240.00
8201729443	06/06/2019	NO PKG STREET CLNING	1100 BLOCK 5TH ST NW WEST SIDE	\$108.00
8194571302	08/30/2018	STOP SIGN IN 25 FT	2100 BLOCK SAVANNAH TER SE SOUTH*	\$120.00
8189866705	06/22/2018	NO PARKING ANYTIME	2100 BLOCK RIDGECREST CT SE SOUT*	\$72.00