



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



January 15, 2024

Interim Director Sharon Kershbaum  
Mr. Ali Shakeri, Infrastructure Project Management Division  
District Department of Transportation  
*Via email and the ANC Resolutions Website*

Re: ANC 6A Florida Avenue NE Streetscape Project Modification Request at 12th Street NE

Dear Interim Director Kershbaum and Mr. Shakeri:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on January 11, 2024 our Commission voted 6-0-0 (with 4 Commissioners required for a quorum) to request a modification to the Florida Avenue NE Streetscape Project plans at the intersections of Florida Avenue NE, Montello Avenue NE, 12th Street NE, and K Street NE to address urgent safety issues. This letter has been written in coordination and collaboration with ANC 5D, which covers the area on the north side of Florida Avenue NE.

Since the project design was completed, the intersection of Florida Avenue NE, Montello Avenue NE, 12th Street NE, and K Street NE has become more dangerous both in terms of traffic violence and gun violence, and we ask that you revisit the plans in that light. This intersection involves four different classifications of roads coming together at different angles and is confusing and dangerous for all road users. This intersection is where Dave Salovesh was killed on a bicycle, and where a driver crashed into the ghost bike placed there in his memory a few months later. In terms of traffic violence, we have seen several near misses involving vehicles driving southwest from Montello Avenue NE onto K Street NE, that involve drivers almost striking pedestrians alighting from the D4 and D8 buses. The intersection is particularly dangerous because of the unusually long distance between where drivers stop for the red light at Montello Avenue NE and when they get to the crosswalk at the west side of the subsequent intersection at 12th Street NE and K Street NE. That distance means that drivers have picked up a lot of speed by the time they get to the crosswalk and struggle to stop in time for pedestrians. The intersection of 12th Street NE and K Street NE previously had a pedestrian island that is no longer there, making crossing the street even more perilous. We have pointed out these safety issues for years, but the only relief offered has been a three second Leading Pedestrian Interval (LPI) at the west side of the intersection that we believe is insufficient.

In terms of gun violence, we have had one neighbor on the 900 block of 12th Street NE experience two armed carjackings in two years. On March 9, 2023 assailants unloaded two automatic weapons in the alley adjacent to 12th Street NE, in addition to other incidents of gun violence. In each case, the

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

perpetrators of violence have sped north on 12th St NE, knowing that they could disappear down Florida Avenue NE with impunity. Though we have understood from past discussions that DDOT does not consider gun violence in project design, we urge you to consider how the built environment in this case is increasing violence. We are asking that you modify our public space so that what DDOT builds decreases the risk of gun violence by creating a human scale that feels safe for pedestrians and slows vehicle speeds.

Our community is asking DDOT to modify the design of the Florida Avenue NE project at this intersection in a way that will slow speeds, reduce noise, and increase public safety. We realize that some of these options would require the D8/D4 buses to take 11th Street NE south rather than 12th Street NE south, but the locations of bus stops would not need to be changed in any options. Below are six different options that we believe would make the intersection much safer, in order of preference. Options that allow southbound traffic on 12th Street NE should all include a raised crosswalk at the south side of the intersection of K Street NE and 12th Street NE in addition to speed humps on the 800- and 900-blocks of 12th Street NE.

1. Install a mini roundabout or neighborhood traffic circle where the four roads come together.
2. Entirely fill in the small segment of 12th Street NE between Florida Avenue NE and K Street NE, with curb cuts for pedestrians and bicycles, connecting the sidewalk directly to the triangle park between Florida Avenue NE and K Street NE. This would completely block vehicular traffic on Montello Avenue NE from crossing Florida Avenue NE to continue onto 12th Street NE.
3. Enlarge the triangle park between Florida Avenue NE and K Street NE to prevent vehicular traffic from proceeding through to or from 12th Street NE, but allowing said traffic from Montello Avenue NE and Florida Avenue NE to proceed only onto westbound K Street NE.
4. Restore the pedestrian island that previously existed on the west side of the intersection of K Street NE and 12th Street NE and remove the northbound left turn from 12th Street NE onto Florida Avenue NE. This would cause few changes but would still reduce speeds and narrow the crosswalk across 12th Street NE at Florida Avenue NE. It would also mean that eastbound Florida Avenue NE traffic, including cars, cyclists, and pedestrians do not have to contend with northbound cars.
5. Restore the pedestrian island that previously existed on the west side of the intersection of K Street NE and 12th Street NE, but turn 12th Street NE, south of Florida Avenue NE, into a one-way southbound only street, while adding a contraflow bike lane (without removing parking) to ensure the lane is not inappropriately wide.
6. Restore the pedestrian island that previously existed on the west side of the intersection of K Street NE and 12th Street NE and install a raised crosswalk at the south side of the 12th Street NE and K Street NE intersection.

We understand that the Florida Avenue NE Streetscape Project is being implemented as designed, but we are requesting immediate consideration of design changes ahead of existing construction plans to address these persistent safety issues. The 90% design is publicly available, but we have not yet seen a 100% or final design and we hope that leaves room for urgent safety improvements. We are attaching rough drawings of proposed alternatives. Any of these alternatives would be preferable to the status quo. Finally, we request that DDOT keep the existing crosswalk at Florida Avenue NE and M Street NE. ANC 6A, 6C, and 5D. That crosswalk is a vital way to safely cross the street without walking a long way to the next

crosswalks at 6th Street NE or 7th Street NE. People will cross to get to the metro station at that point, and it will be far more dangerous without a crosswalk. If DDOT deems the existing crosswalk to be dangerous, we welcome a signal at that intersection. It is critical that DDOT keep the crosswalk and prioritize pedestrian and transit rider safety over unimpeded speed for drivers on Florida Avenue. That area is in ANC6C and all of the adjacent ANCs are unanimous in our view that the two existing crosswalks to M Street NE should be retained. We respectfully request that the plans be modified at M Street NE and 12th Street NE to protect the safety of our community.

Thank you for giving great weight to the recommendations of this Commission. I can be contacted at [6A04@anc.dc.gov](mailto:6A04@anc.dc.gov) and Commissioner Chatterjee can be contacted at [6A01@anc.dc.gov](mailto:6A01@anc.dc.gov).

On Behalf of the Commission,

A handwritten signature in cursive script that reads "Amber K. Gove".

Amber Gove  
Chair, Advisory Neighborhood Commission 6A



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# 12<sup>th</sup> St NE Traffic Safety

## at Florida Avenue NE Streetscape Project

ANC 6A Transportation & Public Space Committee Meeting

January 9, 2024

ANC 6A Transportation & Public Space Committee

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## 12th St NE Traffic Safety Issues

- Persistent pedestrian and cyclist safety issues due to aggressive driver behavior at the intersection of 12<sup>th</sup> St NE/K St NE/Florida Ave NE/Montello Ave NE
- Persistent excessive traffic speed on 12<sup>th</sup> St NE, north of H St
- Significant increase in crime at 800- to 1000-block of 12<sup>th</sup> St NE
  - Carjackings
  - Stolen vehicles
  - Getaway vehicles

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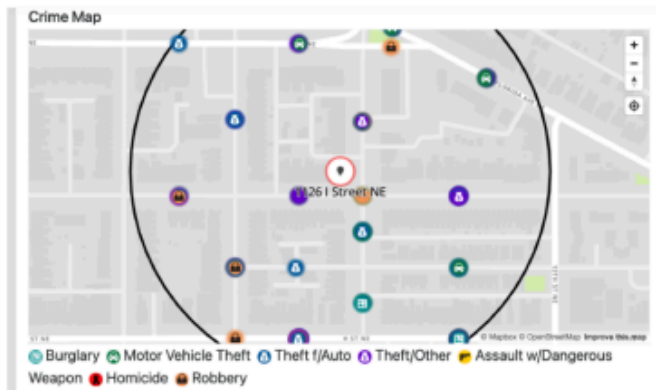
## DDOT Traffic Safety Input (TSI) Dashboard for 12<sup>th</sup> St NE

- 10 TSIs for Future Consideration
- 1 TSI Under Investigation
  - FY23 Q4 TSI Prioritized Location
- 0 Pending Installation
- 0 Completed

\*Data captured 30 Dec 2023



## Calendar Year 2023 Crime Data



[Reports within 600 feet of the intersection of 12<sup>th</sup> St NE and I St NE](#)

- 104 Total Incidents
- 21 Stolen Vehicles
  - 5 on the 800- to 1000-block of 12<sup>th</sup> St NE
- 23 Thefts from vehicles
- 38 Other Thefts
- 11 Robberies
- 8 Burglaries
- 2 Assaults with a dangerous weapon
- 1 Homicide

\*Data captured 30 Dec 2023



## DDOT Road Definitions

**Principal Arterials.** Carry moderate to high traffic volume. These serve major centers of metropolitan areas and provide a high degree of mobility. Abutting land uses can be accessed directly by driveways to specific parcels and at-grade intersections with other roadways.

**Minor Arterials.** Carry moderate traffic volume. These provide service for trips of moderate length. They interconnect and augment the higher arterial system, provide intra-community continuity, and may carry local bus routes in an urban area.

**Collector Streets.** Carry low to moderate vehicular movement, low to heavy pedestrian movement, moderate to heavy bicycle movement, and low to moderate transit movement. Collector streets are located in neighborhoods, but are consistent with the principles of the functional classifications. The streets are tree-lined, with established cross section distributions for sidewalks and tree spaces.

**Local Streets.** Carry low traffic volume. These provide direct access to adjacent uses and interconnect with the other portions of the functional system.

[DDOT Design & Engineering Manual 2019, para. 30.4.1.1](#)



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## DDOT Traffic Calming Measures

- Speed humps, bumps and tables
- Raised crosswalks
- Raised intersections
- Textured pavements
- Gateway/entry treatments
- Bulb-outs/curb extensions
- Chicanes
- Chokers
- Neighborhood traffic circles
- On Street Parking

[DDOT Design & Engineering Manual 2019, para. 40.3](#)

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## Suggested Safety Improvements

- Convert the entire 12<sup>th</sup> St/K St/Florida Ave/Montello Ave intersection into a traffic circle
- Block the intersection of 12<sup>th</sup> St NE south of Florida Ave NE
- Block part of the intersection of 12<sup>th</sup> St NE south of Florida Ave NE
- Convert 12<sup>th</sup> St NE to a one-way southbound from K St NE or Florida Ave NE to H St NE
- Add bike lanes to 12<sup>th</sup> St NE from Florida Ave NE to Maryland Ave NE

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## Florida Ave NE Streetscape Project



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## Option 1



Convert the entire 12<sup>th</sup> St/K St/  
Florida Ave/Montello Ave intersection  
into a [mini roundabout](#) or  
[neighborhood traffic circle](#)

- Intersection of four different road types
- Long term recommendation
- Major modification to a completed Florida Ave NE Streetscape Project from 11<sup>th</sup> St to K St

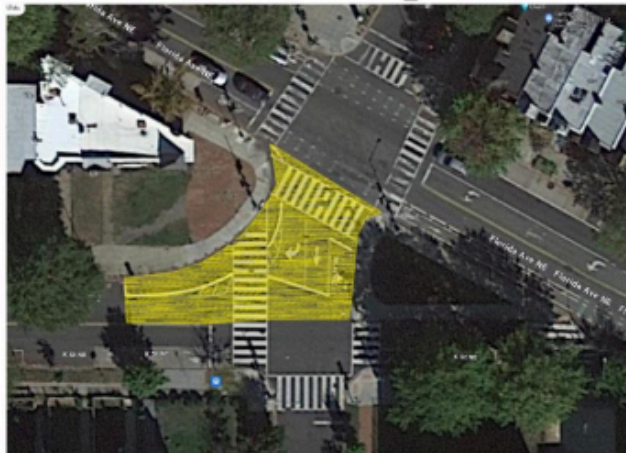
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## Option 2



Block all Florida Ave and Montello Ave  
traffic from access to K St and 12<sup>th</sup> St

- D4 and D8 Bus (along with all other traffic) southbound on Montello would have to make a right turn onto Florida Ave, then an immediate left onto 11<sup>th</sup> St to continue toward K St or Capitol Hill
- Modifies design of Florida Ave NE Streetscape Project from 11<sup>th</sup> St to K St
- Increase in traffic on 11<sup>th</sup> St NE

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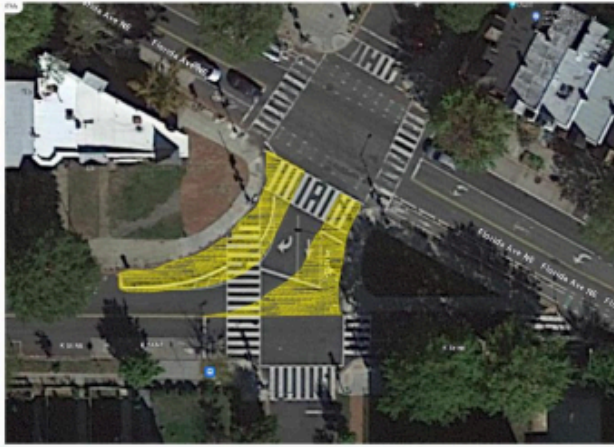
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## Option 3



Block all northbound traffic on 12<sup>th</sup> St NE from accessing westbound Florida Ave NE and westbound K St NE **and** add curb extension on the northwest corner.

- No impact to D4 and D8 Bus
- Traffic on Montello Ave NE or Florida Ave NE can access K St NE
- Modifies design of Florida Ave NE Streetscape Project at 12<sup>th</sup> St only

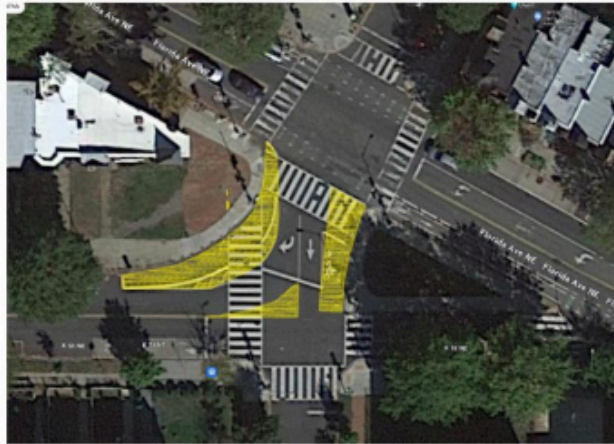
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## Option 4



Block all northbound traffic on 12<sup>th</sup> St NE from accessing westbound Florida Ave NE and westbound K St NE **and** add curb extension on the northwest corner with restored island.

- No impact to D4 and D8 Bus or to traffic on Montello Ave NE or Florida Ave NE
- Modifies design of Florida Ave NE Streetscape Project at 12<sup>th</sup> St only

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## Option 5



Convert 12<sup>th</sup> St NE to a one-way between Florida Ave NE and H St NE *and* add a contraflow bike lane

- No impact to D4 and D8 Bus or to traffic on Montello Ave NE or Florida Ave NE
- Least impact to design of Florida Ave NE Streetscape Project
- Could increase vehicle speeds without traffic calming
- Recommend continuing bike lanes south of H St to Maryland Ave NE



## Recommendation

- To send a letter to DDOT requesting modification of the Florida Avenue NE Streetscape Project at 12<sup>th</sup> St NE.