



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



May 10, 2024

Acting Director Sharon Kershbaum
Ms. Kelly Jeong-Olson
Strategic Communications Manager, Traffic Safety Branch
District Department of Transportation
Via email and the ANC Resolutions Website

Re: ANC 6A Support for NOI-24-99-TESD

Dear Acting Director Kershbaum and Ms. Jeong-Olson:

At a regularly scheduled and properly noticed meeting¹ on May 9, 2024 our Commission voted 7-0-0 (with 4 Commissioners required for a quorum) to support DDOT's Notice of Intent 24-99-TESD. The Commission would like to thank the Vision Zero Hardening team for putting together this very exciting project plan to improve safety for all road and sidewalk users at the intersection of 13th Street, Constitution Avenue, and Tennessee Avenue, NE. The proposed improvements are particularly compelling as they would have tangible public safety impacts immediately in front of, and adjacent to, Maury Elementary School. Maury enrolls nearly 600 students in grades PK3-5, 84 percent of whom live in-boundary, making this intersection heavily trafficked by families walking and rolling to school. Further, the Maury playground serves as a meeting place and recreational opportunity for many neighborhood families outside of regular school hours.

The current flexposts and temporary curb extensions have proven effective in slowing drivers at the intersection, the greatest site of potential conflict between drivers and vulnerable road users. Unfortunately, once drivers have cleared the narrowed sections of intersection, they drive at increased speeds. This Commission welcomes discussion on any additional measures that will reduce risks to vulnerable pedestrians and road users. Proven tools include, but are not limited to, automated enforcement (red light and speed cameras), vertical traffic calming, and reductions of vehicle lane widths. A significant amount of risk reduction could be accomplished by reviewing opportunities to add protected bike lanes, particularly in the 100 and 200 blocks of 13th Street NE. Residents and Maury families have been asking for additional traffic calming measures for years and ask, once again, for DDOT to consider these requests.

The 200 block of 13th Street NE is also a school drop-off zone. Parents and caregivers who drive to drop off their students regularly double-park on this block, as well as block alleys, bike lanes and fire hydrants. Some motorists have also been observed to leave vehicles idling while dropping off children at the 13th Street entrance. Frustrated drivers speed around these blockages and when the road is clear, overly wide

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.

lanes encourage speeds well above 15 MPH. Repeated requests for vertical traffic calming in the 200 block of 13th have been denied by DDOT.

This Commission requests consideration of the 200 block of 13th Street for a partial School Street Pilot (<https://www.openplans.org/blog/paris-streetfilms>) and/or reexamination of student drop-off processes and traffic flow to prevent bad driver behavior and reduce risks to pedestrians. For example, DDOT could grant permission for volunteers to set out cones and limit access to the 200 block of 13th Street NE to southbound traffic only during morning drop-off (8-9 am) on a trial basis. Drivers headed north on 13th from south of Constitution would transit north on Tennessee, left on C Street and then continue on 13th, reducing conflicts and congestion directly at the school. We are open to other traffic calming and pedestrian safety measures as proposed by DDOT.

Overall, the Commission supports the project and specifics as presented and has the following recommendations and suggestions.

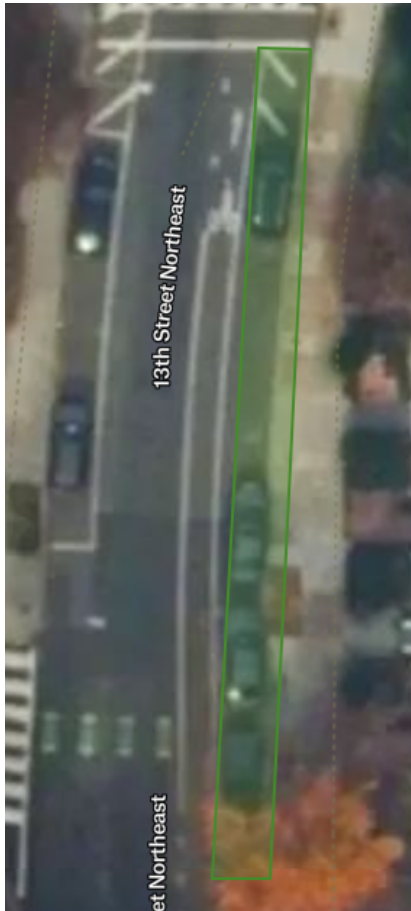
- Square off and extend the northern pedestrian island on 13th. Currently, the pedestrian island on the north side of the intersection angles to the west, making the crossings between the island uneven. If the island were to be squared off, so that it extends straight down from the double yellow (as shown below in Figure 1 and available here—with the green portions added and the red removed) there would be less distance to cross without refuge and room for buffer on the southbound bike lane. This buffer would provide another refuge/space for pedestrians crossing. Parents and caregivers have shared that they appreciate having the bike lane between the sidewalk and moving vehicles as additional protection from drivers. Please also extend the concrete island northward or add additional flexposts. Residents report and Commissioners have observed southbound drivers crossing over the hatched portion to drive the wrong way and then head northeast on Tennessee Ave.

Figure 1: Recommended squaring of existing pedestrian island



- Move 100 block 13th Street bike lane curbside through the intersection and protect it. Given the width of 13th Street between North Carolina Ave and Constitution Ave NE, there is an opportunity to move the bike lane curbside for the entirety of the block and extend north past the intersection with Constitution without having to remove any parking (Figure 2). This will further protect cyclists in what will still likely be a vulnerable position traveling north on 13th or Tennessee and make the curb extensions more continuous for pedestrians. Narrowing the vehicle travel lane to 10 or 11 feet here would further slow drivers.

Figure 2: Recommended curbside protected bike lane



We understand that protecting the bike lanes for the full block (100 13th Street NE) may be out of scope for this project, so we would propose that these lanes be protected between the proposed curb extensions as an alternative. Consistent with the comment above, a fully protected intersection including use of the bike lane as an additional buffer between excited school children and moving vehicles would improve safety for all.

- Lastly, please share turning radius data/plans for FEMS vehicles turning onto the 200 block of Tennessee Ave NE. Several residents have expressed concern about the ability of FEMS vehicles to access the block once the flexposted area is hardened. If the curb portions closest to the vehicle travel lanes are at street level (not curb level) larger emergency vehicles can drive on the edge of

the sidewalk in an emergency (as they currently can drive over the flexposts). Please share any information you might have in this regard.

Thank you for this project plan and we look forward to installation later this year. We request that installation occurs during DCPS summer break so as not to endanger Maury's many students during construction.

Thank you for giving great weight to the recommendations of this Commission. I can be contacted at 6A04@anc.dc.gov, Commissioner Wethington at 6A05@anc.dc.gov, and Transportation and Public Space Committee Chair Lynch can be contacted at 6ATPSChair@gmail.com.

On behalf of the Commission,



Amber Gove

Chair, Advisory Neighborhood Commission 6A