



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



June 17, 2022

Via email and the ANC Resolution Website to:

Chairperson Phil Mendelson	Councilmember Brianne Nadeau
Councilmember Elissa Silverman	Councilmember Brooke Pinto
Councilmember Anita Bonds	Councilmember Mary M. Cheh
Councilmember Christina Henderson	Councilmember Janeese Lewis George
Councilmember Kenyan R. McDuffie	Councilmember Charles Allen
Councilmember Robert C. White	Councilmember Vincent C. Gray
	Councilmember Trayon White, Sr.

Re: ANC6A letter of support for the Safe Routes to School Act

Dear Councilmembers:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on June 9, 2022, our Commission voted 6-0-0 (with 5 Commissioners required for a quorum) to send a letter of support for the Safe Routes to School Act.

As summarized on the Council’s [website](#), “Bill 24-565 would require a traffic signal or all-way stop at every local intersection within a quarter mile of a school. It also includes mandates for raised crosswalks, curb extensions, crosswalk warning pylons, flashing pedestrian signs and speed bumps in the vicinity of the school. Among other things it would expand school safety zones and require automated traffic cameras within each school zone.”

Resident and ANC requests for traffic calming near schools in our Commission area have been repeatedly denied by DDOT. Many of these requested changes, including raised crosswalks at intersections, speed humps, and all-way stops at intersections, are rejected based on the DDOT’s adherence to the Manual on Uniform Traffic Calming Devices (MUTCD).

For example, DDOT’s Safe Routes to School team was unable to install all-way stop control at 19th Street NE and Constitution Avenue NE, adjacent to Eliot-Hine Middle School and Eastern High School. Their explanation follows:

“[DDOT] conducted a study looking at the intersection for an all-way stop control at the intersection of 19<sup>th</sup> and Constitution Ave., Northeast. The study shows that the all-way stop was not warranted because minor street traffic (Constitution Avenue) was below the minimum traffic count of motorists using the side street compared to the major street (19<sup>th</sup> street) over 8 hours.

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<sup>1</sup> ANC 6A meetings are advertised electronically on [anc-a@googlegroups.com](mailto:anc-a@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.

The 2009 MUTCD guidelines were employed to assess the need for a Multi-Way STOP control at the study intersection. The warrants are as follows:

Five or more reported crashes in a 12-month period that are susceptible to correction by: Multi-Way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. **No crash was reported over the past 12 months at the study intersection.**

Minimum volumes: The vehicular volume entering the intersection from the major street approaches (total of both approaches) average at least 300 vehicles per hour for any 8 hours of an average day. **Not met**

The combined vehicular, pedestrian, and bicycle volumes entering the intersection from the minor street approaches (total of both approaches) average at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. **Not met”**

Similarly, the Safe Routes to School team was unable to install a raised crosswalk or speed humps in the 200 block of 13th Street NE, the entrance to Maury Elementary School. Their explanation follows:

“Denied traffic calming for the 200 block 13<sup>th</sup> Street NE: 13<sup>th</sup> and C Street, 13<sup>th</sup> and Tenn Ave, and 13<sup>th</sup> and Const. Avenue does not have the necessary spacing for a traffic calming device – 250 feet from any signal intersection. As for the raised crosswalk, there is no policy to install them at traffic signal intersections at this time. Furthermore, drainage calculation and issues with the lifting of the maintenance hole will also need to be considered.”

These examples highlight the importance of legislation that would require DDOT to install traffic calming at schools, even when such measures are not strictly in accordance with the MUTCD guidelines. We further applaud the Council’s recognition that installation of such measures is not equitably distributed, and urgently request that DDOT prioritize those schools that need the measures most. 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).

On Behalf of the Commission,



Amber Gove  
Chair, Advisory Neighborhood Commission 6A