



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



April 27, 2022

Everett Lott, Director
Will Handsfield, Bicycle Program Specialist
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: Support for and Comments on NOI# 22-95-PSD “Roadway Modification of North Carolina Ave NE from 13th to 14th Street NE”

Dear Director Lott and Mr. Handsfield,

At a regularly scheduled and properly noticed meeting¹ on April 14th, 2022, our Commission voted 7-0-0 (with 5 Commissioners required for a quorum) to support DDOT’s Notice of Intent for Roadway Modifications of North Carolina Ave NE from 13th to 14th Streets NE.

We request the following modifications to the proposed designs. The below comments appear in the order in which they appear in the plans and are referenced by page number:

1. Pavement Marking Plans p. 1 (Sheet 2 of 8):
 - a. Expand the pedestrian refuge space at the western portion of North Carolina Ave NE at 13th Street, including continuous sidewalk-level brick treatment and/or hardened protection of the area currently depicted in beige. This would prevent drivers from accidentally turning right and facilitate additional space for pedestrians to congregate at this heavily used corner. If this is not feasible within the current project budget please allocate future resources to a more permanent brick sidewalk at this location.
 - b. Relocate the stop bar at the intersection of North Carolina at 13th further east to encourage drivers to stop well before the crosswalk. Drivers regularly block this crosswalk which presents a hazard to pedestrians. A greater distance between the stop bar and the crosswalk might reduce crosswalk blocking and also improve visibility for all users, including for those exiting the alley entrance on the south side of the street onto westbound North Carolina.

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

- c. Include hardened/concrete protection for the separated bike lane at the western end of North Carolina Ave NE closer to 13th to prevent drivers from using the bike lane as a turn lane while turning right on 13th.
2. Pavement Marking Plans p. 2 (Sheet 3 of 8):
- a. Reexamine the intersection at A at North Carolina to improve sightlines and encourage drivers to look left for pedestrians and cyclists when entering westbound onto North Carolina. Include a sidewalk-level crosswalk and continuous sidewalk-level bike path at this intersection to reduce driver and vulnerable road user conflicts. Physical treatment (not just paint) will be key here to remind drivers to also look left for pedestrians and cyclists as they seek to enter the flow of traffic on North Carolina. While we understand DDOT does not typically install raised crosswalks at stop-controlled intersections, there are exceptions, such as the image below (from DDOT's TSI website):



- b. Add a rapid flashing beacon or hawk signal for the mid-block raised crosswalk as part of the installation of this project. If suitable electric facilities are not available, please install a temporary solar-powered flashing beacon.
- c. Add a speed table at the eastern portion of the 1300 block of North Carolina Ave NE to reduce vehicle speeds and improve pedestrian safety. For both the raised crosswalk and speed table, do not extend the raised portion all the way to the curb (allowing easier transit for cyclists).
- d. Reduce the vehicle travel lane in the 1300 block of North Carolina NE from 12' to 10' or 11', expanding the parking bays to 8' or 7.5' each. The concept drawings showed 10' wide travel lanes and the community was encouraged by the promised impact that narrowing the visual space for drivers would have on reducing driver speeds and improving safety for pedestrians.

3. Pavement Marking Plans p. 3 (Sheet 4 of 8)
 - a. Create a separate pedestrian and cyclist-only light cycle for crossing 14th at the south end of the intersection with North Carolina. This will be paramount for pedestrian and cyclist safety while crossing 14th at the south side of this intersection. Residents report many near misses at this location with left-turning drivers regularly entering the crosswalk while pedestrians are present.
 - b. Reduce the vehicle travel lane for eastbound vehicles transiting from Constitution to the 1400 block of North Carolina NE from 13' to 10' or 11' to reduce travel speeds, preferably by enlarging the brick median at this location.
4. Signing Layout Plans p. 1 (Sheet 5 of 8)
 - a. For the unit block of 13th, DDOT is proposing to allow unrestricted parking from Monday-Friday and establish two-hour maximum parking between 7 AM and 7 PM on Saturday and Sunday. Consider adding RPP Monday-Friday at this location or adding another type of restriction during the week so that these spots are not fully unrestricted during the week.
 - b. Add a No Turn on Red sign for drivers turning right from North Carolina onto 13th NE.
 - c. Add signage alerting drivers to the new traffic patterns and directing drivers northbound on 13th and heading to RFK and The Fields to turn right at East Capitol Street.
5. Signing Layout Plans p. 2 (Sheet 6 of 8)
 - a. Retain existing parking as currently configured (RPP) on the north side of the triangle park bordered by A and North Carolina, eliminating the proposed Sat/Sun 7 AM-7 PM two-hour parking. If two-hour parking spaces for Sat/Sun are desired by DDOT, consider placing them on the south side of the triangle park bordered by Constitution and North Carolina NE and adjacent to Brown Memorial AME Church, which would provide greater turnover of weekend parking and is more accessible to the church.
 - b. Pilot the addition of 7 AM to 10 PM 15 minute Pick up and Drop Off (PUDO) parking spots on one or both sides of the street to reduce lane blocking/double parking. This is in response to resident concerns about their ability to drop-off groceries, receive deliveries, or get picked up by taxis/rideshare or Metro Access. We recommend placement near the mid-block crosswalk on both sides of the block. We also request coordination with DPW for enforcement and the possibility for removal if the pilot PUDO spot does not work as anticipated.
6. Signing Layout Plans p. 3 (Sheet 7 of 8)
 - a. Add No Turn on Red signs for drivers headed east on Constitution as they approach 14th St.

7. Roadway Design Plans (Sheet 8 of 8)

- a. Expand the size of the brick median/pedestrian refuge at the west side of the intersection of 14th and North Carolina to include the portion currently planned to have painted hatching and flexposts, particularly hardened protection at the northwest corner to prevent drivers from entering the protected bike facility.
- b. Include more permanent materials for curb extensions/bumpouts at each corner, in line with the treatments that are included in the plans for the C Street Project and to prevent drivers from entering the separated bike lane.
- c. Add concrete/hardened protection for the separated bike facility in the 1400 block of North Carolina (between 14th and Constitution in what is currently a vehicle travel lane).

Lastly, at our April 14 ANC meeting, neighbors reiterated their requests for greater clarity from DDOT on how this project was reviewed by Fire and Emergency Management Services, how future facilities for electric vehicle charging might be affected, and how changes to traffic patterns including increased diversion/travel times could be associated with changes in criminal behavior. If DDOT has any information or research on these subjects we would be happy to share that with residents.

Thank you for giving great weight to the recommendations of this Commission. I can be contacted at 6A04@anc.dc.gov.

On Behalf of the Commission,



Amber Gove
Chair, Advisory Neighborhood Commission 6A