



District of Columbia Government Advisory
Neighborhood Commission 6A Box 75115
Washington, DC 20013



September 14, 2018

Jeff Marootian
Director, District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003

Re: Proposed improvements to intersection of 8th Street NE and D Street NE

Dear Director Marootian:

At a regularly scheduled and properly noticed meeting¹ on September 13, 2018, our Commission voted 6-0 (with 5 Commissioners required for a quorum) to share our views with you regarding the District Department of Transportation's (DDOT) planned changes at the intersection of 8th and D Streets NE. ANC 6A appreciates your attention to this troubling location and supports to the proposed changes, but continues to believe the best solution for improvements to driver and pedestrian safety at this intersection is a conversion of the current two-way stop to an all-way stop.

As we described in previous communications, this intersection is located just a few hundred feet south of a traffic signal at Maryland Avenue NE and 8th Street NE. A similar intersection on the north side of Maryland, at 8th Street NE and E Street NE, is regulated by an all-way stop. However, the intersection at 8th Street NE and D Street NE is only a two-way stop; traffic on 8th Street does not stop. Many of the intersections in the vicinity are regulated by all-way stop signs. The exception at this location creates confusion for motorists and pedestrians alike. Drivers and pedestrians approaching the intersection on D Street NE at times expect drivers on 8th Street NE to stop, assuming it to be an all-way stop. At times, motorists on 8th Street stop even though they are not supposed to, adding further to confusion. More often than not, drivers rush through the intersection to make the changing traffic light at Maryland Avenue, disregarding pedestrians in the crosswalk.


Secondly, given that DDOT is also seeking to remove Residential Protected Parking (RPP) in order to create a short-term parking area, we request that DDOT evaluate the immediate vicinity for creating additional RPP parking spaces in order to offset the loss created by this change.

We appreciate DDOT's attention to improving safety at this intersection and support curb extensions and flex-posts at this location. However, we are concerned that this partial solution will not fully resolve the problems experienced at this intersection. Members of our community have witnessed many near-misses, and we believe the only way to avoid a future tragedy is to implement an all-way stop. We hope you will continue to consider converting the location to an all-way stop should our fears ring true upon the installation of the proposed changes here.

¹ANC 6A meetings are advertised electronically on the anc6a-announce@yahoogroups.com, anc-6a@yahoogroups.com, and newhilleast@yahoogroups.com, at www.anc6a.org, and through print advertisements in the Hill Rag.

Thank you for giving great weight to the recommendation of ANC 6A. I can be reached at PhilANC6A@gmail.com and Vice Chair Mike Soderman can be reached at MikeANC6A03@gmail.com.

On behalf of the Commission,

A handwritten signature in blue ink that reads "Phil Toomajian". The signature is fluid and cursive, with the first name "Phil" being more prominent than the last name "Toomajian".

Phil Toomajian
Chair, Advisory Neighborhood Commission 6A

Cc: Councilmember Charles Allen
ANC6C Chair Karen Wirt

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