



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



February 24, 2025

Director Sharon Kershbaum  
District Department of Transportation  
*Via email and the ANC Resolutions Website*

Re: Safety Concerns at 16th/NC Ave/C St NE

Dear Director Kershbaum:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on February 13, 2025 our Commission voted 5-0-0 (with 4 Commissioners required for a quorum) to urge DDOT to take swift action to improve safety at 16th/C/NC Ave in the wake of a pedestrian death at the hands of a reckless driver who fled the scene on Christmas Eve 2024.

In addition to the recent pedestrian death, this area is still plagued with chronic speeding issues through a residential neighborhood with lots of pedestrian use - much of which is associated with Elliot-Hine Middle School and Maury Elementary School. Despite improvements to the area, we have seen repeated episodes of drivers that hit the curb, jump onto the sidewalk, and damage infrastructure, including bus benches, light poles and signs. Since June 1, 2023, there have been seven crashes resulting in injury along this stretch of road, plus the fatality mentioned above. As of the date of this letter, there are 14 pending traffic safety input requests (TSIs) for this area pending investigation by DDOT.

The tactical improvements made to the area at 16th/C/NC Ave in November 2024 have made this intersection much safer, but issues still persist as evidenced by the tragic loss of life on Christmas Eve. To that end, we have crafted the suggestions detailed below which, if implemented, will improve safety for all road users on

Safety Improvement Suggestions:

1. **Re-installation of a speed cameras upstream on C St facing westbound traffic.** Prior to completion of the C St project a speed camera for westbound drivers was located in the 1700 block. This was effective in reminding drivers to slow down as they transitioned from highway to neighborhood driving. Placing cameras at or near 21st Street and again at 17th Street might be good locations as drivers approach the intersection in question. There is a clear discrepancy in westbound travel speed due to the two travel lanes vs eastbound with one, so a speed camera could help make this corridor more neighborhood friendly as intended by the initial C St NE redesign.
2. **Raised crosswalks at 16th St.** Raising the unsignaled crosswalks at 16th Street across C St and NC Ave would be another way to slow drivers as they approach this intersection and improve pedestrian and cyclist safety at this intersection. There has been some discussion of a hawk signal. We believe a hawk signal only slows some traffic when a pedestrian requests to cross the street and would not have saved our neighbor's life like a raised crosswalk might have. He was on the sidewalk parallel to C St NE, not attempting to cross it. We want to thank DDOT for already planning to implement the raised

---

<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.

crosswalk across C St. This will help make the area safer. We continue to believe there should also be a raised crosswalk across NC Ave.

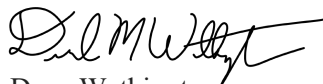
3. **Shorten the dedicated right turn lane on C St.** Currently, the right-turn only lane extends almost the entire 1500 block of C St NE. Moving the parking lane over for the first quarter of the block would narrow the visual field for drivers as they approach the block and hopefully slow them down right at the section where the Christmas Eve pedestrian death occurred. This suggestion would still allow for right hand turn queueing at 15th and C and space for buses to approach the bus stop on the block.
4. **Protect the painted bike lanes on the 1400 and 1500 blocks of NC Ave.** The safety improvements installed in November narrows NC Ave to one lane for a quarter of the 1500 block and then opens it back up to two travel lanes until the split with Constitution. Drivers are regularly seen drag racing these blocks and running the red light at 15th Street after the pinch point putting pedestrians, cyclists and other drivers at risk. Many people on bikes opt to use the south side bike path for wrong way (west bound) travel rather than risk the unprotected lane. Removing one of these vehicle travel lanes and protecting the bike lane would close the gap in the protected bike lanes from Oklahoma Ave NE to 13th St NE and extend the traffic calming effect of the November 2024 improvements. The C Street/North Carolina Ave bike lanes are often heralded as some of the best in the country and regularly visited by transportation planners except for this section of painted bike lanes, which tarnishes that reputation.

We would encourage you to review [this slide deck](#), as it visually diagrams these suggestions on maps of the area. Additionally, ANC 6A also requests that DDOT provide information about speed and traffic data that has been gathered for this corridor since the completion of the initial traffic safety project.

This slide deck was also presented to ANC 6A TPS Committee January 2025 meeting given the area in question overlaps both 6A and 7D and a motion to send a letter to DDOT reflecting these suggestions was passed unanimously.

Thank you for giving great weight to the recommendations of this Commission. I can be contacted at [6A05@anc.dc.gov](mailto:6A05@anc.dc.gov), and Transportation and Public Space Committee Chair Patrick Bloomstine can be contacted at [6ATPSChair@gmail.com](mailto:6ATPSChair@gmail.com).

On behalf of the Commission,



Dave Wethington  
Chair, Advisory Neighborhood Commission 6A

# Concept for Safety Improvements: 1400-1600 NC Ave and 1500 C St NE

Mark Sussman  
ANC 6A TPS



Concept Plan

December 2024

## Goals

- Slow speeds of vehicles traveling westbound on C St as approaching the C St/NC Ave split
- Mitigate further injuries, deaths and crashes along this corridor (pedestrian death on Christmas Eve)
- Improve pedestrian safety at “the split”
- Close the gap in the protected bike lane between 14th and 16th on NC Ave

## Nov 2024 Safety Improvements



DDOT narrowed roadway to one travel lane at C St /NC Ave split (at 16th St)

Removes one travel lane on each C St and NC Ave for about a quarter of a block

C St remains one travel lane and a dedicated right turn lane, while NC Ave opens back up to two travel lanes until NC/Constitution Ave split at 14th St.

## Nov 2024 Safety Improvements

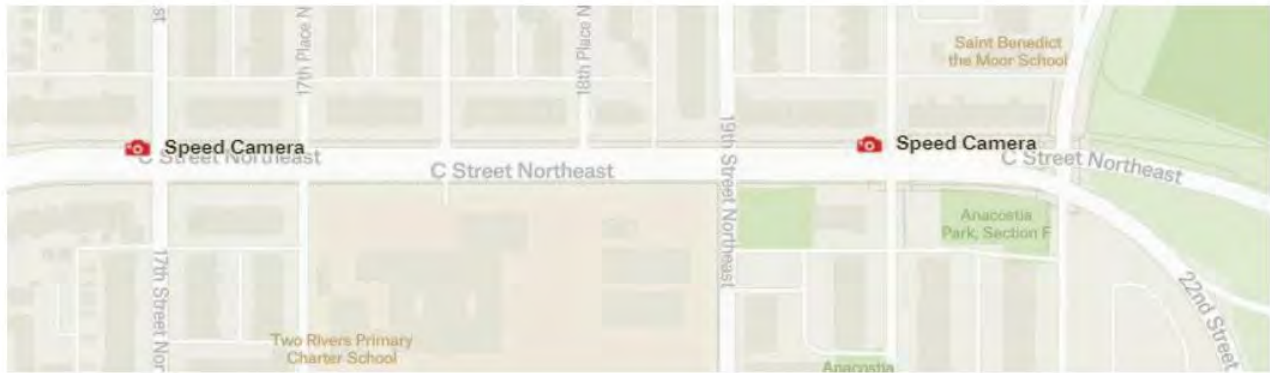


**Pro:** Narrowing to one travel lane at 16th St slows down car traffic and simplifies split (i.e. less side swipes)

**Con:** Both C St and NC Ave opens back up to two lanes for 1.5 blocks allowing car traffic to speed back up after slowing down for the pinch point.

## Suggestion #1: Upstream Speed Camera on C St

**Proposal:** Add speed camera pointing at westbound traffic on C St as traffic transitions from highway to neighborhood speed limit



## Suggestion #2: Raised Crosswalks

**Proposal:** Raise the first westbound unsigaled pedestrian crossings across C and NC Ave after the split at 16th St



Purple = Proposed Raised Crosswalk

### Suggestion #3: Remove Right Turn Only on C until first alley



RED = Proposed Removal of right-turn only lane

**Proposal:** Remove the right-turn only lane for the first section of C St after the split.

This will narrow the roadway for a longer segment both physically and for line of sight for drivers.

This is where several speeding cars have lost control including the one that resulted in a pedestrian death.

Parking lane would move over and be replaced by vegetation.

### Suggestion #4: Protect Bike Lanes on NC Ave, 1400 & 1500 Block



Yellow = Current Narrowing Green = New Protected Bike Lane Blue = Car Parking

**Proposal:** Extend the elimination of 1 travel lane on NC Ave from where it currently is (yellow) until the split with Constitution just before 14th St NE.

Replace travel lane with protected bike lane to mirror south side of NC Ave and keep parking by moving it outside the new protected bike lane.