

## **AGENDA**

### **ANC 6A Transportation & Public Space Committee Meeting**

Monday, October 18, 2021 at 7:00 pm

Virtual Meeting via Zoom

**Call-in Number: 1 301 715 8592**

**Webinar ID (access code): 836 7536 0326**

**For those attending via Zoom: <https://us06web.zoom.us/j/83675360326>**

**One tap mobile: +13017158592,,83675360326#**

Public Meeting – All are welcome

- I. Call meeting to order.
- II. Introductions & Announcements (5 minutes)
- III. Community Comment (5 minutes)
- IV. Old Business
  - A. Review of pending Traffic Safety Assessment requests and 311s.
- V. New Business
  - A. Discussion of electric vehicle charging stations for residents with street parking only.
  - B. Traffic Safety Assessment Request 21-00448727 - 300 block of 18th Street NE.
  - C. Traffic Safety Assessment Requests for the 1500 -1900 Blocks of Benning Road NE.
  - D. Discussion of new DDOT Speed Hump procedures and other procedures.
  - E. Discussion and identification of local and collector streets that may be eligible for 20 mph speed limit signs.
  - F. Installation of contraflow bike lane on the 1100 block of F St. NE.
  - G. Traffic Safety Assessment Request - Corner of Corbin St. NE and 13th St. NE.
  - H. Traffic Safety Assessment Request 21-00119585 – 13<sup>th</sup> St. NE and Wylie St. NE.
- VI. Community Comment (time permitting)
- VII. Adjourn meeting.

## **DISTRICT DEPARTMENT OF TRANSPORTATION**

### **NOTICE OF SECOND PROPOSED RULEMAKING**

The Director of the District Department of Transportation (“Department”), pursuant to the authority set forth in section 3(C) (coordinating and managing public space permits and records), section 5(3)(D)(i) (allocating and regulating on-street parking), section 5(4)(A) (reviewing and approving public space permit requests), section 6(b) (transferring the public right-of-way maintenance and parking management functions previously delegated to the Department of Public Works (“DPW”) under section III (F) of Reorganization Plan No. 4 of 1983, effective March 1, 1984, to the Department), and section 7 (transferring to the Director of the Department all transportation-related authority previously delegated to the DPW Director by Mayor’s Order 96-175, dated December 9, 1996) of the Department of Transportation Establishment Act of 2002 (“DDOT Establishment Act”), effective May 21, 2002 (D.C. Law 14-137; D.C. Official Code §§ 50-921.03(3)(C), 50-921.04(a)(3)(Q), 50-921.04(a)(3)(E), 50-921.05(b) and 50-921.06), and the Electric Vehicle Public Infrastructure Expansion Amendment Act of 2018 (D.C. Law 22-78; D.C. Official Code § 50-921.23) hereby gives notice of the intent to adopt the following rulemaking to amend Chapters 24 (Stopping, Standing, Parking, and Other Non-Moving Violations) and 26 (Civil Fines for Moving and Non-Moving Infractions) of Title 18 (Vehicles and Traffic) and Chapter 2 (Rental of Public Space) and Chapter 33 (Public Right-of-Way Occupancy Permits) of Title 24 (Public Space and Safety) of the District of Columbia Municipal Regulations (DCMR).

A Notice of Proposed Rulemaking was published in the *D.C. Register* on February 21, 2020 at 67 DCR 1975, with a 30-day public comment period. The District Department of Transportation thoroughly reviewed and considered all public feedback throughout this rulemaking process. DDOT received public comments from a total of 10 commenters.

This second proposed rulemaking removes the maximum of two (2) charging stations per square block, eliminates the prohibition of installing a charger on blocks with Residential Permit Parking (RPP) restrictions, and clarifies that parking meter rates apply only during hours of enforcement.

#### **Public Comments**

Supportive commenters applauded the District’s efforts to expand electric vehicle (EV) charging infrastructure in the public right-of-way. Supportive comments suggested that DDOT require that permit holders install a station within ten (10) weeks of receiving a permit and that DDOT eliminate sections 2406.24 and 2406.25, leveraging installation in the Central Business District to achieve coverage in all eight (8) Wards. Commenters recommended establishing this deadline to avoid the potential for vendors to reserve a space without ever installing a charger and that DDOT facilitate equity by soliciting proposals for installation at pre-selected locations.

Comments critical of the proposed rulemaking expressed concerns that the amount of curbside space made available for chargers would be insufficient, that DDOT’s proposed meter rate and parking regulations would be overly punitive and do not support efficient use of a charger, and that having multiple charging vendors with the ability to set the charging tariffs would result in an

unpredictable program with costly charging rates. Specific recommendations are summarized below, along with DDOT's response to each.

DDOT received no official resolutions from Advisory Neighborhood Commissions (ANCs).

### Comments Incorporated into the Second Rulemaking and EV Charging Policy

In response to comments, DDOT is now proposing to expand the amount of eligible space for chargers by removing the limit of two chargers per square block and made RPP blocks eligible for installation of an EV charger. DDOT is also clarifying in this second rulemaking that the parking meter rate would only apply during enforcement hours (9:00 a.m. to 8:00 p.m.) to enable overnight charging of EVs. The rationale behind this decision is detailed below.

DDOT will also incorporate the recommendation that the agency institute a deadline before which a station must be installed into the permit's terms and conditions or internal operating procedures.

### Removing the Maximum Number of Chargers per Square Block

DDOT agreed that limiting the number of chargers per square block to two (2) imposes unnecessary limitations on the available curbside space for charging. The intent of this proposal was to disperse the charging stations across the District; however, upon reconsideration and receipt of comments, DDOT believes that market forces and regulations encapsulated within this proposed rulemaking, like requiring coverage across eight (8) Wards, will efficiently disperse charging stations and prevent their displacing existing curbside uses.

### Permitting Chargers on RPP Blocks.

DDOT has also removed the provision that prohibited the installation of charging stations on blocks with RPP restrictions. DDOT removed this restriction to increase the amount of curbside space eligible for chargers and, moreover, allow chargers to be installed closer to where current and potential EV owners live. The exclusion of RPP blocks was proposed to avoid repurposing curbside parking prioritized for residents to another use that is more exclusive. However, upon receipt of comments and reconsideration, DDOT believes that regulations should not preclude a station's installation on RPP blocks, especially when a charging vendor, Pepco, and the community believe that the location is suitable for a charger.

If a charger is proposed on a block with RPP restrictions and has received initial approval from DDOT and Pepco, DDOT will require that a vendor present the proposal to the affected ANC for the permit application to advance. This requirement enhances the existing notice requirement included in D.C. Law 21-269, the Advisory Neighborhood Commissions Omnibus Amendment Act of 2016 (D.C. Code § 1-309.10) as it requires a presentation at an ANC meeting as opposed to simply the issuance of a notice of intent (NOI). Presenting before the affected community will help educate residents about why this technology is an important means to achieve the District's larger transportation electrification and sustainability goals and, also, give the public the opportunity to opine on the repurposing of public space in their neighborhood.

Any resolution from an affected ANC regarding a proposed station, whether it is on an RPP block or not, will be afforded Great Weight by DDOT when evaluating an application. After considering comments and resolutions, DDOT will make a final determination on the permit application.

### Comments Not Incorporated into the Second Rulemaking

In this second proposed rulemaking, DDOT did not amend the parking restrictions, violations, or fines included in the first proposal, increase curbside space for chargers by permitting application on blocks with emergency or rush-hour restrictions, opt to install chargers through a solicitation rather than a public space permit, or retrofit streetlights to support charging ports. The rationale for each of these decisions is detailed below.

#### Increasing the Maximum Parking Session beyond Four (4) Hours

DDOT does not support increasing the maximum parking session above four (4) hours because turnover at these curbside charging spaces during the day is essential to ensuring that the station can benefit the maximum number of people. Data from existing stations illustrate that approximately thirty-two percent (32%) of the time a vehicle occupies a charger it is not charging. These parking-only sessions diminish the effectiveness of the stations and the number of people they can serve.

The charging stations installed pursuant to this program support “top off” charging during enforcement hours and long-term charging for nearby residents at night. These charging stations are not intended to replace the parking an EV owner would have sought otherwise when going to work or planning long-term visits, nor do they guarantee that every EV can achieve a full charge. Permitting long-term, daytime parking and charging sessions would diminish the benefit of the station as fewer EV owners would have the opportunity to use them. As such, DDOT supports maintaining the four (4) hour maximum session to facilitate turnover and maximize the use and benefit of the station. Current restrictions at existing stations limit parking sessions to four (4) hours; therefore, this proposal represents no change from existing parking and charging policy.

#### Setting the Charging Tariffs

DDOT did not include regulations standardizing a tariff or a charging rate to be assessed to customers because the agency does not have the experience, expertise, or mechanism to set and determine appropriate charging tariffs. The cost of electricity charged to residences, commercial entities, and other customers, e.g. a charging station vendor, in the District is determined by Pepco and the Public Service Commission (PSC), not DDOT. Lacking a formal role in the rate-making process inhibits DDOT’s ability to determine an appropriate fee to charge customers for electricity and establish that rate via regulations.

The variety of pricing frameworks currently employed by vendors across the region also inhibits DDOT’s ability to determine a standardized cost to charge. For example, some vendors charge a usage fee per kilowatt-hour, some vendors permit unlimited charging with a membership fee, and some vendors charge a membership fee and have usage fees for non-members and discounts for members. Some vendors implement a dynamic pricing framework across their charger network to incentivize charging at different times and locations. DDOT believes that vendors should have the flexibility to determine a pricing framework, but encourages vendors, Pepco, and the PSC to work

together to ensure that rates are comparable to surrounding jurisdictions and not detrimentally high.

#### Contracting as a Project Delivery Method

DDOT does not support pursuing a contract to install chargers at pre-selected locations in each Ward, in lieu of creating a permit, for three (3) reasons; 1) the coordination needed to install charging stations is best orchestrated by DDOT's Public Space Regulation Division, 2) DDOT lacks the expertise necessary to pre-select locations that meet each requirement to successfully host a charger, and 3) expanding the number of charging station vendors will diversify the services offered to EV owners.

DDOT's Public Space Regulation Division (PSRD) has experience successfully fielding permit applications requiring high levels of coordination between the public and private sectors and public utilities and, thus, is best equipped to do so in this circumstance. To install a charger, a vendor will make a request to Pepco and DDOT to assess the feasibility of citing a charger at a proposed location. Pepco and DDOT will then have to determine if the existing utilities and curbside priorities can support a charger. If the existing utilities cannot support the charger, Pepco will have to make the necessary upgrades for them to do so. If DDOT determines that the site is appropriate for a charger, PSRD will work with Pepco and the charging station vendor to permit those upgrades and advance the application to install a charger. PSRD is accustomed to facilitating this type of coordination, especially with Pepco, as staff orchestrate this type of coordination often when fielding applications for building permits and excavation. For these reasons, the PSRD is best equipped to field and assess these applications for permit.

DDOT is not prepared to preselect locations to install chargers because the agency is not best suited to determine if a proposed location meets each requirement for it to successfully support a charger. A qualifying location must conform to DDOT's standards and priorities, have the grid capacity to support a charger, be desirable to the vendor, and have the support of the community. DDOT is not positioned to make each of these determinations, nor is making each of these determinations beforehand an efficient use of time and resources. Because chargers are best sited at locations that have been vetted and supported by vendors, Pepco, DDOT, and the community, the agency supports a process through which vendors propose locations for chargers that are then vetted by Pepco, DDOT, and the community.

Finally, availing the permit application to all EV charging station vendors diversifies the types of charging and pricing frameworks available to customers and fosters competition among vendors. With more vendors and more pricing frameworks, EV owners can pick which vendor meets their needs the most and vendors can compete for business. In addition, not all EVs can receive a Level 3 charge from every Level 3 charger, also known as a DC Fast Charger, due to compatibility issues. Three standards for Level 3 fast charging methods currently exist: CHAdeMO, Combined Charging System (CCS), and Tesla Supercharger. In the United States, each vehicle is generally only compatible with one standard. Therefore, diversifying the number of vendors increases the types of charging that may be available and EV owners' access to them.

#### Retrofitting Streetlights

In the past, DDOT had explored the possibility of retrofitting streetlights to support EV charging and determined that such a retrofit is not feasible. Streetlights do not have a voltage high enough to support Level 2 charging and upgrading the infrastructure to do so would be cost prohibitive. In addition, retrofitting streetlights to include a charge port or plug, without undertaking the infrastructure upgrade, would not meet the requirements of the legislation that stations provide Level 2 charging, be capable of charging more than one vehicle simultaneously, and collect the required data to be included in an annual report.

#### Lower Fines for Parking Violations at EV Chargers

DDOT did not adjust the fines associated with parking violations at charging stations because they are designed to encourage proper and efficient use of the charging station and, as proposed, represent an overall decrease from the existing fines. Currently, vehicles parked for more than four (4) hours between 6:00a.m. and 10:00p.m. at a charger are subject to a fine of one hundred dollars (\$100); the violation within the proposed rulemaking reduces the hours of enforcement to those between 9:00a.m. and 8:00p.m. and lowers the fine for parking longer than four (4) hours to thirty dollars (\$30).

#### “While plugged-in” versus “While-charging”

DDOT maintained the violation as “No parking except for an electric vehicle while plugged in” because the language “while charging” renders a vehicle eligible for a citation immediately upon reaching a full charge and, thus, no longer actively charging; additionally, parking enforcement officers can more easily determine if a vehicle is plugged-in than they can tell if a vehicle is actively charging, especially among a network with multiple charging vendors. Comments supportive of the language “while charging” claimed that bad actors could unplug vehicles to disrupt their charging sessions; however, data at existing stations does not indicate that that is a problem.

#### EV Chargers at Emergency and Rush-hour Restricted Curbsides

*DDOT will not permit the installation of an EV charger at curbside spaces with rush-hour restrictions or along corridors designated as emergency routes because impeding the flow of traffic in these two circumstances is not safe. The potential for a vehicle to violate these restrictions creates an undue safety hazard greater than the public benefit that a station may provide. Additionally, that public benefit is diminished by being sited at locations with rush hour and emergency restrictions that reduce the number of available hours a vehicle may be charging. This policy is consistent with that of other DDOT programs such as point-to-point and reserved carsharing; point-to-point carsharing vehicles may not be parked at curbsides with such restriction at any time and reserved carshare companies may not apply to reserve a space where rush-hour restrictions are posted.*

All persons interested in commenting on the subject matter in this proposed rulemaking may file comments in writing, no later than thirty (30) days after the publication of this notice in the D.C. Register, with Anthony C. Willingham, Policy Analyst, Policy and Legislative Affairs Division, Office of the Director, 55 M Street S.E., 7th Floor, Washington, D.C. 20003. Comments may also be sent electronically to [publicspace.policy@dc.gov](mailto:publicspace.policy@dc.gov). Copies of this proposed rulemaking are available, at cost, by writing to the above address, and are also available electronically, at no cost, on the District Department of Transportation’s web site at [ddot.dc.gov](http://ddot.dc.gov).

Chapter 24, STOPPING, STANDING, PARKING AND OTHER NON-MOVING VIOLATIONS, of Title 18 DCMR, VEHICLES AND TRAFFIC, is amended as follows:

Section 2406, PARKING PROHIBITED BY POSTED SIGN, is amended as follows:

Subsections 2406.14 through 2406.17 are repealed.

Subsections 2406.21 through 2406.29 are added to read as follows:

- 2406.21 The Director is authorized to establish reserved on-street parking spaces for the exclusive use of charging electric vehicles (“electric vehicle charging spaces”) and to reserve space on the sidewalk and street for electric vehicle charging stations and associated equipment, through the issuance in accordance with 24 DCMR 226 of a Public Space Occupancy Permit to a charging station vendor.
- 2406.22 An electric vehicle charging space established pursuant to § 2406.14 shall not:
- (a) Extend more than twenty feet (20') in length;
  - (b) Be located where parking is currently prohibited including blocks with rush hour and snow emergency restrictions; or
  - (c) Be located at a metered space reserved for individuals with disabilities, unless the metered space is relocated at the cost of the applicant and approved by DDOT.
- 2406.23 For every two (2) charging stations installed in the Central Business District by a charging station vendor, seven (7) charging stations, each serving at least two (2) spaces, must be installed outside the Central Business District by the charging station vendor until the charging station vendor has installed one (1) electric vehicle charging station, serving at least two (2) spaces, in each ward.
- 2406.24 A vendor’s permit application for its fifteenth (15<sup>th</sup>) or later charging station shall not be approved unless the vendor has installed and maintains one (1) electric vehicle charging station, serving at least two (2) spaces, in each ward.
- 2406.25 An electric vehicle charging station shall:
- (a) Be located outside of a tree box;
  - (b) Be located ten feet (10') or more from a fire hydrant;
  - (c) Be located twenty-five feet (25') or more from a marked or unmarked intersection;

- (d) Be located so that it does not protrude into a roadway or a bike lane;
- (e) Be so located as to ensure compliance with the minimum pedestrian clearance widths as set forth in the District Department of Transportation Design and Engineering Manual; and
- (f) Display the contact information of the vendor to report any issues.

2406.26 Electric vehicle supply equipment placed on a sidewalk that supplies an on-street electric vehicle charging station shall not interfere with the minimum pedestrian clearance widths as set forth in the District Department of Transportation Design and Engineering Manual;

2406.27 Cords, cables, and connector equipment of a charging station shall not be placed in such a manner as to extend across the path of travel within the sidewalk or walkway whether or not in use by an electric vehicle

2406.28 The following rules shall apply to the use by the public of electric vehicle parking spaces and charging stations and violation of this subsection shall be subject to the fines set forth in § 2601:

- (a) Parking in electric vehicle charging spaces is permitted only for electric vehicles and plug-in hybrids and only in accordance with the guidelines provided on the charging station.
- (b) An electric vehicle may park in an electric vehicle charging space only while the vehicle is plugged in to the charging station.
- (c) An electric vehicle may park in an electric vehicle charging space for no more than a total of four (4) hours between 9:00 a.m. and 8:00 p.m. on any calendar day.
- (d) A vehicle occupying an electric vehicle charging space shall pay any applicable charging fee required by the charging station vendor.
- (e) In addition to all other applicable fees, a person parking a vehicle in an electric vehicle charging space shall be assessed a one dollar (\$1.00) per hour fee for the use of public space while charging the vehicle and ten dollars (\$10.00) per hour while not charging between 9:00 a.m. and 8:00 p.m. on any calendar day.



Chapter 26, CIVIL FINES FOR MOVING AND NON-MOVING INFRACTION, OF Title 18 DCMR, VEHICLES AND TRAFFIC, is amended as follows:

**Section 2600, CIVIL FINES FOR MOTOR VEHICLE MOVING INFRACTIONS, is amended as follows:**

**Subsection 2600.1 is amended as follows:**

The following infraction under the category of “Right-of-way,” is repealed:

Stopping, standing, or parking a vehicle in a bicycle lane or shared use path      \$150.00  
[§ 2405.1]

**Section 2601, PARKING AND OTHER NON-MOVING INFRACTIONS, is amended as follows:**

**The chart set forth in subsection 2601.1 is amended as follows:**

**The section labeled “INFRACTION (Regulatory/Statutory Citation)” is amended as follows:**

The following row is inserted after the row labeled “Barricade, in front of [§ 2405.2(h)]”:

|   |          |
|---|----------|
| Bicycle lane or shared use path, stopping, standing, or parking a vehicle in [§ 2405.1] | \$150.00 |
|---|----------|

The infraction “No parking except for an electric vehicle while being charged [§ 2406.14]” is amended to read as follows:

|   |          |
|---|----------|
| No parking except for an electric vehicle while plugged in [§§ 2406.14 (b), 2406.14 (c),] | \$100.00 |
|---|----------|

The following row is inserted after the row labeled “Parallel, fail to park (except where permitted) [§ 2400.1]”:

|  |         |
|--|---------|
| Plugged in electric vehicle remaining for more than four (4) hours between 9:00 a.m. and 8:00 p.m. Monday through Sunday at an on-street parking space reserved for charging vehicles [§ 2406.14 (b), 2406.14 (c)] | \$30.00 |
|--|---------|

The following row is repealed:

|  |           |
|--|-----------|
| Vehicle remaining for more than four (4) hours between 6:00 a.m. and 10:00 p.m. Monday through Saturday at an on-street parking space reserved for charging vehicles [§ 2406.16] | \$ 100.00 |
|--|-----------|

**Chapter 2, RENTAL OF PUBLIC SPACE, OF Title 24 DCMR, PUBLIC SPACE AND SAFETY, is amended as follows:**

**Section 225, PUBLIC SPACE PERMIT FEES, is amended as follows:**

**Subsection 225.1 is amended by amending paragraph (r) to read as follows:**

**(r) Charging station:**

|  |              |
|--|--------------|
| Installation of charging station- reserving the equivalent of 2 parking spaces for electric vehicles | \$2,400/year |
|--|--------------|

**Chapter 33, PUBLIC RIGHT-OF-WAY OCCUPANCY PERMITS, of Title 24 DCMR, PUBLIC SPACE AND SAFETY, is amended as follows:**

**Section 3399, DEFINITIONS, is amended as follows:**

**Subsection 3399.1 is amended as follows:**

The following definitions are added after the definition of “Dockless vehicle operating company”:

**Electric Vehicle** - a vehicle that is propelled by an electric motor and is capable of being recharged from an external source of electricity.

**Electric Vehicle Charging Station** - a publicly accessible facility or equipment that is located in the public right-of-way, including any public space in the District, and is used to charge the battery or other energy storage device of an electric vehicle.

**Government of the District of Columbia**  
**Department of Transportation**



**Traffic Safety Assessment Questionnaire**

| Contact Information         |                   |
|-----------------------------|-------------------|
| Name: [REDACTED]            | Date: 9/20/21     |
| Address: 339 18th Street NE | Phone: [REDACTED] |
| 339 18th Street NE          | [REDACTED]        |
| Signature: [REDACTED]       |                   |

The purpose of this Questionnaire is for DDOT to gather information about a safety concern in order to perform a Traffic Safety Assessment (TSA). The intent of the TSA process is to ask residents to identify traffic safety concerns, whether along a roadway segment or at an intersection, and focus on the definition of the safety concern(s) rather than on a proposed solution or mitigation measure. Based on the nature of the request, DDOT will determine the type of assessment necessary to investigate the extent of the traffic safety concern.

To begin a Traffic Safety Assessment, please fill out the information below and answer any questions to the best of your ability. If necessary, please attach additional pages. In addition, a letter of support from your ANC Commissioner is required. Find your ANC here: <https://anc.dc.gov/>

Once completed, please submit this form and ANC support letter to DDOT via the address provided below, or you can email the form to [traffic.safety@dc.gov](mailto:traffic.safety@dc.gov).

District Department of Transportation  
Customer Service Clearinghouse  
250 M Street SE  
Washington, DC 20003

If you have any questions, please contact DDOT at 202-673-6813. Thank you.

*Version 1.01, updated May 2019*

| Questions  |  |
|--|--|
| <p><b>Location of requested investigation:</b><br/>Define geographic boundaries as clearly as possible (400 block of A Street NE, intersection of 1st Street &amp; B Street NW, etc.)</p> <p>Is this location near an existing construction project? If yes, please provide the name and location of the project and any construction-related concerns.</p>  | <p>300 Block of 18th Street NE. Yes, C St NE project.</p>  |
| <p><b>Safety concerns:</b><br/>Provide a detailed description of the problems observed in the area of investigation (vehicle crashes, speeding, pedestrian safety, bicycle safety, unable to cross the street, hard to see cross-traffic, etc.)</p> <p>For intersection-related concerns, please include the type of intersection:</p> <ul style="list-style-type: none"> <li>▪ 1 or 2-way STOP control</li> <li>▪ All-way STOP control</li> <li>▪ Traffic signal</li> </ul> | <p>Cars cut through 18th street NE frequently to get to C St NE. There is a traffic signal at the intersection of 18th and C NE. Vehicles speed up at the south end of the block to make the light and go through the intersection very quickly. Many children live on the block and play on the sidewalks and cross that intersection on foot and bikes. In addition, many children walk down 18th Street NE and cross that intersection on their way to and from Eliot-Hine middle school, which is located directly south of the intersection. The block is a school zone due to its proximity to Eliot-Hine.</p> |
| <p><b>Days and time when safety concerns are the worst:</b><br/>Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>  | <p>Speeding occurs at all hours, but appears to be worst during weekday commuting hours. This coincides with many children walking to and from school.</p>   |
| <p><b>Are there existing traffic calming features on the block?</b><br/>This includes speed humps, rumble strips, etc.</p>   | <p>No.</p>   |
| <p><b>Describe neighborhood uses:</b><br/>Such as residential area, retail area, school zone, recreation center, community center, etc.</p>  | <p>The neighborhood is a residential neighborhood. There is a small commercial strip at the corner of 18th and D Street NE. The block is a school zone due to Eliot-Hine middle school being located at the end of the block.</p>  |

| Questions  |   |
|--|---|
| <b>Describe multi-modal facilities:</b><br>Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?   | There are sidewalks and lots of pedestrians.  |
| <b>Vehicle types:</b><br>Is the concern about commuter traffic in cars? Is there a high volume of trucks, perhaps due to nearby construction? What about buses?  | All types of vehicles speed on the street. Nearby construction diverts some traffic to the 300 block of 18th Street NE. |
| <b>Have you previously contacted DDOT about your concerns?</b><br>Please include name(s) and department(s) if possible.<br><br>If you have already contacted 311, please provide the service request number. | No.   |
| <b>Any other information you would like to share?</b>  |   |
| <b>For DDOT Use Only</b>   |   |
| <b>Date Received:</b> 9/20/21  | <b>Service Request Number:</b>  |
| <b>Letter of Support Attached?</b>   | <input type="checkbox"/> YES / NO <input type="checkbox"/>  |
| <b>Name:</b> [REDACTED]  | <b>SMD/Ward:</b>  |
| <b>Contact Info:</b>   |   |

**Government of the District of Columbia**  
**Department of Transportation**



October 8, 2021

[REDACTED]  
339 18<sup>th</sup> Street NE  
Washington, DC 20002

**RE: Traffic Safety Investigation Service Request 21-00441204**

Dear [REDACTED]:

Thank you for contacting the District Department of Transportation (DDOT) regarding a Traffic Safety Investigation. This letter is to acknowledge that we have received your request regarding traffic concerns in the 300 block of 18<sup>th</sup> Street NE.

The investigation normally takes up to 130 days, and will involve an evaluation of the site, roadway characteristics, crash data, speed data (which will have to be collected), volume data (also collected), and any other characteristics of the roadway network that could help DDOT investigate the concerns raised in the Traffic Calming Assessment application.

Once DDOT has completed the investigation we will provide you with a response with our findings and any measures that DDOT will take to address traffic-related issues in the area.

For further questions regarding this matter, please contact DDOT at **Connie Wheeler, Supervisory Engineering Technician of the Traffic Safety Division** at [connie.wheeler@dc.gov](mailto:connie.wheeler@dc.gov). Please reference your Traffic Safety Investigation Service Request Confirmation Number.

Sincerely,

**d. Customer Service Clearinghouse**  
lr

**Government of the District of Columbia**  
**Department of Transportation**



**Traffic Safety Assessment Questionnaire**

|  |                                      |        |                 |
|--|--------------------------------------|--------|-----------------|
| Name:                                  | Commissioner Sondra Phillips-Gilbert | Date:  | 9/27/2021       |
| Address:                               | 1744 E Street NE                     | Phone: | 202-397-7228    |
|  |                                      | Email: | 6A07@anc.dc.gov |
| Signature: /s/ Sondra Phillips-Gilbert |                                      |        |                 |

The purpose of this Questionnaire is for DDOT to gather information about a safety concern in order to perform a Traffic Safety Assessment (TSA). The intent of the TSA process is to ask residents to identify traffic safety concerns, whether along a roadway segment or at an intersection, and focus on the definition of the safety concern(s) rather than on a proposed solution or mitigation measure. Based on the nature of the request, DDOT will determine the type of assessment necessary to investigate the extent of the traffic safety concern.

To begin a Traffic Safety Assessment, please fill out the information below and answer any questions to the best of your ability. If necessary, please attach additional pages. In addition, please attach a letter of support from your ANC Commissioner, Councilmember's Office, or representative from the Mayor's Office of Community Relations.

Once completed, please submit this form to DDOT via the address provided below, or you can email the form to [traffic.safety@dc.gov](mailto:traffic.safety@dc.gov).

District Department of Transportation  
Customer Service Clearinghouse  
55 M Street SE – 7<sup>th</sup> Floor  
Washington, DC 20003

If you have any questions, please contact DDOT at 202-673-6813. Thank you.

*Version 1.01, updated May 2019*

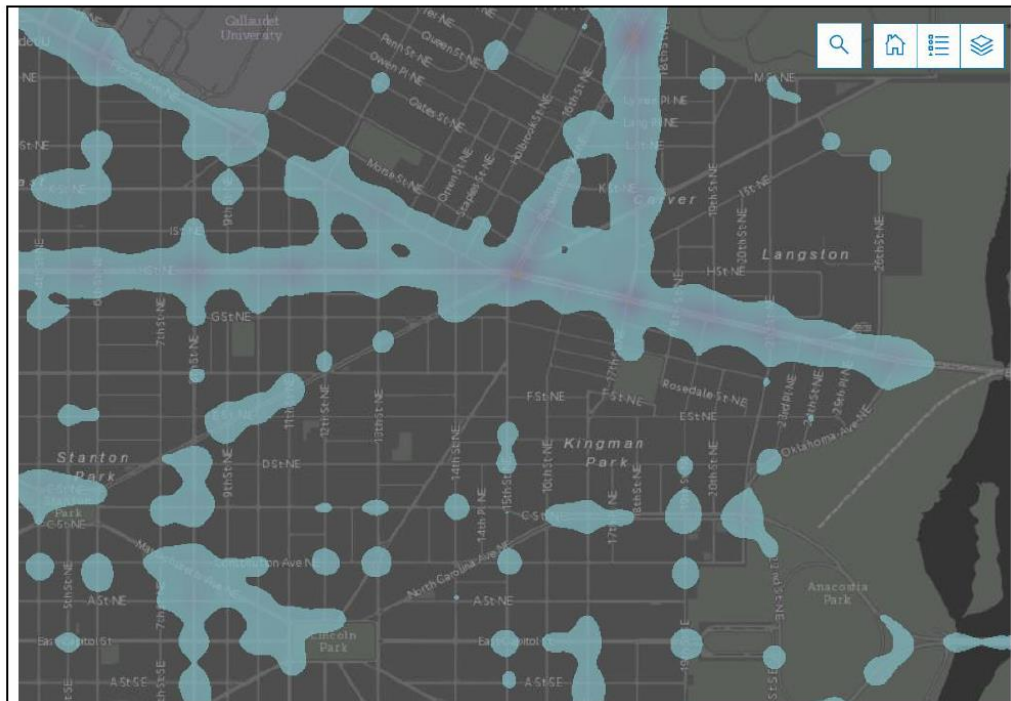
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District Department of Transportation | 55 M Street, SE, Suite 400,  
Washington, DC 20003 | 202.673.6813 | [ddot.dc.gov](http://ddot.dc.gov)

| Questions  |   |
|--|---|
| Location of requested investigation:   | 1500 1600 1700 Benning Road NE  |
| <p><b>Safety concerns:</b><br/>Provide a detailed description of the problems observed in the area of investigation (vehicle crashes, speeding, pedestrian safety, bicycle safety, unable to cross the street, hard to see cross-traffic, etc.)</p> <p>For intersection-related concerns, please include the type of intersection:</p> <ul style="list-style-type: none"> <li>▪ 1 or 2-way STOP control</li> <li>▪ All-way STOP control</li> <li>▪ Traffic signal</li> </ul> | <p>Safety concerns include vehicle crashes, excessive speeding, and pedestrian safety. Bicycle safety is of concern on Benning Road within these blocks as well.</p> <p>Benning Road NE registers as one of the streets with the most crashes and injuries throughout the city.</p> <p>Traffic signals at all 3 intersections:<br/>15th Street NE &amp; Benning Road NE<br/>16th Street NE &amp; Benning Road NE<br/>17th Street NE &amp; Benning Road NE</p> |
| <p>Days and time when safety concerns are the worst:<br/>Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>   | Weekday AM and PM commuter peaks. Weekends also.  |
| <p>Are there existing traffic calming features on the block?<br/>This includes speed humps, rumble strips, etc.</p>  | No traffic calming measures exist within these three blocks on Benning Road NE.   |
| <p>Describe neighborhood uses:<br/>Such as residential area, retail area, school zone, recreation center, community center, etc.</p>   | Heavy retail area with some residential area.   |



|   |  |
|---|--|
| <p><b>Describe multi-modal facilities:</b><br/>Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?</p>  | <p><b>Sidewalks are present.</b></p> <p><b>Heavy DC Streetcar presence at all three unit blocks on Benning Road NE (1500, 1600, and 1700)</b></p> <p><b>DC Streetcar stop at intersection of 15th St. and Benning NE</b><br/><b>Metrobus stop at intersection of 16th St. &amp; Benning NE</b></p> |
| <p><b>Vehicle types:</b><br/>Is the concern about commuter traffic in cars? Is there a high volume of trucks, perhaps due to nearby construction? What about buses?</p>   | <p><b>Heavy presence of commuter traffic and buses.</b></p> <p><b>DC Streetcar shares a lane with traffic on Benning Rd. NE</b></p> <p><b>There is a high volume of trucks entering and exiting the city as Benning Road is an access road from 295 into the city.</b></p>                         |
| <p><b>Have you previously contacted DDOT about your concerns?</b><br/>Please include name(s) and department(s) if possible.</p> <p>If you have already contacted 311, please provide the service request number.</p>  | <p><b>No</b></p>   |
| <p><b>Any other information you would like to share?</b></p> <p>Commissioner Comment: Our Commission would welcome a joint discussion with ANC5D to discuss a comprehensive traffic safety review of these blocks of Benning. As noted in the below heat map for injury crashes, the Benning corridor is one of the most dangerous in our Commission area.<br/> <a href="https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336">https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336</a></p> |  |



For DDOT Use Only

|                             |  |                         |  |
|-----------------------------|--|-------------------------|--|
| Date Received:              |  | Service Request Number: |  |
| Letter of Support Attached? |  | YES / NO                |  |
| Name:                       |  | SMD/Ward:               |  |
| Contact Info:               |  |                         |  |

# Government of the District of Columbia

## Department of Transportation



### Traffic Safety Assessment Questionnaire

|  |                               |        |                 |
|--|-------------------------------|--------|-----------------|
| Name:                                  | Commissioner Phillips-Gilbert | Date:  | 9/27/2021       |
| Address:                               | 1744 E Street NE              | Phone: | 202-397-7228    |
|  |                               | Email: | 6A07@anc.dc.gov |
| Signature: /s/ Sondra Phillips-Gilbert |                               |        |                 |

The purpose of this Questionnaire is for DDOT to gather information about a safety concern in order to perform a Traffic Safety Assessment (TSA). The intent of the TSA process is to ask residents to identify traffic safety concerns, whether along a roadway segment or at an intersection, and focus on the definition of the safety concern(s) rather than on a proposed solution or mitigation measure. Based on the nature of the request, DDOT will determine the type of assessment necessary to investigate the extent of the traffic safety concern.

To begin a Traffic Safety Assessment, please fill out the information below and answer any questions to the best of your ability. If necessary, please attach additional pages. In addition, please attach a letter of support from your ANC Commissioner, Councilmember's Office, or representative from the Mayor's Office of Community Relations.

Once completed, please submit this form to DDOT via the address provided below, or you can email the form to [traffic.safety@dc.gov](mailto:traffic.safety@dc.gov).

District Department of Transportation  
Customer Service Clearinghouse  
55 M Street SE – 7<sup>th</sup> Floor  
Washington, DC 20003

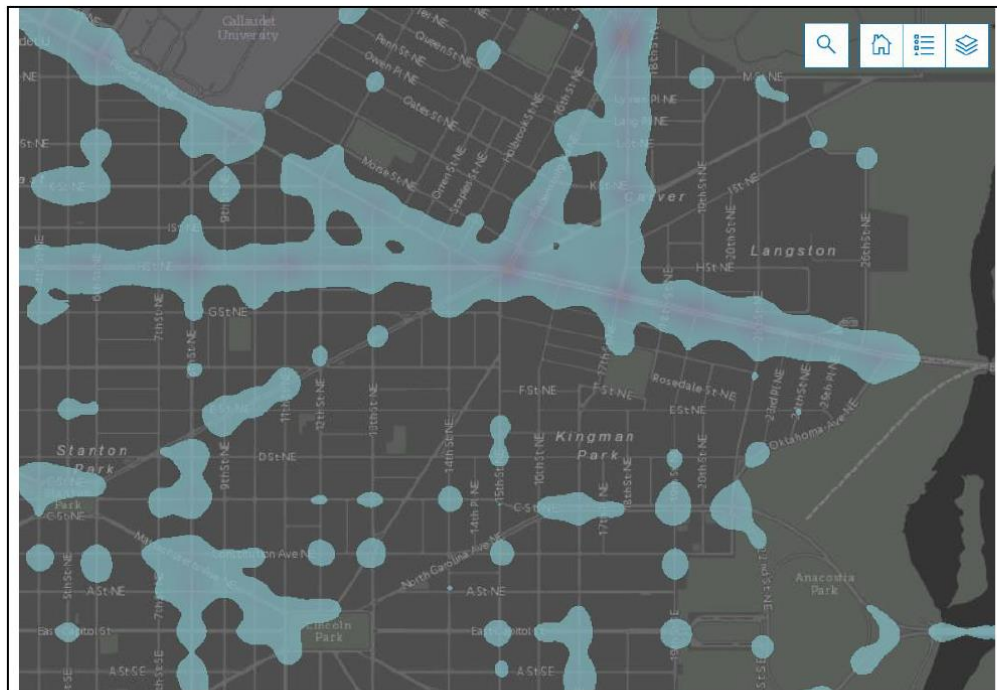
If you have any questions, please contact DDOT at 202-673-6813. Thank you.

*Version 1.01, updated May 2019*

District Department of Transportation | 55 M Street, SE, Suite 400,  
Washington, DC 20003 | 202.673.6813 | [ddot.dc.gov](http://ddot.dc.gov)

| Questions   |   |
|---|---|
| Location of requested investigation:  | 1800 1900 2000 Benning Road NE. Only the 1800 block of Benning is within our 6A Commission area.  |
| <p>Safety concerns:<br/>Provide a detailed description of the problems observed in the area of investigation (vehicle crashes, speeding, pedestrian safety, bicycle safety, unable to cross the street, hard to see cross-traffic, etc.)</p> <p>For intersection-related concerns, please include the type of intersection:</p> <ul style="list-style-type: none"> <li>▪ 1 or 2-way STOP control</li> <li>▪ All-way STOP control</li> <li>▪ Traffic signal</li> </ul> | <p>Safety concerns include vehicle crashes, excessive speeding, and pedestrian safety. Bicycle safety is of concern on Benning Road within these blocks as well.</p> <p>Benning Road NE registers as one of the streets with the most crashes throughout the city.</p> <p>Traffic signals at all 3 intersections:<br/>18th Street NE &amp; Benning Road NE<br/>19th Street NE &amp; Benning Road NE<br/>20th Street NE &amp; Benning Road NE</p> <p>19th Street NE and Benning Road NE is a large problem for 19th Street NE in the weekday AM peak. Traffic can be stunted on 19th Street NE from Benning Road NE down 4 blocks past E Street NE in the mornings, causing morning commuters to speed down other streets.</p> |
| <p>Days and time when safety concerns are the worst:<br/>Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>  | Weekday AM and PM commuter peaks. Weekends also.  |
| <p>Are there existing traffic calming features on the block?<br/>This includes speed humps, rumble strips, etc.</p>   | <p>No traffic calming measures on these blocks of Benning Rd.</p> <p>Traffic signals at the following intersections:<br/><br/>18th Street NE &amp; Benning Road NE<br/>19th Street NE &amp; Benning Road NE<br/>20th Street NE &amp; Benning Road NE</p>  |
| <p>Describe neighborhood uses:<br/>Such as residential area, retail area, school zone, recreation center, community center, etc.</p>  | Retail and residential area.  |

|   |   |
|---|---|
| <p><b>Describe multi-modal facilities:</b><br/>Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?</p>  | <p>Sidewalks on both sides of Benning Road NE.</p> <p>DC Streetcar stop at 19th Street NE and Benning Road NE</p> <p>Metrobus stop at 19th Street NE and Benning Road NE</p>  |
| <p><b>Vehicle types:</b><br/>Is the concern about commuter traffic in cars? Is there a high volume of trucks, perhaps due to nearby construction? What about buses?</p>   | <p>Heavy presence of commuter traffic and buses.</p> <p>DC Streetcar shares a lane with traffic on Benning Rd. NE</p> <p>There is a high volume of trucks entering and exiting the city as Benning Road is an access road from 295 into the city.</p> |
| <p><b>Have you previously contacted DDOT about your concerns?</b><br/>Please include name(s) and department(s) if possible.</p> <p>If you have already contacted 311, please provide the service request number.</p>  | <p>No</p>   |
| <p><b>Any other information you would like to share?</b></p> <p>Commissioner Comment: Our Commission would welcome a joint discussion with ANC5D and ANC7D to discuss a comprehensive traffic safety review of these blocks of Benning. As noted in the below heat map for injury crashes, the Benning corridor is one of the most dangerous in our Commission area.<br/> <a href="https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336">https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336</a></p> |   |



For DDOT Use Only

|                             |  |                         |  |
|-----------------------------|--|-------------------------|--|
| Date Received:              |  | Service Request Number: |  |
| Letter of Support Attached? |  | YES / NO                |  |
| Name:                       |  | SMD/Ward:               |  |
| Contact Info:               |  |                         |  |

# Government of the District of Columbia

## Department of Transportation



### Traffic Safety Assessment Questionnaire

| Contact Information             |                        |
|---------------------------------|------------------------|
| Name: Laura Gentile             | Date: October 11, 2021 |
| Address: 1418 Duncan Street, NE | Phone: 202-744-2014    |
| 1418 Duncan Street, NE          | Email: 6A05@anc.dc.gov |
| Signature: <i>Laura Gentile</i> |                        |

The purpose of this Questionnaire is for DDOT to gather information about a safety concern in order to perform a Traffic Safety Assessment (TSA). The intent of the TSA process is to ask residents to identify traffic safety concerns, whether along a roadway segment or at an intersection, and focus on the definition of the safety concern(s) rather than on a proposed solution or mitigation measure. Based on the nature of the request, DDOT will determine the type of assessment necessary to investigate the extent of the traffic safety concern.

To begin a Traffic Safety Assessment, please fill out the information below and answer any questions to the best of your ability. If necessary, please attach additional pages. In addition, a letter of support from your ANC Commissioner is **required**. Find your ANC here: <https://anc.dc.gov/>

Once completed, please submit this form and ANC support letter to DDOT via the address provided below, or you can email the form to [traffic.safety@dc.gov](mailto:traffic.safety@dc.gov).

District Department of Transportation  
Customer Service Clearinghouse  
250 M Street SE  
Washington, DC 20003

If you have any questions, please contact DDOT at 202-673-6813. Thank you.

Version 1.01, updated May 2019



| Questions  |   |
|--|---|
| <p><b>Location of requested investigation:</b><br/>Define geographic boundaries as clearly as possible (400 block of A Street NE, intersection of 1st Street &amp; B Street NW, etc.)</p> <p>Is this location near an existing construction project? If yes, please provide the name and location of the project and any construction-related concerns.</p>  | <p>Corner of 13th Street and Corbin Streets, NE.</p> <p>Located one block from Maury Elementary School.</p>   |
| <p><b>Safety concerns:</b><br/>Provide a detailed description of the problems observed in the area of investigation (vehicle crashes, speeding, pedestrian safety, bicycle safety, unable to cross the street, hard to see cross-traffic, etc.)</p> <p>For intersection-related concerns, please include the type of intersection:</p> <ul style="list-style-type: none"> <li>▪ 1 or 2-way STOP control</li> <li>▪ All-way STOP control</li> <li>▪ Traffic signal</li> </ul> | <p>The intersection of 13th Street and Corbin Place NE is basically a blind intersection. Drivers turning from Corbin Place onto 13th St. and pedestrians trying to cross 13th St., are often unable to see oncoming traffic. Residents have had many near misses, both in their cars and while walking.</p> <p>Further, cars frequently park illegally on 13th Street, between the "no parking" signs and the street corners. The frequent illegal parking significantly exacerbates the existing problem with lack of visibility. And many cars speed on this street as well.</p> |
| <p><b>Days and time when safety concerns are the worst:</b><br/>Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>  | <p>The problem is worse on weekdays around commuting time but is also a problem at other times of the week (weekends, evenings)</p>   |
| <p><b>Are there existing traffic calming features on the block?</b><br/>This includes speed humps, rumble strips, etc.</p>   | <p>No</p>   |
| <p><b>Describe neighborhood uses:</b><br/>Such as residential area, retail area, school zone, recreation center, community center, etc.</p>  | <p>Primarily residential with a school and playground approximately a block away</p>  |



| Questions  |   |
|--|---|
| <b>Describe multi-modal facilities:</b><br>Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?   | There are sidewalks.  |
| <b>Vehicle types:</b><br>Is the concern about commuter traffic in cars? Is there a high volume of trucks, perhaps due to nearby construction? What about buses?  | Cars, many of which are speeding, are the primary issue here.         |
| <b>Have you previously contacted DDOT about your concerns?</b><br>Please include name(s) and department(s) if possible.<br><br>If you have already contacted 311, please provide the service request number.   | No  |
| <b>Any other information you would like to share?</b> We would like DDOT to increase the distance of the setback between the 13th and Corbin corners and the "no parking from here to corner" signs. This would help to improve visibility for anyone turning from Corbin onto 13th.<br><br>We would also like DDOT to consider installing a speed camera near this intersection.<br><br>We would also like DDOT to increase ticketing for cars that are illegally parked. |   |
| For DDOT Use Only  |   |
| Date Received: October 11, 2021  | Service Request Number:   |
| Letter of Support Attached?  | <input type="checkbox"/> YES / NO <input checked="" type="checkbox"/> |
| Name: Laura Gentile  | SMD/Ward: ANC6A05   |
| Contact Info:  | 202/744-2014  |

**Government of the District of Columbia**  
**Department of Transportation**



**Traffic Safety Assessment Questionnaire**

|            |                      |        |            |
|------------|----------------------|--------|------------|
| Name:      | [REDACTED]           | Date:  | 4/6/2021   |
| Address:   | 1214 Wylie Street NE | Phone: | [REDACTED] |
|            | Washington DC 20002  | Email: | [REDACTED] |
| Signature: |                      |        |            |

The purpose of this Questionnaire is for DDOT to gather information about a safety concern in order to perform a Traffic Safety Assessment (TSA). The intent of the TSA process is to ask residents to identify traffic safety concerns, whether along a roadway segment or at an intersection, and focus on the definition of the safety concern(s) rather than on a proposed solution or mitigation measure. Based on the nature of the request, DDOT will determine the type of assessment necessary to investigate the extent of the traffic safety concern.

To begin a Traffic Safety Assessment, please fill out the information below and answer any questions to the best of your ability. If necessary, please attach additional pages. In addition, please attach a letter of support from your ANC Commissioner, Councilmember's Office, or representative from the Mayor's Office of Community Relations.

Once completed, please submit this form to DDOT via the address provided below, or you can email the form to [traffic.safety@dc.gov](mailto:traffic.safety@dc.gov).

District Department of Transportation  
Customer Service Clearinghouse  
55 M Street SE – 7<sup>th</sup> Floor  
Washington, DC 20003

If you have any questions, please contact DDOT at 202-673-6813. Thank you.

*Version 1.01, updated May 2019*

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District Department of Transportation | 55 M Street, SE, Suite 400,  
Washington, DC 20003 | 202.673.6813 | [ddot.dc.gov](http://ddot.dc.gov)

| Questions  |   |
|--|---|
| <p><b>Location of requested investigation:</b><br/>Define geographic boundaries as clearly as possible (400 block of A Street NE, intersection of 1st Street &amp; B Street NW, etc.)</p> <p>Is this location near an existing construction project? If yes, please provide the name and location of the project and any construction-related concerns.</p>  | <p>The location is Wylie Street NE -- a one-block street between 12th and 13th Streets NE. There is one construction project on Wylie Street currently -- at 1247 Wylie Street NE; there are no construction-related concerns.</p>  |
| <p><b>Safety concerns:</b><br/>Provide a detailed description of the problems observed in the area of investigation (vehicle crashes, speeding, pedestrian safety, bicycle safety, unable to cross the street, hard to see cross-traffic, etc.)</p> <p>For intersection-related concerns, please include the type of intersection:</p> <ul style="list-style-type: none"> <li>▪ 1 or 2-way STOP control</li> <li>▪ All-way STOP control</li> <li>▪ Traffic signal</li> </ul> | <p>The problem is speeding traffic on Wylie Street, which is a narrow street only a total of one block long. Cars regularly speed down the street, causing a serious problem for pedestrian and bicycle safety. Cars parked on the street are often dented, mirrors knocked off, etc.</p> |
| <p><b>Days and time when safety concerns are the worst:</b><br/>Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>  | <p>Speeding is a problem at all times, but is especially serious in the evenings/nighttime.</p>   |
| <p><b>Are there existing traffic calming features on the block?</b><br/>This includes speed humps, rumble strips, etc.</p>   | <p>None.</p>  |
| <p><b>Describe neighborhood uses:</b><br/>Such as residential area, retail area, school zone, recreation center, community center, etc.</p>  | <p>Wylie Street is residential only, but is located one-half block from H Street NE, a major traffic, retail and restaurant thoroughfare.</p>   |

|  |   |                                |  |
|--|---|--------------------------------|--|
| <p><b>Describe multi-modal facilities:</b><br/>Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?</p>   | <p>There are sidewalks on both sides of Wylie Street. There is a Capital BikeShare stand on 13th Street between H and Wylie Streets. There is a Metrobus stop on H Street NE at the corner of H and 11th Streets. There is a streetcar stop at 13th and H Streets NE.</p> |                                |  |
| <p><b>Vehicle types:</b><br/>Is the concern about commuter traffic in cars? Is there a high volume of trucks, perhaps due to nearby construction? What about buses?</p>  | <p>High volume of regular vehicular traffic.</p>  |                                |  |
| <p><b>Have you previously contacted DDOT about your concerns?</b><br/>Please include name(s) and department(s) if possible.</p> <p>If you have already contacted 311, please provide the service request number.</p> | <p>No</p>   |                                |  |
| <p><b>Any other information you would like to share?</b></p> <p>The residents would like a traffic assessment that helps reduce/calm traffic, but does not result in the loss of parking space on Wylie Street.</p>  |   |                                |  |
| <p>For DDOT Use Only</p>   |   |                                |  |
| <p>Date Received:</p>  |   | <p>Service Request Number:</p> |  |
| <p>Letter of Support Attached?</p>   |   | <p>YES / NO</p>                |  |
| <p>Name:</p>   |   | <p>SMD/Ward:</p>               |  |
| <p>Contact Info:</p>   |   |                                |  |

Government of the District of Columbia  
Department of Transportation



April 7, 2021

██████████  
1214 Wylie Street NE  
Washington, DC 20002

RE: Traffic Safety Investigation Service Request 21-00119585

Dear ██████████:

Thank you for contacting the District Department of Transportation (DDOT) regarding a Traffic Safety Investigation. This letter is to acknowledge that we have received your request regarding traffic concerns in the 1200 block of Wylie Street NE between 12<sup>th</sup> Street NE and 13<sup>th</sup> Street NE.

Investigations normally take up to 130 days, and will involve an evaluation of the site, roadway characteristics, crash data, speed data (which will have to be collected), volume data (also collected), and any other characteristics of the roadway network that could help DDOT investigate the concerns raised in the Traffic Calming Assessment application. **Please be advised that due to Covid-19 restrictions, DDOT is operating at a modified schedule and requests will likely take longer than usual.**

Once DDOT has completed the investigation we will provide you with a response with our findings and any measures that DDOT will take to address traffic-related issues in these areas.

For further questions regarding this matter, please contact DDOT at **Connie Wheeler, Supervisory Engineering Technician of the Traffic Safety Division** at [connie.wheeler@dc.gov](mailto:connie.wheeler@dc.gov). Please reference your Traffic Safety Investigation Service Request Confirmation Number.

Sincerely,

**d. Customer Service Clearinghouse**  
lr

