

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



June 14, 2007

Department of Transportation  
Traffic Services Administration  
2000 14th Street, NW  
Washington, DC 20009  
(202) 671-2303

Attn: Chris Delfs, Ward 6 Planner  
Derrick Hardy, Ward 6 Engineer

Re: Midblock Traffic Signal on Maryland Avenue between 9<sup>th</sup> and 10<sup>th</sup> Streets, NE

Mr. Delfs and Mr. Hardy:

At our May 10, 2007, Commission meeting, we voted unanimously to request that the existing midblock traffic signal, located on Maryland Avenue, between 9<sup>th</sup> and 10<sup>th</sup> Streets NE be assessed by DDOT for improvements. There have been a number of reported observations of eastbound Maryland Avenue motorists running the red light located 9<sup>th</sup> Street by residents and ANC Commissioners. See exhibit A for an aerial graphic of the intersection.

It appears that the midblock signal head directed towards eastbound motorists traveling on Maryland Avenue is unnecessary and is causing confusion for motorists. The signal is currently spaced less than 100 feet from the signal located at 9<sup>th</sup> Street, NE. The midblock signal is currently timed to provide a green light for right turning traffic from 9<sup>th</sup> onto Maryland Avenue, while the Maryland Avenue traffic stopped at 9<sup>th</sup> is given a red light. See exhibit B for a picture of the conflicting red/green light sequence.

The observations of the red light running occur when the motorists waiting at 9<sup>th</sup> (red signal) sees the midblock signal turn green (again, see exhibit A). A similar condition seems to exist for the other traffic movements in addition to this movement.

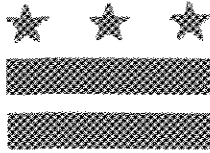
We are requesting that DDOT perform a field inspection of the existing signal timing and signal placement and report back to ANC 6A with a plan for improvements to this dangerous intersection. It appears this issue can be simply solved by removing the duplicative signals which are causing this confusion. To illustrate this point, if a motorist is turning right from 9<sup>th</sup> to Maryland, they don't need to see a signal to proceed straight. This signal should be removed. The signal facing the eastbound traffic (located on the same pole) for E Street traffic can remain and be phased for red which would be out of the view of the eastbound Maryland Avenue traffic.

We look forward to your response. If you have any questions, please contact ANC 6A Commissioner William Schultheiss at (202) 257-9994 or via email at [schlthss@yahoo.com](mailto:schlthss@yahoo.com).

On behalf of the Commission,

Joseph Fengler  
Chair, Advisory Neighborhood Commission 6A

Cc: Omar Mahmud, Chair, ANC Transportation Committee  
Council Member Tommy Wells, Ward 6

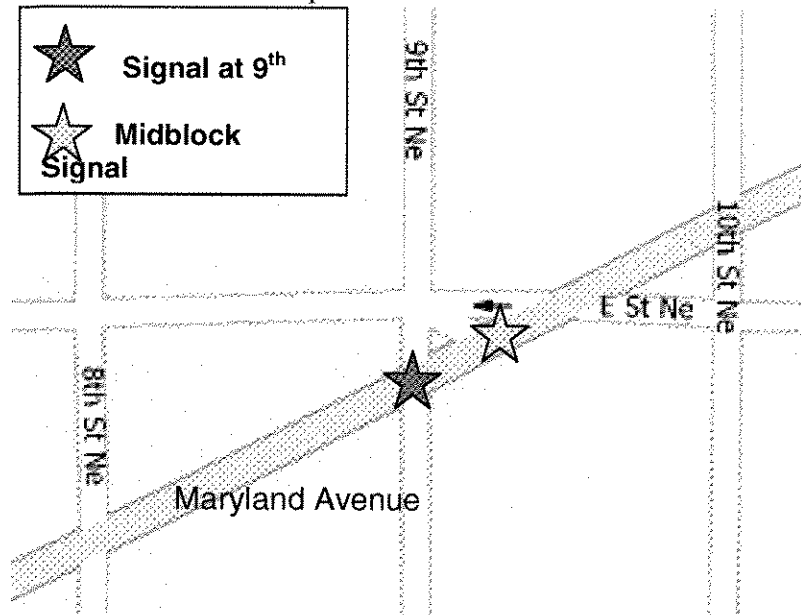


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### Attachments

#### Exhibit A - Location Map



**Exhibit B** – Conflicting Signals on Maryland Avenue– Midblock signal (second signal) is located too close to signal at 9<sup>th</sup> and poorly coordinated inducing Maryland Avenue Traffic to run red light at 9<sup>th</sup>.

