

Government of the District of Columbia
Foggy Bottom and West End
Advisory Neighborhood Commission 2A



2020 Pennsylvania Avenue, N.W. #293

Washington DC 20006

October 14, 2014

Matthew Brown, Acting Director of DDOT
District Department of Transportation
1100 4th Street SW / 2nd Floor
Washington, DC 20024

Re: Request for Crosswalk at Intersection at New Hampshire Avenue, NW,
22nd Street, NW, and L Street NW

Dear Mr. Brown:

At its regularly scheduled meeting on Wednesday, on September 17, 2014 with seven of the eight commissioners present, constituting a quorum, the Foggy Bottom & West End Advisory Neighborhood Commission 2A (ANC 2A) voted unanimously (7-0) to urge DDOT to reevaluate its removal of the crosswalk from the northwest corner of L Street NW to 22nd Street NW over to the northeast corner of L Street NW and New Hampshire Avenue and replace this sidewalk immediately. The ANC notes the following:

WHEREAS DDOT began a project to make New Hampshire Avenue NW a two-way street from Dupont Circle to Washington Circle in August 2013 (hereinafter "New Hampshire Avenue Project");

WHEREAS as part of DDOT's New Hampshire Avenue Project, at numerous public meetings, ANC Commissioners and local residents warned DDOT representatives of the complexity of the intersection at L Street NW, 22nd Street NW, and New Hampshire Avenue NW (hereinafter "the Intersection") that would be impacted by this project where numerous streets intersected and traffic patterns would be made more complex by the proposed two-way traffic pattern on New Hampshire Avenue;

WHEREAS residents and ANC Commissioners emphasized to DDOT representatives the importance to public safety of providing a crosswalk from the northwest corner of L Street NW at 22nd Street NW over to the northeast corner of L Street NW and New Hampshire Avenue NW (hereinafter the "Crosswalk");

WHEREAS DDOT representatives agreed to install the Crosswalk at meetings with residents, and DDOT installed this Crosswalk at the Intersection for one day, with crosswalk lines and curb cuts that accommodated this Crosswalk and enhanced public safety;

WHEREAS for one day in June 2014, this Crosswalk at the Intersection was operational and enhanced public safety as pedestrians will cross in this area whether or not a crosswalk is present because it is a necessary bypass to be able to traverse this area;

WHEREAS the next day, however, DDOT mysteriously removed this Crosswalk that DDOT had agreed to provide residents for their safety with no notice to ANC 2A or local residents;

WHEREAS ANC 2A and local residents note that pedestrians will cross anyway along the north side of L Street NW whether or not a crosswalk is present, and their thesis was borne out at an August 8, 2014 meeting with representatives of DDOT when we all watched a group of girls do so in morning rush hour traffic;

WHEREAS without this Crosswalk at this Intersection, ANC 2A and local residents note that the current DDOT design for pedestrians at this intersection is very dangerous;

WHEREAS DDOT representatives said they were trying to balance interests of vehicular traffic (motorists complaining about back up on L Street NW) with pedestrian safety; however, ANC 2A and local residents reject that vehicular convenience should take precedence over pedestrian safety but note that solutions exist, other than removal of this Crosswalk, to address vehicular traffic flows;

WHEREAS previously, local residents had requested a direct (linear) connection on the north side of L Street NW crossing 22nd and New Hampshire, to which DDOT representatives responded that DDOT had determined that requiring pedestrians to proceed northeasterly along the New Hampshire axis prior to turning east to cross 22nd Street NW and New Hampshire Avenue NW was evaluated to be a safer crossing (i.e., the Crosswalk that DDOT later removed), which local representatives accepted as a reasonable way to allow pedestrians to continue along the north side of L Street NW, deviating only marginally from a straight line crossing;

WHEREAS ANC 2A and local residents note that this Intersection is a difficult three street intersection and the programmed improvements (i.e., the Crosswalk) were made and placed into operation (for one day) and then this important linkage was summarily abandoned and erased;

WHEREAS ANC 2A and local residents note that a range of other traffic management solutions exists, which could be added to the "mix" in order to improve whatever deficiencies are uncovered during an adequate evaluation period;

WHEREAS in addition to reinstalling the "erased" pedestrian crossing, ANC 2A and local residents suggest installing at this Intersection a left turn arrow on L Street NW to New Hampshire Avenue NW and delay signal at this point to give pedestrians a chance to cross without being run over. ANC 2A and local residents further note that all of the intersections on L Street NW except at 21st Street NW have turning arrows for vehicles which hold pedestrians for a few seconds for safety whether the turn from L Street NW is

left or right. Turning arrows could be timed either to give pedestrians a head start or vehicles a head start to eliminate conflicts. ANC 2A and local residents note that a new turn arrow at 23rd Street NW and M Street NW favors cars; and a new turn arrow at 22nd Street NW and M Street NW favors pedestrians;

WHEREAS ANC 2A and local residents also advised DDOT representatives that L Street NW traffic lights are not properly timed so this is also creating traffic back up on L Street NW;

WHEREAS ANC 2A and local residents further note that timing of traffic lights is still not synchronized on Washington Circle, creating traffic backups and pedestrian confusion on Washington Circle;

ACCORDINGLY IT IS HEREBY RESOLVED that that DDOT reinstall and leave this designated Crosswalk in place and study its performance for at least two months and ultimately permanently reinstate the Crosswalk at this Intersection and make the other enhancements to traffic patterns noted above.

Please let me know if I can provide any additional information as my contact phone number is 727-804-2522 or contact Commissioner Florence Harmon in whose single member district this matter involves at 202-390-4438.

ON BEHALF OF THE COMMISSION:

Sincerely,



Patrick Kennedy
Chair

cc: Richard Kenney, Program Manager, Ward Two Transportation
ANC 2A Commissioners
Councilmember Jack Evans