



November 7, 2019

**ATTN:** Ward 3 Councilmember Mary Cheh  
Chair, Committee on Transportation and the Environment

Ward 6 Councilmember Charles Allen  
Ward 2 Councilmember Jack Evans  
Ward 5 Councilmember Kenyan R. McDuffie  
Ward 4 Councilmember Brandon T. Todd

**RE: Council of the District of Columbia  
Committee on Transportation and the Environment  
Hearing on Transportation Bills of October 24, 2019  
ANC 6E Testimony in Strong Support of Three Bills with Limited Exceptions**

## **Introduction**

Advisory Neighborhood Commission 6E (“ANC 6E” or “the Commission”) appreciates the opportunity to submit testimony regarding the critical transportation bills currently before the Committee on Transportation and the Environment (“the Committee”). At the Commission’s regularly scheduled and duly noticed meeting on October 1, 2019, with a quorum present (four out of seven Commissioners required to be in attendance to achieve a quorum), ANC 6E votes (4 in favor, 0 opposed, and 2 abstentions) to support the following testimony by a quorum vote of 4-0-2 Commissioners.

ANC 6E represents parts of Shaw, Northwest One, and Mount Vernon Triangle and Square neighborhoods. Our ANC lies at the crossroads of the District, being bisected by several busy arterial streets that carry motor vehicles, bicycles, and pedestrians into, out of, and through our community. These streets include Florida Avenue NW, Rhode Island Avenue NW, Massachusetts Avenue NW, New Jersey Avenue NW, and North Capitol Street.

The District is not on track to hit our Vision Zero goals -- in fact, we are going backwards. Traffic fatalities in the District have increased in each year since Mayor Bowser and DDOT made the commitment to Vision Zero. In one April weekend this year, reckless drivers stole the lives of bicyclist Dave Salovesh, pedestrian Abdul Seck, and an unidentified motorist. Bold action on traffic safety is both necessary and overdue. Traffic violence is a public health crisis and we must act accordingly.

A transportation system designed for cars and not for people creates social pathologies that extend beyond automobile crashes. Unsafe streets divide communities, intensify social isolation, strangle commercial development, depress property values, and limit access to economic and educational opportunity.

The District leads the nation in its aggressive climate change commitments. The landmark CleanEnergy DC Omnibus Amendment Act of 2018 creates binding goals to reach 100% renewable energy and to electrify transportation, but does little to encourage mode shift or reduce vehicle miles traveled. Getting people out of cars and into transit, bicycles, or walking should be the first priority for decarbonizing the transportation sector.

For these reasons -- safety, community, and climate, ANC 6E strongly supports the transportation bills before the Committee today, with limited exceptions noted in our testimony.

## **Outline of ANC 6E Support for Transportation Bills**

Among the transportation bills before the Committee today, ANC 6E takes position on The Vision Zero Enhancement Omnibus Amendment Act of 2019 ([B23-288](#)); and The Curb Extensions Act of 2019 ([B23-292](#)).

Both bills have merit and opportunity to make District streets safer for all users and the Commission. The Commission supports the majority of the provisions in these bills and offers suggestions for how the bills can be strengthened. Where the Commission opposes portions of a bill, it is noted in this testimony.

### **ANC 6E Supports in Part the Vision Zero Omnibus Amendment Act of 2019**

ANC 6E supports the Vision Zero Enhancement Omnibus Amendment Act of 2019 ([B23-288](#)) with limited exceptions, as noted in the bulleted testimony below. The Commission specifically supports the following elements of the bill:

- Ban right turn on red.
- For residential intersections of two-way streets, all-way stops are the starting point for design
  - Intersection controls, including all-way stops, are among the most common transportation-related requests received from constituents by ANC 6E. The ANC is currently awaiting DDOT response regarding a resolution to install an all-way stop at the intersection of First Street and L Street NW. In addition, the ANC 6E Transportation Advisory Committee is conducting a comprehensive transportation audit of our ANC to identify, among other things, residential intersections lacking traffic lights or all-way stops. The ANC stands prepared to assist DDOT in identifying and swiftly remedying priority intersections in need of all-way stops.
- Lower the speed limit to 20 miles per hour on local roads and 25 miles per hour on minor arterial roads.
  - Excessive speed increases the reaction time and stopping distance of drivers, which makes driving more dangerous. Additionally, the risk of serious injury or fatality in car crashes increases exponentially with the speed of the vehicle. Reducing speed limits on

District streets will reduce the frequency and seriousness of car crashes and is fully aligned with the District's Vision Zero goals.

- Allow parking enforcement to impound the vehicles of reckless drivers.
  - The ANC recommends extending the list of impoundable violations to include the illegal passing a stopped school bus.
- Require DDOT to certify plans for private developers that include sidewalks, marking unmarked crosswalks, and add protected bike lanes in the Move DC plan.
- Require DDOT to update the transportation plan every two years and require that plan to adhere to the mode share goals established in the Sustainable DC 2.0 Plan.
  - This measure approves DDOT accountability and assures that the transportation plans accurately reflect current and long-term transportation priorities for the District.
  - Mode shift is an important goal to reduce the carbon impact of the transportation sector, improve local air quality, and alleviate traffic congestion. The mode shift goals need teeth to bring them in line with the vehicle electrification goals that were established through the CleanEnergy DC Omnibus Amendment Act of 2018.
- Require a Complete Streets policy that lays out standard project delivery processes for projects managed by DDOT.
- Require DDOT to aggregate crash and speed data in one publicly accessible website.

ANC 6E does not support the creation of a Citizen Traffic Safety Enforcement Pilot. ANC 6E laments that the enforcement of traffic violations by MPD, DPW, and other relevant District agencies is inconsistent and ineffective at curbing dangerous driving behaviors. However, delegating the responsibility of traffic enforcement to private residents is not a solution to the current problem of under-enforcement. Not only does such delegation abrogate the District from its responsibility to uphold the law, but it also creates opportunity for abuse and potential for conflict that the Commission finds unacceptable. For these reasons, ANC 6E believes that this Pilot should be removed from the bill.

ANC 6E does not support the reduction from 30 days to 10 days for the notice period that DDOT must provide for a proposed installation, modification, or removal of infrastructure that will improve safety at a location identified as a high-risk intersection in the Multimodal Long-range Transportation Plan. Truncation of the notice period from 30 days to 10 days makes it difficult for ANCs, who typically meet monthly, to provide feedback to DDOT proposals.

Moreover, ANC 6E requests that the notice period be increased from 30 days to 45 days to ensure that ANCs that wish to provide feedback have sufficient time to meet and consider the matter in question.

## **ANC 6E Supports the Curb Extensions Act of 2019**

ANC 6E supports the Curb Extensions Act of 2019 ([B23-292](#)) in its entirety. Curb extensions create multiple safety improvements. They reduce vehicular speeds, harden vehicle turn radii, reduce pedestrian crossing distances, discourage hazardous U-turns, and prevent illegal parking near intersections. The success of curb extensions in traffic calming is well established throughout the District. DDOT has already installed curb extensions at numerous intersections throughout the District, including several in ANC 6E, and the safety benefits have been clear and immediate. Curb extensions should be a starting place for all intersection redesigns in the District.

Raised sidewalks have not been used frequently in the District as curb extensions, but hold tremendous promise to and improve pedestrian visibility, reduce vehicular speed, and generally enhance crossing priority for pedestrians.

### **Conclusion**

The transportation bills before the Committee hold tremendous potential to improve transportation safety and planning in the District. We are falling well short of our Vision Zero commitments and these bills are a necessary and overdue response to that shortcoming. Further, the District will not meet its aggressive climate targets without a significant mode shift away from private motor vehicles. Our streets should serve District residents

As a whole, these bills make transit, bicycling, and walking safer, more reliable, and more accessible for all District residents, and therefore, ANC 6E strongly supports passage of the Vision Zero Omnibus Amendment Act of 2019 and the Curb Extensions Act of 2019, with the limited exceptions noted in our testimony.

Respectfully Submitted,



Chair, ANC 6E

Cc: Jeff Marootian, Director of the District Department of Transportation