



December 23, 2020

Jeff Marootian
Director
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003

RE: Resolution Calling for the Immediate Assignment of a Traffic Control Officer at the Intersection of M Street and North Capitol Street and the Elimination of the Dual Turn Lane from M Street NW onto North Capitol Street Northbound

Dear Director Marootian:

On December 3, 2019, at a duly noticed and regularly scheduled meeting of the Advisory Neighborhood Commission 6E (“ANC 6E” or “Commission”) and with a quorum of 4 out of 7 Commissioners and the public present, ANC 6E approved the following resolution by a vote of 4 for, 0 against, and 0 abstentions:

WHEREAS, the Duties and Responsibilities of the Advisory Neighborhood Commission Act of 1975 grants ANC 6E the responsibility to advise the Council of the District of Columbia, the Mayor, and each executive agency and all independent agencies, boards, and commissions of the government of the District of Columbia with respect to all matters of District government policy, including decisions regarding planning, streets, recreation, social services programs, education, health, safety, and sanitation which affect the ANC 6E area;

WHEREAS, the District of Columbia moveDC Plan calls for safer and more vibrant streets and neighborhoods and a transportation system that accommodates the travel needs of all residents, workers, and visitors regardless of age or ability;

WHEREAS, Mayor Muriel Bowser, DDOT, and the Council of the District of Columbia have committed to the principles of Vision Zero with the objective of eliminating traffic fatalities and serious injuries in the District by 2024 through the more effective use of data, education, enforcement, and engineering;

WHEREAS, the intersection of M Street NW and North Capitol Street NW lies on the eastern boundary of ANC 6E in Single Member District 6E06;

WHEREAS, the intersection of M Street and North Capitol is a signalized intersection with marked pedestrian crosswalks on each of the four legs of the intersection;

WHEREAS, the eastbound approach of M Street NW has two (dual) left turn lanes onto North Capitol Street northbound and the left-turning vehicles cross the north leg crosswalk;

WHEREAS, intersections with dual turn lanes create multiple points of conflict between motor vehicles and pedestrians, which elevates the stress of pedestrians crossing at the signalized crosswalk and increases the risk of motor vehicle crashes with pedestrians;

WHEREAS, in March 2018, DDOT committed to eliminating dual turn lanes in the District, including at the intersection of M Street NW and North Capitol Street;¹

WHEREAS, over 21 months have passed since DDOT announced its commitment to eliminate dual turn lanes at the intersection of M Street NW and North Capitol Street, but as of the date of this resolution, DDOT has taken no action to eliminate the dual turn lanes and is still studying options for the elimination of the dual turn lanes at this intersection;

WHEREAS, the attendance zone for the Walker-Jones Education Camp extends across North Capitol Street to include much of the NoMa neighborhood and significant numbers of elementary- and middle school-aged students cross North Capitol Street each day to get to school – and many of these students cross North Capitol Street at M Street;

WHEREAS, school aged children are the most vulnerable pedestrians and should be provided additional safety precautions, as is recognized by DDOT's Safe Routes to School Program;

WHEREAS, school aged children are most likely to be present at the intersection of M Street and North Capitol Street during the periods immediately preceding and immediately following school hours and after-school care for Walker-Jones Education Campus and these hours roughly correspond to rush hours with the highest volume to vehicle volume;

WHEREAS, the redevelopment of Sursum Corda and the District of Columbia Housing Authority will bring over 2,000 new residential units and retail businesses to the areas immediately west and east of the intersection of M Street and North Capitol Street, which will significantly increase the volume of pedestrian and vehicular traffic through the intersection;

WHEREAS, four pedestrians have been struck and killed by drivers of motor vehicles on or near North Capitol Street since the beginning of 2019, making North Capitol Street one of the most deadly streets for pedestrians in the District;

WHEREAS, the NoMa Business Improvement District (BID) and DDOT jointly published the North Capitol Street Needs Assessment in January 2019², which studied transportation safety issues and made recommendations to improve transportation safety for a section of North Capitol Street that includes the intersection with M Street;

¹ See: <https://ddot.dc.gov/page/intersections-dual-turn-lanes>

² See: <https://www.nomabid.org/wp-content/uploads/2019/01/North-Capitol-Street-Needs-Assessment-Report-011619-WEB.pdf>

WHEREAS, the North Capitol Street Needs Assessment identified a considerable traffic volume of vehicles turning left from eastbound M Street NW onto northbound North Capitol Street during the AM and PM rush hours (634 and 538 vehicles per hour, respectively);

WHEREAS, the North Capitol Street Needs Assessment identified the following concerns regarding hazardous pedestrian operations at the intersection of M Street and North Capitol Street:

“The outside left turn lane on the eastbound approach has limited visibility with respect to pedestrians crossing in the north leg crosswalk when there are adjacent left-turning vehicles in the inside left turn lane. Additionally, the dual left movement operates concurrently with the pedestrian phase, introducing a potential “multiple threat” scenario. During both the AM and PM peak periods, a significant number of children were observed crossing the intersection.”

WHEREAS, the North Capitol Street Needs Assessment recommended as an “Immediate Action” that DDOT assign Traffic Control Officers for the left turn restrictions and yielding to pedestrians and cyclists;

WHEREAS, in the 12 months since its publication, DDOT has failed to implement the majority of the recommendations from the North Capitol Street Needs Assessment, including the “Immediate Action” to assign a Traffic Control Officer at the intersection of M Street and North Capitol Street;

WHEREAS, DDOT’s continued delay in assigning a Traffic Control Officer at the intersection of M Street and North Capitol Street puts pedestrian lives at risk, including elementary and middle school students at Walker-Jones Education Campus;

WHEREAS, DDOT’s continued delay in removing the dual turn lane at the intersection of M Street and North Capitol Street puts pedestrian lives at risk, including the elementary and middle school students at Walker-Jones Education Campus;

THEREFORE, BE IT RESOLVED that ANC 6E requests that DDOT immediately assign a Traffic Control Officer to the north leg crosswalk during the AM and PM peak periods, with a focus on when school children are present; and

BE IF FURTHER RESOLVED that in the short-term, DDOT eliminate the dual left-turn lanes from M Street eastbound onto N Capitol Street northbound and install automated traffic enforcement (speeding and red light cameras) at the same intersection.

ON BEHALF OF THE COMMISSION,

Respectfully submitted,

Rachelle Nigro

Rachelle Nigro
Chair, ANC 6E

CC: Lee Goodall, Chief of Staff for Jeff Marootian, DDOT
Andrew DeFrank, Ward 6 Community Engagement Specialist, DDOT
Charles Allen, Ward 6 Councilmember
Laura Marks, Chief of Staff, Office of Councilmember Charles Allen
Naomi Mitchell, Community Liaison, Office of Councilmember Charles Allen