



**ADVISORY NEIGHBORHOOD COMMISSION 6E**  
PO Box 93020 Brentwood Station, Washington, DC 20090

September 11, 2020

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

RE: Resolution Requesting a Traffic Safety Assessment at the Intersection of New York Avenue, 5th Street, and L Street NW

Dear Director Marootian:

On February 4, 2020 at a duly noticed and regularly scheduled meeting of the Advisory Neighborhood Commission 6E (“ANC 6E” or “Commission”) and with a quorum of 7 out of 7 Commissioners in the public present, ANC 6E approved the following resolution by a vote of 7 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 vision of the 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, Mayor Bowser has directed DDOT to convert more neighborhood intersections to all-way stops to improve safety and advance the priority of Vision Zero;

WHEREAS, the intersection of New York Avenue, 5th Street, and L Street NW (“the intersection”) is within the jurisdictional boundary of ANC 6E and in Single Member Districts 6E04 and 6E05;

WHEREAS, the intersection of New York Avenue, 5th Street, and L Street NW is directly adjacent to the Safeway supermarket at 490 L Street NW attracts significant pedestrian traffic from the surrounding community;

WHEREAS, DDOT identified the intersection of New York Avenue and 5th Street NW as a high crash intersection for bicycles in 2018;<sup>1</sup>

WHEREAS, the intersection of New York Avenue, 5th Street, and L Street NW functions as a complex of three, tightly-spaced, light-controlled intersections at 5th Street and L Street (south leg), 5th Street and New York Avenue, and 5th Street and L Street (north leg),

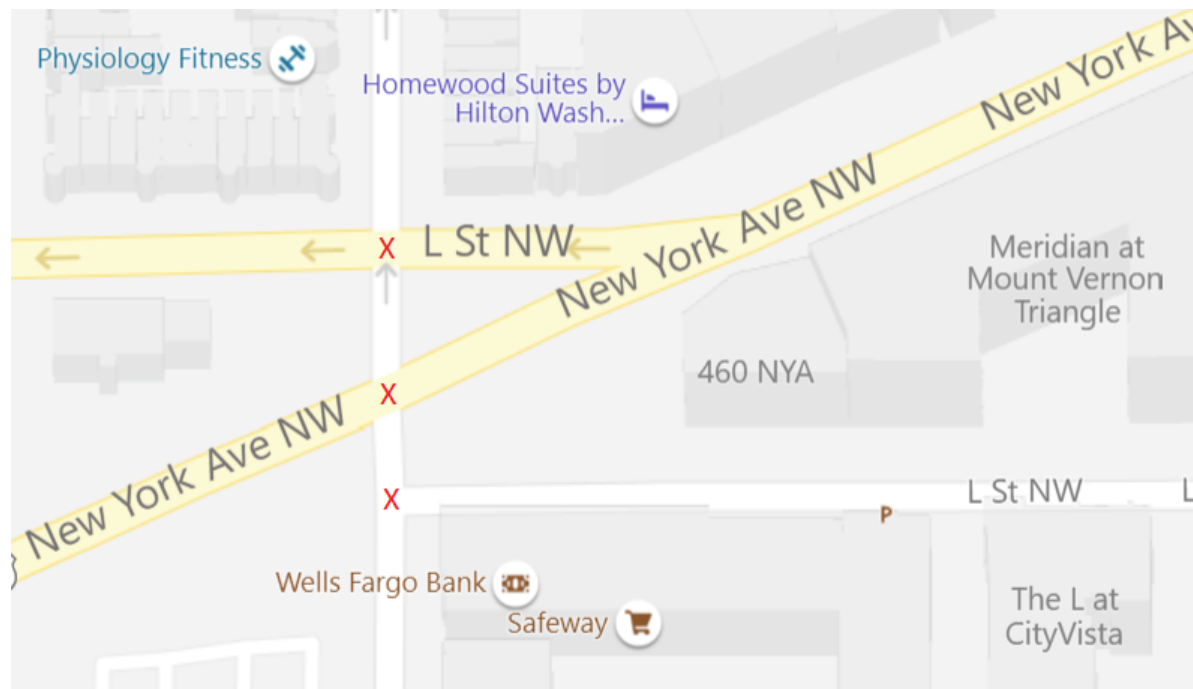


Figure 1: Map of the Intersection of 5th Street, L Street, and New York Avenue

WHEREAS, vehicles turning left from New York Avenue EB onto 5th St NB frequently ignore or overlook the traffic light controlling the intersection of 5th Street and L Street (north leg) and cross the intersection against the red light and in the path of vehicles traveling WB on L Street (north leg) that have the green light. This maneuver results in frequent crashes or near misses at this intersection;

<sup>1</sup> <https://wtop.com/dc/2019/02/the-most-dangerous-d-c-intersections-of-2018/>

WHEREAS, several factors likely contribute to the high crash frequency at this intersection, including the short distance on 5th Street between New York Avenue and L Street, the positioning of the light controlling traffic on 5th Street NB, and the lack of a stop bar on 5th Street NB at the intersection of L Street;

WHEREAS, the short distance on 5th Street between New York Avenue and L Street allows space for only one vehicle to stop at the red light and any subsequent vehicles must either pull alongside the first vehicle or block traffic on New York Avenue, which creates unsafe conditions;

WHEREAS, the pedestrian walk signal cycle is too short to cross from the northeast corner of 5th Street and L Street, across New York Avenue to the southeast corner of 5th Street and L Street (by the Safeway) in a single signal cycle. As a result, pedestrians crossing New York Avenue to the Safeway must stop and wait at least two signals before completing their crossing;

WHEREAS, vehicles travelling westbound on L Street (south leg) wishing to continue westbound on New York Avenue must first make a right turn on 5th Street and then make an immediate left turn on New York Avenue. This S-shaped turning maneuver confuses drivers, which leads to gridlock and potential crashes;

WHEREAS, ANC 6E Transportation Advisory Committee Chair, Alex Lopez, has submitted a Transportation Safety Assessment Questionnaire to DDOT related to this resolution.

THEREFORE, BE IT RESOLVED that ANC 6E requests that DDOT conduct a traffic safety assessment for the intersection of New York Avenue, 5th Street, and L Street NW;

BE IT FURTHER RESOLVED that ANC 6E request that DDOT implement immediate traffic safety measures to resolve the issue of vehicles turning left from New York Avenue eastbound onto 5th Street northbound and ignoring the traffic light at L Street and that the following measures be considered:

- Paint a vehicle stop line on 5th Street northbound at the intersection with L Street NW,
- Install a "Stop Here on Red" sign,
- Adjust the positioning of the traffic light controlling 5th Street northbound to improve visibility,
- Signal timing, including a dedicated left-turn phase from New York Avenue eastbound to 5th Street northbound;
- Study the viability of closing the slip lane from New York Avenue westbound to L Street westbound;

BE IT FURTHER RESOLVED, that ANC 6E requests that DDOT adjust the pedestrian signal timing so that pedestrians have sufficient time to cross from New York Avenue at 5th Street on a single signal cycle;

BE IT FURTHER RESOLVED, that ANC 6E requests that DDOT assess options to signal the appropriate turning maneuver for vehicles turning from L Street westbound (south leg) onto New York Avenue westbound;

ON BEHALF OF THE COMMISSION,

Respectfully submitted,

A handwritten signature in black ink that reads "Rachelle Nigro". The script is cursive and fluid, with the first letters of each word being capitalized and larger than the rest of the letters.

Rachelle Nigro,  
Chair

CC:  
Andrew DeFrank, Ward 6 Community Engagement Specialist, DDOT