



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

March 9, 2021

Everett Lott  
Interim Director  
District Department of Transportation  
55 M Street SE, Suite 400  
Washington, DC 20003

RE: ANC 6E Response to the Near Northwest III Safety and Mobility Study

Dear Interim Director Lott:

On March 2, 2021, at the duly noticed and regularly scheduled meeting of the Advisory Neighborhood Commission 6E (“ANC 6E” or “Commission”) and with a quorum of 6 out of seven Commissioners and the public present, ANC 6E approved the following resolution by a vote of 6 in favor, 0 against, and 0 abstentions:

The District Department of Transportation (“DDOT”) is conducting a Near Northwest III Safety and Mobility Study (“NNWIII Study” or “Study”) to assess the feasibility of short-term, rapidly implementable treatments to improve safety and access at 40 dangerous intersections.<sup>1</sup> The toolkit for the study includes flexpost curb extensions, high-visibility crosswalks, and left turn hardening. Additionally, the Study will incorporate surface murals into the design of the flexpost curb extensions at five intersections as placemaking measures.

Although the NNWIII Study is being implemented as part of the DDOT Livability Program,<sup>2</sup> the scope and objectives of the NNWIII Study are considerably narrower than any of the nine previously completed livability studies. Previous livability studies, including the award-winning Mid-City East Livability Study,<sup>3</sup> have taken a comprehensive, whole-area approach to traffic safety. This comprehensive approach combines rapidly deployable tactical measures (similar to the NNWIII Study) with recommendations for longer-term corridor redesigns, modal improvements, and green infrastructure.

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<sup>1</sup> <https://nnwiii-dcgis.hub.arcgis.com/>

<sup>2</sup> <https://ddot.dc.gov/page/livability-program>

<sup>3</sup> <https://ddot.dc.gov/page/mid-city-east-livability-study>



ANC 6E frequently references the community-informed, data-driven, and long-term recommendations from the Mid-City East Livability Study to advocate for a safer and better-connected transportation system in the eastern portion of our ANC. Most recently, ANC 6E was able to extend the scope of the S Street NW Revitalization Project to include the closure of S Street between New Jersey Avenue and Florida Avenue NW and the elimination of the right turn slip lane from Florida Avenue onto New Jersey Avenue NW.<sup>4</sup> The ANC was able to make the case for these vital safety improvements because they were both recommended in the Mid-East Livability Study.<sup>5</sup> It is unlikely that ANC 6E would have succeeded in closing the S Street cut-through without the detailed analysis and long-term recommendations included in the Mid-City East Livability Study. The short-term, tactical focus of the NNWIII Study is unlikely to provide similar support to future safe streets advocacy and will therefore be less valuable to ANC 6E and the community.

ANC 6E understands the intent of the NNWIII Study and believes that tactical interventions and intersection spot treatments play an important role in overall transportation safety. The benefit of tactical interventions, like flexpost curb extensions, is that they can be deployed quickly, evaluated for impact, and adjusted as necessary until the desired safety improvements are achieved. However, paint and flexposts alone are insufficient to yield significant and sustained safety benefits for the residents of ANC 6E, especially over the long term. DDOT must commit to make permanent the NNWIII Study tactical interventions that improve safety by installing concrete curb extensions and concrete center medians for left turn hardening.<sup>6</sup>

For the reasons detailed above, ANC 6E issues the following resolution:

BE IT RESOLVED that the scope of the Near Northwest III Safety and Mobility Study is narrowly focused on tactical improvements to intersections and therefore fails to meet the high standards of previous DDOT livability studies, which have included recommendations for long-term corridor redesigns, modal improvements, and green infrastructure;

BE IT FURTHER RESOLVED that ANC 6E believes that transportation safety and mobility must be planned for at the neighborhood and corridor level and that the approach of the Near Northwest III Safety and Mobility Study to recommend spot treatments at 40 intersections will not achieve real improvements to transportation safety and mobility;

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<sup>4</sup> ANC 6E Resolution. RE: Support for Traffic Calming and Streetscape Improvements for the 400 and 500 Blocks of S Street NW and the 1700 Block of 6th Street NW between Rhode Island Avenue NW and S Street NW. 8 December 2019. Available:

[https://drive.google.com/file/d/12d\\_Ba2M1qfhpmezRUz\\_LjwhnDwetPXcn/view?usp=sharing](https://drive.google.com/file/d/12d_Ba2M1qfhpmezRUz_LjwhnDwetPXcn/view?usp=sharing)

<sup>5</sup> *Ibid*, at p. 10-9.

<sup>6</sup> Even better if the concrete curb extensions include bioretention facilities that collect stormwater off gutters.



BE IT FURTHER RESOLVED that ANC 6E urges DDOT to commit to making permanent the tactical safety improvements recommended in the Near Northwest III Safety and Mobility Study through capital improvements to the physical environment. Permanent capital improvements include, but are not limited to, upgrading flexpost curb extensions to concrete curb extensions with bioretention facilities and upgrading flexpost left turn hardening with concrete medians for left turn hardening.

ON BEHALF OF THE COMMISSION,

Sincerely,

*Rachelle Nigro*

Rachelle Nigro,  
Chair

CC: Andrew DeFrank, Ward 6 Community Engagement Specialist, DDOT  
Naomi Mitchell, Community Liaison, Office of Councilmember Charles Allen