



Government of the District of Columbia Advisory Neighborhood Commission 4B

RESOLUTION #4B-21-1001

Calling for Crosswalk and Intersection Improvements Within Advisory Neighborhood Commission 4B

Adopted October 25, 2021

Advisory Neighborhood Commission 4B takes note of the following:

- The District of Columbia has set a goal of having [zero fatalities](#) and serious injuries on its roadways by 2024. Fatalities are increasing, however, with 31 so far in 2021, exceeding the 27 deaths that were recorded for all of 2019. These deaths – including several children and seniors – “[highlight long-standing concerns](#) that the District is failing to provide the attention and resources needed to reduce traffic fatalities and injuries.”
- The District Department of Transportation [has committed to](#) making our city’s streets safer, including by addressing Vision Zero traffic-related safety issues throughout the city. Following public pressure due to slow response times and other challenges, on October 12, 2021, Mayor Muriel Bowser and the Department [committed to](#) accelerated pedestrian safety projects and a streamlined process for roadway safety improvements, including high visibility crosswalks and concrete curb extensions.
- The District Department of Transportation’s [Manual for Design and Engineering](#) describes the agency’s procedures and standards for traffic calming, including pavement markings for crosswalks, raised crosswalks, and curb extensions.
 - High-visibility crosswalks consist of 2-foot-wide longitudinal stripes parallel to the curb line and spaced every 2 feet with 2-foot-wide white stripes. High-visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within a designated school zone area, along a designated school walking route, on blocks adjacent to a Metro station, in areas with moderate to high pedestrian volumes, and in locations with high frequencies of conflicts with pedestrians and turning vehicles.

- Raised crosswalks are a kind of speed table outfitted with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. By raising the level of the crossing, pedestrians are more visible to approaching motorists. Raised crosswalks are good for locations where pedestrian crossings are significant and vehicle speeds are excessive. Unlike speed humps, the District Department of Transportation can install raised crosswalks on minor arterials as well as collector and local streets, taking into account other factors such as traffic and truck and bus volumes.
- Curb extensions (also called bump-outs or bulb-outs) extend the line of the curb into the traveled way, reducing the width of the street and shortening the distance necessary for pedestrians to cross the street. The District Department of Transportation can install curb extensions to narrow local, collector, and arterial streets and provide more visibility for pedestrians.
- The [Vision Zero Enhancement Omnibus Amendment Act of 2020](#) requires “installation of a high-visibility, marked crosswalk that complies with the Manual on Uniform Traffic Control Devices” where there is an unmarked crosswalk and “road reconstruction or major repair, installation of a curb and gutter, or curb and gutter replacement.” See also Jordan Pascale, “D.C. Will Paint Crosswalks to Better Protect Pedestrians,” *WAMU* (May 24, 2019) (“The goal is to make sure that pedestrians have a clear place to cross and that drivers can see that crosswalk from as far away as possible, says DDOT Director Jeff Marootian.”).
- Residents within Advisory Neighborhood Commission 4B have repeatedly expressed concern regarding speeding and reckless driving, and they have consistently requested traffic calming along neighborhood streets. These residents have submitted 311 service requests and traffic safety assessment questionnaires, as well as worked with the Commission in support of Resolutions and letters to the District Department of Transportation. Many of these efforts relate to requests at specific intersections.
- As documented via several Advisory Neighborhood Commission 4B letters and Resolutions and resident Traffic Safety Assessment questionnaires, drivers speed and drive recklessly along residential streets within the Commission area. This excessive cut-through traffic negatively impacts the safety of our neighborhood streets. [Higher vehicle speeds increase the likelihood of accidents and the severity of injury](#): A pedestrian is nearly twice as likely to die if struck by a car traveling at 30 miles per hour compared to 20 miles per hour, and a car travelling at 30 miles per hour requires twice the distance to fully stop compared to 20 miles per hour. As speed increases, a driver’s field of vision narrows, which makes

it more likely that a driver will not see pedestrians, bicyclists, and other road users until it is too late to avoid an accident.

- Residential streets within Advisory Neighborhood Commission 4B have [crash records](#) indicating installation of crosswalk striping, raised crosswalks, and curb extensions would prevent crashes, in part by limiting accelerating speeds on residential streets used by drivers as cut-throughs. The actual number of crashes is likely much higher, as many crashes are not reported. See Michaela Althouse, *Technical.ly*, "[This Code for DC project is updating the city's car crash data for safer streets](#)" (May 7, 2021) ("You miss a lot of these ... crashes where somebody was injured, but the person just doesn't want it engaged with the police for probably very understandable reasons."). Residents regularly describe accidents along residential roads that do not appear in formal crash records.
- Advisory Neighborhood Commission 4B requests the District Department of Transportation provide crosswalk improvements at the following locations:

Crosswalk Striping

- Juniper Street, NW, and Eastern Avenue, NW; Service Request Number 20-00198220 (June 7, 2020 – closed without completion); Service Request Number 21-00240060 (June 24, 2021): completely faded, by school, repeatedly closed without completion
- Eastern Avenue, NW, and Blair Road, NW; Service Request Number 21-00373001 (Aug. 29, 2021): non-ladder, incomplete paint after street repair
- 7th Street, NW, and Hemlock Street, NW; Service Request Number 21-00225684 (June 16, 2021): missing
- 4th Street, NW, and Van Buren Street, NW (east side); Service Request Number 21-00280690 (July 15, 2021): missing; no curb ramps; by playground, recreation center, and schools
- Van Buren Street, NW, and Georgia Avenue, NW; Service Request Number 21-00297703 (July 23, 2021): completely faded; non-ladder
- 5th Street, NW, and Aspen Street, NW; Service Request Number 20-00257029 (July 24, 2020): completely faded; non-ladder
- 6th Street, NW, and Aspen Street, NW; Service Request Number 21-00168352 (May 13, 2021): completely faded; non-ladder

- Aspen Street, NW, and Georgia Avenue, NW (east side/north-south); Service Request Number 21-00168367 (May 13, 2021): missing
- 8th Street, NW, and Aspen Street, NW; Service Request Number 21-00280694 (July 27, 2021): non-ladder
- 5th Street, NW, and Quackenbos Street, NW; Service Request Number 21-00431215 (Sept. 29, 2021): non-ladder; by schools and Metrobus route
- 5th Street, NW, and Peabody Street, NW; Service Request Number 21-00465525 (Oct. 18, 2021): non-ladder; by schools and Metrobus route
- 3rd Street, NW, and Underwood Street, NW (north side/east-west); Service Request Number 21-00428416 (Sept. 28, 2021); faded; no curb cut; by schools, recreation center, and Metrobus route
- Nicholson Street, NW, and Kansas Avenue, NW; Service Request Number 21-00079971 (Mar. 6, 2021): missing; by schools and Metrobus routes
- 2nd Place, NW, and Madison Street, NW (south side/east-west); Service Request Number 21-00170718 (May 15, 2021); missing; by schools, park, and Metrobus routes
- 3rd Street, NW, and Longfellow Street, NW (north and south sides/east-west); Service Request Number 21-00170725 (May 15, 2021): missing; by schools, park, and Metrobus routes
- 3rd Street, NW, and Madison Street, NW (west side (partial)/north-south); Service Request Number 21-00170732 (May 15, 2021) – wrong address entered in 311 system: missing; by schools, park, and Metrobus routes
- North Capitol Street, NE, and Kennedy Street, NE (east side/north-south); Service Request Number 21-00463933 (Oct. 18, 2021): completely faded; non-ladder; no curb ramps
- Riggs Road, NE, and Blair Road, NE; in-person meeting with Director Lott on October 14, 2021: completely faded; non-ladder; by schools, Metro, and Metrobus route
- Quackenbos Street, NE, and New Hampshire Avenue, NE (east side/north-south): completely faded; non-ladder
- 3rd Street, NE, and Quintana Place, NE (east side/north-south): missing

- Kennedy Street, NE, and Eastern Avenue, NE (west side/north-south); Service Request Number 18-00562021; Traffic Safety Assessment Questionnaire, Service Request Number 21-00470193 (Oct. 20, 2021): missing; no curb ramps; by daycare and Metrobus route
- 8th Street, NE, and Kennedy Street, NE (south side/east-west); Service Request Number 21-00470774: missing
- 8th Street, NE, and Eastern Avenue, NE (west side/north-south); Service Request Number 21-00470760: non-ladder
- Nicholson Street, NE, and Kensington Place, NE (north and south sides/east-west): missing; no curb ramps; includes pedestrian crossing sign
- Nicholson Street, NE, and Kensington Place, NE (west side/north-south); Service Request Number 21-00470745: non-ladder
- Madison Street, NE, and Kensington Place, NE (east side/north-south); Service Request Number 21-00470736: non-ladder
- Oglethorpe Street, NE, and Eastern Avenue, NE (west side; north-south); Service Request Number 21-00470705: faded; non-ladder

Raised Crosswalks

- 5th Street, NW, and Cedar Street, NW; Service Request Number 21-00280771 (July 15, 2021); Traffic Safety Assessment Questionnaire, Service Request Number 21-00190073 (May 27, 2021): faded; non-ladder; by library, school, Metro, and recreation center; speeding to avoid red light
- Aspen Street, NW, and Blair Road, NW; [Letter Requesting Traffic Safety Improvements on Aspen Street, NW](#) (May 24, 2021) (“The Metropolitan Branch Trail will bring additional bicycle and pedestrian traffic to Blair Road, NW, and possibly Aspen Street, NW, requiring DDOT’s consideration of additional specific traffic calming at that intersection. DDOT should consider exclusive signal phases for pedestrians and bicyclists as part of this project that will allow them to safely cross Blair Road, NW, and Aspen Street, NW, as well as lengthening existing pedestrian and bicycle intervals and intersection treatments to alert drivers to the high volume of pedestrian and bicycle movements, all way crossing (‘Barnes Dance’) intervals, raised intersections, and paint treatments (crosshatching), and ground murals.”): by library, schools, Metro, and recreation center; speeding and high crash

rate; priority installation requested as part of Metropolitan Branch Trail

- Aspen Street, NW, Sandy Spring Road, NW, and Willow Street, NW; [Resolution 4B-19-0501](#), Supporting Safety Modifications for the Intersection of Aspen Street NW, Sandy Spring Road NW, and Willow Street NW (May 20, 2019) (supporting District Department of Transportation Notice of Intent #19-114-TOA): by library, schools, Metro, and recreation center; speeding and high crash rate; priority installation requested as part of previous Notice of Intent and Metropolitan Branch Trail
- 5th Street, NW, between Cedar Street, NW, and Missouri Avenue, NW: by library, schools, Metro and Metrobus routes, and recreation center; speeding and high crash rate; comprehensive consideration of raised crosswalks along the corridor requested
- Butternut Street, NW, between 4th Street, NW, and Georgia Avenue, NW; [Resolution 4B-21-0501](#), Calling for All-Way Stop Signs within Advisory Neighborhood Commission 4B (May 24, 2021); [Letter - Requesting Additional Traffic Safety Improvements on Butternut Street, NW](#) (Oct. 26, 2020); Traffic Safety Assessment Questionnaire, Service Request Number 21-00435309 (Oct. 12, 2021); Traffic Safety Assessment Questionnaire, Service Request Number 20-00217023 (June 23, 2020); Traffic Safety Assessment Questionnaire, Service Request Number 20-00029144 (Jan. 3, 2020): by library, schools, Metro, and recreation center; speeding, cut-through traffic, and heavy trucks; comprehensive consideration of raised crosswalks along the corridor requested
- Eastern Avenue, NW, and Juniper Street, NW; Safe Routes to School assessment (Aug. 18, 2020): faded; uncontrolled intersection; by school and park

Curb Extensions

- Aspen Street, NW, and Blair Road, NW; [Letter Requesting Traffic Safety Improvements on Aspen Street, NW](#) (May 24, 2021) (“The Metropolitan Branch Trail will bring additional bicycle and pedestrian traffic to Blair Road, NW, and possibly Aspen Street, NW, requiring DDOT’s consideration of additional specific traffic calming at that intersection. DDOT should consider exclusive signal phases for pedestrians and bicyclists as part of this project that will allow them to safely cross Blair Road, NW, and Aspen Street, NW, as well as lengthening existing pedestrian and bicycle intervals and intersection treatments to alert drivers to the high volume of pedestrian and bicycle movements, all way crossing (“Barnes Dance”) intervals, raised intersections, and paint treatments (crosshatching), and ground murals.”): by library,

schools, Metro, and recreation center; speeding and high crash rate; priority installation requested as part of Metropolitan Branch Trail

- Aspen Street, NW, Sandy Spring Road, NW, and Willow Street, NW; [Resolution 4B-19-0501](#), Supporting Safety Modifications for the Intersection of Aspen Street NW, Sandy Spring Road NW, and Willow Street NW (May 20, 2019) (supporting District Department of Transportation Notice of Intent #19-114-TOA): by library, schools, Metro, and recreation center; speeding and high crash rate; priority installation requested as part of previous Notice of Intent and Metropolitan Branch Trail
- Butternut Street, NW, between 4th Street, NW, and Georgia Avenue, NW; [Resolution 4B-21-0501](#), Calling for All-Way Stop Signs within Advisory Neighborhood Commission 4B (May 24, 2021); [Letter - Requesting Additional Traffic Safety Improvements on Butternut Street, NW](#) (Oct. 26, 2020); Traffic Safety Assessment Questionnaire, Service Request Number 21-00435309 (Oct. 12, 2021); Traffic Safety Assessment Questionnaire, Service Request Number 20-00217023 (June 23, 2020); Traffic Safety Assessment Questionnaire, Service Request Number 20-00029144 (Jan. 3, 2020): by library, schools, Metro, and recreation center; speeding, cut-through traffic, and heavy trucks; comprehensive consideration of curb extensions along the corridor requested
- Geranium Street, NW, between Georgia Avenue, NW, and Blair Road, NW; [Resolution 4B-21-0501](#), Calling for All-Way Stop Signs within Advisory Neighborhood Commission 4B (May 24, 2021); Traffic Safety Assessment, no number assigned (Jan. 28, 2020): residential, speeding, cut-through traffic

RESOLVED:

- That Advisory Neighborhood Commission 4B calls on the District Department of Transportation to install crosswalk striping, raised crosswalks, and curb extensions as noted in this Resolution.
- That Advisory Neighborhood Commission 4B requests that the District Department of Transportation respond to each request within thirty (30) days and provide any underlying data collected as part of these requests.
- That Advisory Neighborhood Commission 4B requests that the District Department of Transportation explain the Department's reasoning for any request it denies, including a description of why approving the request would decrease pedestrian safety.

- That Advisory Neighborhood Commission 4B calls on the District Department of Transportation to harden curb extensions installed via flexible delineator post along Piney Branch Road, NW, on Cedar Street, NW, on Dahlia Street, NW, and on 8th Street, NW.
- That Advisory Neighborhood Commission 4B calls on the District Department of Transportation to proactively require installation of high-visibility crosswalks, not just when there is road reconstruction or repair or in response to Advisory Neighborhood Commission action and resident 311 requests, and to install curb extensions when they install or repair a curb or gutter, and that the DC Council ensure these practices via legislation and oversight.

FURTHER RESOLVED:

That the Commission designates Commissioner Erin Palmer, ANC 4B02, Commissioner Alison Brooks, ANC 4B08, and Commissioner Evan Yeats, ANC 4B01, represent the Commission in all matters relating to this Resolution.

FURTHER RESOLVED:

That, in the event the designated representative Commissioners cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matters relating to this Resolution.

FURTHER RESOLVED:

That, consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions, and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

ADOPTED by voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of __ members was present) on October 25, 2021, by a vote of _ yes, _ no, _ abstentions.