Government of the District of Columbia
Advisory Neighborhood Commission 4B

[DRAFT] RESOLUTION #4B-22-0401

Calling for Meaningful Consideration of Traffic Safety Investigation Requests and Traffic Calming Infrastructure Along 5th Street, NW
Adopted April 25, 2022

Advisory Neighborhood Commission 4B (Commission) takes note of the following:

- The Commission has repeatedly expressed frustration with the District Department of Transportation's traffic calming procedures and efforts within Advisory Neighborhood Commission 4B, including (but not limited to):

  - Letter: Oversight of the District Department of Transportation (Jan. 24, 2022): "[T]he Commission continues to face challenges in terms of the District Department of Transportation's failure to respond to requests for traffic calming (including via the traffic safety assessment/investigation process) and lack of transparency. The Department often does not respond substantively to the Commission or only does so after repeated requests; withholds underlying data and other information; and has instituted processes that shift the burden to individuals, preventing holistic, Commission-wide action, increasing duplication and inefficiencies, and worsening transparency and accountability."

  - Letter: Requesting Underlying Data and Results of Traffic Safety Assessments Throughout Advisory Neighborhood Commission 4B (Nov. 22, 2021): "The Commission seeks fulsome information regarding traffic safety assessments submitted since January 2019 to have a complete record regarding the Commission's work with the traffic safety assessment process, to ensure transparency regarding the Department's traffic calming efforts, and to better understand and be able to provide feedback regarding the Department's proposed changes." *The Department did not provide the requested information, and instead told the Commission to file a Freedom of Information Act request.*

  - Letter: Documenting District Department of Transportation's Lack of Response to Commission Resolutions (Nov. 22, 2021): "While the

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Commission has had notable successes, the Commission continues to face challenges in terms of the District Department of Transportation's failure to respond to requests for traffic calming (including via the traffic safety assessment process) and lack of transparency. The Department has rarely responded substantively to the Commission or communicated underlying data or the timeline of installations, and information that is communicated is often unclear or contradictory."

- Letter: Proposed Improvements to Traffic Safety Assessment Process (Oct. 26, 2020): "In our experiences, Advisory Neighborhood Commissioners do not receive updates or information regarding Traffic Safety Assessment requests once submitted, even though some Commissioners request them from DDOT. In addition, residents often only receive very truncated comments in response to their requests. We believe all communications regarding a Traffic Safety Assessment request should be communicated to the resident and the relevant Advisory Neighborhood Commissioner, including the underlying DDOT evaluation (measures considered, assessment of those measures, and data collected)."

- Letter: Oversight of District Department of Transportation (May 27, 2020): "Both Advisory Neighborhood Commission 4B (acting as the Commission) and individual Commissioners have experienced difficulties ensuring that the District Department of Transportation acts to fulfill its mandate and the needs of our constituents. The Department has failed to act in accordance with the Mayor's Vision Zero Initiative or even the Department's own announced plans and objectives. These problems exist throughout all phases of project initiation, management, and execution."

This list does not include the dozens of Resolutions and Letters requesting traffic calming infrastructure along specific streets within Advisory Neighborhood Commission 4B, including speed humps, stop signs, sidewalk installations, raised crosswalks, and more.

- The challenges faced by Advisory Neighborhood Commission 4B persist and in some ways have worsened given the District Department of Transportation's transition from the Traffic Safety Assessment process to the Traffic Safety Investigation process. The Department limits the Commission in requesting holistic consideration of traffic calming throughout the Commission area. The Department does not seem to meaningfully consider traffic calming infrastructure beyond (occasionally) additional signage and paint. And the Department lacks transparency and fails to communicate data and findings with the Commission.

- The District Department of Transportation's responses to traffic calming requests along 5th Street, NW, between Cedar Street, NW, and Missouri

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Avenue, NW, are a prime example of the lack of meaningful consideration of and action on traffic calming infrastructure within the Commission area. Specifically:

- Commissioners have repeatedly requested crosswalk painting and striping at the intersection of 5th and Cedar Streets, NW. *See* Service Request Number 22-00006619 (Jan. 5, 2022); Service Request Number not publicly provided (Dec. 3, 2021); Service Request Number not provided (Nov. 10, 2021); Service Request Number not provided (Nov. 5, 2021); Service Request Number 21-00525612 (Nov. 18, 2021); Service Request Number not publicly provided (Dec. 3, 2021); Service Request Number 21-00280771 (July 15, 2021). (The Commission believes several earlier requests exist, as well.) The intersection is within two blocks of an elementary school, adjacent to a library, and within two blocks from a Metro station. The intersection was slated for a press conference in October 2021 to mark the Mayor's traffic safety efforts, but that press conference was moved to another location and no crosswalk painting or striping occurred. On December 16, 2021, the District Department of Transportation said there was a work order (Number 1023590) to install four high visibility crosswalks at the intersection. Despite multiple requests and dozens of emails, *the District Department of Transportation has not installed any crosswalk painting or striping at the intersection of 5th and Cedar Streets, NW.*

- Commissioners and residents have submitted numerous Traffic Safety Assessment / Traffic Safety Investigation requests for 5th Street, NW. For example, in May 2021, a resident submitted a Traffic Safety Assessment request for the 6900 block of 5th Street, NW, between Butternut Street, NW, and Cedar Street, NW. *See* Service Request 21-00190073 (May 27, 2021). Commissioner Palmer (4B02) submitted a support letter for that request (attached), noting previous requests related to that area, including a Traffic Safety Assessment request that included the intersection of 5th Street, NW, and Butternut Street, NW (*see* Service Request Number 20-00029144 (Jan. 21, 2020)) and an Advisory Neighborhood Commission 4B letter to the District Department of Transportation on October 26, 2020, requesting additional traffic safety improvements on Butternut Street, NW, including at the intersection of 5th Street, NW, and Butternut Street, NW. These requests all asked for meaningful consideration of all available traffic calming measures to ensure the safety of all road users, including those that physically slow speeding cars. Yet, each request (and subsequent requests that the Commission cannot fully track due to the new procedures) have been closed based on installation of additional speed limit signs. The Commission has no way to know if the District Department of Transportation considered meaningful traffic safety infrastructure, and *the Department has not installed any traffic calming other than signage*, which is the bare minimum.

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- On October 25, 2021, Advisory Neighborhood Commission 4B unanimously approved a Resolution calling for crosswalk and intersection improvements within Advisory Neighborhood Commission 4B. The Resolution requested raised crosswalks at the intersection of 5th Street and Cedar Street, NW (noting past requests) and called for consideration of raised crosswalks along 5th Street, NW, between Cedar Street, NW, and Missouri Avenue, NW. The Resolution was part of continuous Commission efforts to address traffic calming holistically within the Commission area. The District Department of Transportation declined to consider the Resolution with regard to 5th Street, NW, instead requesting individual 311 requests for every location mentioned (even where such requests already existed). To the Commission's knowledge, *the Department has not considered raised crosswalks nor provided any rationale for not installing raised crosswalks along this street.* The Commission maintains that Commission action – by letter or Resolution – requires consideration and action by the District Department of Transportation and that it is not feasible, efficient, nor effective to require dozens of 311 requests for individual locations when the Commission is seeking consideration of traffic calming for a broader area.

- Part of the Commission's frustration is the inconsistent application of traffic calming infrastructure. For example, the District Department of Transportation has regularly said that it will not install speed humps on "collector" roads. Yet, with public and political pressure, speed humps were installed along Aspen Street, NW, and Kalmia Road, NW. The Department's installation of traffic safety infrastructure should be systematic, and not based on political pressure.

- The Commission's resolutions and official letters often go unacknowledged or unresponded to by the District Department of Transportation and roadway projects are often initiated without collaboration with or notice to the Commission. This is consistent with the findings of the Office of the District of Columbia Auditor's Report "Are ANCs Given Great Weight?" which found that the District Department of Transportation "did not in all cases provide proper notification…[and] did not give ANCs great weight as required by law."

- The Commission is tired of making the same requests for meaningful consideration of traffic calming only to be ignored by the District Department of Transportation. While DC has set a goal of having zero fatalities and serious injuries on its roadways by 2024, the lack of consideration of meaningful traffic calming infrastructure all but certainly means DC will never meet its vision zero goals.

RESOLVED:

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- That Advisory Neighborhood Commission 4B calls on the District Department of Transportation to immediately install high-visibility crosswalks at the intersection of 5th Street and Cedar Street, NW.

- That Advisory Neighborhood Commission 4B calls on the District Department of Transportation to meaningfully consider all available traffic calming infrastructure to ensure the safety of all road users, including those that physically slow speeding cars, along 5th Street, NW, between Butternut Street, NW, and Cedar Street, NW. Available traffic calming measures include, but are not limited to, speed tables, raised crosswalks, raised stop bars, rumble strips, bulb-outs/curb extensions, medians, pedestrian refuges, protected intersections, and gateway entry treatments.

- That Advisory Neighborhood Commission 4B calls on the District Department of Transportation to engage in open and transparent communications with the Commission about the data collected and decisions made as to the installation of traffic calming infrastructure along 5th Street, NW, between Cedar Street, NW, and Missouri Avenue, NW.

FURTHER RESOLVED:

That the Commission designates Commissioner Erin Palmer, ANC 4B02, and Evan Yeats, ANC 4B01, to 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 matter 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 April 25, 2022, by a vote of _ yes, _ no, _ abstentions.

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