

# Government of the District of Columbia Advisory Neighborhood Commission 4B



## [DRAFT] RESOLUTION #4B-24-0404

Providing Feedback on District Department of Transportation Proposal for  
Intersection of Georgia Avenue, Alaska Avenue, and Kalmia Road, NW

([NOI 24-821-TESD](#))

Adopted April 29, 2024

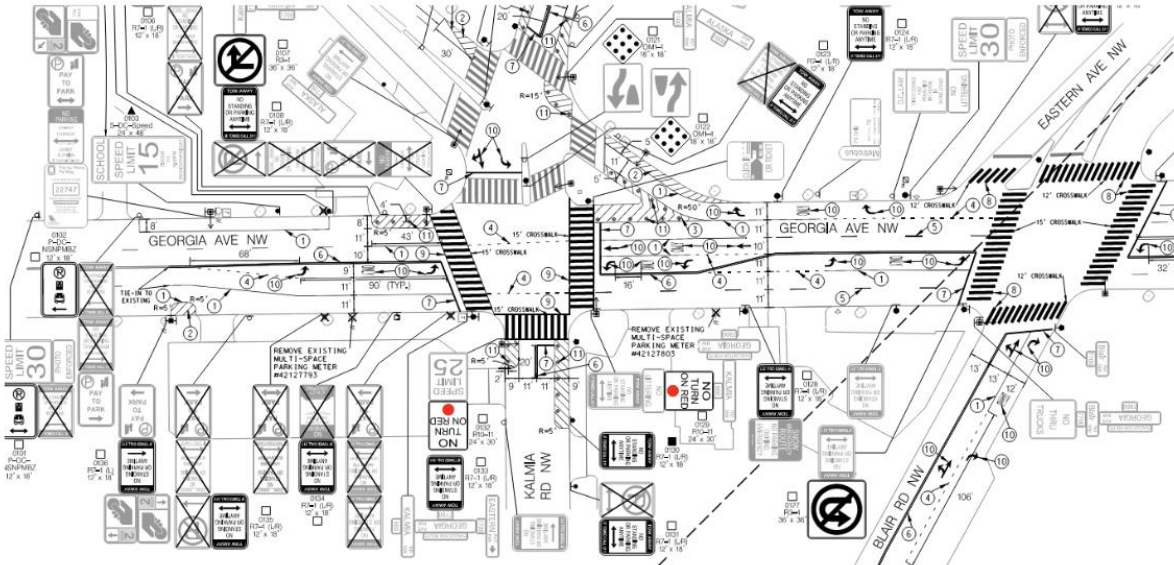
Advisory Neighborhood Commission 4B (Commission) takes note of the following:

- The District of Columbia has set a goal of having [zero fatalities and serious injuries on its roadways by 2024](#). The District has “[fallen short](#)” of that goal, however, with [52 fatalities and 360 major injuries in 2023, the deadliest year on record since 2007](#), and [16 fatalities and 96 major injuries](#) just four months into 2024, putting the District on pace to have the deadliest year since it began recording these metrics in 2004.
- Advisory Neighborhood Commission 4B has broadly and at every opportunity supported traffic calming across the Commission area as one of the Commission’s top priorities. *See generally* Advisory Neighborhood Commission 4B, [Annual Report 2023](#) (Nov. 27, 2023) (“The Commission strongly supports Vision Zero efforts to ensure zero fatalities and serious injuries to users of the District’s transportation systems and has consistently acted to further the government’s own stated goals.”). Traffic safety continues to be one of the top concerns raised by residents across the Commission area.
- Georgia Avenue, NW, is one of the most dangerous road segments in the District, with [3,154 crashes per mile since 2010](#) (map by [Zach Ammerman](#)), and it is “[the most dangerous road in Northwest Washington’s Ward 4](#).” Due to dangerous conditions and “notable safety concerns”, Georgia Avenue, NW, has been designated a [Vision Zero high-crash corridor](#). Data indicates that [most people are traveling to Georgia Avenue, NW, and not through the street](#), but that due to design focused on commuter traffic the street is underutilized other than peak commuting times and the safety, mobility, and accessibility of the corridor is compromised.

- Commissioners regularly receive resident requests for traffic calming and traffic safety infrastructure along Georgia Avenue, NW. The District Department of Transportation’s [Traffic Safety Input Dashboard](#) shows many traffic safety input requests along Georgia Avenue, NW, none of which have been prioritized or selected for installation. Presumably, the lack of prioritization relates to longer-term, broader efforts by the Department to address traffic safety along the corridor.
- Advisory Neighborhood Commission 4B has long supported dedicated bus lanes along Georgia Avenue, NW. [Resolution 4B-19-0504](#), Supporting Implementation of Bus Only Lanes along Georgia Avenue Northwest (May 20, 2019) (urging “the Council of the District of Columbia and the District Department of Transportation to act expeditiously to build high-quality bus service along Georgia Avenue Northwest”); *see also* ANC 4D, [Resolution Concerning Georgia Avenue Bus Priority High Level Concept](#) (Oct. 31, 2023) (supporting proposed dedicated bus lanes and calling for raised crosswalks along Georgia Avenue, NW, to enhance traffic safety). The District Department of Transportation has provided a [high-level concept proposal for redesigning Georgia Avenue, NW, to increase bus reliability](#), reduce travel times, and improve safety along the Georgia Avenue, NW, corridor. The Commission continues to support bus infrastructure and believes that installation of bus infrastructure can and will contribute to safety improvements along the corridor.
- On March 19, 2024, the District Department of Transportation issued a Notice of Intent for the intersection of Georgia Avenue, Alaska Avenue, and Kalmia Road, NW ([NOI 24-821-TESD](#)). This intersection is very much in need of traffic calming and traffic safety infrastructure. Alaska Avenue, NW, in particular complicates the intersection’s configuration, encouraging turns onto Georgia Avenue and Kalmia Road, NW, with little regard for lanes and dangerous maneuvers within the intersection; requiring additional medians and spaces where vehicles get stuck in the intersection; and including a slip lane, which have been [roundly criticized as bad for traffic safety](#). Many of the crossings at the intersection, as well as the intersection at Georgia Avenue and Eastern Avenue, NW, lack crosswalk striping – a basic visibility and safety measure.
- The Notice of Intent is sparse, stating only that the proposal is for:
  - updates to parking signs “to clarify parking regulations and ensure better compliance with parking restrictions in the vicinity of the intersection”;
  - installation of new pavement markings “to enhance pedestrian safety”;

- the addition of new left turn lanes at the intersection of Georgia Avenue, Alaska Avenue, and Kalmia Road, NW, to “provide motorists with designated spaces to safely execute left turns, reducing delays and improving overall intersection efficiency”; and
- removal of “a few parking spaces.”

- The Notice of Intent also includes the following image:



**Figure 1:** Proposed operations at Georgia Avenue & Alaska Avenue/Kalmia Road NW

- At Advisory Neighborhood Commission 4B’s request, representatives from the District Department of Transportation presented at the [April 17, 2024, meeting of Advisory Neighborhood Commission 4B’s Vision Zero Committee](#) and answered questions from Commissioners and Committee Members. Commissioners requested at the meeting a more detailed narrative description of the proposal and a more detailed and easy-to-understand visual representation of the proposed changes, which the Department agreed to, but ultimately did not, provide prior to approval of this Resolution.
- Advisory Neighborhood Commission 4B supports the proposed changes in the District Department of Transportation’s Notice of Intent for the intersection of Georgia Avenue, Alaska Avenue, and Kalmia Road, NW ([NOI 24-821-TESD](#)), particularly as related to pavement markings including striped crosswalks; narrowing of Kalmia Road, NW, through gore area striping and flex posts; and narrowing, striping, and hatching of the slip lane southbound on Georgia Avenue, NW, to Alaska Avenue, NW. The Commission understands based on the Department’s discussion with the Vision Zero Committee that closure of the slip lane was considered and determined to not be feasible due to truck traffic along the roads and the presence of a boundary stone in the median.

- The Commission requests additional consideration of the following:
  - challenges noted with regard to a similar installation of a left turn lane at the intersection of Georgia Avenue and Butternut Street, NW, (northbound) and the subsequent installation of signage and flex posts to better delineate the changes in lane configurations;
  - installation of flex posts in gore areas wherever possible, and specifically in the small space on the east side of Georgia Avenue, NW, to accommodate the left turn lane and the southwest side of Alaska Avenue, NW (both of which do not appear to include flex posts) to better ensure safety and guide motorists regarding the changes in lane configurations;
  - left turn signal timing to prevent backup of vehicles along Georgia Avenue, NW (northbound and southbound);
  - mechanisms to better address chaotic northbound turns off of Alaska Avenue, NW, where vehicles are often in the wrong lane or positioned incorrectly and awkwardly in the intersection, particularly as they traverse the brief east-west section of Kalmia Road, NW, to turn onto Georgia Avenue, NW; and
  - signal timing and other measures to prevent the current challenge of cars turning left from Georgia Avenue, NW (northbound) at Kalmia Road, NW, getting stuck in the westside crosswalk at the intersection of Georgia Avenue and Kalmia Road, NW.
  
- While the Commission is generally supportive of this proposal, these installations are quite modest and the physical traffic calming infrastructure is limited to flex posts, which are often destroyed quickly. Advisory Neighborhood Commission 4B has repeatedly supported making more permanent and hardening traffic safety infrastructure. See [Resolution 4B-23-0801](#), Calling for Additional Hardening of Protected Bike Lane on Piney Branch Road, NW, Due to Repeated Damage (Aug. 28, 2023) (“Destruction of traffic safety infrastructure indicates that driver behavior is not changing and that additional infrastructure is necessary. Where such infrastructure is repeatedly destroyed, Advisory Neighborhood Commission 4B calls for action to strengthen and improve that infrastructure.”); see also [Resolution 4B-23-0602](#), Supporting Safety Improvements on 3rd Street, NE Between Riggs Road and 2nd Street, NE (NOI #23-110-TESD) (June 26, 2023); [Resolution 4B-22-1009](#), Calling for Maintenance & Hardening of Traffic Safety Improvements to Intersection at Piney Branch Road, Whittier Street & 8th Street, NW (formerly NOI #21-6-TOA) (Oct. 24, 2022). The Commission encourages such longer-term considerations and investments at this location and recognizes the opportunity for more meaningful, long-term traffic calming as part of the Georgia Avenue, NW, bus priority proposal, including in-lane bus stops.

## RESOLVED:

- That Advisory Neighborhood Commission 4B calls on the District Department of Transportation to provide notices of intent to all relevant Advisory Neighborhood Commission Chairs – here, the Chair of Advisory Neighborhood Commission 4B – in recognition that roads forming Commission borders include and impact more than one Commission area. Although Georgia Avenue, NW, is the border of Advisory Neighborhood Commission 4B, [NOI 24-821-TESD](#) was addressed only to the Chair of Advisory Neighborhood Commission 4A (copying the 4B01 Commissioner).
- That Advisory Neighborhood Commission 4B calls on the District Department of Transportation to ensure all notices of intent include sufficiently detailed narrative descriptions and images to allow Advisory Neighborhood Commissioners and residents, who are mostly not traffic safety engineers, the ability to better understand the proposed changes and provide feedback.
- That Advisory Neighborhood Commission 4B calls for the District Department of Transportation to consider the following feedback on their Notice of Intent for the intersection of Georgia Avenue, Alaska Avenue, and Kalmia Road, NW ([NOI 24-821-TESD](#)), as discussed in additional detail at the Commission’s April 17, 2024, Vision Zero Committee meeting:
  - challenges noted with regard to a similar installation of a left turn lane at the intersection of Georgia Avenue and Butternut Street, NW, (northbound) and the subsequent installation of signage and flex posts to better delineate the changes in lane configurations;
  - installation of flex posts in gore areas wherever possible, and specifically in the small space on the east side of Georgia Avenue, NW, to accommodate the left turn lane and the southwest side of Alaska Avenue, NW (both of which do not appear to include flex posts) to better ensure safety and guide motorists regarding the changes in lane configurations;
  - left turn signal timing to prevent backup of vehicles along Georgia Avenue, NW (northbound and southbound);
  - mechanisms to better address chaotic northbound turns off of Alaska Avenue, NW, where vehicles are often in the wrong lane or positioned incorrectly and awkwardly in the intersection, particularly as they traverse the brief east-west section of Kalmia Road, NW, to turn onto Georgia Avenue, NW; and

- signal timing and other measures to prevent the current challenge of cars turning left from Georgia Avenue, NW (northbound) at Kalmia Road, NW, getting stuck in the westside crosswalk at the intersection of Georgia Avenue and Kalmia Road, NW.

**FURTHER RESOLVED:**

That the Commission designates Commissioner Alison Brooks, ANC 4B08, Commissioner Evan Yeats, ANC 4B04, Commissioner T. Michelle Colson, ANC 4B01, Commissioner Erin Palmer, ANC 4B02, and Zurick T. Smith, ANC 4B03, 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 29, 2024, by a vote of \_ yes, \_ no, \_ abstentions.