



# Advisory Neighborhood Commission 2A

*“Serving the Foggy Bottom and West End communities of Washington, D.C.”*

July 24, 2018

Mr. Jeff Marootian  
Director  
District Department of Transportation  
55 M Street SE, Suite 400  
Washington, DC 20003  
[jeff.marootian@dc.gov](mailto:jeff.marootian@dc.gov)

## **RE: Safety Improvements to the Intersection of M Street and New Hampshire Avenue NW**

Dear Director Marootian,

At its regular meeting on July 18, 2018, Advisory Neighborhood Commission 2A (“**ANC 2A**” or “**Commission**”) considered the above-referenced matter. With seven of seven commissioners present, a quorum at a duly-noticed public meeting, the Commission unanimously voted (**7-0-0**), after a motion made by Commissioner Kennedy and seconded by Commissioner Harnett, to adopt the following resolution:

ANC 2A requests that the District Department of Transportation (DDOT) identify and implement – in short order – aggressive changes to the roadway geometry and vehicle travel regulations at the intersection of M Street and New Hampshire Avenue NW in order to make this intersection safer for pedestrians and bike riders traversing the area.

The Commission notes with sadness the passing of Jeffrey Hammond Long, a bike rider hit and killed on the afternoon of Saturday, July 7<sup>th</sup> by a truck making a right turn from westbound M Street to northbound New Hampshire Avenue NW. Mr. Long is the second individual to have been killed at this intersection in the last two years, the first of whom – David Narvaez – was struck in a crosswalk by a hit-and-run driver who remains at-large.

This intersection has been well-known for some time as one of the most dangerous in the District of Columbia, a dubious distinction made worse by the fact that the fatality rate here has increased since DDOT completed the New Hampshire Avenue streetscape project in 2014 – a project which included this intersection in its scope, and a major goal of which was to make the corridor safer for non-automotive users.

In recognition of Mayor Bowser’s commitment to Vision Zero principles, the Commission requests that:



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- DDOT work expeditiously to design changes at this intersection in order to shorten crossing distances for pedestrians on the northern and eastern sides,
- DDOT de-conflict the incidence of vehicles making wide right-turns from westbound M Street onto northbound New Hampshire Avenue NW, across the protected bike lane which has the right-of-way on the north side of the intersection,
  - The Commission notes that this could be implemented in a manner similar to that of the bicycle traffic signal and right-turn arrow at the intersection of M Street and 22<sup>nd</sup> Street NW one block away,
- unless and until the above-referenced turning movement is properly de-conflicted, that right-turns be prohibited at all times,
- safety changes made per the above recommendations be communicated to ANC 2A, ANC 2B, the Golden Triangle BID, and other affected stakeholders – and that after proper communication takes place, that said changes be implemented as quickly as possible through the use of temporary materials such as plastic bollards, paint, and parking stops – in anticipation of permanent infrastructure,
- the Metropolitan Police Department (MPD) increases the frequency of its presence at the intersection for the express purpose of conducting traffic safety enforcement activities, and
- MPD evaluate the placement of speed and/or red-light cameras at this intersection in order to improve vehicular compliance with traffic safety regulations on a permanent basis.

The Commission notes with appreciation the representations that DDOT officials have made regarding the agency’s commitment to addressing the problems at this intersection, and supports the already-completed removal of all on-street parking spaces on the north side of M Street just prior to the intersection.

The ANC notes, however, frequent non-compliance with the above-stated removal of parking spaces through illegal vehicular stopping and standing, and requests that a more rigorous engineered solution – even a temporary one – be deployed immediately in order to improve the efficacy of this action, which is critical to improving visibility in the vicinity of the intersection.

Finally, ANC 2A encourages DDOT to evaluate, report back on, and suggest changes to unsafe conditions at other intersections along the New Hampshire Avenue NW corridor – in particular the intersections at 22<sup>nd</sup> Street and L Street NW and around Washington Circle NW – so that other deadly intersections can



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be made safer proactively in alignment with the District’s goal of having zero traffic fatalities by the year 2024.

Commissioners Patrick Kennedy ([2A01@anc.dc.gov](mailto:2A01@anc.dc.gov)) and William Kennedy Smith ([2A04@anc.dc.gov](mailto:2A04@anc.dc.gov)) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

William Kennedy Smith, MD  
Chairperson

CC: Councilmember Jack Evans, Ward 2  
Sarina Loy, Office of Councilmember Jack Evans  
Richard Livingstone, Mayor’s Office of Community Relations and Services  
Sam Zimbabwe, Chief Project Delivery Officer, DDOT  
Jim Sebastian, Associate Director for Planning and Sustainability, DDOT  
Commander Melvin Gresham, Second District, Metropolitan Police Department  
Lieutenant Darren Haskis, PSA 207, Metropolitan Police Department  
Lieutenant Jerome Merrill, PSA 208, Metropolitan Police Department