



Advisory Neighborhood Commission 2A

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

August 8, 2019

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

RE: Proposed Traffic and Pedestrian Safety Study of the H Street NW Corridor and Immediate Safety Improvements

Dear Director Marootian,

At its regular meeting on June 19, 2019, Advisory Neighborhood Commission 2A (“**ANC 2A**” or “**Commission**”) considered the above-referenced matter. With seven of eight commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously (**7-0-0**), after a motion made by Commissioner Harnett and seconded by Commissioner Kennedy, to adopt the following resolution:

WHEREAS, ANC 2A recognizes the need to address long-standing traffic and pedestrian safety concerns among students and other residents along H Street between 20th Street and 23rd Street NW (H Street corridor),

WHEREAS, students have been hit by vehicles for years along these blocks, including as recently as April of 2019 in the middle of the newly installed mid-block crosswalk on the 2100 block of H Street NW with local news outlets pushing reports on at least a half dozen other injuries of pedestrians along that block since 2003, and at least 292 accidents along the H Street corridor have been reported to the District Department of Transportation (DDOT) at or close to intersections along the corridor — not including accidents that occur in mid-block regions, for which complete data is not available — since 2003,

WHEREAS, there is also a significantly greater number of unreported accidents and near misses that endanger students and other residents, evidenced by sentiment research and feedback from the student body over at least the past two years,

WHEREAS, vehicles routinely violate ‘No Parking Anytime’ rules along the H Street corridor, parking illegally and creating an unsafe environment for residents, students, and visitors crossing the street in which drivers cannot see pedestrians and vice-versa,

WHEREAS, to address those concerns, the Commission will consult with transportation safety experts on expanding accessible and walkable pedestrian space, minimizing the presence of vehicles through the elimination of curbside



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parking, using physical infrastructure like plant boxes to occupy the streetscape, leveling the streetscape with the sidewalk, dedicating space for food vendors and patrons on adjacent blocks or in/alongside parks, reducing the speed limit, and/or building tables and outdoor seating, among similar measures,

WHEREAS, in a physical environment where safe, walkable pedestrian space is prioritized over vehicles, pedestrians are less likely to be harmed — and by extension — they can have a greater sense of community and neighborhood connectedness while using public space, and

WHEREAS, under the District’s commitment to the Paris Agreement under the United Nations Framework Convention on Climate Change to reduce the public’s dependence on cars and Mayor Bowser’s commitment to eliminate pedestrian fatalities and serious injuries by 2024, it is the Commission’s responsibility to highlight where significant work remains to be done to advance those goals in Foggy Bottom and the West End.

THEREFORE, BE IT RESOLVED that ANC 2A allocates \$5,000.00 to commission a study on the traffic and pedestrian safety patterns of the 2000, 2100, and 2200 blocks of the H Street corridor (between 20th Street and 23rd Street NW), and to propose short, medium, and long term safety measures.

BE IT FURTHER RESOLVED that ANC 2A supports DDOT implementing, by the end of December of 2019, the following measures on the 2100 block of H Street NW to improve pedestrian safety:

1. Replace all ‘No Parking Anytime’ with ‘No Standing or Parking Anytime’ zones.
2. Remove two two-hour pay-to-park parking spaces to create continuous and uninterrupted zones of ‘No Parking Anytime’, ‘No Standing or Parking Anytime’, and ‘No Parking Except Police Vehicles Only’ on applicable segments of both sides of the block.
3. Paint the streetscape with stripes and ‘No Parking’ text to indicate ‘No Parking or Standing’ zones and highlight where vehicles are prohibited from parking in ‘No Parking Anytime’, ‘No Standing or Parking Anytime’, and ‘No Parking Except Police Vehicles Only’ zones.
4. Restrict ridesharing (e.g. Lyft, Uber, Via, etc.) vehicles from picking up or dropping off passengers along the block using geofencing, in conjunction with the creation of dedicated curbside rideshare pickup and drop off spaces on nearby blocks, including on the south side of the 2100 block of I Street NW.

Commissioners James Harnett (2A08@anc.dc.gov) and Patrick Kennedy (2A01@anc.dc.gov) are the Commission’s representatives in this matter. Commissioner



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Harnett is authorized to be the Commission’s liaison with the traffic and pedestrian safety study team.

ON BEHALF OF THE COMMISSION.

Sincerely,

Patrick Kennedy
Vice Chairperson

CC: Linda Bailey, Director, Vision Zero Office
Brant Miller, Program Analyst, District Department of Transportation
Mark Diaz, Executive Vice President and Chief Financial Officer, GW
Kevin Days, Director of Community Relations, GW