

Apr 23, 2022,  
8:51 AM

**Amber Gove** <[amberanc6a@gmail.com](mailto:amberanc6a@gmail.com)>

to Amber, bcc:  
anc-6a04-residents

Dear Neighbors,

Last year our city marked a grim milestone: forty people lost their lives on DC's streets, including 4-year-old Zy'aire Joshua and 5-year-old Allison Hart, killed by drivers as they crossed the street with their parents. This is the highest number of traffic [deaths](#) in the District since 2007. This week's New York Times includes a poignant [piece](#) on the death of 13-year-old Andre Retano, who was doing everything right, but the built environment failed him. The deaths of these children will be described as tragedies or accidents. They are instead the result of our policy and [design choices](#).

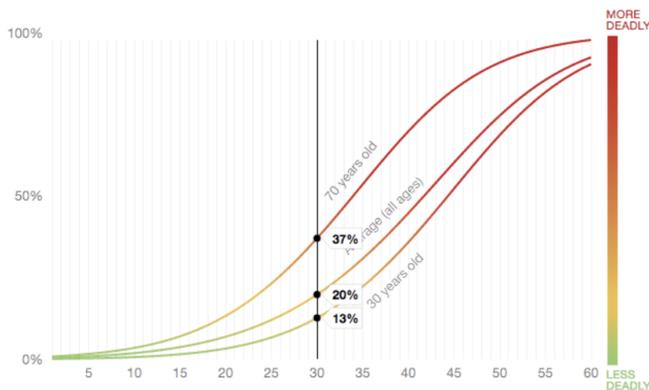
If we want different outcomes, we need to do things differently. I am proud that ANC 6A voted unanimously, twice, to support a roadway design change for the 1300 block of North Carolina Avenue NE that will improve safety for all users. I am grateful for the high level of engagement and support the project received from community members and the District and I am certain that in the long run, this will be a better outcome for our community as a whole.

I am sharing the information below in response to questions regarding the District Department of Transportation's (DDOT) Notice of Intent (NOI) to install protected bike facilities and safety-related changes to the 1300 block of North Carolina Avenue NE. The information is considerable. To date, ANC 6A has discussed potential changes to this block at eight public meetings, with the first in December 2020. Meeting minutes, community presentations and letters from both 6A's Transportation and Public Space Committee and Regular Monthly Meetings can be found at [ANC6A.org](http://ANC6A.org). Residents can review DDOT's NOI, including detailed drawings for the project (also appended to this email) at the NOI website link. The opportunity for community members and interested parties to comment to DDOT on the proposal is still open. All comments are due by May 2 to DDOT's project manager, Will Handsfield ([will.handsfield@dc.gov](mailto:will.handsfield@dc.gov)).  
<https://ddotwiki.atlassian.net/wiki/spaces/NI/pages/2068841433/NOI-22-95-PSD>

**Why is DDOT proposing a bike lane on the 1300 block of North Carolina Ave NE?** DDOT intends to close a one block gap in bike facilities on North Carolina Ave NE, completing the connection for cyclists to and from Lincoln Park and the RFK Fields/Anacostia River Trail. The final scope of the [C Street Project](#) includes the 1400, 1500, and 1600 blocks of North Carolina, but did not include the 1300 block. Earlier designs included bike facilities for the 1300 block and are also indicated in the [2014 MoveDC plan](#). DDOT's C Street [plans](#) (see link for full designs) include fully separated bike trails on North Carolina between 14th and C Street and on C Street from 15th to 21st Streets.

## The Chance of Being Killed by a Car Going 30 mph

Roll over the curved lines to see the risk at any speed



**How will roadway improvements on the 1300 block of North Carolina Ave NE improve safety for people walking, driving, and cycling?** In addition to the protected bike lanes, the designs include several measures designed to improve safety, including a mid-block raised crosswalk, lane narrowing to reduce driver speeds, and additional setbacks at intersections to improve visibility for pedestrians. Reducing speeds improves safety for everyone, particularly seniors; data from AAA [show](#) that a 70-year-old is three times as likely to be killed by a driver traveling 30 mph as a 30-year-old would be. Protected bike lanes, separated from sidewalks and vehicle travel lanes, reduce speeds and improve safety for everyone, no matter how they get around. A thirteen year [study](#) of the impact of protected bike facilities in a dozen US cities showed reduced speeds and lower fatalities and injuries for all road users: “researchers estimated that having a protected bike facility in a city would result in 44 percent fewer deaths and 50 percent fewer serious injuries.”

**What options did DDOT consider for the 1300 block of North Carolina Ave NE?** DDOT proposed three options to community members. One option maintained two-way traffic but removed all parking from the south side of the street. The other options reconfigured the block into a westbound only one-way street and kept on-street parking similar to current conditions. DDOT proposed the one-way option because 80% of daily vehicle traffic is westbound on this block. After much public discussion, ANC 6A [voted](#) unanimously to support the one-way option that retains the most on-street parking and has the greatest likelihood of reducing vehicle speeds and improving safety for all users.

**How will on-street parking be affected?** DDOT’s NOI proposes adding unrestricted weekday/two-hour maximum weekend parking to the east side of the unit block of 13th NE (~135 additional linear feet), including an ADA spot. Current conditions provide for Sunday parking only at this location. Adding these additional spaces will help relieve pressure on resident parking and serve additional Lincoln Park, church, and restaurant-related demands. The addition of a mid-block raised crosswalk on 1300 North Carolina will also result in the loss of approximately 75 linear feet of parking. Finally, DDOT is required to bring setbacks at crosswalks and alleyways up to code when any project is installed—meaning that no parking signs may be moved a few feet at these locations to improve visibility of and safety for pedestrians and cyclists, in this case about 50 feet overall. In total, I estimate that the project will result in a small net gain in public parking for the neighborhood.

The NOI also proposes changing parking adjacent to the triangle parks from resident weekday/unrestricted weekend parking to resident weekday/weekend two-hour parking only-- which would reduce long-term vehicle storage. Our draft Commission [response](#) asks DDOT to reject this option and retain the current configuration along the southern triangle park (the park bordered by A St NE), and if necessary, consider two-hour weekend parking along the northern triangle park only (the park bordered by Constitution NE). DDOT typically seeks to align curbside parking to the adjacent use--as these are public parks without homes, DDOT is proposing to change the current configuration. ANC 6A is also asking DDOT to test a 15-minute pick-up drop-off spot for delivery trucks to reduce lane blocking on North Carolina. With these adjustments it is important to note parking for disabled residents will not be affected; eligible residents seeking to obtain a designated parking space can do so through [DDOT's website](#).

**What is the expected impact of the one-way conversion of the 1300 block of North Carolina Ave NE on travel times and additional vehicle traffic?** DDOT contracted an independent diversion analysis which concluded that average additional travel times would be 2-3 minutes for rerouted drivers. Based on DDOT standards, the diversion effects of the one-way conversion are within their "accepted levels". The diversion analysis also estimated that rerouting would result in a 5 percent increase in daily total vehicles for both Constitution and East Capitol, including a total of 55 morning and 125 afternoon peak hour trips, which DDOT described as having a "negligible impact". Access to alley entrances/exits would not be affected. See the July ANC 6A TPS Committee [agenda](#) for the diversion analysis report. (This information appears at the end of the agenda package).

**Would a one-way conversion of the 1300 block of North Carolina Ave NE increase vehicle speeds?** The NOI design would narrow the vehicle travel lane to a single 12' foot wide lane bordered by parked vehicles and also add a mid-block raised crosswalk. ANC 6A's draft letter asks DDOT to make further changes to its design, specifically, to enlarge the parking bays and reduce the lane width to 10' or 11' and add an additional speed table at the east end of the block to further reduce speeds. Eliminating right turns from 13th to eastbound North Carolina will also improve pedestrian safety near Lincoln Park, a source of many neighbor concerns and near misses. The turning radius of less than 90 degrees at that corner allows drivers to proceed at a high rate of speed and drivers regularly run the red right turn arrow.

**Why is DDOT asking for a separated bike lane when a painted lane takes up less space?** As outlined in [MoveDC](#) and other DDOT documents, protected bicycling facilities, since they are fully separated from vehicles and pedestrians and designed for [all ages and abilities](#), [help to encourage use](#) by less experienced cyclists, especially hesitant riders. Without a safe solution for this block, micromobility users are likely to ride on the sidewalk to access the start/end of the trail at 14th and North Carolina which may increase risks to pedestrians. Providing users with their own designated space makes the streets and sidewalks safer for all users, as [reported](#) by the American Association for Retired Persons (AARP).

**What is the role of the ANC in this process?** The role of an ANC is to provide input into DDOT's plans during the concept and [Notice of Intent](#) phase. In addition to serving as a voice for their community, Advisory Neighborhood Commissioners are obligated to consider each matter "from the viewpoint and best interest of the District of Columbia as a whole." For a project of this size, DDOT typically publicly consults with an ANC once or twice to gather input and then issues an NOI with near-final plans for public comment. While ANC Committee and Commission meetings are one path for communication, residents may also contact DDOT directly with their feedback and concerns. The email contact for this project is Will Handsfield: [will.handsfield@dc.gov](mailto:will.handsfield@dc.gov).

**Why can't the 1300 block of North Carolina Ave NE remain "as is?"** DDOT has indicated that doing nothing is not an option. If the ANC were to vote to do nothing or to avoid commenting on the project, we risk losing our opportunity to influence DDOT to make changes or adjustments to the project. As reported [here](#), in another roadway improvement project ANC 6D voted against all the options given to them, resulting in DDOT advancing the work over the ANC's objections. This led to a loss of 27+ parking spaces in that community.

**What are the next steps?** ANC 6A unanimously voted to send a letter of support in response to the NOI and provide several specific comments, including asking that Residential Permit Parking be retained as currently configured along the triangle park bordered by A Street NE. A draft of ANC 6A's letter was circulated as part of the April ANC meeting [agenda](#). After DDOT reviews the ANC's and other community comments, they may or may not make adjustments to their plans. The installation could occur in the summer or fall of 2022. For reference, the C Street Project is scheduled to be complete by September 2022.

**How can I stay informed?** Please sign up for both my 6A04 resident [listserv](#) and that of the [ANC6A](#). I send out periodic updates like this one, while the 6A listserv is the official channel for posting meeting agendas. All Committee and Commission meetings are posted to [ANC6A.org](#) also publicly noticed in The Hill Rag and via the ANC6A Google Group, Twitter, and the New Hill East listserv.

Thanks for reading this far and please do not hesitate to email me if you have questions.

Best,

Amber Gove

Advisory Neighborhood Commissioner 6A04