



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

June 19, 2019

Councilmember Mary Cheh
Chair, Committee on Transportation and the Environment
Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 108
Washington, DC 20004
mcheh@dccouncil.us

RE: DC Council Bill B23-0288 – the “Vision Zero Enhancement Omnibus Amendment Act of 2019”

Dear Councilmember Cheh,

At its regular meeting on June 12, 2019, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 9 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (8-1-0):

WHEREAS, ANC 2B greatly appreciates and applauds the DC Council’s attention to Vision Zero objectives and its consideration of DC Council Bill B23-0288 – the “Vision Zero Enhancement Omnibus Amendment Act of 2019” to amend various laws in the interest of greater safety for all users of the District’s streets and roads, and

WHEREAS, ANC 2B has previously passed resolutions enumerating and recommending many of the changes proposed in DC Council Bill B23-0288, requesting action by the DC Government.

THEREFORE, BE IT RESOLVED that ANC 2B supports the efforts of the Vision Zero Enhancement Omnibus Amendment Act of 2019.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Warwick". The signature is written in a cursive style with a large initial "D".

Daniel Warwick
Chair

Attachment A

**ANC 2B's May 17th, 2019 Resolution
Regarding DC's Vision Zero Initiative**



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

May 17, 2019

Mayor Muriel Bowser
Mayor
Government of the District of Columbia
1350 Pennsylvania Avenue NW
Washington, DC 20004
muriel.bowser@dc.gov

Chairman Phil Mendelson
Chairman
Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 504
Washington, DC 20004
pmendelson@dccouncil.us

RE: DC's Vision Zero Initiative

Dear Mayor Bowser and Chairman Mendelson:

At its regular meeting on May 8, 2019, the Dupont Circle Advisory Neighborhood Commission ("ANC 2B" or "Commission") considered the above-referenced matter. With 9 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (9-0-0):

WHEREAS, residents of ANC 2B are dismayed by the recent deaths of pedestrians and bicyclists on DC streets,

WHEREAS, Dave Salovesh, a staunch road safety advocate and friend of many Dupont Circle residents, was killed while on a bicycle on April 19, 2019,

WHEREAS, Dupont Circle, in particular, was impacted by last year's deaths of Jeffrey Hammond Long and Carlos Sanchez-Martin while using a bicycle and a scooter,

WHEREAS, the District of Columbia established a Vision Zero Initiative in 2015 to eliminate road deaths by 2024,

WHEREAS, rather than reducing towards zero, road deaths in the District of Columbia have gone up year over year since 2015 with the rate of traffic deaths in 2019 on par with 2018,

WHEREAS, ANC 2B believes that Vision Zero prioritizes system-wide street design and infrastructure changes to reduce traffic deaths above focusing on education to influence individual behavior,

WHEREAS, ANC 2B appreciates efforts made towards Vision Zero District-wide and in our community to influence individual behavior including education, enforcement, signage, and roadway markings,

WHEREAS, ANC 2B believes that these efforts have led to severely insufficient progress towards Vision Zero in terms of system-wide street design and infrastructure changes, and

WHEREAS, ANC 2B recognizes that more action is needed in order to create complete and safe streets for residents who choose to walk, bike, and use low-carbon impact personal transportation options.

THEREFORE, BE IT RESOLVED that ANC 2B urges Mayor Bowser, the DC Council, and agencies of the DC Government to prioritize system-wide street design and infrastructure changes to realistically and quantifiably achieve the vision of Vision Zero by 2024.

Commissioners Matthew Sampson (2B01@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,



Daniel Warwick
Chair

Attachment B

**ANC 2B's February 21st, 2019
Resolution Regarding the District
Department of Transportation's
Proposal to Ban Turns on Red at Select
Intersections in ANC 2B**



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

February 21, 2019

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

RE: District Department of Transportation's Proposal to Ban Turns on Red at Select Intersections in ANC 2B (NOI #18-227-TOA)

Dear Director Marootian:

At its special meeting on February 5, 2019, the Dupont Circle Advisory Neighborhood Commission ("ANC 2B" or "Commission") considered the above-referenced matter. With 9 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (9-0-0):

WHEREAS, pursuant to the "Administrative Procedure Amendment Act of 2000" DC LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of intent to modify traffic and/or parking requirements,

WHEREAS, on December 21st, 2018, DDOT issued a Notice of Intent (NOI# 18-227-TOA) letter regarding the establishment of "No Turn on Red" restrictions at selected signalized intersections in the District, including numerous locations within ANC 2B,

WHEREAS, in support of the District's commitment to the Vision Zero goal, DDOT will be prohibiting right turns on red at 101 signalized intersections across the city,

WHEREAS, intersections were identified based on factors and criteria identified in the federally-mandated Manual on Uniform Traffic Control Devices (MUTCD) and the District of Columbia Municipal Regulations (DCMR §18-4013), including the complexity and geometrics of the intersection, the level of pedestrian activity and potential for significant conflicts, the proximity to pedestrian generators (such as schools or Metrorail stations), as well as crash history,

WHEREAS, left turns from a one-way street onto another one-way street on red are illegal under District law,

WHEREAS, compliance with this law is very lax,

WHEREAS, “No Turn On Red” signs would educate drivers as to the existing law,

WHEREAS, those locations within ANC 2B include:

- 17th Street and H Street NW
- 17th Street, Connecticut Avenue, K Street, and the K Street NW service road
- 16th Street and K Street NW
- 19th Street and K Street NW
- Vermont Avenue, H Street, and Madison Place NW
- 14th Street and U Street NW
- 14th Street and T Street NW

THEREFORE, BE IT RESOLVED that ANC 2B supports DDOT’s establishment of “No Turn on Red” restrictions at the selected signalized intersections within ANC 2B.

BE IT FURTHER RESOLVED that ANC 2B recommends that the following locations be added:

- 19th Street and L Street NW
- 21st Street and L Street NW
- 23rd Street and L Street NW
- 16th Street and Q Street NW
- 17th Street and Q Street NW
- 17th Street and R Street NW
- 17th Street and R Street NW (Left turn on red)
- 22nd Street and N Street NW (Left turn on red)
- 21st Street and N Street NW (Left turn on red)

BE IT FURTHER RESOLVED that ANC 2B encourages the Department of Public Works (DPW), the Metropolitan Police Department (MPD), and DDOT to enforce the restrictions with ticketing.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT and the DC Council strongly consider a District-wide ban on turning on red for the purposes of safety and clarity of the law.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Warwick". The signature is written in a cursive style with a large initial "D" and a stylized "W".

Daniel Warwick
Chair

Attachment C

**ANC 2B's February 21st, 2019
Resolution Regarding Adding Signage
for Existing Banned Turns on Red**



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

February 21, 2019

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

Ms. Lucinda Babers
Director
DC Department of Motor Vehicles
PO Box 90120
Washington, DC 20090
lucinda.babers@dc.gov

Commander Duncan Bedlion
Commander, Second District
Metropolitan Police Department
3320 Idaho Avenue NW
Washington, DC 20016
Duncan.Bedlion@dc.gov

Commander Stuart Emerman
Commander, Third District
Metropolitan Police Department
1620 V Street NW
Washington, DC 20009
stuart.emerman@dc.gov

RE: Adding Signage for Existing Banned Turns on Red

Dear Director Marootian, Director Babers, Commander Bedlion, and Commander Emerman:

At its special meeting on February 5, 2019, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 9 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (9-0-0):

WHEREAS, the safety of bicyclists and pedestrians is a high priority for the District of Columbia,

WHEREAS, the DC Council has adopted a Vision Zero policy to work toward zero deaths and serious injuries on our roadways,

WHEREAS, left turns from a one-way street onto another one-way street on red are illegal under District law, except where otherwise posted,

WHEREAS, compliance with this law is very lax, especially in the downtown area,

WHEREAS, the L Street cycletrack runs along the north side of L Street NW, which is one-way, in ANC 2A and ANC 2B,

WHEREAS, drivers making illegal left turns on red from southbound one-way streets at 23rd Street, 21st Street, and 19th Street onto L Street NW endanger cyclists in the L Street cycletrack and pedestrians,

WHEREAS, the 15th Street cycletrack runs along the west side of 15th Street, which is one-way, in ANC 2B,

WHEREAS, drivers making illegal left turns on red from eastbound one-way streets at Q Street and T Street onto 15th Street NW endanger cyclists in the 15th Street cycletrack and pedestrians, and

WHEREAS, “No Turn On Red” signs would educate drivers as to the existing law.

THEREFORE, BE IT RESOLVED that ANC 2B requests that the District Department of Transportation immediately install “No Turn on Red” signage at the intersection of 19th Street and L Street NW, the intersection of 21st Street and L Street NW, the intersection of 23rd Street and L Street NW, the intersection of 15th Street and Q Street NW, and the intersection of 15th Street and T Street NW. Such signage does not create a new restriction, as these left turns are already illegal, but calls attention to existing District law.

BE IT FURTHER RESOLVED that ANC 2B requests that the Metropolitan Police Department undertakes enforcement of drivers making illegal left turns at these intersections.

BE IT FURTHER RESOLVED that ANC 2B urges the DC Department of Motor Vehicles, the District Department of Transportation, and the Metropolitan Police Department to make every effort to educate drivers in the District, including out-of-state drivers, on the law regarding the illegality of left turns on red within the District of Columbia.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Warwick". The signature is written in a cursive, flowing style.

Daniel Warwick
Chair

Attachment D

**ANC 2B's September 19th, 2018
Resolution Regarding Proposed
Bicyclist and Pedestrian Safety
Improvements Within ANC 2B**



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

September 19, 2018

Mayor Muriel Bowser
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1350 Pennsylvania Avenue NW
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Chairman Phil Mendelson
Chairman
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Mr. Jeff Marootian
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Washington, DC 20003
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Mr. Christopher Shorter
Director
Department of Public Works
2000 14th Street NW
Washington, DC 20009
christopher.shorter@dc.gov

Chief Peter Newsham
Chief of Police
Metropolitan Police Department
300 Indiana Avenue NW, Room 5059
Washington, DC 20001
peter.newsham@dc.gov

RE: Proposed Bicyclist and Pedestrian Safety Improvements Within ANC 2B

Dear Mayor Bowser, Chairman Mendelson, Director Marootian, Director Shorter, and Chief Newsham,

At its regular meeting on September 12, 2018, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 7 of 8 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (7-0-0):

WHEREAS, there are more than 40,000 fatalities and over 3 million people injured annually in motor vehicle crashes, with an estimated 70,000 resulting injuries to pedestrians and bicyclists annually (2016),

WHEREAS, more than 50% of all crashes involving motor vehicles cited driver inattention or distraction as a contributing factor,

WHEREAS, ANC 2B is a densely-populated, downtown area, bustling every day with tens of thousands of pedestrians, significant vehicular traffic, and ever-growing ranks of bicycles and other personal mobility devices,

WHEREAS, there is a crucial need to eliminate infrastructure deficiencies that expose pedestrians, bicyclists, and other personal mobility device users to conditions that imperil their safety,

WHEREAS, DC laws and programs do not provide adequate flexibility, incentive, or penalty for enforcement of pedestrian, traffic, and curbside safety rules,

WHEREAS, public awareness and outreach efforts to promote a safety culture for pedestrians, bicycles, mobility devices, and automobiles are still falling short of desired results,

WHEREAS, the District Department of Transportation (DDOT), the Department of Public Works (DPW), and the Metropolitan Police Department (MPD) have inconsistent policies and procedures that result in uncoordinated, unwilling, or non-existent enforcement of pedestrian, traffic, and curbside safety rules, and

WHEREAS, these issues present clear challenges to, and even contradictions of, the District's Vision Zero and moveDC initiatives.

THEREFORE, BE IT RESOLVED that ANC 2B requests that the District Department of Transportation:

- Engages with ANC 2B and residents to identify all hazardous locations for pedestrians, cyclists, mobility devices, and vehicles,
- Expedites remedies for high-risk and substantial-risk intersections and road segments within ANC 2B to improve safety and reduce the opportunities for bicycle or pedestrian incidents,
- Requires that all construction, road, and utility work permits (including for District agencies) incorporate an effective Safe Accommodation Plan for pedestrians and bicyclists for the duration of the project which only closes a sidewalk or bicycle lane without providing an alternative on the same side of the street if removing a travel lane or parking lane is not possible,
- Issues stop-work orders and attaches meaningful penalties for failure to adhere to a Safe Accommodation Plan during construction and road work,
- Prohibits use of bicycle lanes as staging areas for vehicle loading or unloading, or using a "ramp" across a bicycle lane, even temporarily,
- Enhances exposure and promotion of the agency's bicycle and pedestrian safety projects to increase public awareness,
- Collaborates with the DC Public Schools (DCPS) to devise an updated and uniform education program for all grades that reinforces the correct habits and rules for pedestrians, bicyclists, users of personal mobility devices, and eventually drivers that are never outgrown and are applicable to all ages, and

- Substantially improves response time to requests for restoration of damaged or degraded infrastructure, such as missing signs, faded roadway markings, and damaged or missing cycletrack dividers.

BE IT FURTHER RESOLVED that ANC 2B requests that the Department of Public Works:

- Ensures that all enforcement agents are trained to identify, and directed to issue citations for, vehicular violations of crosswalks, bicycle lanes, and protected bikeways. This includes direct violations such as parking, using the lane as a staging area for loading or unloading, or traversing with a ramp,
- Substantially improves response time to 30 minutes or less for requests for enforcement, and
- Provides ANC 2B with a quarterly summary of the number of parking violation tickets issued by type and location (block).

BE IT FURTHER RESOLVED that ANC 2B requests that the DC Council and the Executive Office of the Mayor:

- Review existing traffic and public space laws and regulations to ensure current-day uses and policies are uniformly included and enforcement authority is specified,
- Issue specific rules or guidance on matters such as which traffic laws cyclists are required to obey,
- Establish a uniform zone for where bicycles or other mobility devices are not allowed on sidewalks (other than wheelchairs or other mobility aids) that all agencies adhere to,
- Revise penalties to discourage present-day types of violations,
- Revise traffic enforcement laws to no longer require police officers who issue citations for parking infractions be present at a hearing if clear photographic evidence is submitted by the officer,
- Revise traffic enforcement laws to implement cameras mounted on DC Circulator and Metrobus buses to generate photo-enforced traffic violation citations for vehicles obstructing bus stops, bus lanes, or bike lanes,
- Amend the Fleet Reconciliation Program (DCC § 50–2303.04a) to include requirements that more than two violations of rush hour no parking, crosswalk or bicycle lane incursion, double-parking, or obstructing driveways or entrances in any 90 day period are grounds for expulsion from the program,
- Establish requirements that all DC-recognized driver education programs and schools include up-to-date comprehensive units for “sharing the road” in a dense urban environment and respecting the safety of non-automobile users,
- Require that all new construction or renovations must incorporate a Safe Accommodation Plan in its design, as well as requisite infrastructure to accommodate parking of bicycles and other personal mobility devices, and

- Revise DC’s residential parking permit program to include a penalty of being denied a residential parking permit citywide for X-years if a driver incurs at least Y-violations for incursion into bicycle lanes within a period of Z-months.

BE IT FURTHER RESOLVED that ANC 2B requests that the Metropolitan Police Department:

- Ensures that all patrol officers and supervisors are adequately educated about traffic laws, including pedestrian, bicycle, bicycle lane, and protected cycletrack regulations,
- Ensures that all patrol officers and supervisors are instructed to respond to citizen complaints about traffic or parking violations and issue warnings or citations as appropriate,
- Ensures that all patrol officers “know their beat,” including rush hour lane restrictions and what the official “no parking” (signed building entrances, alleys, bus stops, etc.) areas are,
- Ensures that all patrol officers are directed to issue parking violation citations in signed areas and bicycle lanes upon seeing them and not requiring a citizen complaint to do so,
- Ensures that all patrol officers are instructed that they are required to issue moving violation citations to drivers using phones or who are otherwise distracted, and
- Conducts at least an annual public outreach and education campaign at the police district and/or police service area level to improve community awareness of pedestrian and bicycle laws and safety.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,



Daniel Warwick
Chair

Attachment E

**ANC 2B's June 25th, 2018 Resolution
Regarding Proposed Traffic Safety
Improvements Within ANC 2B**



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

June 25, 2018

Commander Melvin Gresham
Commander, Second District
Metropolitan Police Department
3320 Idaho Avenue NW
Washington, DC 20016
melvin.gresham@dc.gov

Commander Stuart Emerman
Commander, Third District
Metropolitan Police Department
1620 V Street NW
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stuart.emerman@dc.gov

Mr. Soumya Dey
Associate Director of Traffic Operations and Safety
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
soumya.dey@dc.gov

RE: Proposed Traffic Safety Improvements Within ANC 2B

Dear Commander Gresham, and Commander Emerman, and Mr. Dey:

At its regular meeting on June 13, 2018, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 9 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (9-0-0):

WHEREAS, Ross Elementary School, located in single-member district 2B03, is a DC Public Schools (DCPS) school located at 1730 R Street NW that serves approximately 180 students in grades PK3-5,

WHEREAS, the School Without Walls at Francis-Stevens, located in single-member district 2B06, is a DCPS school located at 2425 N Street NW that serves approximately 500 students in grades PK3–8,

WHEREAS, Stead Park, Francis Field, and Francis Pool, all located in ANC 2B, are prominent parks and playgrounds that are popular with children,

WHEREAS, the health and safety of the children of the District of Columbia is of highest concern to the citizens and Commissioners of ANC 2B,

WHEREAS, DC’s Vision Zero goal is to achieve zero road deaths by 2024,

WHEREAS, according to the Sustainable DC Plan, DC aims to “increase public transit, biking, and walking to 75% of all commuter trips; reduce car trips to 25%; and achieve zero unhealthy air quality days” by 2032,

WHEREAS, the District has adopted the Safe Routes to Schools initiative to promote walking and biking to school in areas adjacent to schools where school bus transportation is not generally available,

WHEREAS, being able to walk or bike to school and playgrounds along safe routes offers an opportunity to build healthy physical activity into students’ daily routine,

WHEREAS, studies have shown that physical activity has a positive effect on student achievement,

WHEREAS, more children walking and biking to school will reduce traffic congestion in school zones, resulting in improved air quality and reduced fuel consumption, and

WHEREAS, physical infrastructure improvements and increased community attention to pedestrians, primarily aimed at helping students walk to school safely, will benefit the entire community.

THEREFORE, BE IT RESOLVED that ANC 2B requests that the District Department of Transportation and the Metropolitan Police Department support initiatives, and improve the built environment through permanent tactical urbanism interventions, for children to safely walk and bike to school and playgrounds by and not limited to:

- Enhancing traffic enforcement, engineering, education, and encouragement strategies,
- Identifying and creating school and playground walking and biking route maps for distribution and future District Department of Transportation planning use,
- Identifying and regulating the school and playground zones with reduced vehicle speeds, enhanced signs and roadway markings, and vehicle bollards,
- Providing and maintaining protected bike and pedestrian facilities along the school routes, including sidewalks, on-street bike facilities, paths, curb ramps, and accessible pedestrian signals,
- Providing safe street crossings for bicyclists and pedestrians, and
- Calming traffic near and along school and playground travel routes.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Warwick". The signature is written in a cursive, flowing style.

Daniel Warwick
Chair