

APPENDIX B



GOVERNMENT OF THE DISTRICT OF COLUMBIA

ADVISORY NEIGHBORHOOD COMMISSION 7D

CENTRAL NORTH EAST, DEANWOOD, EASTLAND GARDENS, KENILWORTH, KINGMAN PARK, MAYFAIR,
PARKSIDE, AND RIVER TERRACE

May 8, 2018

Director Jeff Marootian
District Department of Transportation (DDOT)
55 M Street, SE, Suite 400 Washington,
DC 20003

Director Marootian;

For the past ten years DDOT has studied C Street NE, between the 15th Street and 21st Street NE, to examine the infrastructure and work toward improving safety for residents. During this period, the process has involved significant community feedback from neighbors, engineering firms, cyclists, and safety advocates throughout the city. In February, DDOT contractor Volkert Inc. presented a 65% design which was widely endorsed and supported by the community.

On April 26, however, DDOT presented an updated design which ignores crucial safety features, community input, and multi-modal planning practices. Due to the poor public reception of this plan, DDOT is now rolling their process backward, expressing that the designs presented in April were at 65%+ rather than 90%.

ANC 7D opposes all of the design changes that were presented by DDOT on April 26, 2018², and endorses the earlier 65% design that was presented in February 2018.

It is absolutely critical that the most recent changes presented by DDOT do not become permanently incorporated into the design. This letter seeks to address the serious concerns held by the ANC 7D Commission regarding the most recent design iteration, as presented on April 26, and advocates for stronger measures toward safe infrastructure, community consultation, and best practice multimodal design principles, as expressed in the earlier DDOT/Volkert design, which was presented in Feb. 2018.

² Referenced in Annex III.

History of C Street NE safety

Since 2006, community-driven and DDOT-led redesigns of C Street have proposed new safety measures to address rampant speeding and unsafe conditions in the corridor. Originally designed as a highway extension, C Street NE now functions as a residential street and is currently surrounded by four schools (Appletree, Maury, Eliot Hine, Eastern High). Recently, MPD undertook five days of one-hour targeted enforcement (March 2018) which led to 76 speeding tickets for persons driving 11-30+ mph over the speed limit, 34 of which were driving in excess of 25 mph. These are highway speeds on a 25 mph street which is designated for 15 mph speeds during school hours.

From Dec. 2008 through Feb. 2018, all design iterations have included four core safety elements:

1. Curb extensions ("bulb-outs") at every intersection to reduce crossing lengths for pedestrians/cyclists and increase line of sight for drivers
2. Road-diet to permanently eliminate one traffic lane in both directions, which slows speeding cars and creates safer conditions for residents
3. On-street parking, including disabled parking in front of homes
4. Protected cycle tracks for bicyclists

ANC 7D endorses all of the above design elements and believes that it is critical that each one is faithfully implemented along the C Street NE corridor.

Twelve years of C Street NE study/design history has reinforced these four core safety elements, as evidenced below:

2006: DDOT's Capitol Hill transportation study recommended that the department "consider improvements to C Street NE to improve pedestrian and bicycle safety, such as extending the bike lane and narrowing travel lanes to decrease vehicular speeds."

2009: A collaboration between urban planners and local resident Ken Granata yielded recommendations for bulb-outs, protected bike lanes, and traffic lane reductions as core elements of a C Street NE redesign. (Read more at GGWash and also on Ken's blog)

2010: DDOT's Traffic Calming Study formally recommends bulb-outs, lane reductions, parking, and cycle tracks in three concept designs.

2016: The C Street Multimodal Corridor study from DDOT, Kittelson and Associates, and Toole Design Group recommends Concept C for active design, which incorporates curb extensions (bulb-outs), protected bike lanes, the removal of one traffic lane in each direction, and the retention of nearly all on-street parking.

2017 - Feb 2018: DDOT contractor Volkert Inc reinforces all four core safety elements during both the 30% and 65% active design presentations.

With the four core safety elements outlined above, C Street NE has been poised to become a flagship redesign for Vision Zero in Washington, D.C., incorporating the best multimodal practices for accessibility, cycling, and safety. It has also been slated to become a crucial corridor of protected cycle track that connects directly from Capitol Hill to the Anacostia Riverwalk Trail.

April 26, 2018: DDOT revises proposal, eliminates safety measures and neglects community input

On April 26, 2018 DDOT facilitated a "Design Update" in the community, which proposed to slash three of the four core safety elements that had been previously agreed upon by design experts, community figures, cyclists, and political representatives. Specifically, DDOT proposed to:

1. Eliminate curb extensions on the entire north side of the street.
2. Increase the number of Westbound traffic lanes from previous designs.
3. Permanently eliminate on-street parking on the 1900 and 1600 blocks, including disabled parking for local residents, while only retaining parking on other blocks during off-peak hours.
4. Introduce a right-turn lane and right-turn traffic signal at the intersection of 19th Street NE to induce heavier traffic on 19th Street NE.
5. Question the feasibility of raised crosswalks if curb extensions are no longer part of the design.

This DDOT proposal entirely abandons community input from the previous 30% and 65% design meetings hosted by Volkert Inc. and DDOT, while contradicting the C Street Multimodal Corridor study and its recommendations. It also runs counter to DC's Vision Zero action plan, the Complete Street policy, and the implementation plan for Move DC.

What was once expected to be a flagship project for safe, multimodal transportation in D.C. is now being gutted in the 11th hour of the design after more than ten years of community collaboration and consultation.

ANC 7D opposes all of the design changes that were presented by DDOT on April 26, 2018³, and endorses the earlier 65% design that was presented in February 2018.

Further, ANC 7D wishes to comment on the following issues.

1. **DC Vision Zero:** Vehicle speed is the single best predictor of injury or fatality in a crash. A pedestrian hit by a car at 20mph has a 90% survival rate, whereas at 40mph only 1 in 10 lives. According to DDOT's recent speeding data, 15% of drivers are exceeding 31 mph at 18th St. NE, which is a 15 mph school zone that serves three neighborhood schools. In March, MPD gave out 76 tickets to vehicles traveling 11-30+ mph over the speed limit after only five hours of enforcement. DC's commitment to Vision Zero states plainly that agencies will do everything in their power to eliminate traffic fatalities and serious injuries. On a residential street that is designated as a school zone and has well-documented chronic speeding conditions, DDOT must do everything in its power to reduce speeds to safe levels. The February 2018 version of the plan does exactly this. The April plan, which removes critical safety features to reduce minor delays for drivers, plainly does not.

³ Referenced in Annex III.

2. **DDOT's Complete Streets policy** requires that the agency design, operate, and maintain infrastructure to accommodate safe and convenient access and mobility for all users of the District's transportation system, including pedestrians and bicyclists with very few exceptions. Notably, reducing the size of bus stops (such as at 16th Street NE), increasing the length of crosswalks, eliminating disabled parking, and eliminating bulb-outs to create more traffic on C St NE and 19th St NE are not acceptable exceptions to this policy. The April 26th design clearly degrades safe conditions for pedestrians and cyclists, while also removing accessibility features such as parking and designated disabled parking for local residents.
3. **DDOT's Move DC Plan**, which sets long-term transportation priorities, identifies C Street NE as a candidate for removing two travel lanes (one in each direction). By adding lanes back into the design, even as peak-hour lanes or right-turn only, DDOT will be breaching the implementation of the Move DC Plan and must fully justify why it is not following its own long-range plan.
4. **Traffic models:** DDOT presented traffic models as evidence that more travel lanes are necessary. However, these models are based on the assumption that trips by car will continually increase with no accounting for changing mode preference. By 2040, the regional bicycle and transit networks may be unrecognizable. We should not base safety decisions on a possible auto-dependent version of the future, especially as the number of bicycle and pedestrian commuters along the corridor continues to increase year after year. Where are the projected models for cyclists and pedestrians? Further, the traffic figures are not radically different from those presented in the *C Street Multimodal Corridor Study* (2016), where the methodology was much more stringent and thorough than the recent DDOT analysis.

The Commission finds that DDOT's recent traffic figures do not justify the significant reduction in safety measures as reflected in the most recent DDOT redesign.

5. **Curb extensions (bulb-outs):** The DDOT proposal presented at the April 26 meeting would remove curb extensions at 16th St, 17th St, 17th Pl, 18th St, 18th Pl, 19th St, and 21st St, making pedestrian crossings longer and less safe⁴, especially for seniors, children, and those with mobility issues. Community members who attended the meeting expressed deep disappointment and outrage that DDOT would walk back on more than a decade of community-centered consultation on previous designs⁵. Despite massive criticism from community members at the meeting, DDOT's published proposal continues to remove bulb-outs, which is directly opposed to the Volkert 65% design and the *C Street Multimodal Corridor Study*.

⁴ Since this presentation, DDOT has verbally conceded that some bulb-outs may remain on some blocks, but not on the 1600 and 1900 blocks, where they propose a replacement with new right-turn lanes.

⁵ You can view a community member's summary (with photos) that was disseminated on Twitter.

6. **Intersection of 19th & C Street NE:** This intersection currently has (1) the highest crash rate for cars (Annex VI), (2) most pedestrians hit by vehicles, and (3) accommodates the heaviest pedestrian traffic due to its direct route to the metro and three school entrances (per recent DDOT data). The intersection of 19th and C Street NE has thus been identified as the *most dangerous intersection* of the corridor⁶. Why, then, does DDOT propose to reduce safety infrastructure for residents, pedestrians, cyclists, and the disabled by:
- a. Increasing the number of lanes of vehicular traffic from previous designs, which is proven to increase speeds
 - b. Removing all parking, including disabled parking
 - c. Removing all bulb-outs on the north side of the street
 - d. Introducing a right-turn signal to increase traffic flow down 19th St NE, which also has a rate of high vehicular collisions?

These changes also raise questions about the Eastbound left-turn lane from C St to 19th St NE. As DDOT is surely aware, left turns at traffic signals are the #1 cause of collisions, injuries, and deaths. Does DDOT also propose to introduce a left-turn traffic signal from C onto 19th St NE?

Further congesting an already dangerous intersection is not aligned with the Vision Zero plan. The ANC 7D Commission feels strongly that the designs presented on April 26 will exacerbate the unsafe conditions that currently exist at the intersection and are therefore unacceptable.

It is critical that DDOT includes all curb extensions (bulb-outs), raised cross walks, protected cycle tracks, lane reductions in both directions throughout the corridor, parking, and disabled parking, as represented in the 65% design from Volkert, Inc (see Annex II).

7. **Right turn lanes:** The recent DDOT proposal adds a third Westbound travel lane that was not previously included in the *C Street Multimodal Corridor study* nor in Volkert's 30% and 65% designs. These additional travel lanes will induce speeding and illegal vehicle passing during off-peak hours—replicating the unsafe conditions that we already have in the corridor. The Commission notes with concern that DDOT's right turn lane on 19th Street NE will encourage additional traffic on that street, portions of which were recently designated a historic district⁷. Note that 19th St NE already has one of the highest crash rates of all arterial streets in the neighborhood⁸.

⁶ "The C Street NE intersections of 17th, 19th, and 21st Streets exceed the averages for pedestrian crashes, and 19th Street also exceeds the average for bicycle crashes.", page 23, C Street Multimodal Study (2016), http://kaiproject.com/system/images/1819/original/CStreet_FINAL_REPORT_Jan2016.pdf

⁷ 19th Street between Rosedale and Gales is within the boundaries of the newly designated Kingman Park Historic District.

⁸ DC's Open Data portal

8. **Lack of community outreach:** The Commission notes with concern that the April 26 meeting was not as widely advertised as previous community meetings, where flyers had been delivered to every C Street NE resident in the corridor. The lack of outreach from DDOT is particularly disturbing given the dramatic changes that were proposed to the design.

The Commission urges DDOT to work in good faith with the community by distributing flyers to C Street NE residents for future consultation meetings, as has come to be expected due to earlier precedent.

9. **Expertise from design company has been abandoned:** At the April 26th meeting, DDOT witnessed strong pushback against their design changes. Notably, the designers from design firm Volkert, Inc. were not present at the April 26 meeting to deliver the news to residents or discuss the modified design. This creates the impression that DDOT has unilaterally made these changes without support from the multimodal design firm Volkert, Inc. which was hired to design the implementation of recommendations from the *C Street Corridor Multimodal Study* (2016).

The Commission requests that DDOT demonstrate if and how Volkert Inc has been involved in the project since the 65% design presentation.

10. **Consultation:** The April 26 presentation by DDOT neglects key community feedback that was provided in previous design consultations, namely curb extensions, raised crosswalks, parking retention and disabled parking designations, road lane reductions, bus stop and cycle box placements—all of which were discussed during the 30% and 65% design presentations with Volkert Inc. The Commission notes with concern that community input at the 30% and 65% design meetings were either not incorporated or have entirely disappeared from DDOT's revised proposal, as presented on April 26.

The Commission urges DDOT to publish the comments that were made by community members on the design boards at the 30% and 65% design meetings (June 2017, February 2018). These comments will demonstrate the vast community support for earlier designs on curb extensions, lane reductions and raised crosswalks, which DDOT is now putting in jeopardy. The comments should be published on the C Street NE project website. See Annex VI.

11. **Residents will lose access to full-time parking:** To increase room for peak-hour traffic and additional right-turn lanes, DDOT has proposed to eliminate all parking on the Westbound 1600 and 1900 blocks as well as peak hour parking on all other blocks. Current residents could lose access to ~50 parking spaces in total. The Commission notes with particular concern that DDOT has made no demonstrated attempt to verify the amount of disabled parking which may be impacted by the recent changes. The Commission also notes that none of the residents who may lose parking received any notification of the April 26 meeting.

The Commission urges DDOT to maintain all access to full-time parking as presented in the 65% design by Volkert Inc (February 2018).

12. **Lack of safety measures for arterial streets:** The DDOT redesign that was presented on April 26 fails to address previously raised concerns regarding speeding and high

traffic volumes on arterial streets that lead to and from C Street NE⁹. As a response, the 30% and 65% designs from Volkert Inc included raised crosswalks which would calm traffic leading onto side streets of C Street NE. It is unclear if DDOT has continued to consider raising the crosswalks.

The Commission urges DDOT to maintain all raised crosswalks, as presented in the 65% design by Volkert Inc (February 2018), in any designs going forward.

13. **Planning process:** There were two separate planning studies for C Street NE and the public had substantial input on the design priorities. The time for DDOT to unilaterally take a position that prioritizes traffic over all other forms of safe multimodal transportation would have been during the planning stage, not in the final months of the active design process. changes proposed by DDOT on April 26 should have been introduced for community discussion in the planning stages, not in the final months of the active design phase.

Sincerely;



Sherice Muhammad

Chair, Advisory Neighborhood Commission 7D

CC:

Mayor Muriel Bowser

Councilmember Vincent C. Gray

Councilmember Charles Allen

Councilmember At Large Elissa Sliverman

Councilmember At Large Robert White

Councilmember At Large David Grosso

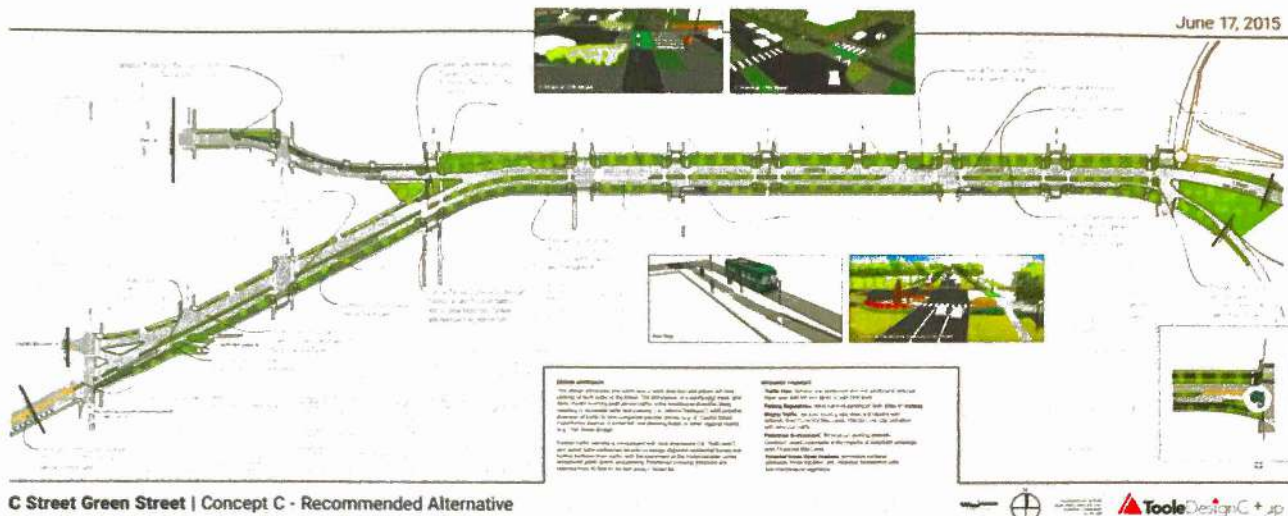
Councilmember Mary Cheh

Joanne Neukirchen, President Washington Area Bicyclist Association

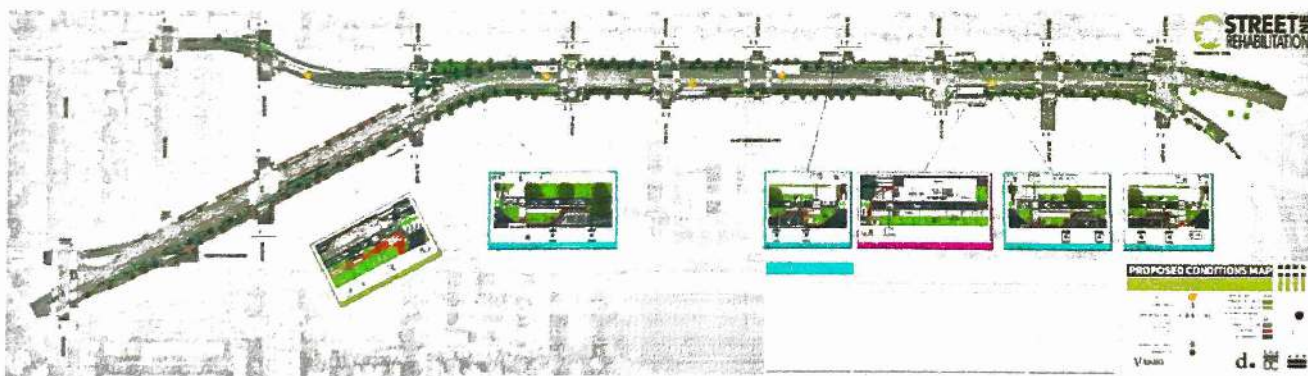
⁹ Community request: "Include measures to reduce speeding on 19th Street. Three lanes of cars race northward on 19th and merge into one lane in front of our house. With all the children on this street, it is so incredibly dangerous." Page 32, C Street Multimodal Corridor study, http://kaiproject.com/system/images/1819/original/CStreet_FINAL_REPORT_Jan2016.pdf

Annexes

Annex I: The recommended Concept C from the C Street Multimodal Corridor study by Kittelson and Associates (2016).



Annex II: 65% Design presented by Volkert Inc., Ferbaury 2018



Annex: III: Revised DDOT proposal, May 2018

C Street NE Rehabilitation - Proposed Modifications to 65% Design



Annex IV: Revised DDOT proposal, May 2018

April 26th DDOT Public Meeting Summary

Posted on May 1, 2018 by Mei Fang

On April 26, 2018 DDOT held a public meeting showing a proposed design change based on an actual traffic analysis of the C Street NE Design Update Meeting Materials, click on the "Informational Materials" tab

Based on the feedback received at the meeting DDOT will evaluate the following:

- Balance operational challenges with parking and community improvements
- Maintain traffic calming features that reduce speeds and improve safety for all modes
- Refine the design for areas north side of C Street (WB travel direction) based on community feedback:
 - 16th Street – Further design to maintain parking while extending right turn lane.
 - 18th Street – Further design on bus stop location and curb extensions
 - 19th Street– Keep west side curb extension and explore design changes to maintain parking
 - Other curb extensions to remain as shown in February 65% design plans

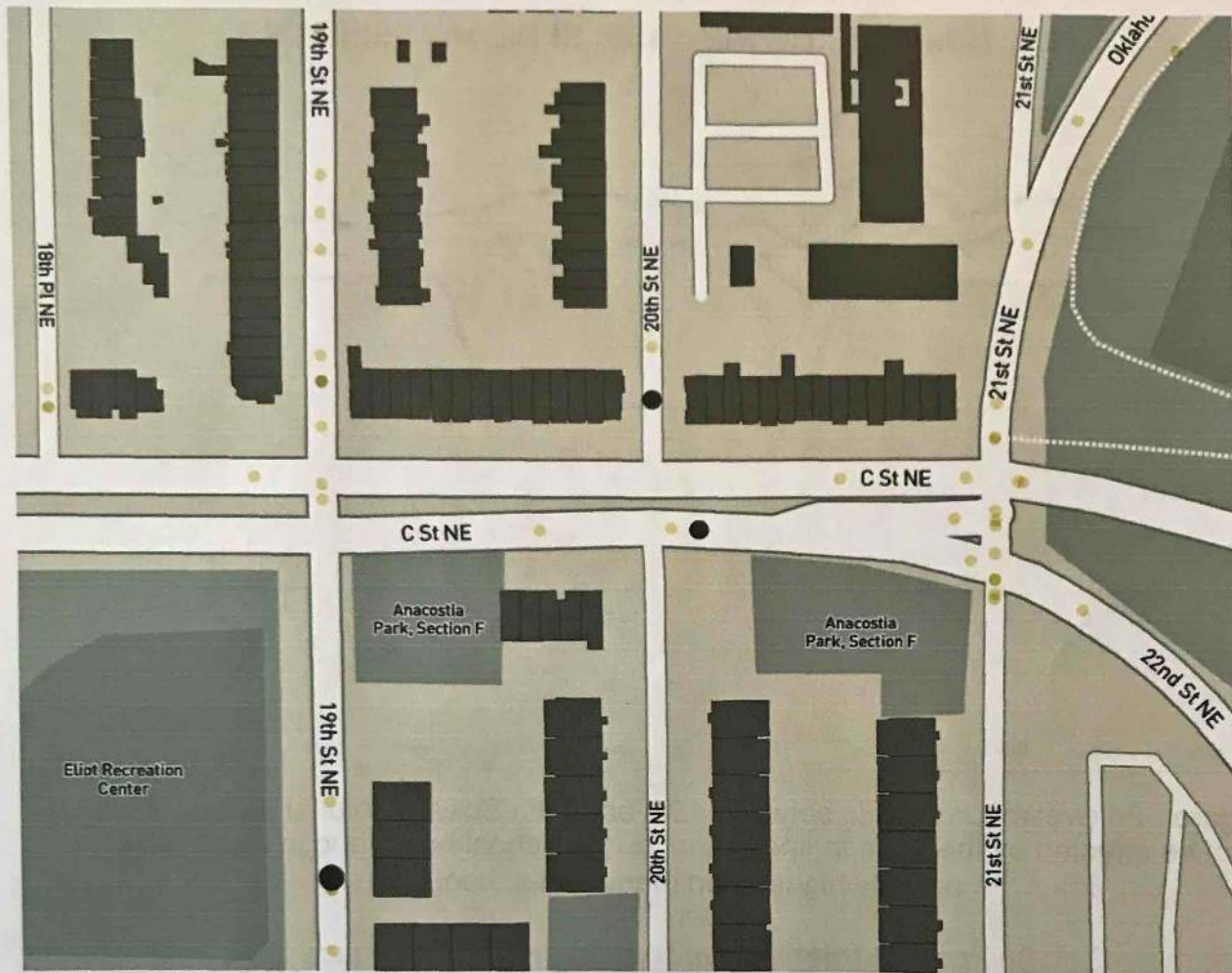


Annex: V: Vehicular collision history

TABLE 4. C STREET NE CRASH HISTORY

INTERSECTION	YEAR	FATAL CRASHES	INJURY CRASHES	PDO* CRASHES	TOTAL CRASHES
C St and 16th St NE	2012-2014	0	0	3	3
C St and 17th St NE	2012-2014	0	7 (50%)	7	14
C St and 18th St NE	2012-2014	0	5 (83%)	1	6
C St and 19th St NE	2012-2014	0	7 (44%)	9	16
C St and 21st St NE	2012-2014	0	5 (56%)	4	9

* Property Damage Only



2014 - 2017 crash map, DC Open Government Data Portal



C Street NE crash, July 2016

Annex VI: Westbound C Street NE between 18th St and 19th St NE

FIGURE 4. WESTBOUND C STREET NE AUTO SPEEDS

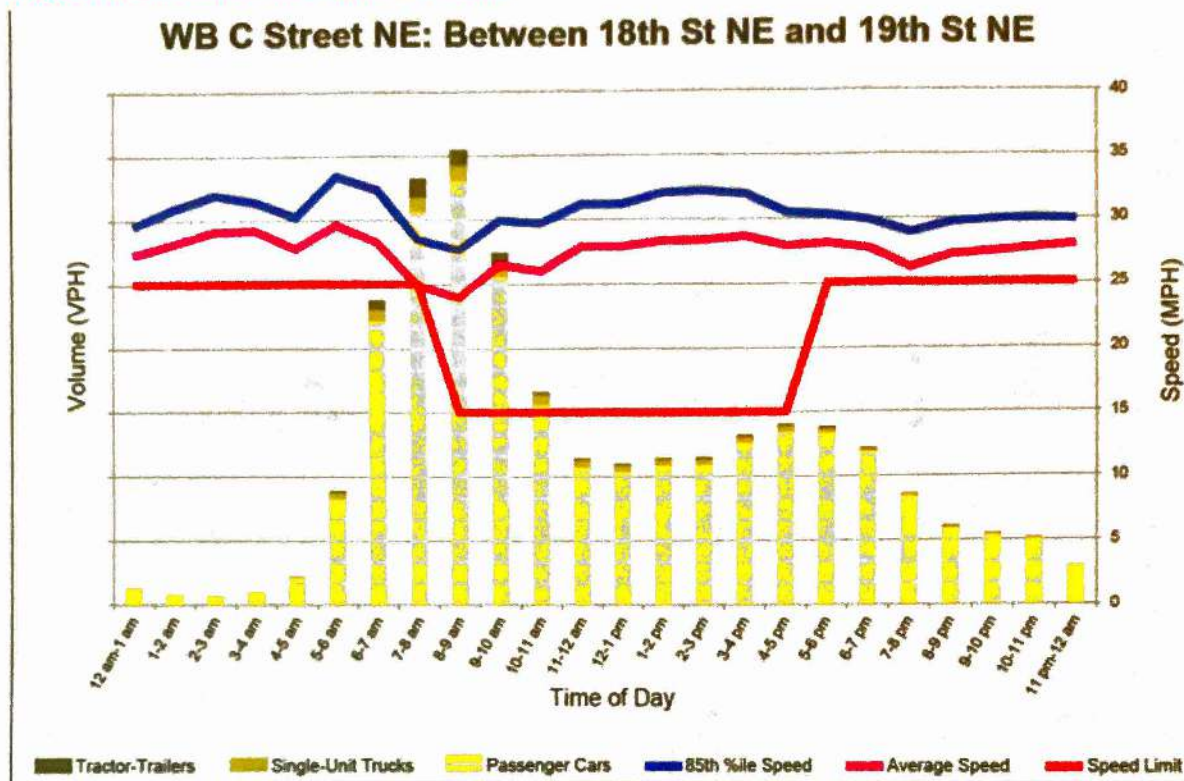
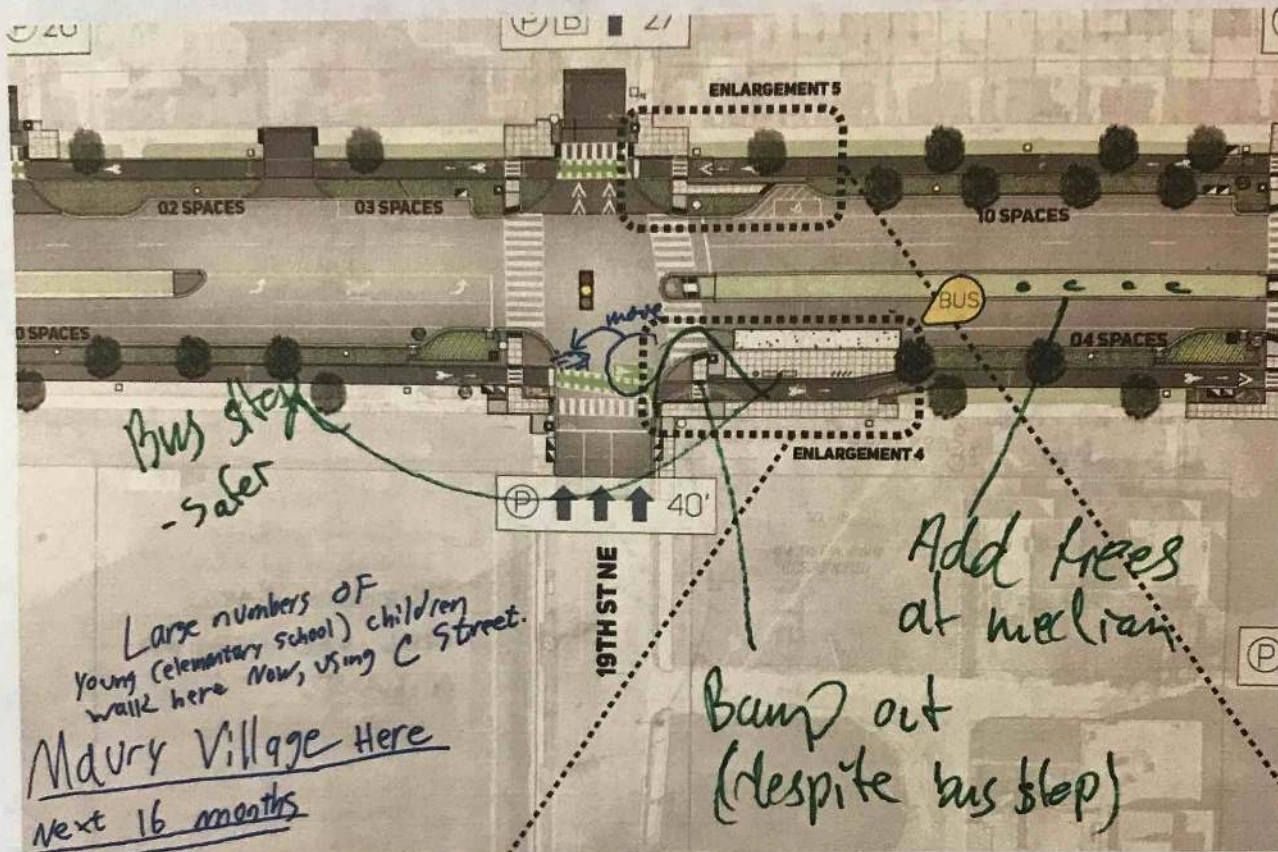


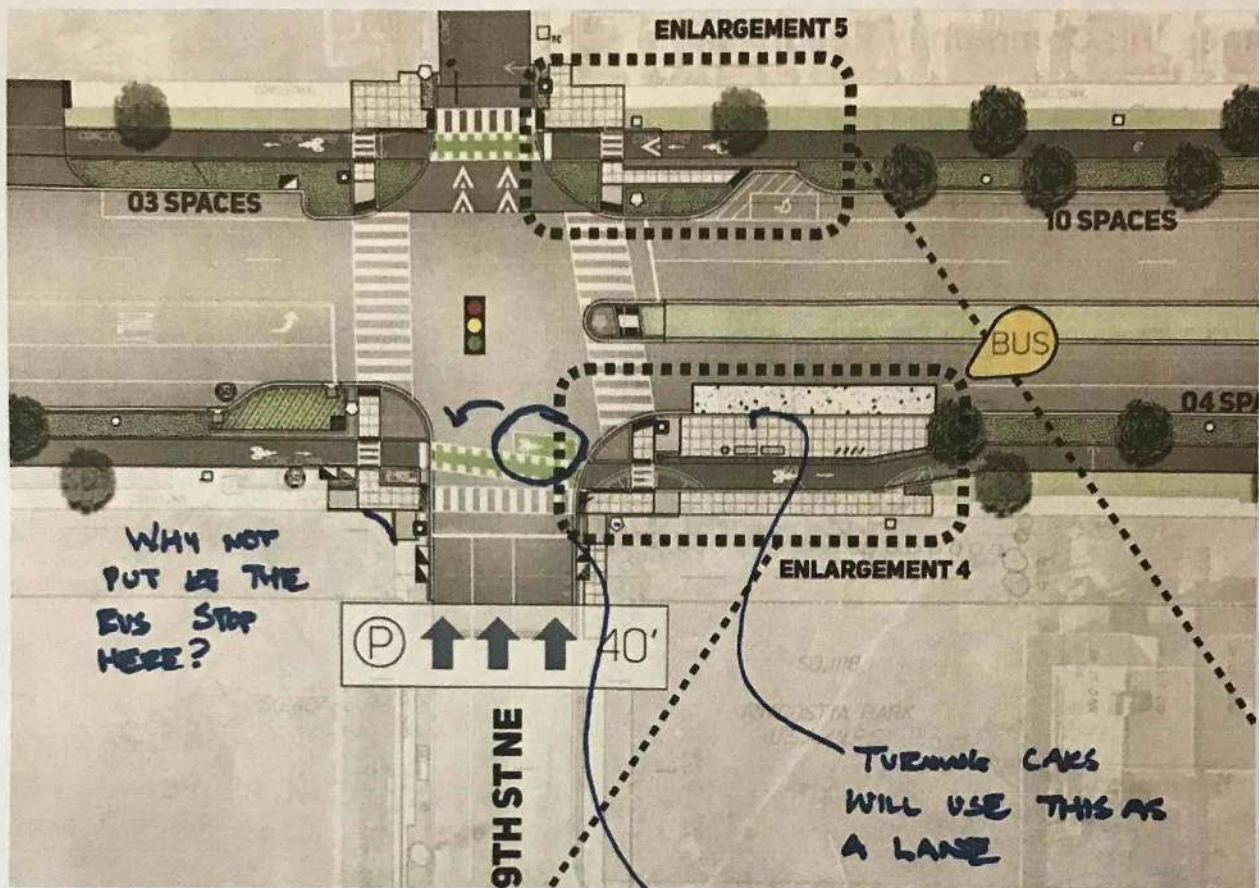
Figure: "For westbound traffic between 18th and 19th Street, motorist speeds appear to not be affected by the 15 mph speed limit during school hours and in some cases are actually higher than many non-school hours."

Source: [C Street Multimodal Corridor study](#), page 23

Annex VII: Community Feedback

(1) 65% Design Meeting (February 2018)





(2) 90%/65+% Design meeting (April 26, 2018)

