

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
Advisory Neighborhood Commission 5A**

January 30, 2019

Mr. Jeff Marootian
Director, District Department of Transportation
jeff.marootian@dc.gov

Re: Letter in Support of Proposed Pedestrian Safety Improvements across the South Dakota Ave NE corridor in the Lamond-Riggs neighborhood

Director Marootian,

Building on earlier District Department of Transportation statements, we present this resolution to continue making our city one “where any trip can be taken on foot safely and comfortably, and where roadways equally serve pedestrians, bicyclists, transit users and motorists.”¹

Community members within the Lamond-Riggs neighborhood have voiced concerns related to pedestrian safety and well-being crossing South Dakota Avenue NE at Ingraham Street NE and Jefferson Street NE. For example, neighbors have reported near-accidents from speeding cars not willing or able to stop (perhaps due to visibility issues along South Dakota Ave NE). Such concerns are likely to amplify as more residents move in to nearby apartment buildings, development continues, commercial retail opens, Main Street aesthetic improvements are made, our local branch library reconstruction ramps up, and more citizens are encouraged to walk to public transit (such as the nearby Fort Totten metro station).

On December 12, 2018, a community brainstorming session was held to address this issue in a unified way with residents as well as representatives from the District Department of Transportation, Metropolitan Police Department, the Mayor’s Office, and a local developer. This public meeting was announced at the November 2018 Advisory Neighborhood Commission (ANC) 5A regular meeting, December 2018 Lamond-Riggs Citizens Association meeting, on community message boards², via social media, and word of mouth to encourage as much involvement as possible. A summary of that session was published on a neighborhood blog afterwards for reference, with detailed information on community concerns, proposed new actions, and a timeline of steps taken to date.³

On January 30, 2019, ANC 5A, referred to simply as the Commission henceforth, considered the matter described above. This duly-noticed public meeting saw X of 8 Commissioners present. By a vote of X Yes, X No, and X Present/Abstain, the Commission approved the resolution presented herein.

WHEREAS, The District of Columbia code states, “the driver of a vehicle shall stop and remain stopped to allow a pedestrian to cross the roadway within any marked crosswalk, or unmarked crosswalk at an intersection, when the pedestrian is upon the lane, or within one

¹ **District Pedestrian Master Plan 2009:** <https://ddot.dc.gov/peds>

² <https://nextstopriggs.wordpress.com/2018/12/07/december-12-community-brainstorming-session-on-south-dakota-ave-pedestrian-safety/>

³ <https://nextstopriggs.wordpress.com/2018/12/14/actions-from-south-dakota-avenue-pedestrian-safety-community-brainstorming/>

lane approaching the lane, on which the vehicle is traveling or onto which it is turning” (50–2201.28: Right-of-way at crosswalks).⁴

WHEREAS, a guiding principle in the Riggs Road and South Dakota Avenue Area Development Plan, approved by the District Council in 2009, is to “promote safe access and circulation throughout the neighborhood.”⁵ The plan also states that “the ease of movement, often associated with pedestrian circulation, is a key component to the success of a community. Walkable communities contribute to the health of residents, as well as foster social interaction, which reduces crime.” Further, an action item for the District Department of Transportation in the plan was to “Improve overall access to Fort Totten Metro Station [and that] surrounding corridors, including Kennedy Street, 4th Street, Galloway and any new vehicular access routes should encourage safe and well lighted neighborhood connections.”⁶

WHEREAS, a crucial need exists to eliminate infrastructure deficiencies that expose pedestrians to conditions that imperil their safety,

WHEREAS, the community should not fear crossing South Dakota Ave NE, especially while going to the Fort Totten Metro station,

WHEREAS, there is a NEED FOR ADDITIONAL signage on South Dakota NE for pedestrian crossings,

WHEREAS, it is unclear why the most appropriate path to the Fort Totten metro station at South Dakota and Ingraham Streets NE is not signalized already as part of the original plan to create a new through-way to the metro when Hamilton St NE, which previously served as a direct route to the metro station, was permanently closed by the Art Place at Fort Totten project⁷,

WHEREAS, community members report being anxious that the issue will go unaddressed and become worse due to inaction from the District government

THEREFORE, BE IT RESOLVED that the Commission requests that the District Department of Transportation:

- Continue Engaging with the Commission and residents to identify all hazardous locations for pedestrians along the South Dakota Ave corridor from Riggs Rd to Galloway St NE
- Install a traffic signal at the intersection of Ingraham St. NE with South Dakota Ave NE (as originally discussed in the Planned Unit Development for the Art Place at Fort Totten project reviewed by the District Department of Transportation, Case #06-10)
- Expedite remedies for the South Dakota Ave NE intersections with Ingraham St NE and Jefferson St NE to improve pedestrian safety

⁴ <https://code.dccouncil.us/dc/council/code/sections/50-2201.28.html>

⁵ <https://planning.dc.gov/publication/riggs-road-and-south-dakota-avenue-area-final-development-plan-main-page>

⁶ https://planning.dc.gov/sites/default/files/dc/sites/op/publication/attachments/RiggsRoadandSouthDakotaAvenue_0.pdf

⁷ <https://nextstopriggs.wordpress.com/2019/01/16/mixed-signals/>

- In the absence of a signalized intersection at Ingraham St NE and South Dakota Ave NE, install static signage (including Pedestrian Crossing, Yield, Radar announcements, etc.) for pedestrian crossings with red flashing lights
- Improve lighting on the entire South Dakota NE Corridor from Riggs Road NE to Galloway St NE, particularly at intersections so that drivers can see and stop for pedestrians waiting to use crosswalks
- Investigate the timing of signalization lights along the South Dakota NE corridor to identify a potential strategy to reduce speeding and red light running

We appreciate your review, consideration, and appropriate implementation of this resolution aimed at improving transportation infrastructure in the District of Columbia. The Steps presented herein will help us continue moving towards a city free from traffic-related pedestrian injuries and fatalities. Let's work together to build on the Mayor's "commitment for change" stated on December 28, 2018, "The New Year brings new opportunity...[including implementing] forward-thinking and progressive solutions...to make our streets safer for all."⁸

ON BEHALF OF THE COMMISSION.

Sincerely,

⁸ <https://mayor.dc.gov/release/mayor-bowser-highlights-key-2019-regulations-underscoring-her-commitment-change-reflects-our>