



## **ADVISORY NEIGHBORHOOD COMMISSION 3E**

TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS  
c/o Lisner-Louise-Dickson-Hurt Home 5425 Western Avenue, NW Washington, DC 20015  
[www.anc3e.org](http://www.anc3e.org)

### **Resolution Regarding Safety and Traffic-Calming Concerns on Van Ness with a Focus on Commuter Cut-through Traffic**

**WHEREAS** cut-through traffic on Van Ness Street between Nebraska and Massachusetts Avenues creates traffic backups that stretch for blocks and endangers residents,

Van Ness Street residents regularly witness speeding, burnouts, sideswiping and failure to stop,

A grassroots study shows that during the morning and evening commutes, as many as 4X the number of vehicles (80%) are non-DC vehicles,

Many intersections along Van Ness are poorly planned with hidden or obscured stop signs and incomplete or non-existent crosswalks,

Many intersections are also poorly maintained with faded striping, leaning signs and overgrown tree limbs,

The intersection of Van Ness, 42nd and Nebraska has been documented in the Rock Creek West Livability Study II (RCWLS II) to be dangerous --with 30 accidents, including a vehicle versus pedestrian collision documented-- yet the RCWLS II did nothing to address this clear and present danger,

Turtle Park (officially known as Friendship Park) is located on Van Ness and attracts hundreds of young children and caregivers a day and is slated for a renovation which will likely attract even more visitors,

The vast majority of those going to Turtle park cross Van Ness Street on their way to and from the park,

The confluence of conditions makes this a potentially dangerous situation for young children who are of the very age that is most likely to dart out into the street,

These conditions have existed for many years and gotten worse instead of better,

And **WHEREAS**

The street system, in general, is designed to keep commuter traffic on arteries,

Movements on Van Ness, in particular, are supposed to be restricted (Van Ness is a no through-trucks route and turns off of Massachusetts Avenue are illegal),

The concentration of commuter induced pressures on Van Ness cannot be traced back to any one spot/

intersection, and rather is due to “leaks” throughout the neighborhood street system, and thus all would benefit from improved signage and traffic calming measures,

Van Ness intersects multiple arteries (Mass., Nebraska, and Wisconsin), and poor traffic flow along each of these arteries creates incentives for drivers there to use Van Ness as a cut-through,

And **WHEREAS**

Over 80% of households on Van Ness (58 households and 74 signatures) have signed a petition that has been presented to this ANC asking for the following study and measures,

And a group of concerned neighbors motivated by conditions and representing the residents along Van Ness has filled out the requested form by DDOT, attached,

And the National Presbyterian School/Church (located on Van Ness and Nebraska) has pledged \$5000 toward a partial funding of the implementation of traffic calming measures along the stretch of Van Ness that we are focused on, and

A resolution was passed in August of 2012 asking that Van Ness be studied, but upon further conversation with DDOT we have been advised to be more specific in our requests and fill out the accompanying form,

And **WHEREAS**

Although we are aware of DDOT’s hesitancy to put speed-slowing measures on collector streets due to the use of such streets for emergency vehicles, we find the presence of a popular playground on such a high-traffic street to be a more immediate life-safety risk,

And we are aware that speed-slowing measures of speed humps were implemented on the nearby intersecting collector street of 46<sup>th</sup> Street,

**THEREFORE BE IT RESOLVED**, we ask DDOT to study and then implement the following traffic calming and safety procedures or other measures that will provide as much or greater improvement to safety:

**RUSH HOUR RESTRICTIONS**

- Conduct a thorough inspection and consider morning rush hour restriction signage on all other neighborhood streets that feed off of Massachusetts Avenue and River Road into the AU Park neighborhood.
- Add an additional “No Left Turns 7-9:30am” sign on the left side of Massachusetts Avenue Southbound to the NEAR side of the island so that there is a sign BEFORE the turn that drivers are not supposed to make.
- Consider a “No Through Traffic” restriction on West-bound Van Ness Street at Nebraska Avenue from 4 to 6:30pm during the evening commute.

**TURTLE PARK MEASURES**

- Add a raised crosswalk or “speed table” across Van Ness at the entrance to Turtle Park (45th street).
- Add/improve signage alerting drivers to children crossing and the presence of a playground.

- Add signage warning of increased fines for speeding through an area with children present if DC code permits such fine increases.

### **IMPROVED CROSSWALKS**

- Convert the following intersections along Van Ness to zebra crossings:
  - Nebraska Avenue and Van Ness
  - 42nd street and Van Ness
- Create painted cross walks at the following intersections along Van Ness:
  - 43rd street and Van Ness
  - The Eastern, uphill section of 45th Street and Van Ness (which connects Turtle Park to the other popular city parkland and community garden across the street)
  - 47th street and Van Ness
- Repaint existing pedestrian crossings at:
  - 44th street and Van Ness
  - 46th street and Van Ness
- add wheelchair accessibility and improved signage on Van Ness and Nebraska intersection.

### **IMPROVED STOP SIGNS**

- Move stop signs at the following intersections so that they are no longer invisible or obscured. (We ask that you NOT cut down or severely prune trees to accomplish this.)
  - 44th street and Van Ness
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- Consider adding curb extensions to house the stop signs at the intersections of Van Ness and 44th, 45th and other streets, to make them more visible and to slow down drivers.
- Consider adding electronic monitoring devices to fine drivers who fail to obey stop signs on Van Ness Street.
- Add reflective tape to all stop signs (and down their posts) along Van Ness.

### **4 WAY STOPS**

- Consider changing Van Ness and 42nd and 47th streets from confusing 2-way stop intersections (on a street where all others are 4-way stops), to 4-way stop intersections.
- At the very least, add “Cross traffic does not stop” signage to Van Ness and 47th street where traffic does not stop.
- Consider changing the traffic light at Van Ness and 46<sup>th</sup> street to a four way stop to remove the incentive for people to race to make the light.

ANC 3E approved this resolution at its meeting on February 19, 2013, which was properly noticed and at which a quorum was present. The resolution was approved unanimously by a vote of 5-0-0. Commissioners Jonathan Bender, Matthew Frumin, Elizabeth Haile, Tom Quinn and Sam Serebin were present.

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ANC 3E

By Jonathan Bender, Chairperson