

GOVERNMENT OF THE DISTRICT OF COLUMBIA
ADVISORY NEIGHBORHOOD COMMISSION 3B
GLOVER PARK AND CATHEDRAL HEIGHTS



February 11, 2021

Mr. Everett Lott
Interim Director
District Department of Transportation
55 M Street SE
Washington, DC 20003

Dear Mr. Lott:

On behalf of ANC3B, I want to thank DDOT for including our Commission in the meeting on Tuesday, February 9, about the full traffic signal DDOT has installed at the intersection of Fulton Street and Wisconsin Avenue. We hope that the signal will be activated, as we strongly supported the proposal for a full traffic signal at that location in our official comments to DDOT in July 2020 in response to the Notice of Intent (NOI).

We greatly appreciate DDOT's interest in hearing all comments from affected residents and ANCs. The intersection of Fulton and Wisconsin continues to be unsafe for pedestrians and vehicles, even during the COVID-19 restrictions. What matters most to the Commission and our constituents in ANC3B is that the intersection be safe for motor vehicles to use the intersection and also for pedestrians to be able to cross in all four directions, which will be possible with the planned pedestrian signals.

The most important movements for our residents using that intersection are for:

- eastbound traffic on Fulton Street to be able to safely turn right or left onto Wisconsin Avenue
 - northbound traffic on Wisconsin Avenue to be able to turn safety left onto westbound Fulton Street.
- That left turn is particularly needed because at Garfield Street and Wisconsin Avenue--the next intersection to the north, which already has a full traffic signal--there is a "No Left Turn" restriction, and there are no other streets leading into that portion of Cathedral Heights for our residents.

As you heard at the meeting on Tuesday, Fulton Street on the west side of Wisconsin Avenue is a narrow residential street. In fact, Garfield Street on the west side of Wisconsin is also a narrow residential street, and is classified as a local street just as Fulton Street is. If vehicles going in opposing directions have to pass on either of those streets, one or both vehicles have to pull to the side in order to pass. That section of Garfield, however, is much more heavily used than the parallel blocks of Fulton Street, because Garfield not only has a traffic signal at Wisconsin Avenue but it also becomes a collector street on the east side of Wisconsin, to handle the traffic turning left from Wisconsin to get onto eastbound Massachusetts Avenue (since no left turn is allowed from Wisconsin Avenue directly into Massachusetts Avenue). Just one block east, Garfield becomes even wider after crossing Massachusetts Avenue, and continues into Woodley Park. No other street in Cathedral Heights or Massachusetts Avenue Heights provides a direct through route to the east.

In ANC3B, we try to work with all our neighboring ANCs. We have many issues and also interests in common. We are hopeful that DDOT will continue to pursue the overall study of mobility and safety improvements in the entire area around the intersection of Massachusetts Avenue and Wisconsin Avenue, including the intersections of Wisconsin with both Garfield Street and Fulton Street, from 38th Street in ANC3B east to 35th Place and Massachusetts Avenue in ANC3C. Safe and efficient function of that major intersection and the surrounding streets is vital to the transportation system serving the entire western side of the District as well as adjoining parts of Maryland and Virginia. Our nearby residents on the local streets are also particularly affected when there are safety issues, speeding, illegal turns, or congestion backing up traffic on the main arterials.

Thank you again for your consideration.

Sincerely,



Brian Turmail
Chairman

Enclosure: ANC3B Letter of Support for Proposed Traffic Signal, NOI-20-29-TESD, July 9, 2020

cc. Councilmember Mary Cheh
Wasim Raja
Brooke Hailemariam
David Jones
Ted Van Houten
Donise Jackson
Dee Smith
Abigail McLean
Nicholas Mendelsohn
Cole Wogoman
Vicki Gersten
Nancy MacWood

This letter was approved by a vote of 5-0 at a duly noticed public meeting of ANC3B on February 11, 2021, at which a quorum was present. (Three of the five Commissioners constitute a quorum.) By this vote, the Commission also designated the Chairman or his designee to represent ANC3B on this matter.