



**Government of the District of Columbia
Advisory Neighborhood Commission 5B
Website: www.anc5b.org**

March 10, 2026

District Department of Transportation
Project Delivery Administration
250 M Street, SE, Washington, DC 20003
(Sent Electronically to Kisha Anderson, DDOT Ward 5 Community Engagement Specialist and Sayra Molina, Project Manager, South Dakota Avenue NE Corridor Safety Project)

Re.: Proposed Spot Improvement Concepts along South Dakota Avenue NE

DDOT team,

Thank you for your work to make South Dakota Ave. safer for our neighborhood. While we're disappointed the road diet project was discontinued, we appreciate your efforts to achieve some safety improvements at focus areas with the dedicated funding.

Understanding that you're developing final designs to present this summer, we're providing our highest-priority requests among the spot enhancement options (reference [Dec. 4, 2025 slides](#)) located within our ANC:

- Rhode Island Ave. to Lawrence St. NE
- Otis St. to 18th St. NE
- Taylor St. to Webster St. NE

We ask that you please consider our requests, detailed below, for prioritizing **permanent traffic calming measures paired with enforcement** and avoiding the use of quick-build, tactical, and unenforced treatments that will have little impact on our community's safety.

We also urge you to **pursue additional funding** to design and build traffic calming measures for full segments of South Dakota Ave., in line with the original intent of Councilmember Parker's earmark. This street and the aggressive drivers who use it present a danger and health hazard for those who live on it, and will continue to do so after the chosen spot enhancements are installed.

Rhode Island Ave. to Lawrence St. NE

Our strong preference among the proposed measures for this two-block stretch is preventing left turns, provided that it also includes enforcement. We support daylighting as well for adjacent intersections as a secondary priority, while noting our preference for treatments on the Avenue itself. We do not support DDOT spending very limited funding on speed limit signage.

We also strongly urge the project team to consult with Commissioners Maya Vizvary (5B06) and Zahid Rathore (5B07) who represent residents on Lawrence St. adjacent to South Dakota Ave. They have been raising concerns for the past year about dangerous, high-speed cut-through traffic from South Dakota and Rhode Island Avenues they would like to see addressed through this study.

Otis St. to 18th St. NE

For the four block stretch of South Dakota Ave. between Otis and 18th Streets, we support a protected northbound turn lane on 18th St., vertical infrastructure or concrete to provide turn calming, right turn restrictions, speed feedback signs, daylighting, centerline hardening, and Leading Pedestrian Indicators.

On Otis St., we strongly prefer the one-way conversion eastbound because it facilitates residents' travel vs. commuters turning from South Dakota or traveling from Maryland.

We have concerns about installing Rectangular Rapid Flashing Beacons, as they are unlikely to deter drivers traveling at high speeds on South Dakota Ave., especially DC residents who are unfamiliar with the devices. We do not support using funding to add flashing lights to signs or to install signage to prevent turns where the sharp angle of the turn is already a deterrent.

Taylor St. to Webster St. NE

We're excited about the level of interventions proposed for the intersection of Michigan and South Dakota Avenues. We strongly support removing the slip lane and installing centerline hardening, which would force drivers to lower their speeds through this particularly dangerous segment.

At Taylor St., we strongly prefer Concept 2 options for dedicated turn lanes and median refuges.

At Webster St., we support evaluating red light enforcement.

Across all proposals for this segment, we support installing curb extensions to shorten the crossing distance, daylighting, and Leading Pedestrian Indicators on traffic lights. We do not support new signage that is not paired with enforcement, crosswalk repainting, yellow framing around stop lights, or updates to signage. Maintenance needs

like these should be budgeted for separately, following a regular schedule. This is not an appropriate use of safety study funds.

Thank you for your consideration. Please reach out to Commissioner Edward Borrego (5B01@anc.dc.gov) who is authorized to represent the Commission on this matter for your response or questions.

Respectfully submitted,

____, Chair

This letter was adopted on __/__/2026 by a vote of __ in favor, __ opposed, and __ abstention, with four (4) commissioners required for quorum, at a regularly scheduled and duly noticed public meeting with a quorum present.