

<p>1D01: Jon Stewart Chairperson jonstewart.anc1d01@gmail.com</p>	<p>Mount Pleasant Advisory Neighborhood Commission</p>  <p>1380 Monroe St NW, #117 Washington DC 20010</p>	<p>1D04: Yasmin Romero-Latin Vice Chairperson yasminkikiANC1D04@yahoo.com</p>
<p>1D02: Robin Sandenburgh robin.sandenburgh@gmail.com</p>		<p>1D05: Chelsea Allinger Treasurer chelseaanc1d@gmail.com</p>
<p>1D03: Jack McKay Secretary jack@dcjack.org</p>		<p>Website: anc1d.org e-mail: anc1d@googlegroups.com</p>

Changes to the left turn from Columbia Road onto Harvard Street NW

Resolved, that ANC 1D requests that DDOT identify and recommend interventions that make it possible for bicycles eastbound in the Columbia Road NW bike lane to safely turn left from Columbia Road NW onto Harvard Street NW, improve safety for pedestrians at all crossings at the intersection, and improve the left turn for buses and cars. This includes but is not limited to: studying options for signal timing improvements across the entire intersection, exploring the possibility of a left turn arrow, and identifying physical improvements.

Why: The left turn from Columbia Road NW to Harvard Street NW is one of the primary "gateways" into Mount Pleasant for cyclists, and yet executing a left turn is unsafe and ambiguous in several ways. It involves weaving through cars to move from the bike lane into the left turn lane. There are no visual cues (such as a green box along the crosswalk) to alert drivers to the likely presence of bicycles. The traffic signals are highly ambiguous (for cars and buses as well as bikes) in a number of ways: westbound traffic on Columbia Road NW has a green light at times that cannot be predicted from the perspective of an eastbound traveler in the turn lane. There is no left turn arrow. The high volume of westbound traffic means bikes, cars, and buses seeking to turn left onto Harvard often wait in the intersection until their light turns red, resulting in an illegal and unsafe left turn on red. These are just some of the challenges with this left turn, and the intersection as a whole -- a timely, comprehensive analysis by DDOT is warranted.

Resolution passed, 4 to 0 vote, at the legally noticed, public meeting of ANC1D on July 23, 2019, with a quorum present. Voting "yes": Commissioners Romero-Latin, McKay, Sandenburgh, Allinger. A quorum for this commission is three; four commissioners were present.



Jack McKay, Secretary, ANC1D