Eckington
Civic Association

Dear Director Lott,

We are writing to follow up on traffic safety requests for several streets in the east half of our neighborhood that were first submitted in August 2019.[1] We are writing again to reiterate safety concerns for 2nd, 3rd, T, and 4th Streets NE and to ask that DDOT pursue interventions that it proposed almost ten years ago in the Mid-City East Livability Study.[2] Specifically, we are writing to request that the District Department of Transportation consider implementing the following traffic calming measures, none of which would have a significant impact on parking or vehicle traffic patterns:

1. concrete bulb-outs with tree boxes on 2nd Street NE and 3rd Street NE from R Street NE to Rhode Island Avenue NE;
2. contraflow bike lanes on 2nd Street NE and 3rd Street NE from R Street NE to Rhode Island Avenue NE;
3. speed humps on 2nd Street NE and 3rd Street NE from R Street NE to Rhode Island Avenue NE;
4. all-way raised crosswalks at the three-school-adjacent intersection of 2nd and T Streets NE;
5. all-way stop intersections where U Street and Seaton Place intersect with 2nd and 3rd Streets;
6. sidewalk widening with installation of tree boxes on T Street NE from 2nd Street NE to the Metropolitan Branch Trail connection;
7. sidewalk-adjacent bike lane and raised platform bus stops and bioretention on 2nd Street NE from T Street NE to R Street NE;
8. curbside protected bike lanes on 4th street NE (in lieu of painted lanes); and

[1] ECA submits major traffic safety requests to DDOT, 3 August 2019, https://eckingtoncivicassociation.com/2019/08/13/eca-submits-major-traffic-safety-requests-to-ddot/
[2] DC's Mid-east Livability Study, "Low Impact Development Framework" (2014), https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/DC%20Mid-City%20East%20Livability%20FINAL%20web_Part2.pdf

9. Reducing the speed limit on all roadways in question to 20 mph.

Background

2nd St NE is one-way south, and 3rd St NE is one-way north. They are respectively the main southbound and northbound routes through Eckington. T St NE is one-way east from Lincoln Avenue NE to T St NE with contraflow bike lane and speed humps. R Street NE is two ways from Eckington Place NE to 2nd St NE and then becomes one-way east from 2nd St NE to 3rd St NE, with a contraflow bike lane on that last block, as well. 4th St NE is another north-south roadway that is less traveled by non-local traffic but is very wide, has the highest number of crashes, has existing bike lanes, and is closest to the Metropolitan Branch Trail.

In the period 2010–2021, there have been at least 108 crashes[3] on these few blocks in question, or roughly 10 per year, making addressing these dangerous conditions paramount for complying with DC's and now the FHWA's Vision Zero initiatives with the new goals of zero traffic fatalities *and* zero serious traffic injuries.

DDOT has repeatedly told ANC 5E that, because of 2nd St NE and 3rd St NE's road classification, it cannot install stop signs, speed humps, or other traffic calming infrastructure that might impede vehicle speeds. Bulb-outs, however, would allow for pedestrians to more safely cross these streets,[4] even more so if they are concrete. Contraflow lanes would act as a horizontal speed-control measure to calm traffic[5] without affecting emergency vehicle routes. Widened sidewalks combined with narrower roadways on the aforementioned sections of T and R Sts NE would also serve as a horizontal speed control measure with the added benefit of not requiring additional stop signs to slow traffic. Safer crossing and horizontal speed-control are all the more important in order to ensure greater walkability, greater bicycle mobility, less speeding, and greater safety for all, given that these two streets contain a bus route with several bus stops[6] and are adjacent to trail facilities, existing and planned contraflow and protected bike lanes, three schools, and one recreation center. And lastly, speed humps are already installed on roadways that bear the same characteristics as these roadways, some even in the same neighborhood and intersecting 2nd and 3rd Sts NE.

With the recent announcements of the FHWA guidance that there should be zero fatalities and zero serious injuries, and that significant funding should be used to mitigate these risks, addressing these high-risk sections of our roadways in Eckington is all the more important. Failure to do so is sure to result in the continuation of 10 crashes per year in these few blocks near one recreation facility, one park, three schools, and 1000s of residents of all ages.

---

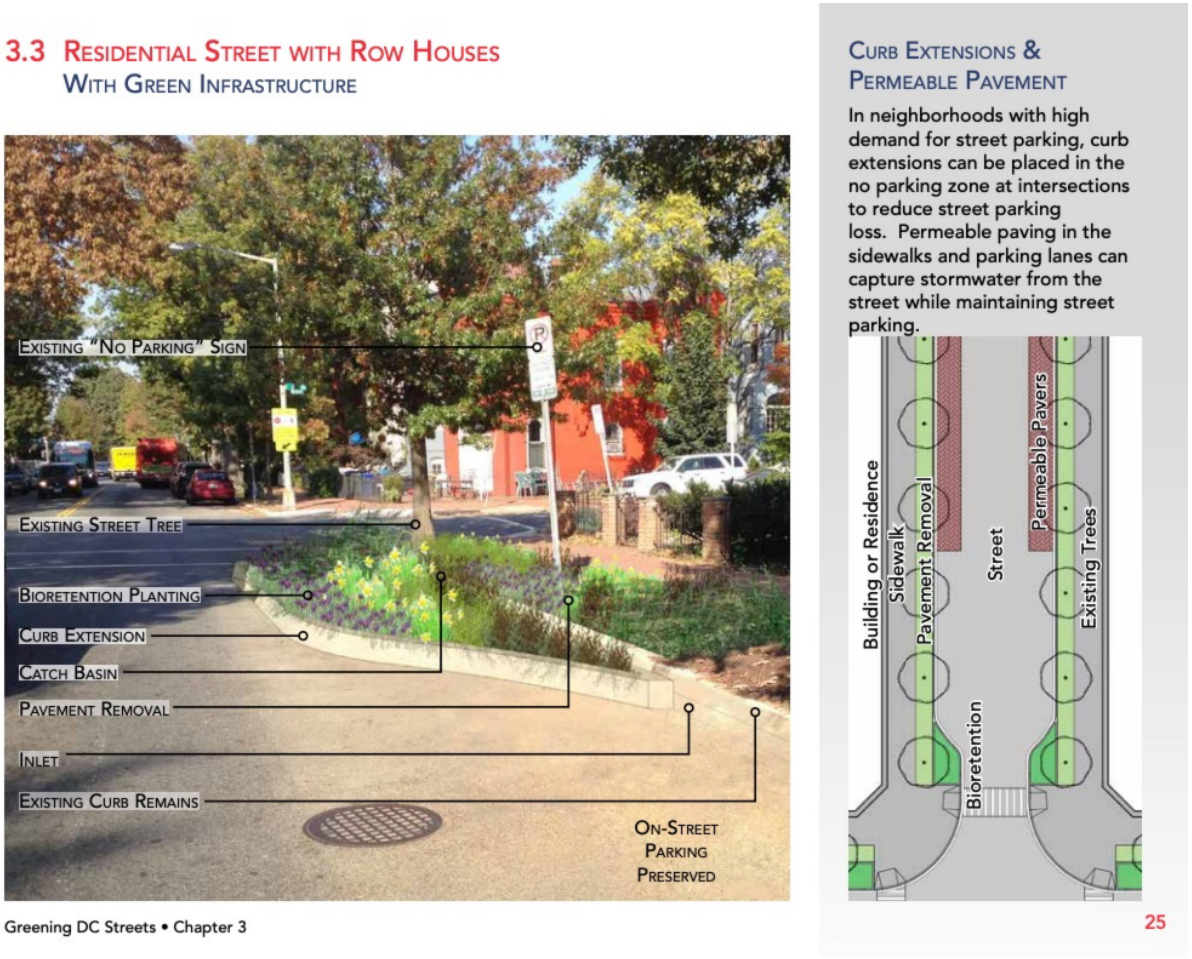
[3] DC Open Data, Crash Data, https://opendata.dc.gov/datasets/crashes-in-dc/explore
[4] See DDOT, Traffic Calming Assessment Application at 9–10, http://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic_calming_application.pdf (describing bulb outs)
[5] See DDOT, Traffic Calming Assessment Application at 3–4, http://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic_calming_application.pdf (describing horizontal speed control measures)
[6] WMATA, Washington, DC Metrobus System Map, https://www.wmata.com/schedules/maps/ (showing that the P6 bus travels on 2nd and 3rd Sts NE)

1. DDOT Should Install Concrete Bulb-Outs with Bioretention Along 2nd St NE and 3rd St NE

Bulb-outs "increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians."[7] By doing so, they reduce vehicle speeds, shorten pedestrians' crossing distance, and protect people who are getting on and off the bus.[8] They have been installed at countless intersections throughout the District to much benefit. When the bulb-outs are concrete, they ensure driver compliance, and when they contain tree boxes or bioretention, they make the sidewalk and surroundings more pleasant and inviting for pedestrians.

The first picture following presents a compelling example, taken at a Tampa, Florida intersection outside of Anderson Park, and the second picture is taken from DDOT's "Greening DC Streets" recommendation for residential streets with row houses,[9] which 2nd and 3rd Sts NE fit.

[7] NACTO Curb Extensions, Urban Street Design Guide, https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/
[8] DDOT, *supra* note 3, at 9–10
[9] DDOT, "Greening DC Streets," at 24–25, https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/2014-0418-DDOT-GI-GreeningDCStreets.pdf




For a DC example applicable to this letter, flexpost bulb-outs have been installed at 1st Street NW and U Street NW.[10] A comparison between that intersection with the intersections along 2nd St NE and 3rd St NE show that curb extensions are suitable here. Functionally, 2nd St NE and 3rd St NE are designated as collector roads, the second-lowest classification.[11] And all the streets that cross them within the neighborhood are local roads, the lowest classification.[12] Likewise, 1st Street NW is a collector road, and U Street NW is a local road. 2nd St NE's and 3rd St NE's functional classifications thus favor bulb-outs.

Likewise, road width shows that bulb-outs are suitable along 2nd St NE and 3rd St NE. 2nd St NE's roadway is 34' wide south of T St NE and 30' wide to the north, and 3rd St NE's roadway is 34' wide south of T St NE and 30' wide to the north. The streets in the neighborhood that cross them have varied widths—17' to 43', mostly clustering around 25'–30'. By comparison, 1st Street W's roadway is 35' wide—*wider* than 2nd St NE and 3rd St NE and U Street NW is 30'

[10] Acting Director Everett Lott (@DDOTDCDirector), Twitter (May 1, 2021, 4:23PM), https://twitter.com/DDOTDCDIrector/status/1388589802149326582 (showing new curb extensions at intersection)
[11] DDOT, Functional Classification Map 2016, https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/FunctionalClass_2016.pdf
[12] *Id.*

wide east of 1st Street NW and 35' wide to the west. The road conditions of 2nd St NE and 3rd St NE are thus suitable for bulb-outs.

Lastly, these two streets are 285 yards from Harmony Public Charter School, 260 yards from Harry Thomas Recreation Center, 185 yards from Langley Elementary School, 100 yards from Alethia Tanner Park, 75 yards from the MBT, and 25 yards from McKinley Technology High School. The bus stops on 2nd St NE are how many children get to school, getting dropped off there and walking through the neighborhood to their school. This density of six different school, trail, and park facilities within 25–285 yards further warrants added street crossing safety and horizontal speed control measures where there currently are none.

2. DDOT Should Install Contraflow Bike Lanes on 2nd St NE and 3rd St NE

Contraflow bike lanes are "bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic."[13] These lanes have many benefits including:

- Providing connectivity and access to bicyclists traveling in both directions
- Reducing dangerous wrong-way riding
- Decreasing sidewalk riding
- Influencing motorist choice of routes without limiting bicycle traffic
- Decreasing trip distance, the number of intersections encountered, and travel times for bicyclists by eliminating out-of-direction travel, and
- Allowing bicyclists to use safer, less trafficked streets.[14]

For four reasons, 2nd St NE and 3rd St NE are ideal candidates for contraflow lanes. First these roads' conditions are ideally suited for contraflow lanes. Contraflow lanes are "most practical at locations where there is room for a single bike lane, but the street has light enough car and truck traffic that sharrows would work well in the main travel direction."[15] Based on the street conditions of G Street NE, I Street NE, and New Hampshire Ave NW—all of which already have contraflow lanes—2nd St NE and 3rd St NE are such locations. Functionally, they are classified as collector roads, the second-lowest classification. G Street NE and I Street NE have the same classification. New Hampshire Ave NW, meanwhile, is actually classified as a minor arterial, a *higher* classification than collector road. And the road conditions echo this. 2nd St NE's roadway is 30'–34' wide, and 3rd St NE's is 30'–34' wide. By comparison, the roadways of G Street NE and I Street NE are 30' wide, and the roadway of New Hampshire Ave NW is 50'. Last, 2nd St NE and 3rd St NE anecdotally receive light to moderate local traffic, comparable to G Street NE and I Street NE, and less traffic than New Hampshire Ave NW. If G Street NE, I Street NE, and New Hampshire Ave NW are practical locations for contraflow lanes, then 2nd St NE and 3rd St NE are too.

---

[13] NACTO, Contra-flow Bike Lanes, Urban Bikeway Design Guide, https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/contra-flow-bike-lanes/
[14] *Id.*
[15] Tony Goodman, Striping Will Start Soon for Contraflow Bike Lanes on G and I Street NE, Greater Greater Wash. (Feb. 25, 2014), https://ggwash.org/view/33669/

Second, these streets' conditions align with guidance issued by the National Association of City Transportation Officials. According to NACTO, contraflow lanes work best on "low-speed, low volume streets."[16] 2nd St NE and 3rd St NE are both posted at 25 mph, just shy of the 20 mph default-low speeds for roads in the District. And as noted above, 2nd St NE and 3rd St NE are collector roads that serve local traffic and are used as a cut-through by morning and evening commuter traffic. They will turn off of Rhode Island Ave NE onto 2nd ST NE to cut-through U St NE to Lincoln Ave NE, or to cut-through R St NE further south. Additionally, NACTO guidance states that contraflow lanes are a typical application on "streets where a large number of bicyclists are already riding the wrong way."[17] Bicyclists coming from the MBT or R Street sharrow lane face limited options for east-bound roads and often must ride northbound against traffic on 2nd Street NE. With the planned protected bike lanes on Florida Ave NE, Eckington Pl NE, and Harry Thomas Way NE, we would only expect this behavior to increase. On northbound-only 3rd St NE, which is uphill for it's northern half, bicyclists often ride southbound to access the MBT, R St NE sharrow lane, and other points south. Again, we'd expect this to continue with planned bike facility improvements of Florida Ave NE, Eckington Pl NE, and Harry Thomas Way NE. NACTO guidance thus supports contraflow lanes on 2nd St NE and 3rd St NE.

Third, contraflow lanes would be consistent with moveDC (which follows NACTO[18]). Under moveDC, collector roads are part of the District's Bicycle Priority Network. Such roads are eligible for contraflow bike lanes, per Federal Highway Administration and NACTO guidance. As noted above, 2nd St NE and 3rd St NE are classified as collector roads. Contraflow lanes would thus be consistent with move DC.

Fourth, contraflow lanes would complement the R St NE sharrow and contraflow lanes, T St NE contraflow lane, the MBT, and planned protected bike lanes on Florida Ave NE, Eckington Pl NE, and Harry Thomas Way NE. R St NE has a sharrow lane west of 2nd St NE and a contraflow lane east of 2nd St NE. T St NE has a contraflow and sharrow lane between Lincoln Pl NE and 2nd St NE.

The R St NE sharrow and contraflow lanes, as well as the T St NE contraflow lane, are the closest east-west bike route from Eckington, and they are heavily used by bicyclists in the neighborhood. They are also examples of contraflow and sharrow lanes in use in the neighborhood already. Contraflow lanes on 2nd St NE and 3rd St NE would provide useful connections to points within Eckington. Similarly, the planned bike lanes on Florida Ave NE, Eckington Pl NE, and Harry Thomas Way NE will provide critical north-south passage for bicyclists heading to or from points south of Eckington to points north. Contraflow lanes on 2nd

---

[16] NACTO, Contra-flow Bike Lanes, Urban Bikeway Design Guide, https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/contra-flow-bike-lanes/
[17] *Id.*
[18] See DDOT, Mobility Priority Networks, moveDC, https://movedc-dcgis.hub.arcgis.com/pages/mobility-priority-networks ("DDOT, as a state DOT, follows federal requirements for transportation facilities planning and design, along with national best practices established by ... National Association of City Transportation Officials (NACTO).")

St NE and 3rd St NE would complement these bike lanes by acting as local bike routes for people leaving from or arriving to the Eckington neighborhood specifically.

3. DDOT Should Install Speed Humps on 2nd Street NE and 3rd Street NE from R Street NE to Rhode Island Avenue NE

2nd Street NE and 3rd Street NE are both Major Collector roads, and their southern portions include the P6 bus route. R Street NE from North Capitol St to 3rd St NE is a Major Collector road with the same P6 bus route. This stretch of R Street NE has speed humps installed the entire way.

Additionally, 2nd St NW and 4th St NW both have speed humps, just north of T St NW. While 2nd St NW has a Local road classification, 4th St NW is a Minor Arterial roadway, one level higher than 2nd and 3rd Sts NE.

Given that this stretch of R Street NE is in the same neighborhood as these blocks of 2nd and 3rd Sts NE with all the same road conditions, given that 2nd St NW and 4th St NW both have speed humps north of T St NW, given that 4th St NW has speed humps while being a higher classification of Minor Arterial, and given the other needs for traffic calming such as reducing the current rate of 10 crashes per year in this area with a high density of schools, parks, recreation centers, and more, DDOT ought to install speed humps to produce similar traffic calming effects.

The following photographs illustrate the three speed hump locations similar to 2nd and 3rd Sts NE.

*R St NE, a Major Collector, looking west from 2nd St NE—P6 bus approaching a speed hump*

*2nd St NW, a Local road, looking north from T St NW*


*4th St NW, a Minor Arterial, looking north from T St NW*


4. DDOT Should Install Raised Crosswalks at All Sides of the 2nd & T Streets NE Intersection

Raised crosswalks reduce pedestrian crashes significantly, by 45% according to the FHWA. They allow pedestrians to cross at-grade with the sidewalk and better in drivers' line of sight, and they reduce vehicle speeds and improve drivers yielding.[19]

[19] See FHWA, Raised Crosswalk, Countermeasure Tech Sheet, FHWA-SA-18-063, https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf

Every DC council member is in support of a bill mandating that raised crosswalks, curb extensions, and traffic signals or stop signs be installed at every intersection immediately adjacent to schools. This intersection meets that criterion.[20]

Further, the District has installed raised crosswalks at intersections in the vicinity of schools already. For example, at Maury Elementary School and Eliot Hine Middle School in 2018, DDOT completed "four raised crosswalks and one speed table [at] the 1200, 1300 and 1800 blocks of Constitution Avenue NE."[21] Constitution Ave NE is classified as a minor arterial, 13th St NE as a major collector, and 12th St NE and 17th Pl NE as local roads. The blocks in question of 2nd St NE and T St NE are classified as major collector.

Every day children commute to the McKinley high school and middle school campuses by Metro, getting off at the NoMa-Gallaudet station and walking up Eckington Place NE; by WMATA bus, taking the P6 bus line to the 2nd St NE stop and walking from there; or by car, getting dropped off a few blocks away due to constrained dropoff space and walking from there. There are dozens of children crossing these intersections each day to get to school, and we have already seen in just the last few months many incidents of children getting hit by drivers in intersections that do not have the raised crosswalk treatment.

As another example of precedent, the District has installed a raised crosswalk adjacent to Lincoln Park at the intersection of East Capitol St SE and 12th Street SE, a Major Collector and Local street, respectively.

Given the similarities in road classification and school adjacency to the raised crosswalks and one speed table added to the 1200, 1300, and 1800 blocks of Constitution Ave NE, given the significant number of children completing the final leg of their commute by walking through this intersection, and given the similarities in road classification to the raised crosswalk at the 1100 block of East Capitol St SE, there is ample precedent and cause to install a raised crosswalk at the intersection of 2nd and T Sts NE.

5. DDOT Should Install All-way Stop Intersections Where U Street NE and Seaton Place NE Intersect with 2nd and 3rd Streets NE

The intersections along 2nd and 3rd Streets NE between V St NE and T St NE, and T St NE and R St NE, lack stop signs and therefore safe crossing options. There is also poor visibility for pedestrians of oncoming traffic given the elevation changes of the roadways. Lastly, the intersection of 2nd and Seaton Sts NE has a Capital Bikeshare station on the west side.

Just as the District has stop signs where 2nd and 3rd Sts NE intersect with V St NE, T St NE, and R St NE, DDOT also ought to install stop signs where 2nd and 3rd Sts NE intersect with U

[20] DCist, "New D.C. Council Bills Aim To Tackle Traffic Safety Around Schools", 16 Dec. 2021, https://dcist.com/story/21/12/16/new-dc-council-bills-aim-to-tackle-traffic-safety-around-schools-infrastructure-at-crosswalks/
[21] HillRag, ANC 6A Report, September 2018, https://www.hillrag.com/2018/09/29/anc-6a-report-9/

Street NE and Seaton Place NE. The presence of the Capital Bikeshare station at 2nd St NE and Seaton Place NE further reinforces this need at this intersection. These stop sign intersections should receive the same concrete bulb-out with garden box treatment as aforementioned.

These all-way stop intersections should have concrete bulb-outs as per the recommendation for the other intersections along 2nd and 3rd Sts NE, and they should have bioretention facilities included, per Greening DC Streets' "Residential Streets with Row Houses" recommendation.[22]

In addition to promoting safe crossing of pedestrians, these stop signs will promote traffic calming since there will be shorter uninterrupted stretches of straight roadway.

6. DDOT Should Narrow the Roadway by Widening the Sidewalk with Bioretention on T St NE from 2nd St NE to the Metropolitan Branch Trail

The blocks of T St NE from 3rd St to the MBT are the second most dangerous of all in discussion herein. Of 108 reported crashes from 2010–2021, 11 occurred on this block.

This roadway is incredibly wide at 42 ft with incredibly narrow sidewalks—the sidewalks are a meager 3–5.5 ft wide, depending on the particular section. The wide streets are conducive to speeding and should be narrowed for that reason, and the narrow sidewalks need widened because they present accessibility issues for all non-driver road users. There are also no tree boxes on these blocks. Trees have been proven to slow driver speeds by "[narrowing] a driver's visual field and [creating] rhythm along the street."[23,24]

The sidewalks should therefore be widened to a street width conducive of safe driving, and have bioretention installed consisting of tree boxes with lawn strip and large-sized trees installed. The lawn strip recommendation is as advised in DDOT's Green Infrastructure Standards,[25] and the large-sized trees per DDOT's Greening DC Streets' recommendations.[26]

[22] DDOT, *supra* note 9, at 24–25
[23] NACTO, Urban Street Design Guide, https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/ (describing street trees)
[24] Calvi, Alessandro, "Does Roadside Vegetation Affect Driving Performance?: Driving Simulator Study on the Effects of Trees on Drivers' Speed and Lateral Position", https://journals.sagepub.com/doi/10.3141/2518-01
[25] DDOT, "Green Infrastructure Standards," D-23, https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/2014-0421-DDOT%20Green%20Infrastructure%20Standards.pdf
[26] DDOT, "Greening DC Streets," at 18, https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/2014-0418-DDOT-GI-GreeningDCStreets.pdf

7. DDOT Should Narrow the Roadway by Installing a Sidewalk-Adjacent Protected Bike Lane with Raised Bus Stops and Bioretention on 2nd St NE from T St NE to R St NE

The stretch of 2nd St NE from T St NE to R St NE is very wide for only one vehicle travel lane at 34 ft and has two bus stops, one Capital Bikeshare station, a parking lane that is often largely empty on the west side, a conventional bike lane, and intersecting local roads on *only* the east side. This west side is continuous sidewalk that has a retaining wall that constantly leaks water, producing slip hazards with decaying piles of leaves year-round and ice during the winter. These hazardous sidewalk conditions lead sidewalk users to walk in the road to avoid slipping, putting themselves in a position that may lead to a fatality or serious injury.

While these blocks of 2nd St NE are a collector road intersected by local roads and just as eligible for bulb-outs as suggested for the other blocks of 2nd St NE, the addition of the Capital Bikeshare station, bus stops, hazardous sidewalk conditions, existing conventional bike lane, and adjacency to the existing and planned bike network infrastructure suggest that this roadway should have a protected bike lane treatment with bus platforms similar to those on Florida Ave NE and West Virginia Ave NE. By placing the lanes adjacent to the sidewalk, bus users will have easier access to get on and off the bus, bicycle riders will be free from crashes with those driving or opening their car doors into the bike lane, and the roadway will be narrowed sufficiently to promote traffic calming and an effective speed limit matching the posted one.

Further, the west-side stretch of sidewalk that borders the retaining wall with drainage problems posing slip hazards also has very little greenery. DDOT should consider adding bioretention similar to the Bioretention Planter Adjacent to Roadway design model.[27] This could integrate into the drainage improvements with the retaining wall, make the area more pleasant to walk, and narrow the roadway to lower driver speeds.

In addition to these specific reasons for a sidewalk-adjacent protected bike lane, this installation would further support the planned and existing bike network infrastructure, and would be conducive to greater road safety for all users.[28]

8. DDOT Should Convert the Conventional Bike Lanes on 4th Street NE to Curbside Protected Lanes with Raised Bus Stops

The roadway of 4th St NE is very wide, at 42 ft north of T St NE and 34 ft south of T St NE, and the stretches of the roadway from S St NE to Rhode Island Ave NE are the most dangerous out of all roadways in question, with 40 crashes in the period 2010–2021. The blocks of 4th St NE south of T St NE are classified as Local roads, and the blocks north of T St NE to Rhode Island Ave NE are Major Collector.

[27] DDOT, *supra* note 25, at 621.22
[28] Wesley E. Marshall, Nicholas N. Ferenchak, "Why cities with high bicycling rates are safer for all road users," https://doi.org/10.1016/j.jth.2019.03.004.

The blocks of 4th St NE north of T St NE currently have conventional bike lanes on each side of the road, a Capital Bikeshare station at the intersection of 4th St NE and W St NE, and six bus stops for the P6 bus on either side.

4th St NE is just one to two blocks east of the MBT and bisects the MBT directly at its southern terminus. 4th St NE would therefore serve as a meaningful addition to the planned and existing bike network infrastructure, since this would allow a safe way for commuters and residents to get to and from areas north of the MBT.

Thus, given conventional bike lanes, six bus stops, a Capital Bikeshare station, the intersection with the MBT, the very large roadway width, and the extremely high rate of crashes, DDOT ought to install sidewalk-adjacent protected bike lanes to reduce the road width, integrate with the existing and planned bike network, and make the currently dangerous roadway safer for all users.

9. DDOT Should Implement Speed Limit Reductions on All Roadways in Question to 20 mph, the City Default

Finally, DC has changed the default speed on all local roadways to 20 mph, in an effort to prevent death and serious injury. According to DDOT, "the faster drivers are traveling on our residential streets, the more likely they are to cause death and serious injury to themselves, other drivers and pedestrians. Mayor Bowser's plan to reduce the default speed limit makes our streets safer."[29] While this default applies to local roadways, DDOT also says that they are "assessing speed limits on all streets in the District and will be lowering speed limits throughout the District when appropriate."

Given the high rates of crashes on these roadways in question, at 108 from 2010–2021, and given the proximity to three schools, one park, one walking, cycling, and recreational trail, and one recreation center, DDOT ought to lower the speed limit to 20 mph from Rhode Island Avenue NE to R Street NE on 2nd St NE and 3rd St NE, from 2nd St NE to the MBT on T St NE and R St NE, and from Rhode Island Avenue NE to the MBT on 4th St NE.

Conclusion

We are requesting these traffic safety improvements as a way to lessen the number of crashes occurring on these roadways, at least 108 from 2010–2021, in alignment with DC's and the FHWA's Vision Zero mandates. We are also writing to follow up on traffic safety requests for several streets in the east half of our neighborhood that were first submitted in August 2019, to reiterate safety concerns for 2nd, 3rd, T, and 4th Streets NE, and to ask that DDOT pursue interventions that it proposed almost ten years ago in the Mid-City East Livability Study.

[29] DDOT, "Twenty MPH 20 MPH Default Speed Limit Frequently Asked Questions", https://ddot.dc.gov/page/twenty-mph-20-mph-default-speed-limit-frequently-asked-questions

These traffic safety improvements would be consistent with FHWA guidance, NACTO guidance, and moveDC. Concrete bulb-outs, contraflow bike lanes, sidewalk widening, raised crosswalks, speed humps, and protected bike lanes are all feasible options, given the precedent of other roads with the same characteristics receiving this treatment and the demonstrated benefits of these traffic calming treatments. The result would be greater walkability, greater bicycle mobility, less speeding, far fewer crashes per year, and greater safety for all. Thank you for your consideration of this matter.

Please don't hesitate to contact us at eckingtoncivic@gmail.com to discuss these requests and possible next steps.

Respectfully,

Brandt Witt
Vice President
Eckington Civic Association

Conor Shaw
President
Eckington Civic Association