

**By Electronic Mail**

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DDOT Director Marootian, Vision Zero Director Bailey  
and Bicycle Program Specialist Goodno:

On behalf of the Eckington Civic Association (“ECA”), I’m transmitting a request for significant vehicle, pedestrian, and bicycle safety upgrades to streets and intersections in and near Eckington.

Eckington is a neighborhood bounded by four major impediments to the safe passage of individuals regardless of the mode of transportation they are using. Train tracks stand in the way of passage to the east; Rhode Island Avenue—a congested six-lane corridor with few safe crossings—is to our north; North Capitol Street—a congested six-lane corridor with an underpass that cuts off Eckington from Bloomingdale—is to our west; and Florida Avenue and New York Avenue—two extremely dangerous 5-6 lane corridors—are to our south.

Unfortunately, local streets in Eckington are no sanctuary. Because our neighborhood is surrounded by so many high-volume corridors, many people use it as a cut-through, speeding through our streets with little regard for the residents who live here. In fact, unlike similarly situated neighborhoods in Shaw and Capitol Hill, many of Eckington’s residential streets lack all-way stop signs or are extremely wide because they once accommodated street cars but now serve only to encourage unsafe speeds. Sidewalks are missing in large stretches of the northeast corner of our neighborhood, and a lengthy stretch of pavement abutting McKinley Technology High School suffers such significant drainage issues that it is unusable. While the Metropolitan

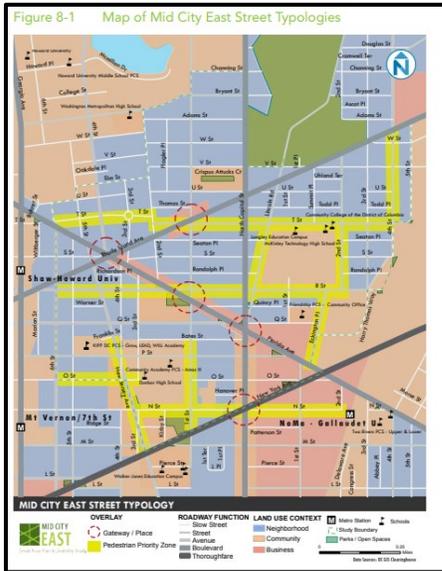
Branch Trail and on-street bike-lanes on the east side of our neighborhood provide some safe harbor for bikes, the lack of safe connections to east/west facilities on Q, R, and T streets or a north/south route adjacent to North Capitol Street make cycling much less safe than it should be. In addition, the Langley/McKinley/Harry Thomas campus serves as a buffer to east-west and north-south connectivity in the neighborhood, increasing the importance of safety on the streets adjacent to the campus.

Particularly deserving of your attention are routes that are frequented by children and families on their way to the three schools in our neighborhood, to Harry Thomas Sr. Recreation Center and Pool, and to the incoming Alethia Tanner Park. Unfortunately, key routes to these facilities are currently among our most dangerous. Lincoln Road Northeast, which is on the west side of the campus that contains Langley Elementary School, McKinley Technology High School, and Harry Thomas Sr. Recreation Center and Pool features a high-volume of high speed cut-through traffic that is encouraged by the lack of all way stop signs and other traffic calming measures. The east side of the campus is bordered by 2nd and 3rd streets--two one-way streets that also lack all-way stop signs and traffic calming measures. Finally, key routes to Bloomingdale (on T and R streets), to the NoMa Metro (on Eckington Place), to buses that serve Rhode Island Avenue (on Summit Place), and to the Rhode Island Metro (via T street to the MBT), are not as vulnerable users of our road deserve.

This spring, the ECA conducted a survey of local residents to collect concerns from residents about vehicle, pedestrian, and bike safety priorities. The survey was distributed via our community listserv, on social media, and in a google document and produced more than eighty submissions. At its June meeting, the ECA approved a resolution approving a request for the following priorities, a map of which is available [here](#):

- **Traffic calming (stop signs, curb bump-outs, speed bumps) along the following corridors:** Lincoln Rd., 2nd St., 3rd St., V St., T St., Eckington Pl., Harry Thomas Way
- **Intersection improvements:** 3rd St. & Rhode Island Ave; R & North Capitol St.; R St. & Eckington Place; R & 2nd St.; Eckington Pl. & Harry Thomas Way; Eckington Pl. & Quincy Pl.; Lincoln Rd. & Quincy Pl.; Lincoln Rd. & T St.; Lincoln Rd. & Randolph Pl.; Lincoln Rd. & U St.; 3rd St. & V St.; North Capitol St. & Florida Ave.; North Capitol St. & Q St.; North Capitol St. & Quincy Pl.; and North Capitol St. & Rhode Island Ave.
- **Sidewalk & streetscape improvements:** 2nd St. (massive [drainage issues](#) adjacent to McKinley Technology High school that renders the sidewalk impassable and lack of tree boxes); Florida Ave (extremely narrow sidewalks between Q street NW and Dave Thomas Circle and under red line/Amtrak overpass); and V St. (a spot location missing sidewalk).
- **Enhancements to the bike lane network:** install contraflow bike lanes on Quincy Pl. NE & NW & T street NW; add new bike lanes on Florida Ave NE/NW (to close gap between Q St. and R St. lanes to MBT and to proposed Florida Ave NE cycletrack); Lincoln Rd. (to connect north to planned Lincoln Rd. cycletrack in Edgewood); protect existing bike lanes on 2nd St, 3rd St, 4th street, Eckington Pl., Harry Thomas Way.
- Automated enforcement on Florida Ave, North Capitol St., and Rhode Island Ave.

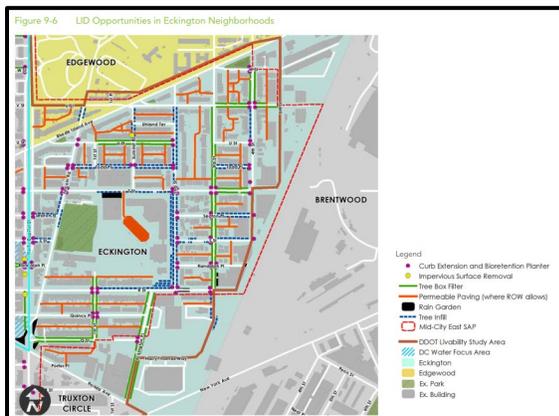
Many of these needs have been flagged by local residents before, recommended in our Comprehensive Plan amendments, and/or identified by DDOT in its 2013 [Mid-City East Livability Study](#) and the [MoveDC](#) plan. In the Livability Study, DDOT identified numerous bicycling improvement needs and suggested changing the functional classification of Lincoln Road Northeast; making major improvements to the intersections of North Capitol Street and Florida Avenue and Harry Thomas Way and Eckington Place; prioritizing pedestrian safety on T street, R street, Eckington Place, Lincoln Road, 2nd Street and 4th Street; and building curb-bulb outs at numerous intersections in the neighborhood. The MoveDC plan reiterated the need for East-West and North South cycling connections including a Rhode Island Ave cycletrack.



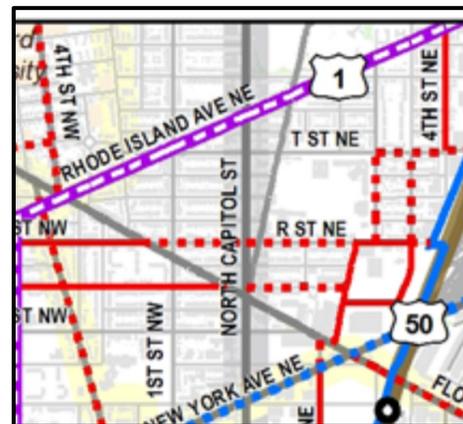
(Mid-City East Livability Study Page 8-1)



(Mid-City East Livability Study Page 3-6)



(Mid-City East Livability Study Page 9-10)



(Move DC [Bicycle Element](#))

The ECA’s 2019 traffic safety requests are therefore in large parts a request for DDOT to implement the very safety enhancements that it proposed in the 2013 Mid-City East Livability Study. That document states,

The majority of streets in the Mid City East area serve neighborhood and community uses. These local roads need to be calmed to provide greater

pedestrian safety through traffic calming devices. Corridors adjacent to schools and parks should be pedestrian priority zones and connect to walking routes from schools to nearby transit. (page 8-2).

In the six years that have elapsed since the study was published, this vision for the streets in our neighborhood is not a reality. We cannot wait another six years for it to become so.

We are encouraged by the renewed energy that your teams have brought to investments in safety on our streets. While we recognize that the list of requests we submit is ambitious, we hope that it will help DDOT and our community engage in a less haphazard approach to implementing safety improvements in our neighborhood. We look forward to working with you as you consider this list of safety priorities and hope that you will look for ways to implement changes as quickly as you are able.

Best regards,

/s/ Conor Shaw

Conor Shaw  
President  
Eckington Civic Association

Cc: Sylvia Pinkney, ANC Commissioner 5E04  
Cortney Segmen, ANC Commissioner 5E03  
Mary Cheh, Chair, Committee on Transportation and the Environment and Ward 3  
Councilmember  
Ward 5 Councilmember Kenyan McDuffie  
Ward 6 Councilmember Charles Allen

Enclosures: ECA-Approved 2019 Traffic Safety Priorities and ECA 2019 Vehicle, Pedestrian,  
and Bike Safety Survey Results  
ECA 2019 Traffic Safety Assessment Questionnaires  
DDOT Accident Summary Reports for Key Eckington Intersections

# ECA-Approved 2019 Traffic Safety Priorities<sup>1</sup>

- **Traffic calming** (stop signs, curb bump-outs, speed bumps) along the following corridors:
  - Lincoln Rd.
  - 2<sup>nd</sup> Street
  - 3<sup>rd</sup> Street
  - V street
  - T street
  - Eckington Place
  - Harry Thomas Way
- **Intersection improvements**
  - 3<sup>rd</sup> St. & Rhode Island Ave;
  - R & North Capitol Street;
  - R & Eckington Place
  - R & 2nd Street
  - Eckington Pl. & Harry Thomas Way;
  - Eckington Pl. & Quincy Pl.;
  - Lincoln Rd. & Quincy Pl.;
  - Lincoln Rd. & T St.;
  - Lincoln Rd. & Randolph Pl.;
  - Lincoln Rd. & U St.;
  - 3<sup>rd</sup> St. & V St.;
  - North Capitol St. & Florida
  - North Capitol St. & Q St.
  - North Capitol St. & Quincy Pl.
  - North Capitol St. & Rhode Island Ave
- **Sidewalk & streetscape improvements**
  - 2<sup>nd</sup> street (drainage issues)
  - V street (spot location missing sidewalk)
  - Florida Ave (unit block and under red line/Amtrak overpass).
- **Enhance bike lane network:**
  - Install contraflow bike lanes on Quincy Place NE & NW & T street NW;
  - add new bike lanes on Florida Ave NE/NW (to close gap between Q and R street lanes to MBT and to proposed Florida Ave NE cycletrack)
  - Lincoln Rd. (to connect north to Lincoln Rd. Cycletrack;
  - Protect existing bike lanes on 2<sup>nd</sup> St, 3<sup>rd</sup> St, 4<sup>th</sup> street, Eckington Pl., Harry Thomas Way
- **Bring automated traffic enforcement to Florida Ave, North Capitol St., Rhode Island Ave.**

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<sup>1</sup> At the ECA's June 2019 meeting, the members present voted unanimously to approve these traffic safety requests

# Vehicle, Pedestrian, and Bike Safety Survey (Results)

Eckington Civic Association

May 2019

The Eckington Civic Association has long asked DDOT for a neighborhood-wide traffic study, to no avail. Now, we are taking matters into our own hands with this document and accompanying survey. We are asking individuals in the community like you to help identify safety issues on our streets.

You are welcome to propose additions directly in this document or to complete a quick form if you are more comfortable having us add something to the list for you. Feel free to flag any and all issues within Eckington's boundaries, as well as the surrounding areas. If you disagree with someone else's recommendation, feel free to say so in a comment, but please do not delete anyone else's suggestion. We will resolve disputes and prioritize fixes at a later date.

If you want to know more, please check out our [Q&A](#) at the end of the document.

Thanks in advance for your great ideas!

## Traffic Calming Priorities

*This section focuses on high-traffic locations where the safety issues are particularly acute and/or the individuals who use the facilities are kids or otherwise particularly vulnerable*

### Major intersections that feel dangerous to walk, bike, or drive through

- Dave Thomas Circle (already subject of ECA, DDOT work)
- Florida and North Capitol Street (site of recent fatal crash involving pedestrian)
- R street and North Capitol Street (site of multiple recent crashes)
- Rhode Island Avenue and North Capitol Street (multiple flags)
- Rhode Island Avenue and 2nd Street NE (crashes, cars don't stop at crosswalk)
- Rhode Island Avenue and 3rd Street NE
- Lincoln Road and V St. NE (multiple recent crashes, speeding on Lincoln Road)

### Streets/corridors that are particularly dangerous and/or encourage speeding

- North Capitol Street
  - Preserve parking on side streets w/ lines
  - Potted plants
- Florida Avenue (esp. from Q street NW to Dave Thomas Circle, where it is 5 lanes)
- Eckington Place (too wide, needs traffic calming)
- Harry Thomas Way (too wide, needs traffic calming)
- Lincoln Rd. (uninterrupted stretch encourages speeding)
  - At all portions of road, including below quincy

- Frequent crashes at V St. NE.
- 4th Street (too wide, needs traffic calming)
- 2nd Street from Rhode Island Ave. to R Street.
- 3rd Street
- T Street NE btwn 2nd & 4th (stoplight at 4th encourages speeding to “make the light”)

**Streets/corridors near schools and parks, which need special safety considerations**

- Lincoln Rd. (Harry Thomas Recreation Center)
- Harry Thomas Way (Tanner Park)
- Eckington Place (McKinley Tech)
- T Street (McKinley Tech, Langley Elementary)
- R Street
- Intersections that children cross to get to school, such as Rhode Island and Lincoln Road

**Streets and alleys with significant cut-through or truck traffic**

- Alley behind R street
- Eckington Place, especially in the morning
- R street, especially in the morning
- Q Street, especially by FedEx trucks
- 2nd Street
- 3rd Street
- RI Ave -> 4th Street NE -> T Street NE -> 2nd St -> Eckington PL (significant cut-through between RI and Dave Thomas Circle during morning commute; flipped down R Street -> 3rd for evening commute)
- RI Ave -> 2nd St. NE (Consider no turn on 2nd from Rhode Island during morning commute)
- 100 block of V St. NE (north of Rhode Island), people use this to avoid waiting at the light.

# Pedestrian Safety Issues

*This section focuses on issues that are most likely to affect individuals who are walking, using a wheelchair, or a stroller. It's not just about the quality of the sidewalk--it's also about whether folks feel safe crossing the street.*

## **Safe route missing:**

- To Union Market
- To future NY Ave trail

## **No crosswalk or crosswalk missing**

- Eckington Place and Quincy Place -- Quincy Place will continue through the Eckington Yards development to Tanner Park in 2021
- Eckington Place and Harry Thomas Way
- New York Avenue north side
- P street and Florida Avenue

## **Crosswalk unsafe**

- Florida near the Lexicon
- Lincoln Rd. and Quincy Place (speeding cars, crosswalk missing)
- R Street crossing 2nd Street (multiple residents)
- Crossing guard is needed at Rhode Island Ave and Lincoln Road.

## **Sidewalk missing**

- Stretches along 5th St. NE due to industrial facilities and drive-through entrances
- V street between 4th and 5th street NE, by 2101 2nd street
- Q street between 1st and Eckington Place

## **Sidewalk is too narrow**

- Unit blocks of Florida avenue NE and NW
- North and south sidewalks under metro/rail overpass on Florida
- East side of North Capitol from R to Rhode Island
- T Street NE from, specifically (2nd to 4th) Frequently see wheelchair users in the street because the sidewalk is too narrow/obstructed by light poles.

## **Sidewalk needs repair**

- East side of Lincoln Road near rec center
- West side of 2nd St. NE from R to T St. NE (stretch affronting McKinley)
- V street (west of 210 V NE)

## **Missing ramp at intersection**

- Intersection of Eckington Place of R Street
- NE and SE of 2nd and Seaton NE T-intersection

**Pedestrian signal too short**

- Quincy Place & Lincoln/North Cap
  - #18-00685769)
- Florida and 1st Street (Dave Thomas)

**Poor Lighting**

- Lincoln Rd
- Crossing Rhode Island at 2nd and 3rd

**Beatification issues**

- Drainage very poor on west side of 2nd Street (by McKinley)--drains from retention wall go straight onto sidewalk.
  - # 17-00493854
  - # 17-00592639
- T street needs tree boxes/greening/streetscape improvements
- T Street needs more frequent sweeping and trash pickup. The trash cans are often overflowing.
- Trash cans in alleys (esp. Behind T and Todd place)
- McKinley Tech open trash dumping
  - #19-00267395
  - #17-00636731
- Harry Thomas Rec Center needs mowing. The overgrown brush harbors rodents. The rec center contains many safety hazards (falling branches, fountains that can tip over and crush a child).

# Bike Safety Issues

*This section focuses on issues that are most likely to affect individuals who are on a bike.*

## **Safe route missing:**

- No direct route to Union Market and points east (Florida ave cycletrack NE to NW?)
- Poor northbound route between 1st street NE in NoMa and Eckington Place (Dave Thomas Circle plans)
- Q & R street bike lanes stop at Florida Avenue and do not connect to MBT (could be solved by Florida Avenue cycletrack). Problems with cars yielding at R & 2nd
- 3rd street in Edgewood
- Lincoln Rd. from Eckington to Edgewood
- T street (E/W route across North Capitol Street to Bloomingdale)
- Franklin Street between 4th and 12th Street NE

## **Opportunities to add bike lanes where there are none**

- Lincoln Rd. climbing lane or protected bike lane (DDOT has plans to add PBL on Lincoln Rd. in Edgewood)
  - 18-00242456
- T street from 4th to 2nd street,
- V street from Rhode Island to MBT
- Unit block of Q Street
- T St NE from 2nd St. NE to MBT
- R street NE to MBT
- Rhode Island Avenue

## **Opportunities to protect existing bike lanes:**

- 3rd street (inside parking)
- 4th street (inside parking)
- Eckington Place (inside parking or cycletrack)
- Harry Thomas Way (inside parking or cycletrack)
- 2nd St. NE due to southbound traffic to MBT or points west via R St. NE

## **Opportunities to add contraflow lanes (for one-way streets):**

- Quincy Place NE and NW (temporary improvements to E/W route)
- T street in bloomingdale (would allow eckington cyclists to continue west)
- Todd Place (may be too narrow)

## **Bike lane repainting**

- 4th Street (near T)

# Vehicle Safety Issues

*This section focuses on issues that are most likely to involve cars and other vehicles*

## **Intersections that should be all-way stops but aren't**

- Lincoln Road and U street
- Lincoln Road and Todd Place
- Lincoln Road and Seaton Place
- Lincoln Road and Randolph Place
- Quincy Place and Eckington Place
- Eckington Place and Harry Thomas Way
- 2nd Street and Seaton Place
- 2nd Street and Randolph Place
- 2nd Street and S Street
- 2nd Street and Todd Place
- 3rd Street and V street (multiple residents flagged, poor visibility)
  - 16-00561472
  - 16-00755812
- 3rd Street and U street
- W street and 5th

## **Intersections where cars fail to yield to pedestrians in crosswalk**

- Rhode Island Avenue and 2nd Street (access to bus stop)
- Rhode Island Avenue and 3rd Street (access to bus stop)
- Rhode Island & North Cap left turns
- R street and 2nd
- Lincoln Road and V St. NE

## **Intersections with persistent red light running**

- North Capitol Street and R (residents have witnessed several high speed crashes w/cars on sidewalks).
- 4th and T street (esp. Because bike traffic continues straight).
- 3rd Street and Florida
- Lincoln Road and Rhode Island Ave (leads to speeding heading north on Lincoln Road and crashes at Lincoln Road and V St.)

## **Intersections with persistent stop sign infringement**

- Lincoln Rd. and S. (tree cover/additional signage needed)

## **Streets with persistent speeding**

- Florida Avenue
- North Capitol Street
- Rhode Island Avenue
- U street between Lincoln Rd. and 2nd Street (speed bumps)

- 2nd Street (speed bumps needed)
- 3rd Street (speed bumps needed)
- V Street (speed bumps needed)
  - 12-00283526
- Lincoln Road north of Rhode Island

#### **Heavy truck traffic on residential streets**

- FedEx use of R street, Q street and Quincy Place (often to get to Florida avenue instead of going there directly via Dave Thomas Circle)
- 100 block of V St (north of Rhode Island, trucks use this block to avoid the light). Speed bumps have not eliminated this.

#### **Ban right on red**

- Eckington Place and Florida Avenue (Note: one resident proposed restoring a right turn only lane, there was one there before Dave Thomas Circle. The sidewalk is wide enough to make that change.)
- P street and Florida Avenue

#### **Other sign missing**

- Florida and N. Cap (turning left time restricted)

#### **Bus stops that need improvements**

- North Capitol St. and Florida (need bus shelter)

## **Trail Safety Issues**

*This section focuses on issues that are most likely to affect individuals on the MBT.*

#### **Connectivity improvements:**

- Add/improve access at W street and MBT
- Ensure that the New York Avenue trail project includes a connection to the MBT

## **Grab bag/Dream big**

*This section focuses on ideas that don't fall neatly into the preceding sections.*

### **Deck-over of North Capitol street (initial planning underway)**

- What if it was a fill-in project?
- Restore North Capitol Street to its original state - dedicated bus lanes during morning and evening commutes - create traffic calming measures to avoid speeding - allowing grid-system connectivity that is desirable for motorized and non-motorized travel.

### **Better connection to Union Market**

- Restore the R street bridge over tracks? Preferably a pedestrian and cyclist, emibility bridge to connect to Union Market.
- NY Avenue trail connection

### **Dedicated bus lanes**

- North Capitol Street
- Rhode Island Avenue

### **Express Bus**

- 80 North Capitol Street needs an express bus.

### **Congestion Pricing**

- Discourage single-person riders to the city or charge people who are coming into the city

## Questions and Answers

### **What is this survey and why do we need it?**

This survey is being conducted by the Eckington Civic Association with the help of volunteers like you to identify a complete list of the pedestrian, cycling, and vehicle safety needs of the neighborhood. It is often difficult for any one resident to get the attention of the D.C. Department of Transportation or collect the necessary signatures to do things like install a stop sign where there isn't one, add speed bumps, or other traffic-calming measures. For this reason, the Civic Association has for several years requested a neighborhood-wide traffic study to no avail. It is time to take measures into our own hands and create a comprehensive list of proposals to pass on to the city.

### **What kinds of problems should I flag?**

Anything you want! To begin with, we've divided the document into 5 sections: traffic calming priorities, pedestrian safety, bike safety, vehicle safety, and grab bag/dream big. Don't worry about flagging the same location in several categories if you think it merits concern on multiple fronts.

### **Can I identify problems that involve streets beyond Eckington's geographic boundaries?**

Absolutely. We don't need to tell you that Eckington is surrounded on three side by busy streets (Rhode Island Ave., Florida Ave, and North Capitol Street) and by metro tracks on the fourth. For that reason, many of us experience safety issues when we leave and return to the neighborhood to go to work, school, or the grocery store. We want to know what problems you encounter on those daily trips, especially if it involves the lack of a safe route between Eckington and your destination.

### **Who can participate in the survey?**

All Eckington residents are welcome to propose additions. At the outset of the project, we ask that you not pass judgment on the recommendations that other people are making. There may be a point where we need to resolve different suggestions for the same location, but at the outset, we want to get the full picture of what residents think we need.