



Eckington  
Civic Association

Dear ANC 5E04 Commissioner Sylvia Pinkney, ANC 5E03 Commissioner Denise Wright, DDOT Ward 5 Community Liaison Merika Tapp, and Acting DDOT Director Everett Lott,

I am writing to express the support of the Eckington Civic Association for traffic safety requests that would significantly improve pedestrian, cyclist, and motorist safety in Eckington. These requests include (1) numerous requests filed in conjunction with the Lincoln Rd. NE Safety Project; (2) the Eckington Civic Association's 2019 traffic safety requests and priorities; and (3) additional requests for traffic calming and pedestrian safety measures from Eckington residents.

As you know, Eckington is a neighborhood that is surrounded by high-volume corridors that are used primarily by commuters to travel in and out of the District: Rhode Island Avenue, Florida Avenue, New York Avenue, and North Capitol Street. Eckington's neighborhood streets are frequently used as cut-through routes by motorists, despite the fact that Eckington is a predominantly residential neighborhood that is home to four schools, a park, and a large recreation center. The design of many of our streets encourages those drivers to travel at speeds and in ways that threaten neighborhood residents and children who attend Langley Elementary School, McKinley Middle School, McKinley Technology High School, and Harmony Public Charter School or who are visiting Alethia Tanner Park or Harry Thomas Recreation Center and Pool.

Eckington residents have filed numerous requests for traffic calming measures over the last decade. Many of them have been closed without action by DDOT for reasons that have little or nothing to do with safety and everything to do with engineering standards that prioritize vehicle traffic flow over other considerations. Many of these requests also reflect changes that DDOT itself proposed in the 2013 Mid-City East Livability Study that have not been implemented over the last eight years.<sup>1</sup> It is our hope that DDOT's recommitment to safety and changes to the manner in which it processes traffic safety investigation requests<sup>2</sup> will lead to swift, neighborhood-wide traffic calming. We believe that relative to similarly situated residential communities in the District, Eckington has an enormous deficit with respect to traffic safety infrastructure.

We respectfully request your help dramatically improving traffic safety in Eckington, including by supporting and implementing the following requests:

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<sup>1</sup> [https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page\\_content/attachments/DC%20Mid-City%20East%20Livability%20FINAL%20web\\_Part2.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/DC%20Mid-City%20East%20Livability%20FINAL%20web_Part2.pdf)

<sup>2</sup>

<https://mayor.dc.gov/release/mayor-bowser-accelerates-pedestrian-safety-projects-and-announces-streamlined-process>

1. Requests filed by the Lincoln Rd. NE Safety Project,<sup>3</sup> such as the installation of all-way stop signs, raised crosswalks, curb bump outs, and improvements to intersection sight lines on the entire Lincoln Road corridor from Q street to Franklin Street. The project also requests that DDOT reopen consideration of the 2013 Mid City Livability Study proposal to close access to Lincoln Rd. at North Capitol Street so that competing concerns about access and safety can be collected by DDOT and considered. It is essential that DDOT proactively engage with residents so that DDOT and residents have a shared understanding of potential impacts and safety impacts associated with such a closure.
2. The Eckington Civic Association's 2019 traffic safety requests and priorities,<sup>4</sup> especially:
  - a. The improvement of pedestrian access to the Metropolitan Branch Trail on T street NE and V street NE (in both cases, sidewalks are missing entirely or are inaccessible in present form);
  - b. Traffic calming measures on 2nd and 3rd streets NE, both of which have long stretches uninterrupted by stop signs, speed bumps, and crosswalks;
  - c. The implementation of a connected and protected mid-city bike network, including:
    - i. Extending the future Florida Avenue bike lanes westwards to at least Q and R streets NW;
    - ii. Converting the existing painted bike lanes on 4th Streets NE to protected lanes;
    - iii. Installing a contraflow bike lane on the unit block of T Street NW; and
    - iv. Installing bike facilities on Lincoln Road, NE.
3. Additional safety requests from residents, including:
  - a. The swift completion of the on-street portion of the Metropolitan Branch Trail on 8th Street NE in Edgewood;
  - b. A request for speed bumps and an all-way stop sign at Seaton PI NE and 3rd st. NE (TSI #21-00457996); and
  - c. Concerns about influx of food delivery businesses on 5th Street NE.

We also look forward to working with you and DDOT on several improvements that we understand already to be underway or under consideration, including:

1. The installation of intersection improvements at Quincy Lane and Harry Thomas Way and Quincy Lane and Eckington Place (DDOT notified the ECA this spring that it would be installing all-way stop signs at either end of the Eckington Yards woonerf);
2. The installation of a developer-funded traffic signal at 3rd Street and Rhode Island Avenue (DDOT has previously represented that the installation of this signal is waiting for the completion of DC Water construction on Rhode Island Avenue);

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<sup>3</sup> <https://lincolnroadne.wixsite.com/lincolnroadne>

<sup>4</sup> <https://eckingtoncivicassociation.com/2019/08/13/eca-submits-major-traffic-safety-requests-to-ddot/>

3. The installation of a “bike boxes” at the intersection of R street and North Capitol Street NE (as well as other safety improvements identified in the NoMA BID and DDOT’s 2019 North Capitol Street needs assessment)<sup>5</sup>; and
4. The northward extension of the First Street NE cycletrack to R street NE (DDOT has already committed to its extension to the north curb of Florida Avenue NE)

As you are no-doubt aware, the District and the country are both on pace for a record number of traffic fatalities in 2021, and we are shocked that at least five children under the age of five have been injured or killed by vehicles on DC streets in the last eight months. We look forward to working with you to ensure that DDOT takes swift steps to minimize the threat of traffic violence in Eckington.

We know that all of these changes cannot happen at once, but we invite you to let us know if there are specific resources that DDOT needs to make them happen in the near future. We are ready and willing to advocate for them in the FY 2023 budget cycle.

Please do not hesitate to reach me to discuss these requests via email at [eckingtoncivic@gmail.com](mailto:eckingtoncivic@gmail.com) or by phone at 202-210-1528.

Best regards,

Conor Shaw  
President  
Eckington Civic Association

Cc: Ward 5 Councilmember Kenyan McDuffie  
Linda Bailey, Vision Zero Director, DDOT  
George Branyan, Active Transportation Branch Manager, DDOT  
Emily Thomas, Lincoln Road Safety Project

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<https://www.nomabid.org/wp-content/uploads/2020/12/North-Capitol-Street-Needs-Assessment-Report-011619-WEB.pdf>