



ADVISORY NEIGHBORHOOD COMMISSION 6E
PO Box 93020 Brentwood Station, Washington, DC 20090

September 13, 2022

Everett Lott
Director
District Department of Transportation
250 M Street SE
Washington, DC 20004

RE: Resolution Calling on DDOT to Implement Traffic Calming Measures at Three Intersections in ANC 6E where Traffic Fatalities Occurred Since 2021

Dear Director Lott:

On September 6, 2022, at a duly noticed and regularly scheduled meeting of the Advisory Neighborhood Commission 6E (“ANC 6E” or “Commission”) conducted virtually via videoconference and with a quorum of 7 out of 7 Commissioners and the public present, ANC 6E approved the following resolution by a vote of 6 in favor, 0 against, and 0 abstentions:

At least three people have been killed by drivers in ANC 6E since the current ANC term began in 2021. Each traffic death and serious injury represents a failure of the District to deliver on its Vision Zero Pledge.¹ Traffic violence also inflicts significant trauma on survivors and tears a sudden and violent hole in the hearts of families and friends. As a community, we know the intersections that are unsafe, the neighbors’ fences that are repeatedly destroyed by dangerous drivers, and the bike lanes with no real protection. Disappointingly, none of these three traffic fatalities have resulted in any substantive action by DDOT to improve safety conditions in the areas where the crashes occurred.²

The following is a brief description of the three fatal crashes in ANC 6E in the last 17 months:

- On April 8, 2021, 29 year-old **Jim Pagles** was killed by a driver while biking westbound on Massachusetts Avenue NW near 2nd Street NW.³ Mr. Pagels was an avid user of Capital Bikeshare and a safe streets advocate who had just received his COVID-19

¹ In 2015, Mayor Muriel Bowser adopted a Vision Zero Pledge to eliminate deaths and serious injuries from traffic violence by 2024. Since taking the Vision Zero Pledge, traffic deaths in the District have increased in each year, save one.

² The DDOT Fatal Crash Follow-Up Memos provide vague recommendations that only reference previously planned traffic calming projects, rather than new projects. <https://ddot.dc.gov/page/fatal-crash-follow-memos>

³ https://www.washingtonpost.com/local/trafficandcommuting/pagels-bicycle-crash-washington/2021/04/12/ab7d689c-9b85-11eb-8005-bffc3a39f6d3_story.html



vaccination and was on his way to a date when a driver struck and killed him. Since Mr. Pagel's death, DDOT has proposed no new traffic safety improvements for the intersection of Massachusetts Avenue NW and 2nd Street NW or the surrounding area.

- On March 17, 2022, 52 year-old **Joseph Robinson** was struck by the drivers of two separate vehicles at the intersection of New Jersey Avenue NW and New York Avenue NW and later died from the resulting injuries. The drivers in the hit-and-run crash had both run the red light heading northbound on New Jersey Avenue NW.⁴ Since Mr. Robinson's death, DDOT has proposed no new traffic safety improvements for the intersection of New Jersey Avenue NW and New York Avenue NW.
- On July 15, 2022, 65 year-old **Michael Gordon** was bicycling northbound on 7th Street NW at the intersection of Rhode Island Avenue NW when the driver of a dump truck traveling in the same direction made a right turn across the path of Mr. Gordon, killing him. Mr. Gordon was described by family members as the "life of the party" who jokingly referred to his bicycle as "his Cadillac."⁵ Mr. Gordon's family and loved ones recently gathered at the site of the crash to celebrate his life and mourn the loss. He is survived by eight children, 18 grandchildren, and one great-grandson. Since Mr. Gordon's death, DDOT has proposed no new traffic safety improvements for the intersection of 7th Street NW and Rhode Island Avenue NW.

Each of the three intersections identified above continue to create dangerous conditions for road users:

- The intersection where Jim Pagles was killed—Massachusetts Avenue NW and 2nd Street NW—one of several high traffic volume intersections adjoining Cobb Park. DPR and DGS are currently investing \$2.1 to renovate Cobb Park,⁶ but this renovation project will not succeed unless it is not accompanied by concomitant action by DDOT to significantly improve traffic safety in this dangerous location.
- The intersection where Joseph Robinson was killed—New Jersey Avenue NW and New York Avenue NW—was redesigned in 2020 as part of the New Jersey Avenue NW Safety Project,⁷ and yet it remains an extremely high crash intersection.
- The intersection where Michael Gordon was killed—7th Street NW and Rhode Island Avenue NW—is the same intersection where, in December 2021, somebody drove their car over the curb, struck and injured a person, narrowly missed hitting a child in a

⁴ <https://www.wusa9.com/article/news/crime/pedestrian-struck-and-killed-by-two-drivers-who-ran-red-light/65-82d6f894-96a8-44ab-8008-55f470ce7a63>

⁵ <https://www.nbcwashington.com/news/local/it-just-keeps-happening-family-mourns-dc-cyclist-killed-in-shaw-crash/3107000/>

⁶ <https://dgs.dc.gov/page/cobb-park-renovation>

⁷ <https://www.newjerseyaverehab.com/>



stroller, and crashed into the wall of the Shaw Library.⁸ This intersection is adjacent to the Shaw Library, a senior living facility, an unprotected bike lane, and the Shaw-Howard University Metrorail station.

The factors that led to these crashes are knowable, the traffic calming measures that can mitigate these factors are available, and DDOT's failure to act is inexcusable. No crash is an accident because all crashes are avoidable, yet the intersections where these three people died are designed for crashes.

THEREFORE, BE IT RESOLVED that ANC 6E requests that DDOT brief ANC 6E on the status of all traffic safety initiatives at the locations of the three traffic fatalities described in this letter, as well as the immediate surroundings, specifically:

- Intersection of Massachusetts Avenue NW and 2nd Street NW
- Intersection of New Jersey Avenue NW and New York Avenue NW
- Intersection of 7th Street NW and Rhode Island Avenue NW

FURTHER, BE IT RESOLVED that ANC 6E requests that DDOT coordinate with relevant Single Member Commissioners and the ANC 6E Transportation Advisory Committee to conduct community walkthroughs at each of these three intersections and surrounding areas with the goal to identify traffic safety concerns and to develop a list of potential traffic calming measures. ANC 6E requests that these walkthroughs be conducted prior to the end of Calendar Year 2022.

FURTHER, BE IT RESOLVED that ANC 6E requests that DDOT incorporate feedback from the community walkthroughs to create and implement traffic calming plans for the areas around these three intersections. These plans should include both rapidly deployable and tactical measures as well as longer-term structural changes to calm traffic and improve safety for all road users at these intersections. ANC 6E requests that these plans be published for public comment no later than March 30, 2023.

ON BEHALF OF THE COMMISSION,

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Eichler'.

Michael Eichler,
Chair

CC: Brooke Pinto, Ward 2 Councilmember

⁸ <https://www.washingtonpost.com/dc-md-va/2021/12/07/shaw-library-crash-nanny-injured/>



Charles Allen, Ward 6 Councilmember

Donovan Boyd, DDOT Ward 2 Community Engagement Specialist

Abraham Diallo, DDOT Ward 6 Community Engagement Specialist