



November 5, 2022

Everett Lott, Director
District Department of Transportation
250 M Street SE
Washington, DC 20003

RE: Resolution Requesting a Traffic Safety Investigation and Traffic Calming Measures for the Intersection of Q Street and 6th Street NW

Dear Director Lott:

On November 1, 2022, at the duly noticed and regularly scheduled meeting of the Advisory Neighborhood Commission 6E (“ANC 6E” or “Commission”) and with a quorum of 4 out of 7 Commissioners and the public present, ANC 6E approved the following resolution by a vote of 2 for, 1 against, and 2 abstentions:

WHEREAS, Q Street NW between New Jersey Avenue NW and 11th Street NW is within the jurisdictional boundary of ANC 6E in Single Member Districts 6E01 and 6E02;

WHEREAS, Q Street NW between New Jersey Avenue NW and 10th Street NW is a major walk- and bike-to-school corridor for students, parents, and caregivers walking to and from Seaton Elementary School, Ross Elementary School, KIPP DC Shaw Campus, Friendship Public Charter School, Mundo Verde Bilingual Public Charter School, Benjamin Banneker Academic High School, and other schools;

WHEREAS, the large number of young learners and caregivers walking to school on Q Street NW in the morning has led neighbors to call Q Street NW a “Student Superhighway”;¹

WHEREAS, on the morning of Monday, September 26, 2022, an SUV driver traveling eastbound on Q Street NW turned right onto 6th Street NW and, failing to yield to people in the crosswalk, struck an adult and young child crossing 6th Street NW;²

WHEREAS, the adult and young child were a parent and student at Seaton Elementary School on their way to school drop-off when the driver hit them;

¹ Seaton Elementary PTO letter to DDOT Director Lott, September 26, 2022.

<https://drive.google.com/file/d/1QvVlk8vTRhPAiotABKGYC09h6w4drF4r/view?usp=sharing>

² <https://www.popville.com/2022/09/child-hit-dc-car-shaw/>

WHEREAS, the extent of the injuries to the adult and child are not known, but the trauma from traffic violence to victims and witnesses, especially young people, is real and lasting;³

WHEREAS, families should feel confident that their school commute is safe, whatever mode of transportation they use;

WHEREAS, in response to the September 26 crash, Seaton parents, students, and ANC 6E neighbors met with DDOT, Ward 2 Councilmember Brooke Pinto, and Seaton Elementary School Principal Veronica Torres for a traffic safety walk on October 4 to discuss traffic safety concerns along Q Street NW, particularly at the intersection of Q Street NW and 6th Street NW;⁴

WHEREAS, during the October 4 traffic safety walk, residents identified several opportunities for quick-build traffic calming measures, as well as an urgent need for longer term infrastructure improvements to calm traffic on Q Street NW;

WHEREAS, 6th Street NW is a good candidate for a road diet to reduce the number of travel lanes from four lanes to two lanes with a center turn lane, similar to the road diet that was recently installed on New Jersey Avenue NW between Rhode Island Avenue NW and N Street NW;⁵

WHEREAS, a road diet would slow traffic through the 6th Street NW corridor, reduce turn conflicts, and increase safety for all, including pedestrians, bicyclists, and drivers;

WHEREAS, according to the Federal Highway Safety Administration, road diets are shown to reduce crash volume by 19 to 47 percent, reduce vehicle speed differentials, improve mobility and access by all road users, and integrate the roadway into surrounding uses resulting in an enhanced quality of life;⁶

³ One study found that one in three children involved in road traffic crashes was found to suffer from post-traumatic stress disorder (PTSD). Stallard P, Velleman R, Baldwin S. Prospective study of post-traumatic stress disorder in children involved in road traffic accidents. *BMJ*. 1998 Dec 12;317(7173):1619-23.

⁴ <https://twitter.com/npnigro/status/1579835330882338817>

⁵ The peak hour traffic count on 6th Street NW between Rhode Island NW and New York Avenue NW (900 AM / 1,050 PM) is lower than the peak hour traffic volume for New Jersey Avenue NW between Rhode Island Avenue NW and N Street NW (max 1,316 AM / max 1,355 PM) where a Road Diet was recently implemented.

Aljamal, M.A.; Voight, D.; Green, J.; Wang, J.; Ashqar, H.I. Evaluation of the Use of a Road Diet Design: An Urban Corridor Case Study in Washington, DC. *Sustainability* 2021, 13, 8964.

<https://www.proquest.com/openview/1b9aab17b274bd88d3bce3248de93e47/1?pq-origsite=gscholar&cbl=2032327>

DDOT, "Eastern Downtown Protected Bike Lane Feasibility Study". February 2017.

https://www.dccycletrack.com/files/ugd/2d024d_4a741835d54f41c89151acf8eff8e960.pdf.

⁶ <https://highways.dot.gov/safety/other/road-diets>

THEREFORE, ANC 6E requests that DDOT conduct a Traffic Safety Investigation for the intersection of Q Street NW and 6th Street NW and appraise ANC 6E about the results of the Inspection;

THEREFORE, BE IT FURTHER RESOLVED that ANC 6E requests that DDOT install interim design strategies that will calm traffic at the intersection of Q Street NW and 6th Street NW, including but not limited to:

- **Prohibit right turns on red at this intersection;**
- **Install flexpost curb extensions / turn hardening at each corner of the intersection;**
 - Flexpost curb extensions visibly and physically narrow the roadway, creating safer and shorter crossing distance for pedestrians. They also tighten intersection curb radii and encourage slower turning speeds;
- **Install raised crosswalks across Q Street NW on the east and west legs of the intersection;**
 - Raised crosswalks slow drivers entering the intersection and alert drivers that they are entering pedestrian space when they drive through the crosswalk;
- **Increase the duration of the walk signal across 6th Street NW at Q Street NW;**
 - Young children take longer to cross the street than adults and the current signal length of 35 seconds may be too short;
- **Install a roadway mural within the flexpost curb extension area;**
 - A roadway mural in this location would be similar to the roadway mural treatment that was recently installed at the intersection of 6th Street NW and O Street NW;
 - Consider opportunities to involve the Seaton Elementary School community in the design of the roadway mural;
 - Studies show that roadway murals can have a significant impact in reducing crashes, especially crashes involving vulnerable road users;⁷
- **Assign a school crossing guard to the intersection of Q Street NW and 6th Street NW during the AM and PM walk-to-school periods; and**
- **Install automated traffic enforcement (ATE), including a red-light camera at the intersection of Q Street NW and 6th Street NW and a speed camera on 6th Street NW;**

THEREFORE, BE IT FURTHER RESOLVED that ANC 6E requests that DDOT study and propose a plan for a four- to three-lane conversion (road diet) and other road design

⁷ <https://assets.bbhub.io/dotorg/sites/43/2022/04/Asphalt-Art-Safety-Study.pdf>

improvements to calm traffic on 6th Street NW between Rhode Island Avenue and Massachusetts Ave NW.

ON BEHALF OF THE COMMISSION,

Respectfully submitted,

Michael Eichler,
Chair

A handwritten signature in black ink, appearing to read 'M. Eichler', written over the printed name.

CC: Brooke Pinto, Ward 2 Councilmember
Charles Allen, Ward 6 Councilmember
Donovan Boyd, Ward 2 Community Engagement Specialist, DDOT
Veronica Torres, Principal, Seaton Elementary School
Adam Taylor, President, Seaton Elementary School Parent Teacher Organization