

Government of the District of Columbia

Department of Transportation



Traffic Safety Assessment Questionnaire

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Signature: /s Phil Toomajian (6A02) Marie-Claire Brown (6A01) and Stephanie Zimny (6A06)			

The purpose of this Questionnaire is for DDOT to gather information about a safety concern in order to perform a Traffic Safety Assessment (TSA). The intent of the TSA process is to ask residents to identify traffic safety concerns, whether along a roadway segment or at an intersection, and focus on the definition of the safety concern(s) rather than on a proposed solution or mitigation measure. Based on the nature of the request, DDOT will determine the type of assessment necessary to investigate the extent of the traffic safety concern.

To begin a Traffic Safety Assessment, please fill out the information below and answer any questions to the best of your ability. If necessary, please attach additional pages. In addition, please attach a letter of support from your ANC Commissioner, Councilmember's Office, or representative from the Mayor's Office of Community Relations.

Once completed, please submit this form to DDOT via the address provided below, or you can email the form to traffic.safety@dc.gov.

District Department of Transportation
Customer Service Clearinghouse
55 M Street SE – 7th Floor
Washington, DC 20003

If you have any questions, please contact DDOT at 202-673-6813. Thank you.

Version 1.01, updated May 2019

Questions	
<p>Location of requested investigation: Define geographic boundaries as clearly as possible (400 block of A Street NE, intersection of 1st Street & B Street NW, etc.)</p> <p>Is this location near an existing construction project? If yes, please provide the name and location of the project and any construction-related concerns.</p>	<p>H Street from 2nd to 15th Street. Our ANC includes the portion from 7th to 15th Street, but the entire corridor merits a thorough study and review as well as support from both ANC6A and ANC6C.</p>
<p>Safety concerns: Provide a detailed description of the problems observed in the area of investigation (vehicle crashes, speeding, pedestrian safety, bicycle safety, unable to cross the street, hard to see cross-traffic, etc.)</p> <p>For intersection-related concerns, please include the type of intersection:</p> <ul style="list-style-type: none"> ▪ 1 or 2-way STOP control ▪ All-way STOP control ▪ Traffic signal 	<p>Speeding Pedestrian Safety Bicycle Safety Crashes and multiple deaths, including cars and buses crashing into pedestrians, cyclists, streetcar stops, and multiple buildings along the H Street corridor.</p> <p>Please contact MPD for crash history. Events just in the last few months include three instances of cars into buildings (1300, 700 and 500 blocks).</p> <p>Likewise, over the past few years, at least three neighbors Jewel Lewis Hall (2017), Oren Dorell (2018), Maliq Habib (2018) and Hubert Hinds (2019) have died after being hit by vehicles along H Street NE. If we are going to pursue Vision Zero in DC, it's clear that H Street NE needs to be changed.</p>
<p>Days and time when safety concerns are the worst: Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>	<p>All hours. When volume is low, speeding increases. High speeds are prominent during the morning rush coming into the District (westbound) and in the evening leaving (eastbound).</p>
<p>Are there existing traffic calming features on the block? This includes speed humps, rumble strips, etc.</p>	<p>Some curb extensions and high visibility crosswalks. Additional signage related to the danger of the streetcar tracks for cyclists.</p> <p>We have also heard that Leading Pedestrian Interval signals are in process. Other than email updates from our Ward 6 DDOT representative, as a Commission we don't have a way to directly view any planned or completed traffic calming measures.</p>

<p>Describe neighborhood uses: Such as residential area, retail area, school zone, recreation center, community center, etc.</p>	<p>Retail and restaurants, adjacent to residential neighborhood, numerous residential buildings with thousands of residents along street.</p>
<p>Describe multi-modal facilities: Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?</p>	<p>Streetcar, bikeshare, bus and out of town charter bus route.</p>
<p>Vehicle types: Is the concern about commuter traffic in cars? Is there a high volume of trucks, perhaps due to nearby construction? What about buses?</p>	<p>Car traffic, charter buses, trucks, and DC Streetcar. Intercity charter buses are a concern and have been involved in multiple incidents. Numerous buses along corridor can lead to confusing traffic patterns, which create dangerous situations.</p>
<p>Have you previously contacted DDOT about your concerns? Please include name(s) and department(s) if possible.</p> <p>If you have already contacted 311, please provide the service request number.</p>	<p>Yes, multiple meetings with Director Marootian and Ward 6 Community Liaisons Naomi Klein and Andrew DeFrank over the course of the past few years.</p>
<p>Any other information you would like to share?</p> <ol style="list-style-type: none"> 1. Add pedestrian lead interval timing (“LPI”) at all crossings — many lack this currently despite the large pedestrian traffic along H. Pedestrians have died here crossing the street in crosswalks. 2. Install at least two speed cameras installed. Near as I can tell there are ZERO of them on H Street. The speed limit is 25 mph, during non-rush hour times, speeds can far exceed that. This should include at least the one camera that ANC6A requested for the 1300 blk H Street NE in its August 2020 letter. See https://anc6a.org/wp-content/uploads/ANC6A-Automated-Camera-Enforcement.pdf 3. Reroute the intercity buses off H Street. These buses have seriously injured and killed other users of the road and damaged streetcar infrastructure. They do not belong on a pedestrian heavy road, especially given that streetcar, the X buses, and the other uses. It’s too much to have them speeding past streetcars and X buses as they pick up and drop 	

off passengers. H Street was a saner place to travel before they were added to it. Please send them to New York Avenue or another more appropriate route.

4. Do more to encourage cyclists to use adjacent streets (G and I) or to reduce the likelihood that those who use H get their tires stuck in the tracks. Signage, road markings, improving the nearby infrastructure. We need to do more to ensure we don't have more cyclists seriously injured or killed here. Designation of G St as a Slow Street is a good start. Please also do I St.
5. Improve safe crossings along H and slow traffic. The 600 block and 1300 block of H Street NE are both double long blocks, which result in higher speeds and more frequent jaywalking. Why not add a mid block crossing with a hawk signal and/or raised crosswalk? Near the Atlas theatre in the 1300 block would work well.
6. Install raised crosswalks along the side streets and parallel streets to prevent usage of those streets as an alternative.
7. Add left turn signal on eastbound H Street at 6th St NE. Consider doing this elsewhere as well — turning cars often speed and come close to hitting crossing pedestrians as they walk the length of H Street. This was last studied in 2017 and conditions have changed dramatically along H Street since then.
8. Take measures to improve the streetcar's efficiency by reducing the conflict between poorly parked cars and the streetcar. Consider piloting the streetcar lane as a streetcar and bus only lane (with red paint like on H St NW) This may include removing parking and adding ride share drop off zones.
9. Extend the streetcar to the west to encourage greater usage. The current end point atop the H Street bridge seriously undermines its utility for many, especially with the poor connection to Union Station.
10. Consider additional car free days along the corridor. Possibly ones where the streetcar continues to run. It sounds like the Georgia Avenue Open Streets day was a great success. Let's do the next one on H Street or consider doing that here the first Friday, Saturday or Sunday of every month, or every Sunday each week.
11. Reduce or eliminate long term private parking and convert to Pick Up and Drop Off Zones (15 min max time) and replace some of the curbside parking with expanded sidewalks. Many drivers park for several hours (and during the pandemic park all day for free) while pedestrians jostle for limited space. The entire corridor is stressful and unpleasant to walk on. Consider alternating blocks with PUDO zones and streateries and additional sidewalk space.
12. Conduct a Traffic Safety Assessment for H Street to review these specific ideas and to consider other solutions to the challenges we've seen that

suggest H Street is a serious threat to Vision Zero in DC. H Street needs a comprehensive safety review.

For DDOT Use Only

Date Received:		Service Request Number:	
Letter of Support Attached?		YES / NO	
Name:		SMD/Ward:	
Contact Info:			