



Advisory Neighborhood Commission 5E

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Advisory Neighborhood Commission 5E Resolution No. 2023-0003 IN SUPPORT OF SAFETY IMPROVEMENTS ON LINCOLN RD NE AND RHODE ISLAND AVENUE NE IN RESPONSE TO DDOT NOI 23-39-TESD

WHEREAS, the District Department of Transportation (DDOT) has issued a [Notice of Intent 23-39-TESD](#) to permanently remove 150' of median to create a left-turn pocket lane on the eastbound approach on Rhode Island Avenue to promote traffic safety and traffic impact to the neighborhood streets.

WHEREAS, prior to the DC Water project, the eastbound (EB) left turns at this location were prohibited during the AM and PM Peaks. Due to the DC Water Northeast Boundary Tunnel Project, the restriction was removed more than four years ago, and DDOT has found that drivers have become accustomed to making this movement at all times of day with a protected/permissive left turn phase and dedicated turn bay.

WHEREAS, DDOT has assessed that reinstating the restriction at this location is likely to result in non-compliance (i.e. illegal left turns) as well as operational and safety issues associated with non-compliance.

WHEREAS, DDOT has found that based on July 2022 counts collected as part of the DC Water project, this left turn carries 340 vehicles per hour during the PM Peak, which is a significant left turn volume and is nearly double the turn volume that was using the left turn at Rhode Island Avenue and 4th Street NE Street prior to the DC Water closure that necessitated the addition of the left turn bay at Lincoln Road NE.

WHEREAS, DDOT has determined that this increase in volume indicates there was latent demand for left turns from Rhode Island Avenue to go north, likely due to the existing peak-hour restriction for left turns from Rhode Island Avenue to North Capitol Street.

WHEREAS, DDOT has evaluated the existing traffic conditions stated above and determined that providing the 150' left-turn pocket lane on the eastbound approach will produce the following benefits:

- The proposed left-turn pocket lane will allow a protected/permissive left turn phase to be provided, which would decrease the pedestrians' exposure to left-turn vehicles.

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- The proposed left-turn pocket lane would reduce the likelihood of weaving/side-swipe crashes as well as rear-end crashes. As per the Highway Safety Manual (HSM) Crash Modification Factor Clearinghouse, provision of a left turn pocket lane on a major road approach could reduce crash by 9% to 33% in urban areas.
- The proposed left-turn pocket lane would prevent left-turning vehicles from diverting to local community streets to make jughandle turns at unsignalized intersections at U Street and Lincoln Road NE.
- The proposed left-turn pocket lane would prevent an increase in left-turn traffic on the 4th Street NE corridor, where unprotected bike lanes are present. This would decrease the number of vehicles on 4th St, reducing potential conflicts between cyclists and vehicular traffic and increasing traffic safety in the neighborhood.

WHEREAS, Lincoln Road NE is home to residences, schools, and recreational facilities, which are accessed by foot, bicycle and car, and yet residents of Lincoln Road NE and Rhode Island Avenue NE in SMD 5E04 have reported multiple incidents of cars speeding down Lincoln Road NE, not yielding for pedestrians at the crosswalk, and speeding down V St NE as a shortcut to get to North Capitol St NW.

WHEREAS, recent safety measures such as the installation of an All Way Stop sign at Lincoln Road NE and V St NE have had a demonstrable impact in calming traffic and an improvement in traffic safety, however these measures have been taken only after years of advocacy from residents despite DDOT's commitment to Vision Zero initiatives.

THEREFORE, BE IT RESOLVED, that ANC 5E endorses DDOT's recommendations with the following qualifications:

- Installation of a traffic light at the Lincoln Road NE and V Street NE intersection to replace the four-way stop, and that it is timed with the lefthand turn-lane to allow through-traffic without blocking the intersection.
- Installation of additional all way stop signs at intersections on Lincoln Road north and south of Rhode Island Ave NE
- Add a leading pedestrian signal for all locations at the intersection of Rhode Island Ave and Lincoln Road NE
- Add a Pedestrian Hybrid Beacon System (formerly known as HAWK signal) at intersection of Rhode Island Avenue and Lincoln Road NE
- Add a red-light camera for both the lefthand turn lane and entire intersection and Rhode Island Ave and Lincoln Road with associated signage

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- Add a speed camera along Rhode Island Ave NE in both directions and on Lincoln Road NE northbound after the stop sign to slow drivers going into a higher density residential area just south of Bryant Street
- Add flexiposts at intersections along Lincoln Road NE to slow down traffic turning on these roads.
- Create a permanent crosswalk at intersection of North Capitol St and V St NE to improve safety and visibility
- Prioritize safety fixes on the intersection of Rhode Island Ave and North Capitol St NW to account for the new permanent traffic pattern and increased volume of cars in the residential area
- Minimal disruption to residents on Rhode Island Avenue NE for the construction of the left-turn pocket lane and median

THIS RESOLUTION came before ANC 5E at a duly-noticed public meeting on April 18, 2023. ANC 5E is composed of 6 Commissioners, such that 4 Commissioners constitute a quorum. With 6 Commissioners present, ANC 5E voted 6-0-0 to adopt this resolution.

Respectfully Submitted,



Chairperson, ANC 5E
Karla M. Lewis



Corresponding Secretary, ANC 5E
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