

# Government of the District of Columbia

## Department of Transportation



**DEC 14 2015**

The Honorable Karen Wirt  
Chair  
Advisory Neighborhood Commission 6C  
P.O. Box 77876  
Washington, DC 20013

Dear Commissioner Wirt:

Thank you for contacting the District Department of Transportation (DDOT) regarding Advisory Neighborhood Commission (ANC) 6C's concerns about the pedestrian signals at the intersection of Maryland Avenue and 10<sup>th</sup> Street, NE.

The traffic signals at this intersection were designed to run in "actuated" mode of operation based on the pedestrian traffic volumes collected prior to the construction of the new traffic signal. In actuated mode, changes in signal sequencing take place to serve the side-street approaches once vehicular and/or pedestrian presence is detected.

When pedestrian traffic is present during at least 50 percent of the traffic signal cycles, DDOT typically designs traffic signals to operate in "pre-timed," non-actuated manner. When pedestrian traffic falls below this 50 percent threshold, operating traffic signals in a pre-timed fashion could result in unnecessary stoppages in traffic and higher vehicular emissions.

DDOT will collect new traffic counts to determine if pre-timed traffic signal operation is appropriate at this intersection. While this final evaluation is under way, DDOT will temporarily place the intersection on "pedestrian recall" during the daytime hours when pedestrian activities are more frequent compared to the late evening hours. This pedestrian recall option will ensure traffic signal sequencing will change with/without the activation of the pedestrian push-button. If DDOT determines that this intersection meets the appropriate criteria, such changes will be made permanent. The agency's final evaluation will be completed by the end of January 2016.

DDOT traffic engineers have also investigated the traffic signals at two additional locations in the NOMA corridor:

**North Capitol Street and M Street, NE** – The intersection currently runs on “pre-timed” mode and no changes are required at the present time.

**North Capitol Street and L Street, NE** – Pedestrian counts at this intersection fail to meet the aforementioned 50 percent frequency requirements and therefore DDOT recommends maintaining the actuated mode for traffic signals at this intersection. DDOT staff will continue to monitor this intersection, and if pedestrian traffic volumes increase the agency will consider switching the traffic signals to a pre-timed mode of operation.

Thank you, again, for your letter. For further questions or comments, please contact me at 202-671-2656 or [Wasim.Raja@dc.gov](mailto:Wasim.Raja@dc.gov).

Sincerely,

*William W. M. Sink fax:*

Wasim Raja  
Traffic Signals Manager