

Government of the District of Columbia

Department of Transportation



Dear Chairperson Gove,

Thank you for ANC 6A's resolution letter regarding NOI 22-95-PSD. Please find DDOT's responses below for each inquiry.

1. Pavement Marking Plans p. 1 (Sheet 2 of 8):

a. Expand the pedestrian refuge space at the western portion of North Carolina Ave NE at 13th Street, including continuous sidewalk-level brick treatment and/or hardened protection of the area currently depicted in beige. This would prevent drivers from accidentally turning right and facilitate additional space for pedestrians to congregate at this heavily used corner. If this is not feasible within the current project budget please allocate future resources to a more permanent brick sidewalk at this location.

- **DDOT Response: Not feasible within the scope of current project**

b. Relocate the stop bar at the intersection of North Carolina at 13th further east to encourage drivers to stop well before the crosswalk. Drivers regularly block this crosswalk which presents a hazard to pedestrians. A greater distance between the stop bar and the crosswalk might reduce crosswalk blocking and also improve visibility for all users, including for those exiting the alley entrance on the south side of the street onto westbound North Carolina. 1 ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag. 1

- **DDOT Response: Stop Bar spacing meets DEM standard 5' setback from marked crosswalk & crosswalk markings will be wider than current marking**

c. Include hardened/concrete protection for the separated bike lane at the western end of North Carolina Ave NE closer to 13th to prevent drivers from using the bike lane as a turn lane while turning right on 13th.

- **DDOT Response: Narrow space at tail end of westbound facility precludes concrete equipment. DDOT has indicated flex posts to separate vehicles from the bike lane for this short section**

2. Pavement Marking Plans p. 2 (Sheet 3 of 8):

a. Reexamine the intersection at A at North Carolina to improve sightlines and encourage drivers to look left for pedestrians and cyclists when entering westbound onto North Carolina. Include a sidewalk-level crosswalk and continuous sidewalk-level bike path at this intersection to reduce driver and vulnerable road user conflicts. Physical treatment (not just paint) will be key here to remind drivers to also look left for pedestrians and cyclists as they seek to enter the flow of traffic on North Carolina. While we understand DDOT does not typically install raised crosswalks at stop-controlled intersections, there are exceptions, such as the image below (from DDOT's TSI website):

Government of the District of Columbia

Department of Transportation



- **DDOT Response: Sightlines at A Street have been expanded through the inclusion of the pedestrian crosswalk and gore zones both east and west of the intersection. DDOT believes this is a sufficient intervention at this location.**

b. Add a rapid flashing beacon or hawk signal for the mid-block raised crosswalk as part of the installation of this project. If suitable electric facilities are not available, please install a temporary solar-powered flashing beacon.

- **DDOT Response: This piece of the network does not meet the minimum engineering thresholds for the installation of an RFB. The inclusion of a raised crosswalk feature & associated signage is a sufficient intervention to establish this crossing.**

c. Add a speed table at the eastern portion of the 1300 block of North Carolina Ave NE to reduce vehicle speeds and improve pedestrian safety. For both the raised crosswalk and speed table, do not extend the raised portion all the way to the curb (allowing easier transit for cyclists).

- **DDOT Response: The inclusion of a raised crosswalk feature at A Street will create a traffic calming effect. DDOT has also included a 2-stage bicycle turn queue box feature at the NW corner of 14th/North Carolina – the total effect of which will be to visually “gateway” the rest of the block and create traffic calming. An additional speed table was considered by DDOT engineers, but was not recommended for inclusion in the context of the other traffic calming features.**

d. Reduce the vehicle travel lane in the 1300 block of North Carolina NE from 12' to 10' or 11', expanding the parking bays to 8' or 7.5' each. The concept drawings showed 10' wide travel lanes and the community was encouraged by the promised impact that narrowing the visual space for drivers would have on reducing driver speeds and improving safety for pedestrians. 2 3. Pavement Marking Plans p. 3 (Sheet 4 of 8) a. Create a separate pedestrian and cyclist-only light cycle for crossing 14th at the south end of the intersection with North Carolina. This will be paramount for pedestrian and cyclist safety while crossing 14th at the south side of this intersection. Residents report many near misses at this location with left-turning drivers regularly entering the crosswalk while pedestrians are present. b. Reduce the vehicle travel lane for eastbound vehicles transiting from Constitution to the 1400 block of North Carolina NE from 13' to 10' or 11' to reduce travel speeds, preferably by enlarging the brick median at this location.

- **DDOT Response: DC Fire and EMS referred to Section 503 of the International Fire Code citing a lane width of 14 feet for the 1300 block of North Carolina Ave. This width was then incorporated into the final plan.**

4. Signing Layout Plans p. 1 (Sheet 5 of 8)

a. For the unit block of 13th, DDOT is proposing to allow unrestricted parking from Monday-Friday and establish two-hour maximum parking between 7 AM and 7 PM on Saturday and Sunday. Consider

Government of the District of Columbia

Department of Transportation



adding RPP Monday-Friday at this location or adding another type of restriction during the week so that these spots are not fully unrestricted during the week.

- **DDOT Response: DDOT parking regulations typically are established based on the adjacent use – in this case, a church rather than residential. In order to support church operations and prevent long term storage of personal vehicles that is allowed in RPP, that curbside regulation is not recommended here.**

b. Add a No Turn on Red sign for drivers turning right from North Carolina onto 13th NE.

- **DDOT Response: No Turn on Red will be implemented over coming years as part of a larger rollout of the regulation that is integrated with public outreach and systemic changes. Historically, installation of individual locations does not result in high levels of compliance, which is why DDOT is planning a system-wide change in coming years.**

c. Add signage alerting drivers to the new traffic patterns and directing drivers northbound on 13th and heading to RFK and The Fields to turn right at East Capitol Street.

- **DDOT Response: A traffic control plan for the construction phase of this project has been developed and includes lane closure and detour signage. Following the construction period, DDOT is not planning to retain any temporary or permanent detour signage as the general area has a number of one-way streets which require advance navigational planning. For street changes of this type, DDOT communicates to digital navigation companies in order to integrate the new pattern into their various services.**

5. Signing Layout Plans p. 2 (Sheet 6 of 8)

a. Retain existing parking as currently configured (RPP) on the north side of the triangle park bordered by A and North Carolina, eliminating the proposed Sat/Sun 7 AM-7 PM two-hour parking. If two-hour parking spaces for Sat/Sun are desired by DDOT, consider placing them on the south side of the triangle park bordered by Constitution and North Carolina NE and adjacent to Brown Memorial AME Church, which would provide greater turnover of weekend parking and is more accessible to the church.

- **DDOT Response: Parking regulations along the Brown Memorial AME Church are being adjusted in order to facilitate greater turnover and support church uses (see above for discussion on DDOT curbside regulation policies). Existing RPP regulations result in longer-term storage of personal vehicles, reducing availability for Church uses.**

b. Pilot the addition of 7 AM to 10 PM 15 minute Pick up and Drop Off (PUDO) parking spots on one or both sides of the street to reduce lane blocking/double parking. This is in response to resident concerns about their ability to drop-off groceries, receive deliveries, or get picked up by taxis/rideshare or Metro Access. We recommend placement near the mid-block crosswalk on both sides of the block. We also request coordination with DPW for enforcement and the possibility for removal if the pilot PUDO spot does not work as anticipated.

Government of the District of Columbia

Department of Transportation



- **DDOT Response: PUDO zones are an area of ongoing discussion with our curbside management group, and after review, the conditions that support PUDO zones being self-enforcing do not exist in this context. DPW does not have the resources to ensure compliance in locations of this type, and for these reasons, the PUDO zone concept was not advanced to the final plans.**

6. Signing Layout Plans p. 3 (Sheet 7 of 8)

a. Add No Turn on Red signs for drivers headed east on Constitution as they approach 14th St. 3

- **DDOT Response: No Turn on Red will be implemented over coming years as part of a larger rollout of the regulation that is integrated with public outreach and systemic changes. Historically, installation of individual locations does not result in high levels of compliance, which is why DDOT is planning a system-wide change in coming years.**

7. Roadway Design Plans (Sheet 8 of 8)

a. Expand the size of the brick median/pedestrian refuge at the west side of the intersection of 14th and North Carolina to include the portion currently planned to have painted hatching and flexposts, particularly hardened protection at the northwest corner to prevent drivers from entering the protected bike facility.

- **DDOT Response: The east bound traffic on North Carolina is one way and next to the travel lane is proposed parking. The design as shown is safe and extending the island west will not provide any additional benefit.**

b. Include more permanent materials for curb extensions/bumpouts at each corner, in line with the treatments that are included in the plans for the C Street Project and to prevent drivers from entering the separated bike lane. c. Add concrete/hardened protection for the separated bike facility in the 1400r0 block of North Carolina (between 14th and Constitution in what is currently a vehicle travel lane).

- **DDOT Response: This request will not be implemented due to the major undertaking of complete intersection and utility relocations required. Adding curb extensions/bump outs at each corner will alter the design characteristics of the intersection and will require additional studies to justify such changes.**

c. Add concrete/hardened protection for the separated bike facility in the 1400r0 block of North Carolina (between 14th and Constitution in what is currently a vehicle travel lane).

- **DDOT Response: - The hardened protection will interfere with the turning movement of the fire trucks and will not be approved by the fire marshal.**