

# Government of the District of Columbia

## Department of Transportation



### **d.** Transportation Operations Administration

December 20th, 2019

Chair Amber Gove  
Advisory Neighborhood Commission 6A  
P.O. Box 75115  
Washington, DC 20013  
Via Email: 6a@anc.dc.gov

RE: Request for All-Way Stops at all ANC6A Area Local/Local Intersections

Dear Chair Gove and ANC 6A,

Thank you for your June 17<sup>th</sup>, 2019 resolution requesting: (1) that DDOT examine and convert all remaining local/local intersections in 6A not currently configured as such to an all-way stop configuration, (2) that DDOT examine and report back to the commission any other intersections not designated as local/local that would be good candidates for conversion to all-way stops, in particular, (3) that 14<sup>th</sup> and A Streets NE and (4) 13<sup>th</sup> and I Streets NE both be converted to all-way stops. Below is a response to each of these requests.

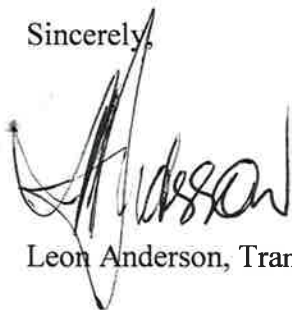
1. The Manual on Uniform Traffic Control Devices (MUTCD) is adopted by reference in accordance with title 23, United States Code and Code of Federal Regulations as the national standard for designing, applying, and planning traffic control devices. As such, the District of Columbia adopted the MUTCD as the official standard for traffic signs, traffic signals, pavement markings, and traffic control devices in the District of Columbia. The MUTCD provides that the decision to install a traffic control device, including all-way stops, must be based on the findings of an engineering study. To this end, DDOT will continue to examine intersections for potential traffic safety improvements, including all-way stop configuration, on a case by case basis when we receive traffic safety assessments for those intersections specifically. These Safety Investigation Forms allow constituents to provide details on the issues at the intersections, rather than request a safety measure, such as a traffic control device. Our program analyst for community engagement in Ward 6 will follow up with you to assist with the submission of Traffic Safety Investigation forms that will start the process of conducting engineering studies to remedy the issues at problematic intersections in Ward 6.
2. DDOT will not proactively examine and report back to the commission intersections not designated as local/local that would be good candidates for conversion to all-way stops. As discussed in Response 1 above, each intersection would require a separate engineering study which is infeasible at this time. We will continue to examine intersections for potential traffic safety improvements, including all-way stop configuration, when we receive traffic safety assessments for those intersections specifically.

3. Attached on pages 3-5 of this document is a response to the request for all-way stop configuration at the intersection of 14<sup>th</sup> Street and A Street NE.
4. Attached on pages 6-7 of this document is a response to the request for all-way stop configuration at the intersection of 13<sup>th</sup> Street and I Street NE.

We have included all-way Stop control pamphlet from the Federal Highway Administration that provided more information on all-way stop controls.

Thank you, and please let me know if you have any other questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Leon Anderson". The signature is stylized and somewhat cursive, with a large initial "L" and "A".

Leon Anderson, Transportation Safety Manager

CC: Jennifer DeMayo, Constituent Services – Councilmember Charles Allen  
Mikaela Ferrill – Mayor’s Office of Community Relations and Services (MOCRS)  
Tyler Williams – Mayor’s Office of Community Relations and Services (MOCRS)

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Thank you for your request for an All Way STOP Control (AWSC) **at the intersection of 14th Street and A Street, NE**. This letter summarizes the results of a traffic engineering study conducted by the District Department of Transportation (DDOT) to determine the eligibility of installing this type of traffic control at the subject intersection. The study findings are presented below, along with steps DDOT will be taking to improve safety at the intersection.

### *Basis of Study*

The federal standard on traffic control devices, the Manual on Uniform Traffic Control Devices (MUTCD, 2009), provides that Multi-Way (All-Way) STOP Control can be useful as a safety measure at intersections if certain traffic conditions exist. However, it should not be used indiscriminately. The 2009 MUTCD guidelines require that a traffic engineering study be performed before an All-Way STOP Control is installed at an intersection. DDOT's traffic engineering evaluation of the intersection was conducted utilizing criteria outlined in the MUTCD, as well as other nationally-recognized standards, including guidance from the Institute of Transportation Engineers (ITE), the Federal Highway Administration (FHWA), and engineering judgment.

Factors considered in this evaluation include traffic volumes at the intersection, speeding characteristics, crash statistics, roadway geometry, location of pedestrian generators (including schools), and general traffic control conditions at the intersection. Field investigations and observations were conducted at different times on typical weekdays.

### *Study Findings*

The investigation of current intersections conditions, as well as a thorough review of all the data collected and gathered, resulted in the following findings:

- Per the District of Columbia's 2016 Functional Classification System, 14<sup>th</sup> street, NE is classified as **collector road** while A Street, NE is classified as a **local road** at the study intersection.
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- Fourteenth Street, NE is a one-way street which runs in the southbound direction, approximately 30 feet wide (curb to curb) with dedicated on-street parking on both sides and a dedicated bicycle lane.
- A Street, NE is a bi-directional street which runs from east to west, approximately 28 feet wide (curb to curb) with on-street parking on both sides.
- Traffic on 14<sup>th</sup> Street, NE is uncontrolled; however, traffic volume traveling eastbound and westbound on A Street, NE are controlled by STOP signs.
- The results from peak-hour turning movement counts, conducted on November 28<sup>th</sup>, 2018 show the following:
  - Fourteenth Street, NE had peak-hour traffic volume of approximately 308 units of traffic per hour (uph) during the AM and 319 uph during the PM. These volume units include 32 and 15 pedestrians crossing 14<sup>th</sup> Street, NE in the AM and PM peak hours, respectively.
  - A Street, NE had peak-hour traffic volumes of 88 uph during the AM and 69 uph during the PM peaks. These volume units include 36 and 24 pedestrians crossing A Street, NE in the AM and PM peak hours, respectively.
- One (1) crash was reported at the study intersection over the past 12 months.
- The available Stopping Sight Distance (SSD) for the available SD for the eastbound approach right-turn and westbound approach left-turn maneuvers met the minimum AASHTO criteria of 150 feet.
- There are four (4) existing crosswalk pavement markings at the study intersection. The pavement surface on the southbound approach of the intersection is in good condition and the pavement surface and markings on the eastbound and westbound approaches are also in good condition.

Based on these findings, the operating conditions at the intersection of 14<sup>th</sup> Street and A Street, NE **do not** meet the criteria stipulated by federal standards for the installation of a Multi-Way STOP Control for the following reason:

- Based on peak hour observations, the study intersection does not meet the minimum required volume threshold levels of at least 300 units per hour for eight (8) hours on one roadway, and conflicting traffic of 200 per hour for the same hours on the other roadway.
- Multi-Way STOP control is used where the volumes of traffic on the intersecting roads are approximately equal. At this intersection, the volume on 14<sup>th</sup> Street (a collector road) is approximately four times more than the volume on A Street (a local street).

Numerous ITE and FHWA studies have shown that **stop compliance and safety decreases with the installation of All-Way STOP Control when the federal guidelines are not**

**followed, and the warrants are not met.** For this reason, DDOT will not install this type of control at the intersection.

However, DDOT recommends installation of additional traffic safety improvement signs shown below:

- Install four missing signs “DC LAW STOP FOR PEDESTRIAN IN CORSSWALK” with arrow at NE and SE corner of the intersection.
- Install one speed limit “25MPH” sign along 110 blocks of 14<sup>th</sup> Street, NE.

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Thank you for your request for an All Way STOP Control (AWSC) **at the intersection of 13<sup>th</sup> Street and I Street, NE**. This letter summarizes the results of a traffic engineering study conducted by the District Department of Transportation (DDOT) to determine the eligibility of installing this type of traffic control at the subject intersection. The study findings are presented below, along with steps DDOT will be taking to improve safety at the intersection.

### *Basis of Study*

The federal standard on traffic control devices, the *Manual on Uniform Traffic Control Devices* (MUTCD, 2009), provides that Multi-Way (All-Way) STOP Control can be useful as a safety measure at intersections if certain traffic conditions exist. However, it should not be used indiscriminately. The 2009 MUTCD guidelines require that a traffic engineering study be performed before an All-Way STOP Control is installed at an intersection. DDOT's traffic engineering evaluation of the intersection was conducted utilizing criteria outlined in the MUTCD, as well as other nationally-recognized standards, including guidance from the Institute of Transportation Engineers (ITE), the Federal Highway Administration (FHWA), and engineering judgement.

Factors considered in this evaluation include traffic volumes at the intersection, speeding characteristics, crash statistics, roadway geometry, location of pedestrian generators (including schools), and general traffic control conditions at the intersection. Field investigations and observations were conducted at different times on typical weekdays.

### *Study Findings*

The investigation of current intersections conditions, as well as a thorough review of all the data collected and gathered, resulted in the following findings:

- Per the District of Columbia's 2016 Functional Classification System, 13<sup>th</sup> Street is classified as a collector road while I Street, NE is classified as a local road at the study intersection.
- Thirteenth Street, NE is a bi-directional street which runs in the north-south direction, approximately 33 feet wide (curb to curb) with on-street parking on both sides.
- I Street, NE is a one-way street running in the eastbound direction, approximately 28 feet wide (curb to curb) with on-street parking on both sides.
- Traffic on 13<sup>th</sup> Street, NE is uncontrolled; however, traffic volume traveling eastbound on I Street, NE is controlled by a STOP sign.

- The results from peak-hour turning movement counts, conducted on July 30<sup>th</sup>, 2019 show the following:
  - Thirteenth Street, NE had peak-hour traffic volume of approximately 209 units of traffic per hour (uph) during the AM and 276 uph during the PM. These volume units include 35 and 32 pedestrians crossing 13<sup>th</sup> Street, NE in the AM and PM peak hours, respectively.
  - I Street, NE had peak-hour traffic volumes of 87 uph during the AM and 209 uph during the PM peaks. These volume units include 35 and 64 pedestrians crossing I Street, NE in the AM and PM peak hours, respectively.
- No crash was reported at the study intersection over the past 12 months.
- The available Sight Distance (SD) for the eastbound approach right and left-turn maneuvers did not meet the minimum AASHTO criteria of 150 feet.
- There are four (4) existing crosswalk pavement markings at the study intersection which are in good condition. The STOP bar located on the eastbound approach of I Street, NE is also in good condition.

Based on these findings, the operating conditions at the intersection of 13<sup>th</sup> Street and I Street, NE **do not** meet the criteria stipulated by federal standards for the installation of a Multi-Way STOP Control for the following reason:

- Multi-Way STOP control is used where the volumes of traffic on the intersecting roads are approximately equal. At this intersection, the volume on 13<sup>th</sup> Street, NE (a collector) is approximately two times more than the volume on I Street, NE (a local street).
- Based on peak hour observations, the study intersection does not meet the minimum required volume threshold levels of at least 300 units per hour for eight (8) hours on the major roadway and the conflicting traffic of 200 per hour for the same hours on the minor roadway.

Numerous ITE and FHWA studies have shown that **stop compliance and safety decreases with the installation of All-Way STOP Control when the federal guidelines are not followed and the warrants are not met.** For this reason, DDOT will not install this type of control at the intersection. However, DDOT will perform following improvement to enhance traffic safety for all roadway users at the study intersection:

- Move the existing parking restriction signs located on both sides of the northbound approach, 45 feet south from their current position.
- Install a “STOP AHEAD” (W3-1) sign on the eastbound approach of I Street, NE.
- Install high visible crosswalk at this intersection.