

AGENDA

ANC 6A Transportation & Public Space Committee Meeting
Capitol Hill Towers, 900 G Street NE
Monday, January 27, 2020 at 7:00 pm

- I. Call meeting to order
- II. Introductions & Announcements (5 minutes)
- III. Community Comment (5 minutes)
- IV. New Business
 - A. Request for ANC support for 2020 Capitol Hill Classic 10K, 3K, and Fun Run, May 17, 2020, from Roberta Stewart, Outreach Chair - (45 minutes)
 - B. Comprehensive Plan comments plus request for ANC endorsement of Comprehensive Plan comments from Capitol Hill Village - (40 minutes)
 - C. Public Space Construction Permit application #343819 at 1518 North Carolina Ave. NE - driveway through public space. - (20 minutes)
- V. Old Business
 - A. As time permits, development of course of action in response to DDOT's response to ANC request for four-way stops at all local-local intersections in ANC 6A. *see attached* (15 minutes)
- VI. Community Comment (time permitting)
- VII. Adjourn meeting

NOTE: The text of the current 2006 Comprehensive Plan is shown in black; OP's new proposed text is in underlined bold black font; OP's strikethroughs are in ~~red~~. Capitol Hill Village (CHV) enumerated comments for proposed revisions to the Plan are in *blue italic font*, and CHV proposed changes to either existing Plan text or OP's proposed draft amendments are in bold underlined blue font

Comprehensive Plan Introduction Element
Capitol Hill Village (CHV) Comments
Land Use Element
Capitol Hill Village (CHV) Comments

309.6 *CHV suggests several revisions to the discussion of what makes a good neighborhood and proposes recognition of a broader range of diversity.*

309.6 What Makes a Great Neighborhood?

A successful neighborhood should create a sense of belonging, civic pride, and a collective sense of stewardship and responsibility for the community's present and future among all residents. Indeed, a neighborhood's success must be measured by more than the income of its residents or the size of its homes. Building upon the~~In~~ 2004, "A Vision for Growing an Inclusive City" identified essential physical qualities that all neighborhoods should share. These included:

- Transportation options for those without a car, including convenient bus service, car sharing, bicycle facilities, and safe access for pedestrians;
- Easy access to shops and services meeting day-to-day needs, such as child care, groceries, and sit-down restaurants;
- Housing choices, including homes for renters and for owners, and a range of units that meet different needs of the community;
- Safe, clean public gathering places, such as parks and plazas—places to meet neighbors, places for children to play, and places to exercise or connect with nature;
- Quality public services, including police and fire protection, high-quality, safe and modernized schools, health services, and libraries and recreation centers that can be conveniently accessed ~~(though not necessarily located within the neighborhood itself)~~;
- Distinctive character and a "sense of place", defined by neighborhood architecture, visual landmarks and vistas, streets, public spaces, and historic places;
- Evidence of visible public maintenance and investment—proof that the city "cares" about the neighborhood and is responsive to its needs; and
- A healthy natural environment, with street trees and greenery, and easy access to the city's open space system.

The understanding of what makes a great neighborhood has evolved, particularly in terms of addressing social equity, advancing sustainability, and building community resilience to everyday challenges as well as environmental and manmade disasters. Where a resident lives - their neighborhood - remains one of the greatest predictors of individual health and economic outcomes. To achieve inclusive growth, neighborhood success must not only include achieving the desired physical characteristics but also ensuring that every community plays a part in supporting investment and development that advances

NOTE: The text of the current 2006 Comprehensive Plan is shown in black; OP's new proposed text is in underlined bold black font; OP's strikethroughs are in ~~red~~. Capitol Hill Village (CHV) enumerated comments for proposed revisions to the Plan are in *blue italic font*, and CHV proposed changes to either existing Plan text or OP's proposed draft amendments are in bold underlined blue font

neighborhood vitality, growth, and economic mobility, and increases access, equity, and where appropriate, jobs. ~~A neighborhood's success must be measured by more than the income of its residents or the size of its homes. A successful neighborhood should create a sense of belonging and civic pride, and a collective sense of stewardship and responsibility for the community's future among all residents.~~

Today, we recognize that great neighborhoods include racially, socially, and physically diverse residents and offer access to support services for those who have special needs, such as seniors who are becoming frail and others with disabilities. The positive elements that create the identity and character of each neighborhood should be preserved and enhanced. ~~enhanced in the future.~~ 309.6

Transportation Element Capitol Hill Village (CHV) Comments

1. *Nomenclature. Capitol Hill Village, a neighborhood-based "senior village" with over 500 older adult members, endorses the substitution of "older adult" for "elderly" throughout the Element.*
2. *410.6 Policy T-2.4.2: Pedestrian Safety. Capitol Hill Village supports the policy that addresses pedestrian safety and endorses the proposed additions of additional types of pedestrian safety devices and approaches to 410.6 Policy T-2.4.2.*
3. *410.8 Policy T-2.4.4: Sidewalk Obstructions. CHV endorses this policy with the proposed change in nomenclature.*
4. *411.15. Action T-2.5.A: Maintenance Funds. CHV urges the city to improve sidewalk lighting in neighborhoods and to maintain sidewalks to reduce tripping hazards. This would make walking safer both from helping prevent injuries and increasing personal security. Specifically, we recommend revision of 411.15 as follows:*

411.15. Action T-2.5.A: Maintenance Funds.

Provide sufficient funding sources to maintain, and repair the District's system of sidewalks, streets and alleys, including its street lights and traffic control systems, bridges, street trees and their roots, and other streetscape improvements. 411.15

5. *After 410.14, CHV proposes a new action item as follows:*

NEW. Action T-2.4 G Pedestrian oriented street lighting.
Develop a program in coordination with the Metropolitan Police to prioritize improving pedestrian oriented lighting of sidewalks.

Parks, Recreation and Open Spaces Element Capitol Hill Village (CHV) Comments

Capitol Hill Village is pleased that the Draft Comprehensive Plan recognizes the value and need for city parks and recreational programs for older citizens. Such programs are important for seniors who without recreation and leisure activities can become socially isolated which is detrimental to their overall health.

1. *805.4 NEW. Need for improved data collection. CHV endorses this new section on data driven programming as recommended by OP.*

NOTE: The text of the current 2006 Comprehensive Plan is shown in black; OP's new proposed text is in **underlined bold black font**; OP's strikethroughs are in ~~red~~. Capitol Hill Village (CHV) enumerated comments for proposed revisions to the Plan are in *blue italic font*, and CHV proposed changes to either existing Plan text or OP's proposed draft amendments are in **bold underlined blue font**

2. **809.12 NEW Action PROS 2.1.C: Parks Restroom Inventory.** CHV strongly endorses this proposed new inventory.

3. **809.12 NEW. Action PROS-2.1F: Action PROS-2.2L.** Capitol Hill Village believes that despite good steps forward, the Parks and Recreation Element should be strengthened with regard to addressing the recreational and leisure needs of DC's older residents. Accordingly, CHV recommends the following two new action items that we believe are appropriate to the Comprehensive Plan and necessary to meet the needs of aging residents.

a. **809.12 NEW Action PROS-2.1F: Integrating Needs of Seniors into Plans. The Parks Master Plan and Master Plans for Individual Parks, as appropriate, should include the following for older adult**

- **Recreation Center programming for older adults during the summer months.**
- **Indoor facilities to include walking tracks so older adults can continue their walking programs in rainy and cold weather.**
- **Benches be placed along side pedestrian paths every 1/8 of a mile.**

b. **809.12 NEW Action PROS-2.2L Enhancing effectiveness of programming for Older Adults. Work with Senior Villages and other non-governmental organizations to determine how community-based organizations can enhance the effectiveness of older adult recreational programs.**

4. **810. 7 Policy PROS-2.2.3: Program Diversity.** CHV endorses the policy on program diversity and the recognition of Senior Villages. As we have in our review of other elements, we recommend a footnote that explains what senior villages are and where to get more information. We also believe this section would be strengthened by referring to "community based organizations" of which Senior Villages are one.

810. 7 Policy PROS-2.2.3: Program Diversity . Provide diverse recreation activities **to promote healthy living** for persons of all ages and cultural backgrounds, distributed equitably in all parts of the city. Coordinate **activities and offerings** with other service providers, including DC Public Schools, and **community-based organizations, such as "Senior Villages",** to maximize the effectiveness of service delivery and minimize redundancy. 810.7

* **A Senior Village is a neighborhood-based organization that relies largely on volunteers to design and conduct social, wellness, and educational programs and to provide volunteer services such as transportation, errand running, and light household maintenance with the purpose of helping older adults remain in their own homes as long as possible. More information about this nationwide movement can be found at the Village to Village Network website: <https://www.vtvnetwork.org/>.**

5. **810.8. Policy PROS-2.2.4 Data-Driven Programming.** CHV endorses this new proposal.

NOTE: The text of the current 2006 Comprehensive Plan is shown in black; OP's new proposed text is in **underlined bold black font**; OP's strikethroughs are in ~~red~~. Capitol Hill Village (CHV) enumerated comments for proposed revisions to the Plan are in *blue italic font*, and CHV proposed changes to either existing Plan text or OP's proposed draft amendments are in **bold underlined blue font**

6. 810.9 Policy PROS-2.2.56 Special Needs. *CHV endorses the following which includes significant and welcome new policy, but we urge recognition of the special needs of older residents, many of whom remain active and do not have disabilities:*

810.9. Policy PROS-2.2.56: Special Needs

Increase efforts to meet the needs of special **underserved** population groups, particularly **older residents and** persons with disabilities. Provide "barrier free" access by modifying existing facilities to accommodate the needs of the disabled **and modifying existing indoor and outdoor facilities and parks to accommodate the needs of people with disabilities.** **Explore the use of alternative participation styles and formats in the program curriculum so that activities can be easily adjusted to allow people with disabilities and other special needs to participate.** 810.9

Urban Design Element Capitol Hill Village (CHV) Comments

More than perhaps other segments of society, older adults need to have safe sidewalks and walking trails with places to sit and rest. They also need access to safe and clean public restrooms. The effects of the Urban Design Element not only address the needs of DC's older citizens but also the needs and comfort of the hundreds of thousands of older tourists who come here each year.

1. *CHV endorses without change the following new proposed Actions:*

- **NEW Action UD-2.1.B: Standards for Street Furniture**

Produce standards for street furniture in public space, such as benches, trash cans, and bike racks, that designate spacing, layout, and other characteristics that promote socialization and interaction, as well as public health and wellbeing.

- **New Action UD-2.1D Public Restrooms in Streetscapes**

When designing and upgrading streets and sidewalks in commercial areas, investigate opportunities to install attractive, clean, safe standalone public restrooms that are accessible at all hours.

2. *CHV endorses, with a proposed addition, the following new policy on neighborhood streetscapes:*

NEW Policy at UD-2.1.2: on Neighborhood Streetscapes Neighborhood streetscapes should be designed to visually reflect the character and level of intensity of the adjacent land uses. For instance, narrow sidewalks may be appropriate for narrow streets with low-scale buildings, while sidewalks with more trees and vegetation may be appropriate for large-scale developments. **Pedestrian oriented lighting should be designed to enhance walking thoroughfares to public transportation hubs as well as visually reflect the character of neighborhood.**

CAPITOL HILL PLANNING AREA ELEMENT Capitol Hill Village(CHV) Comments

1. **NEW** Table 15.1. *The proposed title should be corrected to read* 15.1 Capitol Hill **Planning Area** at a Glance.

NOTE: The text of the current 2006 Comprehensive Plan is shown in black; OP's new proposed text is in **underlined bold black font**; OP's strikethroughs are in ~~red~~. Capitol Hill Village (CHV) enumerated comments for proposed revisions to the Plan are in *blue italic font*, and CHV proposed changes to either existing Plan text or OP's proposed draft amendments are in **bold underlined blue font**

2. **1507. See Introduction for Summary of Community Engagement.** *CHV has not been able to find this summary. Queries to OP on this have not been answered. As a result, CHV is uncertain of how our 2017 recommendations were treated in this Draft Amendment..*
3. 5. 1508.13 Policy CH-1.1.12 RFK Stadium Area. *The lands and resources around RFK stadium and the Reservation 13 site provide an unprecedented opportunity to build an innovative, multi-generational neighborhood that serves families and older adults with a full range of incomes, including those needing long-term care services. Reservation 13 is a large site that de facto will become a major new neighborhood. It will need coordinated public services, housing, retail, and space for recreation. The Comprehensive Plan should recommend a creative mixture of housing for a range of income levels, and long-term care facilities for a range of income levels and intergenerational inter-action. Implementing the Reservation 13 Master Plan offers the District an unparalleled opportunity to innovate and to become a model for the integration of older persons and long-term care into a thriving multi-generational and multi-income neighborhood.*

CHV also believes that development of the RFK and Reservation 13 sites offers excellent opportunities for coordinated planning for recreation, parkland, and mitigation of negative effects of heavy traffic in the area. While we support environmentally appropriate development of the waterfront and adjacent open space in a manner that provides access to the neighbors, we also believe that the shoreline and parklands should be equally available to DC residents of all ages and physical condition and from all city neighborhoods. We also recommend that OP add an additional sentence to 1508.13 which would give preference to maintaining more natural landscapes along the River, over highly developed landscapes.

Our proposed revisions to this section follow:

1508.13 Policy CH-1.1.12 RFK Stadium Area. **RFK Stadium and the surrounding area are currently leased by the DC Government from the National Park Service, with the restriction that development be limited to sports, recreation and entertainment. The lease expires in 2026, but the District has initiated a process to transfer the land from the Park Service to the District. Restricting the use of the land to sports and recreation, if not entertainment uses, is consistent with preferences of adjacent neighbors and residents of the wider Planning Area.** Provide improved buffering and ~~landscaping~~ **landscape** screening along 19th Street and elsewhere in the vicinity of RFK Stadium in order to reduce the effects of noise, dust, vibration, and air pollution on the adjacent Hill East community. Work collaboratively with the National Park Service, **District agencies, Events DC**, and National Capital Planning Commission on long-range plans for the stadium and adjacent parkland and parking lots. **The highly successful project, the Fields at RFK Campus, offers a model for how Events DC can collaborate with the neighborhood and other stakeholders.** Waterfront open space in this area should be retained and improved for the benefit of **all DC residents as well as adjacent Hill East, Kingman Park, and Rosedale residents.** Improvements should **include the creation, and maintenance, of a pedestrian and cyclist shoreline access path, and well-designed public spaces. Recreational and green spaces should include features for people with disabilities or for aging adults. Reduce the amount of land occupied by surface parking and maximize activity along the waterfront.**

Give preference to retaining the natural character of the landscape along the shoreline while allowing access to enjoy the river and its shoreline. See also 1514.8 Reservation

NOTE: The text of the current 2006 Comprehensive Plan is shown in black; OP's new proposed text is in **underlined bold black font**; OP's strikethroughs are in ~~red~~. Capitol Hill Village (CHV) enumerated comments for proposed revisions to the Plan are in *blue italic font*, and CHV proposed changes to either existing Plan text or OP's proposed draft amendments are in **bold underlined blue font**

13 Parkland and ~~**See the Urban Design Element for additional policies related to parks and open space.**~~ 1508.13

6. 1509.6 Policy CH-1.2.6: Improved Park and Recreation Services. *CHV is very pleased that OP has endorsed our proposal for triangle park improvements throughout the Capitol Hill Planning Area, as these little parks are very popular with older residents.*
7. 1514.8 Reservation 13 Parkland. *Capitol Hill Village is concerned that this section calls for a "grand" waterfront park, albeit one designed for resilience to flooding, etc. Such a goal connotes a highly built out park which is inconsistent with the desires of neighbors and other residents of the Planning Area to maintain a more natural approach to accessing and enjoying the waterfront. CHV recommends this the word "grand" be removed and a cross reference to 1508.13 be added as follows:*

1514.8 Reservation 13 Parkland. Create new waterfront parklands and green spaces at Reservation 13, including a ~~grand~~ waterfront park that is designed both for recreation and **designed for resilience to flooding, and that includes** recreational trails along the waterfront, smaller neighborhood parks and open spaces within the site, and tree-lined pedestrian streets. **See also 1508.13, Policy CH-1.1.12 RFK Stadium.** 1514.8

8. **NEW 1514.12 Action CH-2.4.A:** *The Reservation 13 development will create a major new neighborhood. Accordingly, the city must devise a community-based land-use plan to determine the public services, facilities, and infrastructure needed to serve this new neighborhood. CHV believes this can be done within the context of implementing the Master Plan; however, if the Comprehensive Plan fails to specifically require consideration of land uses and services, facilities, and infrastructure, the Village wants to ensure that this level of community engagement is not overlooked in the process. Accordingly, CHV proposes that OP revise this action item by adding the following to the proposed text as follows:*

1514.12, **Action CH-2.4A:**~~Hill East/~~ Reservation 13 Master Plan. Implement the Hill East/Reservation 13 Master Plan, including the Massachusetts Avenue extension and the creation of new waterfront parks. ~~Upon transfer of the land from federal to District control, the site should be rezoned to achieve the Master Plan objectives.~~ **Explore the need for building a recreation/senior center/library in Reservation 13. Explore creating senior recreation spaces that include indoor walking opportunities. Coordinate this study with Events DC to determine if any of these recreational needs can be met through development of the RFK Stadium site. Specifically consider developing an adult day care facility on Reservation 13 that can serve at least 50 people per day (approximately 9000 square feet) Study the feasibility of repurposing the historically significant Anne Archbold Hall for senior-oriented health services to include hospice, rehabilitation, adult day care, and memory care services .** 1514.2

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 17th, 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 14th and A Streets NE and (4) 13th and I Streets NE both be converted to all-way stops. Below is a response to each of these requests.

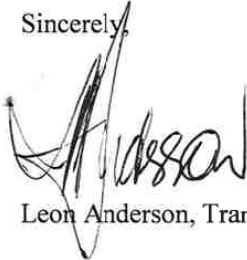
1. The Manual on Uniform Traffic Control Devices (MUTCD) is adopted by reference in accordance with title 23, United States Code and Code of Federal Regulations as the national standard for designing, applying, and planning traffic control devices. As such, the District of Columbia adopted the MUTCD 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 14th 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 13th 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", written over a horizontal line.

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)

Government of the District of Columbia

Department of Transportation



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 intersection 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, 14th street, NE is classified as **collector road** while A Street, NE is classified as a **local road** at the study intersection.
-

- 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 14th 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 28th, 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 14th 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 14th 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 14th 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 CROSSWALK” with arrow at NE and SE corner of the intersection.
- Install one speed limit “25MPH” sign along 110 blocks of 14th Street, NE.

Government of the District of Columbia

Department of Transportation



Thank you for your request for an All Way STOP Control (AWSC) **at the intersection of 13th 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 intersection 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, 13th 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 13th 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 30th, 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 13th 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 13th 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 13th 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.