

AGENDA

ANC 6A Transportation & Public Space Committee Meeting

Call-in Number: 1 301 715 8592

Meeting number (access code): 926 8970 9075

For those attending via Zoom: use this link: <https://zoom.us/j/92689709075>

One tap mobile: +16465588656,,92689709075

Public Meeting - All are welcome

Monday, January 25, 2020 at 7:00 pm

- I. Call meeting to order.
- II. Introductions & Announcements (5 minutes)
- III. Community Comment (5 minutes)
- IV. Old Business
 - i. None at this time.
- V. New Business
 - i. Discussion with DDOT of traffic calming options for 1300-1400 block of North Carolina Ave NE and related bike lane connectivity issues as part of C Street NE redesign plans.
 - ii. Status update and discussion with DDOT on pending Traffic Safety Assessments and other critical areas of concern previously identified by the ANC.
 - iii. Additional public space applications if received prior to the meeting.
- VI. Community Comment (time permitting)
- VII. Adjourn meeting



North Carolina Ave NE – 1300 Block Pedestrian Safety & Bike Lane Gap

Monday, January 25th, 2021



Agenda

- Background
- North Carolina Ave NE - Project Vehicle Circulation Overview
- Consideration of Alternatives
- Discussion

Benefits of a Bikeway Network

- **Individual Benefits**
 - Safety
 - Reduced transportation costs
 - Exercise and health
- **Economic Development**
 - Tourism
 - Increases foot traffic/local spending
- **Environmental Benefits**
 - Reduced CO₂ emissions
- **System Management Benefits**
 - Reduced wear and tear
 - Fewer cars on road
- **Resiliency**
 - Bikes keep people & goods moving when other options & systems fail



Why is DC Installing Bicycle Lanes?

2005 Bicycle Master Plan Goals

- 2000: 1% of commute trips by bike ✓
- 2010: 3% of commute trips by bike ✓
- 2015: 5% of commute trips by bike ✓

Sustainable DC goals

- 75% of all trips by walk, bike, transit by 2032
- 150 more bike share stations
- Carbon Neutrality by 2050

Vision Zero Goals

- Zero Traffic Fatalities
- Create safe conditions through design
- Safe & accessible streets for all users



d.c. GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Why Protected Lanes?

ANC 6A FUTURE

ANC 6A TODAY



LOW STRESS
TOLERANCE

HIGH STRESS
TOLERANCE

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

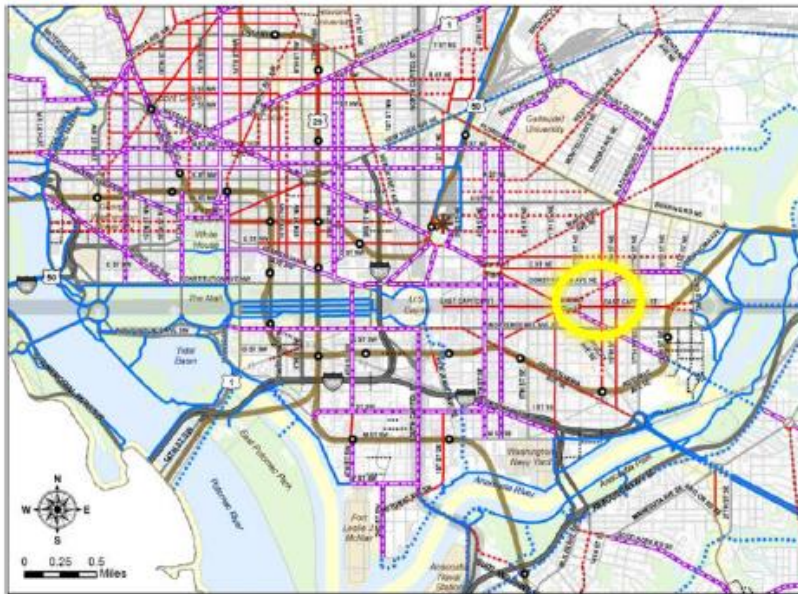
4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



d. DC GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

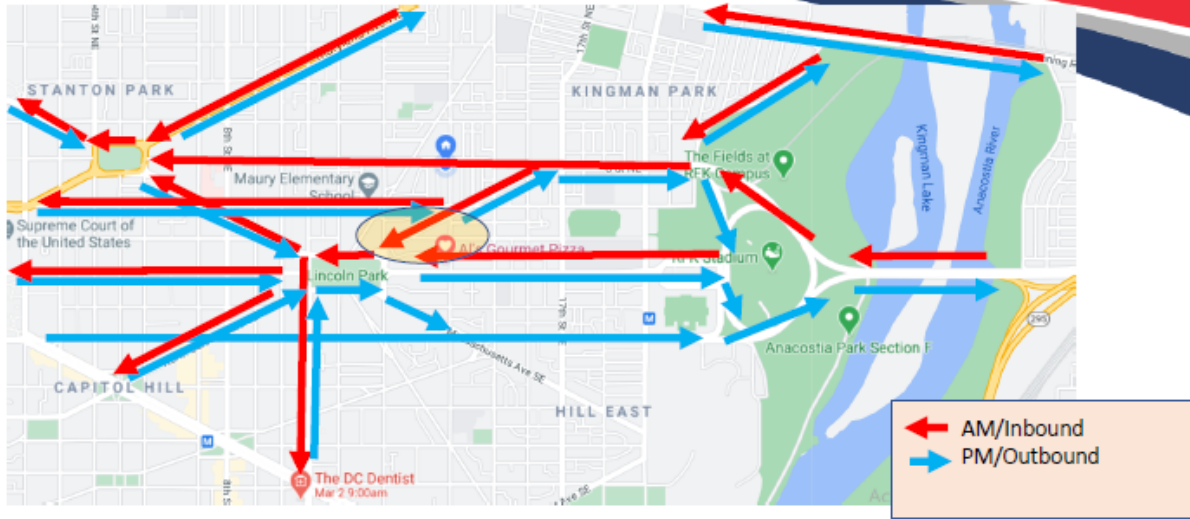
moveDC Bicycle Plan



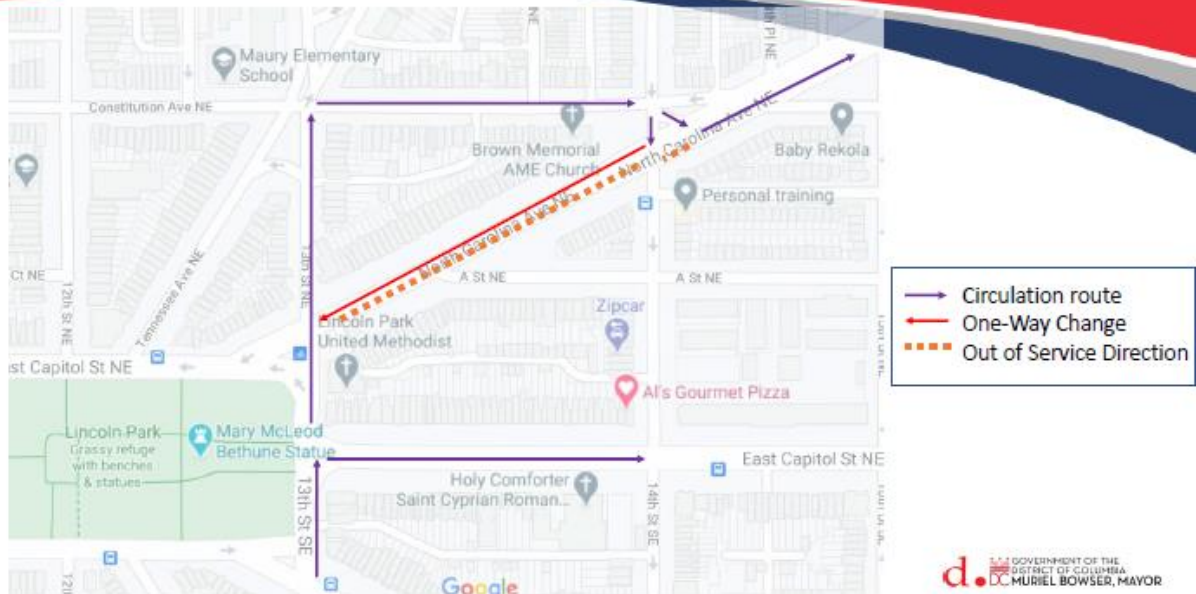
- moveDC Plan Elements (Future)
- Trail
 - Bicycle Lane
 - Cycle Track
 - Street
 - Union Station Improvements

move dc

Macro Area Circulation – AM/PM Flows



Micro Area Circulation – One-Way WB Option



One-Way Concept Circulation – after installation



One Way Concept 1300 blk NC Ave NE

- Maximizes Parking
- Allows for protected or buffered bike lanes
- Some additional complexity for neighborhood circulation
- Eliminates low volume direction
- Eliminated direction fed by NB 13th St NE and WB A St NE
- Recovers Large SE corner at NC & 14th for bumpout/ ped area



North Carolina Ave NE Schedule

- **Concept Planning**

- MoveDC (2013)
- MoveDC Update (2021)

- **Circulation Study (2020)**

- **Preferred Alternatives Design and Engineering**

- Winter/Spring 2021

- **Public Comment Period- 30 business days from NOI**

- March 2021

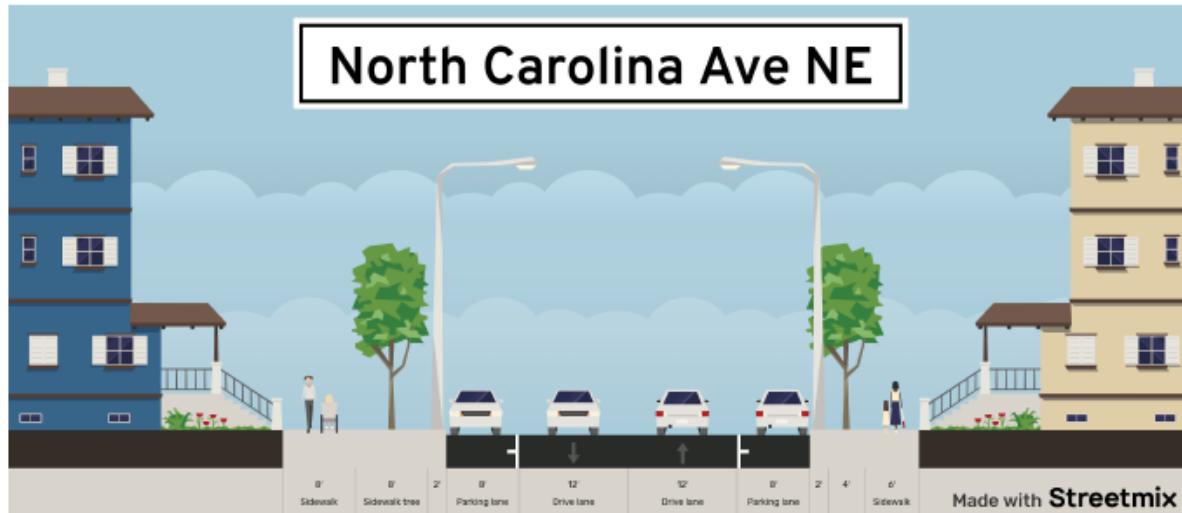
- **Construction**

- Summer 2021

- **C St Project – related**

- Construction start in March 2021 – 1.5 yr construction timeline (estimated)

Existing Conditions



Existing Conditions Summary:

- Missing block on high-volume bike corridor
- Route to/from RFK Fields
- Wider-than recommended travel lanes

Alternative A – 2-Way + PBL / BL

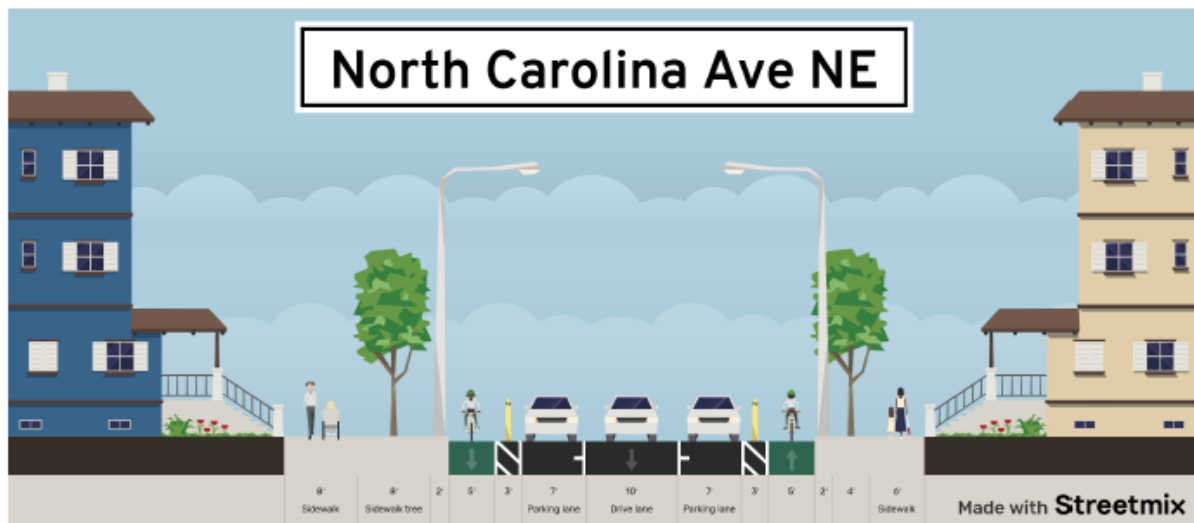


Alternative A Summary:

- Retains 2-way traffic
- South side parking eliminated
- Protected bike lane on North side, regular bike lane on South side



Alternative B – One-Way + PBL

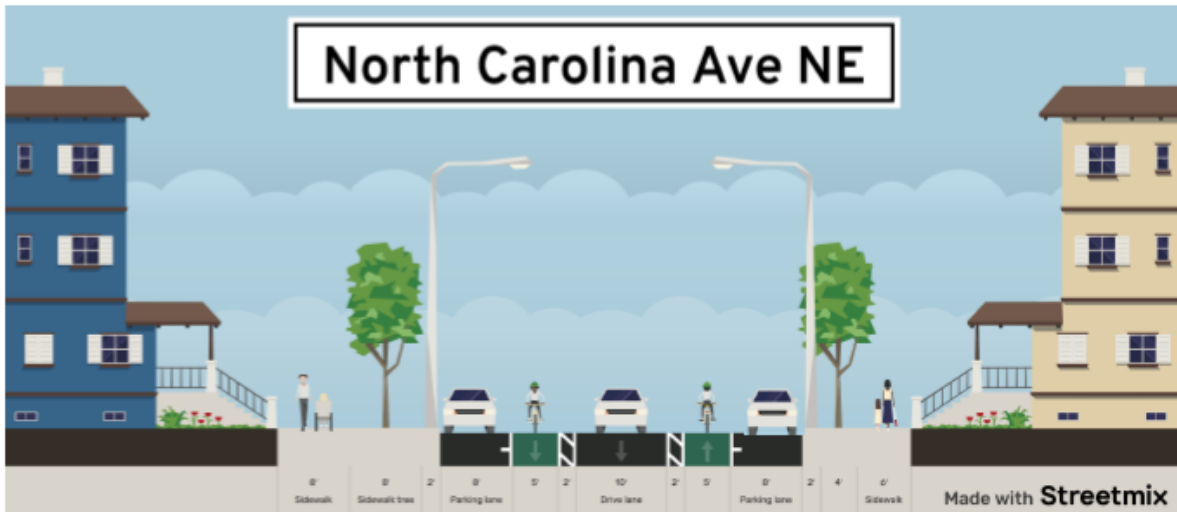


Alternative B Summary:

- Bikeway protected by parked cars - safest
- Additional parking setback at driveways/intersections



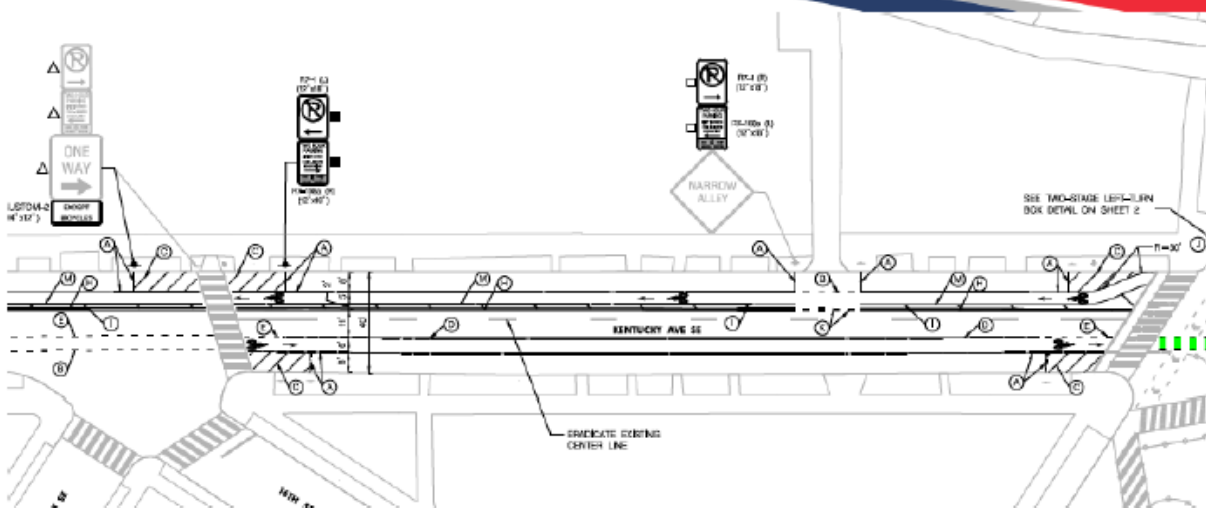
Alternative C – One-Way + Buffered Bike Lane



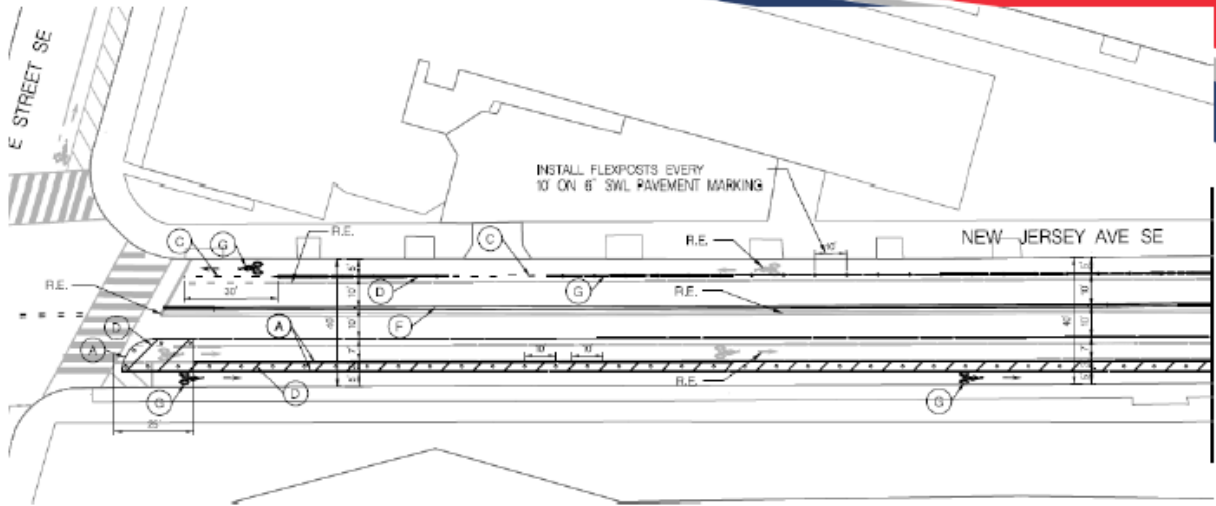
Alternative C Summary:

- Retains curbside parking throughout – adds a bit more on 13th St.
- Provides buffered bike lanes – safer than typical bike lanes
- Retains wider unobstructed cross section – important for events like marathons/ parades/ marching bands

Buffered Bike Lane Example: Kentucky Ave SE



Protected Bike Lane Example: New Jersey Ave SE



NC Corridor sketch marking plan



13th / NC Intersection

- Full time parking on 13th added
- No Right Turn at NC Ave



Alternatives A, B, C Trade-Offs to Consider

Neighborhood Considerations

- Relative need for parking
- Micro-area circulation
- Comfort level with vehicle setbacks

Big Picture

- Contribution to Sustainable DC / MoveDC / Climate Adaptation plans
- Contribution to Vision Zero (eliminating traffic injuries/fatalities citywide)
- Macro-area traffic circulation

Did We Miss Anything?

- What else is important to consider here?
- What is the right balance of tradeoffs between the goals the city is committed to achieving and issues on the ground?

Wrap-Up

DDOT is committed to completing this missing section of the bike network

Please tell us which option you prefer: A, B, or C

We will come back with a more detailed plan following this initial community input

Contact Information

Please reach out with any comments or questions:

Will Handsfield, AICP
DDOT Bicycle Program Specialist
Will.Handsfield@dc.gov

d.

District Department of Transportation

Government of the District of Columbia
Department of Transportation



Traffic Safety Assessment Questionnaire

Name:	[REDACTED]	Date:	12/7/2020
Address:	[REDACTED]: 1310 North Carolina Ave NE; [REDACTED]: 1320 North Carolina Ave NE	Phone:	[REDACTED]
		Email:	[REDACTED]
Signature:			

The purpose of this Questionnaire is for DDOT to gather information about a safety concern in order to perform a Traffic Safety Assessment (TSA). The intent of the TSA process is to ask residents to identify traffic safety concerns, whether along a roadway segment or at an intersection, and focus on the definition of the safety concern(s) rather than on a proposed solution or mitigation measure. Based on the nature of the request, DDOT will determine the type of assessment necessary to investigate the extent of the traffic safety concern.

To begin a Traffic Safety Assessment, please fill out the information below and answer any questions to the best of your ability. If necessary, please attach additional pages. In addition, please attach a letter of support from your ANC Commissioner, Councilmember's Office, or representative from the Mayor's Office of Community Relations.

Once completed, please submit this form to DDOT via the address provided below, or you can email the form to traffic.safety@dc.gov.

District Department of Transportation
Customer Service Clearinghouse
55 M Street SE – 7th Floor
Washington, DC 20003

If you have any questions, please contact DDOT at 202-673-6813. Thank you.

Version 1.01, updated May 2019

Questions	
<p>Location of requested investigation: Define geographic boundaries as clearly as possible (400 block of A Street NE, intersection of 1st Street & B Street NW, etc.)</p> <p>Is this location near an existing construction project? If yes, please provide the name and location of the project and any construction-related concerns.</p>	<p>1300 block of North Carolina Ave NE and 1300 block of A Street NE (western portion of A St NE in particular)</p>
<p>Safety concerns: Provide a detailed description of the problems observed in the area of investigation (vehicle crashes, speeding, pedestrian safety, bicycle safety, unable to cross the street, hard to see cross-traffic, etc.)</p> <p>For intersection-related concerns, please include the type of intersection:</p> <ul style="list-style-type: none"> • 1 or 2-way STOP control • All-way STOP control ▪ Traffic signal 	<ul style="list-style-type: none"> • Speeding, especially westbound in the mornings • Fast turns into very exposed crosswalk by cars going from North Carolina onto A Street eastbound • Cars going into crosswalk in order to make R or L turns from A street onto North Carolina, because of poor visibility • Hit and runs into parked cars • Families / children crossing from North Carolina and A Streets to triangle park at midpoint, without a crosswalk, because block is so long • No separate lane(s) for bicycles, which use the street frequently • Drivers run red right-signal turn at 13th and North Carolina • Slip lane at 13th and North Carolina, even with green arrow light control makes for very fast turns (and frequent light running)
<p>Days and time when safety concerns are the worst: Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>	<ul style="list-style-type: none"> • Morning peak and pre-peak • Weekday evenings • Bulk of traffic (would be good to have volume study) is westbound
<p>Are there existing traffic calming features on the block? This includes speed humps, rumble strips, etc.</p>	<p>No. The 1300 block of North Carolina is also an especially long block. The length and width of the segment allows drivers to pick up speed. The road needs to be engineered to slow drivers.</p>
<p>Describe neighborhood uses: Such as residential area, retail area, school zone, recreation center, community center, etc.</p>	<p>Proximity to two triangle parks at North Carolina and 14th and another one at A street. Both parks are frequented by children and caregivers. Also near Lincoln Park and within a two block radius of a school--Maury Elementary-- and two churches with lots of senior church attendees and senior residents.</p>

<p>Describe multi-modal facilities: Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?</p>	<p>Lacks bike facilities. Currently the design for C St NE and the protected bike lane will end at 14th St NE, dumping people on bikes into a high speed segment on 1300 North Carolina NE. Please consider a plan to connect the bike lane west of 14th on North Carolina to the bike lane at East Capitol around Lincoln Park. A bike lane would also help to narrow the roadway and help to slow traffic. Sidewalks and crosswalks at 14th/NC are in good shape. Crosswalks at 13th need updating. There is a bike share station located at 13th and North Carolina/East Capitol so a connected bike lane would be very much appreciated.</p>		
<p>Vehicle types: Is the concern about commuter traffic in cars? Is there a high volume of trucks, perhaps due to nearby construction? What about buses?</p>	<p>This is currently a major route for vehicles coming across the East Capitol Bridge and headed into downtown. Drivers speed to catch the green light at 13th St. going westbound; they speed to catch the green light at 14th street going eastbound.</p>		
<p>Have you previously contacted DDOT about your concerns? Please include name(s) and department(s) if possible. If you have already contacted 311, please provide the service request number.</p>	<p>Our ANC has previously requested automated speed cameras in this block as well as improvements to the intersection at 13th, to include a crosswalk on the south side of the intersection.</p>		
<p>Any other information you would like to share?</p> <p>Speed humps and/or raised crosswalks, including a mid-block crosswalk to allow pedestrians to cross to the triangle park would help to slow drivers-- this would have to be a well signaled and raised crosswalk in order to work.</p> <p>We would also welcome creative solutions to slowing vehicle traffic on this block, including by painting parking boxes, adding a protected bike lane and other solutions to narrow the roadway and slow drivers. Any such efforts should also minimize the loss of parking, but we recognize that safety is of paramount concern. In 2019, two cars were hit by a speeding driver (Police report No. 19-024-343) on the block. Then in 2020, two cars were hit by a speeding driver in the early hours of 10:30 pm, December 2, 2020 Police report Number 20171830.</p>			
<p>For DDOT Use Only</p>			
Date Received:		Service Request Number:	
Letter of Support Attached?	YES / NO		
Name:		SMD/Ward:	
Contact Info:			



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



March 22, 2019

Mr. Jeffrey Marootian, Director
District Department of Transportation
55 M Street, SE, Suite 400
Washington, DC 20003

Re: ANC6A Request for Traffic Safety Investigations

Dear Director Marootian,

At a regularly scheduled and properly noticed meeting¹ on March 14, 2019, our Commission voted 8-0 (with 5 Commissioners required for a quorum) to request that DDOT conduct traffic safety investigations in the following areas identified by our Commission as dangerous for all users, including drivers, cyclists and pedestrians. The items below include the location, issue(s) of concern and suggested remedies, where appropriate.

1. 15th St. NE between East Capitol St. & C St. NE. Speeding and difficulties related to the layout of the intersection at C St. Suggest bulbouts/curb extensions, no right on red at North Carolina and 15th and increased visibility and striping of crosswalks.
2. Intersection of East Capitol St., Massachusetts Ave. & 11th St. NE. Confusing traffic pattern and signage contributing to problems that extend to 1100-1200 blocks of East Capitol, 1000 block of Massachusetts, and unit and 100 blocks of 11th. Speeding is also a factor. Suggest re-evaluating signage and traffic engineering, and traffic calming measures.
3. Unit-400 blocks of 17th St. NE. Speeding and conflict with pedestrians on school route. Suggested remedies include raised crosswalks at 17th St. and Constitution Ave./17th & C Sts., in addition to red light camera. Also consider implication of design differences between 17th St north versus south of East Capitol.
4. Unit-400 blocks of 10th St. NE. Speeding, excessive traffic, frequent used by commercial vehicles. Requesting “No Commercial Vehicle” signage; possible solutions include speed humps, raised crosswalks, making one block one-way if this can be done without increasing traffic on 9th and 11th Sts. NE.

¹ ANC 6A meetings are advertised electronically on the anc6a-announce@yahoogroups.com, anc6a@yahoogroups.com, and newhilleast@yahoogroups.com, at www.anc6a.org, and through print advertisements in the Hill Rag.



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



5. Intersection at 10th and East Capitol Streets NE. Numerous collisions. Need for stop sign or traffic light; this might have the additional beneficial effect of reducing traffic and speeding on blocks north of the intersection. *Note: the TPS Committee is not satisfied with the response of DDoT as outlined in the traffic study results provided in February*
6. Intersection at 19th St. and Constitution Ave. NE. Speeding in unit, 100 and 200 block of 19th, Difficult to cross and adjacent to two schools. Suggestions include raised crosswalks or a 4-way stop at 19th and Constitution.
7. Intersection at 8th and D Sts. NE. Pedestrian near-misses. Suggesting raised crosswalks and four-way stop.
8. Intersection at 8th and F Sts. NE. Stop-light running and speeding - of particular concern for senior citizens from Capitol Hill Towers. Suggesting raised crosswalks, curb extensions or pedestrian refuge.
9. Intersection at 8th and G Sts. NE. Stop-light running and speeding - of particular concern for senior citizens from Capitol Hill Towers. Suggesting raised crosswalks, curb extensions or pedestrian refuge.
10. Unit-400 blocks of Tennessee Ave. NE. Speeding, Pedestrian Conflicts at Crosswalks. TPS noted that planned changes to intersection at Tennessee, Constitution & 13th will improve pedestrian safety but are unlikely to improve speeding south or north of said intersection. Traffic calming measures and raised crosswalks requested.
11. Intersection at 14th and G Sts. NE. Chick-Fil-A-related traffic makes wrong-way turn north onto 14th St. as a shortcut. Possibly bulb-out or pylons would make this less tempting.

Thank you for giving great weight to the request by ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



June 17, 2019

Mr. Jeffrey Marootian, Director
District Department of Transportation
55 M Street, SE, Suite 400
Washington, DC 20003

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

Dear Director Marootian:

At a regularly scheduled and properly noticed meeting¹ on June 13, 2019, our Commission voted 6-0-0 (with 5 Commissioners required for a quorum) to send a letter requesting that DDOT examine and convert all remaining local/local intersections in 6A not currently configured as such to an all-way stop configuration.

In addition, we request that DDOT examine and report back to our Commission any other intersections not designated as local/local that would be good candidates for conversion to all-way stops. In particular, the Commission requests that 14th and A Streets NE and 13th and I Streets NE both be converted to all-way stops.

Thank you for giving great weight to the recommendation of ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

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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.

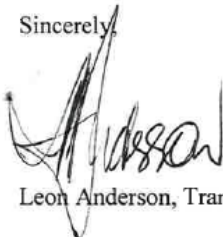
1. The Manual on Uniform Traffic Control Devices (MUTCD) is adopted by reference in accordance with title 23, United States Code and Code of Federal Regulations as the national standard for designing, applying, and planning traffic control devices. As such, the District of Columbia adopted the MUTCD 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". The signature is stylized and somewhat cursive.

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 CORSSWALK” 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.



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



January 14, 2020

Mr. Jeffrey Marootian, Director
District Department of Transportation
55 M Street, SE, Suite 400
Washington, DC 20003

Re: ANC6A Request for Traffic Safety Assessments January 2020

Dear Director Marootian:

At a regularly scheduled and properly noticed meeting¹ on January 9, 2020, our Commission voted 7-0-0 (with 5 Commissioners required for a quorum) to send a letter to request that DDOT conduct traffic safety assessments in the following areas identified by our Commission as dangerous for all users, including drivers, cyclists and pedestrians. The items below include the location, issue(s) of concern and suggested remedies, where appropriate. The order of appearance is not significant.

1. 100-200 blocks of 11th Street NE; speeding and drivers failing to yield to oncoming traffic; possible solutions include speed tables and painting center line to indicate two-way traffic.
2. 10th Street NE, intersections with G Street and F Street, also 9th Street NE, intersections with G Street and F Street; speeding drivers and near misses in crosswalks; requesting raised crosswalks.
3. 200 block of 13th Street NE; issue is pedestrian/driver conflicts in crosswalk adjacent to school; request relocation of pedestrian crossing signal at school entrance to align with crosswalk, addition of no turn on red at C Street and speed tables across 13th Street.
4. 1300-1900 blocks of East Capitol Street; issue is cyclist and pedestrian safety; possible solution protected protected bike lanes, including protected intersections, either between cars and curb or in the middle of the street.
5. 13th Street at North Carolina Avenue NE; inadequate crosswalks (none on the south side of the intersection) and inadequate/poor timing of pedestrian crossing; drivers run red lights and block crosswalk on left turn from 13th to East Capitol and across 13th from North Carolina; possible solutions repainting lines and distancing stop bar from crosswalk, adding high-visibility crosswalks at all sides of the intersection, changing light timing, reconstructing the turn radius for vehicles turning from 13th to North Carolina NE (eastbound), clarifying no parking areas adjacent to intersection to increase visibility.
6. 600 Block 9th Street NE; issue is speeding near school; possible solution speed tables and raised crosswalks.

¹ ANC 6A meetings are advertised electronically on the anc6a-announce@yahoogroups.com, anc6a@yahoogroups.com, and newhilleast@groups.io, at www.anc6a.org, and through print advertisements in the Hill Rag.



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7. 800-1200 blocks of C Street NE; issue is drivers speeding through crosswalks; requesting raised/high visibility crosswalks and speed tables.
8. 100 block of 11th Street NE; tree roots are causing tripping hazards on sidewalks; requesting flexible paving.
9. Intersection at 16th Street, C Street and North Carolina Ave NE; crosswalk is easy to overlook; requesting high visibility treatment in advance of C St Project completion.
10. 1100 and 1200 blocks of East Capitol Street NE on north side of Lincoln Park; drivers speed on East Capitol Street to catch lights; right-turning drivers from Tennessee and 12th onto East Capitol do not look right for pedestrians. Requesting raised and high-visibility crosswalks across East Capitol Street at 12th Street and Tennessee Avenue and also raised and high-visibility crosswalks across 12th Street and Tennessee Avenue just north of their intersections with East Capitol Street, as well as any other changes to increase pedestrian visibility and slow drivers.
11. Requesting restriping, with high visibility paint and ladder-style markings, of all crosswalks within ANC 6A.

Thank you for giving great weight to the request by ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

Government of the District of Columbia

Department of Transportation



March 31, 2020

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

RE: ANC 6A Request for Traffic Safety Assessments January 2020

Dear Chair Gove and ANC 6A,

Thank you for your January 14, 2020 letter regarding requests for traffic safety assessments in ANC 6A. Please find responses to each of the 11 following areas identified by your commission.

1. There is an open traffic safety assessment that will assess whether speed tables and painting center lines to indicate two-way traffic are warranted for the 100 and 200 blocks of 11th Street NE. The service request number is 20-000691262.
2. There is an open traffic safety assessment that will assess whether raised crosswalks and/or other traffic calming measures are warranted for these intersections. The service request number is 20-00054109.
3. The issue of the pedestrian crossing signal location alignment with the crosswalk on the 200 block of 13th Street NE was identified last year and a service request, 19-01035474, was created. DDOT's traffic signals division is investigating the request.
4. A service request, 20-00062560, to create protected bike lanes from the 200 block to the 1900 block of East Capitol Street was created this year. A preliminary assessment has found that parking would have to be removed from one side of the entirety of the corridor in order to accommodate this request.
5. A service request, 19-00894261, to create a new crosswalk on the south side of the intersection of 13th Street and North Carolina Avenue NE was created last year. Due to the new ADA-compliant crosswalk ramps and signal poles that will be required to implement a new crosswalk at this location, a full design is underway for this intersection. The design will include upgraded pavement markings and full Accessible Pedestrian Signals (APS) at all approaches to the intersection of 13th Street, East Capitol Street, and North Carolina Avenue NE.
6. There is an open traffic safety assessment that will assess whether speed tables, raised crosswalks, and/or other safety improvements are warranted for this block. The service request number is 20-0054119.
7. There is an open traffic safety assessment that will assess whether raised and/or high-visibility crosswalks and speed tables are warranted for the 800-1200 blocks of C Street NE in advance of the C Street NE Project. The service request number is 20-000691302.



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7. 800-1200 blocks of C Street NE; issue is drivers speeding through crosswalks; requesting raised/high visibility crosswalks and speed tables.
8. 100 block of 11th Street NE; tree roots are causing tripping hazards on sidewalks; requesting flexible paving.
9. Intersection at 16th Street, C Street and North Carolina Ave NE; crosswalk is easy to overlook; requesting high visibility treatment in advance of C St Project completion.
10. 1100 and 1200 blocks of East Capitol Street NE on north side of Lincoln Park; drivers speed on East Capitol Street to catch lights; right-turning drivers from Tennessee and 12th onto East Capitol do not look right for pedestrians. Requesting raised and high-visibility crosswalks across East Capitol Street at 12th Street and Tennessee Avenue and also raised and high-visibility crosswalks across 12th Street and Tennessee Avenue just north of their intersections with East Capitol Street, as well as any other changes to increase pedestrian visibility and slow drivers.
11. Requesting restriping, with high visibility paint and ladder-style markings, of all crosswalks within ANC 6A.

Thank you for giving great weight to the request by ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A