

**AGENDA**  
**ANC 6A Transportation & Public Space Committee Meeting**  
**Monday, February 5, 2024 at 7:00 pm**  
**Virtual Meeting via Zoom**

For those attending via Zoom use this link: <https://us06web.zoom.us/j/83827093603>

Call-in Number: 1 301 715 8592

**Webinar ID (access code): 838 2709 3603**

**One tap mobile: +13017158592,,83827093603#**

*Community comment welcome; may be limited to two minutes to provide opportunity for all to speak. Community comment time will be opened after each Old and New Business item.*

- I. Call meeting to order
- II. Introductions & Announcements
- III. Old Business.
  - A. Florida Avenue NE Streetscape Project Update. The [Florida Avenue NE Streetscape Project](https://floridaavene-streetscape.ddot.dc.gov/outreach) (https://floridaavene-streetscape.ddot.dc.gov/outreach team) will provide project updates and address community safety concerns with related contractor work.
  - B. [H Street NE Bus Priority Project](https://ddotwiki.atlassian.net/wiki/spaces/NI/pages/2350907486/NOI-24-07-TDD). Mr. [Zack Gambetti-Mendez](#) will present the design of the H Street NE Bus Priority Project, [NOI-24-07-TDD](https://ddotwiki.atlassian.net/wiki/spaces/NI/pages/2350907486/NOI-24-07-TDD) (https://ddotwiki.atlassian.net/wiki/spaces/NI/pages/2350907486/NOI-24-07-TDD) and address comments and questions from the community.
- IV. New Business
  - A. West Virginia Avenue NE Traffic Safety. ANC 6A TPS Committee Chair Shaun Lynch will lead a discussion regarding persistent traffic safety issues on the 800 block of West Virginia Avenue NE.

**Prospective Motion:** That ANC 6A send a letter to DDOT with recommendations for traffic safety improvements on the 800 block of West Virginia Avenue NE, including preferred direction for a potential one-way conversion.
  - B. TSIs for Future Consideration. Commissioner Gove requested a discussion of languishing all-way stop requests at the following intersections:
    - i. 14<sup>th</sup> NE and A Streets NE (TSIs 22-00503979, 22-00599820, and 23-00197961)
    - ii. 15<sup>th</sup> NE and A Streets NE (TSI 22-00374880)
    - iii. 15<sup>th</sup> Street NE and Constitution Avenue NE (TSIs prior to roll out of DDOT TSI Dashboard 2.0)
    - iv. 14<sup>th</sup> Street NE and Tennessee Avenue NE (TSIs 23-00526259, 23-00530148, and 23-00530246)
    - v. E Street NE and Tennessee Avenue NE (TSIs 23-00021567, 23-00346834, 23-00530158, 23-00530242, and 23-00530255)

**Prospective Motion:** That ANC 6A send a letter to DDOT requesting prioritization of longstanding TSIs at the intersections of 14<sup>th</sup> NE and A Streets NE, 15<sup>th</sup> NE and A Streets NE, 15<sup>th</sup> Street NE and Constitution Avenue NE, 14<sup>th</sup> Street NE and

Tennessee Avenue NE and E Street NE and Tennessee Avenue NE at the next quarterly prioritization assessment.

- V. Additional community comment (time permitting).
- VI. Adjourn meeting.

# Government of the District of Columbia

## Department of Transportation



January 22, 2024

Commissioner Salvador Saucedo-Guzman  
Chairperson, Advisory Neighborhood Commission 5D  
Email: 5D05@anc.dc.gov

Commissioner Amber Gove  
Chairperson, Advisory Neighborhood Commission 6A  
Email: 6A04@anc.dc.gov

Commissioner Mark Eckenwiler  
Chairperson, Advisory Neighborhood Commissioner 6C  
Email: 6C04@anc.dc.gov

NOI# 24-07-TDD

Re: Bus Priority and safety improvements on H Street NE from 3<sup>rd</sup> Street NE to Benning Road NE

Dear Chairpersons Saucedo-Guzman, Gove, and Eckenwiler,

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written Notice of Intent (NOI) on proposed traffic and parking modifications. This letter is being sent to you for the purpose of notification and solicitation of comments on our intent to implement the following in your jurisdiction as part of the H Street NE bus priority project:

- Installation of bus/streetcar-only lanes
- Changes to parking in selected locations
- Installation of traffic calming measures
- Revisions to traffic operations

### OVERVIEW

H Street NE from 3<sup>rd</sup> Street NE to Benning Road NE has been identified as part of the transit and freight priority networks in moveDC, the District of Columbia’s statewide long-range transportation plan, as well as a Tier 1 segment in the District of Columbia’s Vision Zero high-injury network. The corridor has arisen as a priority for safety and transit improvements for several reasons including:

- Numerous people have been killed while walking or biking along the H Street NE corridor.

- Numerous drivers have crashed through storefronts along H Street NE – causing damage, impacting small and local businesses, and endangering pedestrians and those within the businesses.
- Metrobus routes X2, X9, and the DC Streetcar make H Street NE one of the busiest surface transit corridors in the District.
- The X2 and X9 see their heaviest passenger loads within the project boundaries, with large boarding and alighting activity within the project boundaries.
- Slow transit speeds are experienced by riders in both directions throughout the day, including on weekends.

Planning to make improvements took place through the H Street NE bus priority project<sup>1</sup>.

## PROPOSED ACTION

The proposed actions to improve safety and transit service are:

- Implementation of bus- and streetcar-only lanes on both sides (north and south) of H Street NE between 3<sup>rd</sup> Street NE and 14<sup>th</sup> Street NE. The transit lanes will operate 24 hours a day, 7 days per week to improve transit travel times and reliability. Buses and the DC Streetcar are authorized to utilize these lanes.
- Bus bulb-outs (see figure 2): Widening the sidewalk at bus stops reduces bus boarding delay and eliminates the pull-in/pull-out maneuver, which is a leading cause of bus crashes. Concrete bus bulb-outs are planned to be added to the following bus stop locations: eastbound and westbound 6<sup>th</sup> Street NE, and eastbound and westbound 14<sup>th</sup> Street NE. Additionally, Zicla modular platforms are planned to be added to eastbound and westbound 4<sup>th</sup> Street NE bus stops (the westbound stop is existing, while the eastbound stop is being relocated from 3<sup>rd</sup> Street NE in preparation for the H Street Bridge reconstruction).



Figure 1: Example of a bus bulb-out (source: NACTO.org)

<sup>1</sup> H Street NE Bus Priority Project: [H Street NE | Bus Priority \(dc.gov\)](https://ddot.dc.gov/h-street-ne-bus-priority)

- Signalized midblock pedestrian crossings will be added on the 600 block, 1200 block, and 1300 block of H Street NE to facilitate safer crossing opportunities for pedestrians. Full traffic signals will be installed at these locations.
- A queue jump is proposed eastbound at 14<sup>th</sup> Street NE to allow buses and the DC Streetcar to bypass traffic where the eastbound bus- and streetcar-only lane ends.
- Curb extensions and daylighting will be added throughout the corridor as proven traffic calming measures to improve safety for drivers and pedestrians
- Center-line hardening will be added, enhancing pedestrian safety from left-turning vehicles.
- Left turns will be restricted from H Street NE in order to improve safety and maintain through vehicle operations.

## **Parking Changes**

DDOT is proposing changes to parking along the corridor to facilitate quick pick-up and drop-off activities, accommodate ADA-accessible parking, and adequately size Metrobus zones.

1. 10-minute “Pay to Park” zones are proposed for both directions of the 300, 400, 600, 700, and 1000 blocks, replacing existing 2-hour parking zones.
  - a. These 10-minute “Pay to Park” zones will serve as locations for quick pick-up and drop-off activities rather than “PUDO” zones, as DDOT is phasing out the Pick-Up/Drop-Off (PUDO) program.
2. 4-hour Accessible (ADA) parking spaces will be added to the corridor on the 500 block (eastbound and westbound), 600 block (eastbound), 900 block (eastbound), 1100 block (eastbound and westbound), and 1200 block (westbound).
3. Minor adjustments will be made around bus stops to ensure properly sized Metrobus zones.
4. Small adjustments to the length of parking zones will also be made to be consistent with DDOT’s engineering standards to ensure improved visibility for turning vehicles and pedestrians and to accommodate traffic calming measures such as curb extensions.

## **PREVIOUS PUBLIC OUTREACH**

Public outreach was conducted to assist DDOT in identifying opportunities improve safety and mobility on this segment of H Street NE through the H Street NE Bus Priority Project. Below is a list of public outreach activities:

### **H Street NE Bus Priority**

All proposed actions included in the NOI, were developed as part of the H Street NE Bus Priority project:

- April 14 & 21, 2022 – Posters hung at bus stops
- April 18, 2022 – ANC 6A Transportation and Public Space Committee Meeting (Needs Assessment)
- April 19, 2022 – ANC 5D Transportation Committee Meeting (Needs Assessment)
- April 21, 2022 – Flyer distribution to businesses along H Street NE
- May 10, 2022 – ANC 5D General Meeting (Needs Assessment)
- June 2, 2022 – ANC 6C Transportation Committee Meeting (Needs Assessment)

- July 18, 2022 – ANC 6A Transportation and Public Space Committee Meeting (Concept Development)
- July 19, 2022 – Fox 5 news story (Concept Development)
- August 16, 2022 – ANC 5D Transportation Committee (Concept Development)
- September 8, 2022 – ANC 6C Transportation Committee (Concept Development)
- September 17, 2022 – Outreach during H Street Festival (Concept Development)
- December 20, 2022 - January 5, 2023 – Flyer distribution to businesses along H Street NE
- May 8, 2023 – ANC 5D General Meeting (Traffic Analysis)
- May 15, 2023 – ANC 6A Transportation and Public Space Committee Meeting (Traffic Analysis)
- June 1, 2023 – ANC 6C Transportation and Public Space Committee Meeting (Traffic Analysis)

## COMMENTS

All comments on this subject matter must be filed in writing by March 5, 2024 (thirty business days after the date of this notice), with the District Department of Transportation, Zack Gambetti-Mendez, Transit Delivery Division, 250 M Street, S.E. Washington, D.C. 20003 or by email to [zack.gambetti@dc.gov](mailto:zack.gambetti@dc.gov).

If you would like to check the status of this Notice of Intent (NOI), please visit DDOT's website at: <https://ddot.dc.gov/service/ddot-notice-intent>. If you are having any trouble accessing the NOI site or are unable to do so, please contact the DDOT Customer Service Clearinghouse at 202-671-2800.

Sincerely,



**Zack Gambetti-Mendez, AICP**

*Transportation Planner, Bus Priority Program*  
 Transit Delivery Division  
 District Department of Transportation (DDOT)

CC:

Juan McCullum, ANC Commissioner, 5D07  
 Keya Chatterjee, ANC Commissioner, 6A01  
 Mike Velasquez, ANC Commissioner, 6A02  
 Robb Dooling, ANC Commissioner, 6A06  
 Christy Kwan, ANC Commissioner, 6C01  
 Mark Eckenwiler, ANC Commissioner, 6C04  
 Joel Kelty, ANC Commissioner, 6C05  
 Patricia Eguino, ANC Commissioner, 6C06  
 Nyasha Smith, Secretary to the Council of the District of Columbia  
 Oliver Stoute, Constituent Services Coordinator (5D), Councilmember Parker  
 Jennifer DeMayo, Constituent Services Coordinator (NE), Councilmember Allen  
 Anthony Black, Ward 5 Liaison, Mayor's Office of Community Relations and Services  
 Chris Ingram, Ward 5 Liaison, Mayor's Office of Community Relations and Services

Jake Stolzenberg, Ward 6 Liaison, Mayor's Office of Community Relations and Services  
Marcus Manning, Ward 6 Liaison, Mayor's Office of Community Relations and Services  
Maura Brophy, President and CEO of the NoMa BID  
Patty Brosmer, President of the Capitol Hill BID  
Carla Longshore, Associate Director, Transit Delivery Division, DDOT  
Anna Chamberlain, Associate Director, Planning and Sustainability Division, DDOT  
Sahar Nabaee, Interim Associate Director, Traffic Engineering and Signals Division, DDOT  
Christian Piñeiro, Interim Community Engagement Manager, DDOT  
Dalando Baker, Community Engagement Specialist – Ward 5, DDOT  
Abraham Diallo, Community Engagement Specialist – Ward 6, DDOT  
Megan Kanagy, Mass Transit Branch Manager, DDOT  
Charlie Willson, Vision Zero, EOM

## Language Access Statement

The District Department of Transportation (DDOT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

If you need special accommodations or language assistance services (translation or interpretation) please contact Cesar Barreto at 202-671-2829 or [Cesar.Barreto@dc.gov](mailto:Cesar.Barreto@dc.gov).

If you need language assistance services (translation or interpretation), please contact Karen Randolph at 202-671-2620 or [Karen.Randolph@dc.gov](mailto:Karen.Randolph@dc.gov).

## AYUDA EN SU IDIOMA

Si necesita ayuda en Español, por favor llame al 202-671-2700 para proporcionarle un intérprete de manera gratuita.

## AVISO IMPORTANTE

Este documento contiene información importante. Si necesita ayuda en Español o si tiene alguna pregunta sobre este aviso, por favor llame al 202-671-2620. Infórmele al representante de



atención al cliente el idioma que habla para que le proporcione un intérprete sin costo para usted. Gracias.

### AIDE LINGUISTIQUE

Si vous avez besoin d'aide en Français appelez-le 202-671-2700 et l'assistance d'un interprète vous sera fournie gratuitement.

### AVIS IMPORTANT

Ce document contient des informations importantes. Si vous avez besoin d'aide en Français ou si vous avez des questions au sujet du présent avis, veuillez appeler le 202-671-2700. Dites au représentant de service quelle langue vous parlez et l'assistance d'un interprète vous sera fournie gratuitement. Merci.

### GIÚP ĐỠ VỀ NGÔN NGỮ

Nếu quý vị cần giúp đỡ về tiếng Việt, xin gọi 202-671-2700 để chúng tôi thu xếp có thông dịch viên đến giúp quý vị miễn phí.

### THÔNG BÁO QUAN TRỌNG

Tài liệu này có nhiều thông tin quan trọng. Nếu quý vị cần giúp đỡ về tiếng Việt, hoặc có thắc mắc về thông báo này, xin gọi 202-671-2700. Nói với người trả lời điện thoại là quý vị muốn nói chuyện bằng tiếng Việt để chúng tôi thu xếp có thông dịch viên đến giúp quý vị mà không tốn đồng nào. Xin cảm ơn.

### የቋንቋ እርዳታ

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### ጠቃሚ ማስታወቂያ

ይህ ሰነድ ጠቃሚ መረጃ ይዟል። በአማርኛ እርዳታ ከፈለጉ ወይም ስለዚህ ማስታወቂያ ጥያቄ ካለዎት በ 202-671-2700 ይደውሉ። የትኛውን ቋንቋ እንደሚናገሩ ለደንበኞች አገልግሎት ተወካይ ይንገሩ። ያለምንም ክፍያ አስተርጓሚ ይመደብልዎታል። እናመሰግናለን።

### 언어 지원



한국어로 언어 지원이 필요하신 경우 202-671-2700로 연락을 주시면 무료로 통역이 제공됩니다.

## 안내

이 안내문은 중요한 내용을 담고 있습니다. 한국어로 언어 지원이 필요하시거나 질문이 있으실 경우 202-671-2700 로 연락을 주십시오. 필요하신 경우, 고객 서비스 담당원에게 지원 받고자 하는 언어를 알려주시면, 무료로 통역 서비스가 제공됩니다. 감사합니다.

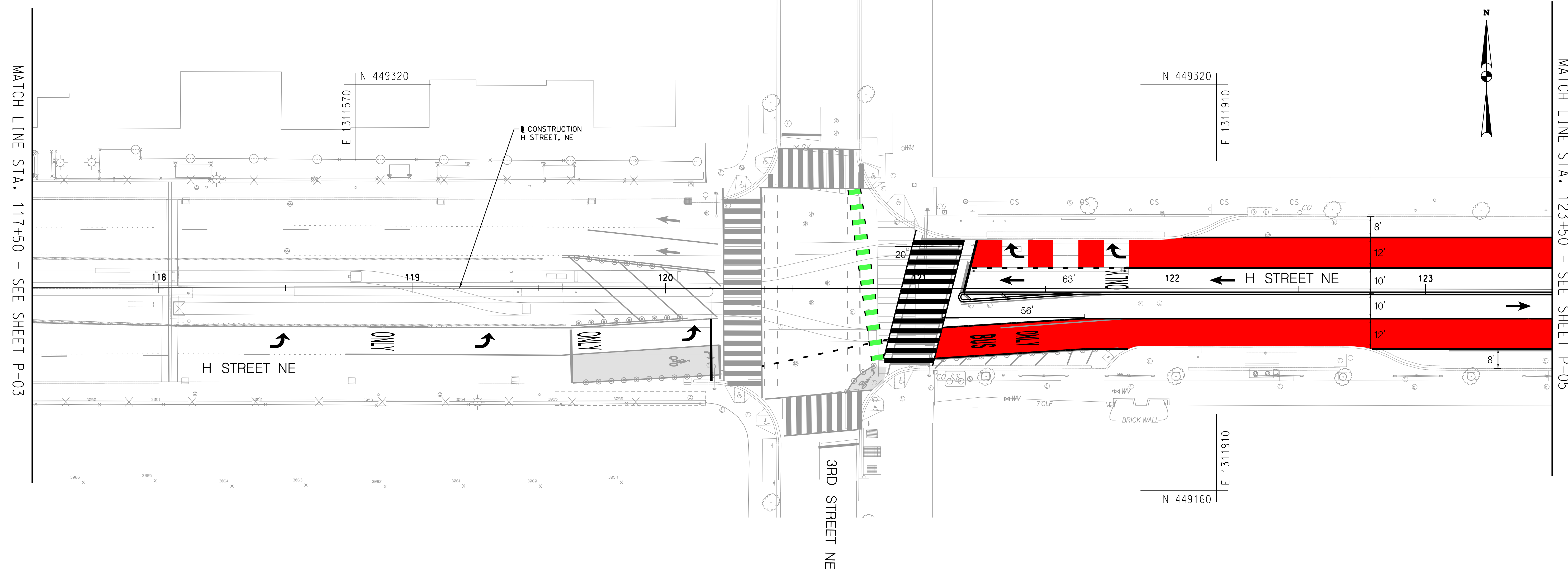
## 語言協助

如果您需要用 (中文)接受幫助, 請電洽202-671-2700, 將免費向您提供口譯員服務

## 重要通知

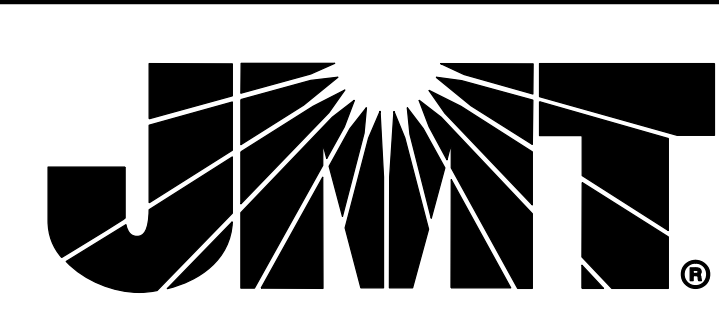
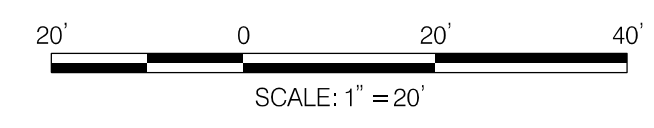
本文件包含重要資訊。如果您需要用 (中文) 接受幫助或者對本通知有疑問, 請電洽202-671-2700。請告訴客戶服務部代表您所說的語言, 會免費向您提供口譯員服務。謝謝!

REG	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
	D.C.		29	109



**ROADWAY LEGEND**

- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
- QWICK KURB SYSTEM (CENTERLINE HARDENING)
- FULL DEPTH COMPOSITE PAVEMENT
- CONCRETE SIDEWALK
- RUBBER SPEED BUMP SYSTEM



**65% SUBMISSION**  
NOT FOR CONSTRUCTION  
NOVEMBER 2023

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

P-04

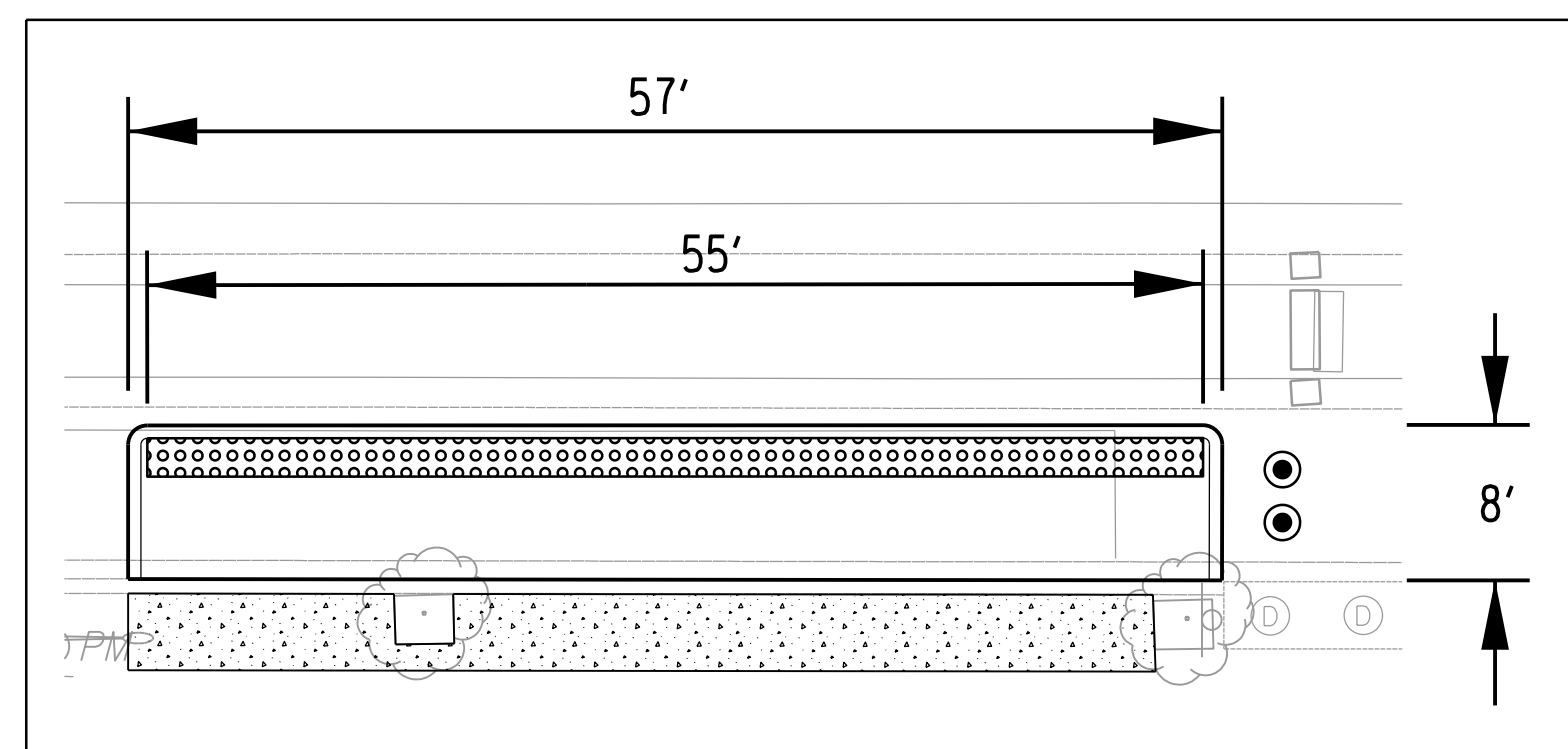
DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION

H STREET NE BUS  
PRIORITY PROJECT

PAVING PLAN

PROJECT ENG. _____ PLC
DESIGNED BY _____ ADC
CHECKED BY _____ PLC
DRAWN BY _____ ADC
PROJECT MGR. _____ GAB
DIVISION CHIEF
DATE _____
FILE _____
SHEET 29 OF 109

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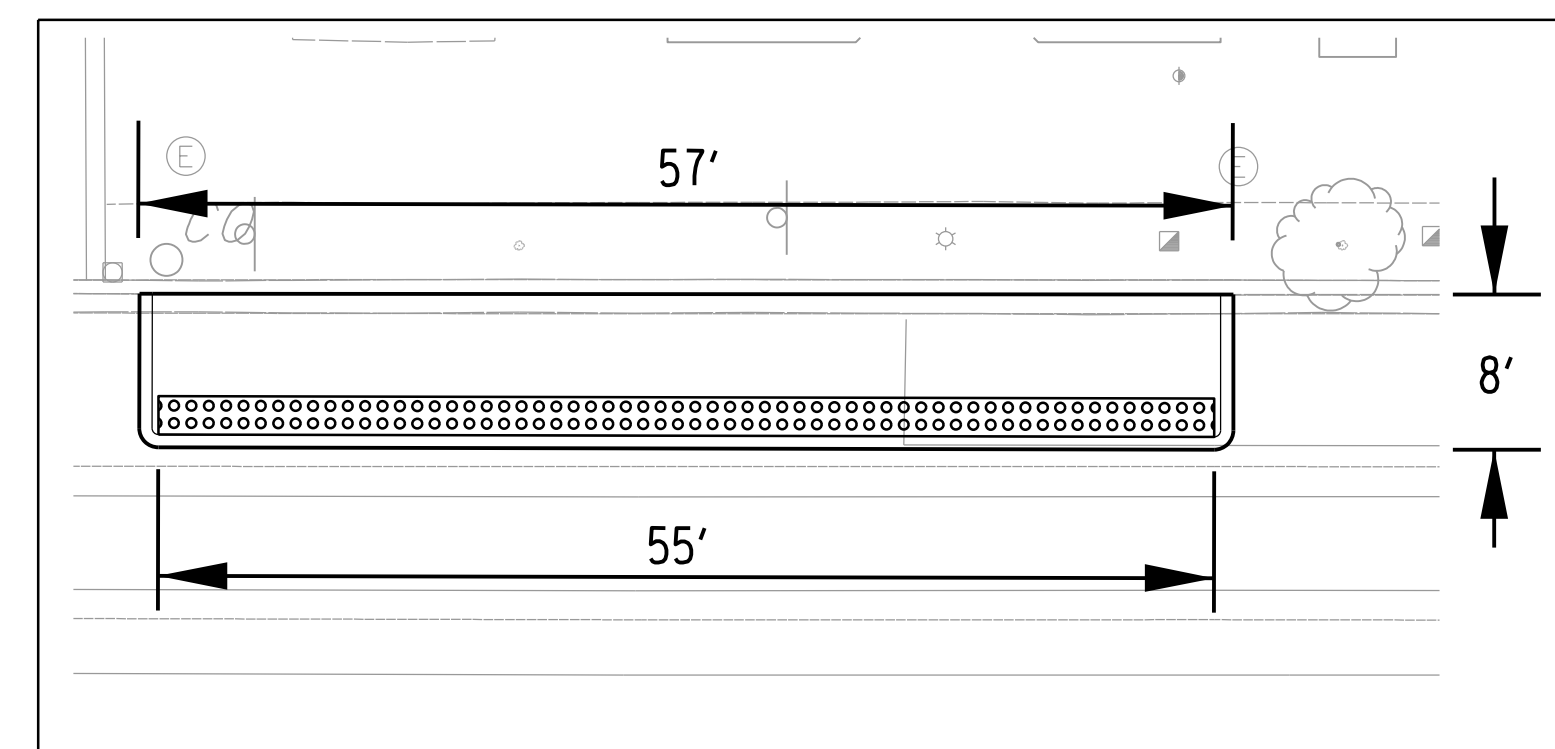


ZICLA TRANSIT PLATFORM - DETAIL A

SCALE: 1" = 10'

PLATFORM LOCATED ON EASTBOUND H STREET JUST WEST OF 4TH STREET

NOTE: ZICLA TRANSIT PLATFORMS ARE A WORK IN PROGRESS. WE HAVE BEEN COORDINATING LOCATIONS AND SIZING WITH ZICLA AND HAVE PROVIDED AN INITIAL SUPPLEMENTAL DESIGN PACKAGE PREPARED BY ZICLA SHOWING CURRENT SIZING AND PRODUCTS.

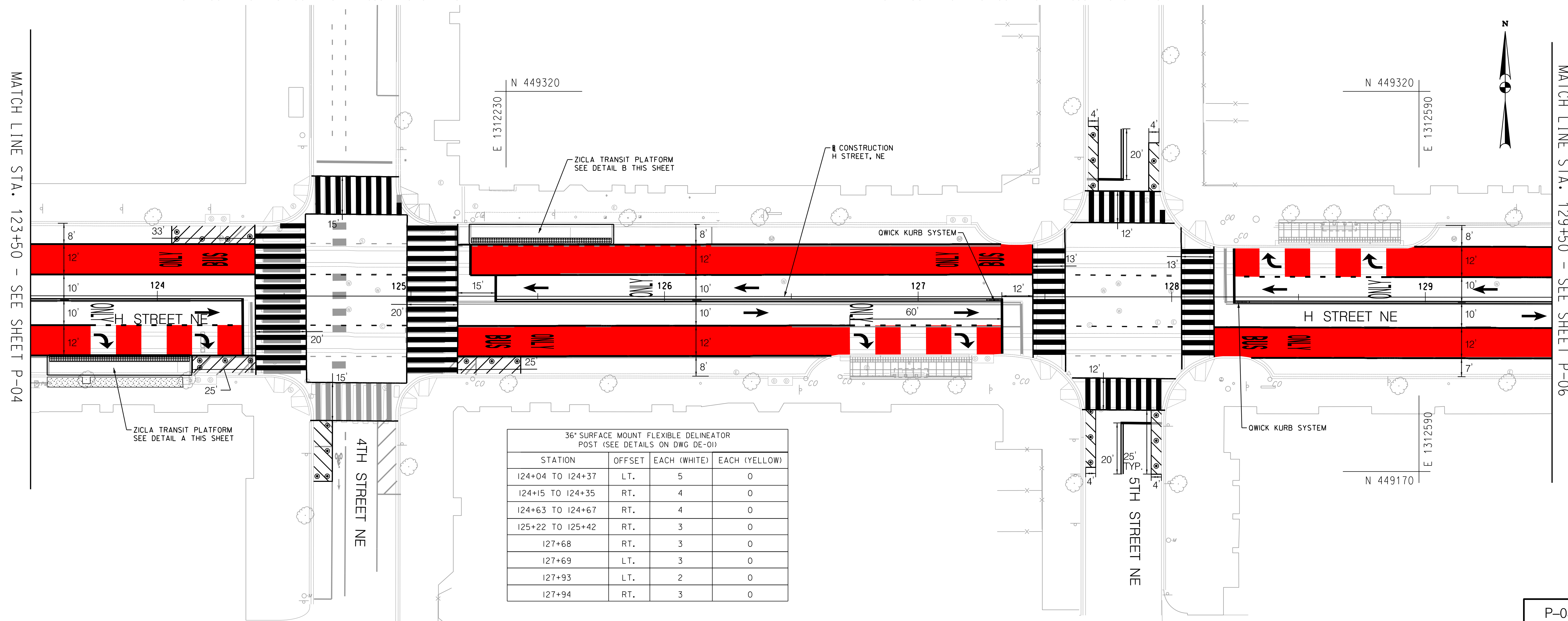


ZICLA TRANSIT PLATFORM - DETAIL B

SCALE: 1" = 10'

PLATFORM LOCATED ON WESTBOUND H STREET JUST EAST OF 4TH STREET

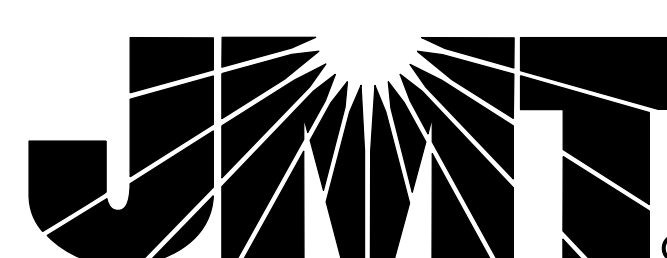
FURNISH AND INSTALL OWICK KURB SYSTEM		
STATION	OFFSET	EA
127+27 TO 127+33	RT.	I
128+25 TO 128+31	RT.	I



36" SURFACE MOUNT FLEXIBLE DELINEATOR POST (SEE DETAILS ON DWG DE-01)			
STATION	OFFSET	EACH (WHITE)	EACH (YELLOW)
124+04 TO 124+37	LT.	5	0
124+15 TO 124+35	RT.	4	0
124+63 TO 124+67	RT.	4	0
125+22 TO 125+42	RT.	3	0
127+68	RT.	3	0
127+69	LT.	3	0
127+93	LT.	2	0
127+94	RT.	3	0

**ROADWAY LEGEND**

- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
- OWICK KURB SYSTEM (CENTERLINE HARDENING)
- FULL DEPTH COMPOSITE PAVEMENT
- CONCRETE SIDEWALK
- RUBBER SPEED BUMP SYSTEM



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

**65% SUBMISSION**  
NOT FOR CONSTRUCTION  
NOVEMBER 2023

DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION

H STREET NE BUS  
PRIORITY PROJECT

PAVING PLAN

PROJECT ENG. \_\_\_\_\_ PLC  
DESIGNED BY \_\_\_\_\_ ADC  
CHECKED BY \_\_\_\_\_ PLC  
DRAWN BY \_\_\_\_\_ ADC  
PROJECT MGR. \_\_\_\_\_ GAB

DIVISION CHIEF

DATE \_\_\_\_\_  
FILE \_\_\_\_\_  
SHEET 30 OF 109

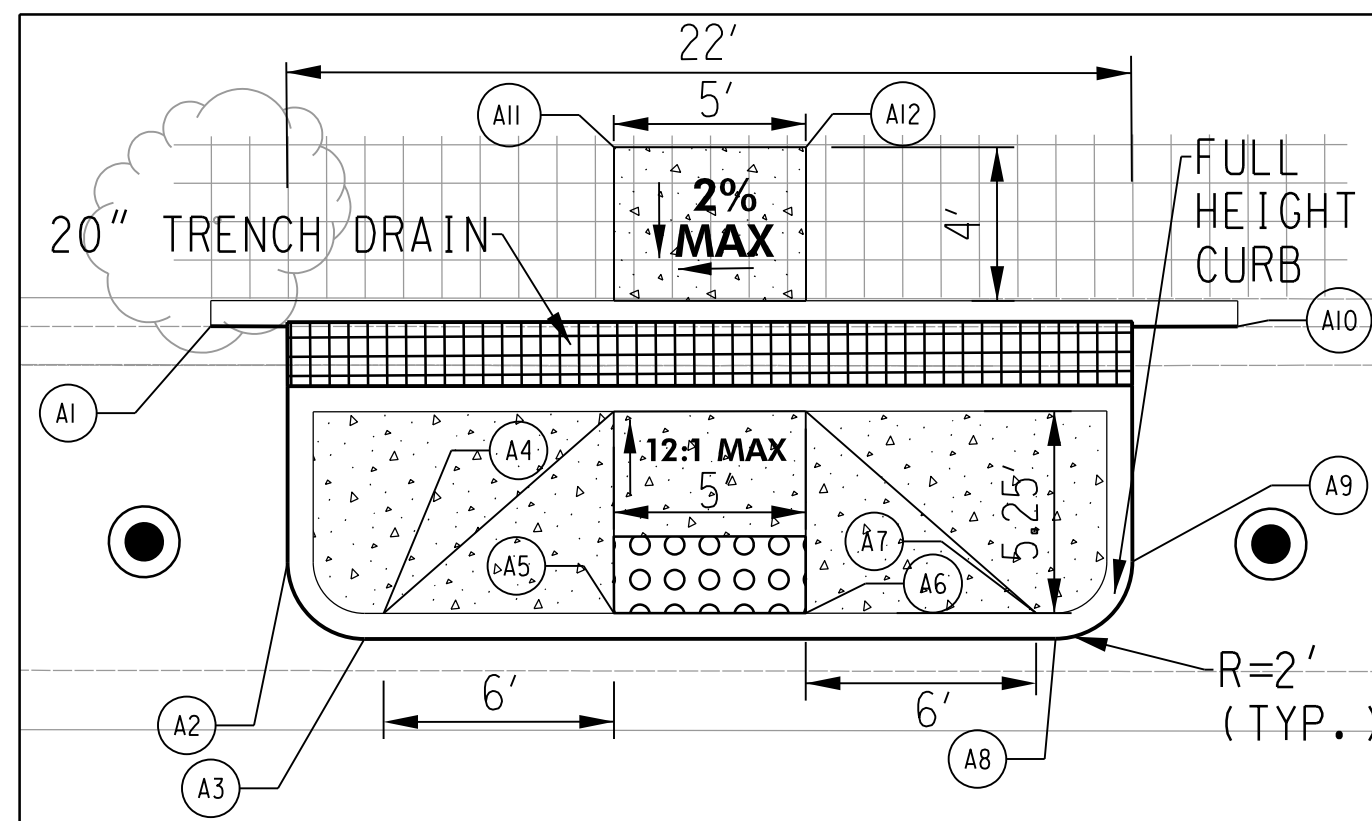
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MATCH LINE STA. 123+50 - SEE SHEET P-04

MATCH LINE STA. 129+50 - SEE SHEET P-06

P-05





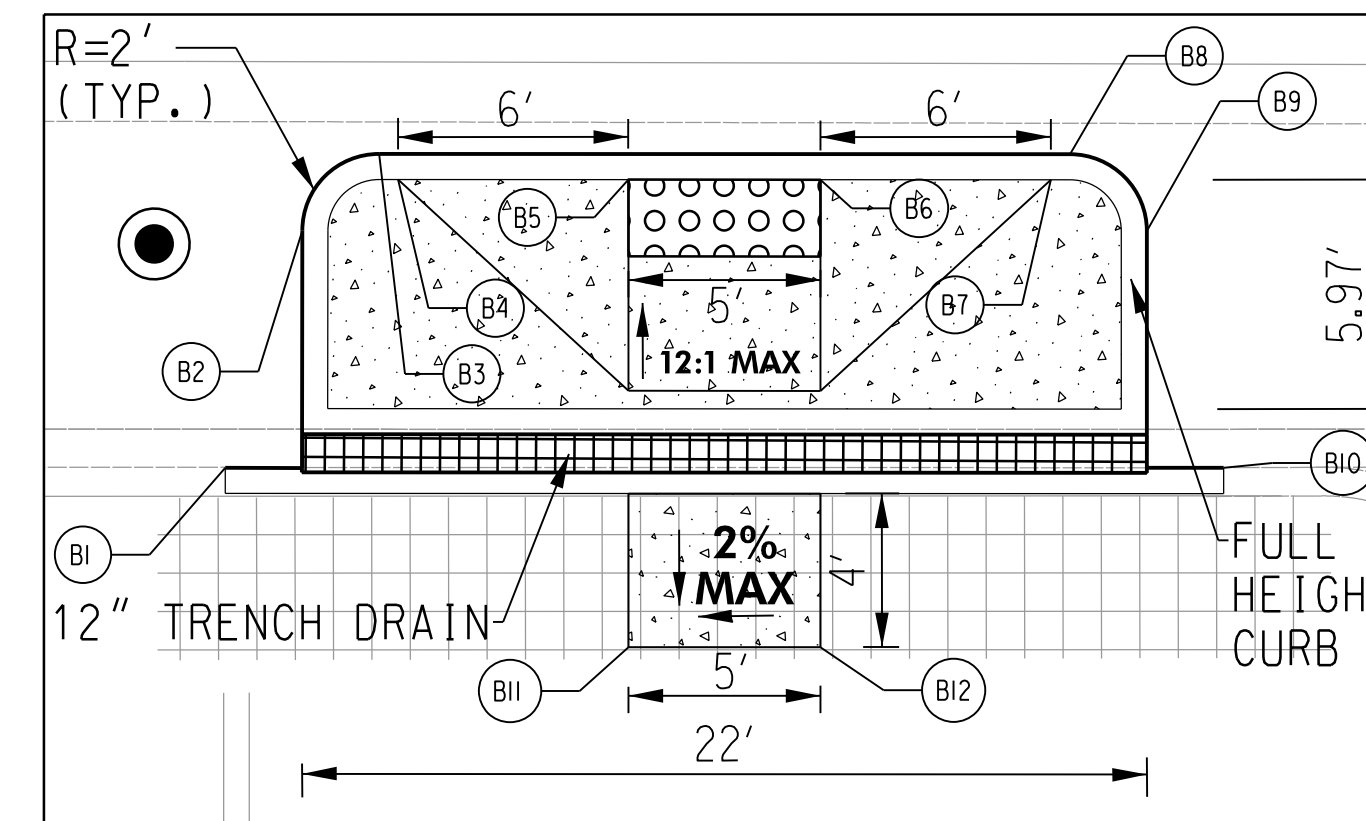
MID-BLOCK CROSSING BUMP-OUT - DETAIL A

SCALE: 1" = 5'

PLATFORM LOCATED ON WESTBOUND H STREET BETWEEN 6TH AND 7TH STREETS  
LEVEL LANDING AREA WILL EXTEND INTO EXISTING SIDEWALK.

POINT	STATION	OFFSET	DESCRIPTION
A1	134+60.14	28.77 LT.	MEET EXISTING CURB
A2	134+62.15	22.63 LT.	PC CURB
A3	134+64.15	20.63 LT.	PT CURB
A4	134+65.65	21.30 LT.	END RAMP FLARE
A5	134+70.65	21.31 LT.	RAMP
A6	134+75.65	21.32 LT.	RAMP
A7	134+81.65	21.32 LT.	END RAMP FLARE
A8	134+82.15	20.66 LT.	PC CURB
A9	134+84.15	22.66 LT.	PT CURB
A10	134+86.89	28.79 LT.	MEET EXISTING CURB
A11	134+70.64	33.45 LT.	LEVEL LANDING AREA
A12	134+75.64	33.45 LT.	LEVEL LANDING AREA

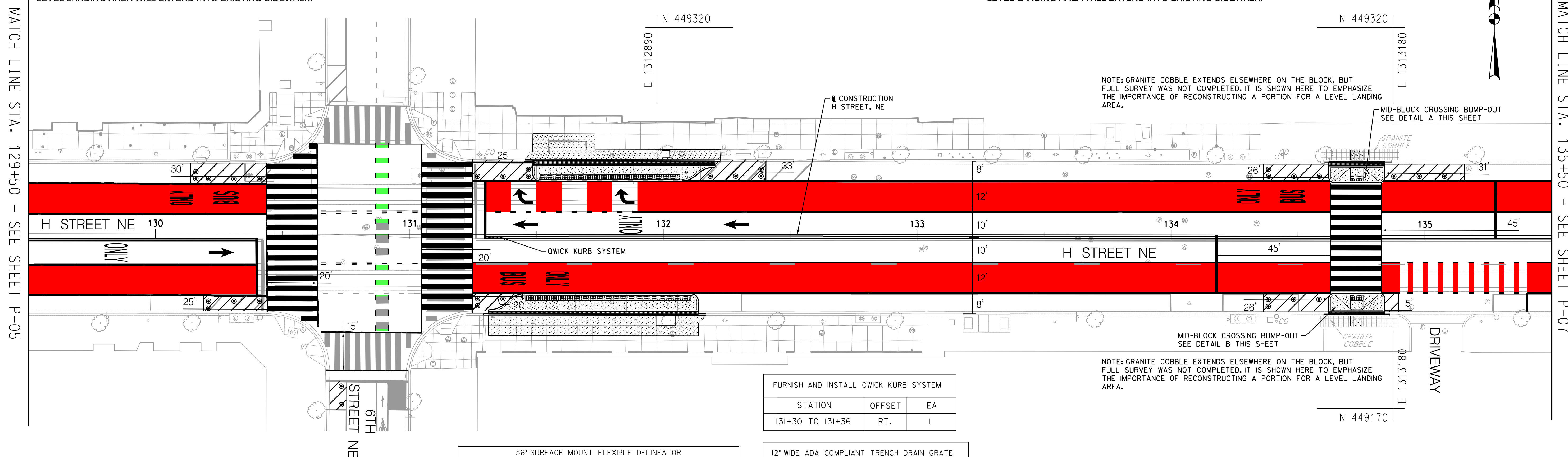
POINT	STATION	OFFSET	DESCRIPTION
B1	134+60.19	31.14 RT.	MEET EXISTING CURB
B2	134+62.19	24.96 RT.	PC CURB
B3	134+64.19	22.96 RT.	PT CURB
B4	134+65.69	23.63 RT.	END RAMP FLARE
B5	134+70.69	23.63 RT.	RAMP
B6	134+75.69	23.63 RT.	RAMP
B7	134+81.69	23.62 RT.	END RAMP FLARE
B8	134+82.19	22.95 RT.	PC CURB
B9	134+84.19	24.95 RT.	PT CURB
B10	134+86.19	31.12 RT.	MEET EXISTING CURB
B11	134+70.70	35.80 RT.	LEVEL LANDING AREA
B12	134+75.70	35.80 RT.	LEVEL LANDING AREA



MID-BLOCK CROSSING BUMP-OUT - DETAIL B

SCALE: 1" = 5'

PLATFORM LOCATED ON EASTBOUND H STREET BETWEEN 6TH AND 7TH STREETS  
LEVEL LANDING AREA WILL EXTEND INTO EXISTING SIDEWALK.



NOTE: GRANITE COBBLE EXTENDS ELSEWHERE ON THE BLOCK, BUT FULL SURVEY WAS NOT COMPLETED. IT IS SHOWN HERE TO EMPHASIZE THE IMPORTANCE OF RECONSTRUCTING A PORTION FOR A LEVEL LANDING AREA.

NOTE: GRANITE COBBLE EXTENDS ELSEWHERE ON THE BLOCK, BUT FULL SURVEY WAS NOT COMPLETED. IT IS SHOWN HERE TO EMPHASIZE THE IMPORTANCE OF RECONSTRUCTING A PORTION FOR A LEVEL LANDING AREA.

STATION	OFFSET	EA
131+30 TO 131+36	RT.	I

STATION	OFFSET	LF
131+49 TO 132+21	LT.	72
131+31 TO 132+14	RT.	83
134+62 TO 134+84	LT.	22
134+62 TO 134+84	RT.	22

STATION	OFFSET	EACH (WHITE)	EACH (YELLOW)
130+16 TO 130+41	LT.	5	0
130+21 TO 130+41	RT.	4	0
130+73	RT.	2	0
131+27 TO 131+47	LT.	4	0
131+27 TO 131+37	RT.	3	0
132+19 TO 132+39	LT.	4	0
134+38 TO 134+58	LT.	4	0
134+38 TO 134+58	RT.	4	0
134+88 TO 135+08	LT.	3	0

STATION	OFFSET	LF
131+31 TO 132+14	RT.	83
134+62 TO 134+84	RT.	22

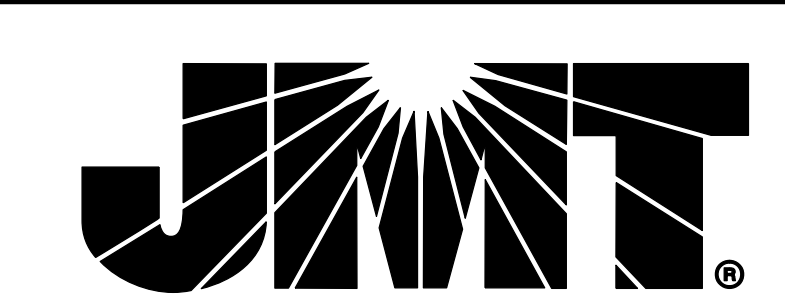
STATION	OFFSET	LF
131+49 TO 132+21	LT.	72
134+62 TO 134+84	LT.	22

STATION	OFFSET	LF
131+49 TO 132+21	LT.	79
131+31 TO 132+14	RT.	91
134+62 TO 134+84	LT.	34
134+62 TO 134+84	RT.	35

STATION	OFFSET	EACH
134+73	LT.	I
134+73	RT.	I

- ROADWAY LEGEND**
- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
  - QWICK KURB SYSTEM (CENTERLINE HARDENING)
  - FULL DEPTH COMPOSITE PAVEMENT
  - CONCRETE SIDEWALK
  - RUBBER SPEED BUMP SYSTEM

65% SUBMISSION  
NOT FOR CONSTRUCTION  
NOVEMBER 2023



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION

H STREET NE BUS  
PRIORITY PROJECT

PAVING PLAN

PROJECT ENG. PLC  
DESIGNED BY ADC  
CHECKED BY PLC  
DRAWN BY ADC  
PROJECT MGR. GAB

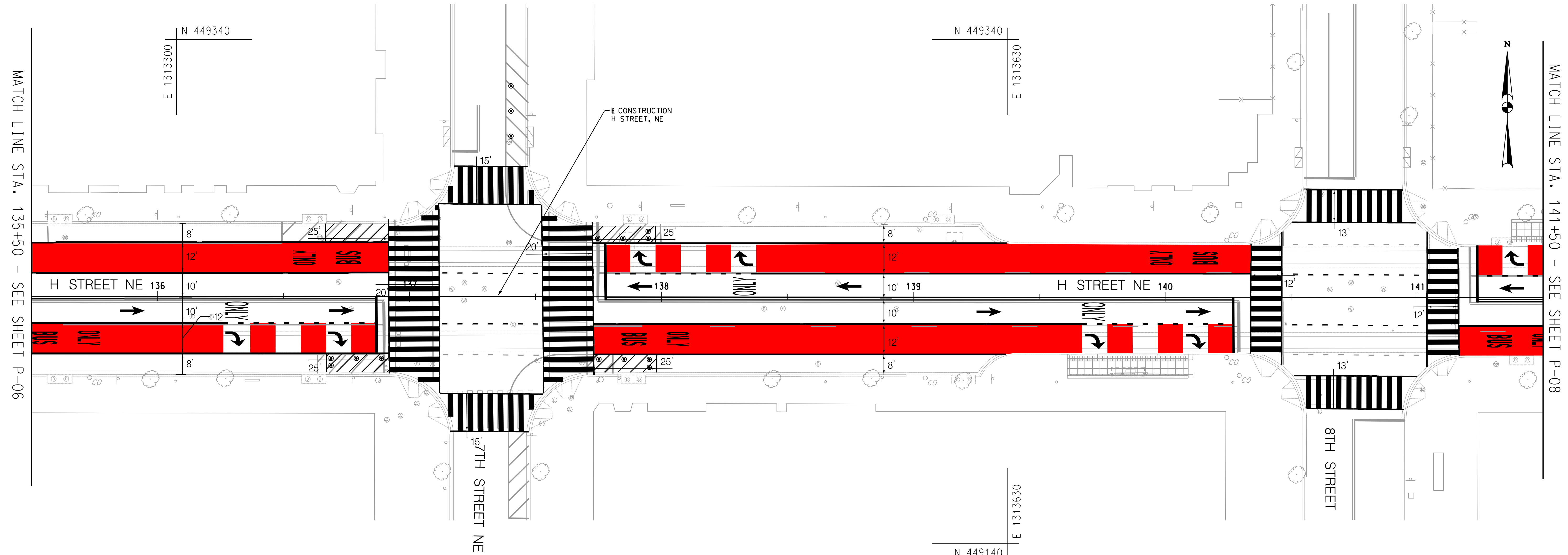
DIVISION CHIEF

DATE \_\_\_\_\_  
FILE \_\_\_\_\_  
SHEET 31 OF 109

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MATCH LINE STA. 129+50 - SEE SHEET P-05

MATCH LINE STA. 135+50 - SEE SHEET P-07



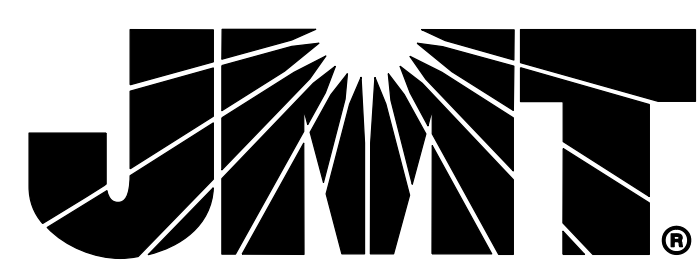
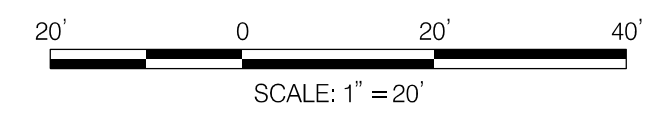
MATCH LINE STA. 135+50 - SEE SHEET P-06

MATCH LINE STA. 141+50 - SEE SHEET P-08

36" SURFACE MOUNT FLEXIBLE DELINEATOR POST (SEE DETAILS ON DWG DE-01)			
STATION	OFFSET	EACH (WHITE)	EACH (YELLOW)
136+69 TO 136+89	RT.	4	0
137+40	LT.	3	0
137+75 TO 137+95	LT.	4	0
137+75 TO 137+95	RT.	4	0

**ROADWAY LEGEND**

- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
- QWICK KURB SYSTEM (CENTERLINE HARDENING)
- FULL DEPTH COMPOSITE PAVEMENT
- CONCRETE SIDEWALK
- RUBBER SPEED BUMP SYSTEM



**65% SUBMISSION**  
NOT FOR CONSTRUCTION  
NOVEMBER 2023

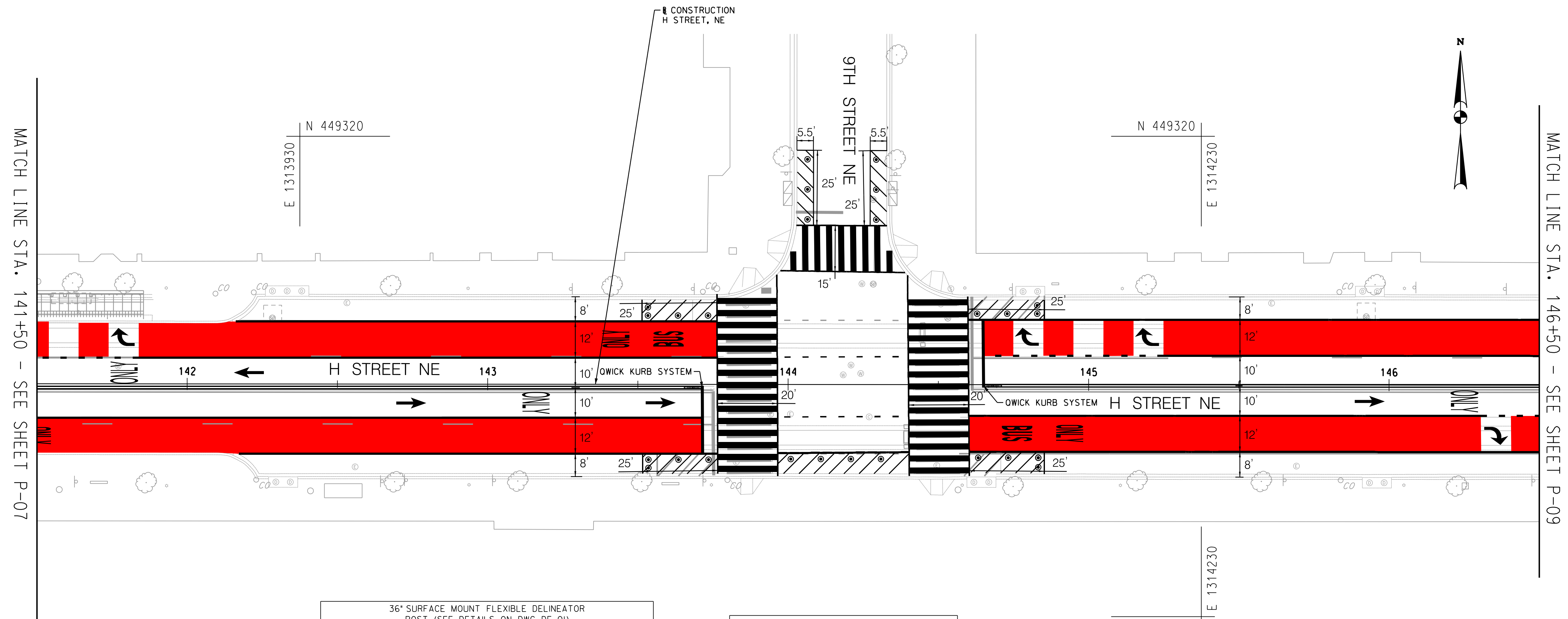
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

P-07

DISTRICT OF COLUMBIA DISTRICT DEPARTMENT OF TRANSPORTATION	
H STREET NE BUS PRIORITY PROJECT	PROJECT ENG. <u>PLC</u> DESIGNED BY <u>ADC</u> CHECKED BY <u>PLC</u> DRAWN BY <u>ADC</u> PROJECT MGR. <u>GAB</u>
PAVING PLAN	DIVISION CHIEF  DATE _____ FILE _____ SHEET 32 OF 109

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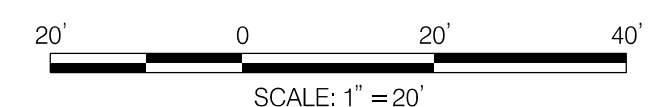


36" SURFACE MOUNT FLEXIBLE DELINEATOR POST (SEE DETAILS ON DWG DE-01)			
STATION	OFFSET	EACH (WHITE)	EACH (YELLOW)
143+53 TO 143+73	LT.	4	0
143+54 TO 143+74	RT.	4	0
144+01 TO 144+31	RT.	4	0
144+06	LT.	3	0
144+29	LT.	3	0
144+63 TO 144+83	RT.	4	0
144+63 TO 144+83	LT.	4	0

FURNISH AND INSTALL OWICK KURB SYSTEM		
STATION	OFFSET	EA
143+65 TO 143+71	RT.	1
144+65 TO 144+71	RT.	1

**ROADWAY LEGEND**

- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
- QWICK KURB SYSTEM (CENTERLINE HARDENING)
- FULL DEPTH COMPOSITE PAVEMENT
- CONCRETE SIDEWALK
- RUBBER SPEED BUMP SYSTEM



**65% SUBMISSION**  
NOT FOR CONSTRUCTION  
NOVEMBER 2023

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

P-08

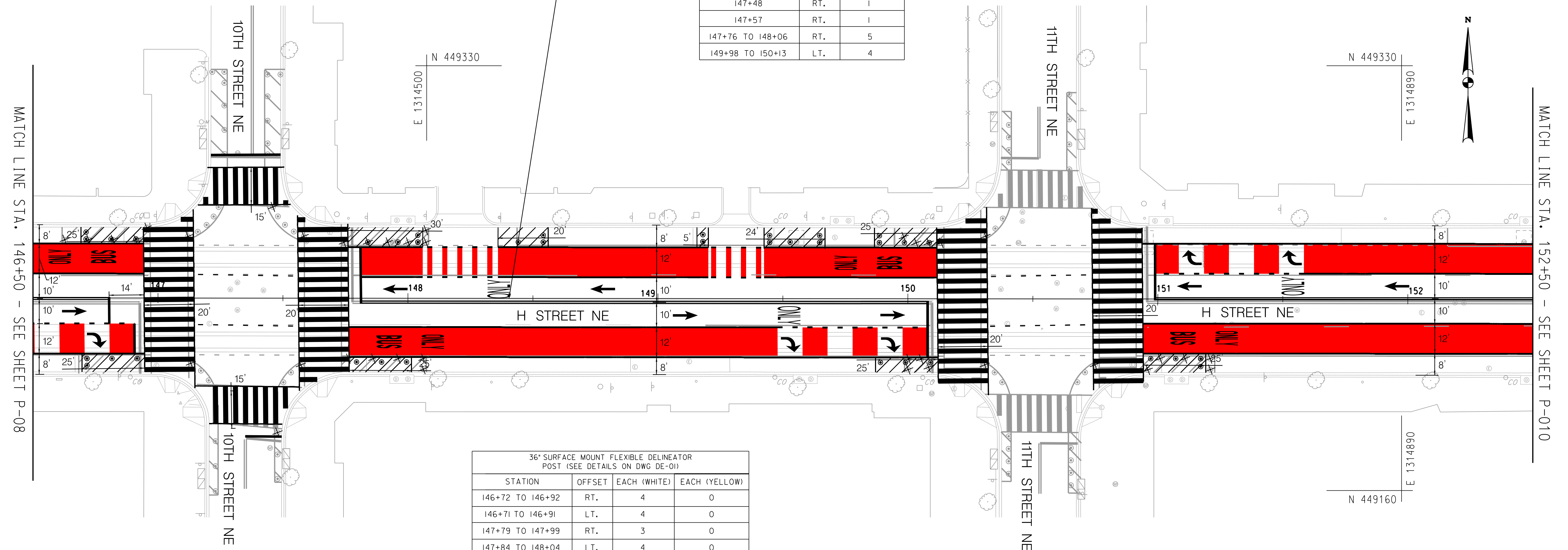
DISTRICT OF COLUMBIA DISTRICT DEPARTMENT OF TRANSPORTATION		PROJECT ENG. <u>PLC</u> DESIGNED BY <u>ADC</u> CHECKED BY <u>PLC</u> DRAWN BY <u>ADC</u> PROJECT MGR. <u>GAB</u>
H STREET NE BUS PRIORITY PROJECT		DIVISION CHIEF
PAVING PLAN		DATE _____ FILE _____ SHEET 33 OF 109

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EXISTING FLEX POST REMOVAL		
STATION	OFFSET	EACH
146+63 TO 146+95	LT.	5
147+12	LT.	1
147+46	LT.	1
147+58	LT.	1
147+74 TO 148+07	LT.	6
147+13	RT.	1
147+48	RT.	1
147+57	RT.	1
147+76 TO 148+06	RT.	5
149+98 TO 150+13	LT.	4

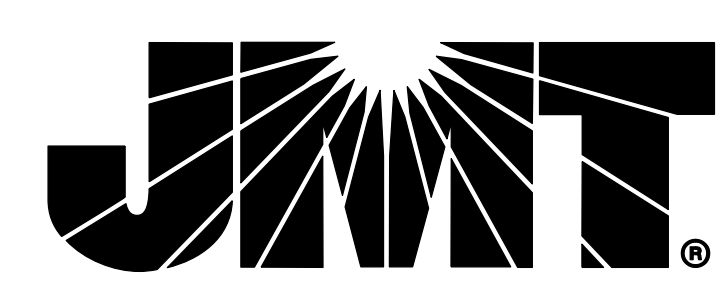
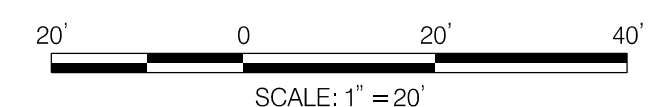
EXISTING FLEX POST REMOVAL (CONT.)		
STATION	OFFSET	EACH
150+00 TO 150+08	RT.	4
150+31	LT.	1
150+31	RT.	1
150+75	RT.	1
150+96 TO 151+21	RT.	5

36" SURFACE MOUNT FLEXIBLE DELINEATOR POST (SEE DETAILS ON DWG DE-01)			
STATION	OFFSET	EACH (WHITE)	EACH (YELLOW)
146+72 TO 146+92	RT.	4	0
146+71 TO 146+91	LT.	4	0
147+79 TO 147+99	RT.	3	0
147+84 TO 148+04	LT.	4	0
148+44 TO 148+54	LT.	3	0
149+18	LT.	2	0
149+45 TO 149+65	LT.	5	0
149+89 TO 150+09	LT.	4	0
149+89 TO 150+09	RT.	3	0
150+97 TO 151+17	RT.	4	0



**ROADWAY LEGEND**

- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
- QWICK KURB SYSTEM (CENTERLINE HARDENING)
- FULL DEPTH COMPOSITE PAVEMENT
- CONCRETE SIDEWALK
- RUBBER SPEED BUMP SYSTEM



**65% SUBMISSION**  
NOT FOR CONSTRUCTION  
NOVEMBER 2023

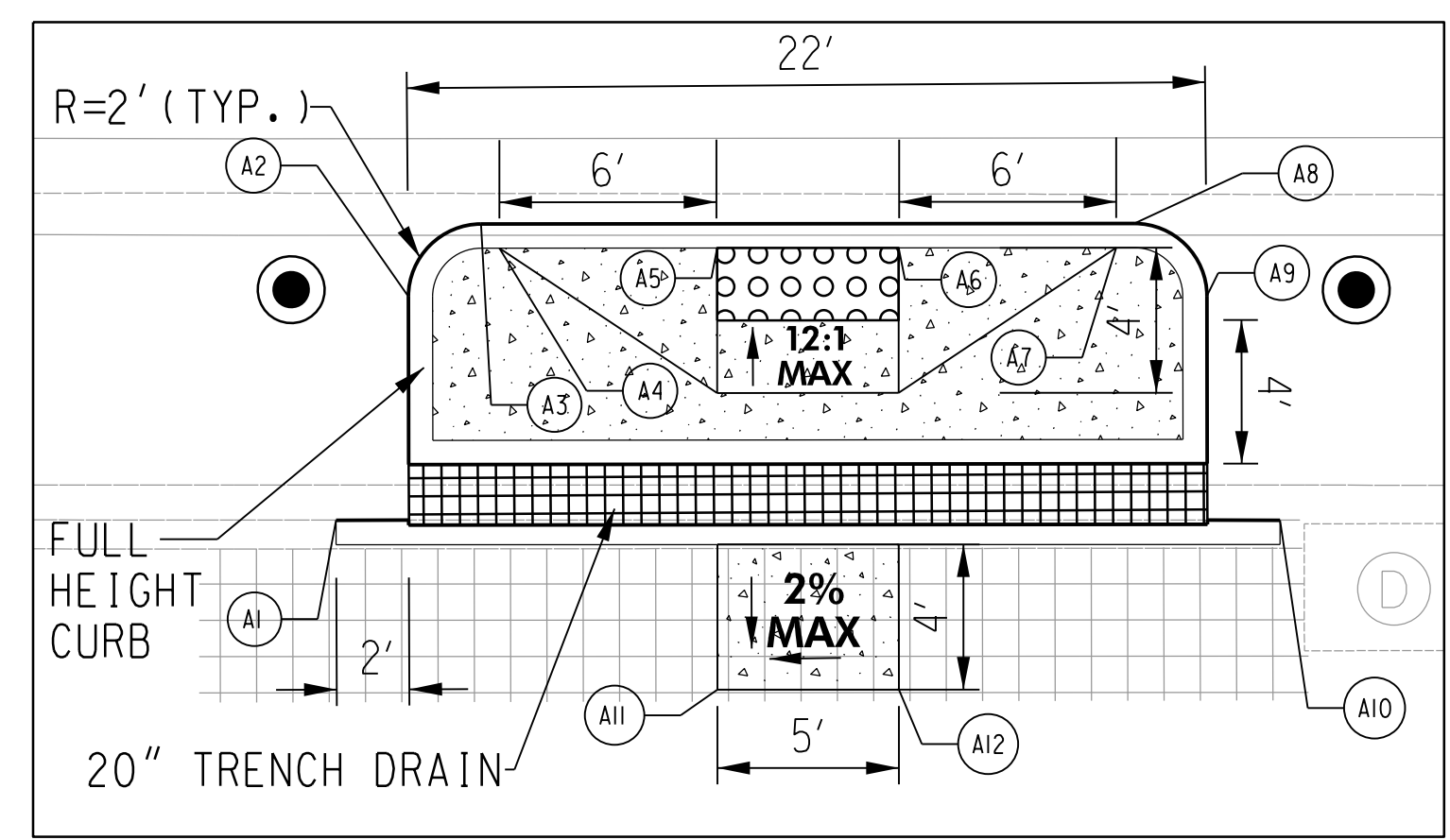
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

P-09

DISTRICT OF COLUMBIA DISTRICT DEPARTMENT OF TRANSPORTATION	
H STREET NE BUS PRIORITY PROJECT	PROJECT ENG. <u>PLC</u> DESIGNED BY <u>ADC</u> CHECKED BY <u>PLC</u> DRAWN BY <u>ADC</u> PROJECT MGR. <u>GAB</u>
PAVING PLAN	DIVISION CHIEF
DATE _____	
FILE _____	
SHEET 34 OF 109	

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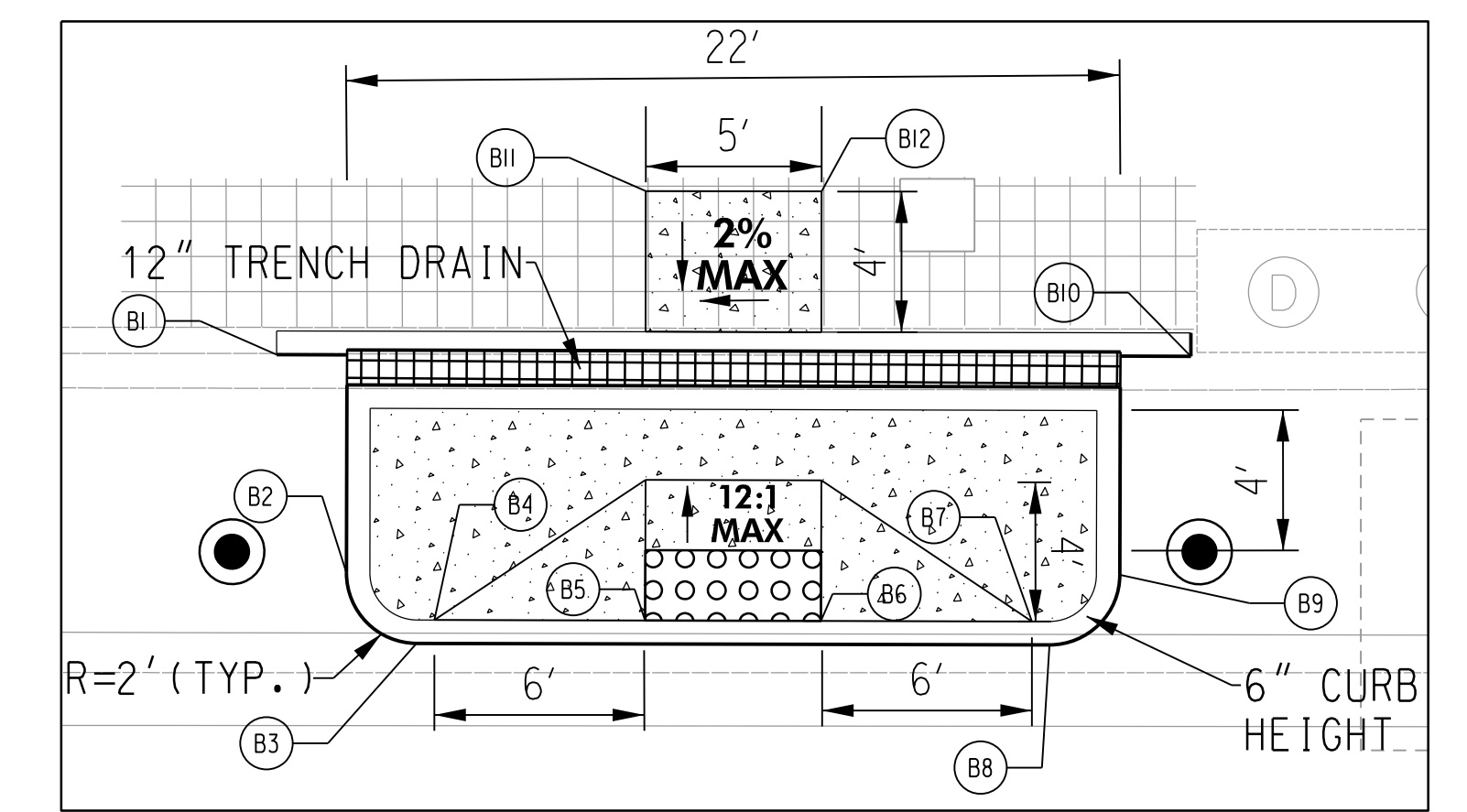
MID-BLOCK CROSSING BUMP-OUT - DETAIL A

SCALE: 1" = 5'

PLATFORM LOCATED ON WESTBOUND H STREET BETWEEN 12TH AND 13TH STREETS  
LEVEL LANDING AREA WILL EXTEND INTO EXISTING SIDEWALK.

POINT	STATION	OFFSET	DESCRIPTION
A1	157+31.48	30.14 RT.	MEET EXISTING CURB
A2	157+33.47	23.97 RT.	PC CURB
A3	157+35.46	21.97 RT.	PT CURB
A4	157+35.97	22.63 RT.	END RAMP FLARE
A5	157+41.97	22.62 RT.	RAMP
A6	157+46.97	22.61 RT.	RAMP
A7	157+52.97	22.61 RT.	END RAMP FLARE
A8	157+53.46	21.93 RT.	PC CURB
A9	157+55.45	24.65 RT.	PT CURB
A10	157+57.49	30.11 RT.	MEET EXISTING CURB
A11	157+41.99	34.80 RT.	LEVEL LANDING AREA
A12	157+46.99	34.79 RT.	LEVEL LANDING AREA

POINT	STATION	OFFSET	DESCRIPTION
B1	157+31.48	29.82 LT.	MEET EXISTING CURB
B2	157+33.47	23.61 LT.	PC CURB
B3	157+35.47	21.60 LT.	PT CURB
B4	157+35.97	22.27 LT.	END RAMP FLARE
B5	157+41.97	22.26 LT.	RAMP
B6	157+46.97	22.25 LT.	RAMP
B7	157+52.97	22.25 LT.	END RAMP FLARE
B8	157+53.47	21.58 LT.	PC CURB
B9	157+55.47	23.57 LT.	PT CURB
B10	157+57.48	29.79 LT.	MEET EXISTING CURB
B11	157+41.98	34.48 LT.	LEVEL LANDING AREA
B12	157+46.98	34.48 LT.	LEVEL LANDING AREA



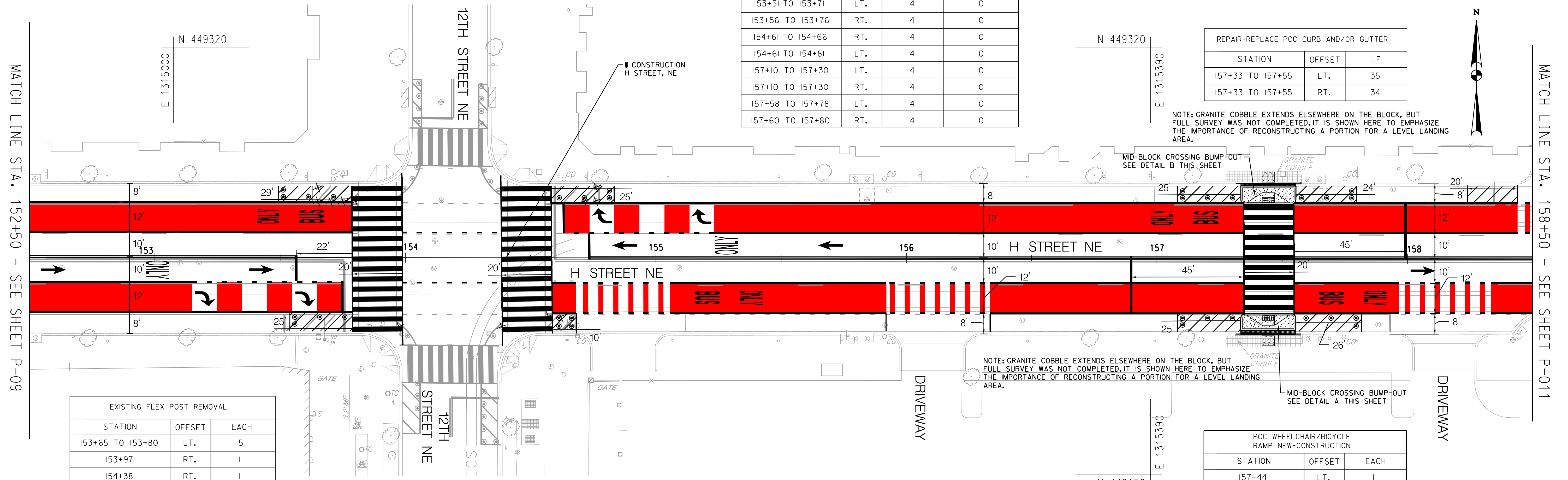
MID-BLOCK CROSSING BUMP-OUT - DETAIL B

SCALE: 1" = 5'

PLATFORM LOCATED ON WESTBOUND H STREET BETWEEN 12TH AND 13TH STREETS  
LEVEL LANDING AREA WILL EXTEND INTO EXISTING SIDEWALK.

STATION	OFFSET	EACH (WHITE)	EACH (YELLOW)
153+51 TO 153+71	LT.	4	0
153+56 TO 153+76	RT.	4	0
154+61 TO 154+66	RT.	4	0
154+61 TO 154+81	LT.	4	0
157+10 TO 157+30	LT.	4	0
157+10 TO 157+30	RT.	4	0
157+58 TO 157+78	LT.	4	0
157+60 TO 157+80	RT.	4	0

STATION	OFFSET	LF
157+33 TO 157+55	LT.	35
157+33 TO 157+55	RT.	34



STATION	OFFSET	EACH
153+65 TO 153+80	LT.	5
153+97	RT.	1
154+38	RT.	1
154+57 TO 154+62	RT.	2
154+71 TO 154+76	LT.	3

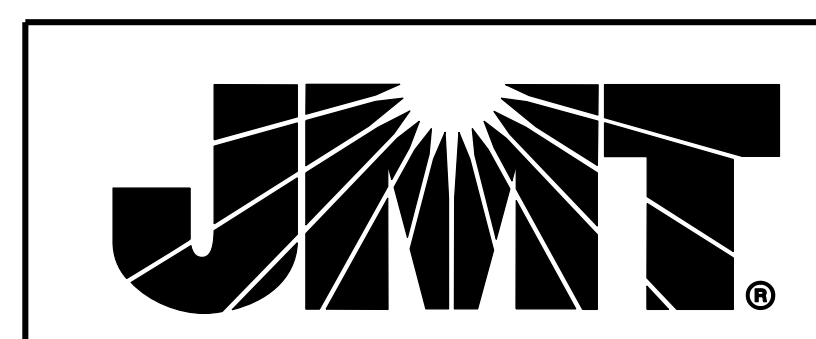
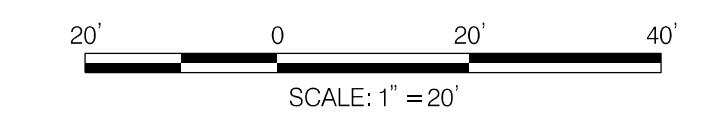
STATION	OFFSET	LF
157+33 TO 157+55	LT.	22
157+33 TO 157+55	RT.	22

STATION	OFFSET	LF
157+33 TO 157+55	RT.	22

STATION	OFFSET	LF
157+33 TO 157+55	LT.	22

STATION	OFFSET	EACH
157+44	LT.	1
157+44	RT.	1

- ROADWAY LEGEND**
- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
  - QWICK KURB SYSTEM (CENTERLINE HARDENING)
  - FULL DEPTH COMPOSITE PAVEMENT
  - CONCRETE SIDEWALK
  - RUBBER SPEED BUMP SYSTEM



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

**65% SUBMISSION**  
NOT FOR CONSTRUCTION  
NOVEMBER 2023

DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION

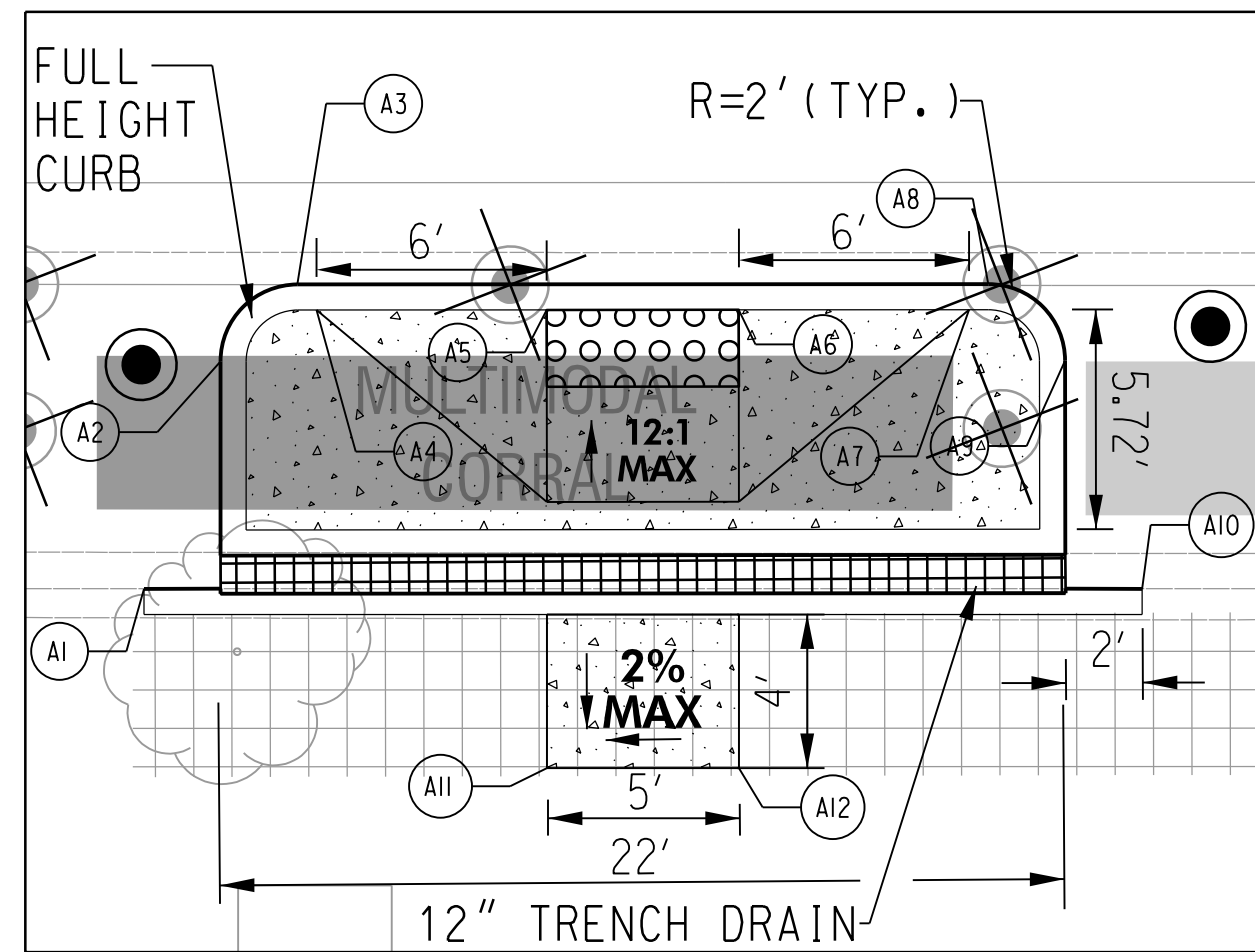
H STREET NE BUS  
PRIORITY PROJECT

PAVING PLAN

PROJECT ENG. _____ PLC	DESIGNED BY _____ ADC
CHECKED BY _____ PLC	DRAWN BY _____ ADC
PROJECT MGR. _____ GAB	
DIVISION CHIEF	
DATE _____	FILE _____
SHEET 35 OF 109	

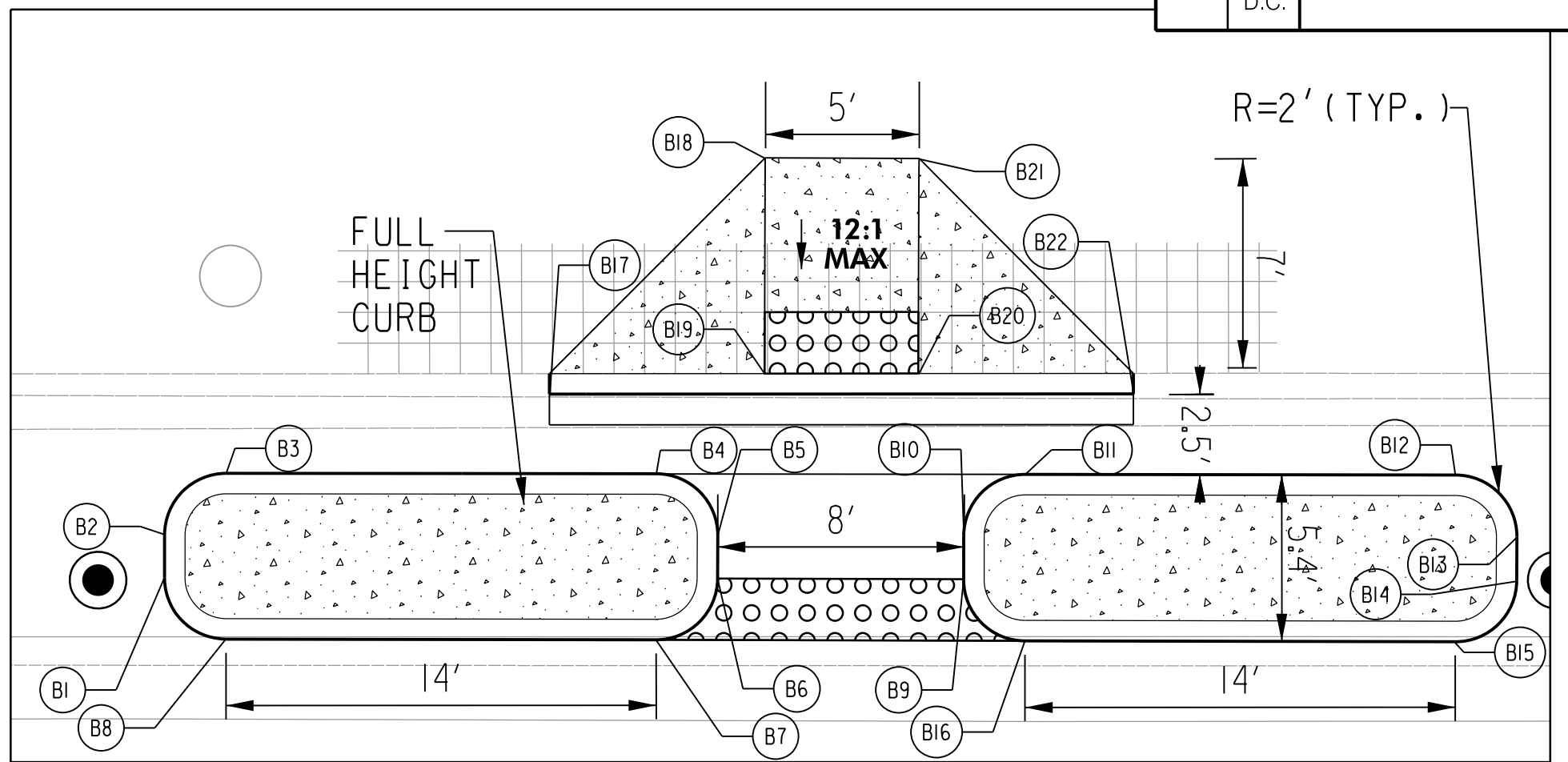
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POINT	STATION	OFFSET	DESCRIPTION
A1	163+44.05	29.79 RT.	MEET EXISTING CURB
A2	163+46.04	23.87 RT.	PC CURB
A3	163+48.04	21.86 RT.	PT CURB
A4	163+48.54	22.53 RT.	END RAMP FLARE
A5	163+54.54	22.52 RT.	RAMP
A6	163+59.54	22.51 RT.	RAMP
A7	163+65.54	22.50 RT.	END RAMP FLARE
A8	163+66.04	21.83 RT.	PC CURB
A9	163+68.04	23.83 RT.	PT CURB
A10	163+70.05	29.77 RT.	MEET EXISTING CURB
A11	163+54.55	34.45 RT.	LEVEL LANDING AREA
A12	163+59.55	34.45 RT.	LEVEL LANDING AREA

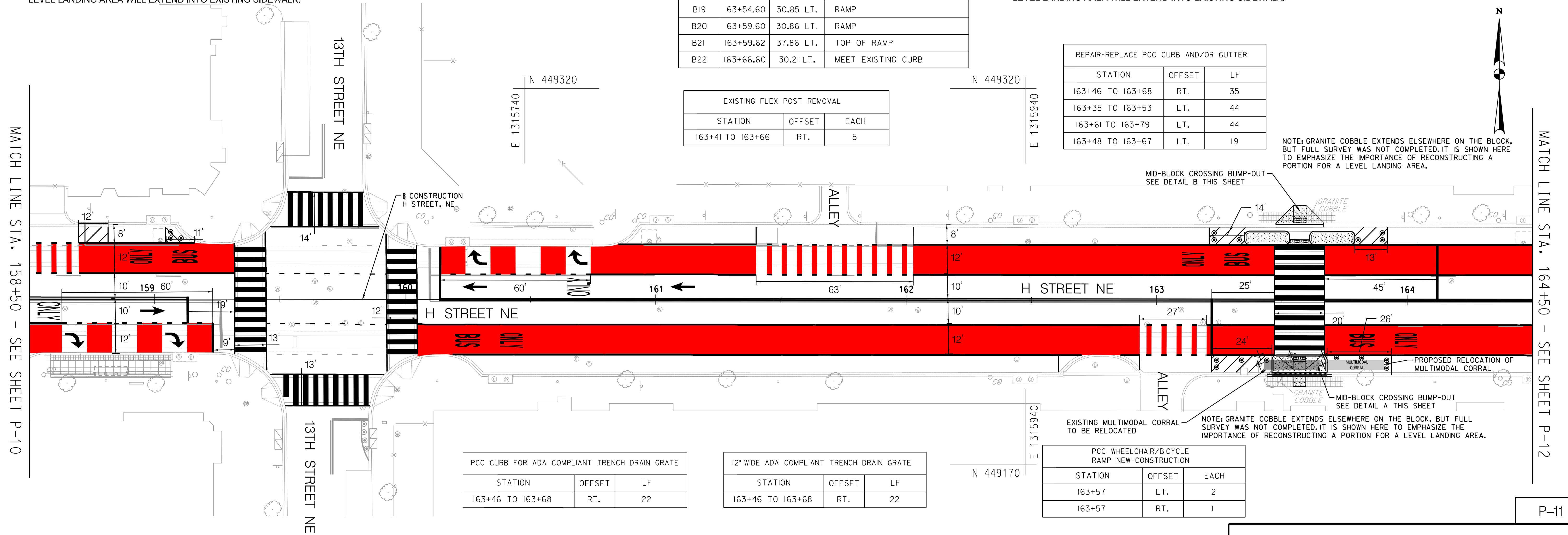
POINT	STATION	OFFSET	DESCRIPTION
B1	163+35.09	23.98 LT.	POT CURB
B2	163+35.09	25.77 LT.	PC CURB
B3	163+37.08	27.59 LT.	PT CURB
B4	163+51.20	27.58 LT.	PC CURB
B5	163+53.08	25.65 LT.	PT CURB
B6	163+53.08	24.18 LT.	PC CURB
B7	163+51.08	22.19 LT.	PT CURB
B8	163+36.93	22.20 LT.	PC CURB
B9	163+61.08	24.16 LT.	POT CURB
B10	163+61.09	25.68 LT.	PC CURB
B11	163+63.11	27.58 LT.	PT CURB
B12	163+77.10	27.58 LT.	PC CURB
B13	163+79.07	25.84 LT.	PT CURB
B14	163+79.08	24.09 LT.	PC CURB
B15	163+77.18	22.15 LT.	PT CURB
B16	163+63.09	22.16 LT.	PC CURB
B17	163+47.60	30.18 LT.	MEET EXISTING CURB
B18	163+54.61	37.87 LT.	TOP OF RAMP
B19	163+54.60	30.85 LT.	RAMP
B20	163+59.60	30.86 LT.	RAMP
B21	163+59.62	37.86 LT.	TOP OF RAMP
B22	163+66.60	30.21 LT.	MEET EXISTING CURB



MID-BLOCK CROSSING BUMP-OUT - DETAIL B  
SCALE: 1" = 5'  
PLATFORM LOCATED ON WESTBOUND H STREET BETWEEN 13TH AND 14TH STREETS  
LEVEL LANDING AREA WILL EXTEND INTO EXISTING SIDEWALK.

STATION	OFFSET	LF
163+46 TO 163+68	RT.	35
163+35 TO 163+53	LT.	44
163+61 TO 163+79	LT.	44
163+48 TO 163+67	LT.	19

STATION	OFFSET	EACH
163+41 TO 163+66	RT.	5



STATION	OFFSET	LF
163+46 TO 163+68	RT.	22

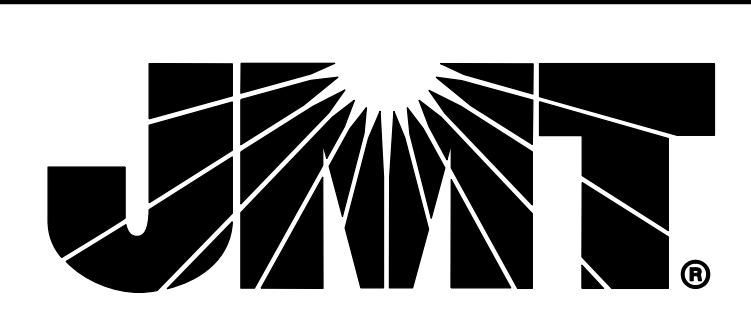
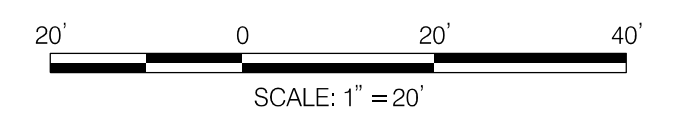
STATION	OFFSET	LF
163+46 TO 163+68	RT.	22

STATION	OFFSET	EACH
163+57	LT.	2
163+57	RT.	1

ROADWAY LEGEND

- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
- QWICK KURB SYSTEM (CENTERLINE HARDENING)
- FULL DEPTH COMPOSITE PAVEMENT
- CONCRETE SIDEWALK
- RUBBER SPEED BUMP SYSTEM

STATION	OFFSET	EACH (WHITE)	EACH (YELLOW)
159+06 TO 159+11	LT.	3	0
163+23 TO 163+43	LT.	3	0
163+24 TO 163+44	RT.	4	0
163+80 TO 163+90	LT.	3	0
163+72 TO 163+92	RT.	4	0



65% SUBMISSION  
NOT FOR CONSTRUCTION  
NOVEMBER 2023

NO.	DESCRIPTION	NAME	DATE

DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION

H STREET NE BUS  
PRIORITY PROJECT

PAVING PLAN

PROJECT ENG.	PLC
DESIGNED BY	ADC
CHECKED BY	PLC
DRAWN BY	ADC
PROJECT MGR.	GAB
DIVISION CHIEF	
DATE	
FILE	
SHEET 36 OF 109	

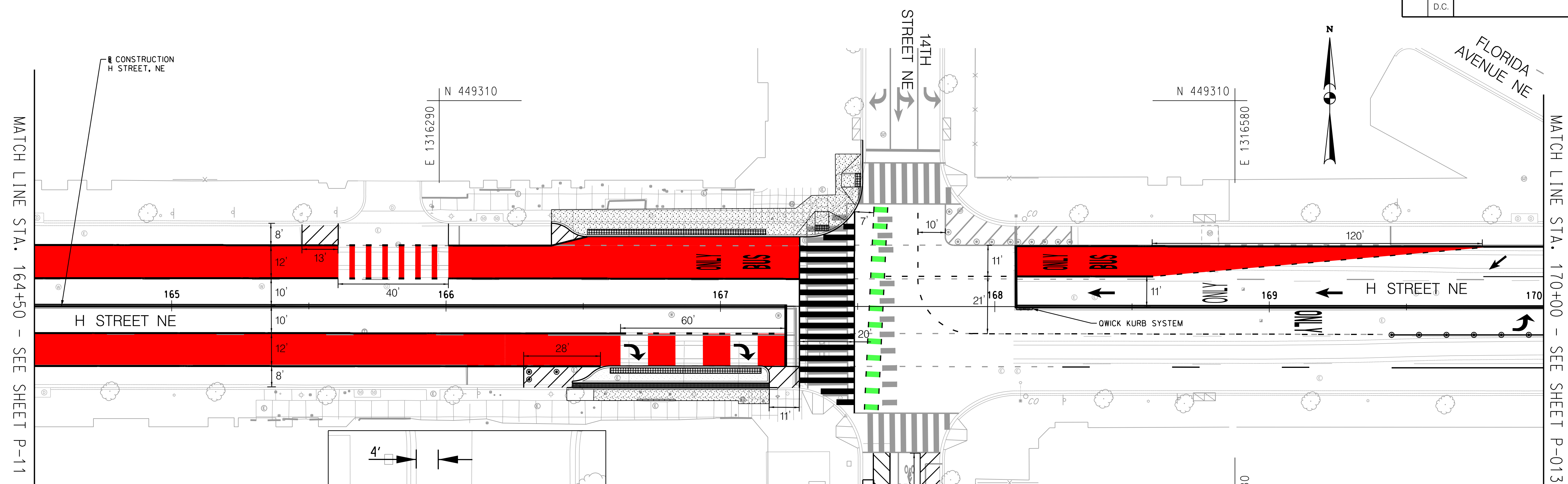
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MATCH LINE STA. 158+50 - SEE SHEET P-10

MATCH LINE STA. 164+50 - SEE SHEET P-12

P-11

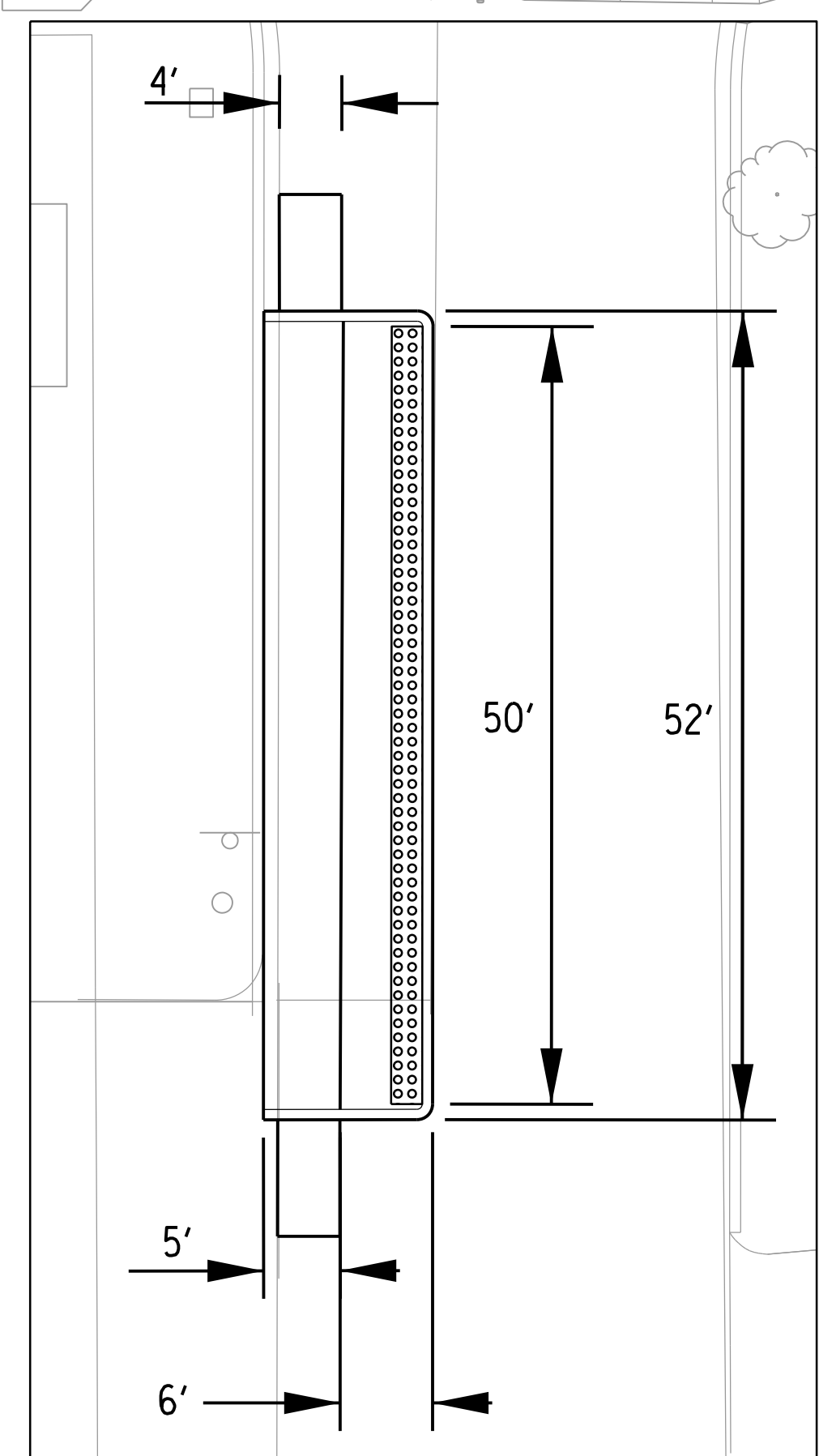




MATCH LINE STA. 164+50 - SEE SHEET P-11

MATCH LINE STA. 170+00 - SEE SHEET P-013

NOTE: ZICLA TRANSIT PLATFORMS ARE A WORK IN PROGRESS. WE HAVE BEEN COORDINATING LOCATIONS AND SIZING WITH ZICLA AND HAVE PROVIDED AN INITIAL SUPPLEMENTAL DESIGN PACKAGE PREPARED BY ZICLA SHOWING CURRENT SIZING AND PRODUCTS.



ZICLA TRANSIT PLATFORM - DETAIL A  
SCALE: 1" = 10'  
PLATFORM LOCATED ON SOUTHBOUND 14TH STREET JUST SOUTH OF H STREET

PCC CURB FOR ADA COMPLIANT TRENCH DRAIN GRATE		
STATION	OFFSET	LF
166+46 TO 167+18	RT.	72

20" WIDE ADA COMPLIANT TRENCH DRAIN GRATE		
STATION	OFFSET	LF
166+46 TO 167+18	RT.	72

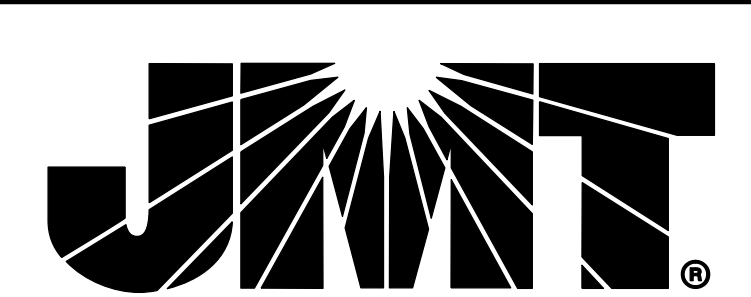
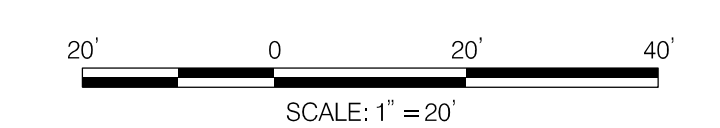
PCC WHEELCHAIR/BICYCLE RAMP NEW-CONSTRUCTION		
STATION	OFFSET	EACH
167+37	LT.	1
167+51	LT.	1

REPAIR-REPLACE PCC CURB AND/OR GUTTER		
STATION	OFFSET	LF
166+46 TO 167+18	RT.	79
166+38 TO 167+52	LT.	142

36" SURFACE MOUNT FLEXIBLE DELINEATOR POST (SEE DETAILS ON DWG DE-01)			
STATION	OFFSET	EACH (WHITE)	EACH (YELLOW)
166+30 TO 166+40	RT.	3	0
169+45 TO 169+95	RT.	6	0

FURNISH AND INSTALL OWICK KURB SYSTEM		
STATION	OFFSET	EA
168+08 TO 168+14	RT.	1

- ROADWAY LEGEND**
- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
  - QWICK KURB SYSTEM (CENTERLINE HARDENING)
  - FULL DEPTH COMPOSITE PAVEMENT
  - CONCRETE SIDEWALK
  - RUBBER SPEED BUMP SYSTEM



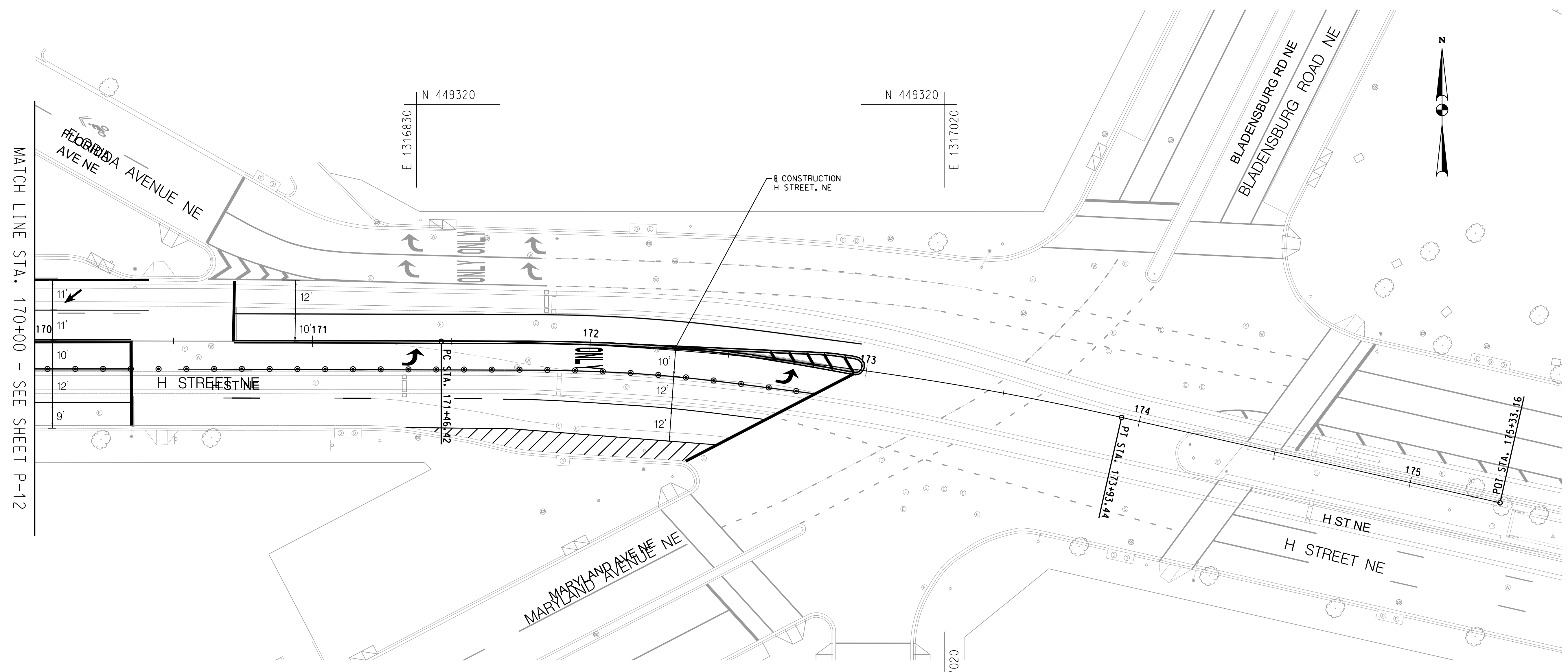
**65% SUBMISSION**  
NOT FOR CONSTRUCTION  
NOVEMBER 2023

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

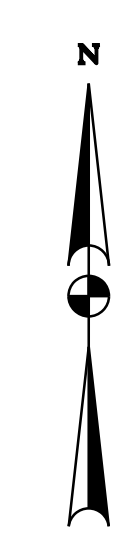
DISTRICT OF COLUMBIA DISTRICT DEPARTMENT OF TRANSPORTATION	
H STREET NE BUS PRIORITY PROJECT	PROJECT ENG. <u>PLC</u> DESIGNED BY <u>ADC</u> CHECKED BY <u>PLC</u> DRAWN BY <u>ADC</u> PROJECT MGR. <u>GAB</u>
PAVING PLAN	DIVISION CHIEF DATE _____ FILE _____ SHEET 37 OF 109

P-12

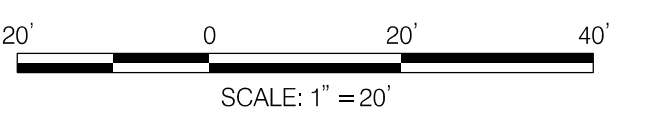
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MATCH LINE STA. 170+00 - SEE SHEET P-12

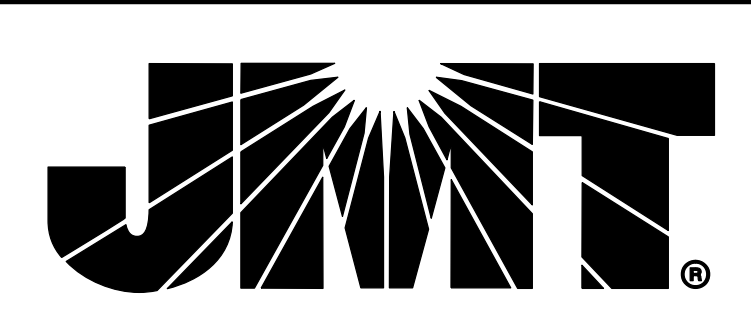


36" SURFACE MOUNT FLEXIBLE DELINEATOR POST (SEE DETAILS ON DWG DE-01)			
STATION	OFFSET	EACH (WHITE)	EACH (YELLOW)
170+05 TO 172+76	RT.	28	0



**ROADWAY LEGEND**

- PROPOSED SURFACE MOUNT FLEXIBLE DELINEATOR POST
- QWICK KURB SYSTEM (CENTERLINE HARDENING)
- FULL DEPTH COMPOSITE PAVEMENT
- CONCRETE SIDEWALK
- RUBBER SPEED BUMP SYSTEM



**65% SUBMISSION**  
NOT FOR CONSTRUCTION  
NOVEMBER 2023

NO.	DESCRIPTION	NAME	DATE

REVISIONS

P-13

DISTRICT OF COLUMBIA DISTRICT DEPARTMENT OF TRANSPORTATION	
H STREET NE BUS PRIORITY PROJECT	PROJECT ENG. <u>PLC</u> DESIGNED BY <u>ADC</u> CHECKED BY <u>PLC</u> DRAWN BY <u>ADC</u> PROJECT MGR. <u>GAB</u>
PAVING PLAN	DIVISION CHIEF  DATE _____ FILE _____
SHEET 38 OF 109	

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# West Virginia Ave NE Traffic Safety

ANC 6A Transportation & Public Space Committee Meeting

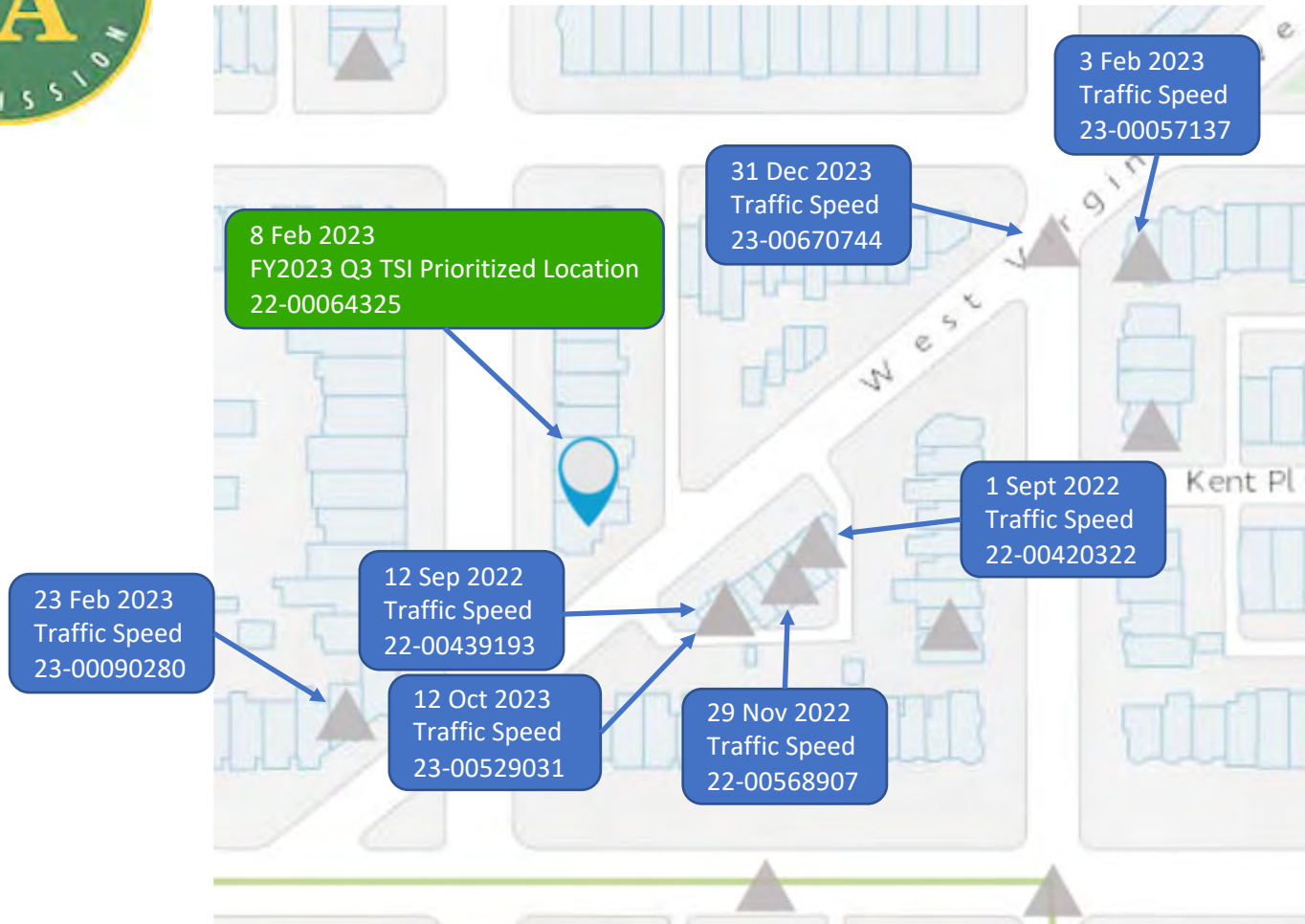


# West Virginia Ave NE Safety Issues

- Historic safety concerns on the 800-block of West Virginia Ave NE, dating as far back as 2014.
- *“The street is characterized by high speeds, dangerous driving and illegal trash dumping, resulting in a hostile, unsafe environment for residents.”<sup>1</sup>*
- High traffic volume, including commercial buses, industrial trucks, and Maryland commuters

<sup>1</sup> [ANC 6A Commission letter to DDOT and DPW, dated April 30, 2022.](#)





## DDOT Traffic Safety Input (TSI) Dashboard for West Virginia Ave NE

- 7 TSIs for Future Consideration
- 1 TSI Under Investigation
  - FY23 Q3 TSI Prioritized Location
- 0 Pending Installation
- 0 Completed

\*Data captured 4 Feb 2024





# DDOT Road Definitions

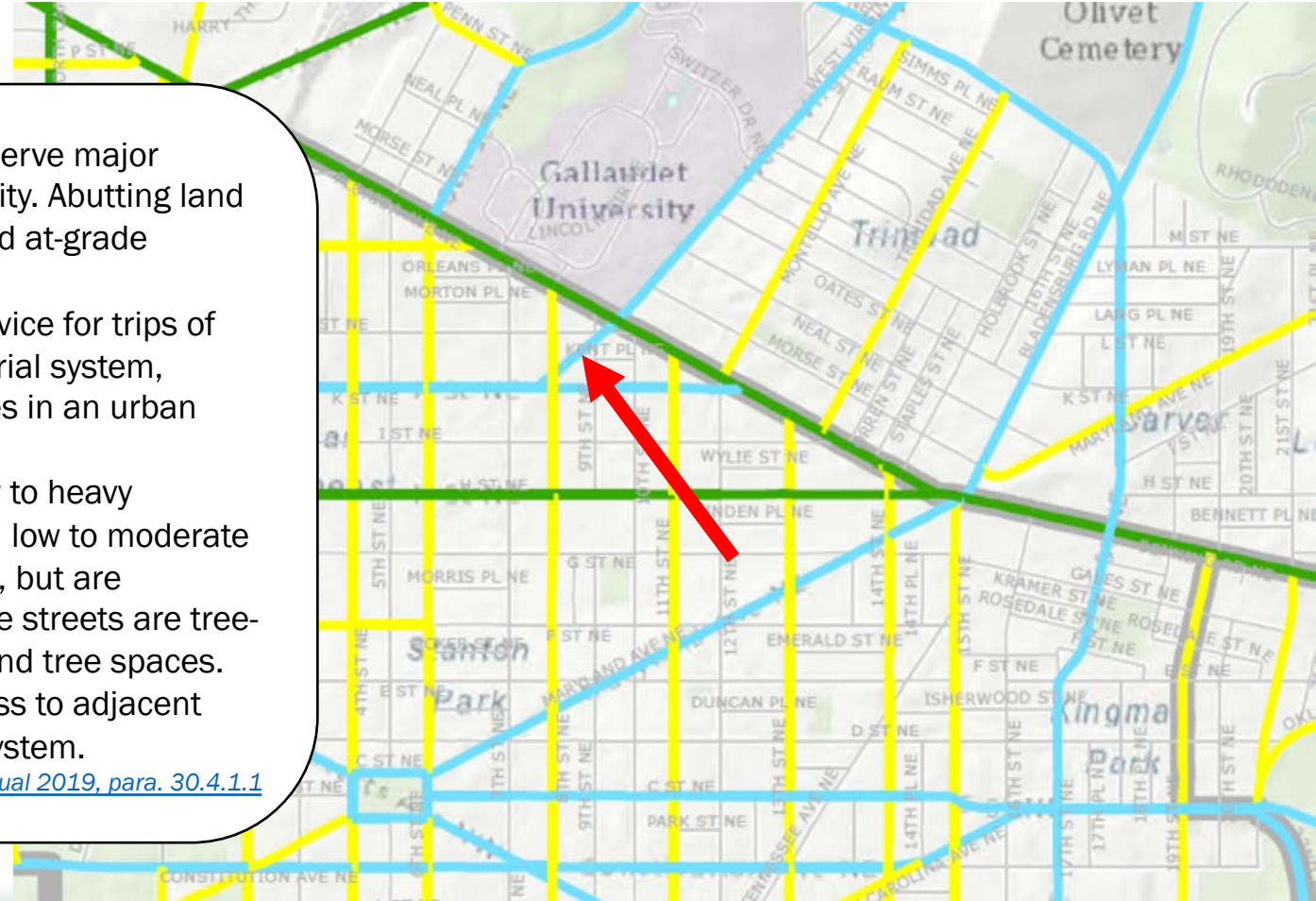
**Principal Arterials.** Carry moderate to high traffic volume. These serve major centers of metropolitan areas and provide a high degree of mobility. Abutting land uses can be accessed directly by driveways to specific parcels and at-grade intersections with other roadways.

**Minor Arterials.** Carry moderate traffic volume. These provide service for trips of moderate length. They interconnect and augment the higher arterial system, provide intra-community continuity, and may carry local bus routes in an urban area.

**Collector Streets.** Carry low to moderate vehicular movement, low to heavy pedestrian movement, moderate to heavy bicycle movement, and low to moderate transit movement. Collector streets are located in neighborhoods, but are consistent with the principles of the functional classifications. The streets are tree-lined, with established cross section distributions for sidewalks and tree spaces.

**Local Streets.** Carry low traffic volume. These provide direct access to adjacent uses and interconnect with the other portions of the functional system.

[DDOT Design & Engineering Manual 2019, para. 30.4.1.1](#)





# DDOT Traffic Calming Measures

- Speed humps, bumps and tables
- Raised crosswalks
- Raised intersections
- Textured pavements
- Gateway/entry treatments
- Bulb-outs/curb extensions
- Chicanes
- Chokers
- Neighborhood traffic circles
- On Street Parking

[DDOT Design & Engineering Manual 2019, para. 40.3](#)



# DDOT Evaluation

- DDOT has an on-going signal evaluation for the 8<sup>th</sup> St NE and West Virginia NE intersection to see if a full signal can be warranted.
- A one-way traffic conversion assessment has been added to the evaluation.
- The assessments are expected to take 120 days.
- DDOT is asking for support of a ***southwest-bound*** one-way conversion.
  - Northeast-bound one-way conversion would preclude the need for a traffic signal at 8<sup>th</sup> St NE and West Virginia Ave NE.
  - ANC 6A [previously supported](#) a one-way conversion to West Virginia Ave NE.
- DDOT would be able to add a contraflow bike lane, which has a traffic calming effect by narrowing the traffic lane





# Traffic Flow Impacts: 800-block West Virginia Ave NE





# Traffic Flow Impacts: 900-block L St NE





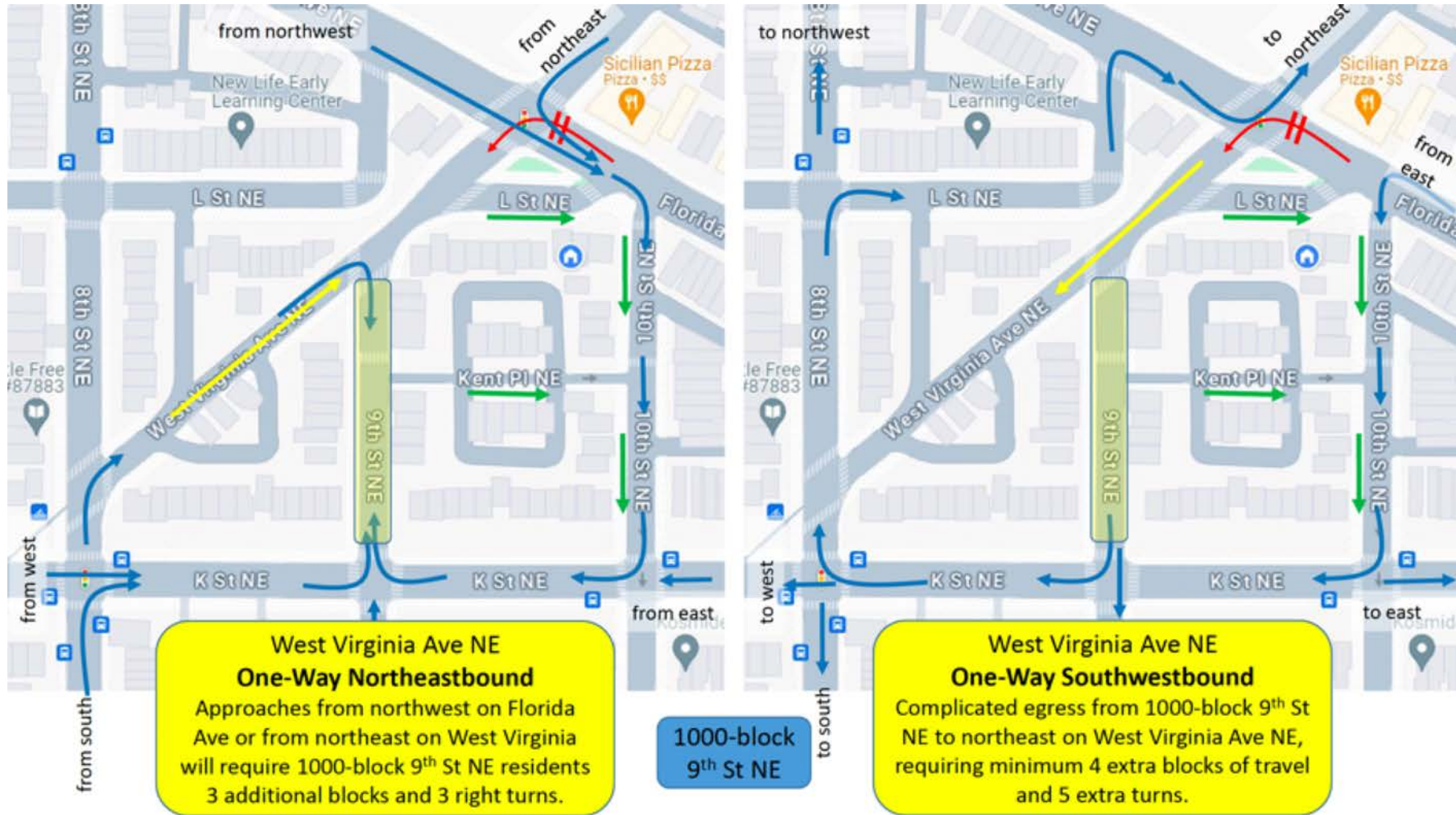


# Traffic Flow Impacts: 900-block Kent Pl NE





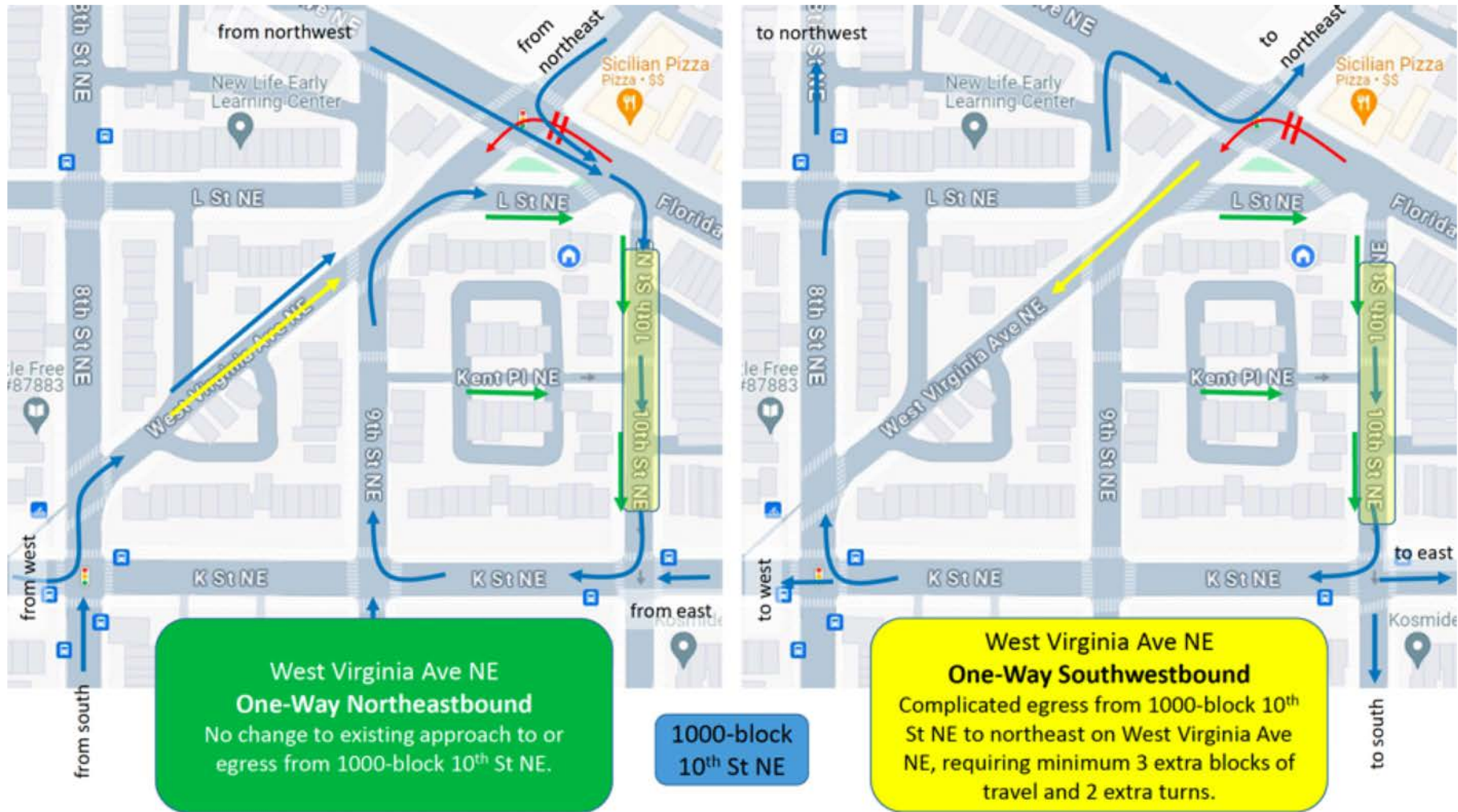
# Traffic Flow Impacts: 1000-block 9<sup>th</sup> St NE







# Traffic Flow Impacts: 1000-block 10<sup>th</sup> St NE





# Recommendation

- That ANC 6A send a letter to DDOT with recommendations for traffic safety improvements on the 800-block of West Virginia Avenue NE, including preferred direction for a potential one-way conversion.



# Questions?



# Backup



# DC Bike Lanes

## District of Columbia Bike Map 2023

