

Government of the District of Columbia

Department of Transportation



March 27, 2019

Mr. Kent C. Boese, Chairperson
Advisory Neighborhood Commission 1A08
3400 11th Street, N.W. Suite #200
Washington, DC 20010
Via Email: 1A08@anc.dc.gov

Mr. James A. Turner, Chairperson
Advisory Neighborhood Commission 1B09
2000 14th Street, N.W. Suite #100B
Washington, DC 20009
Via Email: 1B09@anc.dc.gov

Re: Relocation/Signalization of a Crosswalk at 14th Street and Girard Street, NW NOI 19-86-TESD

Dear Commissioners:

In the interest of pedestrian safety, District Department of Transportation (DDOT) will be making an intersection modification in your community. Pursuant to the “Administrative Procedure Amendment Act of 2000” D. C. LAW 13-249 (48 DCR 3491 April 20, 2001), DDOT is required to give a written notice to modify traffic and/or parking requirements. This letter is being forwarded to you for the purpose of notification and solicitation of comments on our intent to implement the following modifications in your jurisdiction.

- ***Relocation and Signalization of a crosswalk at 14th Street and Girard Street, NW***

This modification is result of traffic analysis performed by DDOT to advance recommendations to improve safety at various pedestrian crossings in Ward 1, as stated in Director Marootian’s May 4, 2018 letter to Councilmember Nadeau. As part of this project, the crosswalk from Girard Street NW (south) will be relocated to the north and will be signalized with the existing traffic signal at Girard Street NW (north). Girard Street NW (north) intersection will have two signalized crosswalks in the final condition.

Proposed signal modifications can provide for the safe and efficient movement of vehicular and pedestrian traffic at this intersection, and will provide positive direction to motorists, pedestrians and bicyclists operating through and in the immediate vicinity. The signal on 14th Street at Girard Street NW (north) will be timed to operate in harmony with adjacent traffic signals on the 14th Street corridor to minimize disruptions to through traffic.

Government of the District of Columbia

Department of Transportation



All comments on this subject matter must be filed in writing by Wednesday, May 8, 2019 (Thirty business days after the date of this notice), with the District Department of Transportation (DDOT), Traffic Engineering and Signals Division at 55 M Street, SE, Washington, D.C. 20003. If you would like to check the status of the Notice of Intent (NOI), please visit DDOT's website at: <http://ddot.dc.gov/service/ddot-notice-intent>. If you have trouble accessing the NOI site or are unable to do so, please contact the DDOT Customer Service Clearinghouse at 202-671-2800.

Sincerely,

A handwritten signature in blue ink that reads 'Wasim Raja'.

A. Wasim Raja
Associate Director
Traffic Engineering and Signal Division (TESD)
Project Delivery Administration

Enclosure: Director Marootian's May 4, 2018 Letter to CM Nadeau

CC: Ms. Jessica Smith, Commissioner – 1B07
Mr. Josh Mater, Commissioner – 1B08
Mr. Jason Clock, Commissioner – 1A12
Ms. Carolina Giraldo, Office of the Hon. Brianne K. Nadeau, Councilmember – Ward 1
Ms. Nyasha Smith, Secretary to the Council of the District of Columbia

- ***Rectangular Rapid Flashing Beacon***

A Rectangular Rapid Flashing Beacon (RRFB) combines a pedestrian crossing sign with user-activated LED warning lights. RRFBs are shown to increase driver yielding behavior at crosswalks over standard pedestrian warning signs and markings. They are activated by pedestrians manually by a push button. RRFBs can be installed at mid-block or unsignalized crossing locations.

An RRFB is installed at the intersection of 14th Street and Randolph Street NW, as shown below.



Figure: RRFB – 14th Street at Randolph Street NW

- ***HAWK signal***

A High Intensity Activated Crosswalk (HAWK) signal or Pedestrian Hybrid Beacon (PHB) is a traffic control device designed to help pedestrians cross busy or high-speed roadways at midblock crossings and uncontrolled intersections. The HAWK consists of two red lenses above a single yellow lens. The signal remains dark until a pedestrian pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence that directs motorists to slow and come to a stop. Once the pedestrian has crossed, the beacon again goes dark.

A HAWK is an intermediate option between a flashing beacon and a full traffic signal because it assigns right of way and provides positive stop control. It also allows motorists to proceed once the pedestrian has cleared their side of the travel lane, reducing vehicle delay. In general, these signals are typically used when gaps in traffic are not large enough or vehicle speeds are too high for pedestrians to cross safely and installation of a full traffic signal is not warranted by traffic volumes.

A HAWK was most recently installed at the intersection of Georgia Avenue and Emerson Street NW, as shown below.



Figure: HAWK – Georgia Avenue at Emerson Street NW

Summary of Investigations

The following outlines our response to the investigations of the issues raised in your letter:

1. *RRFB request for Georgia Avenue & Girard Street NW and for Georgia Avenue & Gresham Place NW*

There are four uncontrolled crosswalks across Georgia Avenue at Gresham Place NW and Girard Street NW, as shown in the figure below. DDOT recommends consolidating the four uncontrolled crosswalks to allow for safer and more desirable pedestrian crossing across Georgia Avenue NW. Based on the spacing of the adjacent signals at Harvard and Fairmont Streets NW, the intersection of Georgia Avenue and Girard Street (west) NW is recommended for consolidation. To improve pedestrian access to transit, DDOT also recommends relocating the two existing bus stops north and south of Gresham Street NW adjacent to the upgraded crosswalk at Georgia Avenue and Girard Street (west) NW.

A traffic study was previously prepared by DDOT for Georgia Avenue and Girard Street NW in 2013 and was recently updated in 2017. Based on the existing traffic volumes and projected pedestrian crossings following the crosswalk consolidation and bus stop relocation, DDOT recommends installing a HAWK at the intersection of Georgia Avenue and Girard Street (west) NW. A map of the recommendations at this location is shown below.

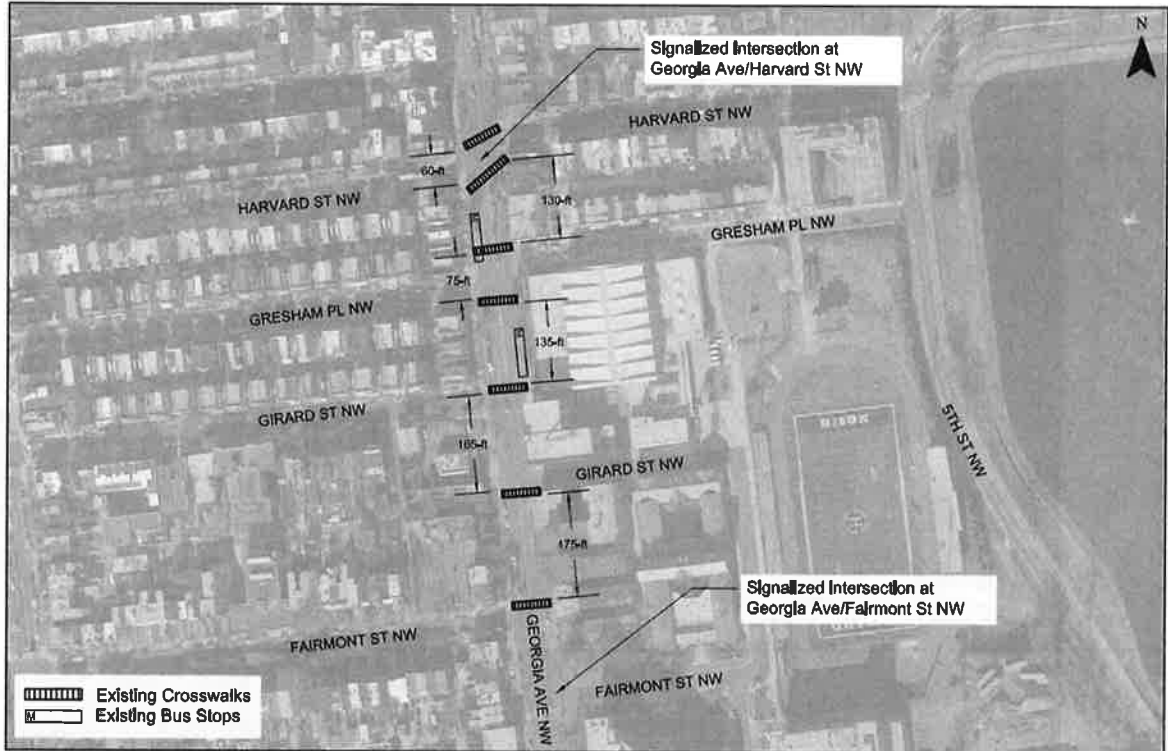


Figure: Existing Crosswalk Treatments – Georgia Avenue between Harvard Street NW and Fairmont Street NW

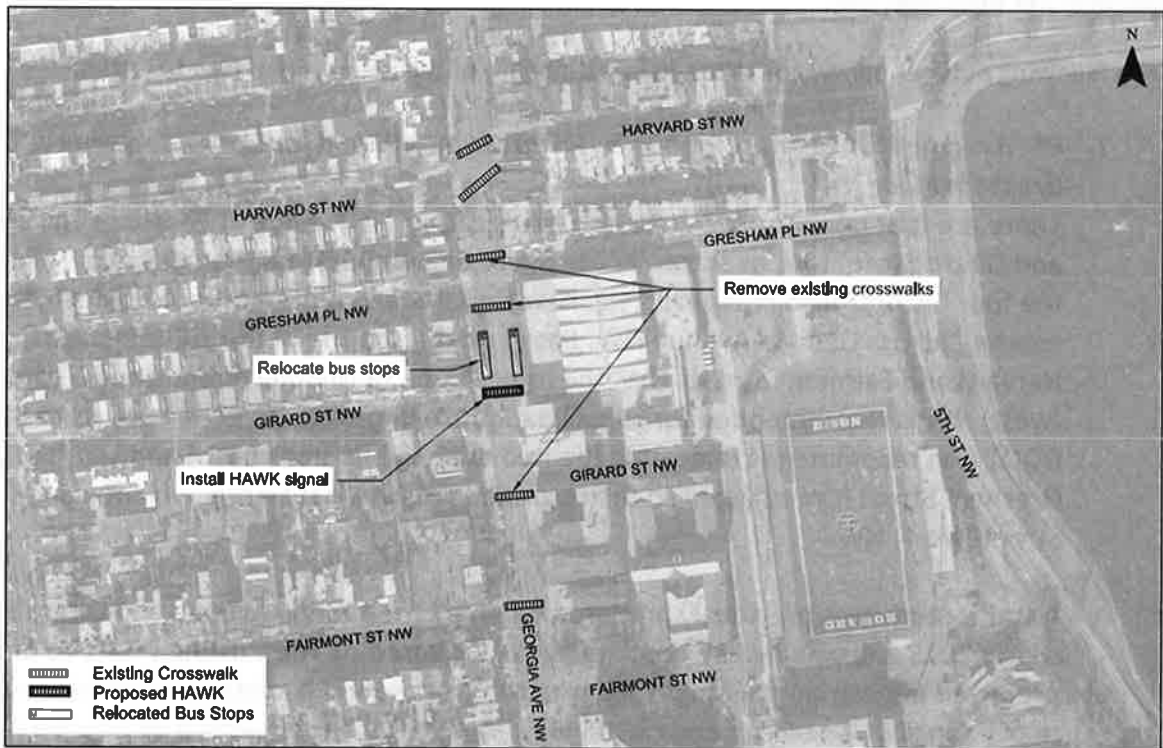


Figure: Proposed Crosswalk Treatments – Georgia Avenue between Harvard Street NW and Fairmont Street NW

2. *RRFB request for Georgia Avenue & Lamont Street NW and for Georgia Avenue & Morton Street NW*

There are four uncontrolled crosswalks across Georgia Avenue at Lamont Street NW and Morton Street NW, as shown in the figure below. DDOT recommends consolidating the four uncontrolled crosswalks to allow for safer and more desirable pedestrian crossing across Georgia Avenue NW. Based on the spacing of the adjacent signals at Park Road NW and Kenyon Street NW, the intersection of Georgia Avenue and Lamont Street (east) NW is recommended for consolidation. To improve pedestrian access to transit, DDOT also recommends relocating the two existing bus stops north and south of Lamont Street NW adjacent to the upgraded crosswalk at Georgia Avenue and Lamont Street (east) NW.

Based on the traffic study completed in 2017, DDOT recommends installing a HAWK at the intersection of Georgia Avenue and Lamont Street (east) NW, as well as relocating the existing bus stops and removing the uncontrolled crosswalks at Morton Street and Lamont Street (west) NW. A map of the recommendations at this location is shown below.

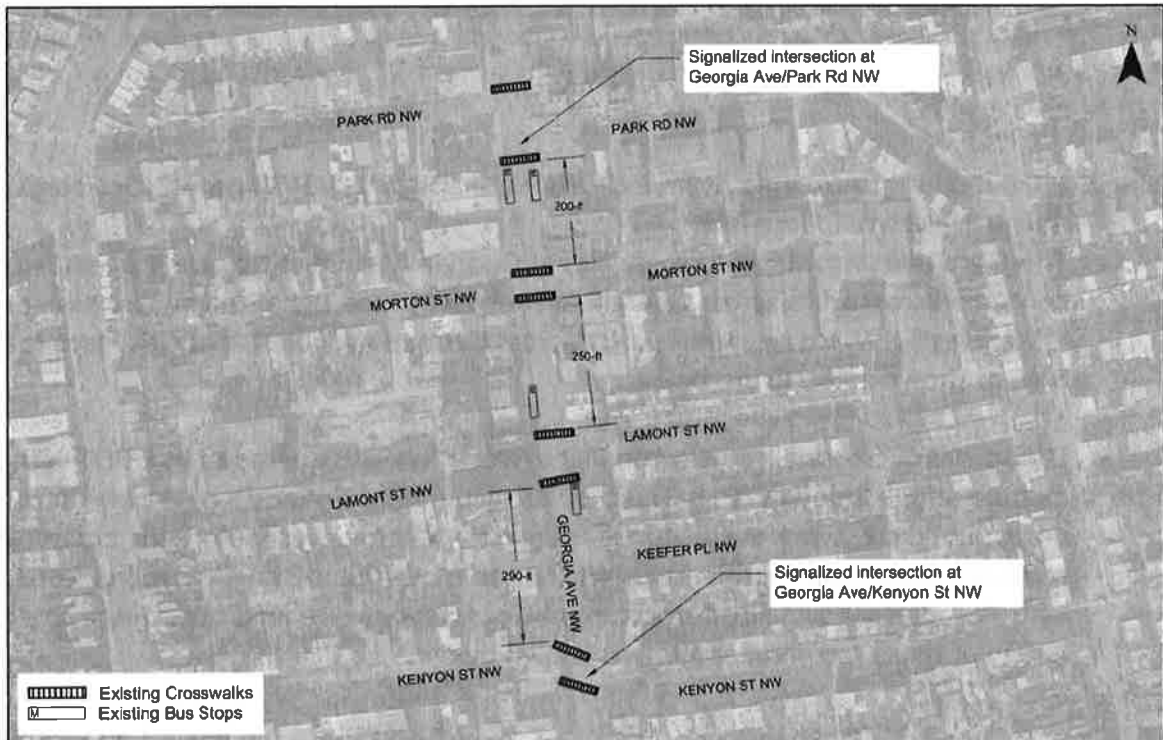


Figure: Existing Crosswalk Treatments – Georgia Avenue between Park Road NW and Kenyon Street NW

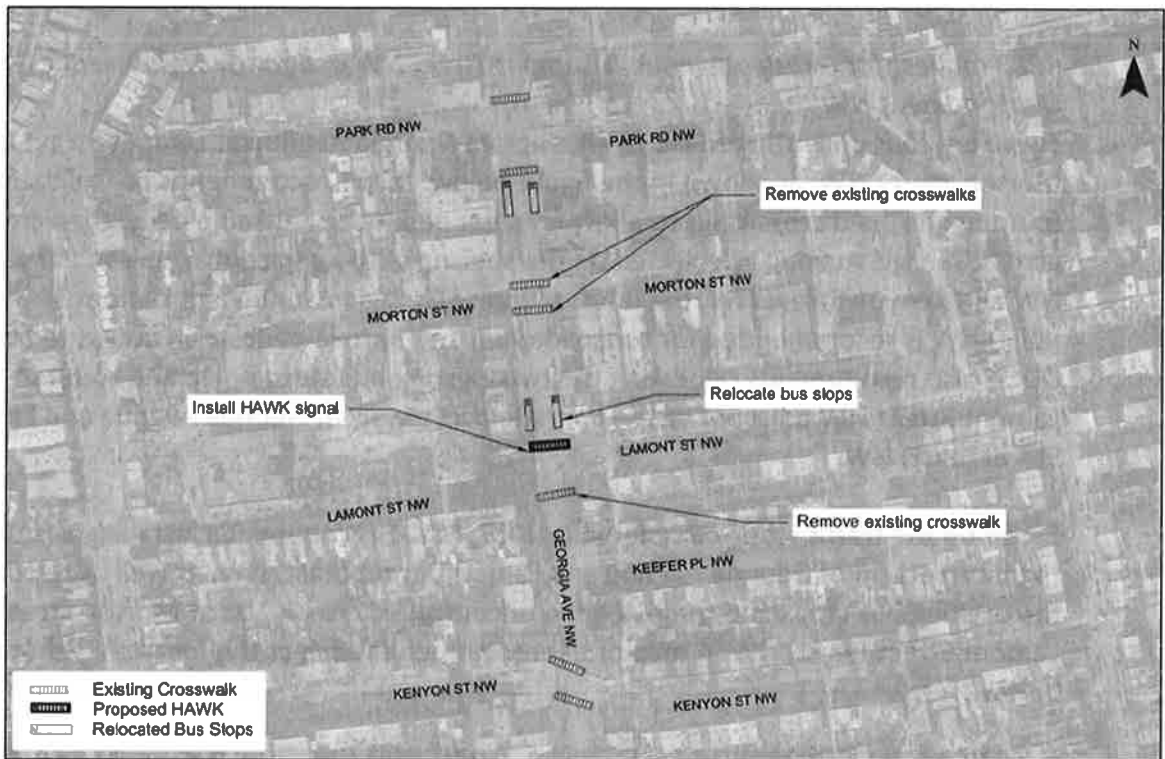


Figure: Proposed Crosswalk Treatments – Georgia Avenue between Park Road NW and Kenyon Street NW

3. RRFB request for Georgia Avenue & Otis Place NW and HAWK request for Georgia Avenue & Newton Place NW

There are two uncontrolled crosswalks at Georgia Avenue at Newton Place NW and two controlled crosswalks across Georgia Avenue NW at the signalized intersection at Otis Place (west) NW. No crosswalks exist across Georgia Avenue NW at Otis Place (east) NW, as shown in the figure below.

The southern crosswalk at Newton Place (west) NW was upgraded by DDOT with a median refuge island in 2015. Thus, DDOT recommends removal of the northern unsignalized crosswalk at Newton Place (east) NW. However, before the crosswalk is removed, DDOT will coordinate to WMATA to move the existing Metrobus stops to align with the adjacent signalized crosswalks across Georgia Avenue at Otis Place NW (west). A map of these recommendations is shown below.

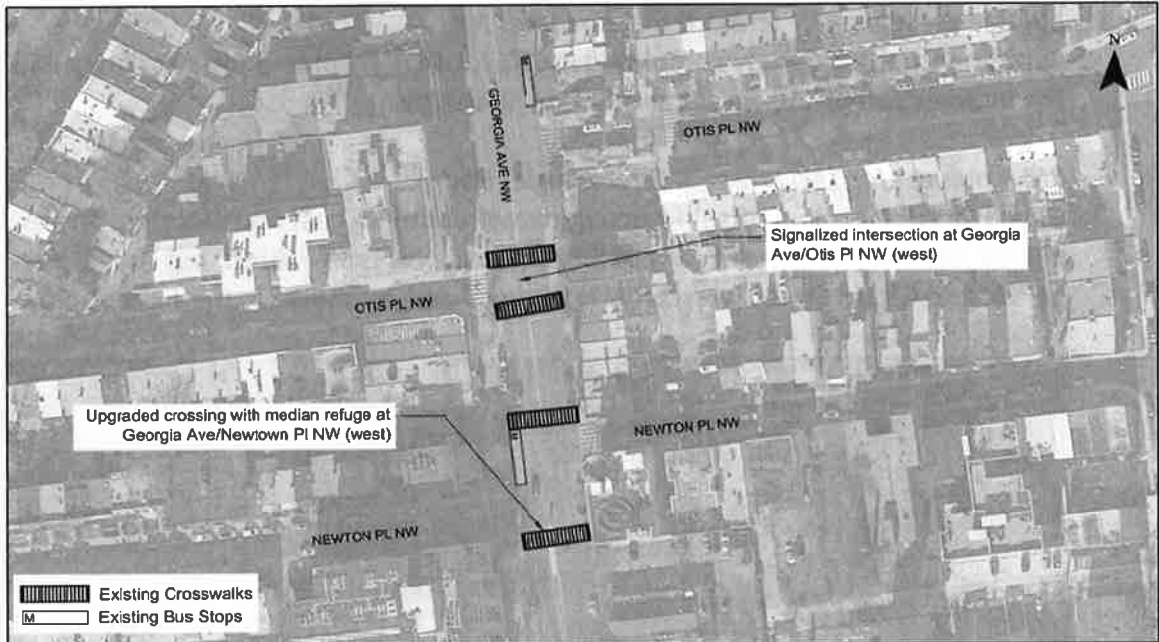


Figure: Existing Crosswalk Treatments – Georgia Avenue between Otis Place NW and Newton Place NW

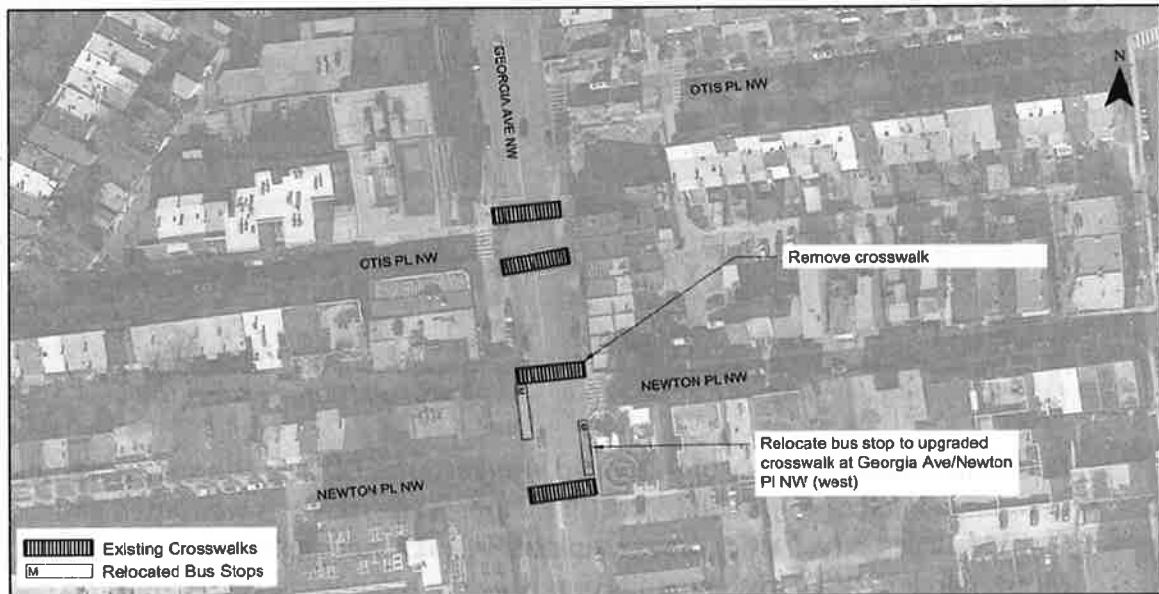


Figure: Proposed Crosswalk Treatments – Georgia Avenue between Otis Place NW and Newton Place NW

4. RRFB requests for Sherman Avenue & Girard Street NW

Based on the traffic study completed in 2017, DDOT recommends installing an RRFB at the intersection of Sherman Avenue and Girard Street NW.

5. *RRFB request for 11th Street & Clifton Street NW*

Based on the traffic study completed in 2017, DDOT recommends installing an RRFB at the intersection of 11th Street and Clifton Street NW.

6. *RRFB request for 14th Street & Girard Street NW*

Girard Street NW is an offset intersection with both an east and west leg. The existing intersection of 14th Street & Girard Street (east) NW is signalized, but the intersection of 14th St and Girard Street (west) NW is unsignalized, as shown in the figure below.

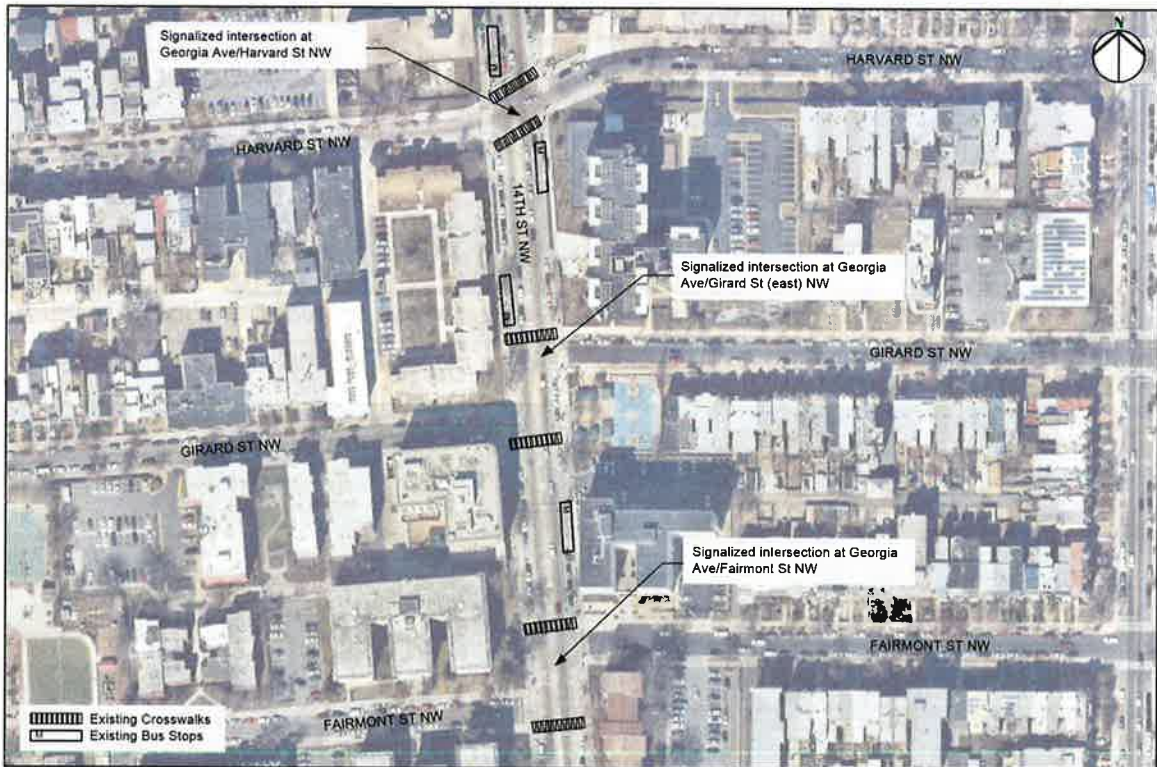


Figure: Existing Intersection Configuration – 14th Street and Girard Street NW

Due to the close proximity of these two intersections, DDOT performed a traffic study to determine if full signalization of the Girard Street (west) NW is warranted and feasible. Based on a traffic study completed in 2017, full signalization is not recommended. DDOT recommends removing the existing crosswalk and stop bar at Girard Street (west) NW and adding an additional crosswalk across 14th Street at Girard Street (east) NW. A map of these recommendations is shown below.

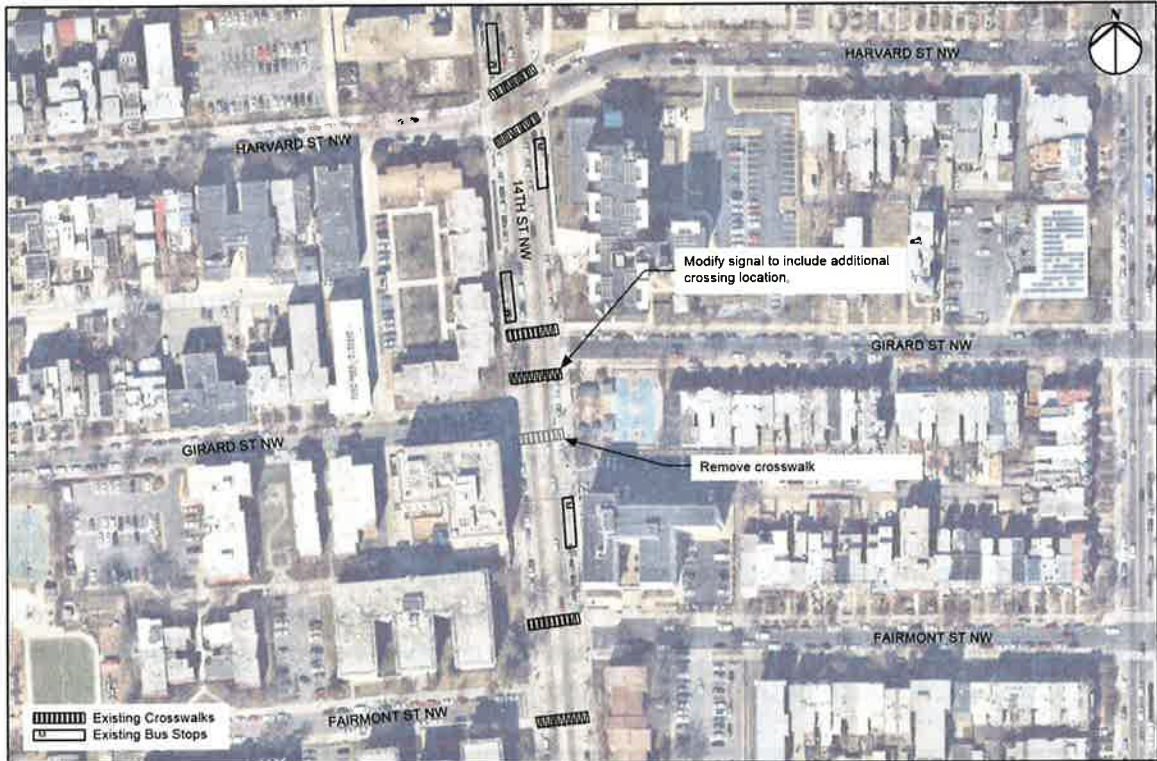


Figure: Proposed Intersection Configuration – 14th Street and Girard Street NW

7. *RRFB request for 14th Street & Otis Place NW*

DDOT is currently working with the Commissioners of SMD 1A03 and 1A05 to investigate the six unsignalized crosswalks across 14th Street NW at Perry Place, Parkwood Place, Otis Place, Oak Street, and Ogden Street NW. This investigation considers consolidating the existing crosswalks based on the placement of the existing bus stops, the presence of pedestrian attractors at each crossing, and the interaction with the adjacent signalized intersections at Spring Road and Meridian Place NW. This assessment will be completed by the end of May 2018, and an update will be sent to you by mid-June.

8. *Intersection of 11th Street & Girard Street NW*

DDOT analyzed this intersection to determine if all-way stop control is warranted. Based on a traffic study completed in 2018, all-way stop control is warranted at the intersection of 11th Street and Girard Street NW due to the number of crashes reported at this location. The assessment of this location will be completed by the end of May 2018, and an update will be sent to you by the end of June.

9. Intersection of Champlain Street & Columbia Road NW

Based on the traffic study completed in 2017, DDOT recommends installing an RRFB at the intersection of Champlain Street and Columbia Road NW. DDOT also proposes to install a median refuge island along Columbia Road NW to aid pedestrian crossings at this location.

10. Intersection of Argonne Place & Harvard Street NW

DDOT analyzed this intersection to determine if all-way stop control is warranted. Based on a traffic study completed in 2018, all-way stop control is warranted at the intersection of Argonne Place and Harvard Street NW due to the need to control vehicle/pedestrian conflicts at this location. The assessment of this location will be completed by the end of May 2018, and an update will be sent to you by the end of June.

DDOT also investigated the feasibility of installing a mini traffic circle at this location. A traffic circle would help address the skewed intersection geometry, help reduce vehicle speeds, and provide an opportunity to add a crosswalk on the west Harvard Street NW approach. A sketch of the traffic circle concept is included below.

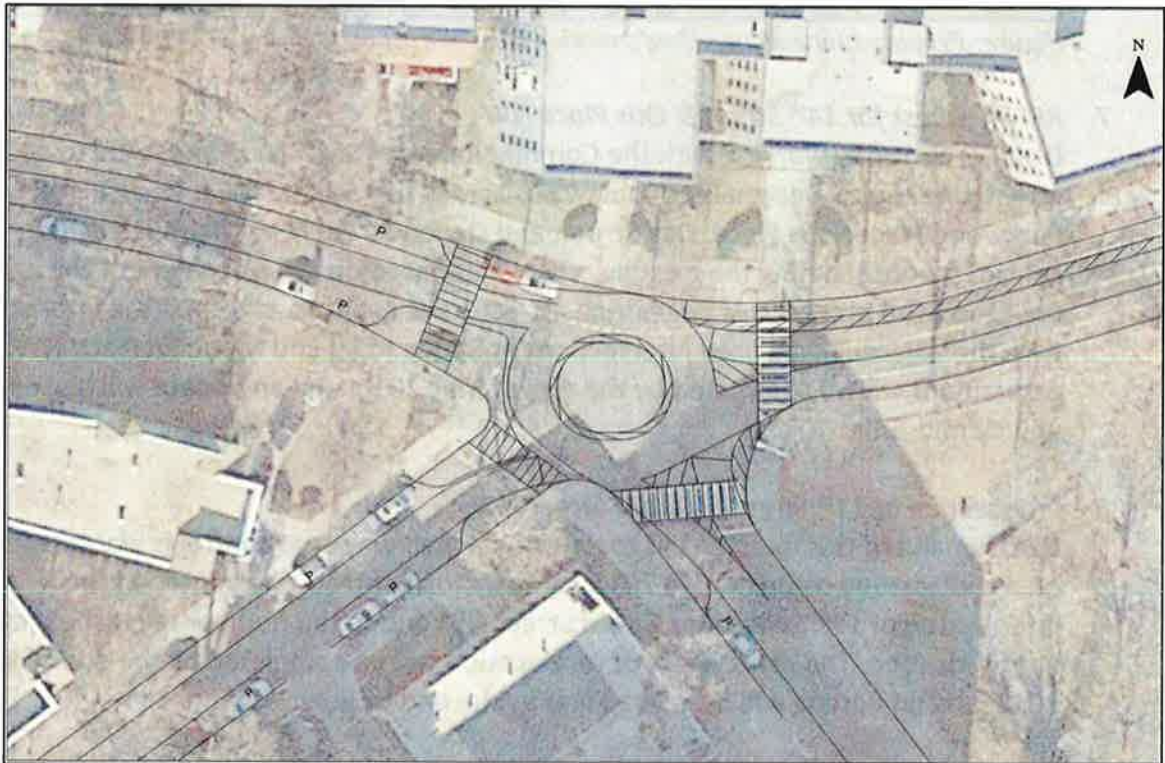


Figure: Traffic Circle Conceptual Design – Argonne Place and Harvard Street NW

While a mini traffic circle is feasible, it would require further design, coordination, and construction. Additionally, the proposed traffic circle concept would likely impact

parking adjacent to the intersection. Thus, in the short term, DDOT proposes to move forward with converting the intersection to all-way stop control.

Next Steps

DDOT will work with the community to update them on the proposed crosswalk consolidations/upgrades, as well as the proposed installation of all-way control at two of the intersections studied. A Notice of Intent (NOI) will be issued for each proposed location, which will open the 30-day public comment period and allow for community feedback. During this time, DDOT will be available to meet with the ANC and community to explain the proposed changes in greater detail.

We expect the NOIs for the proposed installation of all-way stop control at the intersection of 11th Street and Girard Street NW and the intersection of Argonne Place and Harvard Street NW to be issued by the end of May 2018.

DDOT has moved into the design phase for the two HAWK and three RRFB locations listed below:

Installation of HAWK signal:

1. Georgia Avenue & Girard Street (west) NW
2. Georgia Avenue & Lamont Street (east) NW

Installation of RRFB:

1. Sherman Avenue & Girard Street NW
2. 11th Street & Clifton Street NW
3. Champlain Street & Columbia Road NW

Design of a HAWK and RRFB installation takes approximately 90 days, per location. Construction of an RRFB or HAWK signal then takes another 6-9 months, per location. Thus, we expect design for all five locations to be completed by the end of the 2018 calendar year and construction of all five locations to be completed approximately 24 months after (by the end of the 2020 calendar year). During this time, DDOT will work with WMATA to relocate existing bus stops, as outlined above. We will also work with the community to update them on the proposed plan to consolidate these unsignalized crossing locations. NOIs will also be issued for these locations once the design phase is completed.

DDOT is also currently moving the intersection of 14th Street and Girard Street (east) NW into design to add the additional crosswalk. Design for this location will also take approximately 90 days, and construction will take approximately 6-9 months. Given our current schedule with the addition of the HAWK and RRFB locations listed above, we expect these improvements to be completed by the end of FY2019. An NOI will be issued for this location once the design phase is completed.

As noted above, the intersection of 14th Street & Otis Place NW is currently under review by DDOT. We expect the assessments at these locations along with Girard Street & 11th Street NW and Argonne Place & Harvard Street NW, to be completed by the end of May 2018, and an update will be sent to you by mid-June.

Please feel free to contact me at any time at jeffrey.marootian@dc.gov or contact Sam Zimbabwe, Chief Project Delivery Officer, by email at sam.zimbabwe@dc.gov or by phone at (202) 671-2542.

Sincerely,



Jeff Marootian
Director

CC: Councilmember Mary Cheh, Chair, Committee on Transportation and the Environment
Commissioner Kent Boese, Chair, ANC 1A
Commissioner James Turner, Chair, ANC 1B
Commissioner Ted Guthrie, Chair, ANC 1C
Commissioner Yasmin Romero-Latin, Chair, ANC 1D