

DDOT Response to SSNA Questions re: Phase II Traffic Calming Recommendations/Implementation

July 26, 2017

QUESTION 1: Describe the overall goal of changing some blocks of Emerson St. to one-way. Why was this recommended over alternative solutions such as speed bumps on Emerson?

- The goal of the study was to disrupt the commuter pattern along Emerson Street NW. The results of the traffic study showed that commuters are favoring Emerson Street NW over other roadways in the study area. The results of the data collection are shown on p 17 of the presentation from the April 2017 meeting, which can be downloaded from Dropbox here: <https://www.dropbox.com/s/t8j0c7101mf80td/16th%20St%20Phase2%20Presentation%2004.19.17.pdf?dl=0> Speed humps were not chosen as they are not a significant volume reduction tool. A one-way circulation option was chosen as the most effective short-term solution to reduce through volumes.

QUESTION 2: Did you make any estimates from your traffic study and analysis relating to increases in traffic on other nearby east-west streets from making some blocks of Emerson one-way?

- The study did not make assumptions on where traffic may divert due to the one-way, but it is expected that the volumes will spread out to other east-west streets. We will be measuring the effectiveness and potential impact of the one-way conversion approximately 6 weeks after implementation (shortly after Labor Day, once DC Public Schools are back in session). We will be repeating the data collection as shown in the April 2017 presentation to determine 1) if speed humps are necessary on Emerson St NW, and 2) if different or additional traffic calming improvements are necessary to mitigate the impacts of the one-way conversion.

QUESTION 3: What is DDOT's plan going forward to monitor changes in traffic on Emerson and other nearby east-west streets? If the changes on Emerson Street simply move the high traffic volume to another nearby street, what is DDOT likely to do?

- As noted above, we will monitor the changes 6 weeks after implementation. If the vehicles have diverted to a single roadway or caused other safety concerns, we can either implement additional safety or traffic calming measures or we can do something different on Emerson St NW. We are open to trying different solutions or making changes to address residents' concerns.

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QUESTION 4: Why is DDOT considering making the 1300 block of Buchanan St NW two-ways (does this relate to the change on Emerson St.)? What is the status of making this change?

- We are proposing to convert the 1300 block of Buchanan St NW to two-way because the existing block is split in the middle. The western side of the roadway is two-way, while the eastern side is one-way eastbound. This causes driver confusion and can lead to safety concerns due to wrong-way travel. Thus, we are proposing to maintain a consistent two-way pattern along the entire block. This improvement may also alleviate some safety concerns noted at the intersection of 14th St & Allison St NW due to limited sight distance for vehicles on Allison St NW. With the two-way conversion, some drivers turning onto 14th St NW will be able to do so at the existing signalized intersection at Buchanan St NW. We are currently working to finalize the other improvements noted in the April 2017 presentation and will be moving forward with updating the community after Labor Day.

QUESTION 5: Generally, describe the notice and public comment procedures followed by DDOT when making traffic changes that can impact the broader neighborhood?

- DDOT must issue a Notice of Intent (NOI) before making any changes to traffic control or parking. Typically, we send out an “Executive Summary” detailing why we are proposing changes to traffic control (new stop signs/signals, turn restrictions, one-way roadways, etc) or parking regulations to the Chairperson of the ANC of the study area. If the area borders or broadly affects other ANCs, we will also send the summary to the chairpersons of each of those ANCs. Approximately a week or two after sending the summary, we issue the NOI. The NOI is also sent to the Chairperson of the ANC for review and comment. The NOI has a 30-day public comment period, during which we solicit comments from the public, as well as ask ANCs to pass resolutions in support (or against). Notices of Intent can always be found on DDOT’s website here: <https://ddot.dc.gov/service/ddot-notice-intent>