

# 2016 High Crash Intersection Site Visits

Summary and Next Steps

April 2017





# High Crash Intersection Site Visits Summary and Next Steps

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# **1.0 Introduction**

The District Department of Transportation (DDOT) and Councilmember Mary Cheh coordinated site visits to eight "high crash" intersections during 2016. Five of the site visits occurred during a two-week period from May 25 to June 2, 2016. The remaining three were conducted on August 17 and 18, 2016. The site visits engaged members of the local Advisory Neighborhood Commissions (ANCs), Business Improvement Districts (BIDs) and other business groups, members of the Bicycle and Pedestrian Advisory Councils (BAC and PAC), the Washington Area Bicyclist Association (WABA), All Walks DC and other concerned stakeholders. The following table outlines the locations and dates of each of the conducted site visits.

Site Visit Location	Date
Firth Sterling and Suitland Parkway SE	May 25, 2016
14 <sup>th</sup> Street and Columbia Road NW	May 26, 2016
Georgia Avenue and Kennedy Street NW	May 26, 2016
44 <sup>th</sup> Street and Nannie Helen Burroughs Avenue NE	May 31, 2016
18 <sup>th</sup> Street and Adams Mill Road NW	June 2, 2016
Wisconsin Avenue and Albemarle Street NW	August 17, 2016
Connecticut Avenue and Porter Street NW	August 17, 2016
Wisconsin Avenue, Van Ness Street, and 39 <sup>th</sup> Street NW	August 18, 2016

Table 1. Site Visit Locations and Dates

Collectively, these eight intersections were the locations of three fatalities and 23 disabling injuries in the last three years. With the Vision Zero Initiative, DDOT and the District as a whole seek to eliminate traffic-based fatalities and serious injuries within 10 years. Accomplishing this requires a proactive approach to analyzing and addressing behaviors and physical conditions that contribute to traffic deaths. DDOT analyzed historical crash data to inform the discussion and formulation of action steps at each of the intersections. This process reinforced the incomplete nature of crash data. For example, a contributing factor is not specified in many of the crashes at the eight intersections visited. Through our efforts to enhance data collection and reporting as part of the Vision Zero initiative, we will work collaboratively with our enforcement partners to ensure that we have comprehensive data to inform our safety priorities and improvements.

The site visits were conducted in an open and collaborative manner, with participants identifying and discussing issues and potential solutions. Each site visit summary includes:

1. Crash analysis and data



- 2. Recent and planned projects for the location
- 3. A discussion of site visit observations
- 4. A summary of next steps and action items

DDOT intends to use these site visit summaries as a guide to inform and prioritize short-term, interim, and longer-term infrastructure improvements to promote increased safety at these locations. DDOT values the collaborative nature of the site visits and intends to utilize this method of targeted stakeholder engagement on safety issues moving forward.



# 2.0 Firth Sterling and Suitland Parkway SE

The intersection of Firth Sterling and Suitland Parkway, SE is located east of the Anacostia River, between Interstate 295 and the historic Anacostia neighborhood. It is one block from the Anacostia Metro station.





Suitland Parkway SE is a four-lane roadway, oriented east-west, with exclusive left-turn and right-turn lanes. Per the DDOT Functional Classification Map, Suitland Parkway SE is classified as a freeway/expressway roadway, and Firth Sterling Avenue SE is classified as a collector roadway. The posted speed limit on Suitland Parkway is 35 mph. North of Suitland Parkway, Firth Sterling Avenue SE is a three-lane road (with one inbound through lane and one exclusive left-turn lane and one receiving lane). South of Suitland Pkwy, Firth Sterling Avenue SE is a four-lane road (with one inbound through lane, one exclusive right-turn lane, and two receiving lanes). The only marked and signalized crosswalk is on the east side of Firth Sterling. There are two free right-turn slip lanes with marked crosswalks (northeast-bound Firth Sterling). Firth Sterling Avenue is an important connection for people walking between the Anacostia Metro Station on one side of Suitland Parkway and the Barry Farm community, St. Elizabeths, and Joint Base Anacostia-Bolling on the other.

There are no bus stops at the intersection and no parking at or near the intersection. There is an existing speed camera on Suitland Parkway, in the northwest direction, approximately 0.3 miles prior to Firth Sterling Avenue SE.

The August 2016 site visit included staff from Councilmember Cheh's office, bicycle advocates, media organizations, as well as representatives from the Pedestrian Advisory Council.

# 2.1. Traffic and Pedestrian Volume Data

Below is the summary of Average Daily Traffic (ADT) volumes, on Suitland Parkway SE and Firth Sterling Avenue SE in the vicinity of the study intersection, per the 2014 DDOT Traffic Volume Maps:

- Suitland Parkway SE handles ADT volumes of 55,500 vehicles per day (VPD).
- Firth Sterling Avenue SE handles ADT volumes of 11,500 VPD.
- AM peak hour pedestrian volume (counted in November 2012) is 67.
- Mid-day peak hour pedestrian volume is 35 pedestrians.
- PM peak hour pedestrian volume is 96 pedestrians.



Figure 2. Southbound Suitland Parkway approach to Firth Sterling Ave. SE

# 2.2. Crash Data

From January 1, 2013 to December 31, 2015, there were 132 crashes at this intersection. One of the most common crash types was "left turn, hit vehicle," which accounted for approximately 23 percent of all crashes. A substantial number of these crashes occurred when eastbound Suitland Parkway drivers

attempted turn left to northbound Firth Sterling. Nearly 30 percent of crashes were rear ends, which occur due to sudden stops or traffic congestion.

The severity of theses crashes is high. Out of 132 total crashes, there were two fatalities, and 112 injuries, of which 11 were disabling injuries, while only 14 were non-disabling injuries. Speed may be a factor in the high crash severity, as vehicle speeds on Suitland Parkway are relatively high for an at-grade intersection (Suitland Parkway has a posted speed limit of 35 mph). There were two pedestrian crashes and one bicycle crash at this intersection. Figure 5 is a crash data summary table for the intersection and Figure 6 provides an overall crash diagram. Almost half of the crashes happened between 6:30pm and 7:30am. There does not seem to be a predominant contributing factor to the crashes, with 75 percent having unspecified factors and another 19 percent with general driver-related factors.

Accident	Summary Re	port (R-7)
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Intersection: FIRTH STE	RLING AVE	and SUITLA	ND PKWY, SE					
Time Period Covered: Fr	rom 01/01/20	)13 To 12/31	/2015 Prep	ared By:	Steven Arhin	Prepared D	)ate:	5/24/2016
Total Number of Accident:		132	Collision Ty	pe #ACC	: %	Collision Type	#AC	C %
Total Number of Fatalities:		2	Right Angle:	8	6.1%	Fixed Object:	1	0.8%
Total Number of Injuries:		112	Left Tum:	30	22.7%	Ran Off Road:	1	0.8%
Total Number of Disabling In	juries:	11	Right Tum:	3	2.3%	Ped. Involved:	2	1.5%
Total Number of NonDisablir	ng Injuries:	14	Rear End:	34	25.8%	Backing:	0	0.0%
Total Number of Pedestrians	Involved:	2	Side Swiped:	17	12.9%	Non Collision:	1	0.8%
Total Number of Bicycles Inv	olved:	0	Head On:	11	8.3%	Under/Over Rid	e: 0	0.0%
Total Number of Motorcycles	s Involved:	0	Parked:	1	0.8%	Unspecified:	23	17.4%
Time of Day	#ACC	%			Day o fweek	#A	сс	%
07:30 ~ 09:30:	10	7.6%			Sunday:	20		15.2%
09:30 ~ 11:30:	7	5.3%			Monday:	22		16.7%
11:30 ~ 13:30:	12	9.1%			Tuesday:	14		10.6%
13:30 ~ 16:00:	16	12.1%			Wednesday:	19		14.4%
16:00 ~18:30:	23	17.4%			Thursday:	16		12.1%
18:30 ~ 07:30:	64	48.5%			Friday:	20		15.2%
Unspecified:	0	0.0%			Saturday:	21		15.9%
Weather Condition	#ACC	%			Surface Conditio	on #A	сс	%
Clear:	108	81.8%			Dry:	11	5	87.1%
Rain:	10	7.6%			Wet:	13		9.8%
Snow:	0	0.0%			Snow/Ice:	1		0.8%
Sleet/Hail:	0	0.0%			Slush:	0		0.0%
Fog/Mist	1	0.8%			Water/Sand:	0		0.0%
Crosswind/Blowing Sand:	1	0.8%			Repairing:	1		0.8%
Unspecified:	12	9.1%			Unspecified:	2		1.5%
Type of Vehicle	#VEH	%			Accident Severit	y Type #A	сс	%
Passenger Car:	241	88.0%			Fatal Collision:	2		1.5%
Bus:	5	1.8%			Injury Collision:	63		47.7%
Truck:	13	4.7%			PDO Collision:	67		50.8%
Taxi:	5	1.8%						
Minivan:	0	0.0%			Light Condition	#A	CC	%
Police/Emergency Vehicle:	4	1.5%			Daylight:	71		53.8%
Motorcycle/Moped:	0	0.0%			Dawn/Dusk:	4		3.0%
Bicycle:	0	0.0%			Dark(Lighted):	41		31.1%
Fixed Object:	0	0.0%			Dark(Not Lighted	): 12		9.1%
Unspecified:	6	2.2%			Dark(Unknown Li	ghting): 0		0.0%
					Unspecified:	4		3.0%
Contributing Factor	#VEH	%			Pedestrian Actio	ns #A	cc	%
Driver: Speed:	7	2.6%			In Crosswalk with	Signal: 1		50.0%
Driver: Alcohol/Drug:	4	1.5%			In Crosswalk aga	inst Signal: 0		0.0%
Driver: Electronic Device:	0	0.0%			In Crosswalk no S	Signal: 0		0.0%
Driver: Others:	51	18.6%			In Unmarked Cro	sswalk: 0		0.0%
Vehicle:	0	0.0%			Not in Crosswalk:	0		0.0%
Roadway:	5	1.8%			From Between Pa	arked Cars: 0		0.0%
Unspecified:	207	75.5%			Unspecified:	1		50.0%

28 Records are not approved as of 5/24/2016 12:39:08 PM

Figure 3. Firth Sterling and Suitland Parkway SE Crash Data





Figure 4. Firth Sterling and Suitland Parkway SE Crash Diagram

#### 2016 High Crash Intersection Site Visits



# 2.3. Site Visit Observations

On May 25, a DDOT Vision Zero site visit to the intersection of Suitland Parkway and Firth Sterling Avenue SE was conducted. The following are initial observations based on the site visit and DDOT's preliminary assessment of crash data.



Figure 5. Eastbound Firth Sterling Ave approach to Suitland Parkway SE

As seen in Figure 2, the traffic signal arrays on Suitland Parkway provide protected/permissive left-turn phases. As part of the ongoing HSIP process, the feasibility of converting the left-turn signal displays to protected-only phasing will be evaluated. This could mitigate the left-turn angular collisions previously identified from the intersection crash history. During the PM peak-hour observations conducted on May 25, left-turn volumes and the storage capacity of the southbound left-turn bay appear to support the provision of protected-only phasing.

Beyond the left-turn issue, the site visit provided some insights into issues to investigate further:

The right lane on eastbound Firth Sterling Avenue ends at Suitland Parkway, with only one lane carried across the intersection (except for buses, which are allowed to cross the intersection in the right lane). The pavement markings, however, are worn, which might reflect (and also contribute to) the relatively large number of vehicles that maintain a second through lane across the intersection by driving over the pavement markings. A review of the current configuration should be undertaken to determine the



feasibility of restoring the second travel lane across the intersection. In addition, although left turns are apparently prohibited for traffic on eastbound Firth Sterling Avenue onto northbound Suitland Parkway/South Capitol Street, there are no signs mounted on the mast arm to indicate No Left Turns.



#### Figure 6. Southeast corner of Suitland Parkway at Firth Sterling Ave SE

The curve radius for traffic on eastbound Firth Sterling Avenue turning right onto southbound Suitland Parkway allows for relatively high travel speeds and likely contributed to one of the two pedestrian crashes, which occurred in this location. Consideration should be given to reducing the turn radius as a pedestrian safety measure. One site visit attendee questioned the need for a slip lane at all. This would dramatically slow turning vehicles, but may not be feasible without major changes because of the amount of truck traffic using this intersection.

While the site visit was during the day, the issue of lighting levels was raised. It is important that lighting levels are adequate to provide proper visibility of all road users, especially pedestrians in the crosswalks. The site visit was in May, which made it quite noticeable that the sidewalk along Firth Sterling Avenue is virtually devoid of trees, which makes it an uninviting pedestrian environment that could also lead to higher speeds.



### **Overall Issues**

- O1. Roadway markings are faded.
- O2. Roadway lighting may be a factor in crashes and was identified by pedestrian users as being dim at night.

### **Pedestrian Issues**

- P1. Crosswalk markings are faded.
- P2. Fast right turns at slip lane for vehicles turning eastbound from Suitland to Firth Sterling cause hazard to pedestrians, and vegetation obstructs view for drivers.
- P3. Slip lane from northbound Firth Sterling to eastbound Suitland Parkway, encourages fast turns and creates pedestrian hazards.
- P4. Some curb ramps do not meet current ADA requirements.
- P5. Pedestrian connection to Barry Farm community is lacking.

### **Bicycle Issues**

- B1. No designated bicycle facilities on Firth Sterling (which has streetcar tracks). Bicyclists must share facilities.
- B2. No designated bicycle facilities along Suitland Parkway.

### **Vehicular Issues**

- V1. Vehicles observed cutting through the pedestrian cut-through in the island on the north side.
- V2. Cars observed blocking the box.
- V3. Vehicles observed driving straight in the right turn only lane of northbound Firth Sterling.

### 2.4. Next Steps

The following table identifies the next step for each issue and the associated timeline. Wherever possible, both design/evaluation and implementation timelines are noted, but further exploration for some issues may find potential solutions infeasible.



Issue	Next Step	Timeline
Overall Issues		
O1. Roadway markings are faded.	Refurbish all roadway markings.	Evaluation: July 2016 Implementation: Shop order for refurbishment to be submitted in April 2017.
O2. Roadway lighting may be a factor in crashes and was identified by pedestrian users as being dim at night.	Evaluate lighting levels and location of street lights.	Evaluation: February 2017 Implementation: Mitigation will be based on outcome of evaluation.
Pedestrian Issues		
P1. Crosswalk markings are faded.	Refurbish crosswalks markings.	Evaluation: February 2017 Implementation: A subsequent field visit determined that the crosswalk is in good condition, and no action is needed at this time.
P2.Fast right turns at slip lane for vehicles turning eastbound from Suitland to Firth Sterling cause hazard to pedestrians, and vegetation obstructs view for drivers.	Install signage to warn drivers to stop for pedestrian in slip lane crosswalks.	Evaluation: July 2016 Implementation: Shop order for advanced warning signage for pedestrian crossings to be submitted by mid-March 2017. Service request submitted to UFA for vegetation trimming.
P3. Slip lane from northbound Firth Sterling to eastbound Suitland Parkway encourages fast turns and creates pedestrian hazards.	Reconfigure intersection geometry to tighten the slip lane radius (exiting is a 189' radius) of slip lane or remove slip lane.	Evaluation: Winter 2017 Implementation: Long-term, part of South Capitol Street Phase 1 project.
P4. Some curb ramps do not meet current ADA requirements.	Assess all ramps for ADA compliance.	Evaluation: July 2016 Implementation: Long-term, part of South Capitol Street Phase 1 project.
P5. Pedestrian connection to Barry Farm community is lacking.	Component of Barry Farm redevelopment and South Capitol Street Corridor project.	Evaluation: Fall 2016 Implementation: Further study necessary to identify optimal connection solution. To be identified and implemented as part of South Capitol Street Corridor Project, Segment 3.



Issue	Next Step	Timeline				
Bicycle Issues						
B1. No designated bicycle facilities on Firth Sterling (which has freight rail and streetcar tracks). Bicyclists must share facilities.	DDOT has started a feasibility study for creating a multi-use trail along the rail corridor adjacent to Firth Sterling Ave.	Evaluation: Winter 2017 Implementation: Subject to feasibility study findings.				
B2. No designated bicycle facilities along Suitland Parkway.	A multi-use trail is planned for the north side of Suitland Parkway between Firth Sterling and the new South Capitol St. bridge.	Evaluation: Spring 2017 Implementation: Long-term, part of South Capitol Street Phase 2				
Vehicular Issues						
V1. Vehicles observed cutting through the freight rail cut- through in the island on the north side.	Assess how to block the cut through to vehicular traffic (possibly with flex posts).	Evaluation: July 2016 Implementation: Temporary planter + tree installed March 2017. Shop order for installing flex posts and pavement markings to be submitted by April 2017.				
V2. Cars observed blocking the box.	Review traffic signal timing to minimize northbound traffic queuing on Firth Sterling during the PM peak period.	Evaluation: July 2016 Implementation: A new timing plan was developed and implemented on January 30, 2017. Signal timing adjustments reduce potential occurrences for intersection blockage.				
V3. Vehicles observed driving straight in the right turn only lane of northbound Firth Sterling.	Assess how to channelize vehicular traffic (possibly with flex posts, pavement markings and signage).	Evaluation: July 2016 Implementation: Spring 2017				

(17)

Table 2. Firth Sterling and Suitland Parkway SE Next Steps



# 3.0 14th Street and Columbia Road NW

The intersection of 14<sup>th</sup> Street and Columbia Road NW is located one block south of the Columbia Heights Metro Station. At the study intersection, 14<sup>th</sup> Street is a north-south roadway, with two-way traffic and Columbia Road is an east-west roadway allowing one-way westbound only traffic. East of 14<sup>th</sup> Street, from 7 am to 6:30 pm Columbia Road is a two-lane road with full-time on-street parking on the south side. West of 14<sup>th</sup> Street, Columbia Road is a one-lane road with the exception of north side restricted parking in the PM rush period of 4 pm to 6:30 pm. The May 26, 2016 site visit included Councilmember Cheh and staff, bicycle and pedestrian advocates, media organizations, as well as representatives from the Pedestrian Advisory Council.



Figure 7. 14th Street and Columbia Road NW Site Visit with Councilmember Cheh

# 3.1. Crash Data

From January 1, 2013 to December 31, 2015, there were nearly 100 crashes at this intersection. Approximately 40 percent of the crashes were sideswipes, which tend to occur when drivers quickly change lanes. Over 13 percent of the crashes were rear end, which occur due to sudden stops. The severity of theses crashes was low, with no disabling injuries, and seven non-disabling injuries. Speed was a factor in one collision, and alcohol/drugs in three of the crashes. Figure 8 provides the summary report of crashes at this intersection. The seventeen bicycle collisions at 14<sup>th</sup> Street and Columbia Road makes this intersection the second highest intersection in the city for bicycle crashes. Analysis of sixteen of the seventeen bicycle crash reports revealed that the two most prevalent crash types were dooring-related (31 percent) and sideswipe crashes (25 percent). Figure 9 provides a collision diagram for the bicycle crashes at this intersection.

# 3.2. Recent and Planned Projects

In 2009, DDOT completed a reconstruction of 14<sup>th</sup> Street between Irving and Newton Streets. In addition to narrowing the roadway, it included a public plaza at the intersection of Kenyon Street and Park Road. DDOT recently analyzed east-west mobility in this area as part of its Crosstown Multi-Modal Study (dccrosstownstudy.com). At the time of the site visit, south of Columbia Road there was a half-mile gap in the existing bicycle lane network to Florida Avenue. DDOT's 2005 Bicycle Master Plan and moveDC Plan call for installing bicycle lanes in this section of 14<sup>th</sup> Street, and installation is currently in progress.

### DC Department of Transportation - Traffic Accident Reporting and Analysis System

# Accident Summary Report (R-7)

Intersection	on: 14TH ST ar	nd COLUMBI/	A RD, NW							
Time Peri	od Covered: Fr	rom 01/01/20 <sup>.</sup>	13 To 12/3	1/2015	Prepare	d By:	Steven Arhin	Prepar	ed Date	5/24/2016
Total Num	ber of Accident:		98	Collisi	on Type	#ACC	%	Collision T	ype #	ACC %
Total Num	ber of Fatalities:		0	Right A	ngle:	7	7.1%	Fixed Object	t: 2	2.0%
Total Num	ber of Injuries:		33	Left Tu	m:	3	3.1%	Ran Off Ro	ad: 0	0.0%
Total Num	ber of Disabling In	njuries:	0	Right T	um:	7	7.1%	Ped. Involv	ed: 7	7.1%
Total Num	ber of NonDisablin	ng Injuries:	7	Rear E	nd:	13	13.3%	Backing:	4	4.1%
Total Num	ber of Pedestrians	s Involved:	8	Side Sv	viped:	38	38.8%	Non Collisio	n: 0	0.0%
Total Num	ber of Bicycles Inv	volved:	17	Head C	)n:	0	0.0%	Under/Over	Ride: 0	0.0%
Total Num	ber of Motorcycles	s Involved:	2	Parked	:	3	3.1%	Unspecified	: 14	4 14.3%
Time of Da	ay	#ACC	%	5			Day o fweek		#ACC	%
07:30~09	:30:	22	22.4%	6			Sunday:		13	13.3%
09:30 ~ 11	:30:	3	3.1%	6			Monday:		12	12.2%
11:30 ~ 13	:30:	8	8.2%	6			Tuesday:		9	9.2%
13:30 ~ 16	:00:	7	7.1%	6			Wednesday:		18	18.4%
16:00 ~18:	30:	26	26.5%	6			Thursday:		22	22.4%
18:30 ~ 07	:30:	32	32.7%	6			Friday:		16	16.3%
Unspecifie	d:	0	0.0%	6			Saturday:		8	8.2%
Weather C	Condition	#ACC	%	5			Surface Condition	on	#ACC	%
Clear:		77	78.6%	6			Dry:		82	83.7%
Rain:		12	12.2%	6			Wet:		13	13.3%
Snow:		0	0.0%	6			Snow/Ice:		0	0.0%
Sleet/Hail:		0	0.0%	6			Slush:		1	1.0%
Fog/Mist:		2	2.0%	6			Water/Sand:		0	0.0%
Crosswind	/Blowing Sand:	0	0.0%	6			Repairing:		0	0.0%
Unspecifie	d:	7	7.1%	6			Unspecified:		2	2.0%
Type of V	ehicle	#VEH	%	5			Accident Severi	ty Type	#ACC	%
Passenger	Car:	114	63.0%	6			Fatal Collision:		0	0.0%
Bus:		21	11.6%	6			Injury Collision:		28	28.6%
Truck:		11	6.1%	6			PDO Collision:		70	71.4%
Taxi:		14	7.7%	6						
Minivan:		0	0.0%	6			Light Condition		#ACC	%
Police/Eme	ergency Vehicle:	2	1.1%	6			Daylight:		67	68.4%
Motorcycle	Moped:	2	1.1%	6			Dawn/Dusk:		0	0.0%
Bicycle:		17	9.4%	6			Dark(Lighted):		28	28.6%
Fixed Obje	ect:	0	0.0%	5			Dark(Not Lighted	):	1	1.0%
Unspecifie	d:	0	0.0%	6			Dark(Unknown Li	ighting):	0	0.0%
							Unspecified:		2	2.0%
Contributi	ing Factor	#VEH	%				Pedestrian Actio	ons	#ACC	%
Driver: Spe	eed:	1	0.6%	5			In Crosswalk with	Signal:	4	50.0%
Driver: Alc	ohol/Drug:	3	1.7%	6			In Crosswalk aga	inst Signal:	0	0.0%
Driver: Ele	ctronic Device:	0	0.0%	5			In Crosswalk no	Signal:	0	0.0%
Driver: Oth	iers:	36	19.9%	5			In Unmarked Cro	sswalk:	1	12.5%
Vehicle:		0	0.0%	6			Not in Crosswalk	:	3	37.5%
Roadway:		0	0.0%	5			From Between Pa	arked Cars:	0	0.0%
Unspecifie	d:	141	77.9%	6			Unspecified:		0	0.0%
Year	Accidents	Fatalities	Injuri	ies	Disabling	g Injuri	es Pedestriar	s Bicycl	es M	lotorcycles
2013	34	0	13		3	5	4	5		0
2014	35	0	14		3	3	2	8		1
2015	29	0	6		1	I	2	4		1

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12 Records are not approved as of 5/24/2016 10:28:58 AM

Figure 8. 14th Street and Columbia Road NW Crash Data



Figure 9. 14th Street and Columbia Road NW Bike Crash Diagram





Figure 10. 14th Street and Columbia Road NW Crash Diagram



### 3.3. Site Visit Observations

On Thursday May 26, 2016 beginning at 8:30am participants identified issues related to all travel modes. Some may only require minor fixes, while others could require more substantial capital improvements. Many require further investigation and evaluation by DDOT. The timeline for next steps is included in the next section.



Figure 11. 14th Street and Columbia Road NW Site Visit Observations

#### **Overall Issues**

O1. Roadway markings are faded. 14<sup>th</sup> Street is four lanes south of Columbia Road, and three lanes with bicycle lanes to the north. Faded roadway markings can add to confusion for road users, particularly due to the absence of the northbound left turn lane – an essential component of the lane drop that occurs at this intersection. 14<sup>th</sup> Street is a concrete roadway, which means that thermoplastic markings have to be refurbished more frequently.

#### **Pedestrian Issues**

P1. There is a loading zone on 14<sup>th</sup> Street on the northwest corner that extends to the crosswalk. When a large vehicle is parked in this loading zone, it obstructs the visibility of drivers making a southbound right-turn, thereby endangering pedestrians in the crosswalk.

- P2. 14<sup>th</sup> Street southbound cars turning right onto Columbia Road are conflicting with pedestrians in the crosswalk.
- P3. Some of the curb ramps at the intersection of 14<sup>th</sup> Street and Columbia Road do not meet ADA slope and truncated dome requirements. They may also require audible pedestrian signals (APS).

### **Bicycle Issues**

- B1. 14<sup>th</sup> Street southbound cars turning right onto Columbia Road are conflicting with through bicyclists.
- B2.Participants noted the high volume of cyclists on 14<sup>th</sup> Street and the lack of bike lanes south of Columbia Road. This observation is confirmed by a May 2013 traffic volume count at 14<sup>th</sup> Street and Columbia Road of 171 southbound bicyclists in the AM peak period, representing over 25 percent of the southbound vehicular traffic at this intersection.

### **Vehicular Issues**

- V1. There is significant traffic congestion occurring on Columbia Road to the west of 14<sup>th</sup> Street. Up until approximately two years ago, this section of Columbia Road was similar to the sections east of 14<sup>th</sup> Street – two travel lanes during rush hours. Now, there is resident permit parking (RPP) on the south side and PM rush-hour restricted parking on the north side.
- V2. Participants observed that drivers frequently "block the box." Cars stop in the intersection after the light turns red, thereby obstructing the passage of vehicles from the cross street.
- V3. A participant who resides near this intersection commented that illegal loading frequently occurs in the bus zone on Columbia Road just west of 14<sup>th</sup> Street, and double-parking/loading in the southbound 14<sup>th</sup> Street travel lane just north of Columbia Road.
- V4. On Columbia Road, just west of 14<sup>th</sup> Street, there are alley entrances on either side of the street that nearly align (Harvard Court NW to the south). Drivers often dart across from the southern entrance to the northern side. One of the 16 bike collisions occurred at this location.
- V5. The northbound 14<sup>th</sup> Street inside lane is left only at Columbia Road, but the pavement markings are faded and there is no dedicated left turn phase. Consequently, some drivers

were observed going straight from this lane and merging into the one northbound lane in the next block. The bike lane in this block is often blocked as a result of this merging.

- V6. A participant noted that there are bus stops on nearly every block of 14<sup>th</sup> Street in this area. Bus stop consolidation could help to simplify operation for all modes.
- V7. There is a no right turn on red sign for southbound 14<sup>th</sup> Street that is located too far to the right of the intersection.

# 3.4. Next Steps

The following table identifies the next step for each issue and the associated timeline. Wherever possible, both design/evaluation and implementation timelines are noted, but further exploration for some issues may find potential solutions infeasible.

Issue	Next Step	Timeline				
Overall Issues						
O1. Roadway markings are	Restripe all roadway markings.	Evaluation: Fall 2016				
faded.		Implementation: All markings				
		installed between Florida and				
		Girard. Girard to Columbia to be				
		installed in Spring 2017.				
Pedestrian Issues						
P1. NW corner loading zone	Move the loading zone back	Evaluation: Fall 2016				
obstructing crosswalk visibility	from the crosswalk.	Implementation: Signs to be				
		installed (loading zone moved) in				
		March 2017.				
P2. Vehicle/pedestrian conflicts	Add a leading pedestrian interval	Evaluation: Fall 2016				
from SB 14th St to WB Columbia	(LPI) to give people walking an	Implementation: November 9,				
Road	earlier start entering the	2016 on all four crosswalks.				
	crosswalk.					
P3. Some curb ramps do not	Assess all ramps for ADA	Evaluation: Spring 2017				
meet current ADA requirements.	compliance.	Implementation: To be				
		scheduled following evaluation.				
Bicycle Issues						
B1. Vehicle/bicycle conflicts from	Add a leading pedestrian interval	Evaluation: Fall 2016				
SB 14th St to WB Columbia Rd	(LPI) to give people biking a head	Implementation: November 9,				
	start crossing the intersection.	2016 on all four crosswalks.				
	Identify pavement markings to					
	highlight bicycle presence.					



Issue	Next Step	Timeline
B2. High volume of cyclists	Bike lane does not continue south of Columbia Rd. Investigate adding a bicycle lane to improve visibility of cyclists and separation from motor yehicle traffic.	Evaluation: Summer 2016 Implementation: Bike lanes installed between Florida and Girard. Girard to Columbia to be installed in Spring 2017.
Vehicular Issues		
V1. Traffic congestion on Columbia Rd west of 14 <sup>th</sup> St	Investigate why Columbia Rd was reduced to one lane during the AM rush hour.	Evaluation: Spring 2017. Current configuration is due to need for resident-only parking on north side of street. Implementation: To be based on the outcome of field evaluation.
V2. Cars observed blocking the box.	Explore adding a second lane on Columbia Rd during the AM rush, and/or signal operations that would improve traffic flow.	Evaluation: Spring 2017 Implementation: To be based on the outcome of field evaluation.
V3. Illegal loading in Columbia Rd bus zone west of 14 <sup>th</sup> St and double-parking/loading in 14 <sup>th</sup> St SB travel lane	Investigate if current loading zones are adequate; enforcement	Evaluation: Winter 2017 Implementation: Loading zones to be resized/repositioned in March 2017.
V4. Cars observed "shooting" across Columbia Rd west of 14 <sup>th</sup> from the alleys	Explore traffic calming strategies	Evaluation: Winter 2017 Implementation: Mitigation not currently possible. DDOT practice is to not implement traffic calming in alleys due to drainage and other safety concerns.
V5. Some cars in NB left turn lane at Columbia not turning left, going straight through intersection, merging into one travel lane	Refresh faded left-turn markings; identify traffic signal changes to ease left turns; consider advance signs for left turn lane	Evaluation: Fall 2016 Implementation: Signage/ markings to be refreshed in Spring; does not meet warrant for a protected left turn signal.
V6. Multiple bus stop locations along corridor	Investigate bus stop consolidation to reduce potential conflicts	Evaluation: Fall 2016 Implementation: WMATA is not pursuing stop consolidation at this time based on community feedback.
V7. No right turn on red sign located too far from intersection.	Move sign to traffic signal mast arm.	Evaluation: Summer 2016 Implementation: March 2017

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Table 3. 14th Street and Columbia Road NW Next Steps

# 4.0 Georgia Avenue and Kennedy Street NW

The intersection of Georgia Avenue and Kennedy Street NW is located in Ward 4. There is no nearby Metro station, but it is a major bus transfer point. The intersection is served by the 70/79 routes that travel on Georgia Avenue, and the E4 route that travels on Kennedy Street. At the study intersection, Georgia Avenue is a north-south roadway, with two-way traffic; Kennedy Street is an east-west roadway, with two-way traffic. Georgia Avenue is classified as a principal arterial with a posted speed limit of 30 mph. Kennedy Street is classified as a collector with a posted speed limit of 25 mph. The average ADT is 21,000 along Georgia Avenue and 7,100 along Kennedy Street. The May 26, 2016 site visit included Councilmember Cheh's staff, Councilmember Todd and staff, bicycle and pedestrian safety advocates, MOCRS staff, DDOT staff, and a representative from the DC Pedestrian Advisory Council.



Figure 12. Georgia Avenue and Kennedy Street NW Site Visit

### 4.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 41 crashes at this intersection. Of those, 29 percent of the crashes were sideswipes, which tend to occur when drivers quickly change lanes. Another 17 percent of the crashes were rear ends, which occur due to sudden stops. The total crashes resulted in one disabling injury, and one non-disabling injury. Four pedestrians and one bicyclist were involved in crashes at this intersection. Alcohol or drugs were a factor in one crash. Figure 13 provides the summary



report of crashes at this intersection. Figure 14 provides a collision diagram for the crashes at this intersection.

### DC Department of Transportation - Traffic Accident Reporting and Analysis System Accident Summary Report (R-7)

Time Period Covered: Fr	om 01/01/20	13 To 12/31	2015 Prepare	ed By:	Steven Arhin	Prepared Da	ate:	5/24/2016
Total Number of Accident:		41	Collision Type	#ACC	%	Collision Type	#AC	× 2
Total Number of Fatalities:		0	Right Angle:	4	9.8%	Fixed Object	1	2.4%
Total Number of Injuries:		23	Left Tum:	3	7.3%	Ran Off Road:	0	0.0%
Total Number of Disabiling Inj	urles:	1	Right Tum:	1	2.4%	Ped. Involved:	4	9.8%
Total Number of NonDisablin	g Injuries:	1	Rear End:	7	17.1%	Backing:	1	2.4%
Total Number of Pedestrians	Involved:	4	Side Swiped:	12	29.3%	Non Collision:	0	0.0%
Total Number of Bicycles Invi	olved:	1	Head On:	1	2.4%	Under/Over Ride	: 0	0.0%
Total Number of Motorcycles	Involved:	0	Parked:	1	2.4%	Unspecified:	6	14.6%
Time of Day	#ACC	%		1	Day o fweek	#A0	×	%
07:30 ~ 09:30:	2	4.9%		1	Sunday:	5		12.2%
09:30 ~ 11:30:	4	9.8%			Monday:	11		26.8%
11:30 ~ 13:30:	6	14.6%		1	Tuesday:	4		9.8%
13:30 ~ 16:00;	5	12.2%			Wednesday:	4		9.8%
16:00 ~18:30:	8	19.5%		3	Thursday:	4		9.8%
18:30 ~ 07:30:	16	39.0%		1	Friday:	6		14.6%
Unspecified:	0	0.0%			Saturday:	7		17.1%
Weather Condition	#ACC	%		3	Surface Conditio	m #AC	c	%
Clear:	32	78.0%		3	Dry:	32		78.0%
Rain:	7	17.1%			Wet:	7		17.1%
Snow:	O	0.0%		8	Snow/ice:	0		0.0%
Sleet/Hall:	0	0.0%		3	Silush:	0		0.0%
Fog/Mist:	0	0.0%		9	Water/Sand:	0		0.0%
Crosswind/Blowing Sand:	1	2.4%			Repairing:	0		0.0%
Unspecified:	1	2.4%			Unspecified:	2		4.9%
Type of Vehicle	#VEH	%		3	Accident Severt	ty Type #AC	C	%
Passenger Car.	65	82.3%		1	Fatal Collision:	0		0.0%
Bus:	6	7.6%			Injury Collision:	19		46.3%
Truck:	2	2.5%		- B	PDO Collision:	22		53.7%
Taxi:	1	1.3%		-			-	2502.25
Minivan:	O	0.0%		1	Light Condition	#A0	C,	76
Police/Emergency Vehicle:	1	1.3%		1	Daylight	26		63.4%
Motorcycle/Moped:	1	1.3%			Dawn/Dusk.	3		1.376
Bicycle:	1	1.3%		3	Dank(Lighted):	11		26.8%
Fixed Object:	0	0.0%			Dank(Not Lighted	j. U		0.0%
Unspecified:	2	2.5%			Unspecified:	gnung): U 1		2.4%
Contributing Factor	#VFH	4		1	Pedestrian Activ	008 #AC	c	4
Driver Sneed:	0	0.0%		1	in Crosswalk with	Signal: 2		50 0%
Driver Alcohol/Drug	1	1.3%		1	in Crosswalk ana	inst Signal: 1		25.0%
Driver: Electronic Device:	0	0.0%			In Crosswalk po	Skinal: 0		0.0%
Driver: Others:	14	17 7%		3	In Unmarked Cro	sswalk: 0		0.0%
Vehicle:	0	0.0%			Not in Crosswalk			0.0%
Roadway:	0	0.0%		6	From Between P	anked Cars: 0		0.0%
Lincocolified	64	81.0%			Unspecified:	1		25.0%

7 Records are not approved as of 5/24/2016 11:46:13 AM

Figure 13. Georgia Avenue and Kennedy Street NW Crash Data





Figure 14. Georgia Avenue and Kennedy Street NW Crash Diagram

# 4.2. Recent and Planned Projects

DDOT is currently administering the construction phase of the Kennedy Street Revitalization Project, which extends from Georgia Avenue to North Capitol Street. Work completed to date includes catch basin installation, new granite curbs, brick sidewalk placement, and other streetscape improvements. Construction started in October 2016 and will continue through the fall of 2017. The project has been in process for several years, starting with planning meetings in 2013.

DDOT completed the Rock Creek East II Livability Study in September 2016. The large study area included this intersection, and identified a variety of transportation and green infrastructure recommendations throughout the study area. The livability study referred to the Vision Zero efforts to enhance pedestrian safety.

DDOT is beginning design on a second phase of Kennedy Street reconstruction, from Georgia Avenue to 16<sup>th</sup> Street. The design is expected to be complete in December 2017. Several of the following recommended actions may be implemented through the street reconstruction.

# 4.3. Site Visit Observations

On Thursday, May 26, 2016, beginning at 4:30 PM, participants identified issues related to all travel modes. Some can be addressed with short-term measures, while others will require more substantial capital improvements. Many require further investigation and evaluation by DDOT. The timeline for next steps is included in the next section.



O1. Perform analysis of current streetlights to determine where visibility can be improved.

P6. Replace loose bricks where they exist.

P2. Evaluate curb extensions to shorten crossing distances, restricting right turns on red, and adding LPI.

V1. Repave road surfaces to fill in potholes, ruts, etc. and restripe crosswalks.

P8. Evaluate crossing signal times to determine if increasing crossing time for pedestrians is warranted.

P7. Assess tree boxes to add grates, mulch, FlexiPave, or other improvements to reduce tripping hazards, and remove publisher boxes from tree boxes.

V4. Replace faded signs around the intersection.



Figure 15. Georgia Avenue and Kennedy Street NW Site Visit Observations

#### **Overall Issues**

- O1. Perform analysis of current streetlights to determine where visibility can be improved.
- O2. Evaluate methods to reduce risk from left-turning drivers, such as hardened centerlines.

#### **Pedestrian Issues**

- P1. Determine feasibility of widening crosswalks and pushing back stop bars to improve pedestrian safety.
- P2. Evaluate curb extensions to shorten crossing distances, restricting right turns on red, and adding LPI.

remove utility pole guy-wire

P1. Determine feasibility of

V3. Upgrade bus pads at bus stops near the intersection.

reduce risk from left-turning





- P3. Repair curb near westbound bus stop on Kennedy Street, and remove utility pole guy-wire from sidewalk.
- P4. Upgrade and realign curb ramps to line up with crosswalks.
- P5. Upgrade bus access spaces to meet ADA requirements.
- P6. Replace loose bricks where they exist.
- P7. Assess tree boxes to add grates, mulch, FlexiPave, or other improvements to reduce tripping hazards, and remove publisher boxes from tree boxes.
- P8. Evaluate crossing signal times to determine if increasing crossing time for pedestrians is warranted.

### **Bicycle Issues**

No bicycle issues were observed, but implementation of the other recommendations will increase safety for all users, including bicyclists.

### **Vehicular Issues**

- V1. Repave road surface to fill in potholes, ruts, etc. and restripe crosswalks.
- V2. Evaluate the feasibility of installing a red light camera at this location.
- V3. Upgrade bus pads at bus stops near the intersection.
- V4. Replace faded signs around the intersection.

### 4.4. Next Steps

The following table identifies the next step for each issue and the associated timeline. Wherever possible, both design/evaluation and implementation timelines are noted, but further exploration for some issues may find potential solutions infeasible.

Issue	Action	Timeframe
Overall Issues		
O1. Lack of visibility at the	Perform analysis of current	Evaluation: Spring 2017
intersection.	streetlights to determine where	Implementation: Improvements
	visibility can be improved.	will be determined based on
		evaluation results.
O2. Three collisions involving a	Evaluate methods to reduce risk	Evaluation: Spring 2017
pedestrian or bike occurred	from left-turning drivers, such as	Implementation: To be
from a left turning vehicle.	hardened centerlines.	determined based on evaluation
		outcome.



Issue	Action	Timeframe			
Pedestrian Issues					
P1. Crosswalks are too narrow for pedestrians.	Determine feasibility of widening crosswalks and pushing back stop bars to improve pedestrian safety.	Evaluation: Spring 2017 Implementation: To be determined based on evaluation outcome.			
P2. Three pedestrian collisions occurred in the crosswalks.	Evaluate curb extensions to shorten crossing distances, restricting right turns on red, and adding LPI.	Evaluation: Winter 2017 Implementation: Curb extensions under analysis. Restricting right turns on red and adding LPI are not feasible, due to no exclusive turn lanes at intersection and the turning volume is not high enough.			
P3. Westbound bus stop on Kennedy Street has a chunk missing from the curb, and has a utility pole guy-wire grounded within it.	Repair curb near westbound bus stop on Kennedy Street, and remove utility pole guy-wire from sidewalk.	Evaluation: Spring 2017 Implementation: Repairing curb will be addressed through Kennedy Street reconstruction, complete by Fall 2017.Guy-wire placement and bus stop location will be evaluated through Kennedy Street Phase 1 reconstruction.			
P4. Curb ramps are not aligned with crosswalks.	Upgrade and realign curb ramps to line up with crosswalks.	Evaluation: Spring 2017 Implementation: To be addressed through Kennedy Street Phase 2 reconstruction.			
P5. Pedestrian bus access landings are not in compliance with ADA.	Upgrade bus access spaces to meet ADA requirements.	Evaluation: Spring 2017 Implementation: Currently evaluating improvements to bus stops, including if they should be moved to the far side for safety reasons.			
P6. Bricks are loose in several places.	Replace loose bricks where they exist.	Evaluation: Winter 2017 Implementation: To be addressed through Kennedy Street Phases 1 reconstruction.			
P7. Soil erosion in tree boxes presents a potential tripping hazard. Curbside trees have uplifted portions of sidewalks. Publisher boxes are in tree boxes.	Assess tree boxes to add grates, mulch, FlexiPave, or other improvements to reduce tripping hazards, and remove publisher boxes from tree boxes.	Evaluation: Winter 2017 Implementation: DDOT to place mulch in tree boxes as short term solution. Uplifted sidewalks to be addressed through Kennedy Street Phases 1 and 2 reconstructions.			



Issue	Action	Timeframe
P8. Crossing intervals appear	Evaluate crossing signal times to	Evaluation: Spring 2017
short for both Georgia Avenue	determine if increasing crossing	Implementation: Currently
and Kennedy Street.	time for pedestrians is	evaluating if signal timing
	warranted.	changes are recommended.
		Final determination in April
		2017.
Vehicular Issues		
V1. Asphalt roadway surface on	Repave road surface to fill in	Evaluation: Winter 2017
all approaches and within the	potholes, ruts, and other issues,	Implementation: East side of
crosswalks are in poor condition.	and restripe crosswalks.	Kennedy St will be resurfaced in
		Phase 1 of the reconstruction
		project, with the west side
		following in Phase 2.
V2. Red light running and	Evaluate the feasibility of	Evaluation: Winter 2017
speeding was observed.	installing a red light camera at	Implementation: Crash history
	this location.	profile does not suggest that
		intersection would benefit from
		correction from a red light
		camera.
V3. On street bus pads are in	Upgrade bus pads at bus stops	Evaluation: Winter 2017
poor condition.	near the intersection.	Implementation: DDOT is
		evaluating improvements to bus
		stops, including if they should be
		moved to the far side for safety
		reasons.
V4. Faded signs are present	Replace faded signs around the	Evaluation: Winter 2017
around the intersection.	intersection.	Implementation: Shop orders
		submitted February 2017 for
		new street cleaning, no
		standing, parking, and block
		number signs.

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Table 4. Georgia Avenue and Kennedy Street NW Next Steps

# 5.0 44th Street and Nannie Helen Burroughs Avenue NE

The intersection of 44th Street and Nannie Helen Burroughs Avenue NE is located in Ward 7. The intersection is signalized with five approaches, including Hunt Place. This segment of 44th Street is classified as a collector, while Nannie Helen Burroughs Avenue is classified as a minor arterial street. The traffic signal operates in a pre-timed mode with a cycle length of 80 seconds during the AM peak hour, 75 seconds during the PM peak hours, and 75 seconds during off-peak hours. The posted speed limit on Nannie Helen Burroughs Avenue is 30 mph, while the unposted speed limit on 44th Street and Hunt Place are 25 mph. No parking restriction signs are posted along west curb of 44th Street between Hunt Place and Nannie Hellen Burroughs Avenue.



Figure 16. 44th Street and Nannie Helen Burroughs Avenue NE Site Visit

# 5.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 64 police-reported crashes at this intersection, including one fatality and one disabling injury. Approximately 34 percent of the crashes were rear end, which tend to occur when drivers are distracted, fail to stay in their lane, follow too closely behind another vehicle, or speed. Over 20 percent of the crashes involved sideswipes, driver inattention, or improper lane changing. The one fatal crash involved an unlicensed driver traveling on Nannie Helen Burroughs Avenue NE on a Sunday morning. Speed was a factor in five of the crashes, and alcohol or drugs were involved in two of the crashes. Two of the crashes over the three-year period were bike related, and two involved pedestrians. Figure 17 provides the summary report of crashes at this intersection.

#### DC Department of Transportation - Traffic Accident Reporting and Analysis System

### Accident Summary Report (R-7)

Intersecti	ion: 44TH ST ar	nd HUNT PL,	NE						
Time Peri	iod Covered: Fr	rom 01/01/20	13 To 12/31/	/2015 Pr	epared By:	Steven Arhin	Prepared	Date:	11/21/201
Total Num	ber of Accident:		64	Collision T	ype #ACC	C %	Collision Typ	e #/	ACC %
Total Num	ber of Fatalities:		1	Right Angle	: 2	3.1%	Fixed Object:	3	4.7%
Total Num	ber of Injuries:		36	Left Turn:	1	1.6%	Ran Off Road	: 1	1.6%
Total Num	ber of Disabling In	ijuries:	1	Right Turn:	2	3.1%	Ped. Involved	: 2	3.1%
Total Num	ber of NonDisablir	ng Injuries:	2	Rear End:	22	34.4%	Backing:	4	6.3%
Total Num	ber of Pedestrians	s Involved:	4	Side Swipe	d: 13	20.3%	Non Collision	1	1.6%
Total Num	ber of Bicycles Inv	volved:	2	Head On:	1	1.6%	Under/Over R	ide: 0	0.0%
Total Num	ber of Motorcycles	s Involved:	0	Parked:	3	4.7%	Unspecified:	9	14.1%
Time of D	ay	#ACC	%			Day o fweek		ACC	%
07:30 ~ 09	30:	7	10.9%			Sunday:	1	9	14.1%
09:30 ~ 11	1:30:	5	7.8%			Monday:	1	7	10.9%
11:30 ~ 13	3:30:	3	4.7%			Tuesday:	1	7	10.9%
13:30 ~ 16	8:00:	10	15.6%			Wednesday:	1	7	10.9%
16:00~18	:30:	10	15.6%			Thursday:	1	9	14.1%
18:30 ~ 07	7:30:	29	45.3%			Friday:		12	18.8%
Unspecifie	ed:	0	0.0%			Saturday:		13	20.3%
Weather (	Condition	#ACC	%			Surface Conditi	ion i	ACC	%
Clear:		44	68.8%			Dry:		46	71.9%
Rain:		11	17.2%			Wet:	1	15	23.4%
Snow:		0	0.0%			Snow/lce:	(	0	0.0%
Sleet/Hail:		0	0.0%			Slush:	(	0	0.0%
Fog/Mist:		1	1.6%			Water/Sand:	(	0	0.0%
Crosswind	/Blowing Sand:	0	0.0%			Repairing:		0	0.0%
Unspecifie	ed:	8	12.5%			Unspecified:	:	3	4.7%
Type of V	/ehicle	#VEH	%			Accident Sever	ity Type 🛛	ACC	%
Passenger	r Car:	105	82.7%			Fatal Collision:		1	1.6%
Bus:		1	0.8%			Injury Collision:	:	25	39.1%
Truck:		5	3.9%			PDO Collision:	:	38	59.4%
Taxi:		2	1.6%						
Minivan:		0	0.0%			Light Condition		ACC	%
Police/Em	ergency Vehicle:	8	6.3%			Daylight:		35	54.7%
Motorcycle	e/Moped:	0	0.0%			Dawn/Dusk:		2	3.1%
Bicycle:	-	2	1.6%			Dark(Lighted):		24	37.5%
Fixed Obje	ect:	0	0.0%			Dark(Not Lighted	d):	1	1.6%
Unspecifie	ed:	4	3.1%			Dark(Unknown L	.ighting):	0	0.0%
						Unspecified:	:	2	3.1%
Contribut	ing Factor	#VEH	%			Pedestrian Acti	ons i	ACC	%
Driver: Sp	eed:	5	3.9%			In Crosswalk wit	h Signal:	1	25.0%
Driver: Alc	ohol/Drug:	2	1.6%			In Crosswalk ag	ainst Signal:	0	0.0%
Driver: Ele	ctronic Device:	0	0.0%			In Crosswalk no	Signal: (	0	0.0%
Driver: Oth	ners:	19	15.0%			In Unmarked Cro	osswalk:	0	0.0%
Vehicle:		0	0.0%			Not in Crosswall	c i	1	25.0%
Roadway:		1	0.8%			From Between P	arked Cars:	0	0.0%
Unspecifie	ed:	100	78.7%			Unspecified:	:	2	50.0%
Year	Accidents	Fatalities	Injurie	es Disa	abling Injuri	es Pedestria	ns Bicycles	M	lotorcycles
2013	24	1	12		1	0	0		0
2014	24	0	14		1	4	2		0
2015	16	0	10		0	0	0		0

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7 Records are not approved as of 11/21/2016 2:59:55 PM

Figure 17. 44th Street and Nannie Helen Burroughs Avenue NE Crash Data





Figure 18. 44th Street and Nannie Helen Burroughs Avenue NE Crash Diagram





Figure 19. 44th Street and Nannie Helen Burroughs Avenue NE Intersection Diagram

### 5.2. Recent and Planned Projects

In 2012, DDOT completed a reconstruction of 44<sup>th</sup> Street, Nannie Helen Burroughs, and Hunt Place. The project improved roadway markings, signage, and traffic signal infrastructure. Other recent changes include installation of new traffic signal hardware, new street light fixtures, and new bus shelters. Nearside bus stops were installed, which appear to cause congestion when buses are stopped, most notably in the WB direction.

# 5.3. Site Visit Observations

Participants identified issues related to improving driver behavior. Observations conducted during the site visit found that many drivers travel along Nannie Helen Burroughs Avenue in excess of the 30 mph posted speed limit. This can contribute to crash occurrences and increase crash severity. Some such issues may only require minor fixes, while others could require more substantial capital improvements. Many require further investigation and evaluation by DDOT.



#### **Pedestrian Issues**

- P1. Evaluate signal phasing and pedestrian signals.
- P2. Refurbish crosswalk markings.
- P3. Possible curb extension on Hunt Place.

### **Bicycle Issues**

No bicycle issues were observed, but implementation of the other recommendations will increase safety for all users, including bicyclists.

### **Transit Issues**

T1. Explore relocating eastbound bus stop.

### **Vehicular Issues**

- V1. Motorists observed turning too wide.
- V2. Evaluate lane drop on eastbound Nannie Helen Burroughs Avenue.

### 5.4. Next Steps

The following table identifies the next step for each issue and the associated timeline. Wherever

possible, both design/evaluation and implementation timelines are noted, but further exploration for

some issues may find potential solutions infeasible.

Issue	Next Step	Timeline
Pedestrian Issues		
P1. Evaluate signal phasing and	Pedestrians crossing Hunt Place	Evaluation: Fall 2016
pedestrian signals across Hunt	currently run concurrent with	Implementation: The evaluation
Place.	44th, although there are some	determined that the current
	heavy turn volumes. Determine	configuration is optimal.
	if LPI would be feasible for	
	pedestrians crossing Hunt and	
	eastbound leg of NHB.	
P2. Crosswalk markings on NHB	Upgrade crosswalk markings on	Evaluation: February 2017
are not visible enough	NHB to high visibility.	Implementation: Two high
		visibility crosswalks will be
		installed by spring 2017, weather
		permitting.
P3. Curb extension on Hunt	Potential to shorten Hunt Place	Evaluation: Winter 2017
Place.	crossing with curb extension on	Implementation: Evaluate
	SW corner of intersection.	implementing implications, with
		implementation in Spring 2017.



Transit Issues		
T1. Explore relocating eastbound	To be discussed with WMATA	Evaluation: Winter 2017
bus stop to far side of 44th		Implementation: Coordinate
Street		with WMATA for
		implementation in Spring 2017.
Vehicular Issues		
V1. Motorists observed turning	"Puppy skips" through	Evaluation: February 2017
too wide.	intersection to guide NB 44th	Implementation: Further
	Street motorists onto WB Nannie	evaluation determined that
	Helen Burroughs Ave	puppy skips are not warranted at
		this intersection.
V2. Evaluate lane drop on EB	Contingent on T1. With	Evaluation: Winter 2017
NHB.	relocation of bus stop to far side,	Implementation: Contingent
	lane drop could happen at 44th.	upon evaluation of T1.

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Table 5. 44th Street and Nannie Helen Burroughs Avenue NE Next Steps



# 6.0 18th Street and Adams Mill Road NW

18<sup>th</sup> Street NW is classified as a minor arterial, with ADT volumes of 17,400 VPD. It is a two-lane northsouth roadway, with on-street parking on both sides. It has an exclusive right-turn lane in the northbound direction. Adams Mill Road NW is classified as a collector road with ADT volumes of 4,800 vehicles per day. It is also a two-lane north-south roadway, with on-street parking on the west side of the road and exclusive right-turn and left-turn lanes in the southbound direction. Columbia Road is classified as a minor arterial with ADT volumes of 12,600 VPD. Its configuration varies from two to three lanes, with exclusive bike lanes and on-street parking on both sides in the vicinity of the study intersection. It has exclusive left-turn and right-turn lanes in the westbound direction.



Figure 20. 18th Street and Adams Mill Road NW Site Visit

# 6.1. Crash Data

According to the crash report, from January 1, 2013 to December 31, 2015, there were 61 crashes at this intersection out of which, 17 were sideswipes, 11 were rear ends, 3 were parked, and 9 occurred while vehicles were making turns. There was a total of 14 known injuries reported in these crashes with two known to be disabling.



#### DC Department of Transportation - Traffic Accident Reporting and Analysis System

# Accident Summary Report (R-7)

Time Period Covered:         From 01/01/2013 To 12/31/2013         Prepared By:         Steven Athin         Prepared Date:         0/2016           Total Number of Acadent:         0         0         Collision Type         #ACC         %         Collision Type         #ACC         %         Collision Type         #ACC         %         Collision Type         #ACC         %         Right Angle:         3         4.9%         Rand Object:         1         1.8%           Total Number of Disabiling Injuries:         1         Left Turn:         3         4.9%         Red Thino         0.00%         <	Intersecti	ion: COLUMBIA	RD and ADA	AMS MILL F	RD, NW							
Total Number of Accident:         61         Collision Type         #ACC         %         Collision Type         #ACC         %           Total Number of Fatalities:         0         0         Right Angle:         3         4.9%         Rind Object:         1         1.8%           Total Number of Disabiling Injuries:         1         Rander:         3         4.9%         Rind Tiumo         3         4.9%         Rind Tiumo         0.0%         Disabiling Injuries:         5         8.2%           Total Number of Pedestrins Involved:         0         0         0.0%         UnderOver Ride:         0         0.0%         0.00%	Time Peri	iod Covered: Fr	rom 01/01/20	13 To 12/3	1/2015 Pr	repared	By:	Steven Arhin	Prepar	ed Da	te:	6/2/2016
Total Number of Fabilities:         0         Right Angle:         3         4.9%         Fined Object:         1         10.0%           Total Number of Disabiling Injuries:         1         Rear End:         11         18.0%         Rear End:         11         18.0%         Rear End:         11         18.0%         Backing:         5         8.2%           Total Number of Motorsoles Involved:         0         0         0.0%         Unspecified:         0         0.0%           Total Number of Motorsoles Involved:         0         0         0.0%         Unspecified:         0         0.0%           Total Number of Motorsoles Involved:         0         0         0.0%         Unspecified:         0         0.0%           Time of Day         #ACC         %         Day of week         #ACC         %           11:30 - 13:0:         0         0.0%         Tuesday:         5         8.2%           11:30 - 13:0:         0         0.8%         Monday:         16         2.62%           10:30 - 07:0:         43         70.5%         Friday:         6         9.8%           10:30 - 07:0:         43         70.5%         Friday:         16         2.62%           Weather Condition </td <td>Total Num</td> <td>ber of Accident:</td> <td></td> <td>61</td> <td>Collision</td> <td>Туре</td> <td>#ACC</td> <td>%</td> <td>Collision T</td> <td>ype</td> <td>#ACC</td> <td>%</td>	Total Num	ber of Accident:		61	Collision	Туре	#ACC	%	Collision T	ype	#ACC	%
Total Number of Injuries:         14         Left Turn:         3         4.9%         Ran Off Road:         0         0.0%           Total Number of NonDisabiling Injuries:         1         Right Turn:         3         4.9%         Pead. Involved:         5         8.2%           Total Number of NonDisabiling Injuries:         1         18.0%         Backing:         5         8.2%           Total Number of NonDisabiling Injuries:         1         1.80.%         Backing:         5         8.2%           Total Number of Pedestrians Involved:         0         0.0%         Haddron:         0         0.0%           Total Number of Motorcycles Involved:         0         0         0.0%         Haddron:         0         0.0%           Total Number of Motorcycles Involved:         0         0.0%         Monday:         6         0.2%           Time of Day         #ACC         %         Sunday:         10         26.2%           07.30 - 06.30:         4         0.0%         Tuesday:         3         4.9%           13.30 - 16:00:         6         0.8%         Tuesday:         5         8.2%           Weather Condition         #ACC         %         Sunday:         6         0.8%	Total Num	ber of Fatalities:		0	Right Angl	e:	3	4.9%	Fixed Object	et:	1	1.6%
Total Number of Disabling Injuries:         2         Fight Turn:         3         4.9%         Ped. Involved:         5         8.2%           Total Number of Motoroyles Involved:         6         11         18.0% Backing:         5         8.2%           Total Number of Motoroyles Involved:         0         0.0%         Under/Over Ride:         0         0.0%           Trate of Day         #ACC         %         Day o fweek         #ACC         %           Trate of Day         #ACC         %         Day o fweek         #ACC         %           13.00 - 06:30:         2         3.3%         Sunday:         10         2.0.2%           13.30 - 11:30:         0         0.0%         Tuesday:         3         4.9%           11:30 - 13:30:         0         0.0%         Tuesday:         3         4.9%           11:30 - 13:30:         0         0.0%         Saturday:         10         2.6.2%           11:30 - 13:30:         0         0.0%         Saturday:         10         2.6.2%           Weather Condition         #ACC         %         Surface Condition         #ACC         %           Clear:         49         8.03%         Dry:         52.2%         Snow: </td <td>Total Num</td> <td>ber of Injuries:</td> <td></td> <td>14</td> <td>Left Turn:</td> <td></td> <td>3</td> <td>4.9%</td> <td>Ran Off Ro</td> <td>ad:</td> <td>0</td> <td>0.0%</td>	Total Num	ber of Injuries:		14	Left Turn:		3	4.9%	Ran Off Ro	ad:	0	0.0%
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Unear.         49         00.3%         Ury.         52         60.2%           Snam:         0         0.0%         Snow/loc:         0         0.0%           Snow:         0         0.0%         Snow/loc:         0         0.0%           SiedtHail:         0         0.0%         Slush:         0         0.0%           Crosswind/Blowing Sand:         0         0.0%         Water/Sand:         0         0.0%           Unspecified:         6         9.8%         Unspecified:         3         4.9%           Type of Vehicle         #VEH         %         Accident Severity Type         #ACC         %           Bus:         5         4.3%         Unspecified:         1         0         0.0%           Bus:         12         10.3%         Hight Condition         #ACC         %           Police/Emergency Vehicle:         1         0.9%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dawn/Lusk:         3         4.9%           Contributing Factor         #VEH         %         Dark(Unknown Lighting):         0         0.0%           Driver: Alcohol/Drug:         2         1.7%	Weather C	Condition	#ACC	00.29	2			Surface Conditi	on	#AC		05.09/
Ralli:         0         0.8%         Vec.         0         0.8%           Snow:         0         0.0%         Snowloe:         0         0.0%           Sleet/Hail:         0         0.0%         Slush:         0         0.0%           FogMist:         0         0.0%         Water/Sand:         0         0.0%           Crosswind/Blowing Sand:         0         0.0%         Repairing:         0         0.0%           Unspecified:         6         9.8%         Unspecified:         3         4.9%           Type of Vehicle         #VEH         %         Accident Severity Type         #ACC         %           Bus:         5         4.3%         Flat Collision:         12         19.7%           Truck:         4         3.4%         PDO Collision:         49         80.3%           Police/Emergency Vehicle:         1         0.9%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dark(Lighted):         39         63.9%           Fixed Object:         0         0.0%         Dark(Lighted):         39         63.9%           Driver: Speed:         0         0.0%         In Crosswalk against	Clear:		49	80.3%				Dry:		92		80.2%
Show:         0         0.0%         Show:         0         0.0%           Show:         0         0.0%         Show:         0         0.0%           Fog/Mist:         0         0.0%         Show:         0         0.0%           Fog/Mist:         0         0.0%         Water/Sand:         0         0.0%           Unspecified:         6         9.8%         Unspecified:         3         4.9%           Type of Vehicle         #VEH         %         Accident Severity Type         #ACC         %           Bus:         5         4.3%         Injury Collision:         12         19.7%           Bus:         12         10.3%         Fatal Collision:         12         19.7%           Minivar:         0         0.0%         Daylight:         19         31.1%           Police/Emergency Vehicle:         1         0.9%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dawn/Dusk:         0         0.0%           Dark(Unknown Lighting):         0         0.0%         Dark(Unknown Lighting):         0         0.0%           Driver: Speed:         0         0.0%         In Crosswalk with Signal:	Rain:		0	9.8%				vvet.		0		9.8%
Steetmail:         0         0.0%         Steetmail:         0         0.0%           Fog/Mist:         0         0.0%         Water/Sand:         0         0.0%           Unspecified:         6         9.8%         Unspecified:         3         4.9%           Type of Vehicle         #VEH         %         Accident Severity Type         #ACC         %           Bus:         5         4.3%         Injury Collision:         12         19.7%           Truck:         4         3.4%         PDO Collision:         49         80.3%           Taxi:         12         10.3%         Light Condition         #ACC         %           Police/Emergency Vehicle:         1         0.9%         Davight:         19         31.1%           Motorcycle/Moped:         1         0.9%         Davr(Lighted):         39         63.9%           Bicycle:         10         8.5%         Davr(Not Lighted):         39         63.9%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Unspecified:         7         6.0%         In Crosswalk with Signal:         2         50.0%           Driver: Speed:         0	Show:		0	0.0%				Show/ice:		0		0.0%
Fog/Mist:       0       0.0%       Water/Sand:       0       0.0%         Crosswind/Blowing Sand:       0       0.0%       Repairing:       0       0.0%         Type of Vehicle       #VEH       %       Accident Severity Type       #ACC       %         Passenger Car:       77       65.8%       Fatal Collision:       0       0.0%         Bus:       12       10.3%       Fatal Collision:       12       19.7%         Truck:       4       3.4%       PDO Collision:       12       19.7%         Minivan:       0       0.0%       Daylight:       19       31.1%         Motorcycle/Moped:       1       0.9%       Dark(Uighted):       39       63.9%         Bicycle:       10       8.5%       Dark(Uighted):       0       0.0%         Unspecified:       7       6.0%       Dark(Unknown Lighting):       0       0.0%         Driver: Speed:       0       0.0%       In Crosswalk against Signal:       0       0.0%         Driver: Speed:       0       0.0%       In Crosswalk:       0       0.0%         Driver: Speed:       0       0.0%       In Crosswalk against Signal:       0       0.0%         D	Sleet/Hail:		0	0.0%	•			Slush:		U		0.0%
Crosswind/Blowing Sand:         0         0.0%         Repairing:         0         0.0%           Unspecified:         6         9.8%         Unspecified:         3         4.9%           Type of Vehicle         #VEH         %         Accident Severity Type         #ACC         %           Passenger Car:         5         4.3%         Injury Collision:         12         19.7%           Truck:         4         3.4%         PDIO Collision:         49         80.3%           Taxi:         12         10.3%         Light Condition         #ACC         %           Minivan:         0         0.0%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dawn/Dusk:         0         0.0%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Unspecified:         7         6.0%         In Crosswalk with Signal:         2         50.0%           Contributing Factor         #VEH         %         Pedestrian Actions         #ACC         %           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Othors:	Fog/Mist:		0	0.0%				Water/Sand:		0		0.0%
Unspecified:         6         9.8%         Unspecified:         3         4.9%           Type of Vehicle         #VEH         %         Accident Severity Type         #ACC         %           Passenger Car:         77         65.8%         Fatal Collision:         0         0.0%           Bus:         5         4.3%         Injury Collision:         12         19.7%           Truck:         4         3.4%         PDO Collision:         49         80.3%           Taxi:         12         10.3%         Light Condition         #ACC         %           Police/Emergency Vehicle:         1         0.9%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dark(Not Lighted):         39         63.9%           Fixed Object:         0         0.0%         Dark(Unknown Lighting):         0         0.0%           Unspecified:         7         6.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk against Signal:         0         0.0%           Driver: Chers:         28         23.9%         In Unmarked Crosswalk:         0         0.0%	Crosswind	/Blowing Sand:	0	0.0%				Repairing:		0		0.0%
Type of Vehicle         #VEH         %         Accident Severity Type         #ACC         %           Passenger Car:         77         65.8%         Fatal Collision:         0         0.0%           Bus:         5         4.3%         Injury Collision:         12         19.7%           Truck:         4         3.4%         PDO Collision:         49         80.3%           Taxi:         12         10.3%         Light Condition         #ACC         %           Minivar:         0         0.0%         Daylight:         19         31.1%           Police/Emergency Vehicle:         1         0.9%         DawnDusk:         0         0.0%           Bicycle:         10         8.5%         Dark(Uktot Lighted):         0         0.0%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Chers:         28         23.9%         In Ummarked Crosswalk:         0         0.0%           Driver: Chers:         1         0.9%         Not in Crosswalk no Signal:         1         25.0%           Vehicl	Unspecifie	ed:	6	9.8%				Unspecified:		3		4.9%
Passenger Car:         77         65.8%         Fatal Collision:         0         0.0%           Bus:         5         4.3%         Injury Collision:         12         19.7%           Truck:         4         3.4%         PDO Collision:         12         19.7%           Taxi:         12         10.3%         Light Condition         #ACC         %           Police/Emergency Vehicle:         1         0.9%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dark(Ughted):         39         63.9%           Fixed Object:         0         0.0%         Dark(Unknown Lighting):         0         0.0%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Chers:         28         23.9%         In Ummarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         1         25.0%           Koadway:         0	Type of V	/ehicle	#VEH	%				Accident Severi	ty Type	#AC	с	%
Bus:         5         4.3%         Injury Collision:         12         19.7%           Truck:         4         3.4%         PDO Collision:         49         80.3%           Taxi:         12         10.3%         Light Condition         #ACC         %           Police/Emergency Vehicle:         1         0.9%         Daylight:         19         31.1%           Motorcycle/Moped:         1         0.9%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dark(Lighted):         39         63.9%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Speed:         0         0.0%         In Crosswalk against Signal:         0         0.0%           Driver: Speed:         0         0.0%         In Crosswalk against Signal:         0         0.0%           Driver: Chers:         28         23.9%         In Unmarked Crosswalk:         1         25.0%	Passenge	r Car:	77	65.8%				Fatal Collision:		0		0.0%
Truck:       4       3.4%       PDO Collision:       49       80.3%         Taxi:       12       10.3%       Light Condition       #ACC       %         Minivan:       0       0.0%       Daylight:       19       31.1%         Motorcycle/Moped:       1       0.9%       Dawn/Dusk:       0       0.0%         Bicycle:       10       8.5%       Dawn/Dusk:       0       0.0%         Unspecified:       7       6.0%       Dark(Lighted):       39       63.9%         Contributing Factor       #VEH       %       Dark(Unknown Lighting):       0       0.0%         Driver: Speed:       0       0.0%       In Crosswalk with Signal:       2       50.0%         Driver: Alcohol/Drug:       2       1.7%       In Crosswalk with Signal:       0       0.0%         Driver: Chers:       28       23.9%       In Unmarked Crosswalk:       0       0.0%         Driver: Chers:       1       0.9%       Not in Crosswalk:       0       0.0%         Vehicle:       1       0.9%       From Between Parked Cars:       0       0.0%         Vehicle:       86       73.5%       Unspecified:       0       0.0%       0       0 </td <td>Bus:</td> <td></td> <td>5</td> <td>4.3%</td> <td></td> <td></td> <td></td> <td>Injury Collision:</td> <td></td> <td>12</td> <td></td> <td>19.7%</td>	Bus:		5	4.3%				Injury Collision:		12		19.7%
Taxi:         12         10.3%           Minivan:         0         0.0%           Police/Emergency Vehicle:         1         0.9%           Motorcycle/Moped:         1         0.9%           Bicycle:         10         8.5%           Fixed Object:         0         0.0%           Unspecified:         7         6.0%           Contributing Factor         #VEH         %           Driver: Speed:         0         0.0%           Driver: Chers:         28         23.9%           Driver: Others:         28         23.9%           Vehicle:         1         0.9%           Roadway:         0         0.0%           Unspecified:         86         73.5%           Year         Accidents         Fatalities         Injuries           Disabling Injuries         Pedestrians         Bicycles           0         0         0         0           Drisabling Injuries         Pedestrians<	Truck:		4	3.4%				PDO Collision:		49		80.3%
Minivan:         0         0.0%         Light Condition         #ACC         %           Police/Emergency Vehicle:         1         0.9%         Daylight:         19         31.1%           Motorcycle/Moped:         1         0.9%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dark(Lighted):         39         63.8%           Fixed Object:         0         0.0%         Dark(Unknown Lighting):         0         0.0%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk no Signal:         1         25.0%           Driver: Chers:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk no Signal:         1         25.0%           Roadway:         0         0.0%         From Between Parked Cars:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0         0	Taxi:		12	10.3%		<u> </u>					~	
Police/Emergency Vehicle:         1         0.9%         Daylight:         19         31.1%           Motorcycle/Moped:         1         0.9%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dark(Lighted):         39         63.9%           Fixed Object:         0         0.0%         Dark(Wot Lighted):         0         0.0%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Contributing Factor         #VEH         %         Pedestrian Actions         #ACC         %           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk against Signal:         0         0.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         1         25.0%           Notary:         0         0.0%         From Between Parked Cars:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0 <t< td=""><td>Minivan:</td><td></td><td>0</td><td>0.0%</td><td></td><td></td><td></td><td>Light Condition</td><td></td><td>#AC</td><td>C</td><td>%</td></t<>	Minivan:		0	0.0%				Light Condition		#AC	C	%
Motorcycle/Moped:         1         0.9%         Dawn/Dusk:         0         0.0%           Bicycle:         10         8.5%         Dark(Lighted):         39         63.9%           Fixed Object:         0         0.0%         Dark(Not Lighted):         0         0.0%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Contributing Factor         #VEH         %         Pedestrian Actions         #ACC         %           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk against Signal:         0         0.0%           Driver: Electronic Device:         0         0.0%         In Crosswalk against Signal:         0         0.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         1         25.0%           Koadway:         0         0.0%         From Between Parked Cars:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuri	Police/Em	ergency Vehicle:	1	0.9%				Daylight:		19		31.1%
Bicycle:         10         8.5%         Dark(Lighted):         39         63.9%           Fixed Object:         0         0.0%         Dark(Not Lighted):         0         0.0%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Contributing Factor         #VEH         %         Pedestrian Actions         #ACC         %           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk no Signal:         1         25.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0           2014         25         0         4	Motorcycle	e/Moped:	1	0.9%				Dawn/Dusk:		0		0.0%
Fixed Object:         0         0.0%         Dark(Not Lighted):         0         0.0%           Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Contributing Factor         #VEH         %         Pedestrian Actions         #ACC         %           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk against Signal:         0         0.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         1         25.0%           Quispecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>Bicycle:</td><td></td><td>10</td><td>8.5%</td><td></td><td></td><td></td><td>Dark(Lighted):</td><td></td><td>39</td><td></td><td>63.9%</td></t<>	Bicycle:		10	8.5%				Dark(Lighted):		39		63.9%
Unspecified:         7         6.0%         Dark(Unknown Lighting):         0         0.0%           Contributing Factor         #VEH         %         Pedestrian Actions         #ACC         %           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk no Signal:         1         25.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0           2014         25         0         4         1         0         5         0           2015         20         0         4         0         0         5         0	Fixed Obje	ect:	0	0.0%				Dark(Not Lighted	l):	0		0.0%
Contributing Factor         #VEH         %         Pedestrian Actions         #ACC         %           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk against Signal:         0         0.0%           Driver: Others:         28         23.9%         In Crosswalk no Signal:         1         25.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0           2014         25         0         4         1         0         5         0           2015         20         0         4         0         0         5         0	Unspecifie	ed:	7	6.0%				Dark(Unknown L	ighting):	0		0.0%
Contributing Factor         #VEH         %         Pedestrian Actions         #ACC         %           Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk with Signal:         0         0.0%           Driver: Electronic Device:         0         0.0%         In Crosswalk no Signal:         1         25.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0           2014         25         0         4         1         0         5         0           2015         20         0 <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>Unspecified:</td> <td></td> <td>3</td> <td></td> <td>4.9%</td>					-			Unspecified:		3		4.9%
Driver: Speed:         0         0.0%         In Crosswalk with Signal:         2         50.0%           Driver: Alcohol/Drug:         2         1.7%         In Crosswalk against Signal:         0         0.0%           Driver: Electronic Device:         0         0.0%         In Crosswalk against Signal:         0         0.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         1         25.0%           Roadway:         0         0.0%         From Between Parked Cars:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0           2014         25         0         4         1         0         5         0           2015         20         0         4         0         0         5         0	Contribut	ing Factor	#VEH	%				Pedestrian Actio	ons	#AC	с	%
Driver: Alcohol/Drug:         2         1.7%         In Crosswalk against Signal:         0         0.0%           Driver: Electronic Device:         0         0.0%         In Crosswalk against Signal:         1         25.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         1         25.0%           Roadway:         0         0.0%         From Between Parked Cars:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0           2014         25         0         4         1         0         5         0           2015         20         0         4         0         0         5         0	Driver: Sp	eed:	0	0.0%		1		In Crosswalk with	n Signal:	2		50.0%
Driver: Electronic Device:         0         0.0%         In Crosswalk no Signal:         1         25.0%           Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         1         25.0%           Roadway:         0         0.0%         From Between Parked Cars:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0           2014         25         0         4         1         0         5         0           2015         20         0         4         0         0         5         0	Driver: Alc	xhol/Drug:	2	1.7%				In Crosswalk aga	ainst Signal:	0		0.0%
Driver: Others:         28         23.9%         In Unmarked Crosswalk:         0         0.0%           Vehicle:         1         0.9%         Not in Crosswalk:         1         25.0%           Roadway:         0         0.0%         From Between Parked Cars:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0         2014         25         0         4         1         0         5         0           2015         20         0         4         0         0         5         0	Driver: Ele	ectronic Device:	0	0.0%				In Crosswalk no	Signal:	1		25.0%
Vehicle:         1         0.9%         Not in Crosswalk:         1         25.0%           Roadway:         0         0.0%         From Between Parked Cars:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         20         0         4         1         0         5         0         2015         20         0         4         0         0         5         0	Driver: Oth	ners:	28	23.9%				In Unmarked Cro	sswalk:	0		0.0%
Roadway:         0         0.0%         From Between Parked Cars:         0         0.0%           Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         0           2014         25         0         4         1         0         5         0           2015         20         0         4         0         0         5         0	Vehicle:		1	0.9%		1		Not in Crosswalk	-	1		25.0%
Unspecified:         86         73.5%         Unspecified:         0         0.0%           Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         6         0         0           2014         25         0         4         1         0         5         0           2015         20         0         4         0         0         5         0	Roadway		0	0.0%				From Between P	arked Cars:	0		0.0%
Year         Accidents         Fatalities         Injuries         Disabling Injuries         Pedestrians         Bicycles         Motorcycles           2013         16         0         6         0         0         0         2014         25         0         4         1         0         5         0         2015         20         0         4         0         0         5         0         1         0         5         0         1<	Unspecifie	ed:	86	73.5%				Unspecified:		0		0.0%
2013         16         0         6         0         6         0         0           2014         25         0         4         1         0         5         0           2015         20         0         4         0         0         5         0	Year	Accidents	Fatalities	Injuri	ies Dis	abling	Injurie	s Pedestriar	ns Bicycl	es	Moto	rcycles
2014 25 0 4 1 0 5 0 2015 20 0 4 0 0 5 0	2013	16	0	6		ő		6	0			0
2015 20 0 4 0 0 5 0	2014	25	0	4		1		0	5			0
	2015	20	0	4		0		0	5			0

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Figure 21. 18th Street and Adams Mill Road NW Crash Data





Figure 22. 18th Street and Adams Mill Road NW Crash Diagram



# 6.2. Recent and Planned Projects

DDOT completed the Adams Morgan Streetscape project in 2012, which involved a full reconstruction of 18<sup>th</sup> Street from Florida Avenue to Columbia Road, and included safety, ADA, drainage, utility, and other improvements. The Metropolitan Police Department (MPD) is proposing to install a speed camera on the 1700 block of Columbia Road NW in the northbound direction.

# 6.3. Site Visit Observations

On Thursday, June 2, 2016, beginning at 4:30 PM, site visit participants identified issues related to all travel modes. Some may only require minor fixes while others could require more substantial capital improvements. Many require further investigation and evaluation by DDOT.



Figure 23. 18th Street and Adams Mill Road NW Site Visit Observations

#### **Pedestrian Issues**

P1. Leading left turn signal at westbound Columbia creates conflict with pedestrians who have the walk signal crossing 18th Street. Long crosswalks make crossing difficult for pedestrians.
P2. Poor visibility of pedestrians for right-turning vehicles and bikes from 18th St to eastbound Columbia.

#### **Bicycle Issues**

B1. Westbound Columbia Rd. bicyclists need a safer way to make a left turn onto southbound 18th Street.

B2. Uneven pavement on Columbia Rd west of intersection. Potential for bicycle-vehicle conflicts due to swerving.



### **Vehicular Issues**

V1. Right-turning vehicles do not yield or stop for pedestrians with walk signal.

V2. Vehicles speed while making right turns due to large turning radius curb lines, endangering pedestrians crossing on walk signal.

V3. Congestion from Adams Mill traffic making left turn onto eastbound Columbia Rd. all the way to 16th St.

# 6.4. Next Steps

The following table identifies the next step for each issue and the associated timeline. Wherever possible, both design/evaluation and implementation timelines are noted, but further exploration for some issues may find potential solutions infeasible.

Issue	Next Step	Timeline
Pedestrian Issues		
P1. Leading left turn signal at	Signal Division to conduct a	Evaluation: March 2017
westbound Columbia creates	study. Curb extensions will be	Implementation: Contractor
conflict with pedestrians who	evaluated.	review of curb extensions to
have the walk signal crossing		complete in April.
18th St. Long crosswalks make		
crossing difficult for pedestrians.		
P2. Poor visibility of pedestrians	"Curb extensions" with paint and	Evaluation: April 2017
for right-turning vehicles and	possibly flex posts to slow	Implementation: Study to
bikes from 18th St to eastbound	turning vehicles from NB 18th to	identify potential for long-term
Columbia.	EB Columbia Road	curb realignment.
Bicycle Issues		
B1. Westbound Columbia Rd.	Provide exclusive lane parallel to	Evaluation: Winter 2017
bicyclists need a safer way to	the crosswalk crossing east side	Implementation: Design is
make a left turn onto	Columbia Rd. or two-stage turn	currently underway, with
southbound 18th St.	box to provide a "Copenhagen left."	implementation by April 2017.
B2. Uneven pavement on	Pavement resurfacing	Evaluation: Winter 2017
Columbia Rd south of	C C	Implementation: Long-term,
intersection. Potential for		pending inclusion in paving plan.
bicycle-vehicle conflicts due to		Not scheduled for near future
swerving.		resurfacing but DDOT will assess
		partial resurfacing.
Vehicular Issues		
V1. Right-turning vehicles do not	Install DC Law Turning Vehicles	Evaluation: March 2017
yield or stop for pedestrians with	Stop for Pedestrians	Implementation: Sign installation
walk signal.		April 2017.



Issue	Next Step	Timeline
V2. Vehicles speed while making	Modify the curbs and reduce the	Evaluation: April 2017
right turns due to large turning	turning radiuses.	Implementation: To be
radius curb lines, endangering		determined based on evaluation
pedestrians crossing on walk		results.
signal.		
V3. Congestion from Adams Mill	Modification on existing single	Evaluation: April 2017
traffic making left turn onto	eastbound Columbia Rd lane	Implementation: To be
eastbound Columbia Rd. all the	configuration to a possible	determined based on evaluation
way to 16th St.	double travel lane signal timing	results.
	modification.	

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Table 6. 18th Street and Adams Mill Road NW Next Steps



# 7.0 Wisconsin Avenue and Albemarle Street NW

The intersection of Wisconsin Avenue and Albemarle Street NW is located adjacent to the Tenleytown-AU Metro station. At the study intersection, Wisconsin Avenue is a four lane north-south roadway with two-way traffic; Albemarle Street is a two lane east-west roadway with two-way traffic. Both streets have on-street parking on both sides.

The August 17, 2016 site visit included Councilmember Cheh and staff, DDOT staff, bicycle advocates, MPD officers, residents, as well as representatives from the Pedestrian Advisory Council.

# 7.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 53 crashes at this intersection. Approximately 45% of the crashes were sideswipes, which tend to occur when drivers quickly change lanes. Over 11% of the crashes were right turns, which occur when drivers take turns too quickly, or without looking for pedestrians or other drivers. These crashes resulted in fifteen injuries, of which one was disabling. No fatalities occurred as a result of these crashes. Speed was a factor in one crash, and alcohol/drugs was not a factor in any crash. Eight pedestrians and one bicyclist were involved in crashes at this intersection. Figure 24 provides the summary report of crashes at this intersection.

#### DC Department of Transportation - Traffic Accident Reporting and Analysis System

# Accident Summary Report (R-7)

Intersect	tion: WISCONSI	IN AVE and A	BEMARLE	ST, NW					
Time Per	flod Covered: F	rom 01/01/201	3 To 12/31/	2015 Prepar	ed By:	Steven Arhin	Prepared	Date:	8/16/2016
Total Nun	nber of Accident:		53	Collision Type	#ACC	%	Collision Type	#A(	CC %
Total Nun	nber of Fatalities:		0	Right Angle:	2	3.8%	Fixed Object:	0	0.0%
Total Nun	nber of injuries:	525	15	Left Tum:	2	3.8%	Ran Off Road:	0	0.0%
Total Nun	nber of Disabiling in	njuries:	1	Right Turn:	6	11.3%	Ped. Involved:	5	9.4%
Total Nun	nber of NonDisabili	ng Injuries:	0	Rear End:	5	9.4%	Backing	1	1.9%
Total Nun	nber of Pedestrian	s involved:	8	Side Swiped:	24	45.3%	Non Collision:	0	0.0%
Total Nun	nber of Bicycles In	volved:	1	Head On:	0	0.0%	Under/Over Rk	de: O	0.0%
Total Nun	nber of Motorcycle	s involved:	0	Parked:	1	1.9%	Unspecified:	7	13.2%
Time of C	Day	#ACC	%			Day o fweek	#	ACC	%
07:30 ~ 0	9:30:	8	15.1%			Sunday:	2		3.8%
09:30 ~ 1	1:30:	7	13.2%			Monday:	8		15.1%
11:30~1	3:30:	9	17.0%			Tuesday:	6		11.3%
13:30 ~ 1	6:00:	9	17.0%			Wednesday:	7		13.2%
16:00 ~18	30:	10	18.9%			Thursday:	1	1	20.8%
18:30 ~ 0	7:30:	10	18.9%			Friday:	1	1	20.8%
Unspecifi	ed:	0	0.0%	-		Saturday:	8		15.1%
Weather	Condition	#ACC	%			Surface Conditio	m #	ACC	*
Clear:		43	81.1%			Dry:	4	3	81.1%
Rain:		2	3.8%			Wet	8		15.1%
Snow		0	0.0%			Snowlice:	0		0.0%
Sleet/Hall	•	0	0.0%			Slush:	1		1 9%
Foo/Mist		3	5.7%			Water/Sand			0.0%
Crneciain	d/Biowing Sand:	0	0.0%			Renairing	0		0.0%
Unspecifi	ed:	5	9.4%			Unspecified:	1		1.9%
Type of	Vehicle	#VEH	%			Accident Severit	v Tvpe #	ACC	*
Passence	er Car	73	71 6%			Fatal Collision:	0	100	0.0%
Bus:		7	6.9%			Injury Collision:	1	1	20.8%
Truck		10	9.8%			PDO Collision	4	2	79.2%
Taxt		4	3.9%	-		r b b bonoit.		-	12.2.10
Minivan		0	0.0%			Light Condition	#	ACC	%
Police/Fr	nemency Vehicle:	2	2 0%			Daylight	3	7	69.8%
Motorrun	allonert	0	0.0%			Dawn/Dusk:	1		1.9%
Biownie:	e mopeu.	1	1.0%	_		Dark(Lighted):	1	1	20.8%
Elvort Ohl	last		0.0%	2		Dank(Not Lighted)	c 1		1.9%
Incooling	eu.	5	4.0%			Dark/Unknown Lk	ghting): 0		0.0%
опаресню	eu.	2	4.370			Unspecified:	3		5.7%
Contribu	ting Factor	#VEH	%			Pedestrian Actio	ns #	ACC	%
Driver: St	peed:	1	1.0%			In Crosswalk with	Signal: 4		66.7%
Driver Al	coho//Drug:	0	0.0%			in Crosswalk anal	inst Signal: 0		0.0%
Driver: El	ectronic Device:	0	0.0%			In Crosswalk no S	Signal: 1		16.7%
Driver Of	thers:	18	17 6%			in Linmarked Cros	sswalk 0		0.0%
Vehicle:		0	0.0%			Not in Crosswalk	0		0.0%
Roadway	-	1	1.0%			Erom Batwaan Da	riked Care: 0		0.0%
Unspecifi	ed:	82	80.4%			Unspecified:	ined cars. d		16.7%
Year	Accidents	Fatalities	Injurie	s Disabilin	a Injurie	e Pedestrian	8 Bicycles	Mo	torcycles
2013	16	0	7		0	1	1		0
2014	16	O	2		0	2	0		0
2015	21	0	6		0	5	0		0
			-		1	-	-		

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Figure 24. Wisconsin Avenue and Albemarle Street NW Crash Data



# 7.2. Recent and Planned Projects

In December 2016, WMATA completed the Tenleytown-AU Station Access Study Phase II, which considered improvements to the blocks around the east entrance of the Metro station. The goals of the study were to improve multimodal access, enhance the public realm, reduce vehicular conflicts, and improve the transit customer's waiting experience. The WMATA study completed the planning phase, and DDOT is responsible for the next step, which is the design phase.

### 7.3. Site Visit Observations

On Wednesday, August 17, 2016 beginning at 8:30am, participants identified issues related to all travel modes. Some may only require minor fixes, while others may require more substantial capital improvements. Many require further investigation and evaluation by DDOT. The timeline for next steps is included in the next section.



Figure 25. Wisconsin Avenue and Albemarle Street NW Site Visit Observations

#### **Overall Issues**

O1. Remove or push back parking on Albemarle Street between Wisconsin Avenue and Fort Drive to improve visibility.

### **Pedestrian Issues**

P1. Install leading pedestrian interval (LPI) at intersection.



P2. Mark Whole Foods driveway with crosswalk, other markings, warning surface, or other treatments. Install an audible signal.

P3. Investigate banning right turns on red at the intersection.

### **Bicycle Issues**

No bicycle issues were observed, but implementation of the other recommendations will increase safety for all users, including bicyclists.

### **Vehicle Issues**

V1. Investigate better signage to decrease occurrence of illegal left turns.

V2. Add "Don't Block the Box" signs to reduce congestion.

V3. Investigate stationing a Traffic Control Officer (TCO) during the PM rush.

### 7.4. Next Steps

The following table identifies the next step for each issue and the associated timeframe. DDOT is coordinating internally on each issue; further exploration for some issues may find potential solutions infeasible, or may find an alternate solution than what is listed here.

Issue	Next Step	Timeframe
Overall Issues	•	•
O1. Parking near the intersection	Remove or push back parking on	Evaluation: Fall 2016
decreases visibility.	Albemarle Street between Wis-	Implementation: Short-term for
	consin Avenue and Fort Drive to	pushing back parking. Removing
	improve visibility.	parking on block is longer-term
		measure
Pedestrian Issues		
P1. Turning drivers increase risks	Install LPI at intersection.	Evaluation: Fall 2016
to pedestrians.		Implementation: LPI design for
		all crosswalks is underway. The
		eastbound left turn phase is pro-
		tected only, which is incompati-
		ble with an LPI.
P2. Wisconsin/Whole Foods	Mark Whole Foods driveway	Evaluation: Winter 2017
driveway is challenging for pe-	with crosswalk, other markings,	Implementation: Further evalua-
destrians.	warning surface, or other treat-	tion underway, with recommen-
	ments. Look into installing an	dations by spring 2017.
	audible signal at driveway.	

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Issue	Next Step	Timeframe
P3. Drivers making right turns on	Investigate banning right turns	Evaluation: Winter 2017
red present challenges for pe-	on red at the intersection.	Implementation: Line of sight
destrians.		analysis to be performed within
		120 days.
Vehicular Issues		
V1. Left turns from SB Wisconsin	Investigate better signage to de-	Evaluation: Winter 2017
to Albemarle are banned during	crease occurrence of illegal left	Implementation: Shop order
rush hour but drivers still make	turns.	submitted February 2017 for
illegal turns.		replacement "No left turn" signs.
V2. Drivers blocking the box.	Add "Don't Block the Box" signs	Evaluation: Winter 2017
	to decrease congestion.	Implementation: Shop orders
		submitted February 2017 for
		signs at Wisconsin Ave north-
		bound and southbound ap-
		proaches.
V3. Need TCO during PM rush.	Permanent TCO deployment not	Resolved Winter 2017.
	recommended given current	
	staffing levels and priorities. Po-	
	tential to re-evaluate after other	
	improvements.	

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Table 7. Wisconsin Avenue and Albemarle Street NW Next Steps



# 8.0 Connecticut Avenue and Porter Street NW

The intersection of Connecticut Avenue and Porter Street NW is located adjacent to the Cleveland Park Metro station. At the study intersection, Connecticut Avenue is a six-lane north-south roadway with two-way traffic; Porter Street is a four-lane east-west roadway with two-way traffic. To the east of the intersection, Quebec Street NW intersects Porter Street on the north side of the roadway, with a slip lane to Connecticut Avenue for northbound traffic.

The August 17, 2016 site visit included Councilmember Cheh's staff, DDOT staff, bicycle advocates, MPD officers, and residents.



Figure 26. Connecticut Avenue and Porter Street NW Site Visit

# 8.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 52 crashes at this intersection. Approximately 44% of the crashes were sideswipes, which tend to occur when drivers quickly change lanes. Another 28% of crashes were due to rear ends. These crashes resulted in 11 injuries, of which 2 were disabling. No fatalities occurred as a result of these crashes. Speed was not a factor in any of these crashes, but alcohol/drugs was a factor in one crash. These crashes involved two pedestrians and one bicyclist. Figure 27 provides the summary report of crashes at this intersection.



DC Department of Transportation - Traffic Accident Reporting and Analysis System

# Accident Summary Report (R-7)

Intersect	tion: CONNECT	ICUT AVE an	d PORTE	R ST, NW							
Time Per	riod Covered: F	rom 01/01/20	13 To 12/3	1/2015	Prepare	d By:	admin TARAS	Prepar	ed Da	ate: 🤆	1/30/2017
Total Nun	mber of Accident:		52	Collisi	on Type	#ACC	%	Collision T	ype	#ACC	: %
Total Nun	nber of Fatalities:		0	Right A	Angle:	2	3.8%	Fixed Object	et:	0	0.0%
Total Nun	nber of Injuries:		11	Left Tu	irn:	2	3.8%	Ran Off Ro	ad:	0	0.0%
Total Nun	nber of Disabling li	njuries:	2	Right 1	Turn :	0	0.0%	Ped. Involv	ed:	2	3.8%
Total Nun	nber of NonDisabli	ng Injuries:	2	Rear E	ind:	15	28.8%	Backing:		0	0.0%
Total Nun	nber of Pedestrian	s Involved:	2	Side S	wiped:	23	44.2%	Non Collisio	on:	0	0.0%
Total Nun	nber of Bicycles In	volved:	1	Head (	Dn:	1	1.9%	Under/Over	Ride	e: 0	0.0%
Total Nun	nber of Motorcycle	s Involved:	0	Parked	1:	0	0.0%	Unspecified	:	7	13.5%
Time of D	Day	#ACC	q	6			Day o fweek		#A(	cc	%
07:30 ~ 0	9:30:	3	5.89	6			Sunday:		2		3.8%
09:30 ~ 1	1:30:	10	19.29	6			Monday:		8		15.4%
11:30 ~ 1	3:30:	5	9.6	6			Tuesday:		7		13.5%
13:30 ~ 1	6:00:	6	11.59	6			Wednesday:		11		21.2%
16:00 ~18	B:30:	14	26.99	6			Thursday:		7		13.5%
18:30 ~ 0	7:30:	14	26.99	6			Friday:		9		17.3%
Unspecifi	ed:	0	0.09	6			Saturday:		8		15.4%
Weather	Condition	#ACC	q	6			Surface Conditio	on	#A(	cc	%
Clear:		38	73.19	6			Dry:		41		78.8%
Rain:		6	11.59	6			Wet:		6		11.5%
Snow:		0	0.09	6			Snow/Ice:		0		0.0%
Sleet/Hail	l:	0	0.09	6			Slush:		0		0.0%
Fog/Mist:		0	0.09	6			Water/Sand:		0		0.0%
Crosswin	d/Blowing Sand:	0	0.09	6			Repairing:		0		0.0%
Unspecifi	ed:	8	15.49	%			Unspecified:		5		9.6%
Type of	Vehicle	#VEH	a	6			Accident Severi	ty Type	#A(	cc	%
Passende	er Car:	74	70.59	%			Fatal Collision:		0		0.0%
Bus:		10	9.59	6			Injury Collision:		10		19.2%
Truck:		9	8.69	%			PDO Collision:		42		80.8%
Taxi:		3	2.99	%							
Minivan:		0	0.09	%			Light Condition		#AC	cc	%
Police/En	nergency Vehicle:	2	1.99	%			Daylight:		31		59.6%
Motorcycl	le/Moped:	0	0.09	%			Dawn/Dusk:		2		3.8%
Bicycle:		1	1.09	6			Dark(Lighted):		15		28.8%
Fixed Obj	ject:	0	0.09	6			Dark(Not Lighted	):	1		1.9%
Unspecifi	ed:	6	5.79	6			Dark(Unknown Li	ghting):	0		0.0%
							Unspecified:		3		5.8%
Contribu	ting Factor	#VEH	q	6			Pedestrian Actio	ons	#A(	cc	%
Driver: Sp	beed:	0	0.09	6			In Crosswalk with	i Signal:	2		100.0%
Driver: Al	cohol/Drug:	1	1.09	6			In Crosswalk aga	inst Signal:	0		0.0%
Driver: El	ectronic Device:	0	0.09	6			In Crosswalk no S	Signal:	0		0.0%
Driver: Ot	thers:	20	19.09	6			In Unmarked Cro	sswalk:	0		0.0%
Vehicle:		0	0.09	%			Not in Crosswalk:		0		0.0%
Roadway	r.	0	0.09	%			From Between Pa	arked Cars:	0		0.0%
Unspecifi	ed:	84	80.09	%			Unspecified:		0		0.0%
Year	Accidents	Fatalities	Inju	ries	Disabling	g Injurie	es Pedestrian	ns Bicycl	es	Moto	rcycles
2013	18	0	8		2	2	2	1			0
2014	17	0	0		C	)	0	0			0
2015	17	0	3		C	)	0	0			0

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Figure 27. Connecticut Avenue and Porter Street NW Crash Data



### 8.2. Recent and Planned Projects

DDOT completed the Cleveland Park Transportation Study in 2013, which resulted in several recommendations regarding safety, the public realm, parking management, and the service lane along Connecticut Avenue. Notably, the study recommended removing the slip lane on Quebec Street and Porter Street to Connecticut Avenue. This would allow relocation of the bus stop on Porter Street west of the intersection with Quebec Street, adjacent to a new pedestrian plaza area. Currently, DDOT is leading the Cleveland Park Streetscape and Drainage Improvement Project in coordination with WMATA, which will advance these recommendations. The project aims to address the recurring flooding problem near the Metro station, improve pedestrian safety, access and visibility at all intersections, and upgrade public amenities (curb ramps, adding bike racks, benches, and tree boxes). DDOT presented design concepts and gathered comments from the community at a public meeting in September 2016. 30 percent design for the project is currently underway.

### 8.3. Site Visit Observations

On Wednesday, August 17, 2016 at 5:30 pm, participants identified issues related to all travel modes. Some may only require minor fixes, while others may require more substantial capital improvements. Many require further investigation and evaluation by DDOT. The timeline for next steps is included in the next section.



Figure 28. Connecticut Avenue and Porter Street NW Site Visit Observations



#### **Pedestrian Issues**

P1. Pedestrian conflicts with vehicles exiting the parking lot onto Ordway Street.

### **Bicycle Issues**

B1. Bike climbing lane on Porter Street stops short of intersection with Connecticut Avenue.

### Transit Issues

T1. Location of eastbound bus stop on Porter Street is nearside but far from the intersection, leading to conflicts with pedestrians accessing Metro and Park & Shop.

### Vehicle Issues

V1. Eastbound traffic from Porter Street speeds through 30<sup>th</sup> Street and adjacent alleys due to queuing on approach to intersection with Connecticut Avenue.

V2. Fire station driveway on Connecticut Avenue is unsignalized.

V3. Carsharing location on the west side of Connecticut Avenue and Ordway Street not optimal.

### 8.4. Next Steps

The following table identifies the next step for each issue and the associated timeframe. DDOT is coordinating internally on each issue; further exploration for some issues may find potential solutions infeasible, or may find an alternate solution than what is listed here.

Issue	Next Step	Timeframe
Pedestrian Issues		
P1. Pedestrian conflicts with ve- hicles exiting the parking lot on- to Ordway Street.	On SE corner at service drive, consider realignment to elimi- nate conflict. At NE corner, no options to modify historic plaza	Evaluation: Winter 2017 Implementation: To be included in Cleveland Park Streetscape and Drainage Improvement Pro-
Pievelo legues	access to Ordway.	ject.
Bicycle Issues	Г	
B1. Bike lane on Porter Street	Extend bike climbing lane from	Evaluation: Winter 2017
stops short of intersection with	2501 Porter Street to intersec-	Implementation: To be complet-
Connecticut Avenue.	tion with Connecticut Avenue.	ed by August 2017.
Transit Issues		
T1. Location of eastbound bus stop on Porter Street is nearside but far from the intersection,	Eliminate slip lane from Quebec Street to Connecticut Avenue and construct pedestrian plaza	Evaluation: Complete Implementation: To be included in Cleveland Park Streetscape
trians accessing Metro and Park & Shop.	location for new bus stop.	ject.



Issue	Next Step	Timeframe						
Vehicular Issues								
V1. Eastbound traffic from Por-	Recommended installation of	Evaluation: November 2016						
ter Street speeds through 30th	new off-set double yellow cen-	Implementation: Markings and						
Street and adjacent alleys due to	terline and white line to create a	sign installation completed No-						
queuing on approach to inter-	left turn lane for northbound	vember 2016.						
section with Connecticut Ave-	traffic from Porter. Crosswalk							
nue.	and stop bar pavement markings							
	to be refurbished, as well as new							
	sign installation.							
V2. Fire station driveway on	Conduct signal warrant analysis	Evaluation: Winter 2017						
Connecticut Avenue is unsignal-	for fire station driveway.	Implementation: To be included						
ized.		in Cleveland Park Streetscape						
		and Drainage Improvement Pro-						
		ject, with completion by end of						
		2018.						
V3. Carsharing location on the	Eliminate one Enterprise parking	Evaluation: Complete						
west side of Connecticut Avenue	location, and relocate the other	Implementation: February 15,						
and Ordway Street conflicts with	to the east side of Connecticut	2017						
southbound vehicles turning	Avenue and Ordway Street.							
right from Connecticut onto								
Ordway Street.								

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Table 8. Connecticut Avenue and Porter Street NW Next Steps



# 9.0 Wisconsin Avenue, Van Ness Street, and 39<sup>th</sup> Street NW

The intersection of Wisconsin Avenue, Van Ness Street, and 39th Street NW is approximately half a mile south of the Tenleytown-AU Metro station. At the study intersection, Wisconsin Avenue is a six-lane north-south roadway with two-way traffic and street parking during off-peak periods; Van Ness Street is a three-lane east-west roadway with two-way traffic. Just north of Van Ness Street, Wisconsin Avenue intersects with 39<sup>th</sup> Street NW, a one-way northbound street with two lanes of street parking and one travel lane.

The August 18, 2016 site visit included Councilmember Cheh's staff, DDOT representatives, bicycle advocates, MPD officers, and residents.



Figure 29. Wisconsin Avenue, Van Ness Street, and 39th Street NW Site Visit

# 9.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 46 crashes at this intersection. Approximately 28% of the crashes were sideswipes, which tend to occur when drivers quickly change lanes. Another 19% involved rear ends, and 13% involved left turns. These crashes resulted in 20 injuries, of which one was disabling. No fatalities occurred as a result of these crashes (note: there was a pedestrian fatality at Wisconsin and Veazey Street in 2015). Speed was a factor in one crash. Five crashes involved pedestrians, one of which involved a pedestrian crossing with the walk signal, and one involved a bicyclist. Figure 29 provides the summary report of crashes at this intersection.



DC Department of Transportation - Traffic Accident Reporting and Analysis System

# Accident Summary Report (R-7)

Intersect	ion: 39TH ST a	and VAN NES	S ST, NW								
Time Per	iod Covered: F	rom 01/01/20	13 To 12/31	I/2015 P	repared	By:	admin TARAS	Prepa	red Dat	e: 1	/30/2017
Total Num	nber of Accident:		46	Collision	Туре	#ACC	%	Collision <sup>•</sup>	Гуре 🤅	#ACC	%
Total Num	nber of Fatalities:		0	Right Ang	le:	1	2.2%	Fixed Obje	ct:	1	2.2%
Total Num	nber of Injuries:		20	Left Turn:		6	13.0%	Ran Off Ro	ad: (	0	0.0%
Total Num	nber of Disabling I	njuries:	1	Right Turr	i:	3	6.5%	Ped. Involv	/ed:	4	8.7%
Total Num	nber of NonDisabl	ing Injuries:	7	Rear End:		9	19.6%	Backing:	:	2	4.3%
Total Num	nber of Pedestrian	is Involved:	5	Side Swip	ed:	13	28.3%	Non Collisi	on: I	0	0.0%
Total Num	nber of Bicycles In	volved:	1	Head On:		1	2.2%	Under/Ove	r Ride: (	0	0.0%
Total Num	nber of Motorcycle	es Involved:	4	Parked:		0	0.0%	Unspecified	d: (	6	13.0%
Time of D	Day	#ACC	%				Day o fweek		#ACC	:	%
07:30 ~ 0	9:30:	8	17.4%	•			Sunday:		2		4.3%
09:30 ~ 1	1:30:	5	10.9%	•			Monday:		5		10.9%
11:30 ~ 13	3:30:	6	13.0%	1			Tuesday:		7		15.2%
13:30 ~ 10	6:00:	9	19.6%	•			Wednesday:		13		28.3%
16:00 ~18	3:30:	8	17.4%	•			Thursday:		8		17.4%
18:30 ~ 0	7:30:	10	21.7%	•			Friday:		7		15.2%
Unspecifie	ed:	0	0.0%	•			Saturday:		4		8.7%
Weather	Condition	#ACC	%				Surface Conditio	on	#ACC	:	%
Clear:		39	84.8%	,			Dry:		40		87.0%
Rain:		3	6.5%	,			Wet:		4		8.7%
Snow:		1	2.2%	•			Snow/Ice:		1		2.2%
Sleet/Hail	:	0	0.0%	•			Slush:		0		0.0%
Fog/Mist:		0	0.0%	•			Water/Sand:		0		0.0%
Crosswind	d/Blowing Sand:	0	0.0%	•			Repairing:		0		0.0%
Unspecifie	ed:	3	6.5%	1			Unspecified:		1		2.2%
Type of V	Vehicle	#VEH	%				Accident Severit	ty Туре	#ACC	:	%
Passenge	er Car:	63	75.9%	•			Fatal Collision:		0		0.0%
Bus:		6	7.2%	1			Injury Collision:		17		37.0%
Truck:		5	6.0%	1			PDO Collision:		29		63.0%
Taxi:		2	2.4%	1						_	
Minivan:		0	0.0%	•			Light Condition		#ACC		%
Police/Em	nergency Vehicle:	2	2.4%	•			Daylight:		39		84.8%
Motorcycl	e/Moped:	4	4.8%	•			Dawn/Dusk:		0		0.0%
Bicycle:		1	1.2%	•			Dark(Lighted):		(		15.2%
Fixed Obj	ect:	0	0.0%	•			Dark(Not Lighted	):	0		0.0%
Unspecifie	ed:	0	0.0%	1			Unspecified:	gnting):	0		0.0%
Contribut	ting Factor	#VEH	%				Pedestrian Actio	ons	#ACC	2	%
Driver: Sp	eed:	1	1.2%	•			In Crosswalk with	Signal:	1		20.0%
Driver: Ald	cohol/Drug:	0	0.0%				In Crosswalk aga	inst Signal:	0		0.0%
Driver: Ele	ectronic Device:	0	0.0%	•			In Crosswalk no S	Signal:	1		20.0%
Driver: Ot	hers:	19	22.9%	•			In Unmarked Cro	sswalk:	0		0.0%
Vehicle:		0	0.0%	•			Not in Crosswalk		0		0.0%
Roadway		2	2.4%	•			From Between Pa	arked Cars:	0		0.0%
Unspecifie	ed:	61	73.5%	•			Unspecified:		3		60.0%
Year	Accidents	Fatalities	Injuri	es Dis	abling	Injurie	es Pedestrian	is Bicyc	es	Moto	rcycles
2013	15	0	5		3		0	0			2
2014	17	0	4		0		2	0			1
2015	14	0	11		4		3	1			1

5 Records are not approved as of 1/30/2017 10:46:25 AM

Figure 30. Wisconsin Avenue and Van Ness Street NW Crash Data

# 9.2. Recent and Planned Projects

Several safety improvements have been made recently at this intersection. In 2015, bike lanes were installed on Van Ness Street west of Wisconsin Avenue. A contraflow bike lane was installed in 2016 on 39<sup>th</sup> Street NW between Veazey Street and Albemarle Street. Additionally in 2016, a HAWK signal was installed on Wisconsin Avenue at Veazey Street to aid pedestrian safety.

# 9.3. Site Visit Observations

On Wednesday, August 18, 2016 beginning at 8:30am, participants identified issues related to all travel modes. Some may only require minor fixes, while others may require more substantial capital improvements. Many require further investigation and evaluation by DDOT. The timeline for next steps is included in the next section.



Figure 31. Wisconsin Avenue, Van Ness Street, and 39th Street NW Site Visit Observations

### **Overall Issues**

O1. The circular driveway serving the Taipei Economic and Cultural Representative Office is too close to the intersection of Van Ness and Wisconsin. It is not in compliance with current DDOT policy, as it lies almost entirely in public space and does not provide access to off-street parking.

### **Pedestrian Issues**

P1. Conflicts between pedestrians and vehicles at circular driveway curb cuts.

P2. The intersection of 39<sup>th</sup> Street at Wisconsin Avenue lacks a standard crosswalk. This is complicated by the circular driveway curb cut on 39<sup>th</sup> Street.

P3. Turning vehicles were observed conflicting with pedestrians legally in the crosswalk for the intersection of Van Ness Street and Wisconsin Avenue.

### **Bicycle Issues**

No bicycle issues were observed, but implementation of the other recommendations will increase safety for all users, including bicyclists.

### Vehicle Issues

V1. Vehicles entering and exiting the driveway present conflict hazards to vehicles on Van Ness Street and 39<sup>th</sup> Street.

# 9.4. Next Steps

The following table identifies the next step for each issue and the associated timeframe. DDOT is coordinating internally on each issue; further exploration for some issues may find potential solutions infeasible, or may find an alternate solution than what is listed here.

Issue	Next Step	Timeframe						
Overall Issues								
O1. The circular driveway be- tween Van Ness and 39 <sup>th</sup> St is not in compliance with current DDOT policy.	Driveway and curb cuts should be removed, allowing the tem- porary diverter on the entrance to 39 <sup>th</sup> St to be made permanent with a concrete curb extension. This will calm traffic and aid pe-	Evaluation: Summer 2016 Implementation: Right of Way Office to work with Taipei Eco- nomic and Cultural Representa- tive Office to explore a plan for removal by spring 2017.						
<b>.</b>	destrian safety.							
Pedestrian Issues								
P1. Conflicts between pedestri- ans and vehicles at circular driveway curb cuts.	Curb cuts should be removed and curb restored.	Evaluation: Summer 2016 Implementation: Right of Way Office to work with Taipei Eco- nomic and Cultural Representa- tive Office to explore a plan for removal by spring 2017.						



Issue	Next Step	Timeframe
P2. The intersection of 39th Street at Wisconsin Avenue lacks a standard crosswalk. This is	A permanent curb extension to reduce pedestrian conflicts on 39 <sup>th</sup> St should be designed and	Evaluation: Fall 2016 Implementation: Contingent up- on driveway and curb cut re-
driveway curb cut on 39th Street.	ard crosswalk.	moval timeframe.
P3. Turning vehicles were ob- served conflicting with pedestri- ans legally in the crosswalk for the intersection of Van Ness Street and Wisconsin Avenue.	Leading pedestrian intervals should be added at the intersec- tion of Van Ness St and Wiscon- sin Ave.	Evaluation: Winter 2017 Implementation: Signals team to analyze and implement by spring 2017.
Vehicular Issues		
V1. Vehicles entering and exiting the driveway present conflict hazards to vehicles on Van Ness Street and 39th Street.	Driveway and curb cuts should be removed.	Evaluation: Fall 2016 Implementation: Contingent up- on driveway and curb cut re- moval timeframe.

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Table 9. Wisconsin Avenue, Van Ness Street, and 39th Street NW Next Steps



# **10.0** Conclusion

The high crash intersection site visit process was a useful exercise in which key stakeholders developed a common understanding of transportation safety issues and quickly evaluated a number of different issues in specific locations.

The theme of the site visits coalesces well with the District's Vision Zero Initiative to eliminate transportation fatalities and serious injuries within 10 years as Vision Zero will require concerted and collaborative effort from a number of stakeholders. These intersection evaluations and improvements are important early actions in achieving the vision, along with the engineering, infrastructure, and enforcement changes at these locations. This collaborative approach to improving data collection and analysis and engaging regularly with key stakeholders will enable us to identify and address safety issues more effectively.

With this second round of site visits, DDOT has more formally institutionalized its process, and expects to accelerate the time period to implement recommended safety improvements to the intersections.