




Sherman Circle
Community
Meeting

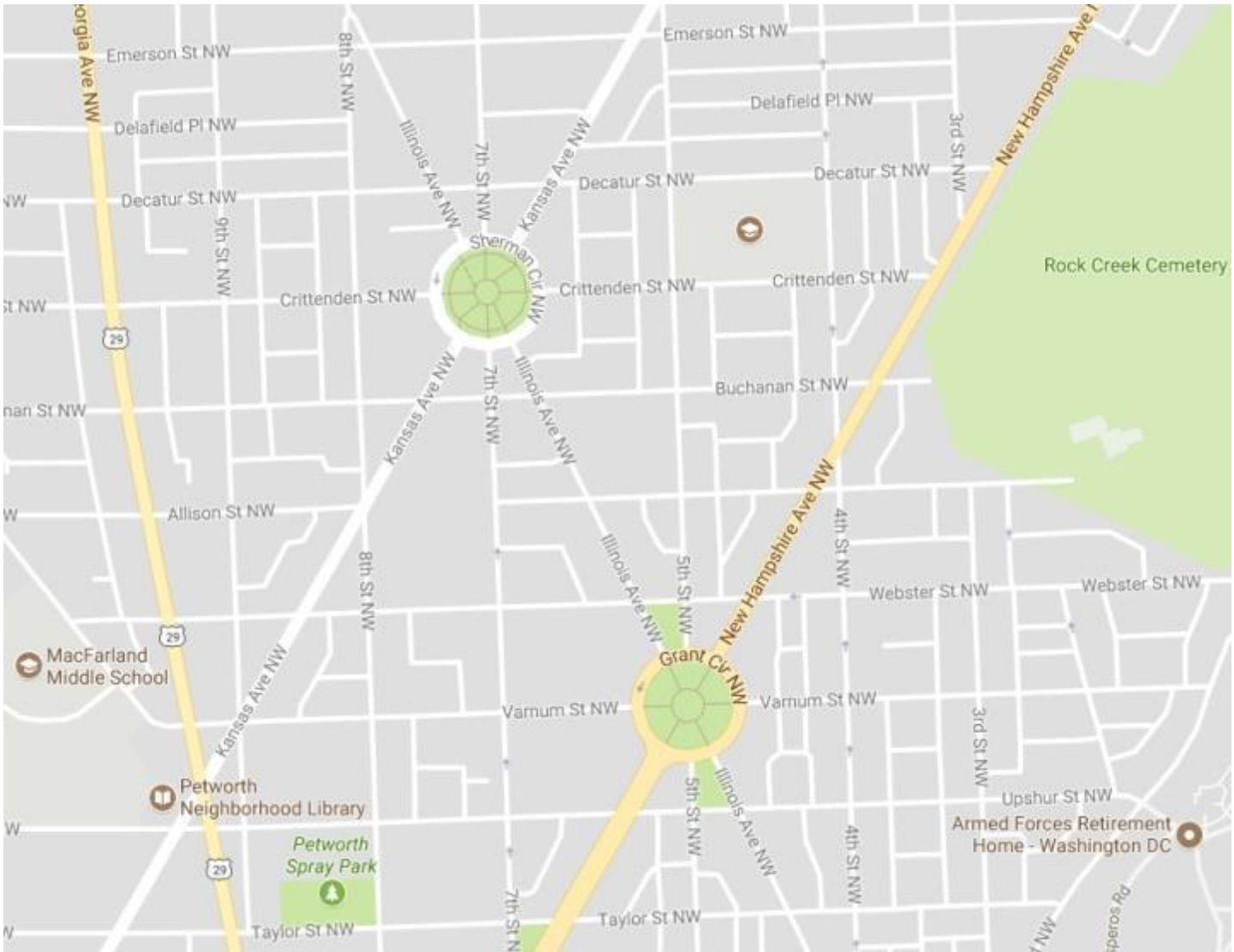
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April 12, 2018


Agenda

- Existing Conditions and Issues
 - Rock Creek East II Livability Study
 - Sherman Circle Temporary Lane Closure
 - Analysis
 - Comments Received
 - Implementation
 - Q&A
- 


Sherman Circle



Existing Conditions

- Average daily traffic volume of 7,000 vehicles
 - No traffic signals at Sherman Circle
 - All circle approaches are controlled by stop or yield signs
 - Ten crosswalks into circle park
 - 11 and 12 foot wide travel lanes, and one 17 foot wide parking and bus stop lane
 - All streets that intersect with Sherman Circle have one lane in each direction
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Issues

- Speed
 - High travel speeds increase the severity of crashes
 - Safety for all users
 - Kansas Avenue has bike lanes, but no facilities for bikers in the circle
 - Pedestrians don't feel safe walking into or around the circle
 - Confusing lane geometry
 - Width of parking lane
 - Crash Data (2013-2015)
 - Sherman Circle: 4 crashes
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Rock Creek East II Livability Study



Rock Creek East II Livability Study

- Concept design: Remove one travel lane in the circle
- Goal: Slow drivers, improve pedestrian safety
- Opportunity for green infrastructure
- Implementation: 4-8 years
- Did not include detailed operational analysis at Sherman Circle

ANC Walk Through – Sherman Circle


- Safety concerns
 - Timing of implementation
 - Discussion of improvements in near term
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Learn more:

Rock Creek East II Livability Study
Final Report

RockCreekEast2.com/final-report/


Sherman Circle Analysis

- Additional data collected at Sherman Circle
 - DDOT used modeling software to analyze data and test impacts of one-lane design
 - Analysis supported feasibility of reducing Sherman Circle to one lane
 - No significant increases to delays and queuing
 - Results presented at July 2017 public meeting
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Sherman Circle Temporary Lane Closure



Sherman Circle Temporary Lane Closure

- ANC and community members expressed support for testing the results in real time
 - DDOT closed one lane in Sherman Circle for three weeks in September 2017
 - DDOT collected additional data and conducted field observations during the trial period
 - DDOT issued a Notice of Intent (NOI) to provide for a formal comment period, which extended for two months
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Neighborhood Street Traffic Volumes

**SHERMAN CIRCLE NW
WEEKDAY AM PEAK HOUR
AVERAGE
NEIGHBORHOOD STREET
TRAFFIC VOLUMES
8AM-9AM**

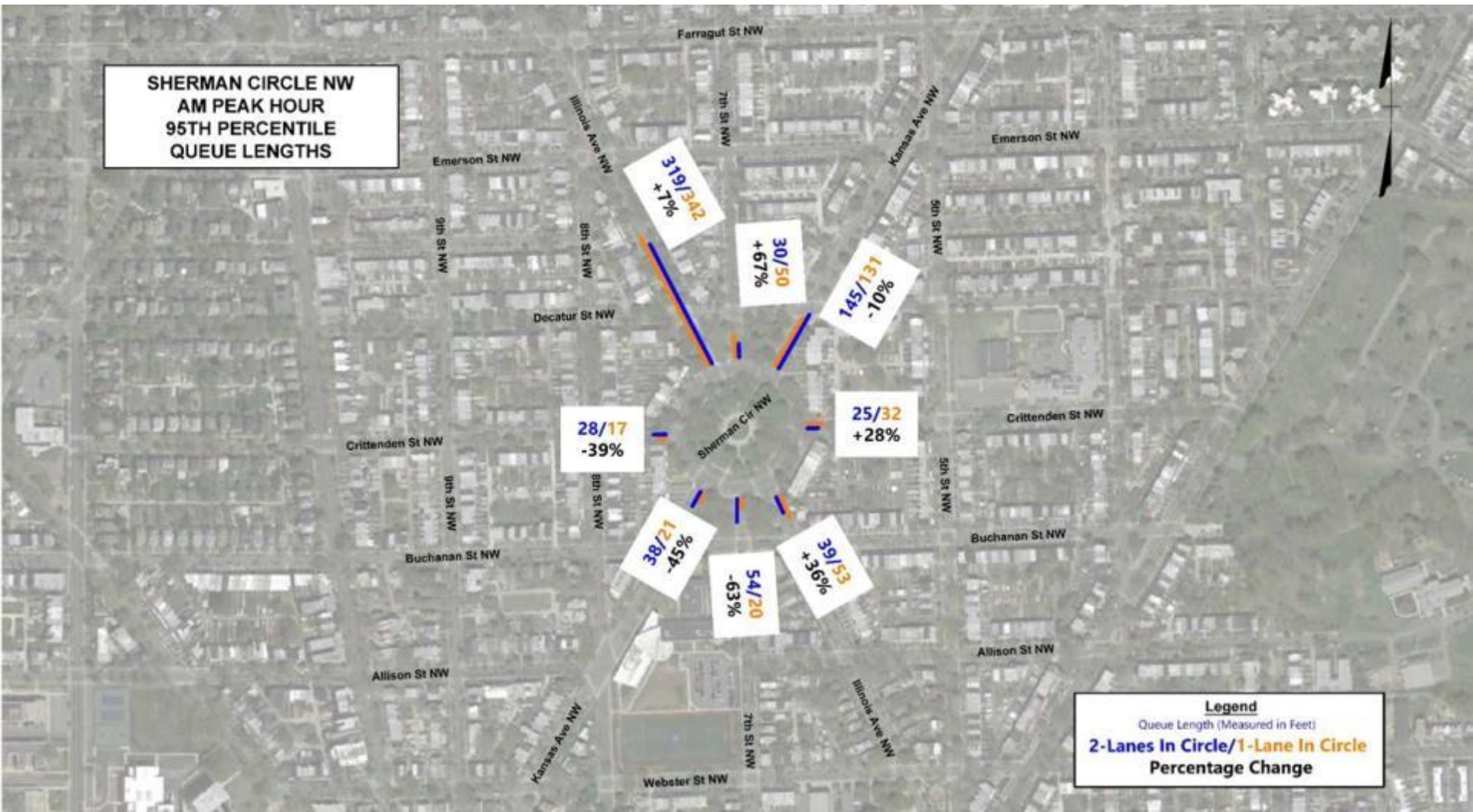


Legend
of Vehicles
2-Lanes In Circle/1-Lane In Circle
Percentage Change

Sherman Circle Average Queue Lengths



Sherman Circle 95th Percentile Queue Lengths



Sherman Circle Average Travel Time




Sherman Circle Trial Period - Comments

Comments received during NOI comment period

- 27 comments in support
- 22 comments in opposition
- 5 comments noting other issues, without expressing a preference for or against the lane reduction
- All comments received are available on DDOT's NOI webpage
 - <https://ddot.dc.gov/service/ddot-notice-intent>


Sherman Circle Trial Period - Comments

Comments in support

- Support lane closure as a way to improve safety for pedestrians and bicyclists
 - Support lane closure as a way to narrow wide lanes and turning areas
 - Support from some residents, from those who just moved to the neighborhood to long-time residents
 - Lane closure has calmed traffic by preventing passing
 - Most residents encountered during DDOT team observations supported the lane closure
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Sherman Circle Trial Period - Comments

Comments in opposition

- Strongly opposed to reducing a lane at Sherman Circle
 - With two lanes, there is no congestion at Sherman Circle. Closing a lane has caused congestion
 - Low number of reported crashes at circle do not justify reducing a lane
 - During the experiment, some residents felt less safe at the circle with only one lane of traffic
 - Longer waits to cross into the circle
 - Some opposed changes to circle due to aesthetic reasons
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Sherman Circle Trial Period - Comments

Other comments

- During the lane closure, buses did not pull out of the travel lane to service the curbside bus stops. This contributed to congestion
- Reducing Sherman Circle to a single lane won't reduce speeding
- How will removing a lane impact snow operations and emergency vehicles?

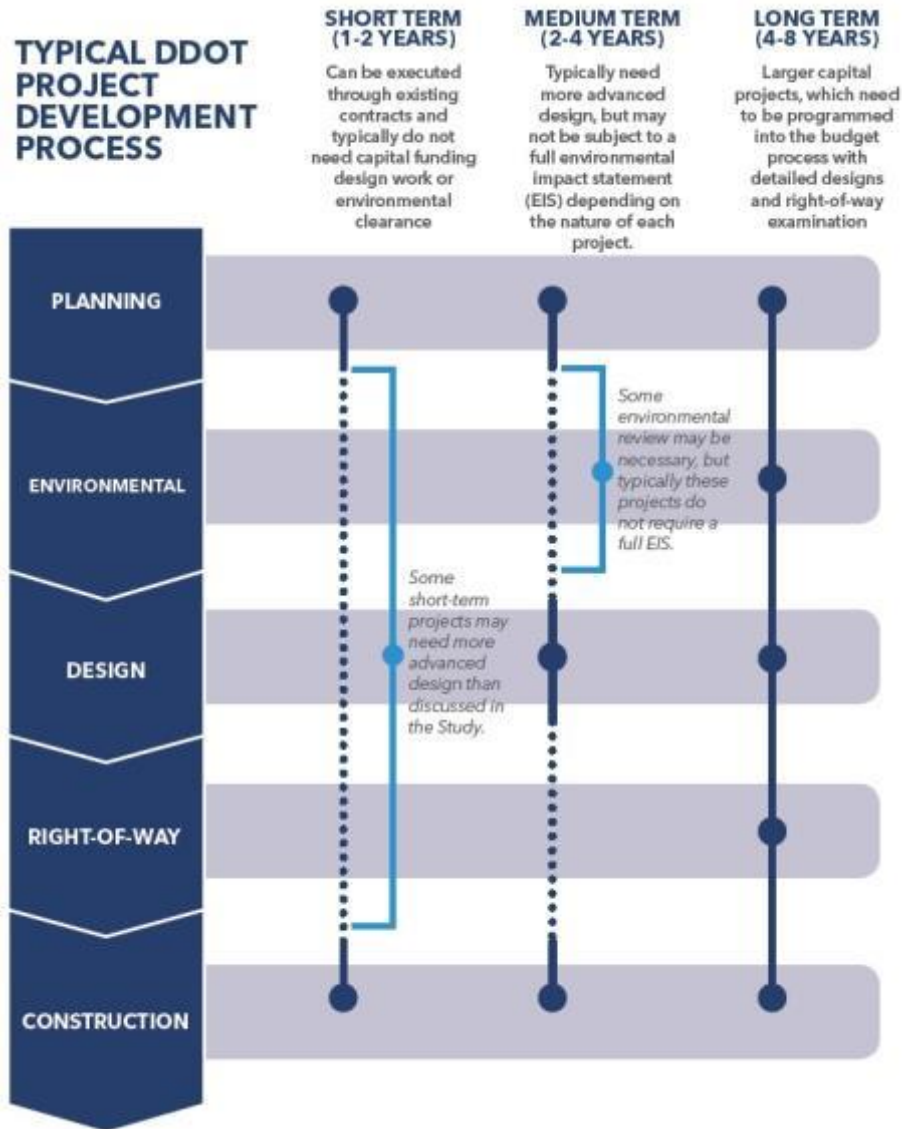
Testing Grant Circle Installation

- DDOT installed updated two-lane design at Grant Circle last fall
 - DDOT has performed step-out surveys at Grant Circle to test the effectiveness of the new traffic patterns
 - Step-out surveys measure how many drivers yield to pedestrians in crosswalks
 - Before installation at Grant – 21% compliance
 - After installation at Grant – 50% compliance
 - Installations at Grant Circle have improved safety
 - Feedback on Grant Circle improvements has been positive

Next Steps – Sherman Circle

- DDOT will not move forward on reducing Sherman Circle to one lane
- DDOT has designed an updated two-lane design for Sherman Circle that addresses safety concerns and manages traffic
- This option is the fastest way to improve safety at Sherman Circle

DDOT Project Development



Sherman Circle – Implementation

- Revised two-lane design will include a variety of treatments
 - Narrowing of streets as they enter the circle
 - Adding bicycle lane with buffer (flexposts added where parking not present)
 - Converting approaches to yield
 - Reducing turning radiuses to slow turns
 - Shortening crosswalks into the circle
 - Installing ladder striping in crosswalks around the circle roadway
- Will require reduction in parking on the circle
 - Bus stops are currently too small and out of compliance
 - Reduction of one parking space at southbound stop
 - Reduction of two parking spaces at northbound stop

Sherman Circle – Implementation

- Installation date
 - New striping, signs, and flexposts will be installed mid-May
 - Completion – end of May
 - Green paint in bike lanes will be installed later this spring/summer

Send feedback to:

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More information on DDOT

Grant and Sherman Circles webpage

ddot.dc.gov/page/grant-and-sherman-circles