

# Appendices

Appendix A – Public and Stakeholder Input

Appendix B – Summary of Previous Projects

Appendix C – Analysis Details

Appendix D – Recommendation Details

# Appendix A

## Contents

Questions from Online Survey

    RCW2 Livability Study Transportation Survey

    Follow-up RCW2 Public Survey

Summary of Public Comments

Issues from ANC 3E

Issues from Forest Hills

Resident Sidewalk Requests

DDOT Sidewalks under Contract

## RCW2 Livability Study Transportation Survey (administered June-July 2010)

### 1. Welcome

Welcome to the RCW2 Livability Study Transportation Survey! Please note that this survey can only be taken once per person. This survey will take approximately **10 minutes** to complete.

### 2. Residency

Where do you live?

- Washington, DC
- Maryland
- Virginia
- Other

### 3. District Residents

Do you live in the study area?

- Yes
- No

### 4. Other State

Please define "Other"

- Delaware
- Pennsylvania
- West Virginia

### 5. Your Street

A. On which street do you live?

B. What is the nearest cross street?

C. What are your favorite qualities about your street? (Please select up to three)

- Attractive, available parking, bikeable, easy access to primary routes, lively, nearby transit, nearby destinations, quiet, walkable

D. What are your least favorite qualities about your street? (Please select up to three)

- Cut-through traffic, far from destinations, far from primary routes, far from transit, lack of available parking, lack of facilities for the disabled, lively, not bikeable, not walkable, quiet, traffic congestion, unattractive

## 6. Work

Do you work within the study area?

- Yes
- No, I work elsewhere in the region but I **do** travel through the study area during my commute
- No, I work elsewhere in the region and I **do not** travel through the study area during my commute
- No, I telecommute or currently do not work

## 7. Work within Study Area

A. How do you primarily commute to work? Please select your most frequently used means of travel to work.

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

B. In addition to your most frequent commuting alternative, how else do you sometimes travel to work? (Check all that apply)

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

C. Approximately how far is your commute to work?

- Less than half a mile
- Between half a mile and three miles
- Greater than three miles

## 8. Work outside Study Area

A. Where in the Washington region do you work?

- Washington, DC outside of the study area
- Maryland
- Virginia

B. How do you primarily commute to work? Please select your most frequently used means of travel to work.

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

C. In addition to your most frequent commuting alternative, how else do you sometimes travel to work? (Check all that apply)

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

D. Approximately how far is your commute to work?

- Less than half a mile
- Between half a mile and three miles
- Greater than three miles

## 9. University

Do you attend a university within the study area?

- Yes
- No, I attend a university elsewhere in the region but I **do** travel through the study area during my commute
- No, I attend a university elsewhere in the region and I **do not** travel through the study area during my commute
- No, I do not currently attend any university

**10. University within the Study Area**

A. Which university do you attend?

- American University
- Howard University School of Law
- University of the District of the Columbia

B. How do you primarily commute to your university? Please select your most frequently used means of travel to school.

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

C. In addition to your most frequent commuting alternative, how else do you sometimes travel to work? (Check all that apply)

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

D. Approximately how far is your commute to your university?

- Less than half a mile
- Between half a mile and three miles
- Greater than three miles

## 11. University outside the Study Area

A. Where in the Washington region do you attend a university?

- Washington, DC outside of the study area
- Maryland
- Virginia

B. How do you primarily commute to your university? Please select your most frequently used means of travel to school.

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

C. In addition to your most frequent commuting alternative, how else do you sometimes travel to work? (Check all that apply)

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

D. Approximately how far is your commute to your university?

- Less than half a mile
- Between half a mile and three miles
- Greater than three miles

## 12. Schools

Do you have a child or children that attend public or private schools in the study area?

- Yes
- No

**13. Schools within the Study Area**

A. How does your child (or children) primarily commute to school? Please select your child's (or children's) most frequently used means of travel to school.

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

B. In addition to your child's (or children's) most frequent commuting method, how else does your child (or children) sometimes travel to school? (Check all that apply)

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

C. Approximately how far is your child's (or children's) commute to school?

- Less than half a mile
- Between half a mile and three miles
- Greater than three miles

**14. Shopping and Entertainment**

A. How do you primarily travel to shopping and entertainment destinations within the study area? Please select your most frequently used travel choice for trips that are...

	Walk	Bike	Bus	Metrorail	Carpool or Vanpool	Taxi	Private vehicle	Does not apply to me
Distance								
Approximately less than half a mile from my house								
Approximately between half a mile and three miles from my house								
Approximately greater than three miles from my house								

B. If you live within the study area or travel through the study area for shopping and entertainment trips, how do you primarily travel to shopping and entertainment destinations

outside of the study area? Please select your most frequently used travel choice for trips that are...

	Walk	Bike	Bus	Metrorail	Carpool or Vanpool	Taxi	Private vehicle	Does not apply to me
Distance								
Approximately less than half a mile from my house								
Approximately between half a mile and three miles from my house								
Approximately greater than three miles from my house								

**15. Introduction to Specific Concerns**

The following questions provide an opportunity to express your concerns at specific locations within the study area. You may enter concerns for up to five specific locations.

**16. Specific Concerns 1**

This page allows you to enter up to three concerns for a specific location in the study area.

A. Please select a location where you have specific concerns:

- On (select a street where the concern is located)
- Near (select the nearest cross street)

B. Please enter three concerns in no particular order for the location you have selected.

- I am concerned with:
  - Awkward intersection/circle configuration; Bus shelter and related facilities inadequate; Bus shelter inconveniently located; Illegal/unsafe turns; Inadequate crossing time at intersections; Inadequate cycling facilities (e.g. bike lanes, bike parking, etc.); Insufficient lighting; Insufficient signage or pavement markings; Missing or poorly maintained crosswalks; Missing or poorly maintained sidewalks; Motorists blocking the box; Motorists failing to yield at intersections; Motorists following too closely/tailgating; Motorists running red lights/stop signs; Motorists speeding; Pedestrians crossing without signals; Pedestrians illegally crossing at mid-block locations
  - Please provide any brief supporting text

C. Do you have any additional concerns at other locations?

- Yes
- No

**17. Specific Concerns 2**

*(This survey page is the same as Specific Concerns 1)*

**18. Specific Concerns 3**

*(This survey page is the same as Specific Concerns 1)*

**19. Specific Concerns 4**

*(This survey page is the same as Specific Concerns 1)*

**20. Specific Concerns 5**

*(This survey page is the same as Specific Concerns 1, except it does not ask the respondent if he or she has any additional concerns at other locations)*

**21. Final Comments**

Any final comments? Please keep comments to a reasonable length.

**22. Closing**

Thank you for participating in the Rock Creek West II Livability Study survey! Your feedback is valuable to DDOT, and it will help guide the study throughout its duration.

After clicking "Done" you will not be able to return to the survey.

## Follow-up RCW2 Public Survey (administered every March, beginning in 2012)

### 1. Welcome

Welcome to the annual Rock Creek West II Transportation Survey!

DDOT completed the [Rock Creek West II Livability Study](#) [include hyperlink to final report] in February 2011. That study recommended several improvements to enhance transportation livability in the study area. The goals of the recommendations were to:

- Ensure safe passages for all users of the street network
- Prioritize sustainable living in Rock Creek West II
- Foster prosperous places

Because DDOT is committed to tracking its performance, this survey will be administered annually and will measure public opinion of the transportation network in RCW2 (American University Park, Chevy Chase, Forest Hills, Friendship Heights, and Tenleytown—herein called the survey area) at specific locations where improvements have been made.

Please note that this survey can only be taken once per person. This survey will take approximately **10 minutes** to complete.

### 2. Residency

Where do you live?

- Washington, DC
- Maryland
- Virginia
- Other

### 3. District Residents

Do you live in the survey area?

- Yes
- No

[show image of survey area]

### 4. Other State

Please define “Other”

- Delaware
- Pennsylvania
- West Virginia

## 5. Your Street

- A. On which street do you live?
- B. What is the nearest cross street?
- C. What are your favorite qualities about your street? (Please select up to three)
- Attractive, available parking, bikeable, easy access to primary routes, lively, nearby transit, nearby destinations, quiet, walkable
- D. What are your least favorite qualities about your street? (Please select up to three)
- Cut-through traffic, far from destinations, far from primary routes, far from transit, lack of available parking, lack of facilities for the disabled, lively, not bikeable, not walkable, quiet, traffic congestion, unattractive

## 6. Work

Do you work within the survey area?

- Yes
- No, I work elsewhere in the region but I **do** travel through the survey area during my commute
- No, I work elsewhere in the region and I **do not** travel through the survey area during my commute
- No, I telecommute or currently do not work

[show image of survey area]

## 7. Work within Survey Area

A. How do you primarily commute to work? Please select your most frequently used means of travel to work.

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

B. In addition to your most frequent commuting alternative, how else do you sometimes travel to work? (Check all that apply)

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

C. Approximately how far is your commute to work?

- Less than half a mile
- Between half a mile and three miles
- Greater than three miles

**8. Work outside Survey Area**

A. Where in the Washington region do you work?

- Washington, DC outside of the survey area
- Maryland
- Virginia

B. How do you primarily commute to work? Please select your most frequently used means of travel to work.

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

C. In addition to your most frequent commuting alternative, how else do you sometimes travel to work? (Check all that apply)

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

D. Approximately how far is your commute to work?

- Less than half a mile
- Between half a mile and three miles
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## 9. University

Do you attend a university within the survey area?

- Yes
- No, I attend a university elsewhere in the region but I **do** travel through the survey area during my commute
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[show image of survey area]

## 10. University within the Survey Area

A. Which university do you attend?

- American University
- Howard University School of Law
- University of the District of the Columbia

B. How do you primarily commute to your university? Please select your most frequently used means of travel to school.

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

C. In addition to your most frequent commuting alternative, how else do you sometimes travel to work? (Check all that apply)

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

D. Approximately how far is your commute to your university?

- Less than half a mile
- Between half a mile and three miles
- Greater than three miles

## 11. University outside the Survey Area

A. Where in the Washington region do you attend a university?

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- Virginia

B. How do you primarily commute to your university? Please select your most frequently used means of travel to school.

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- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

C. In addition to your most frequent commuting alternative, how else do you sometimes travel to work? (Check all that apply)

- Walk
- Bike
- Bus
- Metrorail
- Carpool or Vanpool
- Taxi
- Private vehicle

D. Approximately how far is your commute to your university?

- Less than half a mile
- Between half a mile and three miles
- Greater than three miles

## 12. Schools

Do you have a child or children that attend public or private schools in the survey area?

- Yes
- No

[show image of survey area]



B. If you live within the survey area or travel through the survey area for shopping and entertainment trips, how do you primarily travel to shopping and entertainment destinations outside of the survey area? Please select your most frequently used travel choice for trips that are...

Distance	Walk	Bike	Bus	Metrorail	Carpool or Vanpool	Taxi	Private vehicle	Does not apply to me
Approximately less than half a mile from my house								
Approximately between half a mile and three miles from my house								
Approximately greater than three miles from my house								

**15. Introduction to Location-Specific Questions**

The following questions give you opportunity to provide your opinions of the Rock Creek West II transportation system at specific locations.

DDOT completed the Rock Creek West II Livability Study in February 2011. That study recommended several improvements to enhance transportation livability in the study area. The goals of the recommendations were to:

- Ensure safe passages for all users of the street network
- Prioritize sustainable living in Rock Creek West II
- Foster prosperous places

**16. Location 1** [location where recommendation has been implemented]

[Statement about what was implemented and when. For example, DDOT installed curb extensions at several intersections along 42<sup>nd</sup> Street NW in July 2011.]

Do you have any concerns at [Location where recommendation has been implemented]?

Please select any that apply (you may select more than one, if applicable):

- Awkward intersection/circle configuration; Bus shelter and related facilities inadequate; Bus shelter inconveniently located; Illegal/unsafe turns; Inadequate crossing time at intersections; Inadequate cycling facilities (e.g. bike lanes, bike parking, etc.); Insufficient lighting; Insufficient signage or pavement markings; Missing or poorly maintained crosswalks; Missing or poorly maintained sidewalks; Motorists blocking the box; Motorists failing to yield at intersections; Motorists following too closely/tailgating; Motorists running red lights/stop signs; Motorists speeding; Pedestrians crossing without signals; Pedestrians illegally crossing at mid-block locations; No concerns

Do you think that [category of issue at location, for example, motorists speeding] at this location has gotten better or worse over the past year?

- Better
- Worse
- No change

**17. Locations 2-?** [Additional locations where recommendations have been implemented, if applicable]

[This survey page is the same as Location 1, except that the location, description of what was implemented, and issue category will be different]

**18. Closing**

Thank you for participating in the Rock Creek West II Transportation Survey! Your feedback is valuable and will help DDOT track the effectiveness of transportation improvements in the survey area.

After clicking "Done" you will not be able to return to the survey.

Summary of Public Involvement and Comments

## Summary of Public Meeting #1

June 16, 2010

6:30–8:30 PM

Methodist Home of DC

4901 Connecticut Avenue NW

### Purpose of the Meeting

DDOT hosted the project's first public meeting in June 2010. The purpose of the meeting was to introduce the community to the scope of the study and to get feedback on Rock Creek West II (RCW2) transportation issues. Those who attended had an opportunity to talk about what they like and don't like about RCW2 streets.

### Agenda

6:30–7:00	Open House
7:00–7:20	Presentation by Project Team <i>Anna Chamberlin, DDOT</i> <i>Jessica Juriga, Parsons Brinckerhoff</i>
7:30–8:25	Breakout sessions for each ANC
8:25–8:30	Wrap-up

### Presentation Questions and Answers

- Are all 13 areas on the website? *Yes, they are shown on a map on DDOT's Livability website.*
- Is Hawthorne Neighborhood included in our study? *No.*
- Are we linked up with the Northwest Current so that they can post articles about our progress? *Yes, they are on our mailing list.*
- Are we working with staff from Rock Creek Park? *There are park representatives on our mailing list. The park is not included in our study area.*
- How are we determining which areas to focus on? *This will be determined based on public comments, field observations, and collision data.*
- Is this study temporary until studies in surrounding areas are completed as well? *This study includes the documentation of recommendations from previous studies in RCW2. The schedule for this study is not dependent on other studies.*
- Concern: are we ignoring the major corridors? "Major streets" *We are not ignoring the arterials, but we are paying special attention to local and collector streets, where more types traffic calming and livability treatments can be applied.*
- Are we including Van Ness Street between Nebraska and Wisconsin? *Yes.*

- Where can they get the data for Traffic flows? On website? *DDOT's website includes traffic volume maps for various years. The volumes are only provided as average weekday numbers, however.*
  - Different times of day
  - Different days of week
  - Different seasons of the year

### ANC 3E Issue Areas

- Traffic from 43<sup>rd</sup> St turning onto River Rd
- Construction at Janney School will affect traffic flow along 42<sup>nd</sup> St
- Traffic coming onto Western Ave during rush hour is taking River Rd which affects six schools, but mainly St. Columbus nursery school
- Ellicott should be resurfaced as it has collapsed
- Fessenden and Wisconsin: sink hole has been covered by a large metal plate for at least one or two years
- Fessenden and Connecticut: concern because pedestrian was hit here
- Hudson trail: traffic issues
- Friendship Heights Metro along Western Ave
- Military Rd stop sign at 43<sup>rd</sup> St: needs signage and a revised crosswalk
- Traffic concerns at Jenifer and Wisconsin
- Too many vehicles on Wisconsin due to development in the area
- Wisconsin and River Rd
- Cut through traffic in neighborhoods to avoid Western and River
- Congestion on Western and Garrison
- Pedestrian and Motorist concern on Chesapeake: traffic light needed within the vicinity of Wilson High School
- Un-graveled pedestrian path behind Deal Middle School is needed
- Poor lighting along Fessenden north of Deal
- Fessenden traffic lights are longer than on neighboring streets on weekends. This obstructs traffic flow (e.g. Wisconsin and Harrison is only 20 sec)
  - Inadequacy of light signal times/ turning signage
- Overuse of curb cuts (private parking)
- Jenifer and Wisconsin: parking that would be removed to improve the flow of traffic
- Wisconsin and Ingomar: motorist concern
- Albemarle and 42<sup>nd</sup>: no turn on red sign was replaced, but you still can't see it
- Traffic coming along River Road cut right
  - No turn signage during 8:15-9:00, 3:00-4:45 needed
- Yuma and 42<sup>nd</sup>: four way stop needed
- Wisconsin and 42<sup>nd</sup>
- 42<sup>nd</sup> and Brandywine: pedestrian accident
- Albemarle and Massachusetts: drivers cutting onto Albemarle and ignoring the "do not enter" because they're driving fast. 2 way traffic issues along the street
- Need for smart traffic signals
- Nebraska and Fort Dr: traffic concern
- Elevated walkway is recommended in vicinity of Deal and Wilson

- 46<sup>th</sup> and Fessenden signals needed for traffic control
- Ward circle pedestrian accident (5)
- Better school signage and/or raised crosswalk needed north of Janney Elementary
- 4-way stop sign needed at Chesapeake and 40<sup>th</sup>
- Stop signs needed at 43<sup>rd</sup> and Brandywine
- 45<sup>th</sup> and Van Ness: should be a slow zone for vehicles by whatever means
- 42<sup>nd</sup> and Ellicott

### ANC 3F Issue Areas

- Van Ness: Became one way in and one way out. Very unsafe for residents crossing the street.
- Southbound connectivity at Van Ness has a left turn that create a bottleneck
  - Left at Veazy and one way alley to Van Ness (Connecticut Ave study)
- Connecticut Ave and Albemarle
  - Car Wash Back Up Lane
  - Left hand turn lane going eastbound on Albemarle is used by through traffic
- Brandywine westbound: cars speed through the light at Connecticut Ave
  - General case for all roads connecting Rock Creek Park and Connecticut Ave
- Sidewalk gaps
  - North side of Brandywine (between 31<sup>st</sup> and Connecticut)
  - Davenport St (between 30<sup>th</sup> and 29<sup>th</sup>)
  - Albemarle (between 38<sup>th</sup> and Reno)
- Speeding on Albemarle
- No pedestrian and cyclist access to Rock Creek Park from Forest Hills
  - People have to drive to the park
- Connecticut Avenue: raceway
  - Misuse of reversible lane
  - Early AM peak and late PM peak
- Connecticut Ave: Pedestrian crossing is too short
- Speeding on Connecticut Ave is not limited
- Overall: landscape and shrubbery on public property is not well kept and is often covering signage and blocking viability
  - Sidewalks also blocked by shrubs and low branches
- 36<sup>th</sup> St southbound at Fessenden: drivers don't stop at stop sign, crosswalk unsafe
- Fessenden and Connecticut has light but no crosswalk
- Crosswalk at Everett is located at crest of hill on Connecticut
- Crosswalk at Connecticut and Windom does not align
- Linnean Ave and Chesapeake: no 4-way stop sign
- Brandywine and 31<sup>st</sup>: no 4-way
- 36<sup>th</sup> St and Connecticut: no sidewalk on park land
- Southwest triangle at 36<sup>th</sup> and Connecticut is not allowed to traffic in AM. So traffic bypasses Connecticut by cutting through 36<sup>th</sup> (Murch SRS main street)
- Mid-block crossing at 40<sup>th</sup> and Chesapeake should be better designed to allow safer crossing for kids (Deal and Wilson children)
- 40<sup>th</sup> and Albemarle: dangerous for WMATA buses, pedestrian, motorist
- Nebraska Ave speeding

- Van Ness east of Reno has heavy traffic and speeding
- Crossing Reno is difficult: schools on Reno
- Nebraska and Nevada
  - Speeding
  - Accidents
  - Pedestrian safety
  - Back up along Nevada northbound
- Sidewalk issues on Chesapeake at 38th

### ANC 3G Issue Areas

- Broad Branch and Western: Poor signage, especially for pedestrian crossing. Can't see kids crossing the street.
- Nevada and Livingston OR Legation (whichever doesn't have a light): Trees block the stop signs and you can't see the cross walk stripes on the street
- Nevada and Patterson: People running stop signs
- Nevada and Oliver or Livingston: Poor signage and people running stop signs
- Chevy Chase Circle
  - Not yielding at circle
  - Pedestrian safety at crossings
  - Unbalanced between cars and pedestrians
- Connecticut and Morrison: Traffic congestion at Safeway
- Connecticut and Northampton
  - Poor pedestrian crossings, flags don't work well
- Bike boxes on Connecticut
  - Bike safety all along Connecticut
  - Commuting vs. leisure/ errand cyclists
- Speeding on McKinley 3700 block
- Speeding on Nebraska and Military
- On Nebraska (between Connecticut and Reno) large backup during rush hour
- In general throughout study area: push buttons for pedestrian crossings don't work or don't exist
- Military and Chevy Chase Pkwy: Hard to drive across Chevy Chase while on Military
- Reversible traffic lanes on Connecticut
- Broad Branch and Northampton: school and market brings a lot of pedestrian traffic
- Nevada and Military: difficult left turn for bikes
  - This continues along Nevada
- Reno and 38<sup>th</sup>: unclear signage
- North Bound up Reno: blind spots going around curves and up hills
- Military, Reno, and 41<sup>st</sup> intersection: signage unclear for street directions
- McKinley: difficult when cars have to stop way far back from crossings
  - Crossings are unsafe for pedestrians
- Broad Branch and Patterson: bus stop is not at the intersection and is difficult to get to (E6)

## Summary of Public Meeting #2

October 20, 2010

6:30–8:30 PM

Chevy Chase Community Center

5601 Connecticut Avenue NW

### Purpose of the Meeting

DDOT hosted the project's second public meeting in October 2010. This open-house-format meeting focused on updating the community about the study and getting feedback on the proposed recommendations. The project team presented:

- Street classifications in the study area, including proposed bicycle boulevards. This map helped explain the different types of streets and how each type fits into the overall transportation network.
- Traffic calming, including a list of options, how they work, and what problems they solve. Traffic calming helps promote safe, comfortable, pedestrian- and bicycle-friendly streets.
- The focus areas for this project, which include corridors and intersections that received a large number of public comments and have high collision rates.
- The draft proposed recommendations for local, collector, and arterial streets. These proposals including traffic calming and other measures to address existing issues and enhance livability.

### Feedback on Local Street Recommendations

- 40<sup>th</sup> Street/Fort Drive
  - Consider additional street furniture near shuttle stops and Metrobus stop—people often sit on the ground while waiting.
- 43<sup>rd</sup> Street
  - Instead of making this street one way, consider turn restrictions (with enforcement) from River to 43<sup>rd</sup> Street southbound.
  - Consider time restrictions on making 43<sup>rd</sup> Street one way northbound—only between 6-8 AM.
- 36<sup>th</sup> Street
  - Close off the small section of 36<sup>th</sup> between Fessenden and Connecticut to cars—bike/pedestrians only.
  - If removing parking, consider bulb out at 36<sup>th</sup>/Fessenden to make crossing 36<sup>th</sup> Street easier.
  - Consider turn restriction from Connecticut Avenue southbound to 36<sup>th</sup> Street southbound.
- Other Streets

- Consider three-way stop at Albemarle & 32<sup>nd</sup> Street or a crosswalk to cross Albemarle Street.
- Need a four-way stop at 31<sup>st</sup> and Brandywine to improve visibility.
- During AM drop off hours at elementary school, consider making Davenport one-way westbound and Ellicott one-way eastbound to improve circulation of drop offs.
- Is Albemarle Street east of Connecticut Avenue narrower than on the west? Lots of speeding—narrow the street more by adding parking on both sides?
- 4-way stop at Linnean/Chesapeake/Chesterfield needed.
- Perhaps additional street furniture along Wisconsin Avenue in the Tenleytown area would encourage more pedestrians?
- Consider Barnes dance at selected intersections along Connecticut Avenue in the commercial district from Chevy Chase Circle to Legation Street.

### Feedback on Collector Street Recommendations

- Van Ness Street
  - Concerned that MD traffic will increasingly use 46<sup>th</sup> and Van Ness Streets.
  - Prohibit left turns (all day) from Massachusetts Avenue to Van Ness Street.
- Albemarle Street
  - Suggest closing southbound access from 40<sup>th</sup> to Albemarle (cars can use the U-turn)
    - Safety reason: cannot see eastbound traffic
    - Cars queuing westbound, blocking intersection and blocking sidewalk
    - High pedestrian traffic because of Metro station and bus stop
  - Add centerline on Albemarle west of Reno Road only.

### Feedback on Arterial Street Recommendations

- Ward Circle
  - Consider cameras to catch drivers that drive through crosswalk while pedestrians are in it.
  - Consider cameras to catch illegal left turns from center lane through circle.
  - There should be no parking on the east side of Massachusetts Avenue as you approach the circle. Currently, DHS park here and it blocks turning traffic.
  - This should be converted to a traditional circle like Thomas Circle was.
- Chevy Chase Circle
  - Stop signs in the circle may cause delays and danger for side streets.
  - There are delays within circle, particularly going south on Connecticut Avenue.
  - There are existing delays in the circle for any movement other than Connecticut Avenue through traffic. Adding stop signs for circle traffic could make this worse.
  - Need to address pedestrian access to the circle.
  - Pedestrians currently have to cross a large amount of pavement to enter the circle – more than the width of the travel lanes.
  - Consider signage that includes destinations, as well as street names.
  - The light on Connecticut should be moved closer to the circle, like other circles.
  - This location should be considered as a fully signalized circle.
- 45<sup>th</sup>/River/Fessenden
  - This location is not a major issue when compared to other study area issues. It's not worth DDOT's money to solve the problem.

- Fessenden should be a through street, and traffic along it should not be restricted.
- Sharrows on River Road are a good idea.

### Feedback on Bicycle Boulevard Recommendations

- Generally positive feedback on selected routes; residents were supportive of bicycle treatments.
- Positive feedback about the bicycle boulevards around Deal Middle School.
- Alternatives to Chevy Chase Parkway: Nevada to Nebraska.
- Consider bike box at Nebraska and Connecticut.
- Connecticut Avenue sharrows are a good idea with bike boxes.
- Bicycles must adhere to traffic regulations and should be cited for violations.
- 41<sup>st</sup> Street could be added as a bike boulevard—low traffic, connects destinations.
- Might want to consider alleys as bike routes.
- There should be higher standards for MD drivers.
- Consider bike sharing stations at Chevy Chase Circle and at the study area Metro stations. More bicycle facilities need to be provided to encourage cycling.
- Consider Davenport to Broad Branch instead of Brandywine. This would only work if Davenport (very narrow and without sidewalks) was given a shared street treatment.
- Consider 36<sup>th</sup> Street north of Fessenden as a shared bike street to slow down traffic.

### Comments from Cards

Mary O'Lone

- I like the concept of bicycle boulevards in neighborhoods as a way to encourage biking. How about coordinating with the Safe Routes to School program and make some bicycle boulevards that lead to Janney Elementary.
- I support all the traffic measures to make the crossing of Albemarle and 42nd Street safer for pedestrians. Two hundred elderly live at Friendship Terrace and cross 42nd Street to get to Wisconsin Avenue and Iona House. Also, over 500 children go to Janney Elementary School. A vast majority of them cross Albemarle and 42nd at least once - many twice - to get to Janney. Corner jut outs and flashing beacons and raised crosswalks are all great ideas.

Betty Ballester

- I think that 43rd Street could be made one way (out toward River Road) during rush hours (6:30-9:30) to stop Maryland traffic cut-thru. I think total one-way would speed up traffic to River Road too much. I like the idea of a mini roundabout at 42nd and Brandywine.

Meredith Begin

- Intersection treatment with diverter - let's have some intersections where only bicyclists can go straight:
  - Chesapeake Avenue should be forced to turn right at Connecticut Avenue.
  - Chevy Chase Parkway @ Military Road should also be forced to turn right.

- Forced turn on Jennifer at Reno, Wisconsin, and Connecticut.
- Stop signs for traffics crossing bike boulevards.
- Extend bike boulevard to Tilden to connect with bike lane on Tilden.

## Summary of Public Meeting #3

December 16, 2010

6:30–8:00 PM

St. Mary Armenian Apostolic Church

4125 Fessenden Street NW

### Purpose of the Meeting

DDOT hosted the project's third and final public meeting in December 2010. This open-house-format meeting focused on updating the community on the proposed draft final recommendations for the study area and identifying the changes in recommendations since the last public meeting in October 2010. The project team presented:

- Street classifications in the study area, including proposed bicycle boulevards. This map helped explain the different types of streets and how each type fits into the overall transportation network.
- Traffic calming, including an illustrated list of options, how they work, and what problems they solve.
- The focus areas for this project, which include corridors and intersections that received a large number of public comments and have high collision rates.
- The proposed recommendations for Forest Hills, Chevy Chase, Friendship Heights, and Tenleytown. These recommendations included traffic calming and other measures to address existing issues and enhance livability.

### Feedback on Recommendations

- A few locations within the study area were the focus of much discussion. These discussions included the operational changes to 40<sup>th</sup> Street & Fort Drive, curb extensions at 45<sup>th</sup> Street/Fessenden Street/River Road, curb extensions at Garrison Street NW, and new signage and crosswalks at Chevy Chase Circle.
- Several written comments were received at the meeting:
  - "Installation of curb extensions at Garrison and Wisconsin will create a barrier to the delivery trucks exiting from Rodman's Drug Store loading dock seeking Wisconsin Avenue to leave our neighborhood. We currently have a problem with the store's trucks using Garrison and 44<sup>th</sup> as an exit route. Drivers also turn around in the 44<sup>th</sup>/Garrison intersection (lots of beeping at 6:30 AM). The curb extensions at Garrison/Wisconsin will cause more truck traffic circulating through the neighborhood because the trucks will not be able to make the turn onto Wisconsin from Garrison. Please withdraw the Garrison/Wisconsin curb extension. Thanks."
  - "Improve yield signage on Connecticut Avenue entering circle. Poorly located and fading."
  - "I strongly object to the recommendation to eliminate AM rush parking in the 4600 block of River Road at Western Ave. This opinion is also shared by all of the other residents of the block. Our objections are:

- Eliminating parking will increase traffic speed: a safety hazard to users of the playground across the street, a safety hazard to pedestrians using the sidewalk since the tree box is narrow and cars are speeding next to the curb, and a decline in livability for all residents of the block.
  - Eliminating parking makes River Road, 42<sup>nd</sup> Street, and 46<sup>th</sup> Streets a more desirable route to the Beltway. This will increase traffic on these streets and make even less desirable for bicyclists.
  - Eliminating parking is a major inconvenience to residents of this block. It makes overnight parking in front of our houses impossible. We would have to leave before 7 and come home after 6:30. It discourages families with children from living on the block and increases parking pressure on neighborhood streets.”
- “I live on 45<sup>th</sup> Street between Harrison & Garrison. My concerns are that cut-thru traffic on 45<sup>th</sup> Street and Garrison regularly travels at high speeds, and runs the stop signs at 45<sup>th</sup> & Garrison and 45<sup>th</sup> & Harrison. There are 15 children on 45<sup>th</sup> between Harrison and Garrison, and this is a great safety concern. While I understand that the main goal of the study in my area was to address traffic at the 45<sup>th</sup>/River/Fessenden intersection, the proposal to make 45<sup>th</sup> one-way would have helped my concern significantly by reducing cut-thru traffic from River Road. It is disappointing that this proposal was dropped from the study. I have spoken to other residents on my street who share my concerns. The cut-thru traffic regularly travels fast on 45<sup>th</sup>, and on Garrison, and they regularly run the stop signs along 45<sup>th</sup> and on Garrison. Several years ago, there were two separate incidents on 45<sup>th</sup> between Garrison and Harrison where parked cars were hit by cars driving down 45<sup>th</sup> Street. In both incidents, the cars drove away (hit & run) while the parked cars were totaled. A few years ago, a dog was hit and killed in front of my house by cut-thru traffic. And a few years ago a woman was hit by a car at 45<sup>th</sup> & Garrison when the car ran the stop sign. There is a traffic safety concern on 45<sup>th</sup> Street in my area. I would also like to say that Anna has been extremely helpful with her feedback on my concerns, and some possible solutions via the petition process. I really appreciate her taking the time to provide feedback and think about possible solutions. While my concerns were not addressed in this traffic study, I am hopeful that they can be addressed in the near future by working with Anna and the petition process. Thanks!”

## Compilation of Email and Website Public Comments

### Before June 2010

From: Mary O'Lone  
To: 'Jonathan Bender'; Fye, Allan (DDOT) ; Delfs, Christopher (DDOT)  
Cc: Smith, Dee (COUNCIL); Marootian, Jeffrey (DDOT) ; Hefferan, Jennifer (DDOT) ; Chamberlin, Anna (DDOT) ; Keys, Maurice (DDOT)  
Sent: Monday, February 01, 2010 1:21 PM  
Subject: Re: Rock Creek West - Transportation Study

Chris-

I just want double-check with you that the traffic audit for 43rd & River Road will be included in that broader "Rock Creek West" study. Also, the traffic on 43rd Street on school days is much heavier than in the summer. I urge you do the 43rd Street portion of the study, sooner rather than later to get an accurate picture of the situation the community is particularly concerned about. Thanks, Mary

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From: Mary O'Lone  
Sent: Friday, March 12, 2010 11:03 AM  
To: 'Jonathan Bender'; Fye, Allan (DDOT); Delfs, Christopher (DDOT); Mary O'Lone  
Cc: Smith, Dee (COUNCIL); Marootian, Jeffrey (DDOT); Hefferan, Jennifer (DDOT); Chamberlin, Anna (DDOT); Keys, Maurice (DDOT); Mary Cheh (DC Council); Julie Slattery; [not reported]; Lisa Wackler; [not reported]  
Subject: Re: Rock Creek West - Transportation Study

Chris-

I want to put one more bug in your ear about the use of 43rd Street as a cut through for commuter traffic from River Road. Earlier this week, I went to a presentation at Janney Elementary School on the major construction project that will start during Spring Break & is scheduled to go well into 2011.

The construction entrance will be on 42nd St. and will take over a portion of 42nd Street between Yuma & Albemarle. It is anticipated that this will make morning drop-off more of a traffic mess than it currently is.

Two things I want to point out about that. The principal in her remarks, pointed out the obvious, commuter traffic will want to avoid the 42nd Street/Albemarle area once they see the increased

difficulty of getting through that area due to the construction. I believe that will greatly increase the use of 43rd Street as a commuter cut through.

At the same time, Janney is going to start various programs to encourage more kids to walk & bike to school to help alleviate the drop-off congestion. The vast majority of Janney kids live west of 43rd Street & will need to cross it on their way to school. So, for the next 18 months to 2 years, we will have even more kids walking to school in the morning -- during prime commuting hours.

I urge you to do the audit of the corner of 43rd & River Road this spring, so that you can get an accurate picture of what the pedestrians, particularly the school children, will face -- and to address the issue with some traffic calming/safety measures as soon as possible.

Thank you, Mary O'Lone

June 2010

From: Wendy Maiorana  
Sent: Friday, June 11, 2010 8:54 PM  
To: Chamberlin, Anna (DDOT)  
Subject: RE: Transportation Study, Rock Creek West II Livability Study

Anna,

I cannot attend the upcoming public meeting re the Transportation Study, Rock Creek West II Livability Study due to my wife being very sick and my being her primary caregiver. I have lived on the 4300 block of Fessenden St NW for about 35 years and have been a resident of NW DC since 1965. For a long time I've wanted to point out an egregious transportation problem area, and I was wondering if someone could include it in the study.

The area I am talking about is the intersection of River Road and Western Avenue. It is a very congested area and has been so for years. What makes it unique is that there is a fairly simple solution to much of the congestion. The problem is that in addition to just being the intersection of River Road and Western Avenue, this intersection is also fed by 46th Street and to a lesser degree by Garrison Street. River Road has 2 lanes coming from MD into DC and continues to be 2 lanes for the short section that borders Fort Bayard Park. Because about half the incoming traffic heads down 46th Street and the other half continues down River Road, traffic from MD to DC moves reasonably smoothly. However the problem is the traffic traveling from DC into MD hits a tremendous bottleneck and this leads to long backups on River Road leaving the District.

The bottleneck is because non-rush hour parking is allowed along the short stretch of River Road across from Fort Bayard Park. Traffic heading into MD is funneled from 46th Street, River Road, and Garrison Street, all into a single lane for this one short block. The backups on Saturday morning and mid-day can extend many blocks down River Road.

To relieve this congestion, the short block of River Road across from Fort Bayard Park should be changed to No Parking Anytime. Because of the one or two cars that are usually parked on this short stretch during the non-rush hours, many hundreds of drivers are inconvenienced.

I'm not sure if I explained this situation clearly, but I would be more than happy to discuss it further with anyone from DOT who might be interested.

Charlie

Charlie Maiorana  
4300 block of Fessenden St NW  
Washington DC 20016

From: Braschnewitz, Victor (MPD)  
Sent: Saturday, June 12, 2010 12:34 PM  
To: Chamberlin, Anna (DDOT)  
Subject: RE: crash/accidents/safety issues/etc

Greetings Anna,

I am sorry I haven't gotten back to you until now. I was waiting for our administrative office to provide a report on all traffic locations of issue in the upper region of the Second District. That said I have been provided the following information which I have excerpted from citizens and 2D Traffic Officers e-mails:

Commuters traverse through the intersection of 47th and Yuma Streets (a four-way stop intersection) and do not stop for the signs which are on all four corners, they do not obey the posted speed limit signs and they drive while using their cell phones. There is also a general disregard for parking laws around stop signs, alley ways and fire hydrants.

This citizen also complained about the speed humps along 46 th St. between Mass. Ave. and River Rd. They believe commuters are, as a result, compelled to use 47<sup>th</sup> St. as an alternate route. Large commercial vehicles also use Yuma St. as an alternate route between Wisc. Ave. and Mass. Ave. N.W.

Ward Circle also known as Nebraska Ave. and Mass. Ave. has been an area with numerous Citizens and ANC concerns and complaints. DDOT, ANC3D Commissioners, Citizens and myself have had two traffic site visits there concerning the Pedestrian Crossing -vs. - Traffic in the circle. Thanks Tony (Anna this is a consistent problem at many circles in the Second District however more of a factor at circles within the borders as opposed to those on the borders MD/DC i.e. Tenley vs. Westmorland).

There are several AM/PM Rush Hour related congestion issues in the Van Ness area (Van Ness-Albamarle St. N.W.) especially as it relates to blocking the intersections and putting numerous pedestrians in harms way. Over the last three weeks our officers have written over 150 tickets and trust me if we had more space to pull vehicles over that number would easily be doubled (This local is prime, in my opinion, for a pedestrian elevated cross-over that METRO might even be willing to support.)

There are other comparable problem spots for blocking the block issues but the list is too long and as you would imagine dot the entire commercial/office areas throughout the district.

Regards,  
Lt. Victor S. Braschnewitz

P.S. I will continue to query our folks for more locations of concern and forward that info. to you as I get it.

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Name: everett lott  
Subject: chevy chase hawthorne  
Date: Wednesday, June 16, 2010 9:06 PM

Comments:

Thanks for having the meeting this evening. I found it however to not be very helpful considering that not all of Chevy Chase DC was included in study.

As was mentioned by one of the participants in tonight meeting, I too believe that these studies are great, but the ability for DDOT to actually implement has yet to be proven based on past experiences.

The Hawthorne neighborhood should be included as part of this study and street calming devices and sidewalks should be installed to slow down traffic along Chestnut St.

This has become increasingly more of a safety concern as more and more families move into this neighborhood and on Chestnut St.

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Name: Roberta Carroll

Subject: Blocked intersection by bike lane

Date: Wednesday, June 16, 2010 9:10 PM

Comments:

At the intersection of Tilden St and Conn. there is a bike lane on the right that should stop about 2 or 3 blocks from Conn. Ave. Then the traffic approaching Conn. Ave. can turn right, the other lane can go left or go straight. Few bikes use this steep climb out of Rock Creek park and they should be on the sidewalk not the street as they start the long climb from Rock Creek Park. Hardly anyone is ever on the sidewalk so it is a perfect place for the bikes. I have actually only seen 2 bikers using this lane ever.

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From: Lauren Howard

Sent: Thursday, June 17, 2010 10:15 AM

To: Chamberlin, Anna (DDOT)

Subject: Rock Creek West II Livability Study

Ms. Chamberlin,

Thanks for the information presented on the Rock Creek West II Livability Study at the meeting last night at the Methodist's Church. As suggested, I am contacting you concerning some of the problematic transportation issues in this neighborhood:

- The failure of motorists heading north on Conn. to yield to traffic in Chevy Chase Circle;
- The back-up of vehicles heading east on Nebraska Ave. between Conn. and Reno Road (especially during rush hour);
- The danger to pedestrians crossing Conn. Ave. near Northhampton Road
- The back-up of traffic going east on Military Road between Wisconsin and Conn. Aves. (especially during rush hour); and
- The traffic tie-up when cars heading south on Conn. try to turn left into the Safeway parking lot right below Chevy Chase Circle.

Thank you for your attention to these important concerns.

Sincerely,

Lauren Howard  
2700 block of Jenifer St. NW

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From: Lauren Howard  
Sent: Thursday, June 17, 2010 10:26 AM  
To: Chamberlin, Anna (DDOT)  
Subject: Some Further Comments

Ms. Chamberlin,

I forgot to include two "procedural" suggestions in my recent email to you. I'm on the DDOT mailing list but I only received notice of last night's meeting 24 hours in advance. I'm hoping that in the future, there might be at least one week's notice of upcoming events.

In addition, I was surprised to find out there was a very short but as yet unspecified deadline for responding to the on-line survey on the Rock Creek West II Livability Study -- maybe only a week or two. It would be helpful if the deadline could be extended and widely publicized. Otherwise, residents might not know of the limited opportunity to participate.

Thanks again for your work on this important project.

Sincerely,

Lauren Howard  
2700 block of Jenifer St. NW

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From: Chuck Ludlam  
Date: Thu, Jun 17, 2010 at 8:20 AM  
Subject: Livability Study -- Pedestrian Safety at Wisconsin and Van Ness  
To: Robin Schepper, Marlene Berlin, [not reported], [not reported], [not reported], Andrew Aurbach, Anne-Marie Bairstow, Cheryl Cort, Jane Solomon, Laura DeSantis, Marlene Berlin, Sarah Pokempner, Susie Taylor, Tommy McCarthy, Trudy Reeves ANC  
Cc: "Banta, Susan (ANC3F01)", "Gandhi, Mital (ANC 3F05)", "Perry, Karen Lee (ANC 3F02)", "Winstead, Frank (ANC 3F04)", "Wiss, Cathy (ANC 3F06)", "Ludlam,Chuck"

Dear Livability Study Leaders:

I am writing to recommend that the Livability Study focus on pedestrian safety at the intersection of Wisconsin and Van Ness -- by the McDonalds restaurant.

I gather that this intersection is, in fact, a part of the study area. Apparently it was inadvertently omitted in the map of the study area.

The pedestrians who cross Wisconsin on Van Ness (going west) to the McDonalds have to contend with Van Ness traffic that is turning right to go south on Wisconsin Avenue. This conflict can easily be avoided if the traffic coming east on Van Ness is alerted to the possibility of turning right on 40th Place (at the Johnson's Garden Center) over to Upton Street and turn right going south on Wisconsin at Upton and Wisconsin. Then there is no conflict with pedestrians at Wisconsin and Van Ness. The 40th Place-Upton route is an industrial street with no residences, and virtually no pedestrians. (The old movie house in the 4000 Wisconsin Avenue building, which had its entrance on Upton Street, is gone.) DDOT has resisted installing a sign at 40th Place (alerting Van Ness traffic seeking to go south on Wisconsin Avenue that it can turn at 40th Place) if it is solely intended to expedite traffic on Van Ness Street. In this case, if traffic does turn on 40th Place, we can expedite the flow of through traffic on Van Ness Street -- which won't have to wait behind cars turning right (to go south) on Wisconsin. But the primary purpose of the sign at 40th Place it to reduce the conflict with the pedestrians at Wisconsin and Van Ness.

Let me know if this recommendation falls within the ambit of the Livability Study and how I might participate in the study to advance this recommendation.

Thank you very much.

Chuck Ludlam  
4000 block of Reno Road, NW

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From: Chuck Ludlam  
Sent: Thursday, June 17, 2010 9:27 AM  
To: Robin Schepper; Marlene Berlin; [not reported]; [not reported]; [not reported]; Andrew Aurbach; Anne-Marie Bairstow; Cheryl Cort; Jane Solomon; Laura DeSantis; Marlene Berlin; Sarah Pokempner; Susie Taylor; Tommy McCarthy; Trudy Reeves ANC  
Cc: Banta, Susan (ANC 3F01); Gandhi, Mital (ANC 3F05); Perry, Karen Lee (ANC 3F02); Winstead, Frank (ANC 3F04); Wiss, Cathy (ANC 3F06); Ludlam,Chuck; Chamberlin, Anna (DDOT)  
Subject: Livability Study -- Pedestrian Safety at Van Ness and Reno Road

Dear Livability Study Leaders:

I recommend that DDOT install dedicated left turn lanes at Van Ness Street and Reno Road.

We finally got a dedicated left turn lane installed at Van Ness and Wisconsin (for traffic going east on Van Ness), but it took five years of pressure on DDOT.

We need the same dedicated left turn lanes, for traffic going both directions at Van Ness and Reno.

This is an issue of safety for pedestrians, particularly on the east side of this intersection where cars often sneak past left turning cars even though there is no dedicated left turn lane for them to use. With dedicated left turn lanes, the through traffic will be less frustrated -- being caught behind turning cars -- and less likely to endanger pedestrians.

This recommendation will also expedite through traffic on this street.

Note: This recommendation has no impact on the amount of traffic on Van Ness Street-- it focuses on traffic turning off Van Ness Street onto Reno Road.

There seems to be ample room for dedicated left turn lanes for traffic going both directions. Let me know if this recommendation falls within the ambit of the Livability Study and how I might participate in the study to advance this recommendation.

Thank you very much.

Chuck Ludlam

4000 block of Reno Road, NW

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Name: Mary O'Lone

Subject: 43rd Street/River Road study -- ANC3E support

Date: Thursday, June 17, 2010 5:42 PM

Comments:

I want to make sure that it is in the record for this study that the request for a traffic audit for the cut-through traffic turning off of River Road onto 43rd Street was approved by ANC 3E at their September 10t, 2009 meeting. Per an email from Allan Fye, the request was forwarded to the Program Manager for Ward 3 in IPMA (Infrastructure Project Management Administration). Don't want to have the ANC support for exmining this issue lost in the shuffle. Thanks, Mary OLone

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Name: Amy Morrill

Subject: STOP SIGN NEEDED URGENTLY at 45th and Brandywine

Date: Saturday, June 19, 2010 10:31 AM

Comments:

Dear DC Officials:

The intersection of Brandywine and 45th needs a 4 way stop immediately. I have noticed a recent serious accident here. Also, I have noticed other near hit accidents. Finally, the many children (including mine) are are risk when cars and trucks race down Brandywine St NW.

Please install a stop sign asap.

Thank you,

Amy

4400 block of Brandywine St NW

Washington DC 20016

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From: Ruttenberg, Charles

Sent: Monday, June 21, 2010 2:29 PM

To: Delfs, Christopher (DDOT)

Subject: 48th street traffic



Dear Mr. Delff,

This is to follow up on our recent conversation regarding the increasing traffic problems on 48th st, N.W. between Western Ave. and Mass. Ave. in American University Park. More specifically, the level stretch between Brandywine and Albemarle is consistently the subject of stop sign violations along with increased speed .

There are many children in our area and we have had recent near misses. This e-mail will record the fact that we have alerted the D.C.government to the problem and to our safety concerns.

We are aware of the long-term studies that are under way but it is our view that action needs to be taken before those studies are completed. Speed humps or bumps would go a long way to alleviate our concerns. Even as few as two, one between Brandywine and Butterworth and another between Butterworth and Albemarle would likely solve the problem.Cameras are another possibility.

What we do not want is inaction. I will appreciate hearing from you at an early date.

Sincerely,

Charles Ruttenberg

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From: L. Brenneman  
To: Cheh, Mary (COUNCIL)  
Sent: Sun Jun 27 11:33:40 2010  
Subject: Fwd: Assistance Request  
Dear Council Member Cheh,

The email below was sent to your office on April 30. We are concerned that we have had no acknowledgement, no response from anyone at your office. Neither has any assistance been provided by the relevant DC government offices.

Although these matters may not seem important vis-a-vis the overall responsibilities of the DC Council and the DC Government, they are important to those of us who reside on the affected streets.

Once again, we ask for your assistance with these problems.

Thank you,  
L. Brenneman  
Garrison St. NW

-----Original Message-----  
From: [not reported]  
To: Cheh, Mary (COUNCIL)

Sent: Fri, Apr 30, 2010 7:01 am  
Subject: Assistance Request



Dear Council Member Cheh,

The residents of the 4400 and 4500 blocks of Garrison Street NW request your assistance with two problems, both of which have been ongoing for quite some time and are getting worse.

(1) Commuters who drive through our street at outrageous speeds -- Because of the severe outbound congestion at the 46th Street/River Road and Garrison Street intersection, scores of commuters try to avoid the delays by cutting across 45th Street to Garrison, then travel at high speeds to get to and through the light at the end of Garrison Street.

The 4500 block of Garrison Street is home to nine young children, including a deaf child (for whom there is an official deaf child caution sign). You would be amazed at how fast some of the cars travel.

This is a neighborhood street that is rapidly becoming a heavily traveled commuter route and we would like your office to help us address the situation.

We believe that DDOT should re-examine the intersection, the timing of the lights, etc? We timed the traffic lights and the green arrow on Garrison stays on longer than the green light on outbound River Road... motorists have discovered this and try to get a jump ahead of the rush hour backup on River Road by cutting over to our residential street.

The residents have discussed requesting the installation of a speed bump to slow down the traffic... or the use of an automated speed reading sign similar to those used on other streets in the area. We would be grateful for any assistance to help us keep the street safe.

(2) Truck Traffic on Garrison Street -- When we first moved to our home on Garrison Street in 1985, there was a "No Thru Trucks" sign on Garrison at the 44th Street intersection. That sign disappeared several years ago and has not been replaced. Many truck drivers have discovered that Garrison Street gives them a quick way to get from Wisconsin Avenue to River Road. Consequently, we get all kinds of large trucks cutting through our neighborhood, including sixteen wheelers, and dozens of delivery trucks that service the popular Rodman's drugstore. Is there any way we can get our "No Thru Trucks" sign back again?

Thanks,

Lyle Brenneman  
4500 block of Garrison Street

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From: Jane Solomon  
Sent: Monday, June 28, 2010 11:42 AM  
To: Chamberlin, Anna (DDOT)  
Cc: Karen Perry; Michael Di Rienzo; Cathy Wiss; Robin Schepper  
Subject: speed bumps on Linnean

Anna,

Here is something for the Livability study. I was contacted by a resident (Lee Rubenstein) who lives at the 4900 block of Linnean Ave., which is between Ellicott and Fessenden. Apparently, he and his wife circulated petitions to neighbors to have speed humps installed. Most neighbors signed and the petition was sent to DDOT some time ago.

Recently he called to find out what the progress was and he was told that he needed to go to the ANC. (In classic style, they never told him this when he submitted the petition!) I told Mr. Rubenstein about the livability study and that hopefully DDOT would be taking a more holistic approach to speed humps and other modifications.

If you look at a map, you'll see that the Rubensteins live on a curve.

Cars proceeding north from the stop sign at Ellicott can't see oncoming traffic around the curve, which often leads to one of two outcomes: near head-on collisions if you swing a bit wide; or knocking mirrors off of parked cars because drivers overcompensate to avoid the southbound cars. In the Rubenstein's case, it was the latter, only more severe: Mrs. Rubenstein had just opened her door to get out when car hit the door. She had only opened the door about 6 inches because instead of snapping the door off its hinges, the door was jammed into the body of the car, so it was basically a sideswipe. It was after this that they circulated the petition. They have also gotten together with neighbors and encouraged people to park on the west side of the street to give those northbound drivers more room to move to the right--a good common sense move on their part.

I have heard other complaints about speed on Linnean from a number of residents over the years and certainly witnessed it myself. Those responsible are most often commuters who use the length of Linnean to access Broad Branch at the different access points.

One other thing to put in the Livability basket is to note that there are speed bumps marked for installation on the single block of Chevy Chase Parkway west of Connecticut that goes to Reno Road. That block is home to lots of kids and apparently is commonly used as a cutthrough from Reno to Connecticut.

Thanks,  
Jane

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From: Matthew Frumin  
Sent: Monday, June 28, 2010 1:23 PM  
To: Chamberlin, Anna (DDOT)  
Subject:

Does it look like you guys will come for our July 22<sup>nd</sup> ANC 3E Meeting?

Also, two fairly radical thoughts.

First, Ward Circle has proven dangerous and clogs stuff up on Mass and Nebraska. Has anybody ever considered tunneling under it so the Mass Avenue traffic could flow through smoothly? That would then probably help a lot on Nebraska. The Circle itself is elevated some so going under it might not require digging very deep.

Second, Fort Drive between Albemarle and Chesapeake and between Wilson and Wisconsin, has a pretty inefficient layout. I wonder if a rethink of that area (which might have to involve NPS) could allow for more parking just off the Corridor and a better flow which in turn could help flow in a tricky juncture of the Corridor.

All the best,  
*Matthew Frumin*

Senior Advisor  
National Democratic Insitute  
2000 block of M St. NW  
Washington, DC 20036

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From: Hayes, Harry (MPD)  
Sent: Tuesday, June 29, 2010 5:39 PM  
To: Chamberlin, Anna (DDOT)  
Subject: RE: Survey and next meeting

Hello,

There is no street light(s) in the 4700 block of Belt Rd., N.W. This is a safety issue. As I mentioned at the last meeting, there were no stop signs at 40<sup>th</sup> and Chesapeake streets, N.W. However, signs indicating stop for pedestrians crossing have recently been installed. Nevertheless, stop signs should be installed instead of these signs because if no pedestrians are crossing, motorists do not stop.

Sergeant Harry M. Hayesa

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Name: Ernest J. Pappajohn  
Subject: Livability Studies  
Date: Wednesday, June 30, 2010 12:46 PM

Comments:

What is the dollar cost of this study and estimated total cost if all or most areas participate?

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From: Mary O'Lone  
Sent: Wednesday, June 30, 2010 5:58 PM  
To: Chamberlin, Anna (DDOT)  
Cc: [not reported]  
Subject: Rock Creek West II Study . . .when you willl choose . . .

Anna-

When will the decisions be made as to which intersections, etc. will be included in the study? Also, how will you communicate those decisions to commenters?

As you can imagine, both motor and pedestrian traffic has significantly lessened in the AU Park/Tenleytown area with the ending of the school year. I once again urge DDOT to wait to conduct the actual studies until after school has started in the fall. I can't imagine how the traffic estimators are going to get a close to accurate count/estimate of pedestrian & motor conditions for the 9 months out of the year that school is in session during the dead summer conditions.

How will they make these estimates reflect non-summer conditions?

Thanks, Mary O'Lone

## July 2010

Name: Eileen Kane

Subject: Liveability Study

Date: Friday, July 2, 2010 8:23 AM

Comments:

Dear Ms. Chamberlin,

I have only just found out about your study. I must say that DDOT has done a terrible job in advertising the study to the community. I just sent the link to our condo listserve, the Forest Hills Playground listserve and the local Girl Scout area listserve since our area is completely in the study. Hopefully, it will boost your responses, but I think you should ask Mary Cheh's staff to post it on the other community listserves. I also recommend that you leave it open for another month. I closely pay attention to these issues and this survey is just not known.

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From: Linda McIntyre

Sent: Tuesday, July 06, 2010 8:07 PM

To: Chamberlin, Anna (DDOT)

Subject: Rock Creek Livability survey

Hello Anna,

I'm a member of the Chevy Chase listserve and live on 30th Place near the park. I tried to take the survey, but I don't live in what is technically the survey area, and I don't "commute" there since I work at home, so there didn't seem to be a place for me in the survey. But I walk, cycle, or drive in the neighborhood pretty much every day.

I really admire what DDOT has tried to do over the last few years to make the city more pedestrian-friendly. But there is a long way to go: drivers' complaints almost always seem to win the day (as in the attempt to permit parking on both sides of Military Road). Here are a few concerns of mine that I hope the DC government will consider during this exercise:

-- Drivers are distracted, often (illegally) talking on cell phone handsets, and there appears to be no enforcement whatsoever of the law against this. Even when no device is involved, people often seem to pay no attention to what they're doing when they are behind the wheel.

-- Running of red lights and stop signs is rampant. I almost never use headphones or talk on my cell phone while walking, since I have had so many near-misses (when I have NOT been using those devices and I HAVE been crossing when I have the right of way).

-- So is blocking of the crosswalk. I am often forced to walk into traffic to cross the street when I have the walk signal because of this. On a few occasions, when I have asked drivers to back up so pedestrians can cross safely, I've been threatened or insulted. Metrobuses are very bad in this regard

(blocking, not threatening/insulting).

-- In my view, these safety concerns ultimately have a vicious circle effect: because it can be difficult/unsafe to walk, fewer people choose to do it. When I was working downtown and walked home from Friendship Heights every evening, I sometimes felt unsafe after dark because there were so few "eyes on the street." Once I was approached from behind and asked whether I had 50 cents. I said "no" and walked even faster until I got to Connecticut Ave and could catch a bus the rest of the way home. For what it's worth, I have a small apartment in New York City and live there part time, and I never feel unsafe walking there, at any hour of the night (though I am not a big nightlife person and don't stay out terribly late most of the time), because there are so many people walking around. With parking being difficult and expensive (I appreciate efforts to make it more so in DC) and transit being convenient and affordable (as a Red Line rider, my faith in the Metro system is pretty low these days), pedestrians in NYC don't seem like second-class citizens.

Thanks for conducting the survey!

Linda McIntyre  
30th Place NW

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Name: Erik Heyer  
Subject: Pedestrian safety hot spot - Belt Rd. & McKinley  
Date: Friday, July 23, 2010 3:54 PM

Comments:

In your study, could you please look at Belt road between Morrison and McKinley? Vehicular traffic coming north on 41st st. uses this to avoid the light at the intersection of 41st, McKinley and Western. They often come through at high speed. However, it's almost an alley way and there often pedestrians, dogs and kids in it. It's very dangerous. I think it could benefit from a traffic speed bump.

---

From: Erik Heyer  
Sent: Friday, July 23, 2010 4:00 PM  
To: Smith, Dee (COUNCIL); Zvenyach, Vladlen David (Council)  
Subject: Constituent Services -- Erik Heyer #BL8KXLDE

I just found out about the "Livability" study and missed providing input on what I view is a key traffic safety issue in our neighborhood. I was wondering if you could look into this, or otherwise make sure it gets included in the study? Thanks! Erik Vehicular traffic coming north on 41st st. uses Belt road between Morrison and McKinley to avoid the light at the intersection of 41st, McKinley and Western. They often come through at high speed. However, Belt Rd in this section is basically an alley way and there are often pedestrians, dogs and kids in it. It's very dangerous. I think it could benefit from a traffic speed bump or some other way of discouraging drivers from using this as a high speed shortcut to avoid the traffic light.

## August 2010

From: BETH MARCUS

Sent: Thursday, August 05, 2010 1:33 PM

To: Sartin, Lanel (DDOT); Smith, Dee (COUNCIL); Burke, Patrick (MPD)

Cc: Carter, Mark (MPD); Cheh, Mary (COUNCIL); Klein, Gabe (DDOT); Chamberlin, Anna (DDOT)

Subject: RE: Ward Circle

Mr. Sartin, Ms. Smith, Mr. Carater, and Mr. Burke;

I sent an email to you more than two years ago expressing my concern that Ward Circle, through which I continue to travel several times a day, was an accident waiting to happen. At a minimum, I suggested that relatively inexpensive signs be put up so that it would be clearer that you cannot turn left from the Nebraska Avenue part of the circle.

I saved the emails because I felt that I was being dismissed and not taken seriously. At a minimum, how could this have been seriously considered when the DDOT representative spent only two hours during non rush hour in the middle of a summer day to see if there was a problem here, on a commuter route?

The reason I am writing to you now is that I see from the "Northwest Current" that DDOT, as part of an ongoing study, has determined that "Ward Circle...has emerged as one of Upper Northwest's biggest traffic trouble spots..." Further that "the agency is hoping short-term improvements to signage and pavement markings at the circle will cut down on driver confusion and accidents, according to Anna Chamberlin, manager of the Rock Creek West Livability Study..." The article specifically references the confusion among motorists "who often try to bear left to make a left turn. This contributes to Ward Circles 26 to 28 annual accidents in recent years....more than any other intersection in a study area that includes American University Park, Forest Hills, Friendship Heights, Tenleytown, and parts of Chevy Chase."

Two years later the conclusion appears to be just what I said in my email to you. You know the email that in my view none of you took seriously or respectfully. The email that had you actually acted upon, perhaps some or all of these 26 to 28 accidents would not have happened.

So regarding the Ward Circle issue and my so easily dismissed email, I would like an apology from all of you -- especially from the DDOT representative and from Mary Cheh's office.

And, since, hopefully, it is now obvious to you that I may actually know what I am talking about since I live in this area and drive these streets many times a day, may I raise another concern that maybe this time you will treat with more seriousness and respect?

DDOT, as I understand it, has allowed AU to have an exit from a parking lot to their new building located across from New Mexico Avenue so that cars will exit onto Nebraska Avenue.

Rather than being polite as I was in my email regarding Ward Circle, let me more direct.

## ARE YOU NUTS?

Has anyone driven on Nebraska Avenue, all times of day but especially during rush hour? Are you aware of the back-up on that road, especially at the Nebraska Avenue/New Mexico Avenue intersection? Can you please try to imagine what it is going to be like to have cars exiting from the AU parking garage?

Are you seriously going to allow this to happen? Please -- use some basic common sense!

And while I have your attention, are you aware that AU is proposing to build housing for 800 students on the south side of Nebraska Avenue. Can you please try to imagine what traffic is going to be like with these students, and their friends, going back and forth many times a day, as a student is likely to do -- go to their dorm and then to their classes multiple times a day -- and to do this they must cross Nebraska Avenue? If they were to build class room buildings, the back and forth traffic would be less but no, they plan to build housing for 800 students.

What position is the Ward 3 Council representative Mary Cheh and DDOT taking on this plan?

So in conclusion, here is what I am asking for:

1. An apology regarding what I considered to be a disrespectful dismissal of my 2008 email request.
2. Reconsideration of allowing AU to have a parking garage exit to Nebraska Avenue.
3. A serious study of likely impact of having 800 students plus friends crossing Nebraska Avenue multiple times each per day.
4. A quick response on all of the above.

Thank you

Sincerely  
Beth Marcus

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Name: Roshini Ponnampereuma  
Subject: 4 needs in ANC 3E  
Date: Monday, August 30, 2010 5:51 PM

### Comments:

There are four important intersections/blocks in ANC 3E which need traffic remediation:

- 1) Ward Circle - I know that improvements are in the works, but, in the meantime, there need to be more visible "no turn" signs on Nebraska Ave., in both directions. From the west, the "no turn" sign is not easy to see. It should be on the traffic light directly in front of one, not way over at the right side (which is easily overlooked).

2) Nebraska & Van Ness Avenue - there need to be left turn signals for Van Ness Ave., in both directions. There have been several near misses at this intersection.

3) One block near 46th St. & River Rd (4601 - 4615 River Rd., NW) - No parked cars should be allowed on this 4-house block. When cars park, River Road becomes a one-lane road and traffic backs up into 46th Street and blocks the intersection, creating a dangerous situation. When that happens, very few cars can get through the light at River and Western. Sometimes, traffic on 46th street has to wait for three lights before it can move. This does not depend on the time of day or day of the week - it occurs on weekends, too.

4) Fort Bayard Park - River Rd between 46th St. and Western Ave. - needs a sidewalk going west on River Rd. There is no sidewalk and families with children in strollers, as well as joggers, have to walk on River Road, against the traffic, creating a very dangerous situation on this major artery. It is too far for people to cross the road to the only sidewalk. Also, the slope of the walking path down from the park is very steep, with no sidewalk area to turn on and break the momentum of a child in a stroller, or a running toddler.

## September 2010

From: Sam Serebin

Sent: Wednesday, September 01, 2010 10:16 AM

To: Chamberlin, Anna (DDOT)

Cc: Newman, Andrew (Council); Dimtchev, Petar (DPW); Zvenyach, Vladlen David (Council); Jonathan Bender

Subject: Friendship Park - Pedestrian Safety

Anna,

Could you tell me who the appropriate person (and if you, great!) would be to discuss safety improvements around Friendship Park?

Van Ness Street, and 45th street, which many children cross to get to the park, are fairly busy and often used as cut throughs for commuter traffic. Additionally, we have quite the problem with speeding cars from a variety of users (commuters, AU students, etc.) and they often ignore the Stop signs that are posted.

Might this be a good place to put in raised crosswalks to act as both speed controls and clear signals that children are crossing? Improving the safety near this park (which is known by parents far and wide, and gets tremendous use) would seem an important goal.

Please let me know what can be done, and what I can do to help facilitate.

Thanks,

Sam Serebin

Commissioner ANC3E05

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From: Sam Serebin

Sent: Wednesday, September 08, 2010 5:21 PM

To: Chamberlin, Anna (DDOT)

Cc: Newman, Andrew (Council); Dimtchev, Petar (DPW); Zvenyach, Vladlen David (Council); Jonathan Bender; Juriga, Jessica; Saunders, Crystal

Subject: Re: Friendship Park - Pedestrian Safety

Anna,

Thanks so much for your attention to all thing livable in our neighborhood ;) curb extensions sound like a wonderful idea. I would suggest a few at the other intersections along van Ness (43 & 42) as well as painted crosswalks would be a good idea.

Thanks again,

Sam

From: Jane Solomon  
Sent: Friday, September 17, 2010 9:08 PM  
To: Jonathan Bender  
Cc: Chamberlin, Anna (DDOT)  
Subject: River Road livability

Jonathan,

As I drove out River Rd this morning, I was once again reminded of a condition that has been bugging me for years! The very short block between Garrison and Western has parking on the north side of the street. There are four houses on that block of River. And I'm sure they like being able to park in front of their houses. But any time there is a car parked there, it wreaks complete and utter havoc on outbound traffic through those two lights! The light at Garrison is very short. So if those cars can't proceed quickly to Western, only a few cars get through. If you get a car waiting to turn left at Western, cars have to move right up to the left turning car to get past the parked cars on the right, move back right and hopefully get through the light. This morning I sat through three red lights at Garrison and just made it through on the fourth. And this was at 9:45! I'd say three cars at most were able to get through on each light cycle.

Parking is restricted during evening rush, 4-6:30. But by 3pm, cars are routinely backed up to Fessenden. It's similar at various times of the day on Saturdays and Sundays. It's only four houses. They're right there at Garrison which is very quiet and has tons of parking.

This is a case where the convenience of a few makes the multitudes suffer. And it's not just about traffic flow, but very much about traffic safety and pedestrian safety as well. Many a car having waited too long will pull a u-turn right in the middle of River. And the situation practically begs people to run red lights. They've waited so long, they're frustrated, the road is wide open ahead of them and they just can't take it anymore, so red light be damned!

To me this is a no-brainer. No parking 7am-7pm, 7 days a week.

Whatcha think?

Jane

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From: Jane Solomon  
Sent: Friday, September 17, 2010 9:10 PM  
To: Jonathan Bender  
Cc: Chamberlin, Anna (DDOT)  
Subject: and...

And I forgot to mention that the cars coming onto River from 46th St. fill up the waiting space on the Garrison/Western block, so those cars need to clear when the Western light turns green before anyone waiting on River at Garrison can begin to move.

October 2010

From: Marlene Berlin  
Sent: Friday, October 01, 2010 9:51 AM  
To: Chamberlin, Anna (DDOT)  
Cc: 'Robin Schepper'; 'Jane Solomon'; Braschnewitz, Victor (MPD)  
Subject: Livability Study: Speeding on Davenport Between Nebraska and Connecticut Avenue

Anna,  
What the crash statistics don't take into consideration is that there is a new light at Davenport and Reno Road, put in the last school year. I would look at the Murch plan to see if speeding is mentioned on the street as a problem. There are high priority issues in the plan and I would make sure those are dealt with before tackling this issue if this is not a high priority issue. Jane, Robin, Victor please weigh in here.

The area of 36<sup>th</sup> Street and Fessenden is a great area to focus on for Murch. We spent quite a bit of time talking about this in the public meeting.

Marlene Berlin  
Pedestrian Initiative  
IONA Senior Services  
4100 block of Albemarle Street, NW  
Washington, DC 20016

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From: Mary O'Lone  
Sent: Tuesday, October 12, 2010 4:44 PM  
To: Chamberlin, Anna (DDOT)  
Cc: [not reported]  
Subject: Re: Rock Creek West II Study . . .when you willl choose . . .

Anna-  
What is the status of the traffic study? Have corners been studied yet? Thanks, Mary O'Lone

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From: Gina Mirigliano  
Sent: Wednesday, October 20, 2010 8:41 AM  
To: Chamberlin, Anna (DDOT)  
Subject: RE: 10/20/10 Rockcreek II Livability Study Meeting 10/20/10

Hi Anna.

Thank you for forwarding the link yesterday.

I'm hoping you can answer a few questions. What is the DDOT process for collecting feedback and



input from residents not able to attend the meeting tonight? Will minutes or notes from tonight's meeting be made available and how will we obtain tonight's meeting materials?

Thank you.  
Gina

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Name: tom whitley  
Subject: communication  
Date: Wednesday, October 20, 2010 11:13 AM

Comments:

I would like someone in your organization to call me. I have been active in the Planning Dept study run by Andrea Liamero. We are working on energy waste and renewables.. But I am also concerned about the failure of DC gov. to be concerned and restrained in allowing free enterprise to run amuck in our part of town. It is time to talk on our terms. Tom Whitley

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Name: Paul Hoffman  
Subject: RCW2  
Date: Wednesday, October 20, 2010 1:45 PM

Comments:

Anna,

Very good web site. Its easy to navigate. The 4MB survey issues map has trouble loading. Is there any way to make it smaller and faster with the same content?

Any way, good luck with 10/20 PIM.

Paul

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Name: jane doe  
Subject: exclusion of ward 4 solely for being ward 4  
Date: Wednesday, October 20, 2010 6:48 PM

Comments:

rock creek west is a weird name for a study that excludes those who really do border the western edge of the park.

I guess that's because we're now in Ward 4 and therefore don't count

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From: Carol Carmody  
Date: October 22, 2010 3:32:51 PM EDT  
To: Chamberlin, Anna (DDOT)  
Subject: Liveability study

Ms. Chamberlin,

We spoke briefly Wednesday night at the public meeting. I am forwarding to you more detailed comments about the safety and liveability issues on Van Ness.

I look forward to further discussion.

Thanks.  
Carol J. Carmody

*Attachment:*  
Ms. Chamberlin,

I enjoyed meeting you the other night at the neighborhood public meeting.

I can see that the study represents a good deal of thought and intelligent effort and I applaud the recommendations to improve the livability of our neighborhood.

I live at the corner of Van Ness and 46<sup>th</sup> Street, and have lived here since 1977. I have spent most of my career in transportation. I was Vice Chairman and member of the National Transportation Board for five years. I am very concerned over the increasingly heavy traffic which comes across Van Ness as a cut through between Massachusetts and Wisconsin. Let me say up front that the Maryland commuter traffic has been handled well by No Left Turn signs during rush hour on Massachusetts. What I am concerned about are two kinds of users that are unsafe and inappropriate for this street and that come through all day long.

The first group is trucks. LARGE trucks which travel at all hours of the day and night going both east and west on Van Ness between Wisconsin and Massachusetts. We see huge tractor trailer trucks; flatbed trucks with cars on them; beer and produce refrigeration trucks: you name it and they are there. Turtle Park is on Van Ness and 45<sup>th</sup>; it is filled with children and nannies and mothers every day; the pedestrian traffic is considerable. Cars park on both sides of Van Ness. Visibility is limited. Giant trucks don't belong on this street. They are a safety hazard. Further, the street was neither designed nor intended for this type of traffic. The noise and the wear are more than the street should bear.

Second are Reston Limousines. These "limousines" are practically the size of a metro bus (probably 4 seats smaller). They transport people back and forth all day to Fannie Mae on Wisconsin. They use Van Ness as a cut through. I have been in touch with Reston Limo's management since 2006 with mixed success. One COO was very cooperative and told his drivers to stay off; since he left, we have more limos. The issue is the same as the trucks: vehicles are too large, too numerous and not safe for this street. Van Ness has become an unofficial bus route, thanks to Reston Limo.

I think we need to discourage traffic from turning off Massachusetts onto Van Ness at any time. We also need signs banning trucks and vehicles of a certain size – like buses. I don't want to wait for an accident involving a pedestrian with a truck or a bus (Reston Limo) before we fix this. Thanks to Jeff

Merootian, we have been able to get "no truck" signs on Van Ness going from east to west. So far we have not been able to get similar signs from west to east, although I am working with him on it.

I would appreciate your consideration of ways to relieve the problems I have described. The traffic I have described has intensified several fold over the past several years – probably a combination of more traffic but also because of restrictions on other routes. I think the liveability study recommendations address a number of issues in and around River Road; it should not ignore what has become a huge liveability issue for the neighbors living on Van Ness – traffic pouring on and off Massachusetts Avenue into our neighborhood. Massachusetts, not Van Ness, is the arterial to handle this traffic.

I will be glad to discuss any of this with you. A number of my neighbors would also be pleased to continue the discussion, or to consider means to relieve these problems. Thank you.

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Name: Larry Williams

Subject: Reno Road

Date: Sunday, October 24, 2010 3:13 PM

Comments:

I would like to see a left turn signal at Reno Road and Van Ness St. coming from town. It is very hard to see on coming traffic due to the slope of the road beyond Van Ness. A left turn signal would be very helpful.

Sorry I missed your Oct. meeting, I had not heard about it.

Thanks

November 2010

From: Gina Mirigliano

Sent: Tuesday, November 02, 2010 1:05 PM

To: Chamberlin, Anna (DDOT)

Subject: RE: 10/20/10 Rockcreek II Livability Study Meeting 10/20/10

Dear Anna,

Thank you very much for forwarding the link to the documents from the most recent Rockcreek West Livability Study meeting. As you'll recall, I was not able to attend the meeting. After reviewing the documents posted at the link you provided, I have the following questions:

1. In reference to the slide entitled, Bicycle Boulevards:
  - a) What is a bicycle boulevard?
  - b) What was the criteria used to select which streets would be designated bicycle boulevards?
  - c) Four streets west of Wisconsin Avenue are designated "Bicycle Boulevards". Two of the streets, 44<sup>th</sup> Street and Yuma Street hold the local classification. Why were these streets selected, considering their local classification? For instance, 44<sup>th</sup> is a local street with a barrier island at the intersection of 44<sup>th</sup> and Harrison yet it is designated as a bicycle boulevard. If local streets meet the criteria, why is 44<sup>th</sup> selected over 45<sup>th</sup>, for example?
  - d) What specific actions will be taken to execute the recommendations for these streets to become "bicycle boulevards"?
  
2. In reference to the slide entitled, Local Street Recommendations, related to Garrison Street recommendations:
  - a) What specific actions will be taken to execute the recommendation "Gateway treatment at Wisconsin Avenue with raised crosswalk" (Recommendation 5)?
  - b) What specific actions will be taken to execute the recommendation "Intersection curb extensions" (Recommendation 6)?
  - c) What specific actions will be taken to execute the recommendation "Raised crosswalk" (Recommendation 7)?
  - d) At which specific intersections will each of recommendations 5 through 7 be enacted?
  
3. What steps is DDOT taking to ensure that Garrison Street residents' feedback, recommendations, and preferences are primary in the discussion about actions taken on Garrison Street?
  
4. In the Summary of Public Meeting #2, October 20, 2010, the following feedback is documented:
  - a) "During AM drop off hours at elementary school, consider making Davenport one-way westbound and Ellicott one-way eastbound to improve circulation of drop offs." GDS high school is located between Ellicott and Davenport at 42<sup>nd</sup> Street. Is this the school referred to in this recommendation?
  - b) If the above recommendation were enacted, how would traffic leaving the school proceed? It seems the only option would be through the Safeway parking lot. What is the likelihood of this becoming a recommendation?

c) "Sharrows on River Road are a good idea" What is a sharrow? What is the likelihood of this becoming a recommendation?

As mentioned in a previous email, I've owned my home on Garrison Street NW for over 20 years and the answers to these questions are very important to me and my family. I look forward to hearing from you.

Sincerely,  
Gina Mirigliano

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Name: Mary O'Lone  
Subject: 43rd & River Road  
Date: Thursday, November 4, 2010 5:05 PM

Comments:

The comment that I made at the public meeting was not recorded accurately. I urge you to implement a right turn prohibition for the turn from River Road onto 43rd Street for ALL of the morning rush hour period which is 6:00 am until 10:00 am weekdays (not 6 am to 8 am). The cut through traffic from mostly Maryland commuters is extremely heavy and a danger to all pedestrians, particularly parents and children walking to our many local schools (which is mostly between 8 am and 9:30 am).

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Name: stefan fatsis  
Subject: Rock Creek West study  
Date: Thursday, November 4, 2010 7:05 PM

Comments:

Hi Anna,

I live at 47th and Chesapeake NW and am a Janney Elementary parent.

Like many parents, I'm very concerned about mostly Maryland commuters cutting through the area around Janney during the morning rush. The traffic is extremely heavy, often law-breaking -- speeding, rolling through or ignoring stop signs -- and poses a daily danger to children and parents.

I urge you to implement a right turn prohibition from River Road onto 43rd Street from 6 a.m. until 10 a.m. weekdays. I see in the study a proposal to make 45th Street one-way heading into River Road. I totally support this. But action there and on 43rd Street leaves one opening for River Road drivers to cut through the neighborhood. So I would also urge you to please consider implementing a right-turn prohibition from River onto 44th Street from 6 a.m. to 10 a.m. on weekdays as well.

Many thanks,

Stefan Fatsis

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Name: Erica Perl  
Subject: 43rd St NW  
Date: Thursday, November 4, 2010 10:59 PM

Comments:

I urge you to implement a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period which is 6:00 am until 10:00 am weekdays. The cut through traffic from mostly Maryland commuters is extremely heavy and a danger to all pedestrians, particularly parents and children walking to our many local schools.

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Name: Dale Hamilton  
Subject: River Road morning traffic onto 43rd Street  
Date: Friday, November 5, 2010 2:42 AM

Comments:

I urge you to implement a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period which is 6:00 am until 10:00 am weekdays and not from 6:00 am until 8:00 am. The cut through traffic from mostly Maryland commuters is extremely heavy and a danger to all pedestrians, particularly parents and children walking to our many local schools.

---

Name: Gwendolyn Bradley  
Subject: traffic calming 43rd St  
Date: Friday, November 5, 2010 8:05 AM

Comments:

I urge you to either make 43rd one-way northbound as your documents suggest, OR implement a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period which is 6:00 am until 10:00 am weekdays. The morning traffic is out of control with frequent speeding unsafe for all pedestrians and especially school children.

I also urge you to better publicize any further meetings. I heard about the Oct 20 one only the day of-- too late for me to change plans. I did not see notices posted in the neighborhood or on any of the neighborhood list serves.

---

Name: Gretchen Cheney  
Subject: River Rd & 43rd St morning traffic  
Date: Friday, November 5, 2010 9:48 AM

Comments:

I urge you to implement a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period which is 6:00 am until 10:00 am weekdays. The cut through traffic from mostly Maryland commuters is extremely heavy and a danger to all pedestrians, particularly parents

and children walking to our many local schools. I walk my kids to Janney Elementary across this intersection every morning between 8:30 and 9:00 am. Thank you.

---

Name: Lisa Wackler

Subject: right turn prohibition onto 43rd St. during morning rush

Date: Friday, November 5, 2010 10:38 AM

Comments:

I urge you to implement a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period which is 6:00 am until 10:00 am weekdays. The cut through traffic from mostly Maryland commuters is extremely heavy and a danger to all pedestrians, particularly parents and children walking to our many local schools.

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Name: Marcello Muzzatti

Subject: 4600 43rd St. NW

Date: Friday, November 5, 2010 11:22 AM

Comments:

Hello,

I am a retired MPD Officer and I am constantly out on my corner telling folks to stop for the Stop sign. All that is needed is to make a "No Right Turn" from River Road to 43rd St. NW and a "Do Not Enter" sign on 43rd St. NW at Chesapeake St. NW for morning rush hour.

Please do not make 43rd St. One Way since this will inconvenience us not you!

Thank you,  
Marcello

---

Name: Lauren Howard

Subject: Deadline for Comments

Date: Friday, November 5, 2010 1:17 PM

Comments:

I'd appreciate knowing the deadline for public comments on the draft recommendations.

Please make sure you make the deadline extremely clear in all your communications. Otherwise, affected parties might inadvertently miss the opportunity to make their views known.

---

Name: James Phippard  
Subject: Transportation Livability  
Date: Friday, November 5, 2010 5:45 PM

Comments:

My main concern in driving is tailgating. But I don't know that there is anything that traffic planners can do about this. It is a matter for enforcement, and I don't get the sense that the police care much about it. I am subjected to much more tailgating than I am to speeders, yet I believe there are very few tickets for tailgating.

We are in the 4800 block of Albemarle, which seems to be a favorite thoroughfare for Maryland drivers (and many from DC as well) who are rushing home. I would be very much in favor of whatever traffic calming measures you can design. Those who oppose traffic calming seem to be the loudest, but I don't believe they are in the majority.

The middle of the road signs giving pedestrians the right of way are very valuable. They work well where people are educated to observe them. 46th St. is a main thoroughfare and would be an appropriate location for some of these signs. I walk several times a week, and traffic is always a concern at the crosswalks.

Thanks for the work you are doing.  
Jim Phippard

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Name: Valerie Alten  
Subject: 43rd St NW  
Date: Saturday, November 6, 2010 3:41 PM

Comments:

I urge you to implement a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period which is 6:00 am until 10:00 am weekdays. The cut through traffic from mostly Maryland commuters is extremely heavy and a danger to all pedestrians, particularly parents and children walking to our many local schools.

---

Name: Fataima Warner  
Subject: 43rd Street Traffic  
Date: Saturday, November 6, 2010 11:06 PM

Comments:

I walk to Janney Elementary School with many others from the AU Park Neighborhood, and the heavy traffic on 43rd Street is a danger to the parents and children who do so. Morning commuters are not exercising the type of caution they should during this critical "walk to school" window, and I've seen numerous near miss incidents, in which children as well as parents were put in danger. I urge you to implement a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period, which is 6:00 am until 10:00 am weekdays. At the very least, the prohibition should run until 9 a.m., to give all children ample time to reach school safely before the start of the DCPS school day. A prohibition until 8 a.m. will not address the safety concern, as large numbers of children walk to

school between 8 a.m. and 9 a.m. (Please be aware that many children arrive significantly earlier, as they have activities preceding the start of the school day, such as band practice/safety patrol). Feel free to contact me for further information. Sincerely, Fataima Warner

---

Name: Susan Baer

Subject: 45th Street NW ONE WAY

Date: Sunday, November 7, 2010 9:03 PM

Comments:

I see that DDOT is considering making 45th Street between Western Avenue and River Road ONE WAY. We live on 45th Street between Harrison & Garrison. We like the idea of having a one way street to stop the cut through traffic coming from River Road. Hopefully we will have less reckless drivers coming through our neighborhood filled with little children and elderly. I hope we will be able to turn left on to Fessenden from 45th.

I would also like to have a safe way to make a left on to Western Avenue from Harrison or 45th Street. Thank you!

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Name: Dale Hamilton

Subject: River Road and 43rd Street NW

Date: Monday, November 8, 2010 5:57 PM

Comments:

I urge you to implement a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period which is 6:00 am until 10:00 am weekdays and not 6:00 am until 8:00 am. The cut through traffic from mostly Maryland commuters is extremely heavy and a danger to all pedestrians, particularly parents and children walking to our many local schools.

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Name: Jane Malhotra

Subject: RCW2 feedback

Date: Tuesday, November 9, 2010 8:20 AM

Comments:

- Fort Drive at the entrance of Wilson is a redundant piece of road and creates a confusing and dangerous intersection for both vehicles and the many young pedestrians there. I would suggest creating instead a bricked plaza there as a community gathering space for small events such as farmers markets or craft fairs.

- The alley drive off Wis. Ave into the Whole Foods parking garage opposite the Best Buy is a VERY dangerous situation for pedestrians – cars are given a left turn signal into the alley off of Wis Ave but there is no a “Do not walk” signal for pedestrians. Esp. for young pedestrians who view this as only a sidewalk (without the experience of being a driver and knowing they have a left-turn signal), this is hazardous and probably not even legal to have it signed this way.

- Traffic along 42nd Street is too fast and needs calming. If Wis. Ave were not so congested, it might not be such an appealing cut-through. Wis. Ave would flow better if parking and stopping were restricted during both rush hours in both directions, and if there were left turn lanes for traffic flowing both ways onto Van Ness.

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Name: Craig Hoogstra  
Subject: 43rd street driving  
Date: Tuesday, November 9, 2010 8:36 AM

Comments:  
I support no turns from River to 42nd during rush hour.

Also, please consider school and commuter pedestrian traffic crossing 42nd at Alton place. Car traffic on 42nd coming from Yuma St., NW comes over a slight rise and, with cars parked on both sides of 42nd between Yuma and Alton Place, makes it difficult for cars and pedestrians to see one another at the Alton/42nd intersection.

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Name: Christine Wallace  
Subject: 43rd Street Right Turn Prohibition  
Date Tuesday, November 9, 2010 2:16 PM

Comments:  
I urge you to implement a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period which is 6:00 am until 10:00 am weekdays. The cut through traffic from mostly Maryland commuters is extremely heavy and a danger to all pedestrians, particularly parents and children walking to our many local schools.

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Name: Steve Aaron  
Subject: 45th Street NW to be one-way  
Date: Thursday, November 11, 2010 7:51 PM

Comments:  
I would like to comment on the proposal to change 45th Street NW to be a one-way street towards River Rd. I am a long-time resident & home-owner on 45th Street (between Garrison and Harrison Streets). I strongly support this proposal. 45th Street seems to be used by many commuters as a cut-thru street to go from River to Western, or to skip congestion on River by cutting thru from River & 45th to Garrison & River. There are many young children who live on 45th Street, and the cut-thru traffic is a great safety concern for parents who live on 45th St, as people continually drive very fast, and run the stop signs all along 45th Street. Again, I strongly support this proposal. Sooner the better. Thanks.

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Name: Lauren Howard  
Subject: Chevy Chase Circle Recommendations  
Date: Saturday, November 13, 2010 1:15 PM

Comments:

The draft recommendations suggest that north-south traffic entering Chevy Chase Circle should have the right-of-way (contrary to the existing policy of forcing such traffic to yield to traffic in the Circle). While I understand the rationale behind this recommendation, I am concerned about the ability of drivers in the Circle to find a pause in that traffic flow to exit the Circle (especially during rush hour). For example, I often make a right turn from East-West Highway onto Connecticut, enter the Circle (from the north), go three-quarters of the way around the Circle and exit going east on Patterson. If there's no "decent" break in the traffic going north on Conn., it will be exceedingly difficult for me to cross this stream of traffic. Please take these comments into account when planning the change in the "right-of-way" policy for this intersection. Thanks.

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Name: Steve Strauss  
Subject: Livability Study  
Date: Wednesday, November 17, 2010 3:20 PM

Comments:

1. Signals at Wisdom Place and Connecticut should be activated only by traffic on Wisdom Place or by pedestrian request at call button.
  2. Call buttons at Wisdom Place and Conn. Ave. don't seem to affect the traffic light cycle in any way.
  3. Signal timing between Yuma St. and Van Ness along Connecticut Ave. is not synchronized at all or in any way. This wastes energy and increases travel times.
  4. Do we need Grant Road open at the intersection with Nebraska, Albermarle and 39th Street? This intersection could use simplification with the focus on Nebraska and Albermarle.
  5. Hope there will be some bus related recommendations in the final report.
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Name: Terry Hopkins  
Subject: River Rd and 42nd Street  
Date: Thursday, November 18, 2010 8:49 AM

Comments:

I live on the 420 block of River Road, which means that River Road is in front of my house and 42nd Street is behind it. Both of these roads have become major routes for large and small trucks. The trucks begin traveling on the two roads around 4 am and continue until around 11 pm. This is a residential area, but feels like Route 95 much of the time because of the speed, size, and noise of the trucks. They, for example, are huge delivery trucks for the two area supermarkets, heavy dump trucks

going back and forth on River Rd, moving vans, etc. Trucks of these sizes should not be allowed on residential streets, even main ones like River Road.

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From: Gina Mirigliano

Sent: Thursday, November 18, 2010 10:24 AM

To: Chamberlin, Anna (DDOT)

Subject: RE: 10/20/10 Rockcreek II Livability Study Meeting 10/20/10

Dear Anna,

I located the document entitled Summary of Draft Recommendations on the Rockcreek II Livability Study website which you referred to in your earlier email and have had a little more time to investigate the website information. I have a few questions which I'm hoping you can answer:

1. A recommendation to change 45th Street NW to one-way traffic bound for River Road is made. Where will the one-way designation initiate and terminate?
2. A recommendation to eliminate west-bound traffic on Fessenden Street NW is made. Where will the prohibition of west-bound traffic initiate and terminate?
3. A recommendation to 'restrict parking during PM rush periods' is made for 'River Road & Western Ave'. On which street(s), block(s), and sides of streets, are parking restrictions recommended? The map entitled Arterial Street Recommendations includes the statement that 'turn lane space' will be added in this location. What is the specific location and direction of the recommended turn lane? Will the signal be modified to include an arrow for a turn lane?
4. What specific "Gateway Treatment" is recommended for Wisconsin Avenue/Garrison Street NW? Will actions be taken on both the east and west sides of Wisconsin? Is Garrison involved in the 'Gateway Treatment'?
5. The RCW2 Schedule information includes an entry for Field Visits and Data Collection during June to September 2010. What were the locations of the field visits and on what date did they occur? What data was collected during the field visits?

I also wanted to let you know that I identified a few errors in the posted documentation which I hope will be corrected:

1. Clicking on the following links on the Public Meetings page results in errors:
  - o RCW2 Public Meeting 2 Handout
  - o What is Traffic Calming 1
  - o What is Traffic Calming 2
2. The map entitled Bicycle and Pedestrian Facilities incorrectly depicts the 4300 block of Harrison Street NW as having sidewalks on the south side of the street in locations where sidewalks do not exist.

Thank you. I look forward to hearing from you.

Gina

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Name: Mary O'Lone  
Subject: 43rd & River Road  
Date: Thursday, November 18, 2010 5:20 PM

Comments:

I am glad to see DDOT agrees that cut through traffic, especially morning commuter traffic, on 43rd St. needs to be eliminated. However, the Nov. 8th Summary of Draft Recommendations chart does not provide any explanation of why morning rush hour turn restrictions at River Road and 43rd St. (as suggested by community residents) is not appropriate to control commuter cut through traffic. It is unclear why the drastic measure of turning 43rd Street into a one-way street is necessary. In the absence of a convincing explanation of why one way is preferred over a turn restriction, I support turn restrictions at 43rd & River Road, not a one-way street.

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Name: Betty Ballester  
Subject: 43rd St and River Rd.  
Date: Thursday, November 18, 2010 5:58 PM

Comments:

Please do not make 43rd Street one way to River Road. It needs to be "no entrance from River to 43rd from 6 a.m. to 9 a.m." That would stop the traffic that threatens the children who walk to school. I have noticed that one way roads become speed magnets and do not wish that in this completely residential neighborhood.

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Name: Marcello N. Muzzatti  
Subject: 43rd Street NW  
Date: Thursday, November 18, 2010 7:38 PM

Comments:

I don't know who came up with the idea of having 43rd Street NW one way northbound but that is not the solution. I have lived in this neighborhood since 1966 and only recently with the traffic from Maryland letting the kids come to school in DC has this allowed to happen. All that is needed is that at River Road and 43rd St a no right turn during rush hour and then at 43rd Street and Chesapeake St a Do Not Enter during rush hours.

I don't understand why the neighborhood needs to be put out and be disrupted only because drivers from Maryland do not respect our neighborhood.

As a retired police officer of 29 years in this city I make it my point to tell the drivers when they have run a stop sign or other violations. Please understand that what is needed is the simple fix above and a little more enforcement from the local police officers and a point can and will be made to the Maryland drivers.

I thank you for your time and encourage all my neighbors to write to you also and feel free to forward my remarks to DOT or any other agency that thinks they know what we need.

--

Marcello Muzzatti

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Name: Paul Hurst

Subject: 43rd Street NW One Way

Date: Thursday, November 18, 2010 7:48 PM

Comments:

I live at 43rd and Yuma, and agree that the "cut through" commuter traffic on 43rd Street from River Road needs to be addressed during the morning rush hour. However, I disagree with the recommendation to make 43rd Street one-way 24/7. I haven't seen a convincing explanation for this drastic change.

Instead, as a resident of 43rd Street, I believe that the "cut through" morning rush hour traffic along 43rd Street is best addressed by implementing a right turn prohibition for the turn from River Road onto 43rd Street for the morning rush hour period from 6:00 am to 10:00 am weekdays

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Name: Joshua Rosenthal

Subject: Comment On rock creek west livability study

Date: Thursday, November 18, 2010 10:53 PM

Comments:

I support the recommendation to make 43rd at nw between river and at least Albemarle Rd a one way street (north only) to cut back on the very dangerous cut through traffic. While I understand that some are protesting the 24/7 nature of this recommendation I do not object. At least on my block the street is too narrow to support two way traffic even at modest speeds unless you make one side no parking. I have replaced four (4) driver's side mirrors in ten years and had to completely redo the side of my car once because of cars and trucks trying to pass each other going opposite directions on this narrow street during non rush hours.

Josh Rosenthal

4600 block of 43rd St NW btwn Chesapeake and Brandywine

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From: Cathy Wiss

Sent: Friday, November 19, 2010 10:21 AM

To: Chamberlin, Anna (DDOT)

Subject: Comment on recommendation for 40th St & Albemarle St.

Anna,

I STRONGLY DISAGREE that the U-turn break in the median between 40th Street and Fort Drive should be closed. Many people need to be able to make this U-turn, and the break in the median

makes it safer. The Whole Foods parking lot and both ends of the alley feed into that one-way block of 40th Street. Unlike a normal street, where drivers would have a choice of going south or north, all of them are forced to go south. Without the U-turn capability protected by the median, they would simply make a U-turn in the very complicated intersection at Albemarle Street or drive up 40th Street the wrong way. (Driving the wrong way is quite common on nearby 39th Street, which is one-way northbound. Even the police do it.) The number of accidents would multiply several fold.

I'm not sure what the purpose of relocating the AU bus stop is. I suggested it if the streets were reconfigured to bring 40th Street in line with southbound Fort Drive, but that does not seem to be under consideration any more. Putting the bus stop on Fort Drive would mean that dozens of students coming off the Metro would be walking/running in front of cars. This would add to driver confusion and expose them to a risk they do not have now.

Are you thinking of relocating the bus stop to 40th Street in front of Whole Foods? You would have to balance the benefit of removing it from the intersection with Albemarle Street and the disadvantages of having a substantial number of people walking across (and through) traffic exiting the alley and the Whole Foods parking garage. As for drivers, right now it's difficult to see oncoming traffic through the parked cars when leaving the parking garage. It might be more difficult to see through a parked bus unless it is a substantial distance from the driveway.

Has anyone analyzed why the accidents occur?

Thank you,  
Cathy Wiss  
Commissioner, ANC 3F06

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Name: Scott Cheney  
Subject: River Rd & 43rd St morning traffic  
Date: Friday, November 19, 2010 2:52 PM

Comments:

I am glad to see DDOT agrees that cut through traffic, especially morning commuter traffic, on 43rd St. needs to be eliminated. I SUPPORT turn restrictions at 43rd & River Road.

I DO NOT however support turning 43rd into a one-way street. This will have larger implications for the surrounding streets and is not necessary as the morning commuter traffic is the only problem. Thank you for taking this into consideration.

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Name: Gretchen Cheney  
Subject: River Rd & 43rd St morning traffic  
Date: Friday, November 19, 2010 2:53 PM

Comments:

I support turn restrictions at River Rd & 43rd St to address the problem of speeding morning commuter traffic cutting through the neighborhood.

I do not support making 43rd a one way street. This is too drastic and will cause different problems for local residents.

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From: Matthew Nicholson Beer  
Sent: Saturday, November 20, 2010 9:44 AM  
To: Jon Bender  
Subject: Crosswalk at Warren and 42nd Street

Hi Jon,

We met at the last Janney Dad's gathering. I am not going to make it to the Nov 29 traffic meeting. However, I do have an item I've been meeting to bring up for some time. Detailed picture is below. A few years ago DDOT installed sidewalks along 42nd Street, which had been pretty unwalkable before that. Big improvement! My wife and I walk our two kids to Janney every school morning along this route. However, DDOT made a pretty big mistake. The crosswalk at Warren was installed in the wrong place. Crossing from east to west (see picture) is a dangerous proposition. You can't see around the curve to the left (toward Van Ness). Cars have picked up a fair amount of steam by this point and are often going 35 to 40 mph here.

WE NEVER USE THE CROSSWALK WHEN GOING THIS DIRECTION. We cross, with our kids, further north on 42nd where we have full visibility both ways.

I am sure the homeowners on the NW portion of the picture wouldn't be to happy about 2 curb cuts and crosswalks on what they think of as their yard. And they have recently added a rail fence right there, presumably to stop cutters like us. But, it would be the right thing to do.

There is also another badly placed cross-walk at Mass Ave and 46th. I can draw a picture of that one too, if anyone is interested.

Thanks for your time,

--

Matthew Nicholson Beer  
4400 block of Springdale St. NW  
Washington, DC 20016



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Name: Martha Weiss

Subject: River and 43rd St.

Date: Monday, November 22, 2010 2:28 PM

Comments:

I am writing with regard to the high volume of cut-through traffic onto 43rd St. from River Rd., especially in the mornings. I live in the first block of 43rd off River, and the fast and continuous morning cut-through traffic is a major safety concern, w/ all of the kids walking along 43rd st. up to out local public and private schools (not to mention our 3 smashed rear-view mirrors). I see that DDOT proposes turning 43rd Street into a one-way street. I believe that a turn restriction from 6:30 to 10, perhaps in conjunction with SPEED BUMPS, would be a better solution to calm the traffic. In my experience people tend to speed even more along one way streets - so that we could end up with a serious volume of speeding one-way traffic cutting through from Nebraska back to River in the afternoon as Maryland commuters head home. We have many pedestrians on 43rd st, including kids walking home from Deal, Wilson, and Janney, as well as shoppers coming and going to Safeway - and an increase in fast afternoon traffic is not safe. Speed bumps would help to calm afternoon traffic. In addition, the proposed bike lane does not seem justified, as few people ride that route.

Thank you,  
Martha Weiss

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From: Paul Fekete

Date: November 23, 2010 9:05:37 PM EST

To: Cheh, Mary (COUNCIL)

Cc: Gray, Vincent (COUNCIL), Klein, Gabe (DDOT), LeBlanc, Karyn (DDOT), Chamberlin, Anna (DDOT)

Subject: Rock Creek West II Livability Study Recommendation

Reply-To: [not reported]

November 24, 2010

Councilmember Mary Cheh

1350 Pennsylvania Avenue, Suite 108, NW

Washington, DC 20004

Dear Councilmember Cheh,

In July 2007, you stood next to me and DDOT's Director of Communications, Karyn LeBlanc at the corner of River Road, Fessenden and 45<sup>th</sup> Streets, NW to witness the removal of a barrier on River Road that had been erected in 2004. You were there, I believe, to see the final resolution of an issue that had become a contentious matter in the neighborhood, consuming untold amounts of the time and energy of citizens and city officials alike.

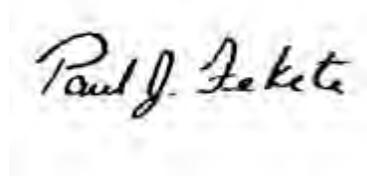
The ostensible reason for the erection of the barrier, as you will recall, had been allegations by some residents that the intersection was unusually unsafe, something that was later demonstrated to be unsubstantiated. I and other neighborhood residents organized to oppose the barrier on the basis that the barrier wasn't necessary, and more importantly, simply shifted traffic from Fessenden Street (designated by DDOT as a collector street) to Ellicott and others in the immediate neighborhood (all designated as local streets).

It took 3 years, from 2004 to 2007, to reverse DDOT's ill-advised action. Now, three years later, under the auspices of DDOT's *Rock Creek West II Livability Study*, proposals for "calming" traffic at this intersection are once again being offered without any regard to the lessons learned from the divisive history of this issue. DDOT is once again proposing to reconfigure the same intersection, making Fessenden one way eastbound and reducing the capacity of this collector street to serve its intended function of allowing traffic to move efficiently between Connecticut Avenue to the east and River Road to the west. (Paradoxically, DDOT, on the study website ([www.rockcreekwest2livability.com](http://www.rockcreekwest2livability.com)) reaffirms Fessenden's historical role as a collector street.)

While the Livability Study has many reasonable recommendations, the acceptance of this specific proposal will again serve to shift traffic away from a collector street and onto other local streets. It is understandable why residents of one street would be supportive of proposals to re-route traffic flows away from their own streets and onto adjacent ones. But why is DDOT making such recommendations—undermining its own hierarchy of street designations, shifting traffic onto local streets and creating new safety concerns, and further constraining efficient traffic flows?

All residents want safe streets, minimal traffic congestion, and a livable neighborhood. But the way to achieve that goal is not simply to transfer the burden of traffic from one set of residents to another. We live in an urban neighborhood and need to share both the benefits and burdens. Sadly, DDOT's current proposal for this intersection will serve to reward some residents while unjustifiably burdening others. On this issue, the past provides clear guidance—DDOT should stop setting neighbor against neighbor through its traffic shifting suggestions and bear in mind the need for approaches that are fair to the entire neighborhood. I ask you to review this matter and in light of past experience, oppose the adoption of this proposal by DDOT. I look forward to hearing from you.

Thank you.



Paul Fekete

Cc:

Mayor Elect Vincent Gray  
Gabe Klein, DDOT Director  
Karyn LeBlanc, DDOT Director of Communications  
Anna Chamberlin, DDOT

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From: Mary O'Lone  
Sent: Monday, November 29, 2010 12:00 AM  
To: Chamberlin, Anna (DDOT)  
Cc: Betty Ballester; Jonathan Bender  
Subject: Some thoughts for meeting at Janney

Anna-

I had hoped to send these earlier, but Thanksgiving & work sucked all the excess time out of my schedule. I just wanted to give you a heads up about the kinds of issues that I and some of my neighbors on 43rd Street would be interested in discussing tomorrow night. Since I am not familiar with the deliberative process that happened or the results of the traffic audit that fed into the draft proposals, I didn't know whether you would have the information at your finger tips tomorrow night -- so I thought it was best to let you know what some of us have been talking about.

As you would guess, most have to do with the proposal to turn 43rd Street to one-way.

Why one-way versus limited entry during morning rush hour?

I am thinking that to make the street one-way 24/7 there must be some evidence that traffic is unduly heavy at times other than morning rush hour (which was a concern raised by comments from residents in the neighborhood). What are the criteria used to determine when a street should be one-way versus a restricted access during rush hour? When did the contractors count traffic -- during morning rush hour, weekday non-rush hour, during evening rush hour, weekends? What were the results of the traffic count for 43rd & River Road? Will you please bring a couple of copies of that part of the contractor's report with you so we can understand what they saw and when?

It seems like DCDOT is proposing a commuter bike path from the border at River & Western to Connecticut Ave. & back. I think making roads more bike friendly is great. It is clear that the path isn't designed to be used by children or families going out for an afternoon ride, I know I wouldn't let my child ride on any of the streets where the sharrows are proposed, they are too busy. (You will likely be asked to explain or show the difference between a bike sharrow and a bike lane.)

Why can't 42nd Street have a 2 way bike sharrow like the other collector roads in the study? It is more of a commuter route than 43rd Street. Why is the bike traffic diverted to 43rd St.?

Also, if traffic cannot turn right during the morning rush hour onto 42nd St. as proposed, will that apply to bikes as well? If so, then the southbound bike sharrow on 42nd won't get much use.

Why is 43rd only getting a north bound bike lane, not a bike sharrow? I am skeptical that a painted bike symbol (or even a sharrow) will really slow traffic, what have studies shown? Some neighbors have expressed concern that in addition to cars flying between stop signs, now we will have bikes to dodge as well. Some neighbors have suggested speed bumps, were those discussed and why were they not proposed to slow the traffic?

I see there are raised crosswalks proposed for 43rd & Yuma and 43rd & Albemarle -- what about a raised crosswalk at 43rd & Brandywine? Will the raised crosswalk at Albemarle be on the northern side -- I am guessing that is where it would go if DCDOT goes forward with the one-way designation. Putting it on the southern side would not slow down traffic entering the stretch of 43rd between Albemarle & Brandywine.

Why not a raised crosswalk at 43rd & Alton -- where there is no stop sign on 43rd Street? Traffic flies from 43rd & Yuma to 43rd & Albemarle and it is often hard to see oncoming traffic when you are in a car at 43rd & Alton. It is particularly hard when you are looking toward Yuma because of the slight incline & parked cars. Pedestrians crossing 43rd Street to get to Janney and the metro have a particularly difficult time at that intersection. That will be lessened by either the rush hour restriction or one-way designation -- but even with the one way designation, traffic from Yuma should be slowed down in some way at that intersection.

The upshot is that some of us who live on 43rd are concerned about the increase in speed that a one-way designation brings. Also, understandably, that we will be inconvenienced by the one-way 24/7 designation. I am happy to live with the inconvenience, if I believe that one-way 24/7 is necessary to solve a traffic issue that has been documented as occurring 24/7 or that cannot be solved by making 43rd essentially one-way during the morning commuting hours.

Thanks & see you tomorrow night, Mary O'Lone

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From: Gina Mirigliano  
Sent: Sunday, November 28, 2010 10:53 AM  
To: Chamberlin, Anna (DDOT)  
Subject: Re: FW: 10/20/10 Rockcreek II Livability Study Meeting 10/20/10

Hi Anna,

In our phone conversation on 11/19/10, you requested that I document the comments I made during our discussion regarding the Rock Creek West II Livability Study Draft Recommendations. Below please find written comments on the Draft Recommendations for the area bounded by Western Avenue, River Road, and Wisconsin Avenue. Please forward these comments for consideration by DDOT personnel and contractors involved in the study recommendations prior to the meeting scheduled for Monday 11/29/10. I've also provided the comments as an attachment.



recommendation to change Fessenden Street operations. Rather than “allow for some amount of through traffic on side streets” as asserted in the DDOT Summary of Draft Recommendations, this change will result in a dramatic increase in commuter and cut through traffic, and safety issues, on our local neighborhood streets and will reverse gains in safety achieved from the River Road Barrier discussions. A total of 12 public comments resulting from an on-line survey (All-Concerns-by-Location.xls) about the intersection of Fessenden/45th/River cannot be permitted to drive safety and volume issues into our neighborhood, especially considering that no accidents were reported at the intersection over a 2 year period and no circulation data was considered.

2. A recommendation to restrict parking during PM rush periods on River Road between Garrison and Western is made by DDOT (Summary of Draft Recommendations, River Rd Corridor, River Rd & Western Ave). Parking is already restricted on this block from 4 to 6:30 PM Monday through Friday. Signage is in place. Does the recommendation extend these hours or otherwise change the current restriction?

3. A recommendation for a dedicated right turn lane on northbound River Road onto Western Avenue is made for the block between Garrison and Western. The width of the road only permits two lanes of traffic. During PM rush, the largest percentage of traffic continues northbound on River into Maryland, not seeking Western. During AM rush, little River Road northbound traffic seeks Western. What is the evidence that a dedicated turn lane onto Western is needed or desirable? How will this affect northbound River traffic? How will this affect pedestrian crossings at this intersection? Will the signal at this intersection be changed to include a right turn arrow?

4. Will the removal of any on-street parking result from installation of curb extensions at the intersections of Garrison/44<sup>th</sup> and Garrison/Wisconsin? Have enforcement options been considered as a first effort in calming speeding? Have the storm drains at these intersections been considered?

5. A recommendation is made for “Gateway Treatment” at the intersection of Garrison/Wisconsin:

- What specific “Gateway Treatment” is recommended for Wisconsin Avenue/Garrison Street NW?
- Will actions be taken on both the east and west sides of Wisconsin?
- Is Garrison involved in the ‘Gateway Treatment’?

6. Four streets west of Wisconsin Avenue are designated “Bicycle Boulevards”. Two of the streets, 44th Street and Yuma Street hold the local classification. Additionally, 44th St. has a median barrier at the intersection of 44th and Harrison.

- Why was 44th streets selected, in light of its classification as local?
- If local streets meet the criteria, why is 44th selected over 45th, for example, which has no median barrier?
- If low volume is a criteria for selection (A. Chamberlin email, 11/8/10), why are collector streets such as 46<sup>th</sup> and Jenifer selected?
- Will designation as a “Bicycle Boulevard” drive more bicycle traffic onto 44<sup>th</sup> St.?

7. In the Summary of Public Meeting #2, October 20, 2010, the following feedback is documented: “During AM drop off hours at elementary school, consider making Davenport one-way westbound and Ellicott one-way eastbound to improve circulation of drop offs.” GDS high school is located between Ellicott and Davenport at 42nd Street. Is this the school referred to in this recommendation? If the above recommendation were enacted, how would traffic leaving the school proceed? It seems the only option would be through the Safeway parking lot.

8. The map entitled Bicycle and Pedestrian Facilities incorrectly depicts the 4300 block of Harrison Street as having sidewalks on the south side of the street in locations where sidewalks do not exist.

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From: Gina Mirigliano

Sent: Sunday, November 28, 2010 10:33 AM

To: Chamberlin, Anna (DDOT)

Subject: Re: FW: 10/20/10 Rockcreek II Livability Study Meeting 10/20/10

Dear Anna,

Thanks very much for forwarding these answers to my earlier questions. Can you please tell me what the purpose of a "windshield survey scan" is and the data it produced? Also, at what time of day on Thursday 10/7/10 did the traffic count at Fessenden/45th/River occur and what was the result?

Thank you.

Gina

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Name: Amy

Subject: Fessenden and river rd support making Fessenden one way

Date: Monday, November 29, 2010 4:15 PM

Comments:

Strongly support the recommendations for Fessenden st and river road. Cut through traffic is a big problem and it is particularly concerning now that Many Stoddert teams use the park for soccer practice 5 days a week in the spring and fall afternoons. Making Fessenden one way will greatly improve safety. I understand residents of Ellicott st may not like this recommendation as it might increase traffic on their street, but I would note they do not have a park heavily trafficked by young children to worry about and this will greatly improve safety for the many families in the neighborhood who frequent the park weekly for soccer as well as other families who use the park.

## December 2010

From: Mark Popovich  
Date: December 1, 2010 8:40:47 AM EST  
To: Klein, Gabe (DDOT), Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL)  
Subject: Traffic Calming Measures in AU Park

I write today to express concern about and opposition to adoption of pending proposed traffic measures to make Fessenden Street NW a one-way thoroughfare. Without further study and neighborhood input, these measures should not be imposed at this time. Based on the livability study, traffic information, and current street designations, the proposed measures' negative impacts would in my opinion exceed the intended positive results. The current proposal would spread traffic on to other streets and cause further driver confusion and potential accidents. The restrictions on turns from River Rd imposed at the intersection with Fessenden appear to have had the intended affect and I would urge you to continue with those restrictions and potentially consider speed bumps and modifications to Fessenden St to slow traffic through this residential area between River Rd and Wisconsin Ave.

Thanks for your consideration.  
Mark Popovich  
AU Park Resident

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From: susan lewis  
Date: December 1, 2010 8:32:32 AM EST  
To: Gabe Klein, Chamberlin, Anna (DDOT), "Cheh, Mary (COUNCIL)  
Subject: DDOT proposals for Fessenden Street

Mr. Klein, Ms. Chamberlin, and Ms. Cheh - What on earth is going on at DDOT? I am just plain stunned to find out that there is a serious proposal on the table to change the direction of Fessenden Street (and surrounding streets.) This is a serious misuse of taxpayer funds and area residents' goodwill. We have already tried changing the Fessenden corridor and, after a long uproar, have settled on the current configuration. There are many problems in D.C. that could use attention from DDOT. Why is the Department spending time and money on a non-problem?

Susan Lewis, 3800 block of Huntington St., NW.

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From: Steve Aaron  
Date: December 1, 2010 8:48:25 AM EST  
To: Chamberlin, Anna (DDOT), Klein, Gabe (DDOT), Cheh, Mary (COUNCIL)  
Subject: Change 45th Street NW to be one-way

All-

The logo consists of a lowercase red 'd' followed by a red dot and the word 'delivers' in a lowercase, sans-serif font.

district department of transportation

I would like to comment on the proposal to change 45th Street NW to be a one-way street towards River Rd. I strongly support this proposal.

I am a long-time resident & home-owner on 45th Street (between Garrison and Harrison Streets). 45th Street is used by many commuters as a cut-thru street to go from River to Western, or to skip a block of congestion on River by cutting thru from River & 45th to Garrison & River.

There are many young children who live on 45th Street, and the cut-thru traffic is a great safety concern for parents who live on 45th St because the cut-thru traffic continually drives very fast up and down 45th, and continually run the stop signs all along 45th Street. I think this proposal will greatly improve the safety of neighborhood residents, especially the many children along 45th St NW. Again, I strongly support this proposal. Sooner the better!

Thank you  
Steve Aaron  
5100 block of 45th Street NW

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Name: Rebecca Kramer  
Subject: 45th St - one way towards River  
Date: Wednesday, December 1, 2010 10:58 AM

Comments:

I understand from our local listserves that the livability study indicates the need for 45th St to become a one way street. If this measure will reduce speedy cars racing through our neighborhood, trying to skip the traffic on River and cutting through on 4th to get back onto River, I want to encourage you to follow through with this plan as soon as possible.

As many of our local neighborhoods have small children around, we know we need to take special care when they are outside and playing with friends. The special aspect of our street is that we have so MANY young ones, and that our front yards are incredibly small. So when something simple like a small ball rolls down off our grass, it often means it's also going into the street which makes all parents outside very anxious about the speedy traffic coming through. We are all very vigilent parents, but when some driver from MD or VA is trying to get to work and has no clue or care as to what might be in the street, it makes us incredibly worried for our safety.

Please follow through with this measure. Any people opposing this measure should be vetted carefully. We are the most populated street of 45th between River and Western, and most if not all of us support this measure. Even though this will be an imposition to us personally, we are willing to do it if it means safer streets for our children.

Thank you,

Rebecca Kramer  
5100 block of 45th St NW

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Name: James Sterner

Subject: 45th ST NW

Date: Wednesday, December 1, 2010 11:48 AM

Comments:

I received a message indicating the plan to make 45th ST NW a one way street going away from western. Not sure what the rationale is behind this, as there is very little traffic on that street anyway, however as a resident and homeowner on 45th st nw (5120), I feel that making the street a one way either direction is a bad idea.

A. there are multiple people that live on the street that need to go toward western to go to work. This will be a significant problem for those of us that do. I can't go toward river one street, take a left, and then another, and get back to western (that street only hooks around back to 45th again because the metro bus lot is there and they have cut off through traffic). I will need to go all the way out to wisconsin, where there is not a light, to take a left, going north, cutting across one of the busiest streets in the city. I am certain this will lead to accidents at Garrison and Wisconsin, with the significant increased traffic from all the homes in that area. In addition, people park on both sides of the street on Garrison, which is too narrow to support two lanes of traffic and two sided parking.

B. Additionally, if I want to go to, say whole foods, which is just up the street at western, I will have to drive  $\frac{1}{2}$  a mile around in a circle to get there, going through multiple intersections, again increasing the likelihood of accidents.

C. I suppose if you opened up Jennifer/Harrison, by the metro bus lot, those of us that live on the street could relatively easily make it just another 3 block drive (still pretty ridiculous for the virtually zero benefit I see of making a low traffic street one way), but I am pretty sure that metro will balk at that.

D. A light will definitely need to be put in at Garrison/Wisconsin, if you do this.

I am looking to get a reply to my email. I have listed my contact information and expect to receive a response, preferably with a good explanation of why this is even being considered.

Sincerely,

James Sterner MD

5100 block of 45th ST NW

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From: Seelig, Steven (RIC)

Sent: Wednesday, December 01, 2010 2:28 PM

To: Klein, Gabe (DDOT); Chamberlin, Anna (DDOT)

Cc: Cheh, Mary (COUNCIL)

Subject: Plan to Change Flow on Fessenden

All,

I live on the 3900 block of Ingomar Street. My commute and most of my errands require me to head North on River Road. The direction I take West on Fessenden Street, making a right onto River is the most logical and direct route available. Coupled with the short light phase on Fessenden makes this the best route for folks coming from east of Wisconsin.

Any change in this pattern will create much more traffic on the parallel streets, which are not designed as collector streets as is Fessenden, and will severely congest traffic on these other streets.

And if DDOT would like to prevent accidents in this area, please create a signal light at the intersection of Fessenden and Wisconsin that can be seen by oncoming traffic that sits over the intersection. I myself have seen 5 accidents over the past 2 years at this intersection.

Steve Seelig

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From: Dominique Watkins  
Sent: Wednesday, December 01, 2010 1:12 PM  
To: Chamberlin, Anna (DDOT)  
Subject: NO to ONE WAY 45th St. Towards River Road

These comments concern AMC 3E, 45th Street at River Road becoming One Way towards River Road.

My wife and I moved recently to the 5100 block of 45th Street NW. We are disappointed to hear that there are plans to change 45th street into a one way street towards River.

- Access to get to our house is already difficult enough.
- Harrison at 44th is blocked to traffic.
- No left turns onto 45th From River Road, we have to drive in an ever larger circle just to get to the house.
- It seems like we are trying to bottle up the whole area. It will be very quiet and very inaccessible.
- We want to live in a city not a monastery.

Making 45th Street one way towards River will add yet another complication to simply getting to my front door.

Thank you for your consideration,

Dominique Watkins  
Iron Age Designs

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From: Dominique Watkins  
Sent: Wednesday, December 01, 2010 5:02 PM  
To: Chamberlin, Anna (DDOT)  
Subject: Re: NO to ONE WAY 45th St. Towards River Road

Anna,

I have to confess I don't really know what issue will be fixed making 45th one way. Will it just lessen traffic?

Some of that traffic is actually me and my wife trying to go home.

I'm not really for building barricades and walling everyone out. The whole point of living in a city is access.

If people want barricades they can move to Idaho, maybe join a some kind of militia and live in a bunker.

I approve road narrowing, and bump outs. Maybe give us one of those speed indicators. Or a speed camera that sends out warnings or tickets. I have read you can make millions off of them. With the money we could even install a sidewalk along river road between Fessenden and 44th, or along Garrison between 44th and Wisconsin. At present it is very unfriendly to walk on the no sidewalk side of the street.

Look at the obstacles we already face to get to my house:

Going South East on River Road:

Instead of making a left turn on Garrison and driving .1 mile to my house we see signs that indicate:

No left turn at Garrison

No left turn at 45th/ Fessenden

No Left Turn on Elicott

No Left Turn at 44th

Finally at 43rd street I can make a left a .4 mile diversion

Perhaps you could add a sign that's says; No left turn, except for Dom Watkins. ;)

Coming Southwest on Western:

No Left Turn on 44th or Jennifer because they dead end at Harrison

Thank goodness I can turn left on 45th, it works great with the timing of the lights, usually a gap in traffic. I love making that turn, it is a wide angle, it makes me feel welcome and warm and fuzzy inside. I think it is my favorite turn in the neighborhood.

Turning left one block further on Harrison is a less friendly left turn, just because of traffic gaps, and it is a hairpin turn.

If you go one more block you're at River Road, turn left there and see above for that adventure!

I'll tell you what you could do that would be very helpful is get rid of what I call "Warren Buffet's" Geico parking lot light on Western Avenue between Jennifer and 45th. At least on the weekends could we have it just have flash yellow? On weekends I have to wait at that light, bleary eyed, while the "Geko" parking lot stands empty, nobody goes in or out, and old Warren Buffet is somewhere in Omaha taking a nap.

Think of the carbon fumes being generated driving that additional .4 miles day after day, and waiting at Warren Buffet's light?!

If you absolutely MUST make it one way, I prefer one way to River.

That you for your concern in this matter.

Dominique Watkins  
Iron Age Designs

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From: Anne Sullivan  
Sent: Wednesday, December 01, 2010 5:31 PM  
To: Klein, Gabe (DDOT); Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL)  
Subject: Opposition to the suggestions for River Road and Fessenden

Dear Director Klein,

I learned that on Monday, November 29th it was announced at a community meeting that DDOT is contemplating the implementation of several one-way street portions around the intersections of Fessenden St, River Road and 45th Street, NW. There has been much consternation and controversy over this particular area over the years, with many community meetings and an experiment with a barrier at the site which caused no small amount of acrimony among the neighbors.

The new recommendations are destined to cause a rehashing of all the community upset, will disrupt normal traffic flow with a needless convoluted and inane plan, and will result in even more acrimony without any shred of evidence that the one-ways will be based on good traffic engineering. If it is true that these recommendations came about because of 12 respondents to an on-line survey, the justification for such action becomes even more suspect.

I suggest that DDOT review the files that must still be in abundance over this particular issue and to review the previous recommendations for the site. I believe that a channelized left turn lane (with a light) was proposed by Doug Noble, but the newly elected Council Member at the time squashed that idea, ostensibly because of budgetary concerns.

I support the idea of traffic engineers evaluating traffic and intersections, rather than Council Members or ANC Commissioners or 12 respondents to an online survey.

Sincerely,

Anne C. Sullivan  
4400 block of Springdale St., NW  
Washington, DC 20016

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From: Angela Murakami  
Subject: Rock Creek West II Livability Study: River Road/45th/Fessenden Intersection comments  
To: Anna Chamberlin

Cc: Gabe Klein, Mary Cheh

Date: Wednesday, December 1, 2010, 6:41 PM

Anna:

Many thanks for coming out to talk with the residents about the Rock Creek West II Livability Study and DDOT's proposed recommendations. It was very good to hear about the proposed changes which were presented in an objective and fact based manner.

I support DDOT's efforts to alter the current River Road/45th Street/Fessenden Street intersection by increasing visibility and simplifying the movement at this particular intersection. I would like to encourage you to keep either this proposed alteration or some modified version of this alteration in DDOT's final plans. I do understand that this would increase the flow of traffic on 44th Street as well as Ellicot and Garrison Streets and would respectfully like to encourage you to consider making Ellicot and/or Garrison Street(s) one-way (West bound) to ease the flow of traffic through the neighborhood.

I understand that there may be others that oppose any change to the River Road/45th Street/Fessenden Street intersection but I encourage DDOT not to eliminate the proposal for this intersection just because of a vociferous few who willfully spread misinformation. I have lived on Fessenden Street for 12 years and have heard, and/or seen the results of, numerous accidents and near misses at the River Road/45<sup>th</sup> Street/Fessenden Street intersection. Even though others may say that accidents don't matter, I thank you for considering and proposing changes to the pedestrian and vehicular patterns that will make our neighborhood safe.

Based on the recommendations that were presented on Monday evening, I do have a number of questions about the proposed plans and how the changes might be implemented but I will send them in a separate email to you.

Thanks again for your time,

Sincerely,

Angela Murakami  
4400 block of Fessenden Street, NW  
Washington, DC 20016

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From: angela murakami  
Date: December 1, 2010 6:48:25 PM EST  
To: Chamberlin, Anna (DDOT)  
Cc: Jon Bender, [not reported]  
Subject: Fw: Rock Creek West II Livability Study: River Road/45th/Fessenden Intersection comments

Anna:

Again, I want to thank you for your time and for coming out to explain the recommendations in the Rock Creek West II Livability Study.

Unfortunately, I will not be able to attend the meeting on the December 16th but I hope my husband Joel will be able to attend. In the meantime I have a number of questions that I hope you might be able to answer:

1) In the Friendship Heights Transportation Study (2003; +2005) - Traffic Accident summary data (Appendix G) - I could only see data from 2000-2002. I believe that, at the meeting Monday evening, you (?) mentioned that there was accident data from 2000-2007. Do you know where it may be posted? On the same subject, I was wondering if this accident data only includes accidents in which a report is filed and not the smaller fender benders. Where does DCDPW get their data (i.e., police reports, insurance claims, other)? As I mentioned in my prior email, I have lived on Fessenden Street for 12 years and I have heard and/or seen the results of numerous accidents and near misses. I was surprised to see only two accidents in the 2000-2002 report. In the 12 years of living on Fessenden Street, I know my own vehicle has been hit twice on Fessenden Street resulting in over \$1,000 in property damage.

2) On the Fessenden one-way traffic proposal - do you know if the intent is to have a) two lanes of one-way traffic and parking; b) one-lane of one-way traffic, a bike sharrow, and parking; c) parking on both sides of Fessenden and one lane of one-way traffic; or d) some other pattern?

3) Parking on 44th/Ellicott/Garrison - Does the proposal also plan to eliminate parking on one side of those streets to ease the flow of traffic that would move West toward River Road?

4) One-way street West bound – Is there any consideration to having a one-way street West bound like Ellicott or Garrison Street(s)?

5) One way (Southbound) on 45<sup>th</sup> Street – While I recognize the reason to make the block from Faraday to Fessenden one-way going southbound. Would it be possible to keep this block two-way and make the entrance (River/45th/Fessenden) to this street “Do Not Enter” instead? From time to time, the alley between Fessenden and Faraday becomes blocked by contractors or residents. Therefore, two-way access for the ½ block from the alleyway to Faraday would be very nice.

6) River Road Speed. Though I have not had the opportunity to drill down in all the details of the Friendship Heights Transportation Study, I was surprised to see (Appendix B) the number of vehicles in the 40-50+ mph range on River Road. Would it be possible to install a permanent speed camera?

Thanks again for all that you are doing on our behalf to make our streets and pedestrians safe. Please know that your efforts are appreciated.

Thanks again for your time,

Sincerely,

Angela Murakami  
4400 block of Fessenden Street, NW  
Washington, DC 20016

From: Michelle Brotzman  
Date: December 1, 2010 8:28:30 PM EST  
To: Klein, Gabe (DDOT), Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL)  
Subject: traffic plans for Fessenden street

Hello,

I'm writing in opposition to the proposed plan to make portions of Fessenden Street NW one-way. The effect will be to push traffic to other streets in the neighborhood and the proposal will not improve traffic conditions overall in the area. The turn restrictions already in place at Fessenden are sufficient. Please re-consider plans for Fessenden Street.

Thank you.  
Michelle Brotzman

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From: Katharina Kaliardos  
Date: December 1, 2010 8:23:52 PM EST  
To: Klein, Gabe (DDOT)  
Cc: Chamberlin, Anna (DDOT), Cheh, Mary (COUNCIL), [not reported], Bill Kaliardos  
Subject: The Unwelcome Impacts of Proposed Traffic Calming Efforts

Dear Mr. Klein,

Through Paul Fekete's post on the Tenleytown listserve, we learned about DDOT's plans for reconfiguring the traffic flow around the intersection of River Rd, Fessenden St, and 45th St. Like many of our neighbors, we find the plan of making Fessenden and 45th St one-way streets extremely problematic.

As a preliminary impact analysis has shown, this plan would unduly increase traffic on several surrounding streets, notably 46th, where traffic is already high, creating noise and pollution, and posing significant risks for neighborhood residents, especially children. Naturally, as (relatively new) homeowners on 46th and Fessenden, we are very concerned about the possibility of this development.

Additionally, making Fessenden and 45th one-way streets would further complicate navigating the neighborhood for residents. It is already a challenge getting to our home when driving westbound on River due to the left-turn restrictions onto Fessenden, 46th, and Western Ave - if one misses turning left early on Ellicott (in order to drive around the block to get to our house), one essentially has to drive out into Maryland and make a u-turn somewhere on River to get back into the District.

We would like to join the opposition expressed at the community meeting on November 29, and urge you to find better ways of improving the safety of drivers in the neighborhood. Especially the convenience of commuters should not come at the expense of residents. Effective speed limit enforcement (for the many commuters who treat already the DC section of River Rd as their acceleration lane to the Beltway) and traffic signals would be a better solution.

Sincerely,  
Katharina and Bill Kaliardos



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From: Susie Baer  
Subject: CLARIFICATION 45th Street NW to be one-way  
Date: Wed, 1 Dec 2010 9:45  
CC: [not reported]  
To: Anna Chamberlin

Dear Ms. Chamberlin,

I live on 45th Street between Garrison and Harrison. I have been living here for nearly 12 years, and have always been concerned about cars driving too fast through our neighborhood. The worst has been the drivers coming from River Road heading from DC to MD who cut through 45th Street when traffic backs up at River and 46th or River and Western. Cars frequently ignore the stop signs at Garrison & 45th, Harrison & 45th, and Fessenden & 44th.

I saw a Weimaraner dog (approx. 70 pounds) get killed in front of my house a few years ago when a Maryland driver using our street as a cut through and going way too fast ran into the dog. The car hitting the dog made a horrible thud. She died soon after she was struck.

I arrived on the scene after a woman was struck by a delivery van on the day before Christmas one year at the corner of Garrison and 45th. The driver was heading toward River Road from Wisconsin. She was hospitalized.

I am in favor of the proposed changes. It will make it safer for our families.

Thank you,  
Susie Baer

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From: [not reported]  
Sent: Thursday, December 02, 2010 8:33 AM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL); Smith, Dee (COUNCIL); Bender, Jon  
Subject: 43rd Street NW Comment

Dear Ms. Chamberlin,

I don't know who came up with the idea of having 43rd Street NW Oneway northbound but that is not the solution. I have lived in this neighborhood since 1966 and only recently with the traffic from Maryland letting the kids come to school in DC has this allowed to happen. All that is needed is that at River Road and 43rd St a no right turn during rush hour and then at 43rd Street and Chesapeake St a Do Not Enter during rush hours.

I don't understand why the neighborhood needs to be put out and be disrupted only because drivers from Maryland do not respect our neighborhood.

As a retired police officer of 29 years in this city I make it my point to tell the drivers when they have run a stop sign or other violations. Please understand that what is needed is the simple fix above and a little more enforcement from the local police officers and a point can and will be made to the Maryland drivers.

I thank you for your time and encourage all my neighbors to write to you also and feel free to forward my remarks to DOT or any other agency that thinks they know what we need.

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Marcello Muzzatti

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From: Ben and Bec Kramer

Sent: Thursday, December 02, 2010 7:02 AM

To: Chamberlin, Anna (DDOT)

Subject: RE: CLARIFICATION 45th Street NW to be one-way

Dear Ms. Chamberlin,

I too am in agreement that 45th should be turned into a one way street from Faraday to River. The traffic here is horrible for such a small street. Morning traffic is mostly people cutting through from River who are trying to get closer to the light. They turn onto 45th, and often run the stop sign there, just to turn quickly left onto Garrison to make the light onto River. Possibly that right turn only light should be looked at as well? Other traffic issues involve cutting through on 45th from River to Western, something that seems to be just as common and involves aggressive driving.

We have lived here for 5 years and our car has been hit twice during the day by careless out-of-state drivers, none of whom bothered to stop even though they were noticed. It's not that creating a one way would be a panacea for all our woes, it's that it would simply decrease the sheer number of people who slip through our small neighborhood in an effort to shave off a few minutes of driving.

I have 3 children under 7, all of whom are not allowed to play in our (incredibly) short front yard without an adult. It is very troublesome to see how fast people are driving through our neighborhood. Although I would not propose adding speed bumps, I would like to ask if it's possible to simply place a sign saying "no through traffic" in an effort for people to stop using this street as a way to get to Western Avenue. This would of course need to be followed up by occassional patrol cars.

Also, I assume you have looked at the issue of people who would now be cutting through our neighborhoods earlier than 45th, say using 44th as a way to get to River and Western. They will likely choose that street to speed through, then that traffic will fall out onto Garrison, possibly affecting 45th again, or Harrison, which at the corner of Harrison and 44th is already an incredibly tight turn.

I assume this will all get worked out in the end. I for one am in favor of anything that slows traffic down and decreases using our part of 45th St as a race track!

Thank you,

Rebecca Kramer

5100 block of 45th St NW



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From: willa morris  
Sent: Thursday, December 02, 2010 6:58 AM  
To: Chamberlin, Anna (DDOT)  
Subject: response to proposed changes on 45th ST. NW

Hi

I live on the 4400 block of Harrison St. NW, and was dismayed to see the proposed traffic changes. It looks as though all this will do is to foist traffic onto very quiet, NARROW residential streets. There is a huge cut-through traffic problem in this neighborhood already, and this plan does not address this issue and safety concerns.

I think the one way streets and turn restrictions would not work well in the combination as proposed. What is needed is NO TURNS allowed off of River Road during any rush hour, and traffic enforcement to back this up. The neighborhood is already too inundated by Maryland drivers seeking to get to Wisconsin Ave. Ave. quickly. This will only encourage more traffic on streets that in the morning are full of kids walking to school and families leaving for work.

Thank you,

Willa Day Morris  
4400 block of Harrison St. NW

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From: Mary Rowse  
Sent: Thursday, December 02, 2010 9:48 AM  
To: Chamberlin, Anna (DDOT); Klein, Gabe (DDOT)  
Subject: Fwd: [ChevyChase] Proposed Traffic Changes on Fessenden & 45th Streets

Please do not alter a collector like Fessenden in this way. The *only* thing to consider at this location is a roundabout. It will provide the traffic calming everyone says needs to happen. Please do this sensible thing and do not set a precedent for altering collectors anywhere in the city!!!

Mary Rowse

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From: Dale Hamilton  
Sent: Thursday, December 02, 2010 10:53 AM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL); Smith, Dee (COUNCIL); Bender, Jon; [not reported]; [not reported]  
Subject: 43rd Street and River Road traffic

Anna,

It is my understanding that my previous comments may not have reached you. In that case they are repeated below!

I have lived on the 4500 block of 43rd Street NW (corner of 43rd Street and Butterworth) on and off for 55 years. For as long as I can remember, the cut through traffic in the morning rush hour has been a serious problem. The obvious solution is a no right turn sign during morning rush hours (6 to 10 am) at the corner of River Road and 43rd Street. For many years, I have observed that this is the successful solution used at the corner of Western Avenue and Brandywine Streets near Ward Circle. It worked there and it will work on 43rd Street! While a one way street will also solve the morning cut through problem is not necessary and will just result in more speeding on 43rd Street towards River Road since cars will not have to slow down to accommodate oncoming traffic on the narrow street.

As best as I can tell, all of my neighbors favor the River Road no right turn restriction over the one way solution. I sincerely hope that you will take into account the wishes of myself and my neighbors.

Sincerely,

Dale Hamilton

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Anna,

Please see below the email from Mike Tiller, resident of Garrison Street and father of eight young children (one of whom is deaf). He is currently serving our country in Afghanistan and has asked for me to forward this on to you.

Thank you,

Rebecca Kramer  
45th St

Date: Thu, 2 Dec 2010 06:34:51 -0800  
From: [not reported]  
Subject: Re: CLARIFICATION 45th Street NW to be one-way  
To: [not reported]  
Thanks for this and all the updates!  
could you forward this response.  
Mike

*Within the email:*

Dear Sirs,

Thank you for the request for input.

Cars and trucks travel too fast on both Garrison and 45th --speeding (40-50 mph) to make the light at Garrison and River. Someone removed the "deaf child at play sign" for 4500 Garrison. Please replace. A deaf child still resides on the 4500 block of Garrison.

I recommend speed bumps on Garrison and/or 45th and a speed camera/stop camera on Garrison between 44th and River or a rush hour police detail assigned to the spot. One way may help, but you will need a patrol car to enforce it coming off River onto 45th at evening rush hour.

Very Respectfully  
Michael Tiller  
DC Resident Garrison and 45<sup>th</sup>

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From: Mary O'Lone  
Sent: Thursday, December 02, 2010 5:30 PM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL); Smith, Dee (COUNCIL); Jonathan Bender; Dale Hamilton; Marcello Muzzatti  
Subject: Livability Study comments -- 43rd Street & 42nd Street

Ms. Chamberlin-

Since I am not clear on whether you have received or read the comments I submitted at each interval of the Livability Study's public comment process (at the summer meeting, at the October open house, and on line as each new set of proposals are posted), I am sending my comments based on the proposals you shared Monday night at Janney Elementary to you directly.

43rd Street comment:

I have lived on the 4500 block of 43rd Street NW for 10 years. For all that time, the commuter cut through traffic in the morning rush hour has been a serious problem -- endangering pedestrians walking to the local schools and to the metro. A no right turn sign during morning rush hours (6 to 10 am) at the corner of River Road and 43rd Street will solve that problem.

The current DCDOT proposal is to make 43rd street one-way northbound. One-way streets speed up traffic since cars do not have to slow down to accommodate oncoming traffic on the narrow street. Also, one-way designation will create an inconvenience 24/7 for residents trying to enter the neighborhood during non-rush hours times. I have not observed a heavy flow of cut through traffic at times other than the morning rush hour and no evidence of such a traffic concern has been presented by DCDOT or its contractors. Therefore, I oppose the designating of 43rd Street as one-way and support a morning rush hour turn restriction at River Road & 43rd Street.

42nd Street and Brandywine comment:

The issue of pedestrian safety at the corner of 42nd and Brandywine also needs to be addressed. 42nd Street is a Collector Street. The DCDOT website for the Livability Study says that Collector Streets "provide access between neighborhoods and some community destinations. These routes are designed to collect traffic from local streets and carry it to arterials." Most of the time, 42nd Street serves as commuter cut through between River Road and Nebraska Avenue with the morning rush hour traffic being particularly heavy. Janney Elementary was recently successful in obtaining a crossing guard at the corner of 42nd and Albemarle based in part on the heavy traffic flow along 42nd Street. This is likely why a previous set of DCDOT's proposals recommended 42nd Street also have morning rush hour turn restrictions.

Due to the high volume of traffic cutting from River Road to Nebraska, 42nd Street is currently not serving as a Collector Street, but rather as an Arterial Street. While it does carry some traffic from local streets to the arterial streets of River Road and Nebraska Avenue, a large amount of the traffic is commuter cut through traffic between those two Arterial Streets.

As the Livability website says, "[M]ost collectors travel through residential areas, but there are some commercial segments. Because of this, collectors should emphasize speed limit compliance and safe travel." Safe travel should include that of pedestrians as well as cars. Currently, the traffic turning right off of River Road (the mostly commuter cut through traffic) travels through two crosswalks across 42nd Street in less than 200 feet. The traffic has no stop sign along 42nd Street and often does not yield to pedestrians. The fix for traffic issues at 42nd and River revealed at the traffic meeting at Janney on November 29, 2010 proposes to paint the crosswalks across Brandywine brighter. While that is nice, it doesn't help the vast majority of pedestrians at that intersection who are trying to cross 42nd to get to Wisconsin Ave and the metro.

Pedestrian safety needs to be appropriately addressed for the crossing of 42nd Street along Brandywine Street. Previous proposals of a mini-roundabout or turn restrictions attempted to do that. The set of proposals presented on November 29th do not. I support traffic calming measures for the intersection of Brandywine and 42nd Streets, such as the mini-roundabout or right turn restrictions for that intersection. Failure to appropriately address the pedestrian safety issues that intersection is unconscionable.

Thanks, Mary O'Lone

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From: Emanuela Giudetti  
Sent: Thursday, December 02, 2010 5:34 PM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL)  
Subject: traffic on 43 Street NW

Dear Anna,

I have lived on the 4500 block of 43 Street NW for the last 6 years. For all that time, the commuter cut through traffic in the morning rush hour has been a serious problem -- endangering pedestrians walking to the local schools and to the metro. A no right turn sign during morning rush hours (6 to 10 am) at the corner of River Road and 43rd Street will solve that problem.

The current DCDOT proposal is to make 43rd street one-way northbound. One-way streets speed up traffic since cars do not have to slow down to accommodate oncoming traffic on the narrow street. Also, one-way designation will create an inconvenience 24/7 for residents trying to enter the neighborhood during non-rush hours times. I have not observed a heavy flow of cut through traffic at times other than the morning rush hour and no evidence of such a traffic concern has been presented by DCDOT or its contractors. Therefore, I oppose the designating of 43rd Street as one-way and support a morning rush hour turn restriction at River Road & 43rd Street.

Due to the high volume of traffic cutting from River Road to Nebraska, 42nd Street is currently not serving as a Collector Street, but rather as an Arterial Street. While it does carry some traffic from

local streets to the arterial streets of River Road and Nebraska Avenue, a large amount of the traffic is commuter cut through traffic between those two Arterial Streets.

As the Livability website says, "[M]ost collectors travel through residential areas, but there are some commercial segments. Because of this, collectors should emphasize speed limit compliance and safe travel." Safe travel should include that of pedestrians as well as cars. Currently, the traffic turning right off of River Road (the mostly commuter cut through traffic) travels through two crosswalks across 42nd Street in less than 200 feet. The traffic has no stop sign along 42nd Street and often does not yield to pedestrians. The fix for traffic issues at 42nd and River revealed at the traffic meeting at Janney on November 29, 2010 proposes to paint the crosswalks across Brandywine brighter. While that is nice, it doesn't help the vast majority of pedestrians at that intersection who are trying to cross 42nd to get to Wisconsin Ave and the metro.

Also I would like to take this opportunity to strongly complain with the lack of sidewalk on the right side of 43 Street. Last year when a sidewalk was built on one side to the street, we were told that it was not possible to implement it one on our side as there were too many old trees. Quite frankly I do not know how a right mind can privilege a shaded side to the safety of our kids who everyday walk to school facing many many risk hazards by having to walk between parked cars and the very intense morning traffic. This is simply unacceptable in a developed country. I therefore strongly urge you to reconsider the decision and to work on the building of a sidewalk as well. Pedestrian safety needs to be appropriately addressed and failure to appropriately address the pedestrian safety issues that intersection is unconscionable.

Best  
Emanuela Giudetti

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From: Jeneva Craig  
Date: December 2, 2010 7:57:21 PM EST  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL), Smith, Dee (COUNCIL), Bender, Jon  
Subject: Comments on traffic study

Ms. Chamberlin,

I was not able to attend the meeting at Janney Elementary regarding the traffic study and the implications for 42nd and 43rd Streets NW. My neighbors have provided me information on the study and I would like to share my concerns.

I have lived on the 4300 block of Windom Place NW for 9 years. While I appreciate the desire to address the morning commuting patterns on 43rd Street, a one-way designation would also create an inconvenience for those of us who use 43rd Street everyday. I agree with many of my neighbors who believe this issue can be resolved easily (and much more conveniently for those of us who live in the neighborhood) by instituting a "no right turn" sign during morning rush hours (6 to 10 am) at the corner of River Road and 43rd Street.

Regarding 42nd Street, pedestrian safety needs to be appropriately addressed for the crossing of 42nd Street along Brandywine Street. Previous proposals of a mini-roundabout or turn restrictions

attempted to do that. The set of proposals presented on November 29th do not. I support traffic calming measures, such as the mini-roundabout or right turn restrictions for that intersection.

Thank you for your consideration of my comments,

Jeneva Craig  
4300 block of Windom Place NW  
Washington, DC 20016

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From: Gretchen/Scott Cheney  
Date: December 2, 2010 8:40:33 PM EST  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL), Smith, Dee (COUNCIL), Jon Bender  
Subject: Feedback on Traffic Proposals 43rd St  
Dear Anna,

My neighbors apprised me of the meeting earlier this week to discuss proposed traffic restrictions on neighboring streets. I have some comments I would like to share:

43rd Street comment:

I have lived on the 4300 block of Chesapeake Street NW (between 43rd St and 43rd Pl) since 1999. For all that time, the commuter cut through traffic in the morning rush hour has been a serious problem -- endangering pedestrians walking to the local schools and to the metro. I walk my elementary age children to Janney School every weekday morning around 8:30 am and regularly see cars speeding through and not heeding stop signs. A no right turn sign during morning rush hours (6 to 10 am) at the corner of River Road and 43rd Street will solve that problem.

The current DCDOT proposal is to make 43rd street one-way northbound. One-way streets speed up traffic since cars do not have to slow down to accommodate oncoming traffic on the narrow street. Also, one-way designation will create an inconvenience 24/7 for residents trying to enter the neighborhood during non-rush hours times. I have not observed a heavy flow of cut through traffic at times other than the morning rush hour and no evidence of such a traffic concern has been presented by DCDOT or its contractors. Therefore, I oppose the designating of 43rd Street as one-way and support a morning rush hour turn restriction at River Road & 43rd Street.

Janney Crosswalk comments:

I was told that DCDOT is proposing to eliminate the crosswalk across Albemarle in front of Janney (rather than putting flashing beacons as was proposed earlier this month). This is a very dangerous idea. The reality is people are going to cross mid-block to get to the school entrance. That crosswalk is absolutely essential to the safety of pedestrians. The solution is not to remove the crosswalk, but to make it more visible to drivers who approach it from a hill. I urge you not to remove the crosswalk, but to increase its visibility.

Thank you for taking these comments into consideration. I submitted similar ones through the website but was told that you are not reading those.

Gretchen Cheney

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From: Lindblom, Mark  
Sent: Friday, December 03, 2010 10:42 AM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL); Jon Bender; Smith, Dee (COUNCIL)  
Subject: Traffic Sign Request: Brandwine St. & 43rd St. NW  
Importance: High

Dear Anna.

I have lived at the corner of 43st and Brandywine (4200 block of Brandywine St Street NW) and have 4 young children. For all that time, the commuter cut through traffic in the morning rush hour has been a serious problem -- endangering my children and pedestrians walking to the local schools and to the metro. A no right turn sign during morning rush hours (6 to 10 am) at the corner of River Road and 43rd Street will solve that problem.

The current DCDOT proposal is to make 43rd street one-way northbound. One-way streets speed up traffic since cars do not have to slow down to accommodate oncoming traffic on the narrow street. Also, one-way designation will create an inconvenience 24/7 for residents trying to enter the neighborhood during non-rush hours times. I have not observed a heavy flow of cut through traffic at times other than the morning rush hour and no evidence of such a traffic concern has been presented by DCDOT or its contractors. Therefore, I oppose the designating of 43rd Street as one-way and support a morning rush hour turn restriction at River Road & 43rd Street.

42nd Street comment:

The issue of pedestrian safety at the corner of 42nd and Brandywine also needs to be addressed. 42nd Street is a Collector Street. The DCDOT website for the Livability Study says that Collector Streets "provide access between neighborhoods and some community destinations. These routes are designed to collect traffic from local streets and carry it to arterials." Most of the time, 42nd Street serves as commuter cut through between River Road and Nebraska Avenue with the morning rush hour traffic being particularly heavy. Janney Elementary was recently successful in obtaining a crossing guard at the corner of 42nd and Albemarle based in part on the heavy traffic flow along 42nd Street. This is likely why a previous set of DCDOT's proposals recommended 42nd Street also have morning rush hour turn restrictions.

Due to the high volume of traffic cutting from River Road to Nebraska, 42nd Street is currently not serving as a Collector Street, but rather as an Arterial Street. While it does carry some traffic from local streets to the arterial streets of River Road and Nebraska Avenue, a large amount of the traffic is commuter cut through traffic between those two Arterial Streets.

As the Livability website says, "[M]ost collectors travel through residential areas, but there are some commercial segments. Because of this, collectors should emphasize speed limit compliance and safe travel." Safe travel should include that of pedestrians as well as cars. Currently, the traffic turning right off of River Road (the mostly commuter cut through traffic) travels through two crosswalks across 42nd Street in less than 200 feet. The traffic has no stop sign along 42nd Street and often does not

yield to pedestrians. The fix for traffic issues at 42nd and River revealed at the traffic meeting at Janney on November 29, 2010 proposes to paint the crosswalks across Brandywine brighter. While that is nice, it doesn't help the vast majority of pedestrians at that intersection who are trying to cross 42nd to get to Wisconsin Ave and the metro.

Pedestrian safety needs to be appropriately addressed for the crossing of 42nd Street along Brandywine Street. Previous proposals of a mini-roundabout or turn restrictions attempted to do that. The set of proposals presented on November 29th do not. I support traffic calming measures, such as the mini-roundabout or right turn restrictions for that intersection. Failure to appropriately address the pedestrian safety issues that intersection is unconscionable.

Thank you for your consideration.

Mark Lindblom  
4200 block of Brandywine St., NW  
Washington DC 20016

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From: Victoria Ruttenberg  
Date: December 3, 2010 2:07:09 PM EST  
To: Klein, Gabe (DDOT), Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL), Beverly Sklover  
Subject: Comments on Rock Creek West 2 Livability Study  
Dear Mr. Klein and Ms. Chamberlin,

I attended the November 29th hearing about the Study and have some comments that I would like to submit. If you are not the right people to whom I should send this letter, please let me know.

Thank you so much for your attention to this.

Yours,

Tory Ruttenberg

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From: Ann Schneider  
Date: December 3, 2010 4:53:20 PM EST  
To: Klein, Gabe (DDOT)  
Cc: Chamberlin, Anna (DDOT), Cheh, Mary (COUNCIL), [not reported], [not reported]  
Subject: Fessenden Street Traffic  
For Gabe Klein and Anna Chamberlin -

I was amazed -- even dismayed -- indeed, appalled -- to learn (from the listserv and the *Northwest Current*) that the issue of traffic rules at the intersection of Fessenden Street and River Road has been raised again as part of the "Rock Creek West II Livability Study." Many of us were very concerned and

inconvenienced when the barrier was abitrarily installed several years ago, and it took many months, even years, to persuade DDOT to remove it in favor of arrangements that are more tolerable, but still a bit inconvenient (at rush hour) for those of us living further east on Fessenden Street. As others have pointed out, Fessenden has long been designated a "collector" street, and it is much needed and used as such from east of my house to River Road. (Yes, I'm aware of appreciably more traffic even east of Connecticut.)

Accidents at the intersection with River Road as a reason for restricting the use of Fessenden? I wonder how the rate of 3 (of which at least two were seemingly minor) between 2007 and 2009 compares with the rate before the barrier. It does not seem high to me, and I wonder how those three accidents correlate with the (non-)stationing of police cars at the intersection (and the likely distracting use of cell phones by the drivers...). As I recall, the conditions for removal of the barrier included establishment of spaces for police cars at the intersection, and some were there soon after the barrier vanished, but as a frequent user of the intersection I have seen none in recent months. And has anyone considered a traffic light, if the intersection is considered a problem?

Please try to sort this out with more realistic analyses and predictions of cause and effect!

Ann Schneider  
3300 block of Fessenden Street, NW  
Washington, DC 20008-2034

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Name: Mary Jacoby  
Subject: Dangerous Intersection 42nd and Military not in your study  
Date: Sunday, December 5, 2010 9:19 AM

Comments:

Hello. Unfortunately, I just learned that DDOT conducted a traffic study of my neighborhood. I see nothing in the recommendations about a very dangerous intersection at Military Rd. NW and 42nd St. NW. I regularly witness terrible car wrecks there and see people taken away in ambulances. The problem is northbound traffic on 42nd ignores the "Right Turn Only" sign as they approach Military. They try to go straight, or make a left turn, and at rush hour, there is no visibility. D.C. Police can provide you with the accidents for that intersection. I sometimes take photos. Lots of pedestrians walking along there to the Metro and shopping. A pedestrian will eventually be killed, as the cars often crash on the sidewalks. I've told DDOT about this intersection starting about 10 years ago. No action has ever been taken. You should make 42nd Street one way southbound.

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From: Ruttenberg, Charles  
To: Cheh, Mary (COUNCIL)  
Sent: Tue Nov 30 14:01:05 2010  
Subject: 48th Street Traffic  
Dear Councilmember Cheh,

This letter responds to your kind invitation, at the recent reception for you and Chairman Gray, to contact you directly regarding the significant traffic issues that have arisen in American University Park on 48<sup>th</sup> Street between Western and Massachusetts Avenues in both directions.

As I mentioned to you, I have served for some time as President of the American University Park Citizens Association. I also have served the District of Columbia and its environs in a number of other capacities. For your background information, and because I consider the matter to be of public concern, I will list some of them although I can assure you that I have no desire to seek appointive or elective office.

My pro bono activities, in addition to my law practice, have included service as General Counsel and member of the Executive Committee and Board of Directors of the Greater Washington Board of Trade, member of the Board and Vice-President of Iona Senior Services, member of the Executive Committee and Board of Trustees of the University of the District of Columbia, member of the DC Lottery Advisory Board, founder and member of the Board of Directors, Washington Area Lawyers for the Arts, member, Board of Directors, Greater Washington Research Center, member of the Executive Committee and Board of Trustees and General Counsel, Wolf Trap Foundation for the Performing Arts, and General Counsel of the National Opera Institute. I also have served (and continue to do so) as a Court appointed mediator in both the Federal and DC Courts and have been a member of the Board of Management, General Counsel and President of the Cosmos Club.

The traffic issues on 48<sup>th</sup> Street are straightforward. Currently, there are large "Do Not Enter, 6 AM to 9:30 AM" signs at Western and Brandywine, Western and Chesapeake and Western and Davenport but none at Western and Ellicott which is a feeder street directly into 48<sup>th</sup> Street. There is a small "No left turn" sign at Western and 48<sup>th</sup> for traffic headed west toward Massachusetts Avenue which is constantly ignored by drivers who cut through to 48<sup>th</sup> and Massachusetts in order to access Massachusetts Avenue, the American University Law School, the SuperFresh store and American University at Ward Circle.

In the other direction, drivers access 48<sup>th</sup> street at Massachusetts Avenue in order to cut through to Western Avenue and, as well, to avoid the numerous bumps, stop signs and traffic lights on 46<sup>th</sup> Street. A very large number leave the SuperFresh parking lot and drive across 48<sup>th</sup> Street in order to get to Western Avenue.

Stop signs are ignored by a large percentage of the drivers in both directions, most of whom appear to be from out of state.

It is eminently clear that immediate remedies are needed. We therefore request the following:

- (1) Installation of two large "DO NOT ENTER, 6:00 AM To 9:30 AM, Monday Through Friday" signs at Western and Ellicott.
- (2) Installation of two large "DO NOT ENTER" signs at Western and 48<sup>th</sup> Streets.
- (3) Installation of two large "DO NOT ENTER, 6 AM to 9:30 AM at 48<sup>th</sup> and Yuma for traffic from Massachusetts Avenue to Western Avenue.

We consider these to be very reasonable and sensible recommendations and request that you use your good offices to see that they are implemented promptly. In no way would they interfere with any long-range studies that are currently under way.

We trust that you will assist us in keeping American University Park as desirable a community as it has been for many years.

With my best personal regards,

Charles Ruttenberg

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From: Mary Evans  
Sent: Monday, December 06, 2010 3:20 PM  
To: Chamberlin, Anna (DDOT); Klein, Gabe (DDOT); Cheh, Mary (COUNCIL)  
Subject: Homeowners strongly oppose Making 43rd St, NW One Way

Dear Ms. Chamberlin (who I understand is collecting public comment), Director Klein and Councilmember Cheh,

Please print out and include my comments opposing making 43rd Street, NW one way and include in the public comment file.

Thank you,  
Mary Evans

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From: Phillida Chenevix Trench  
Date: December 8, 2010 2:33:08 PM EST  
To: Chamberlin, Anna (DDOT)  
Cc: "Hefferan, Jennifer (DDOT), Franklin, Tawana (DCPS-ES), Lycknell, Norah (DCPS), [not reported], Jon Bender, Nancy Brown Kobil  
Subject: Re: RE: RE: Janney Crosswalk

Hi Anna,

Sorry for the delay in responding to this. We met with Jennifer today and she can update you. We heard her arguments about the crossing and expressed to her our concerns and some ideas of how to manage the fact that the school entrance is and will continue to be directly opening onto a very busy street (Albemarle St), even when many kids will go back to entering the school grounds from 42nd St in the mornings.

On the subject of the school buses, I am not an expert - I know that the buses I have taken look pretty full size to me (I was in a full size coach that took the 4th graders to Jamestown last week) and most buses that I have travelled with tend to approach the school via Nebraska and 42nd St so that they turn right from 42nd onto Albemarle and approach the school on the right side of the road.

Best wishes  
Pippa

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From: Shari Berke  
Sent: Wednesday, December 08, 2010 11:04 PM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL); Smith, Dee (COUNCIL); Jon Bender; [not reported]; [not reported]  
Subject:

Ms. Chamberlin -

I learned from my block captain that there have been ongoing discussions about crosswalks and rush hour restrictions in the area in which I live. I would like to chime in on one intersection in particular -- 42nd and Brandywine. I regularly walk northbound on Brandywine (I live between 43rd and 42nd) to get to Wisconsin. Sometimes I am alone, heading up to the gym or to CVS/Whole Foods, but more often than not, I am with my two kids -- one in the stroller and one walking. I can attest to the fact that cars heading eastbound on River who turn right onto 42nd are often traveling at high speed. Since I moved in five years ago, I have always thought there needed to be a stop sign there to slow the cars down. I have had to retreat back to the sidewalk at times with the stroller b/c it is clear the cars are traveling too fast to stop for pedestrians. Repainting crosswalk lines is not sufficient. The intersection comes up too quickly for those cars turning right. I would advocate for a stop sign -- and at the least, some reflectors in the crosswalk for dusk/evening.

Thanks for listening.

Shari Berke  
4200 block of Brandywine

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From: mike schneider  
Sent: Wednesday, December 08, 2010 10:01 PM  
To: Cheh, Mary (COUNCIL); [not reported]; Klein, Gabe (DDOT); Zvenyach, Vladlen David (Council); 'Lopez, Anthony (Council)'  
Cc: Chamberlin, Anna (DDOT); [not reported]; [not reported]  
Subject: RE: Fessenden Street Traffic

An equally serious problem may well be the intersection of Fessenden and Connecticut Ave. with cars racing up Fessenden and up 36<sup>th</sup> through the stop sign and on to Fessenden to make the light at Conn. Ave. And auto traffic, racing north and south on Conn. Ave through the light at Fessenden. Several tragic accidents on Conn. Ave in the immediate vicinity are testimony to enforcement problems. Meanwhile Fessenden as a feeder from Rock Creek Park regularly has cars speeding up and down between Linean Ave and Conn.

Mike Schneider – 3300 block of Fessenden.

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From: Larry Williams  
Sent: Thursday, December 09, 2010 1:11 PM



To: Chamberlin, Anna (DDOT)  
Subject: Next meeting

I am glad to see you have another meeting scheduled. The School gym was difficult because of the acoustics. I shall try to make it to your next meeting.

I mentioned at the meeting for the need of a pick-up/drop-off area near the Metro station. I am wondering if you have given this suggestion any further thought. I know you don't like giving up parking places but maybe space can be provided next to the Thai restaurant. Currently, there is no place to stop to discharge or load folks.

Larry Williams  
4600 block of Van Ness St.

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From: Marilyn Simon  
Sent: Thursday, December 09, 2010 3:52 PM  
To: Chamberlin, Anna (DDOT)  
Cc: [not reported]  
Subject: RCW 2 Livability Study Re: Bicycle Boulevard on Jenifer Street

Anna,

I noticed the recommendation that Jenifer Street from Western to Nebraska be designated as a "bicycle boulevard." From the photograph, it appears as though the main purpose is to encourage bicyclists who want to ride in traffic (as opposed to on sidewalks) to use this as an east-west route. But the illustrations of some of the associated infrastructure on the document <http://rockcreekwest2livability.com/wp-content/uploads/2010/10/Bicycle-Boulevards.pdf> raise a few questions to me.

(1) I am concerned about the photograph of the treatment of the diverter. There is a traffic diverter at 43rd and Jenifer that is critical to quality of life of the residents of neighborhood. We do, however, frequently notice that cars will drive up on the sidewalk to get around the diverter, and I would hope that you are not considering any physical changes in the diverter, such as those in the photograph in the lower right hand corner, labeled diverter, that might increase the incidence of cars using Jenifer as a through street at that intersection. Bicyclists can use the ramps at either end of the diverter.

(2) I would suggest that the two photographs of the treatment of signalized intersections would not be appropriate for the intersection of Jenifer and Wisconsin. This is a very heavily used intersection, and does have a history of pedestrian accidents. I think that it is most appropriate and safest for bicyclists at this intersection to safely cross Jenifer by dismounting and moving with the pedestrians.

(3) I do find the selection of Jenifer Street as the east-west connection street somewhat puzzling, inasmuch as I usually don't use that street to get from Wisconsin Avenue to Connecticut Avenue as either a pedestrian or a driver because it can be very difficult (except when traffic is very light) to get across Reno Road. Lack of a signal, driver speed and poor visibility make this less than ideal. Livingston, with a traffic signal at 41st (the continuation of Reno) is a far better place to cross.

(4) I also think that graphics shown on the street (a picture of a bicycle with the letters BLVD and an arrow) can be somewhat confusing. I am assuming that there is not going to be a separate bicycle lane, especially since this is a street where it is sometimes difficult for two cars heading in opposite directions to pass each other, and the cars frequently have to slow to a near stop to do so safely. Yet, painting a large bicycle in the only travel lane might lead to confusion, where drivers might not know whether they are allowed to drive in that lane, or if not, where.

In summary, I would hope that this recommendation does not involve any changes in the traffic diverter at 43rd Street or the intersection of Jenifer and Wisconsin. I also assume that since there are only two signalized intersections, it doesn't include the painting of bicycle boxes, which at least at Wisconsin, will lead to significant back ups on Jenifer as it would eliminate the ability to make a right turn on red, and would reduce the area in which traffic (from Friendship Boulevard to Wisconsin Avenue) can wait for the light and pedestrians to clear before blocking other intersections such as 44th Street. If it merely involves painting, I am somewhat curious as to what the recommendation is supposed to accomplish, especially since it is difficult to cross Reno at Jenifer, and most of the road doesn't even have room for one full lane in each direction given that the on-street parking is fully utilized, and thus might not be the recommended east-west route.

Thank you,  
Marilyn Simon  
5200 block of 43rd Street, NW.

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Name: Roberta Carroll  
Subject: curb extensions  
Date: Friday, December 12, 2010 9:18 AM

Comments:

I think the District should be very careful where they put in curb extensions as a means of controlling traffic. It also stops trucks, firetrucks and EMS vehicles from getting to and using a street and its turn. We have a wide car and if our car is having a problem managing these turns then a truck will never make it through. The one in Adams Morgan off 18th Street comes to mind as it is almost impossible to make the turn to the right near the gas station. How does a moving van get to those condo buildings? Put too many of these extensions in and you have a city no one can move around in. It is going too far to slow down a few (minority) of speeders.

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Name: Stephanie R. Bruce  
Subject: Comments on liveability study  
Date: Sunday, December 2010, 1:38 PM

Comments:

Thank you for accepting email comments, for those of who work odd hours and are unable to attend the community meetings. I did take the online survey as well, but I want to voice 2 additional concerns.

1) I posted publicly after I took the survey, that I felt the available questions were biased, with many choices that were "anti-motorist" for lack of a better word, and fewer choices available to indicate problems that impede motorists, like poorly planned speed humps.

2) I am a resident, and I do multiple activities in this neighborhood, including biking mostly recreational, but occasionally commuting, walking and driving. I less frequently use buses and metro, but do so on the weekends. But I am disturbed by the attitude of some residents that their individual street is "private". Even the fact that you offered the option of a complaint of "cut through" traffic, is really a biased idea. Our streets, all of them, are PUBLIC and should be available to the PUBLIC. If there are problems with speeding, that should be addressed with anti-speeding activities to enforce the current speed limits (usually 25). If there are streets where that limit is too high, that should be addressed by changing the posted speed limits (for instance around school, and in alleys), not by speed bumps that limit safe speed to well below the posted limit. And not by medians, one ways and hour limits that limit who can use our PUBLIC streets. There is a reason I choose to live in DC, and I don't want to turn our city into Maryland, where many neighborhoods exclude their non-neighbors.

Thank you for considering my comments.

Stephanie R. Bruce, MD  
5300 block of 28th street, NW  
Washington, DC 20015

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From: Carol A. Grigsby  
Sent: Saturday, December 11, 2010 4:41 PM  
To: Chamberlin, Anna (DDOT)  
Subject: Feedback on Rock Creek Livability Study

Ms. Chamberlin –

I was present at the November 29 meeting at Janney where you presented potential recommendations from the Rock Creek West Livability Study. I believe you've heard a lot from the neighborhood since then about the Fessenden Street proposals, and I've heard that those may have been shelved for now. I certainly hope so, since they appeared to respond to the complaints of 12 individuals at the expense of the rest of the neighborhood.

Assuming (as I hope I may) that I need not be concerned about the Fessenden issue, I would like to address the proposals concerning 45<sup>th</sup> Street NW. While these proposals are not as onerous for the neighborhood as the Fessenden one-ways would have been, they still strike me as highly undesirable. I occasionally use 45<sup>th</sup> to go from River to Western, and on most occasions mine is the only car on the road. You can't get up a lot of speed because there is a stop sign coming at Harrison. So the sole reason to do this is to respond, again, to a handful of homeowners along a block and a half on 45<sup>th</sup> who don't want any traffic going by. That traffic will instead shift to 44<sup>th</sup> – where I live, where the traffic shifts caused by "the barrier" have never returned to pre-barrier levels, and where speeding is a huge problem – and to Faraday, which people will use to get back over to 45<sup>th</sup>.

In short, as with the Fessenden Street proposals, the one-ways on 45<sup>th</sup> are also solutions looking for problems, and not in any way in the interests of the neighborhood.

Thanks for hearing me out.

Carol A. Grigsby  
44<sup>th</sup> and Ellicott

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From: Hall, Amy (CMS/OL)  
Sent: Thursday, December 16, 2010 10:55 AM  
To: Chamberlin, Anna (DDOT)  
Subject:

Hi, I can't make the Rock Creek West livability meeting tonight (holiday concert at Deal) but I would just like to express my strong support for the proposal to make Fessenden St one-way. I live opposite the park and the cut-through traffic is simply dangerous - in particular since the park in the spring and fall is heavily used by stoddert teams for practice every day of the week, with young kids running everywhere. Something needs to be done to reduce the people speeding through, its a danger to the park-goers, as well as the people who live on the street. I'd also be very supportive of putting two speed bumps on the block of Fessenden between 46th and 47th to slow people down. I recognize that residents of Ellicott complain this will divert traffic to their street, but they don't have a park frequented by lots of families with little kids on their street. The safety imperative to me is that traffic on fessenden be reduced and slowed down. Thanks.

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From: Marlene Berlin  
Sent: Wednesday, December 08, 2010 12:01 PM  
To: Chamberlin, Anna (DDOT)  
Subject: Good meeting last night

Anna,  
Impressive solution to the 40<sup>th</sup> Street, Fort Drive and Albemarle Street conundrum. Also thanks for serious consideration of closing off 36<sup>th</sup> Street segment between Connecticut and Fessenden. What about adding curb extensions to the north side of Fessenden at the intersection of 36<sup>th</sup> Street. Also cars coming south bound on 36<sup>th</sup> Street do not see stop sign which is hidden by evergreen trees often just yield to other cars and ignore pedestrians trying to cross. These trees need to be trimmed. Is making this segment a shared bike, pedestrian car segment off the table? Is there room for a sidewalk?

On the intersection of Van Ness and Connecticut, which is a high pedestrian crash intersection (see second page of attachment) are you also considering a LPI? There is also a no right turn on red at all times from Connecticut Avenue onto Van Ness in the Connecticut Avenue Study recommendations. What about this? CAPA is also recommending no right turns on red as a general recommendation for the Connecticut Avenue corridor. Then if you take out the left hand turn signal for SB cars turning left onto Van Ness, what about no left turn, especially during rush hour, since cars use the alley making the left hand turn at Veazy.

Thanks again for all your hard work on this. Also when are the changes you presented last night and the reconfiguration for 40<sup>th</sup> and Fort Drive going up on the website? Would like to send this into around to steering group and volunteers.

Marlene

Marlene Berlin  
Pedestrian Initiative  
IONA Senior Services  
4100 block of Albemarle Street, NW  
Washington, DC 20016

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From: Neil Meyer  
Sent: Thursday, December 16, 2010 11:48 AM  
To: Juriga, Jessica; Anna Chamberlin  
Cc: Gant, Paula  
Subject: Rock Creek West II Livability

Thanks for your work on the Rock Creek West II Livability project.

I live at the corner of 43rd St NW and Yuma and have the opportunity to observe traffic at this corner frequently from my office. The greatest problem by far is the traffic on Yuma speeding and running the stop signs going both ways. People use the street as a cut through from Mass. to Wisconsin in the mornings and vice versa. The problem is exacerbated by the steep hill down from 42nd.

On numerous occasions I've seen cars go through the intersection at speeds in excess of 50 mph. We are one of 2 families with children living on the corner and there are many more who use this as a path to school and to the Metro, and I've also seen many near accidents involving pedestrians.

I note that you have plans to make 43rd one way and to add curb extensions and crosswalks, but it's not clear that the steps will address the primary problem which is the traffic on Yuma. Note also that this street is used often by commercial trucks and the fire department which rarely stop at the corner.

Finally, I would ask whether the one way designation of 43rd can be limited to the morning hours or just prohibit turns from River Road, because we use this street often to access Van Ness and would be forced to use the already very busy 42nd street.

I ask also that you consider raised crosswalks and extensions at Yuma and 42nd. This is also an extremely dangerous corner for pedestrians because of the high speed traffic and volume, especially for the numerous children on the way to Janney Elementary. The school speed limits are largely ignored and unenforced. My own son has nearly been run over at this corner by aggressive drivers on numerous occasions.

Can you also advise when the changes will take place? I'll be happy to discuss these issues with you.

Thanks again, Neil Meyer  
4300 block of 43rd St. NW



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Name: Lyle Brenneman

Subject: River Road and Garrison streets [this includes the Western Avenue and River Road intersection]

Date: Thursday, December 16, 2010 1:01 PM

The closely connected intersections of River Road, Garrison, 46th and Western.

We are having very serious traffic problems at this intersection. Because of the day-long outbound congestion on River Road at that intersection, we get many high speed cutthroughs on 45th and on Garrison.

I have not been physically able to attend the meetings, but even in the morning rush hour the outbound traffic is congested and the speeders create dangerous situations. We have ten children on our block and we need to find a solution to the speeding.

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Name: Roberta Carroll

Subject: feedback

Date: Friday, December 17, 2010 8:49 AM

I am opposed to the curb extensions as they disrupt traffic, especially trucks, fire trucks and large cars. Clearly marking crosswalks and maintaining them is a good idea but not the curb extensions. Bike lane on narrow Albermarle is a bad idea. Closing 36th St. to green space is a bad idea, we use this road all the time. What I don't see is adding sidewalks where they stop in a block or don't exist. This pedestrian safety issue should be a major focus of this study and improvements that need to be built. Where is the plan to add sidewalks? Bikes can use sidewalks and they would be safer than on narrow streets with parked cars.

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From: Pippa Trench

Sent: Wednesday, December 29, 2010 10:45 PM

To: Chamberlin, Anna (DDOT)

Cc: Hefferan, Jennifer (DDOT); Franklin, Tawana (DCPS-ES); Lycknell, Norah (DCPS); [not reported];

Jon Bender; Nancy Brown Kobil

Subject: Re: Janney Crosswalk

Dear Anna,

I have just seen the latest results for the livability study around Janney School and Tenleytown ([http://rockcreekwest2livability.com/wp-content/uploads/2010/12/09\\_TenleytownRecommendations.pdf](http://rockcreekwest2livability.com/wp-content/uploads/2010/12/09_TenleytownRecommendations.pdf)) It is great to see the measures proposed to slow traffic at the corners of 42nd and Albemarle at at 42nd and Yuma and other measures in the close vicinity of the school that will make the area safer for kids walking to the school.

I am concerned to see that the plan to remove the crosswalk from the front of Janney school is still in place with no related action to slow traffic on that stretch of road. I know from talking to Jennifer that there are concerns about having the crossing at the top of the hill. However, I would be extremely concerned at the removal of the crosswalk with no remedial action to slow traffic - even imperfect actions such as the crosswalk with the sign does act to hinder people doing idiotic behavior such as

overtaking etc on the blind hill. Please, I beg you to consider what other more effective measures may be taken to SLOW traffic coming away from the lights at Wisconsin or from the 42nd St intersection even if the crosswalk has to be removed. I know I don't need to tell you that speed kills, and i also know you have access to far more information and ideas about how traffic can effectively be slowed where needed - be it raised crosswalks, shoulders, speed bumps, relocating the sidewalk by a few yards or other measures.

This seems such an opportunity to do the right thing for the current and future generations of the 500+ kids and their siblings that use the school. I greatly appreciate your help and consideration in finding a solution to the situation and keeping these kids safe.

Thanks and best wishes,

Pippa

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From: Gretchen/Scott Cheney  
Sent: Thursday, December 30, 2010 10:38 AM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL); Smith, Dee (COUNCIL); Jon Bender  
Subject: 43rd St Proposed Changes: Positive Feedback

Hi Anna.

I was unable to attend the 12/16 meeting but I am very happy to hear that 43rd Street will stay 2 way traffic -- except for the morning rush hour right turn restriction for cut through traffic from River Road that many of us wanted. I understand that the proposal is now for no right turn from River road onto 43rd Street from 6:00 a.m. to 9:30 a.m. This will greatly improve the safety of that intersection where I walk my two children to Janney Elementary every weekday morning. I am not clear what "curb extensions" mean but I imagine they are also designed to promote pedestrian safety.

Thank you for hearing our comments and going for this option instead of the other more drastic proposal of making several neighborhood steets one-way at all hours. I was not in favor of that.

I do wonder why the mid-block crosswalk at Janney Elementary is being removed. It seems like this slows traffic down on a very busy block and helps promote safe street crossings. Many parents (and children) park on the north side of Albemarle and then need to cross the street to get to Janney. I do not see the benefit of removing this crosswalk.

All in all, I am pleased with the proposed changes, however (with the River Rd & 43rd St being most important to me). Thank you again for taking our feedback into consideration.

Best,  
Gretchen Cheney  
4300 block of Chesapeake St NW

January 2011

From: Dianne Bock  
Sent: Saturday, January 01, 2011 3:27 PM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL); Smith, Dee (COUNCIL)  
Subject: Tenleytown Traffic Study--Final Draft Recommendations

To Whom It May Concern:

I have lived near the corner of Alton Place and 43 Street NW in Tenleytown for over 10 years. For all that time, the commuter cut through traffic in the morning rush hour has been a serious problem -- endangering pedestrians walking to the local schools and to the metro. I wholeheartedly support placing a no-right turn sign during morning rush hours (6 to 9:30 am) at the corner of River Road and 43rd Street.

I DO NOT support the previous DCDOT proposal to make 43rd street one-way northbound. One-way streets speed up traffic since cars do not have to slow down to accommodate oncoming traffic on the narrow street. Also, one-way designation will create an inconvenience 24/7 for residents trying to enter the neighborhood during non-rush hour times. I have not observed a heavy flow of cut through traffic at times other than the morning rush hour, and no evidence of such a traffic concern has been presented by DCDOT or its contractors.

Therefore, I oppose the designating of 43rd Street as one-way, and support the current final recommendation of a morning rush hour turn restriction at River Road & 43rd Street. Thank you for taking the neighborhood's concerns into the planning process!

Sincerely,

DIANNE BOCK  
4300 block of Alton Place, NW

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From: Melissa Fossberg  
Sent: Sunday, January 02, 2011 5:12 PM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL); Smith, Dee (COUNCIL); Jon Bender  
Subject: thanks -- tenleytown livability study recommendations

Dear Anna,

Happy New Year! We are 43rd St. residents in Tenleytown and are happy to see that the recommendation to restrict turns from River Rd. during the morning rush hour is in the current plan. We really do appreciate this, especially on behalf of our daughter and her fellow Janney students. It is also great to see the addition of bike sharrows and any improvements in the 42nd/River intersection which is currently quite tricky for pedestrians, particularly the neighborhood Metro riders and middle and high-school kids going to Deal and Wilson.

I was surprised, however, to see the removal of the crosswalk in front of Janney School. While it may be ideal to have people cross at the two traffic-lighted corners, it is frankly not realistic. The crosswalk serves a lot of kids and parents. My brother-in-law, who is a road engineer, has been humbled by some of the decisions he's made regarding crosswalks and his efforts to try to force people to cross here

rather than there. The crosswalk may not be ideal for traffic flows, but it is where people cross. For safety, I think it should be kept where it is.

Thanks,  
Melissa Fossberg  
4500 block of 43rd St., NW

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From: Mary O'Lone  
Sent: Monday, January 03, 2011 9:24 PM  
To: Chamberlin, Anna (DDOT)  
Cc: Cheh, Mary (COUNCIL); Jonathan Bender  
Subject: NW Livability Study -- 43rd Street Comments

Ms. Chamberlin-

As a resident of 43rd Street for more than 10 years, I wanted to write to comment that I fully support the final recommendation to restrict traffic from turning onto 43rd Street from River Road during the morning rush hours. The cut-through commuter traffic along 43rd Street is heavy and often a menace to school children and those walking to the Metro. I was heartened to see the turn restriction chosen over the previous one-way proposal (a proposal I am not in favor of, but you got my comments on that already).

The bike sharrows in both directions along 43rd Street will be an interesting addition. I very curious to see how those will work out.

Also, I support the pedestrian lead for the traffic light at 42nd and Albemarle Streets.

Additionally, I think the installation of curb extensions at the various corners is a great idea. I am anxious to see how they work as a traffic calming measure, especially at the corner of 42nd and Brandywine. However, I believe more is needed at 42nd and Brandywine to make that a safer crossing for pedestrians. The addition of signs about DC law is to stop for pedestrians in crosswalks and/or some additional warning of the presence of pedestrians is needed to inform/warn the motor traffic turning from River Road onto 42nd Street.

I know the next step is to finalize the report/recommendations. Are all of the recommendations fully funded? Will a timetable be presented along with the report? If not, when can we expect to see a timetable -- or more importantly the installation of the recommendations?

Thank you for your time and consideration of my comments and those of others who live and walk along 43rd Street.

Mary O'Lone  
4500 block of 43rd Street, NW

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From: Marilyn Simon  
Sent: Monday, January 03, 2011 7:54 PM  
To: Chamberlin, Anna (DDOT)  
Cc: Marilyn Sumon  
Subject: Rock Creek West II Livability Study

Re: Rock Creek West II Livability Study  
Opposition to proposal to change the traffic pattern on 41st Street near Military

Ms. Chamberlin:

On December 16, I attended the final public meeting for the Rock Creek West II Livability Study. At that meeting, Tom Quinn and Steve Seelig, two area residents, proposed a major change in the traffic pattern for 41st Street near Military Road. They discussed their ideas extensively with Mr. Scott James, who asked them to write the ideas up and submit them in this record.

I am writing to express my strong opposition to their proposal, as well as several others that were discussed. While you assured me that new recommendations would not be added as part of the Livability Study, I am writing to express my concern about this proposal and make it clear that I would oppose having this proposal designated for future consideration.

Mr. Quinn's and Mr. Seelig's proposal was that through traffic on 41st Street be blocked at Military Road. If implemented the proposal would have a negative impact on the neighborhood since:

- (1) the 5300 block of 41st Street would become a dead-end street, usable only by residents of that block, and that would divert traffic to other neighborhood streets, such as 42nd Street, all of which already carry substantial traffic given their narrow widths and high parking utilization rates; and
- (2) it would force neighborhood residents to use less direct and less safe routes to travel to and from their homes.

Currently, residents (drivers) west of Reno Road who need to cross Military Road use the signal at 41st Street to safely cross Military. Some of the alternatives that were suggested to me at the meeting involved relatively dangerous maneuvers, such as taking a left turn north onto Reno Road (at Jenifer or Ingomar) with its poor line of sight and fast-moving traffic. Others involved illegal maneuvers, such as crossing Military at 42nd Street, where only a right turn is allowed. And other suggested alternate routes would have added significantly to congestion on Military, including a suggestion to take 42nd Street to Military, take a (legal) right turn, and then take a left turn from Military, perhaps on 39th or through alleys, to get back to 41st Street or Western Avenue.

Another suggestion made by Mr. James involved a maze of one-block long one-way segments on 41st Street that would also divert traffic to other local streets and force local residents to use less safe routes to travel to and/or from their homes.

While there is no official recommendation for this livability study to change the traffic pattern on 41st Street, I do hope that you will recognize that such a recommendation will negatively impact many local residents, and that you will record my strong opposition to this proposed change in the traffic pattern.

Sincerely,  
Marilyn J. Simon  
5200 block of 43rd Street, NW  
Washington, DC 20015

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From: JWaldmann  
Sent: Thursday, January 06, 2011 6:47 PM  
To: Chamberlin, Anna (DDOT)  
Subject: Rock Creek West II Livability Study: 41st Street

Dear Ms. Chamberlin:

I am writing to object in the strongest terms the closing of 41st Street at Military Road, NW. 41st Street is a through street, wide enough to permit both parked cars and traffic in two directions.

Closing 41st at Military will encourage motorists to seek other routes - I live in the 5300 block of 42nd Street which gets a significant amount of traffic already, having increased steadily over the twenty-five years I have lived here. If 41st Street were closed, it would get significantly more. It is hardly equitable to close one street, thereby benefiting residents of that street, while subjecting residents on nearby streets to more traffic.

The closing of 41st Street would also make it much more difficult for nearby residents to go about their daily business by car. Not everyone is able or willing to bicycle or to do their shopping on foot. The zeal to reduce car trips needs to be balanced against citizens' need or, yes, preference, for using their cars. Closing 41st Street will result only in more blocks being negatively impacted by drivers impatient to reach their destinations, and utilizing more dangerous turns. For example, turning left from Jenifer Street to Reno Road is a maneuver encumbered by limited sight lines and, at certain times of day, very heavy traffic. Accidents will increase.

Case in point: the intersection of 42nd Street and Military Road has stop signs on 42nd Street, and a right turn only sign on 42nd heading east. Despite that, accidents regularly happen there. If I am traveling south on Reno at busy times, instead of turning right on Military and left on 42nd Street, I go from Reno to 41st, then right on Jenifer and right on 42nd Street. I believe that is safer. Closing 41st Street would prohibit this.

Closing 41st Street is unacceptable. I hope you will remove that idea from present or future consideration.

J Waldmann  
Friendship Heights

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From: Seelig, Steven (RIC)  
Sent: Friday, January 07, 2011 2:23 PM  
To: Chamberlin, Anna (DDOT); James, Scott (DDOT)  
Cc: Tom Quinn; Cheh, Mary (COUNCIL); Steve Rohrbaugh  
Subject: 41st Street, NW Traffic Issues - Comments on Rock Creek West II Livability Study

Anna and Scott,

Great meeting you at the open house last month to view and discuss the results of the Rock Creek West II Livability Study. As Scott and I discussed extensively, there are serious traffic issues in our neck of the woods on 41st Street, between Military to the north and Wisconsin to the south. Steve Rohrbaugh and I have come up with a detailed description of the problem, and a number of proposed solutions.

As we drafted these recommendations, we were mindful of the need to garner the support of the neighbors for these proposed changes. We believe many of the proposals would be minimally intrusive to that group, and have copied Tom Quinn, our ANC representative to see if he might have a better perspective on the neighborhood impact.

After you have had time to review, I would propose a meeting with Steve, me and Tom, if he is available, to discuss potential solutions. You can contact Steve or me at the phone numbers in the attachment.

Please let us know you have received this email, since we understand today is the last day for comments.

Best regards,



Steven Seelig  
Executive Compensation Counsel, Research and Innovation Center

Towers Watson  
900 block of North Glebe Road | Arlington, VA 22203

Comments on Rock Creek West II Livability Study  
Regarding 41<sup>st</sup> Street, NW Traffic Issues

Submitted on January 7, 2011 by:  
Steven Seelig, 3900 block of Ingomar Street, NW  
Steve Rohrbaugh, 5300 block of 41st Street, NW

- A. General Nature of the Problem: 41st Street, NW, bounded by Military to the North and Wisconsin to the south, is a local road whose traffic load has become much closer to that of a collector road, due to its location parallel to Wisconsin Avenue creating a spill-over effect as non-neighborhood commuters seek alternative routes. The results are too much traffic volume, traffic speed too high for conditions and too much traffic noise. The effect on local residents are:
1. Reduced quality of life is a problem with significant noise,
  2. Unsafe crossing conditions,
  3. Unsafe to ride a bike,
  4. Unsafe to put a child in a car seat restraint when car is parked on road.

Although these comments are focused on the 41<sup>st</sup> Street problems, there are similar north/south problems on 42<sup>nd</sup> Street, west of Wisconsin and south of Ellicott Street.

- B. Ideal Outcome: Return 41st Street to its intended usage as a local road (no through traffic, buses or trucks) in a manner that would encourage pedestrian crossings and create a more boulevard-type character. This would permit safe use by residents, pedestrians and by bicycles, especially for parents and children heading to and from Wilson High School, Deal Middle School, Livingston Park and Fort Reno parks.

C. More Specifics on the Problems:

1. Morning Rush Hour: Although traffic heading west on Western Avenue is not permitted to make a left turn onto 41st Street during the am rush hour, Maryland drivers bypass this prohibition by cutting through Chevy Chase, MD and using the Cedar Lane signal to head directly south on 41st Street. Others turn left from McKinley Street heading west to add to the traffic.

Once traffic reaches Military Road, a large percentage heads of southbound traffic heads south on 41<sup>st</sup> Street rather than bearing left onto Reno Road. Because 41st Street is a local road, presumably the original intention was and should continue to be that southbound traffic use Reno Road south based on its designation as a collector road.

Many of these drivers stay on 41st Street to link up with Wisconsin Avenue at Fessenden Street or beyond. A contributing factor to this heavy traffic flow may be the absence of a left turn to Wisconsin Avenue for westbound drivers on Western Avenue, who instead use 41st Street as their preferred way to get to Wisconsin. For these drivers, Reno Road should be used, where

they can then turn right onto Nebraska and up to Wisconsin heading south or continue to American University on Nebraska.

The result is a steady flow of cars along 41st Street, many of whom speed on the very dangerous section from Jennifer Street to Harrison Street, where there is an up and down hill and no stop signs for 3 blocks. Entry onto this stretch from eastbound Ingomar Street is also very dangerous on this stretch. There are no crosswalks across 41st Street at all either at Jennifer or at any point until Harrison to the South (I'm not even sure there is a painted crosswalk here).

2. Evening Rush Hour: The problem is perhaps more dire in the evening rush, where northbound Wisconsin Avenue traffic can easily jog right onto 41st Street and head north at the intersection with Brandywine Street. This makes it a preferred route for Wisconsin Avenue traffic seeking an alternative to get to Connecticut Avenue. Drivers take this alternative rather than waiting to turn right onto Western from Wisconsin or turning right onto Nebraska and taking it through to Connecticut or turning left onto Reno to then link with Western.

Speeding is even more profound from Harrison to Jennifer heading north, with even greater risks than those described above. Traffic that has encountered 4 blocks of 4 way stops signs has a natural inclination to accelerate up the hill at Huntington and speed down the hill. Compounding the problem is the fact that traffic see a clear path to Jennifer Street since inexplicably; there is a No Parking area from the east side of 41st from Ingomar to Jennifer Street that creates the perception of a straight shot down the hill. The Jennifer Street stop sign then becomes a rolling stop for many after hitting 40 mph on this stretch. There is no cross-walk painted at Jennifer Street to emphasize the need to stop fully.

Similarly, when northbound traffic arrives at the Jennifer Street stop sign, cars drag race down the street to get through the green light, which has a timing of 15 seconds or more. The green light at 41st/Military can be seen a block away at the Jennifer St stop sign.

3. The Rest of the Day: During mid-day, there is significant southbound traffic right after the am rush. For the rest of the day, there is not quite as much traffic flow; however, there is a more profound speeding problem with less slower moving traffic to limit those who would speed.

D. Proposed Solutions, From Most Radical to Least [The proposals listed might be combined for maximum effect]

1. Eliminate the Ability to Head North or South on 41st Street at Military Road: Heading south, the light cycle to 41<sup>st</sup> Street actually is longer than that for Reno Road heading south. Thus, some traffic that would otherwise choose Reno Road takes 41<sup>st</sup> Street, perhaps unwittingly, simply to avoid being caught at the light. There is plenty of room in that intersection to reconfigure the triangular island where traffic divides for Reno Road vs. 41<sup>st</sup> Street. Traffic would be prohibited from entering 41<sup>st</sup> Street beyond Military, and would be limited by a curving curb that would only permit a right turn on Military Road. The signage would be Right Turn Only. There likely would be no need for signage prohibiting other access to southbound 41<sup>st</sup> Street from Military.

Northbound, there is an additional 15 second cycle separate than the Reno Road green cycle that permits through traffic to head north from 41<sup>st</sup> Street across Military Road to continue toward Western Avenue. Northbound traffic would be prohibited from heading north and would be required to turn left or right onto Military Road. The triangle at the north side of the intersection would be filled to prevent anyone heading north. Being directed onto eastbound Military will be unpalatable for pm rush traffic, with the long backup at Connecticut, so this alternative would quickly cause regular cut-through drivers to find acceptable alternatives following collector roads such as Wisconsin to Western, Reno to Western, or Nebraska to Connecticut.

2. Limit 41st Street to One-Way North and Then One-Way South in Short Sections to Make it Inhospitable as a Through Street: While this is a solution that likely will be unacceptable to whichever locals live near the restricted streets, the idea would be to make a short section of 41<sup>st</sup> Street one-way to discourage any cut-through traffic. One example would be to make the short section from Ingomar Street (the northernmost section from Reno to 41<sup>st</sup>) one way north and the portion from Huntington to Harrison one-way south.

However, this would have major implications for whichever street where the limitation was imposed, and would likely generate significant opposition. For example, those living Ingomar heading home toward Ingomar on 41<sup>st</sup> Street would be inconvenienced in the example provided above.

3. Same as (2), but Have the One Way Restriction for All but Local Traffic: A more acceptable alternative would be for the one-way limitation to be only for through traffic. A large "Do Not Enter" sign, with a smaller "Except Local Traffic" sign would go a long way to solving the problem here. This would mean the signage could be moved to Military and 41<sup>st</sup> for southbound traffic, for example. Northbound signage could be established at Fessenden Street. Additional signage could say "Drivers headed to points south/north of Tenleytown use Reno Road and Nebraska to access Wisconsin Avenue".

This might be the cheapest solution to impose as all it would cost would be signage.

4. Same as (3), but Limit Through Traffic to Local Traffic Only: There would be signs posted both at Fessenden Street heading north and Military Road heading south that 41<sup>st</sup> Street is limited to local traffic At All Times. Fessenden would be preferred northbound, since traffic could turn left and head north on Wisconsin or turn right to link up with Reno Road heading North.

This alternative might have the same effect as (4) if it said "Do Not Enter" in large letters, with "Except Local Traffic" in smaller letters.

5. Change cycle time of the 41st/Military traffic cycle to 5 seconds: This alternative could be combined with 3 or 4, or would be a lesser stand-alone solution because through traffic would still be allowed on 41<sup>st</sup> Street. Allow 5 seconds for south bound 41<sup>st</sup> Street traffic to continue south through Military intersection, as opposed to the extremely long cycle currently in place, and allow only 5 seconds for north bound 41<sup>st</sup> Street traffic to continue north through Military. This would only allow 3 cars to proceed into the intersection. The result would be to create a bottleneck of traffic and the shortcut drivers (non-neighbors) would use the collector roads of Reno, Wisconsin, Connecticut, Nebraska, and Military, as they were intended to be used. Shortening the light cycle will also have the benefit of reducing the rush hour back-ups on Military Road.
6. Eliminate through Traffic or Change cycle time of Southbound 41<sup>st</sup> Street at Cedar Lane: This alternative should be considered separately from those above and that follow. The notion is to prevent Maryland traffic from proceeding unimpeded south on 41<sup>st</sup>, leading to many of the 41<sup>st</sup> Street traffic issues.
7. Install Bike Sharrows: Without being combined with some of the other solutions, this will not really help the problem that much. But having bike marking in the driving lanes along with prominent signage that says "Share the Road" with cyclists will help encourage more use of this road by cyclists and can have some effect on reducing speed. It would need to have signage that stated "Share the Road with Cyclists" to be effective.
8. Create More Traditional Traffic Calming Solutions: Speed humps, speed bumps, raised crosswalks etc. should have been implemented a long time ago along this corridor. It is inexcusable there are no painted crosswalks on 41<sup>st</sup> Street at this time

Make sure there is parking on both sides of the street along the entire corridor. Or, if parking is to be discouraged along some stretches of road, consider expanding the curbs so it is made clear only one lane of traffic can make it through this stretch of road.

9. Reduce Speed Limit on 41<sup>st</sup> Street to 15 MPH for When Children or Pedestrians are Present: Typical speeds along 41<sup>st</sup> Street are well above the 25 MPH limit. Any added signage that would discourage speeding should be considered.
10. Retime Lights at Wisconsin/Fessenden, Wisconsin/Davenport: The short cycle length for these lights in non-rush hours causes them to be used advantageously for cut-through traffic that then uses 41<sup>st</sup> Street to the east and 42<sup>nd</sup> Street to the west of Wisconsin.

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From: Mary Evans  
Sent: Friday, January 07, 2011 2:57 PM  
To: Chamberlin, Anna (DDOT)  
Subject: NO bike sharrows on 43rd Street, NW! Yes to no right turn 6-9:30 am!

Dear Ms. Chamberlin:

While our street STRONGLY supports the no right turn from EB River Rd onto 43rd St, NW from 6-9:30 a.m. but I and other neighbors STRONGLY OPPOSE painting bike sharrows onto 43rd Street, NW with a large population of nursery school children at St. Columba's, ELDERLY at Friendship Place and on this block and special needs residents because it invites cyclists who have already killed one pedestrian in DC in the last month! DANGEROUS, bad idea, unnecessary (i am the only adult biker on the street) and wasteful. put it on 42nd street if you put it anywhere.

LETTER of OPPOSING PUBLIC COMMENT attached. [below]

Thank you for listening and hearing.

Sincerely,  
Mary Evans

Mary Evans 4500 block of 43<sup>rd</sup> Street, NW Washington, DC 20016  
BY FACSIMILE and email attachment  
Ms. Anna Chamberlin and Director Gabe Klein  
DC DOT, Washington, DC  
cc: Mary Cheh

Public Comment AGAINST bike sharrows on 43rd Street, NW

Dear Ms. Chamberlin and Director Klein:

Thanks to DC DOT for proposing the no right turn from 6 - 9:30 onto 43<sup>rd</sup> Street, NW from EB River Rd that 43<sup>rd</sup> Street, NW uniformly supports. HOWEVER, I STRONGLY OPPOSE BIKE SHARROWS ON 43<sup>rd</sup> St, NW! please DO NOT PAINT BIKE SHARROWS ON 43<sup>RD</sup> STREET, NW! This terrible, life and health endangering proposal invites cyclists (almost always speeding and reckless). No bike sharrows on 43<sup>rd</sup> Street for the following reasons:

- It is DANGEROUS to invite bike traffic onto 43<sup>rd</sup> St, NW with St. Columba's 90+ nursery and pre-school two and three year olds, numerous elderly Friendship Place residents along with the children, elderly and special needs residents on this street! Janney school students and dog

walkers cross 43<sup>rd</sup> Street all day long. 43<sup>rd</sup> St, NW is a RESIDENTIAL STREET, NOT a major corridor!

- Public safety would be endangered by bike sharrows on 43<sup>rd</sup> Street! Cyclists have hit and killed pedestrians! Should my 88 year old neighbor fear opening her car door?
- 43<sup>rd</sup> Street, NW is a street of walkers who should not be hit by racing bike riders. It is well known that bikers -- the world over -- have hit and killed pedestrians. Bike riders have killed pedestrians in Washington, DC (See front page of *Northwest Current* January 5, 2011 reporting that 78 year old Quon Chu was hit and killed by speeding bike cyclist who fled the scene!) Don't endanger the numerous toddlers and elderly on this block!
- My children and I biked only once on the Crescent Trail where we watched get-out-of-my-way-or-I'll-run-you-over-"Lance Armstrong"-wannabes bike so fast and RECKLESSLY, it is a miracle no child or other biker was not hit! *I am strongly opposed to this ill-thought-out proposal that could cause serious injury and even death. I'm the only regular adult biker on this street and I flatly oppose sharrows on 43<sup>rd</sup> Street, NW.*
- DO NOT PAINT bike sharrows on 43<sup>rd</sup> Street because it is unnecessary, a waste of taxpayer money and COMPLETELY unwarranted, only inviting biking accidents against a street of very young children, elementary children along with a high concentration of elderly walkers!
- No one supports bike sharrows on 43<sup>rd</sup> Street that I have spoken to and I have lived her over 20 years. If bike sharrows are to go on any North-South street, it should be on 42<sup>nd</sup> Street, NOT 43<sup>rd</sup> Street, NW.

NO BIKE SHARROWS ON 43<sup>RD</sup> STREET, NW! Besides, it is ridiculous to have two parallel N-S streets containing bike sharrows so put it only on the more commercial 42<sup>nd</sup> street if you are going to do this. No bike sharrows on 43<sup>rd</sup> Street, NW because they are wasteful, unnecessary, unwarranted and worst of all *DANGEROUS*. We have 90 nursery school children, as many elderly and frail from Friendship Place who walk on and across 43<sup>rd</sup> St., NW. A number of us on 43<sup>rd</sup> Street, including to my elderly and special needs neighbors flatly oppose this bad and DANGEROUS proposal!

Thank you for hearing and listening. We don't want bike sharrows painted on 43<sup>rd</sup> Street, NW. We fully support "no right turn from EB River onto 43<sup>rd</sup> Street, NW 6-9:30 am" signs.

Sincerely,

Mary Evans

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From: Donald Levy  
Sent: Friday, January 07, 2011 3:50 PM  
To: Chamberlin, Anna (DDOT)  
Cc: [not reported]; [not reported]; [not reported]; [not reported]; [not reported]; [not reported]  
Subject: Re: Rock Creek West II Livability Study--new 41st St traffic pattern recommendat

To: Anna Chamberlin

Re: Rock Creek West II Livability Study--new 41st St traffic pattern recommendations

Dear Ms. Chamberlin:

I have been advised by trusted and well-informed neighbors that there are proposed alterations to traffic patterns on 41st St. NW, and that one or more of the proposals involve(s) implementation of one-way street pathways in the area, specifically on 41st (and potentially on other streets in the neighborhood). In my estimation, the proposal would serve to confuse local traffic and would result in an increase in (already substantial) congestion, merely funneling the traffic from 41st to adjacent

streets, and would neither relieve residents of non-resident vehicle traffic nor expedite the movement of vehicles through and out of the area.

There are no other comparable 1-way streets in this vicinity (that I can immediately recall), and this non-conforming, isolated implementation is inconsistent with well-established local conditions and practices. Additionally, I suggest that this alteration would create hazardous traffic confusion and pedestrian dangers *at least* during the first year and beyond.

I consequently write to oppose this 11th-hour proposal, made without public participation and outside the Livability Study process. This effort appears to be a case of some individuals' placing personal convenience and self-interest over the public interest. While I wholeheartedly support the notion that every citizen has a right to petition the government, I do not feel that this change serves the larger neighborhood -- too few are benefited, too many are penalized and/or endangered.

Further, I object to the apparent absence of due process opportunities for public commentary on the merits of the specific proposal apart from the Livability Study. Before we make significant alterations in local traffic planning, management, or laws, let's make greater efforts to enforce the laws we currently have, especially with respect to parking regulations and to through (non-local) trucking.

We don't need to make new laws. Let us instead first work to better enforce the ones we've got.

Thank you very much for your consideration.

Donald R. (Chip) Levy  
4200 block of Jenifer St., NW  
Washington, DC 20015

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From: Lee Schoenecker  
Sent: Friday, January 07, 2011 4:44 PM  
To: Chamberlin, Anna (DDOT)  
Cc: Schoenecker Lee  
Subject: My Review of Rock Greek West II Livability Study

Anna: Attached is my review of this study. Thank you very much for your very prompt return of my call yesterday. You have a good study, and at the risk of sounding patronizing, I certainly think you know what you are doing. If you need a signed copy of my study, give me an address and I will put it in the mail.

Lee Schoenecker

January 7, 2010

LEE SCHOENECKER REVIEW OF THE,  
*SUMMARY OF DRAFT FINAL RECOMMENDATIONS  
FOR THE ROCK CREEK WEST II LIVABILITY STUDY,*  
AS TRANSMITTED TO THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION

Background: I am responding to the "Summary of Draft Final Recommendations" for the above study, which generally, I found thorough and well done. On Thursday, January 6, in very prompt response to my call of the same day, Anna Chamberlin, the Project Manager for this DC DOT study called me back. She was knowledgeable and courteous. She also gave full responses to my questions.

By way of background I have resided on the 5500 block of 30<sup>th</sup> Place, NW since 1973. That address is in ANC 3G03, within 150 yards of the intersection of Nebraska Avenue NW, McKinley Street NW, and 30<sup>th</sup> Place NW. From 1980-90, I was the ANC Commissioner from that neighborhood, and in 1984-86, I was Chair of ANC 3G (the Chevy Chase-DC ANC). During my ten years on the ANC I was heavily involved in transportation matters throughout the entire ANC, and even beyond, due in large part to the extensive arterial street reconstruction in Chevy Chase-DC and adjacent areas during that time. Also, I am a professional urban planner and have had considerable experience in transportation matters at federal, state, regional, and local levels over a 45-year period. My specific comments on this study follow:

Chevy Chase Circle: In the November 8 preliminary proposal, the preliminary recommendation reads: "Add traffic signals to all circle approaches (long-term)." The draft final recommendation of December 16 reads: "detailed study required." Chevy Chase Circle is a very important transportation and traffic juncture not only to the Chevy Chase neighborhoods in the District of Columbia and Maryland, but also to much of Northwest Washington and southern Montgomery County. It may well be desirable to put traffic lights at one or more approaches to this Circle. But it should be done with great care including considerable study. With the wrong signalization configuration, two things could happen. First, with the wrong signalization configuration and/or timing, increased auto traffic could be drawn to the Circle, Connecticut Avenue and surrounding neighborhood streets, simply because it would now be safer to drive around Chevy Chase Circle. Second, if the signalization configuration and timing are not correct, there could be very serious traffic backups.

Therefore, I would strongly urge that your December 16 recommendation regarding traffic signals at Chevy Chase Circle which reads: "further detailed study needed," be fully undertaken. This might involve traffic simulation models as well possible testing COG air pollution models if the latter is technically possible. It should also involve reviewing other traffic circles where traffic signals are in place (e.g. Ward Circle, DuPont Circle, etc.) and perhaps elsewhere in the country to see what works, what works with modification, and what does not work. Further, to be successful, all pertinent governments should be consulted: the State of Maryland, Montgomery County, and Chevy Chase Village. Again, it may very well be that traffic signalization might well work leading to enhanced levels of vehicular and even pedestrian safety. But it must be done very carefully so as to be successful and avoid unintended consequences.

(Regional Traffic Levels and Past Regional Transportation Improvements: It is well known that Washington area regional vehicular traffic congestion is among the highest in the country. Also, studies going back as far as 50 years have shown that, the higher the average per capita income in just about any metropolitan area, the higher the rate of the use of automobiles. Certainly metropolitan Washington including Upper Northwest DC and much of southern Montgomery County have their fair share of this high per capita income, and thus, people in these particular geographic areas drive a lot, for whatever reasons. Also, we in this region are blessed with a superior subway system, its current safety problems notwithstanding. Further, and as a corollary to the positive effects of the subways,

due to various decisions and actions at all levels of government in the 1960s and 1970s, much of the region's quality of life and livability, at least concerning transportation, is not burdened by inner-city, community busting freeways that were initially planned for Washington, DC and immediately surrounding areas in the 1950's and 1960's.

Taken together, the above positive and negative circumstances, have consequences for geographic parts of District of Columbia including Upper Northwest DC. Specifically, that means that many Upper Northwest street arterials have minor freeway volumes (e.g. parts of Military Road west and east of Rock Creek Park) and collector streets often contain arterial volumes (e.g. North Portal Drive and immediately connecting streets east of Rock Creek Park which facilitate travel through or down Rock Creek Park). I bring all of this up not to suggest that we not try to mitigate the results of these very heavy traffic volumes. Quite to the contrary. However, when planning significant improvements such as found in the Rock Creek West II Livability Study, we should consider the potential impacts of these improvements in combination with the unusually high levels of collector and vehicular traffic in Upper Northwest DC.)

Traffic Flags at Northampton and Connecticut: About six months ago I told one of the ANC Commissioners that I thought that the pedestrian crossing flags over Connecticut Avenue at Northampton Street were working. That Commissioner sort of demurred in his response. A subsequent personal event in early December has caused me to rethink my opinion. About 8:00 PM, I believe on a Wednesday, in early December about a month ago, I was crossing Connecticut Avenue east to west to go to the Avalon Theater. With the flag, I signaled a large van coming south down the inside lane of Connecticut and closest to northbound traffic, to stop, which it did. However, an auto also going south one lane further east could not see me nor the flag, and I could not see this particular auto because of the large van which had stopped right in front of me. This resulted in a near pedestrian accident involving myself and the still moving southbound car. I don't think I have had such a "close call" in probably three decades. In my opinion, this was not my fault nor was it fault of the oncoming driver, although I am sure he would have been charged with negligence if I had been hit.

I know now that the flag system has at least one built-in flaw and it probably has others as well. It should be replaced. Yet, there should be some means of pedestrian crossing at the intersection of Connecticut and Northampton. I am told that a manually operating electronic device may be installed at this location. OK, that is sort of what I was going to suggest. I would only caveat that suggestion, cautioning that the chosen electronic pedestrian crossing system not contain the flaws of the previous pedestrian electronic crossing signal at the intersection of Connecticut and Morrison.

Walking In Upper Northwest DC and in DC in General. One of the big kudos which must go to the DC DOT and the Metropolitan Police Department as well as Mayors Fenty and Williams concerns how easy it has become to walk in Northwest DC (and hopefully, other parts of the District). This is true in terms of pedestrian safety from automobiles as well as the building of more sidewalks. (I realize that in some neighborhoods there are people who don't want sidewalks built where none now exist; and as far as I am concerned, a decision on building sidewalks in these circumstances should be left up to the combined negotiations of the DC DOT, the ANCs, and the involved citizenry.)

Over the last five to ten years walking has replaced jogging as my primary form of exercise and I often walk 15-25 miles per week. In the last six weeks, I took long walks in both Denver and Los Angeles in neighborhoods very similar to those in Upper Northwest DC. Pedestrian crosswalks in Los Angeles, somewhat to my surprise, do not work that well, and certainly not as well as in DC. And though Denver is one of my favorite cities, I would have to say that the crosswalks I used did not work, period. In this regard, DC is way out in front of Los Angeles and Denver and I suspect many other central cities, close in suburbs, and urban counties with sidewalks.

So my only recommendation with regard to walking, whether we are talking about Upper Northwest or other parts of the City would be: "Great Work DC. Keep it up DC, keep it up."

Possible All Corners Stop at Intersection of River Road, Fessenden Street, and 45<sup>th</sup> Street: I realize that I am getting out of the Chevy Chase-DC neighborhood, but then I walk this route often, usually

walking over River Road from an east to west direction on Fessenden Street. First, the change of recommendations on making Fessenden Street one way going east from River Road per the November 8 recommendation to no change in operations as in the December 16 recommendations is right on target. The initial notion of making Fessenden Street one-way east was just plain wrong. In no way would it be necessary to create a one-way street to move vehicular traffic and it would be potentially injurious to a very pleasant and relatively modest neighborhood.

My proposal as outlined immediately above might seem far-fetched. Yet, it is based on the evolution of an all-way stop at the corner of Nebraska Avenue, McKinley Street, and 30<sup>th</sup> Place over the last 25 years. This intersection is 150 yards from my front door. Prior to 1987-88 or thereabouts, when there were no stop signs on Nebraska Avenue you could count on minor or major fender benders every two or three weeks and occasional body injury. Today and for the last 10-15 years there is an all-way stop at this complex intersection and then another one in a small traffic island within the intersection. To the best of my knowledge there are very few vehicular accidents. And I am absolutely positive that the pedestrian crossing over Nebraska Avenue has been greatly enhanced over what it was prior to the late 1980's.

Nebraska Avenue at this location is very similar to the intersection of River Road, Fessenden Street, and 45<sup>th</sup> Street. Nebraska Avenue carries very high volumes of traffic and during rush hours it tends to be an arterial acting like a very high volume arterial or even a minor freeway. (My guess is that the volumes on River Road during rush are somewhat higher than those on Nebraska between Military Road and Oregon Avenue, but not by very much.). I throw this out as a long-term possibility to bring more livability to people in the vicinity of Fessenden Street, River Road, and 45<sup>th</sup> Street. Such an all corners stop would be up to the ANC in that area, the immediate citizenry, and the DC DOT, but I do, however, intend to raise it with appropriate ANC representative.

Implementation and Adjustment: A very significant number of improvements are proposed in the Rock Creek West II Livability Study. And from a pretty thorough review of these proposals, it would seem that a high number could be implemented without too much money. I would very seriously caution against trying to do too much at any one time, or just as importantly, going forward without having a fully-adequate monitoring and readjustment process in place that could act quickly. In the very high-vehicular traffic environment such as exists in much of the Upper Northwest, even small improvement or packages of small improvements can have very quick unintended consequences. I bring to your attention two examples. The first involved various supposed improvements such as lane channeling and the like on Military Road along a six block area between 27<sup>th</sup> Street-Utah Avenue on the east and Nebraska Avenue on the west. The primary purpose was slow down traffic. These improvements were put in place about five years ago.

Almost from the outset of these improvements it was obvious the unintended consequences were occurring, including backing traffic up during the rush hours to the east clear across Rock Creek Park into neighborhoods a good mile and more away. The second example was the erection of no-entry barriers on Fessenden Street on the west side of River Road, again a little less than five years ago. It soon became obvious to the immediate surrounding neighborhoods that this was creating unintended consequences, especially east of River Road as I understand the situation. In both cited cases it took way too long to readjust, in and both cases, the readjustment solution was to go back to what was originally in place.

So again, the recommendation is: have a fully developed monitoring and adjustment program fully in place before a considerable number of improvements commence.

Fully-Utilizing the ANC's Great Weight Provision: It is my understanding that the DC DOT now has in place a policy which deals with involving the ANCs on such issues as speed bump proposals and other transportation and traffic matters. I have yet to read the new policy, but I fully intend to do so. It is also my understanding that, for the Rock Creek West II Livability Study, each of the affected ANCs has several Commissioners involved in the study. All of this is to the good. Under such an approach, not only will the ANC's be fully informed on a timely basis, but also they in turn, as pertinent and

appropriate, can fully inform and involve the neighborhoods' potentially impacted citizens. And as far as I am concerned the latter is one of basic if not the overriding function of the ANCs.

When I was on the Chevy Chase-DC ANC, 1980-1990, I thought the "great weight" provision worked quite well, particularly for transportation and traffic, and for planning and development matters that eventually went before either the Board of Zoning Adjustment or the Zoning Commission. Were mistakes made? Yes, there were. Were there conflicts between the ANC and the pertinent DC agencies? Of course there were. But these mistakes and conflicts were not that many or that great. When the DC agencies and the ANC's work closely together, the "great weight" clause works. Further, when the "great weight" clause works the citizens of the individual neighborhoods are usually well served.

Conclusion: I very much appreciate the opportunity to have reviewed the final Summary of the Draft Recommendations. Again, it certainly appears, overall, to be a well-done document. Thank you very much.

Lee Schoenecker

CC: Individual ANC 3G Commissioners

### ANC 3E Traffic Issues

1. The stoplight on Western Avenue by the entrance to GEICO may be unnecessary and in any case the timing should be adjusted to allow for a better flow on Western to avoid back-ups by Friendship Heights
2. There was a sign at Western Ave. and Ellicott St. that prohibited entry to Ellicott between 6:30 am and 9:30 am. That sign discouraged cut through traffic to GDS, Safeway and Wisconsin. The sign has been removed and should be reinstated.
3. The intersection at 41<sup>st</sup> St. and Legation St. is quite dangerous with cars coming fast down Reno/41<sup>st</sup> and crossing Legation at a place where the sight lines are not good and there is not a Stop sign. There needs to be either a stop sign or something that signals to the incoming traffic that the intersection is dangerous. (There was a major accident here recently and there have been others in the past.)
4. Cars coming north on 42<sup>nd</sup> St. at Military Road are supposed to only make a right turn, but often cross Military or make a left.
5. Should 42<sup>nd</sup> Place between Jennifer St. and Military Road be one way?
6. There is no sidewalk on Belt Road between Chesapeake St. and Fessenden St. along Fort Reno. Many people use Fort Reno, and will increasingly given the recent improvements, and the pedestrian safety issues are significant.
7. 42<sup>nd</sup> Street is used as a cut through from River Road to Van Ness St. creating a hazard for kids coming and going from the Janney School and resulting in significant speeding between Yuma St. and Van Ness on 42<sup>nd</sup>.
8. Close 42nd Street spur in front of Safeway at Ellicott and widen turnout onto Wisconsin to accommodate two-way traffic (under active consideration by George Branyan et al).
9. The intersection at 42<sup>nd</sup> St. and Van Ness St. should be a four way stop.
10. At 46<sup>th</sup> St. and River Road a sign that permits left turns at rush hour may be ambiguous and create the impression cars must turn left. The left turn there also encourages drivers to use 46<sup>th</sup> as a cut through to River.
11. There has been a longstanding request from neighbors to have a four way stop on 46<sup>th</sup> St. and Fessenden St..
12. Cars continue to cross River Road at Fessenden and Ellicott Streets [there is no current restriction at Ellicott to crossing River] despite the current efforts to prohibit them from doing so. Consider installation of diverters to deter crossing

- River from 45th or Fessenden (if possible, perhaps use device that will also slow turns from River onto Fessenden / 45th).
13. Crossing River at Fessenden/45th/River intersection is extremely hazardous. Install hawk light or similar device to remedy.
  14. Install rumble strips or similar attention-getting device on Wisconsin approaching Fessenden intersection to address frequent accidents that appear to stem from lack of driver attention to signal (an example of such a device on a major road is strips on highway part of River Road).
  15. Install permanent speed cameras at Fessenden/45th/River intersection as promised by Director Moneme, and eliminate intrusive MPD parking aprons currently there.
  16. Cars travel at high speeds on 39<sup>th</sup> St. between Fessenden St. and Reno Road using that portion of a local street as a cut through. This can be dangerous for the kids on the street and for children who use the street to get to and from Alice Deal Middle School and Wilson High School.
  17. Install benches along major streets in Tenleytown / Friendship Heights to facilitate walking rather than driving by elderly and infirm.
  18. Eliminate parking on River between Western and Garrison to reduce backups from squeeze to one lane there.
  19. Coordination of 46th and River light with Wisconsin and Western light to prevent backup of left turning traffic from 46th blocking traffic on River.
  20. Longer crossing time for pedestrians at River and Wisconsin (complaints raised by residents of Friendship Terrace, senior residences); perhaps use “push to cross” button to activate longer time.
  21. Speed/volume problems on 43rd Street, particularly during morning rush hour
  22. Consider installation of 4-way stop sign at Ellicott and 44<sup>th</sup>.
  23. Consider adding bike lane to Fessenden Street in lane w/o parking.
  24. Address speeding issues on 48th Street, perhaps through use of speed humps
  25. Allow parking on the east side of 49th between Yuma and Chesapeake to slow traffic and serve residences
  26. Consider adding a traffic light at 45th and Massachusetts Avenue to manage bottlenecks caused by left turns

27. Improve sidewalk along the north side of Ellicott near Wisconsin Avenue
28. Address fact that a tree at the corner of Garrison and 44th (northwest corner) is totally blocking the stop sign
29. Consider a yield to pedestrian sign at the crosswalk on Wisconsin at Chesapeake

### Bigger Picture

1. Create strategic MPD enforcement plan in conjunction with DDOT and ANCs. This would include identification of all sites involving turn restrictions, and a rough schedule for doing enforcement at each site. Enforcement might be tied to performance measures, e.g., reduction of violations to certain number.

## Forest Hills Proposed Recommendations to be included in the Livability Study

Key for Sources:

CS—Connecticut Avenue Study 2004

ANC—ANC support for item

PM— Rock Creek West II Livability Study **Public Meeting** Notes of Forest Hills break out session

MSRS—Murch Safe Routes to School Plan

TF—Taskforce Meeting

BBDP—Broadbranch Road Design Plan (I am not sure of its name but it exists—long history)

BAC—Bike Advisory Council

Issue:	Recommendation:	Source:
<b>Traffic Congestion on CT</b>		
Evening Congestion	Prohibit Parking on CT until 7 PM	CS, Fig 40
Buses run late	Bus Shuttle between ChCh and Van Ness Metro	CS
Accidents at Upton and CT	Prohibit L turns from Upton onto CT	CS
S bound back up at VanNess	Eliminate two parking sp's to create R turn lane	CS
	Eliminate Lturn signal south going east on VN	ANC, PM
<b>Pedestrian Safety:</b>		
Increase Pedestrian Crossing Times	Remove push buttons at all intersection s Increase ped signal time due to high % of older adults and school children and turning vehicles	CS, PM, CAPA CAPA
Improve crossing at Windom CT	Reduce PM peak period signal offset by seven seconds Pedestrian signal and crosswalk at south side of Windom	CS
Ped and vehicle conflicts at VanNess	Prohibit R turns on red CS	
Ped access to Tilden/ Reno Rd	Remove crosswalk from west side to north side of Springld Path on West side of ped Island	CS CS
Speeding NB 36 <sup>th</sup> from Reno	Short term chokers at 36 <sup>th</sup> Street Longterm—close off 36 <sup>th</sup> btwn Warren and Reno``	CS CS
Lack Crosswalk Tilden and Sedgewick	Crosswalk and access ramps installed Shorten Crosswalk	CS TF

Sidewalk Gaps	<p>Install Sidewalks at:</p> <ul style="list-style-type: none"> <li>• North side of Albemarle between 38<sup>th</sup> and 39<sup>th</sup></li> <li>• Brandywine 30<sup>th</sup>-Connecticut</li> <li>• North of Brandywine on 30<sup>th</sup></li> <li>• Davenport-Linnean to ½ block west of 30<sup>th</sup></li> <li>• Chesapeake and 40<sup>th</sup>, and 38<sup>th</sup></li> <li>• 36<sup>th</sup> and Connecticut—near Murch</li> <li>• West side of Reno betw Upton and Tilden</li> <li>• East side of Reno by Springland (abutting park land)</li> <li>• Broadbranch betw 36<sup>th</sup> and Linnean SE side</li> </ul>	<p>PM,MSRS</p> <p>CS</p> <p>CS</p> <p>MSRS</p>
Unsafe Crosswalks	<p>Better design Cross walk at 40<sup>th</sup> and Chesapeake</p> <p>Need 3 way stop sign at Chesapeake and Linnean</p> <p>Everett at CT at crest poor visibility</p> <p>36<sup>th</sup> and Fessenden need better marking and car stop line</p> <p>Replace conventional crosswalks with HV crosswalks at all unsignalized crosswalks on CT</p> <p>Conduct police stings for failure to stop for ped in CW</p> <p>Remove movable obstacles at crossings</p>	<p>PM</p> <p>PM</p> <p>PM, MSRS</p> <p>PM</p> <p>CAPA</p> <p>CAPA</p> <p>CAPA</p>
Motorist Speeding	<p>Design elements, enforcement with radar, timing of lights</p> <p>Nebraska and Nevada</p> <p>Van Ness , CT and Reno</p> <p>North of Albemarle</p> <p>36<sup>th</sup> St going South on CT by Murch</p>	<p>PM, CAPA</p> <p>PM</p> <p>PM, CS</p> <p>PM</p> <p>MSRS</p>
Improve Ped Access to RCP	<p>Widen Broadbranch shoulder to Connect Soapstone to RCP Trails</p> <p>Create a walkable street on Davenport from Linnean to Broad Branch</p>	<p>BBDP</p> <p>TF</p>
Missing curb ramps and textured strips along CT Ave	<p>Install according to CAPA's inventory</p>	<p>CAPA</p>
Misaligned curb ramps	<p>Align to crosswalk according to CAPA's inventory</p>	<p>CAPA</p>
Ped Conflicts with Turning Veh	<p>Install LPI's in intersections in commercial areas</p> <p>Install NO Turn on Red at the same intersections</p>	<p>CAPA</p> <p>CAPA</p>
Poor Visibility at intersections	<p>Remove vegetation and movable obstructions</p>	<p>CAPA</p>

**Pedestrian Amenities**

Lack of benches in commercial districts	Install benches in Van Ness Commercial District	FHCA
<b>Poor Bicycle Access to Downtown and Metro Stations</b>	Work with community to develop plan for improved bicycle access to downtown and metro stations	BAC
<b>Motorist Safety</b>		
Barrier for Israeli Emb hazard	See #20 Figure 40 for rec's for remarking road	CS
Improve UDC Garage Exit	Replace existing mirror on Van Ness median	ANC Res
	Eliminate two closest prkg spaces east of UDC egress	ANC Res
	Install hidden driveway sign with blinking sign	ANC Res
<b>Alley Traffic Management</b>		
Traffic on alley Albemarle to Yuma	Install stop sign at Yuma	CS
East side Alley Speeding	Oneway S and speed humps alley btwn Veazy to Van Ness	
<b>Inadequate School Zone Signage</b>		MSRS
School speed limit signage is inconsistent. Some signs state "when children are present" others state "between the hours of 8:30am and 4:00pm on weekdays with the exception of holidays".	Install "School" <b>pavement markings</b> on 36th Street, Davenport Street, and Reno Road adjacent to existing school zone speed signs. This is shown as A1 on the map.	
School zone is located along key commuter routes and may not be effectively visible to through-traffic.	Replace existing "When Children are Present" (S4-2) signs at east and westbound sides of Davenport Street, west of 36th street and east of Reno Road with those that designate school hours (S4-1). This is shown as A2 on the map.	
	Designate Connecticut Avenue between Ellicott Street and Davenport Street as being part of the school zone by installing "School" <b>pavement markings</b> and school zone signs. This is shown as A3 on the map	

**Difficult Intersections for children****Walking to school**

Reno, Everett, Nebraska

Intersection is a key crossing along a school walking route. The sidewalk on the corner of Reno Road and Everett Street is relatively narrow due to the location of a private fence and encroaching bushes, providing limited usable walking and gathering space for pedestrians. Vehicles were observed traveling and executing turns at relatively high speeds.

Have obstructive vegetation trimmed or relocated so that it does not encroach on the right-of-way.

**Priority:** Medium

Stripe high-visibility crosswalks at all crossings.

**Priority:** Medium

Install “**No turn on Red** from 7am to 7pm” sign (R10-11a) at the northeast corner for eastbound traffic on Nebraska Avenue Replace existing “**No Turn on Red** from 7am to 7pm” signs at southeast and southwest corners with “No Turn on Red” signs.

**Priority:** High

Ellicott and Reno

Speed enforcement and ADA curb ramps

Connecticut Ave intersections

- Nebraska
- Fessenden
- Ellicott (unsignalized)
- Davenport

No Turn on Red and LPI

No Turn on Red and LPI

Speed enforcement and Hawk light

No turn on red and LPI, curb ext's, HVCW

Improve midblock crossing at Murch

Install raised crosswalk



## Resident Sidewalk Requests

From April 2009, as sent by Robin Schepper to DDOT

Ward	Street	Cross street	Why
3	Brandywine (north and south)	Between 30 <sup>th</sup> and CT	Heavy commuter traffic, forces peds to walk between cars, route to Metro
3	Nebraska Avenue (east side)	Bet brandywine and chesapeake	Heavy traffic street for seniors, students, peds, major commuter street
3	Brandywine (both sides)	Bet Grant and nebraska	Continues existing sidewalk up to Nebraska
3	Fessenden Street (south side)	Between Nebraska and 39th	Heavy traffic route for pedestrians: residents, Wilson, Deal and Murch students, etc
3	32 <sup>nd</sup> street (west)	Bet Fessenden and Davenport	Route to Chesapeake park and metro, extends existing sidewalk from davenport to Chesapeake
3	Linnean (west side)	Continue Linnean to Broadbranch	Safe Routes to School is constructing major parts of road, fill in to make sure there is a continuous sidewalk from Albemarle to Broadbranch
3	34 <sup>th</sup> Street	Bet Fessenden and linnean Terrace	5011 has no sidewalk. No ramps on every sidewalk. Sidewalk stops before last

			house before linnean terrace.	
3	Intersection of 34 <sup>th</sup> street, 36 <sup>th</sup> street, Broadbranch, Linnean		Safe Routes building some parts but need to make sure there is continuation	
3	36 <sup>th</sup> Street	Between Nevada and CT	Cut through, speeding traffic, either side is forested	
3	Reno Road (east)	Bet Rodman and Tilden	Ped traffic	
3	30 <sup>th</sup>	Brandywine to Linnean	Treacherous hill, paved half-way	
3	Fessenden	Midway from Linnean to 34th	Ped traffic to/from CT avenue	
3	Reno (east side)	Bet Davenport and Albemarle	Patches of no sidewalk	
3	Albemarle (north)	Between Reno and Wisconsin	Stretches with no sidewalk	
3	Yuma (north)	Bet 36 <sup>th</sup> and CT	Stretches with no sidewalk	
3	Chesapeake street (south)	Right before 32 <sup>nd</sup> street-	Stops before last house	
3	Everett (se corner)	Corner of Reno	Widen existing, landscaping makes it impossible for strollers to get around street light	
3	Military	Bet Wisconsin and 39th	Incomplete sidewalk	

## DDOT Sidewalks under Contract

Sidewalks to be included in 2010-2011 ARRA Contract for Ward 3

<i>Street</i>	<i>F_Street</i>	<i>T_Street</i>	<i>Sides</i>	<i>North</i>	<i>South</i>	<i>East</i>	<i>West</i>	<i>Length</i>	<i>Width</i>
29TH ST	GARFIELD ST	CATHEDRAL AVE	1	No	No	No	Yes	853	6
38TH ST	APPLETON ST	BRANDYWINE ST	1	No	No	No	Yes	310	6
40TH ST	VEAZEY ST	WARREN ST	1	No	No	Yes	No	115	6
42ND ST	CHESAPEAKE ST	DAVENPORT ST	1	No	No	Yes	No	242	6
42ND ST	DAVENPORT ST	RIVER RD	1	No	No	Yes	No	300	6
44TH ST	GARRISON ST	HARRISON ST	1	No	No	No	Yes	445	6
ALBEMARLE ST	30TH ST	32ND ST	1	Yes	No	No	No	801	6
ALBEMARLE ST	38TH ST	39TH ST	1	Yes	No	No	No	690	6
NEBRASKA AVE	CHESAPEAKE ST	BRANDYWINE ST	1	No	No	Yes	No	373	6
CORTLAND PL	DEVONSHIRE PL	KLINGLE RD	1	Yes	No	No	No	668	6
DEVONSHIRE PL	CORTLAND PL	COURTLAND PL	1	No	No	Yes	No	80	6
GARFIELD ST	29TH ST	29TH PL	1	Yes	No	No	No	184	6
GARFIELD ST	29TH PL	GARFIELD TER	1	Yes	No	No	No	831	6
HIGHLAND PL	NEWARK ST	ASHLEY TER	1	No	No	No	Yes	167	6
HIGHLAND PL	ASHLEY TER	33RD PL	1	No	Yes	No	No	400	6
NEWARK ST	CONNECTICUT AVE	HIGHLAND PL	1	No	Yes	No	No	1234	6
NEWARK ST	HIGHLAND PL	33RD PL	1	No	Yes	No	No	856	6
RESERVOIR RD	39TH ST	44TH ST	1	Yes	No	No	No	1281	6
VEAZEY ST	40TH ST	41ST ST	1	No	Yes	No	No	443	6
WARREN ST	40TH ST	NEBRASKA AVE	1	Yes	No	No	No	364	6
WARREN ST	NEBRASKA AVE	42ND ST	1	No	No	No	No	771	6
BRANDYWINE ST	NEBRASKA AVE	GRANT ST	2	Yes	Yes	No	No	230	6
BRANDYWINE ST	30TH ST	31ST ST	1	No	Yes	No	No	330	6
BRANDYWINE ST	31ST	32ND ST	1	No	Yes	No	No	330	6
FESSENDEN ST	LINNEAN ST	32ND ST	1	No	Yes	No	No	220	6
FESSENDEN ST	32ND ST	BROAD BRANCH TER	1	No	Yes	No	No	250	6

<i>Street</i>	<i>F_Street</i>	<i>T_Street</i>	<i>Sides</i>	<i>North</i>	<i>South</i>	<i>East</i>	<i>West</i>	<i>Length</i>	<i>Width</i>
32ND ST	FESSENDEN ST	ELLCOTT ST	1	No	No	No	Yes	345	6
32ND ST	ELLCOTT ST	DAVENPORT ST	1	No	No	Yes	Yes	540	6
34TH ST	BROAD BRANCH TER	LINNEAN TER	1	No	No	Yes	No	100	6
LINNEAN TER	34TH ST	33RD ST	1	Yes	No	No	No	220	6
LINNEAN TER	33RD ST	LINNEAN AVE	1	Yes	No	No	No	140	6
NEW MEXICO AVE	NEWARK ST	NEBRASKA AVE	1	No	No	No	Yes	560	6
POTOMAC AVE	NORTON ST	NEWARK ST	1	No	No	Yes	No	880	6
POTOMAC AVE	NEWARK ST	MANNING PL	1	No	No	Yes	No	300	6
POTOMAC AVE	MACOMB ST	CATHEDRAL AVE	1	No	No	Yes	No	242	6
W ST	48TH ST	MACARTHUR BLVD	2	Yes	Yes	No	No	675	6
48TH ST	W ST	U ST	2	No	No	Yes	Yes	930	6
48TH ST	ALBEMARLE ST	BUTTERWORTH ST	1	No	No	Yes	No	280	6