

**Brookland Traffic – Hot Issues Compiled by BNCA and Councilmember McDuffie’s Office
DDOT Responses – September 18, 2018**

Issue/Questions	DDOT/MPD Response and Plan of Action
Big Picture	
<p>Is DDOT conducting any traffic studies in the Brookland area in response to community concerns, and if so, what is the status of those studies?</p>	<p>After completing upgrades in response to previous concerns, DDOT does not have major studies underway in Brookland. We continue to respond to spot location concerns.</p> <ul style="list-style-type: none"> - Intersection traffic control studies for “All Way Stop Control” (AWSC) underway at: <ul style="list-style-type: none"> - 7th & Kearny (ECD 15 days) - 7th & Lawrence (ECD 30 days) - 13th & Newton (ECD 30 days) - 15th & Girard. (ECD 30 days) - Speed data collection underway (began 9/16) on South Dakota Ave at the same locations as the 2007 South Dakota Avenue Transportation and Streetscape Study.
<p>What is DDOT doing to execute traffic calming measures on trouble streets that have been identified by community members, including Franklin, 12th, 13th, Newton, Monroe, Michigan, and South Dakota?</p>	<p>All of these (except Newton) are arterials or collectors. Need more discussion of community concept of “traffic calming” as “vertical” traffic calming is not applied to these types of street.</p>
<p>What is the status of DDOT's investigation of changes to the truck-routing system within DC? Is DDOT moving toward implementing an e-manifest system to rationally assign and track trucks so that disruption from trucks on any given street is minimized?</p>	<p>Larger changes to truck management would require new legislation and major changes to permitting. DDOT continues to research best practices in other cities.</p>

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What special considerations are being given to excessive traffic issues along Franklin Avenue - are any bump-outs, bike lanes, or other calming measures being planned? If not, why not?	DDOT developed preliminary design plans for bike lanes from 12 th Street NE to 7 th Street NE. In consultation with ANC Commissioners in Edgewood, there was a desire to explore extending the proposed bike lane as far as 4 th Street, which would impact residential parking. Extending the bike lanes east from 7th to 4th Streets would require the removal of approximately 34 residential, rush-hour restricted parking spaces. Both alternatives are preliminary and require final design. DDOT will present at the 9/24 Edgewood Civic Association meeting, and at ANC 5E’s 10/16 meeting.
Specific Items / Locations	
Franklin St bridge is incredibly dangerous for peds and cyclists. Dedicated bike lane or other access to MBT is needed (e.g., special ped bridge?).	See above.
Utility poles on the south side of Franklin street at 10 th block strollers, wheelchairs, bikes. Need to sidewalk expansion or fix to utility poles so that it is passable. Not ADA compliant.	This would be a larger capital investment. Widening sidewalk requires additional drainage design and construction. ADA curb ramps are less substantial issues, but this issue requires additional investigation.
13 th and Newton is a very dangerous intersection that needs traffic calming measures. This is a hub spot for commuters/cyclists. Ancillary recommendation: raised crosswalks at Newton and Otis to force cars to stop.	This location has not previously been studied for AWSC, but is under study now. Crash data indicates 2 angles since Jan 2017 (in addition 1 rear end, 1 sideswipe).

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<p>Stoplight timing issues at 2 intersections: 10th & Michigan and 12th and Rhode Island: No left turn arrow but extended green light going one way. This is NOT a solution to need for left turn arrow at these intersections; causes confusion and increases risk of accidents. New light configuration needed.</p>	<p>This “dummy” left turn was installed to facilitate bus turning under active management by TCOs during SafeTrack/WMATA bus bridges.</p> <ul style="list-style-type: none"> - The "dummy" left turn phase at 12th & Rhode Island has been removed as of 8/31/2018 since the WMATA bus bridges are no longer in operation. A temporary left turn phase will be installed when DC Water begins construction at Rhode Island and Reed Street (likely mid- to late-2019) as a traffic mitigation. - The extended green for EB Michigan at 10th is not intended for use by EB left turn vehicles. In fact, the EB left turn is prohibited via signage. The reason the WB traffic is stopped during this time is so the new left turn from Bunker Hill Road onto 10th Street can run without conflict from WB right turn vehicles from Michigan turning onto 10th Street.
<p>15th and Hamlin and 17th and Hamlin: traffic is merging with no yield sign, lots of collisions in that intersection. Requesting stop sign or yield sign to guide traffic at both intersections.</p>	<p>15th & Hamlin is AWSC. 17th & Hamlin/Brentwood is side street stop control (3 approaches). DDOT issued a work to install the stop on the Brentwood approach to Hamlin. Work orders are being developed for Brentwood & Girard which was also found to be without sidestreet control.</p>
<p>Put in sidewalks at 15th and Hamlin and Girard; Hamlin at 17th to 18th St. People are forced to walk on the streets. Not ADA compliant.</p>	<p>DDOT will evaluate feasibility for potential 2019 installation. If feasible within work program, DDOT will initiate required public outreach.</p>
<p>Girard and 15th needs a stop sign (traffic jumps up from Franklin and speeds down Girard).</p>	<p>AWSC review underway.</p>

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New sidewalks needed at 18 th and Lawrence.	For issues regarding repair of existing sidewalks, 311 is the most effective way to request service. Submitting photos through the 311 app or web site also assists in expediting repairs.
<p>12th St. and Rhode Island Ave intersection has excessive speeding, no left turn lights, and many accidents.</p> <ul style="list-style-type: none"> - Recommend left turn lights be added to the light sequence. - Iron posts at NW corner (ANC recommendation) 	A left turn study was performed at this location in response to previous requests. Based on the study, left turn phasing is not warranted under the current conditions.
<p>Completion date for repair to “Welcome to Brookland” sign at 12th and Rhode Island Ave?</p> <ul style="list-style-type: none"> - Landscaping maintenance plan sorely needed. (ANC recommendation) 	Sign is nearing completion. Landscaping maintenance was completed by DPW in September. Usually with signs of this type, there is a maintenance covenant. Otherwise, adjacent property owner is responsible for landscape maintenance.
WMATA should route not-in-service buses off interior neighborhood streets	Specific streets/times? Can be raised with WMATA.
<p>Has DDOT reviewed literature on vibrational studies and/or changed its position regarding the need to test inside homes to get accurate reading? Studies requested for</p> <ul style="list-style-type: none"> - 2800 block Evarts - 20th & Monroe - 20th & Jackson - 12th & Rhode Island 	<p>DDOT’s standards are consistent with AASHTO and FHWA best practices. Testing inside homes cannot verify structural stability of private property.</p> <p>These locations have been investigated and maintenance issues have been referred to appropriate divisions within DDOT to address through maintenance work programs.</p>
The neighborhood supports speed cameras; are any speed cameras being installed or operated in Brookland?	No additional locations planned as of now/MPD question.