DISTRICT DEPARTMENT OF TRANSPORTATION

South Dakota Ave NE Corridor Safety Project

Welcome to our virtual public meeting!

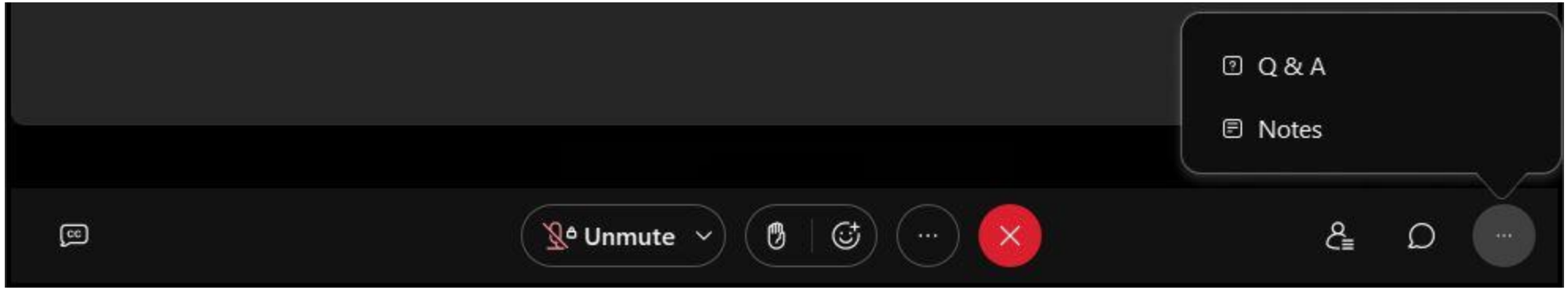
To begin, we will review some basic controls to help you participate on this platform.

Please Note: This is an open meeting and as required by DC Code 2-578, this meeting is being recorded, and the recording will be made available to the public.

- The video file (with both audio and video) will be shared on the project team's website and DDOT's YouTube Channel (YouTube.com/DDOTVideos) within 7 days after the meeting has ended.
- This meeting is being live streamed to DDOT's Facebook page: Facebook.com/DDOTDC
- If you do not wish to have your voice recorded, please do not ask to speak. You may enter any questions or comments in the Q&A which we will review shortly.

If you need technical support during this meeting, please call 202-997-8354

Using Webex – Audio & Video



Audio/Muting

- Everyone is on mute. You cannot unmute yourself. We can unmute you during the Q&A and Comment period. This helps ensure the meeting runs smoothly and there are no auditory disruptions during the presentation.
- To request to speak, you will need to use the **Raise Hand** feature.

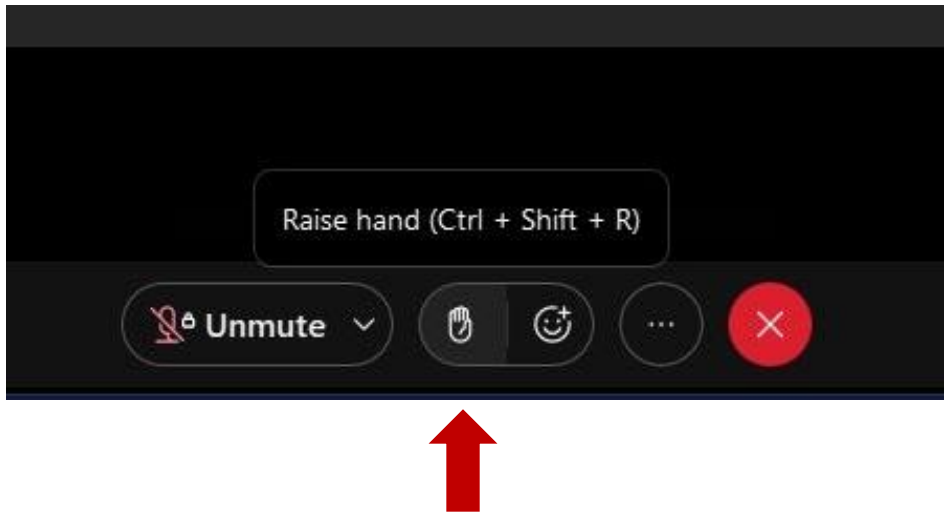
Closed Captions

- Webex has automatic system-generated Closed Captions available during the meeting. **Click the CC icon** in the lower left corner of the window to turn on Closed Captions. There are additional settings so you may adjust the appearance of the captions if needed.
- Using the Webex Mobile Application? **Click the 3 dot (…) icon**, **scroll down** and **select the Closed Captions option**. Make sure the toggle switch is blue.

Video

- Your video camera is off by default, and you will not be able to share video.

Using Webex – Raise Hand



If you have a question or comment that you would like to speak up about, please **raise your hand**. This indicates to the Project Team that you would like to speak.

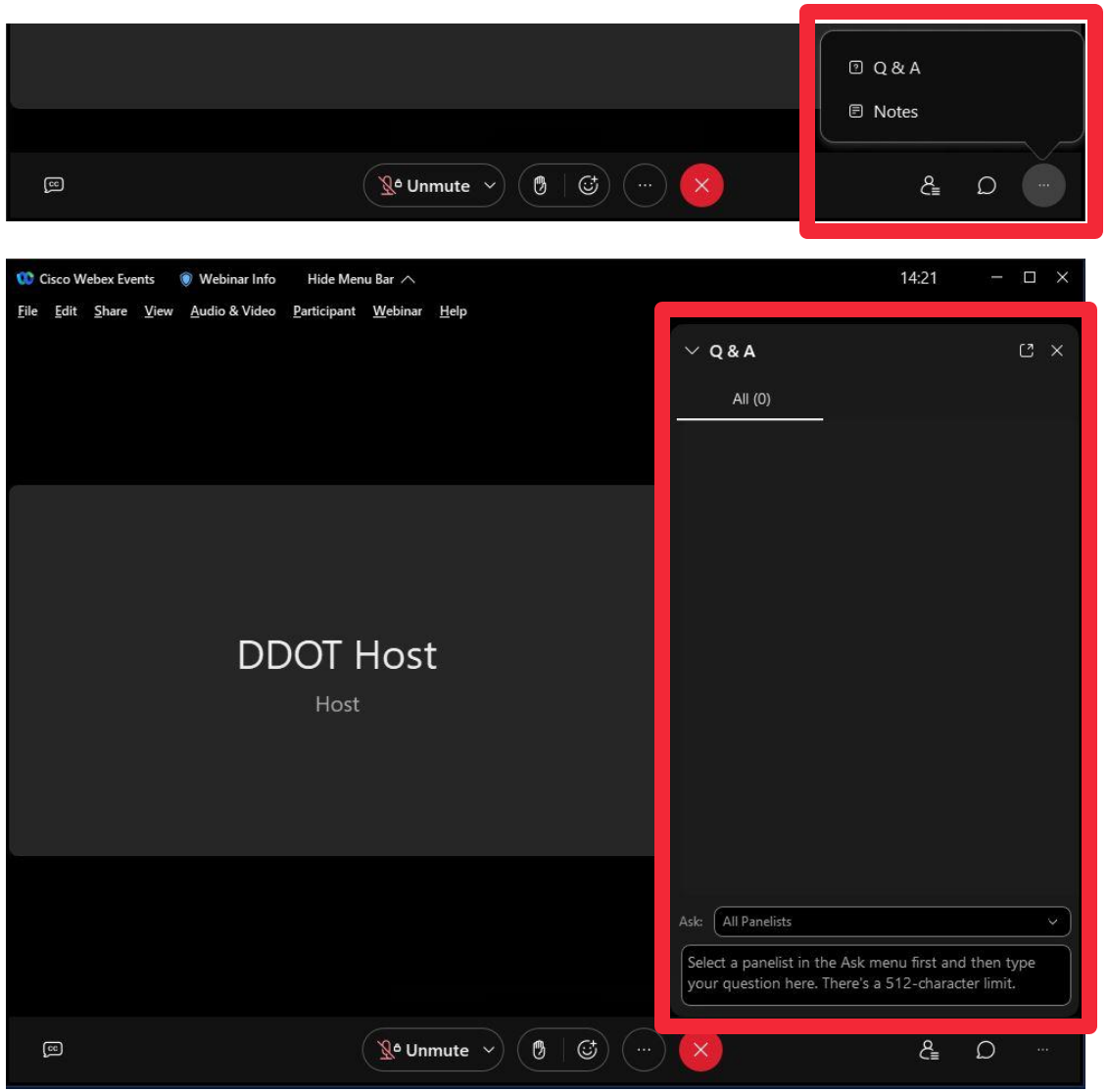
To virtually raise your hand:

- Click the "**Raise Hand**" **icon** on the bottom center of the Webex window.
- Alternatively, you may **press the Ctrl + Shift + R keys** on your keyboard to raise your hand.

If you joined via browser or mobile app, click the **3 dot (…) icon** and select **Raise Hand**.

If you dialed in by phone, **dial *3** to use the Raise Hand function.

Using Webex – Q&A



If you have a question during the presentation, send it via the Q&A feature.

To Send a Question:

- Click the "**three dot icon (…)**" in the bottom right side of the Webex window and select **Q&A**.
- A new panel or window will appear. In the "**Ask**" field, select **All Panelists**.
- Click the text box to type your question and press the Enter key to send it.

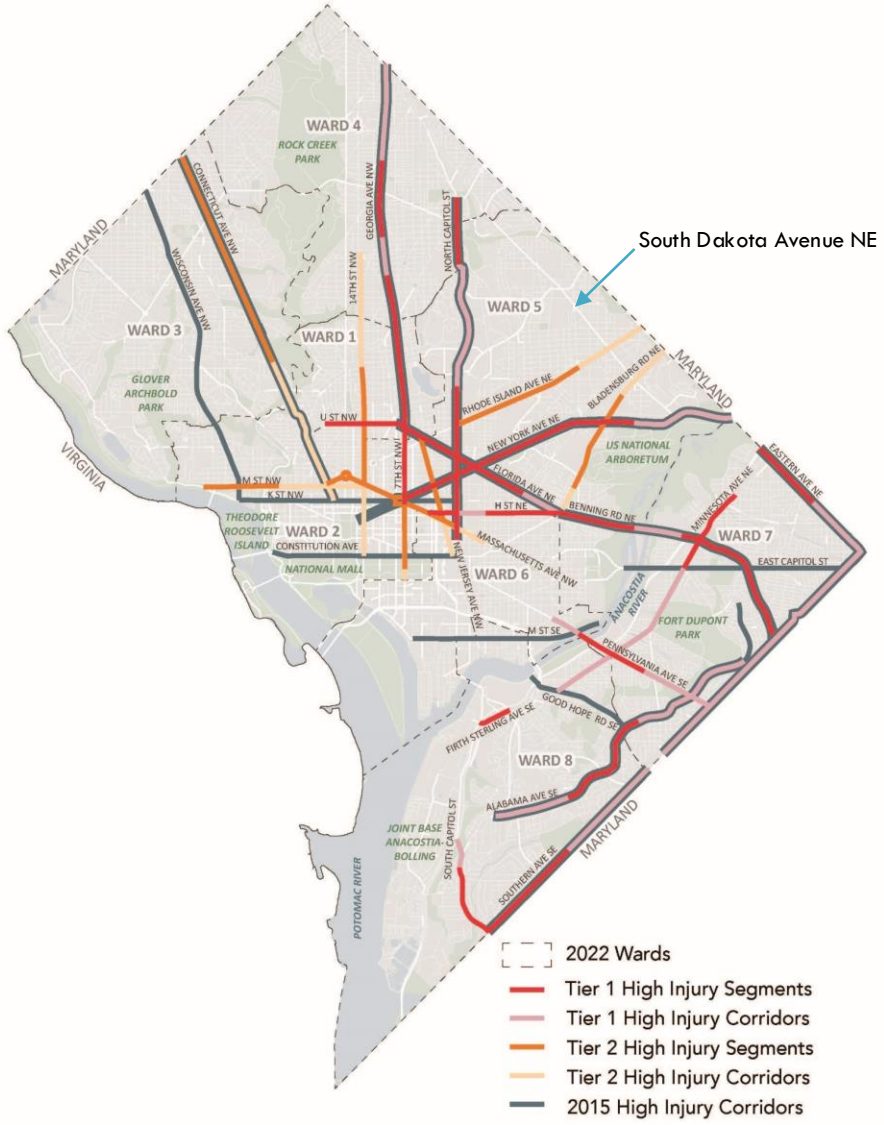
If you joined via Browser or Mobile App, click the **Q&A or Question Mark icon** to access the Q&A to ask a question.

If you dialed in by phone, **dial *3** to use the Raise Hand function. This indicates to the Project Team that you would like to speak and ask a question.

Agenda

- Introduction – Councilmember Parker
- Project Background
- Where we are now
- Summary of what you told us
- Road Diet Feasibility Results
- Spot Treatment Focus Areas
- Next steps
- Q&A

Project Background



- Councilmember Parker earmarked local capital funds in the FY24 Budget to develop a road diet:
  - *"fund efforts to improve safety on the corridor in the short term, preferably by constructing a road diet on a segment of the corridor […] the Committee recommends that DDOT consider either the segment between Bladensburg Road and Monroe Street NE or the segment between Sargent Road NE and Riggs Road NE."*

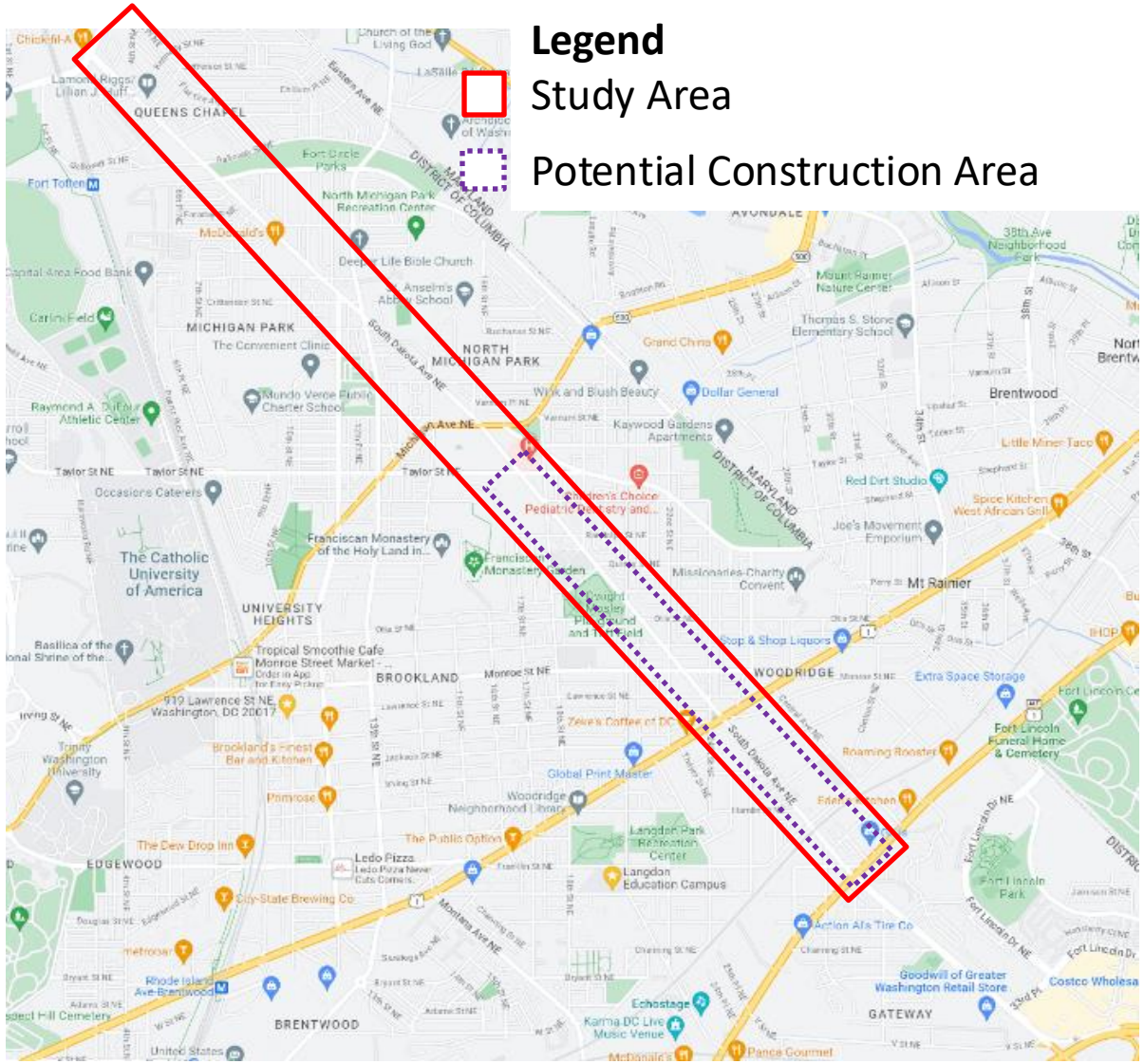
- In fall of 2023 DDOT began analyzing South Dakota's current condition and determining the best ways to use the budget.

Project Purpose, Need, & Scope

Where we started…

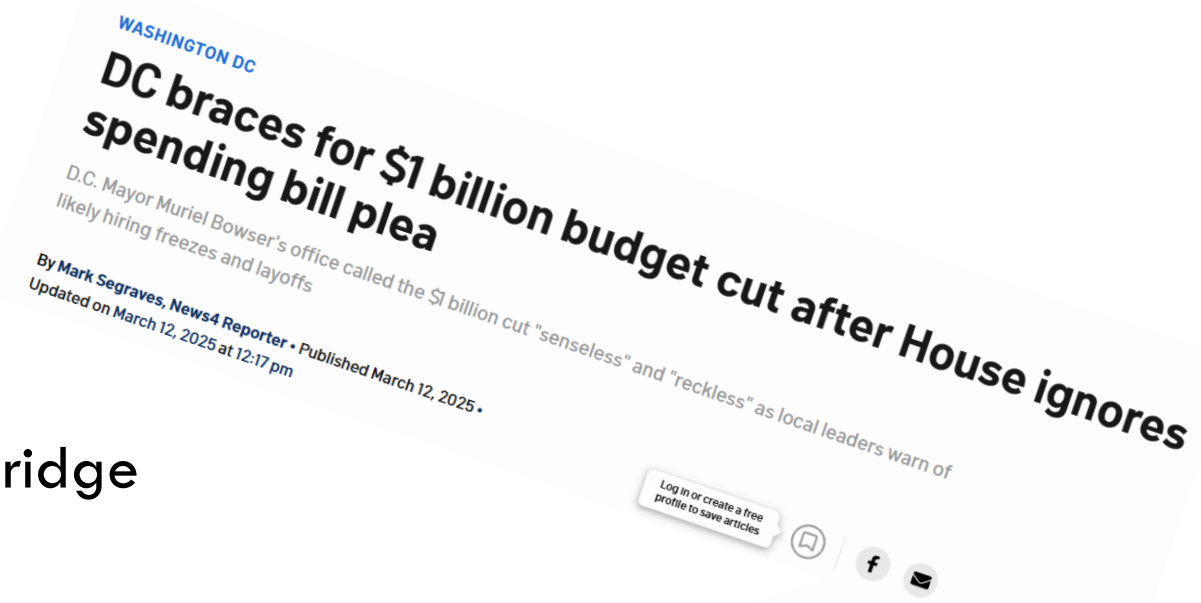
Starting Scope:

- Study 3-mile segment of South Dakota Ave from Bladensburg Road to Riggs Road NE to determine if removal of a lane is feasible
- Analyze options for a road diet as well as safety improvements at intersections
- Design road diet segment and select spot improvements
- Seek further funds for final design and buildout



Updates Since Fall 2024

- $1B removed from DC's own budget with signing of the Federal Budget
- Remaining DC budget has been adjusted to bridge gaps and deliver essential services
- **For South Dakota Project: No Additional Budget to be added**
- **Remaining budget is devoted to:**
  - Determine feasibility of removing a travel lane
  - Focus on spot treatments for intersections and blocks with major challenges
  - Construct those highest priority items


WASHINGTON DC

DC braces for $1 billion budget cut after House ignores spending bill plea

D.C. Mayor Muriel Bowser's office called the $1 billion cut "senseless" and "reckless" as local leaders warn of likely hiring freezes and layoffs

By Mark Segraves, News4 Reporter • Published March 12, 2025 • Updated on March 12, 2025 at 12:17 pm

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D.C. Mayor Unveils Budget Plan Aimed at Easing Pain of Congressional Cuts

Local officials announced trims, spending freezes and other fixes to blunt the effects of a billion-dollar budget cut that Congress forced on the city.

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Where we are now…

Full Project Budget was $1.3 Million
Projected amount remaining after data collection, study, spot selection, and concepts: approximately $600,000 remaining

Full Road Diet Build-out*

- Further traffic analysis will be needed to evaluate specific design options and safe signal timing $300k

- Road diet including all potential new signals could cost up to $6 million to design and construct

Total to complete full medium-build project in future: $6.5-7M with updated data collection and analysis

Spot Treatments*

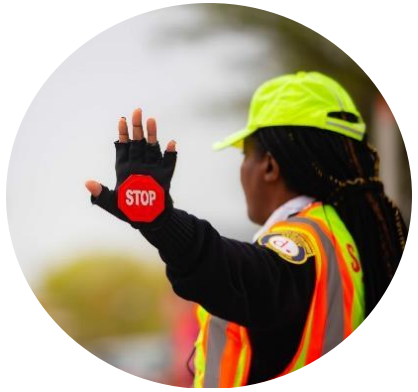
- Safety Improvements can be constructed with remaining funds (depending on complexity)
  - New traffic signals cost between $250,000-$500,000
  - Markings signs, and side street safety treatments can cost $10,000- $50,000 per intersection
  - Concrete improvements can start at $50k for a curb extensions or median islands
- **The budget cannot cover all intersections, we will need to select priorities**

**All quoted costs are as of current estimates as of Summer 2025, will be subject to inflation and costs in the year the corridor project is undertaken*

What you told us last year

- Over 2000 comments total
- Nearly 850 on the interactive map
- Over 1200 on the feedback form
- Nearly 75 additional letters

Key Themes from our first round of Engagement



- **Strong demand for traffic-calming measures to improve safety.**
  - Speeding cited as a major issue.
  - High-crash intersections and unsignalized turns are key concerns.

- **Pedestrian & Cyclist Accessibility**
  - Need for improved sidewalks, crosswalks, and intersection predictability.
  - Concerns over driver awareness of pedestrians; crossing feels dangerous.
  - Suggested solutions: better visibility, signaling, and protected bike lanes.

- **Vision for a Multimodal Corridor**
  - Desire for a more accessible, sustainable corridor for pedestrians, cyclists, and transit users.
  - Many envision South Dakota Avenue as a healthier urban space supporting diverse travel modes.

- **Divergent Views on Bike Lanes**
  - Broad support for safety and accessibility improvements.
  - Opposition from some residents concerned about:
    - Traffic congestion
    - Impact on commuter traffic

- **Overall Sentiment**
  - Strong support for a safer, more connected, and community-friendly South Dakota Avenue.

From the Feedback Form

- **87% are not happy** with how South Dakota Ave functions now
- Most people **(~95%) agreed with the project goals**
  - Suggestions: bus priority, bike safety, better maintenance, more green space
- Top 3 ranked concerns:

1. Ability to walk on the sidewalk and cross the street/Safer Crossings at intersections

2. Speeding

3. Amount of crashes on South Dakota Ave

From the Feedback Form

The vision for South Dakota Ave included:

"Like a neighborhood street and not a highway."

"The same as it's been for 70 years"

"Safer and greener, less space devoted to cars."

"More multimodal. More tree canopy/median in middle"

"Safe. Calm. Green."

"Like a multimodal oasis - protected bike lanes, priority bus service, slower automobile speeds"

"Less congestion and speeding."

"Similar but just slower traffic"

"A place where people can enjoy walking to where they need to go"

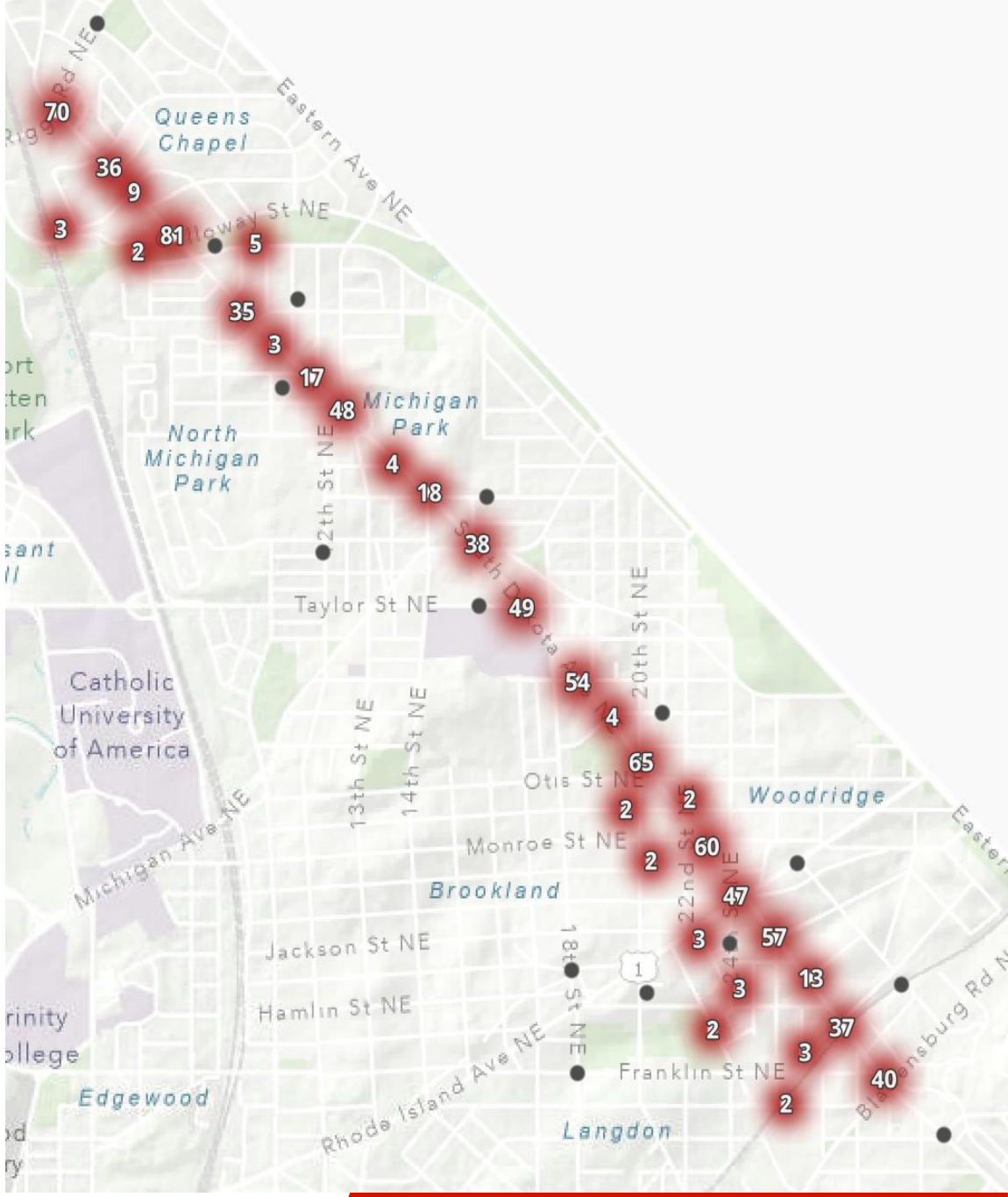
"A neighborhood boulevard with safe, multi-modal uses - driving, walking, biking etc"

"W5 is full, FULL, of little children. I want to see SDA be prepared for the future.."

Top intersections of concern on South Dakota Ave:

(ranked by most comments)

1. Galloway St NE (81)
2. Riggs Rd NE (70)
3. 20th/Otis St NE (65)
4. Monroe Street NE (60)
5. 26th/Mrytle St NE (57)
6. Randolph St NE (54)
7. Taylor St NE (49)
8. Sargent Rd NE (48)
9. Rhode Island Ave NE (47)
10. Bladensburg Ave NE (40)
11. Michigan Ave NE (38)
12. Vista St NE (37)
13. Kennedy St NE (36)
14. Emerson St NE (35)



From the interactive map

Quotes from your concerns:

"This stretch is very unsafe. I cannot walk with my kids because the sidewalk is narrow, and bikers use the sidewalk. All cars speed up here right after the speed camera and do not think to look before turning. It's very scary." South Dakota Ave corridor.

"This is the scariest crossing on my kid's walk along SD to and from school. Serious traffic calming methods needed." – South Dakota Ave and Michigan Ave NE

"This intersection is terrifying for my family, and many kids use it for school crossing every day." – South Dakota Ave and Vista St NE

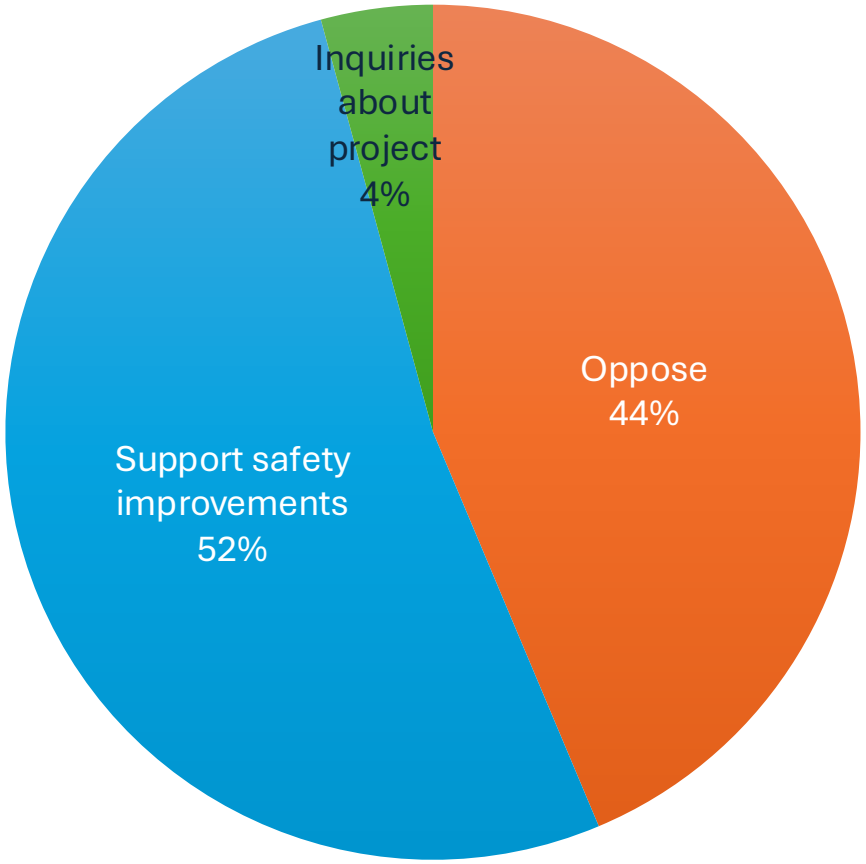
"South Dakota IS a residential street. It IS a family street. It is literally lined with family homes." – South Dakota Ave corridor

"This intersection is frightening and dangerous. Vehicles including massive trucks approach the stop light at frightening speeds even when the light on SDA is red either way. Pedestrians and bikers cannot be confident that vehicles will stop on red. It is fearsome to walk along SDA in this vicinity and elsewhere. " South Dakota Ave and 20th St NE

"Look at road conditions - heavy trucks shake houses" - South Dakota Ave Corridor

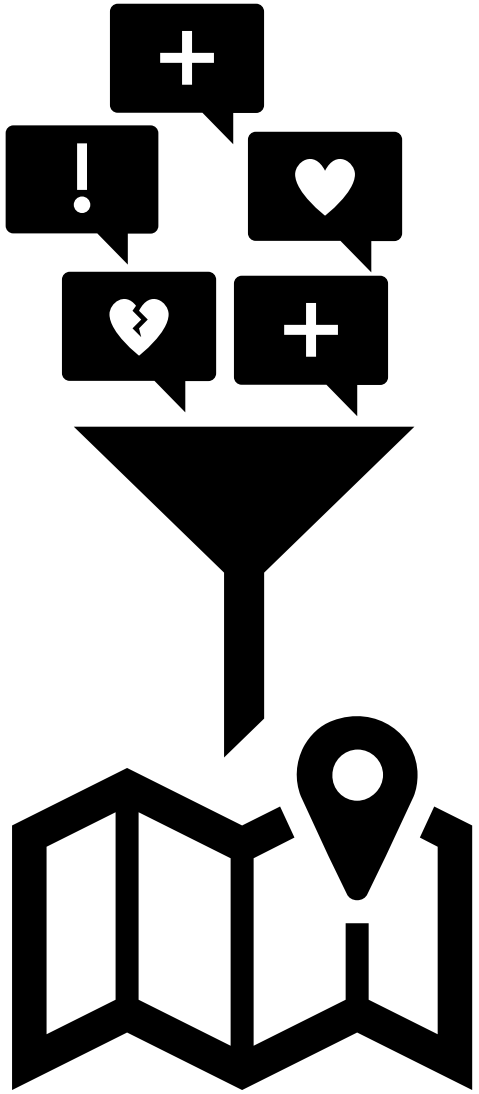
More community feedback

In addition to the map and form, DDOT received over 73 emails and letters from residents, ANC's, Civic Association, businesses and stakeholders.



How We'll use this information:

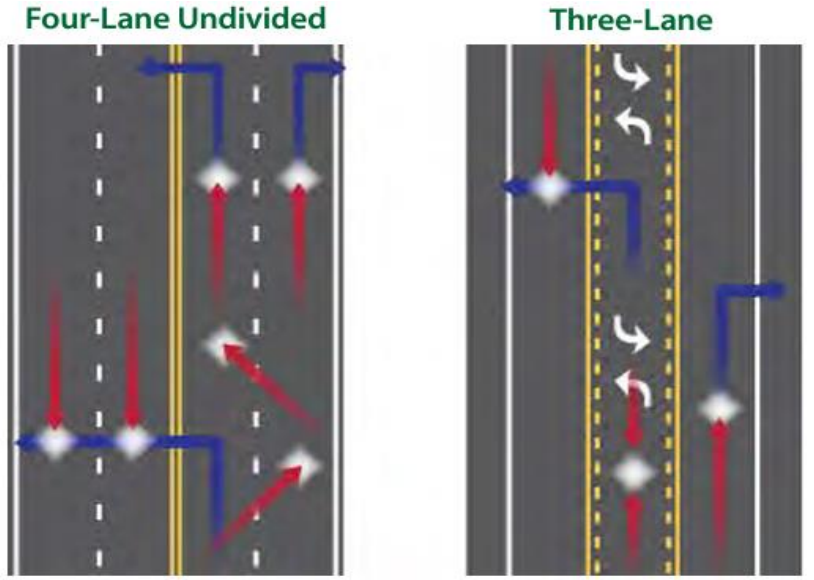
- Pair with crash data and turning movement data to Determine Priority Spot locations
- Select countermeasures to address issues
- Analyze and design spot safety improvements
- Determine future efforts along the corridor



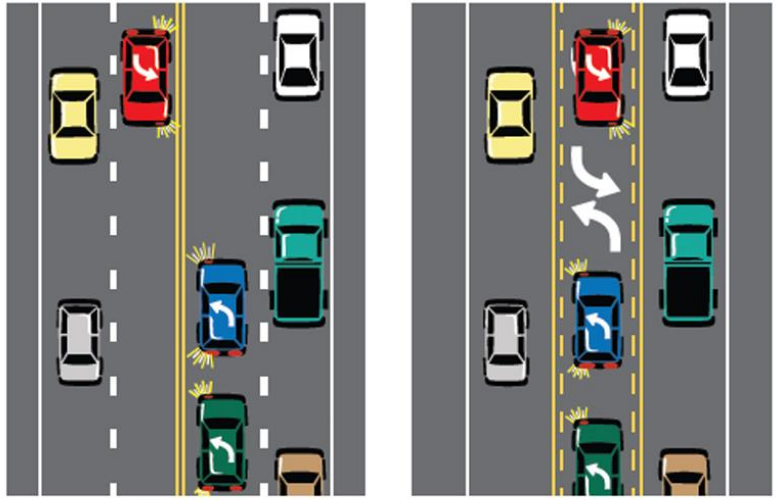
Road Diet Feasibility Results

Refresher: What is a Road Diet?

- Road Diets are reconfigurations of typically 4 lane roadways to 3 or 2 lanes and extra space is repurposed, (Can be 6 lanes to 5 or 4 lanes as well)
- Average total crash reduction approximately 20-50% for all modes
- Manage street space for all day volume of traffic, not just peak hours
- Reduce common crash types- side swipes, and angle crashes from left and right turns in active travel lanes
- Street space can be repurposed for other uses like turn lanes, pedestrian refuge islands, bicycle lanes, and/or parking as needed
- Research shows that road diets with protected bike lanes show 50% reduction in crashes for all road users



Road Diets Reduce Common Crash Types

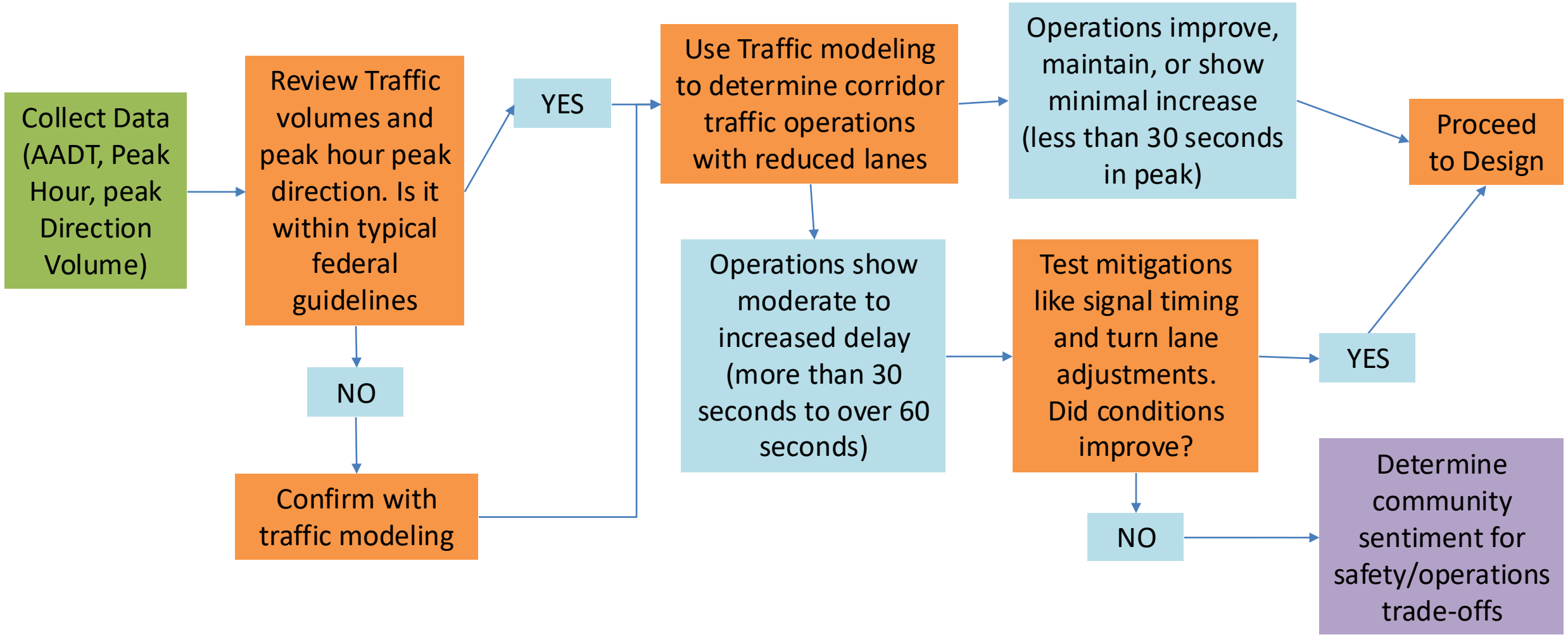


Before
A four-lane undivided road operating as a de facto three-lane cross section.

After
A Road Diet providing a two-way left-turn lane.

How does DDOT determine if a road diet is feasible or not?

Start with traffic analysis



How does DDOT determine if a road diet is feasible or not?

Check against stated goals and community concerns

Speeding

Can it help reduce vehicle operating speeds?

Safety at intersections

Does it improve safety for all roadway users?

Can turn lanes help with congestion in peak periods?

Pedestrian Safety

Could the design reduce crash risk for all?

Could the design improve pedestrian crossings?

Quality of life

Can the introduction of turn lanes help mitigate congestion because of left-turning vehicles?

Could the street space be repurposed for another neighborhood or area need to add value to the community?

Future Bus Service

Can the design provide access and safety improvements to transit stops and stations?

Road Diet Feasibility: Findings Summary (Average Weekly Peaks Profile)

- Lane Reduction Possible with minimal or no changes to traffic delay
- Lane Reduction Possible with signal timing improvements and turn lanes
- Lane Reduction shows noticeable reduction in peak operations
- Road diet not modeled, scope limited, and changes affect Riggs operations

What is 'delay' in traffic engineering terms?
Delay is the average amount of time drivers in the line of cars at an intersection must wait to make it through a signal cycle.

Road Diet Feasibility: Findings Summary (Weekday Morning Peak)

- Lane Reduction Possible with minimal or no changes to traffic delay
- Lane Reduction Possible with signal timing improvements and turn lanes
- Lane Reduction shows noticeable reduction in peak operations
- Road diet not modeled, scope limited, and changes affect Riggs operations

Gallatin: lane reduction shows likely minimal increase delays in evening Peak (<30 sec)

Webster: lane reduction shows likely minimal increase delays in evening Peak (~30 sec)

Michigan: lane reduction shows likely minimal increase delays in evening Peak (<30 sec)

Rhode Island Ave lane reduction shows likely minimal increase delays in morning Peak (~30 sec)

Road Diet Feasibility: Findings Summary (Weekday Evening Peak)

- Lane Reduction Possible with minimal or no changes to traffic delay
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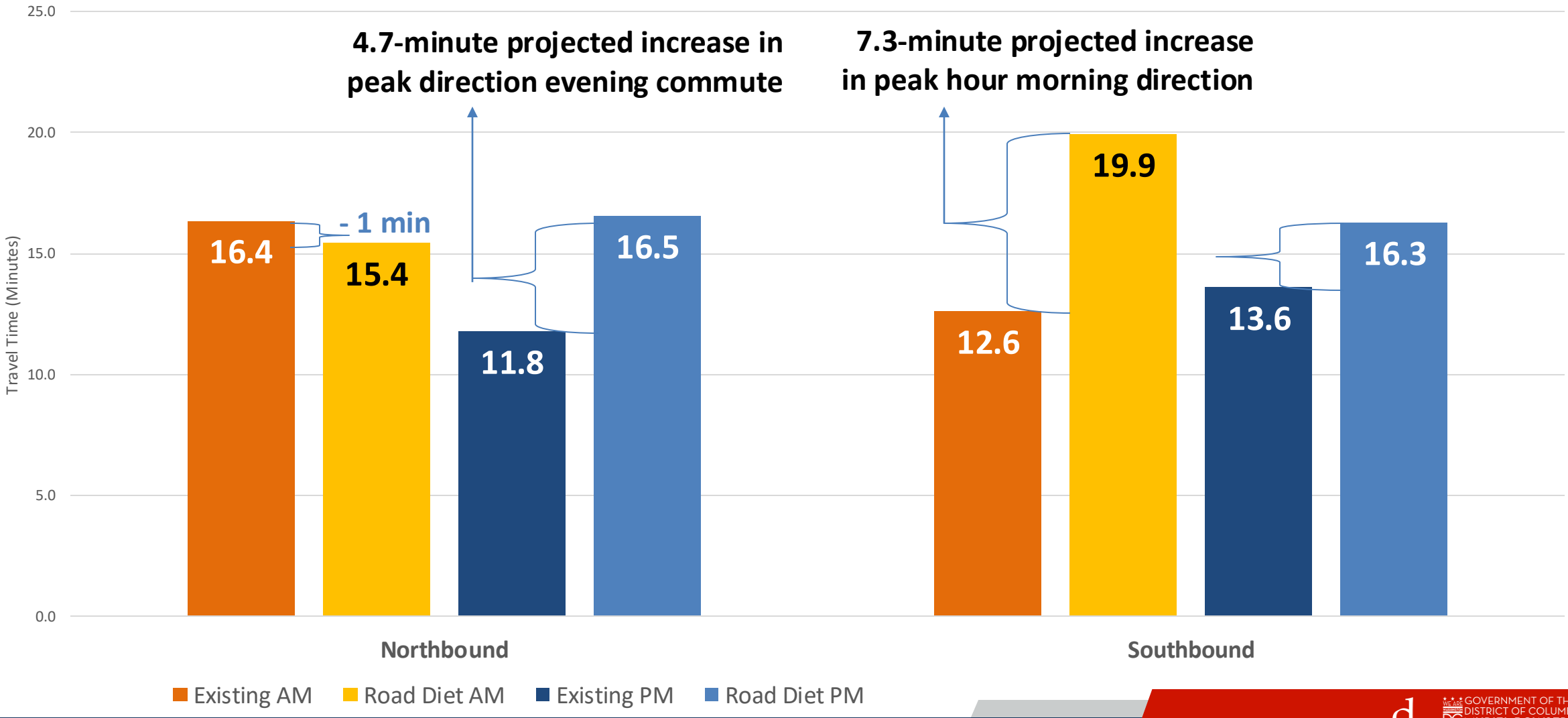
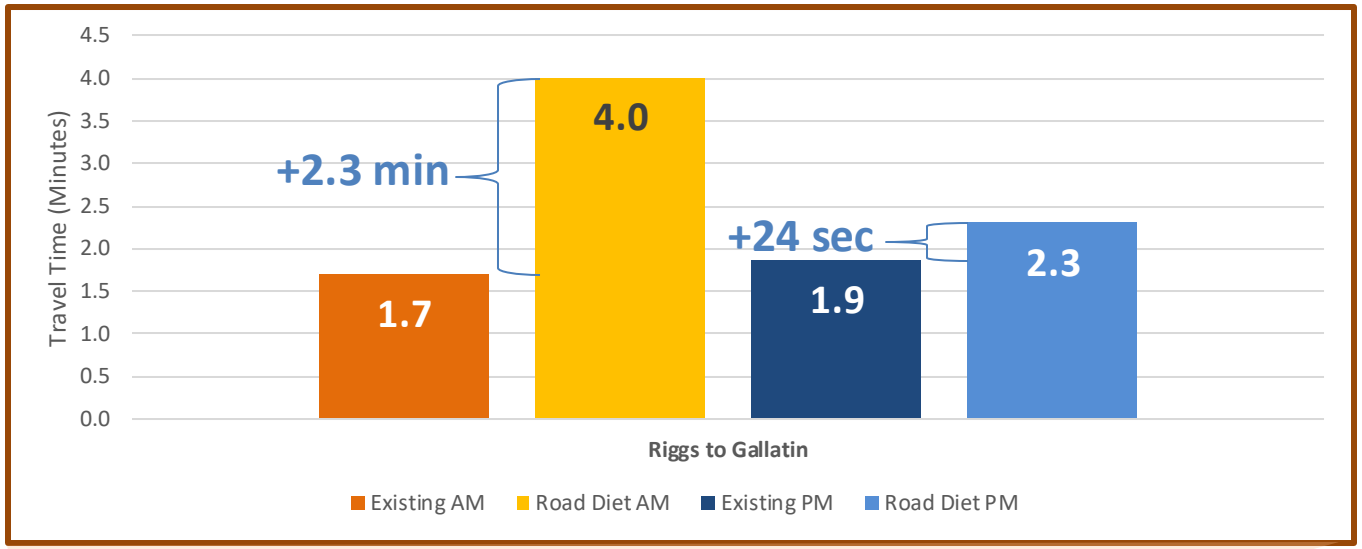
Michigan: lane reduction shows likely minimal increase delays in evening Peak (<30 sec)

Rhode Island Ave lane reduction shows likely minimal increase delays in morning Peak (~30 sec)

Corridor Travel Time Summary Weekday (Bladensburg to Riggs)



Road Diet Feasibility: Vehicular Travel Time Summary (Southbound)



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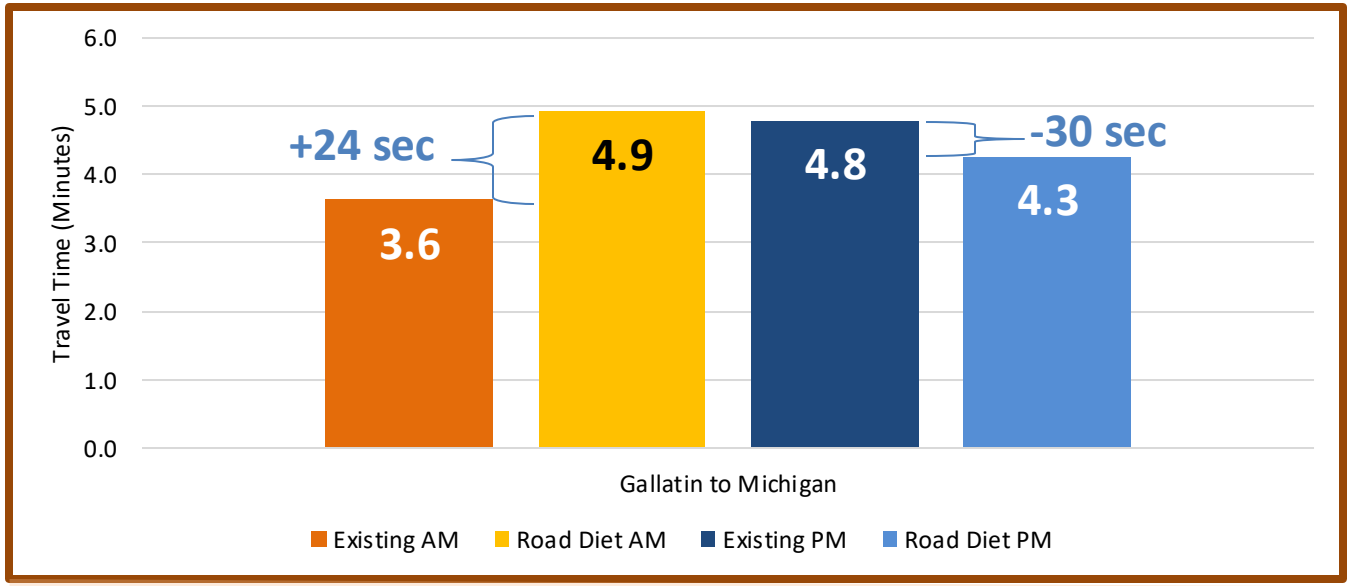

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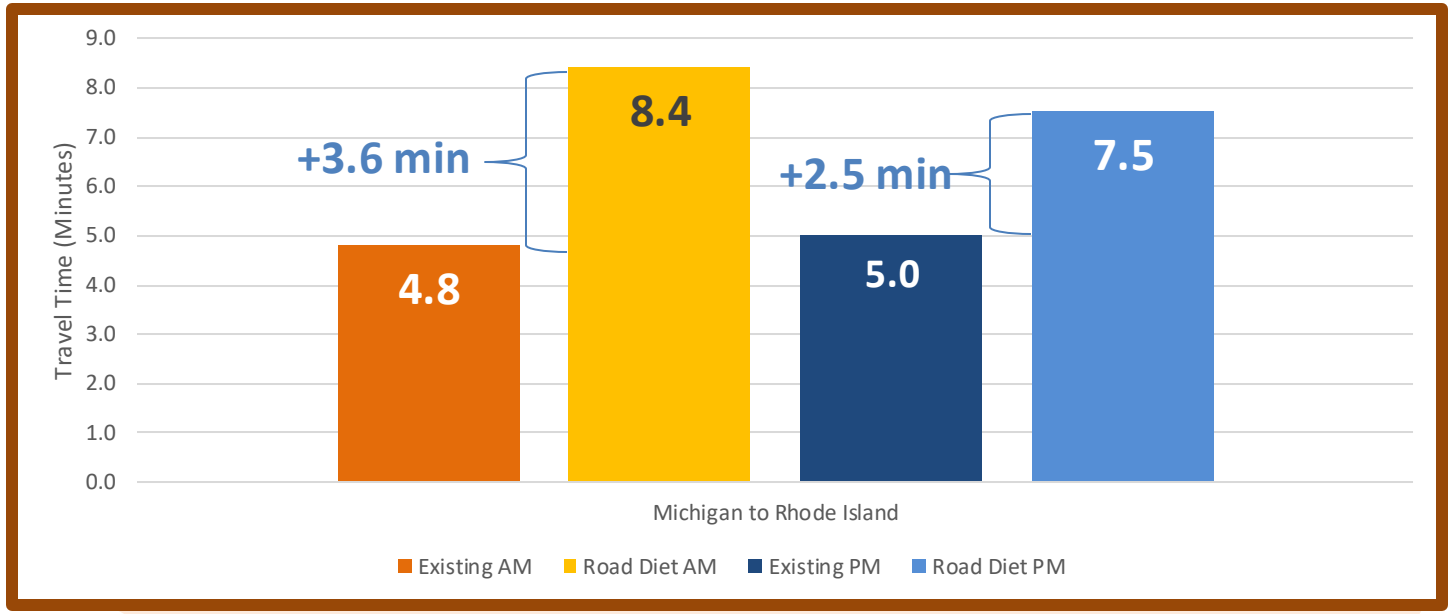
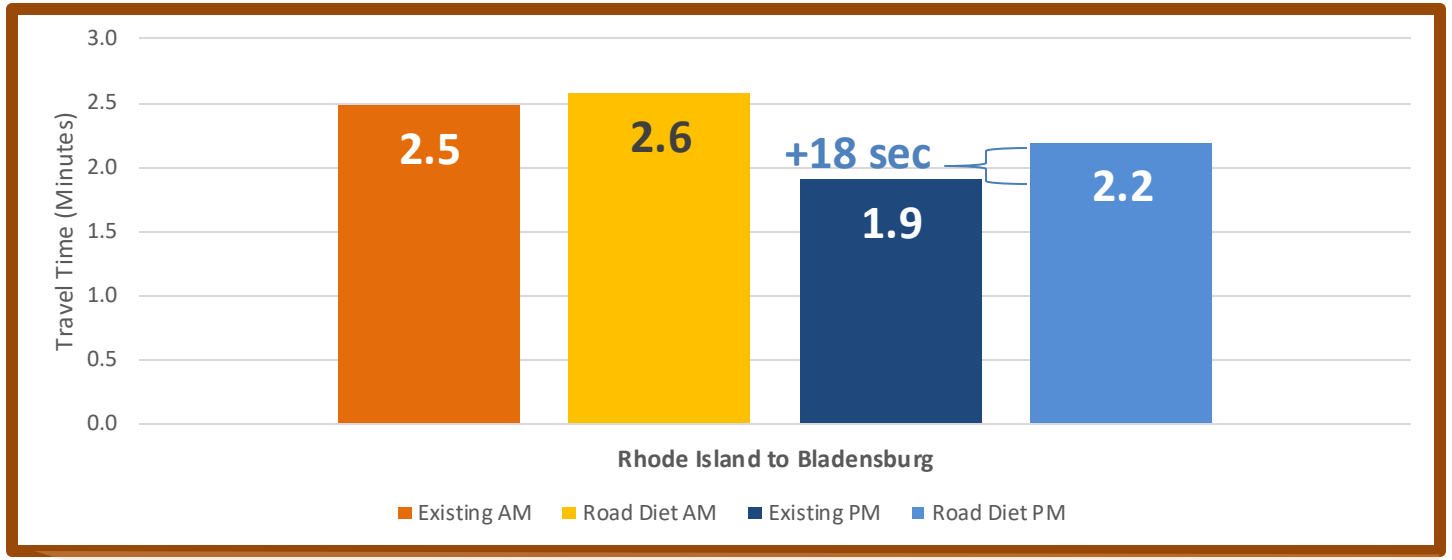
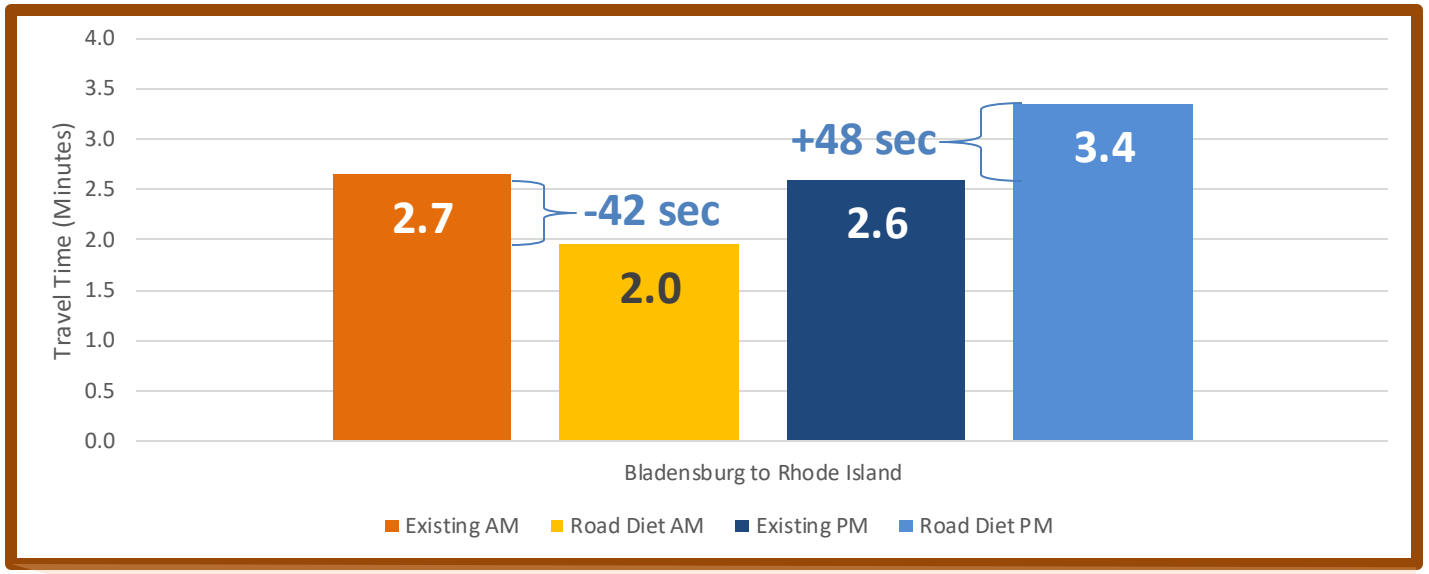


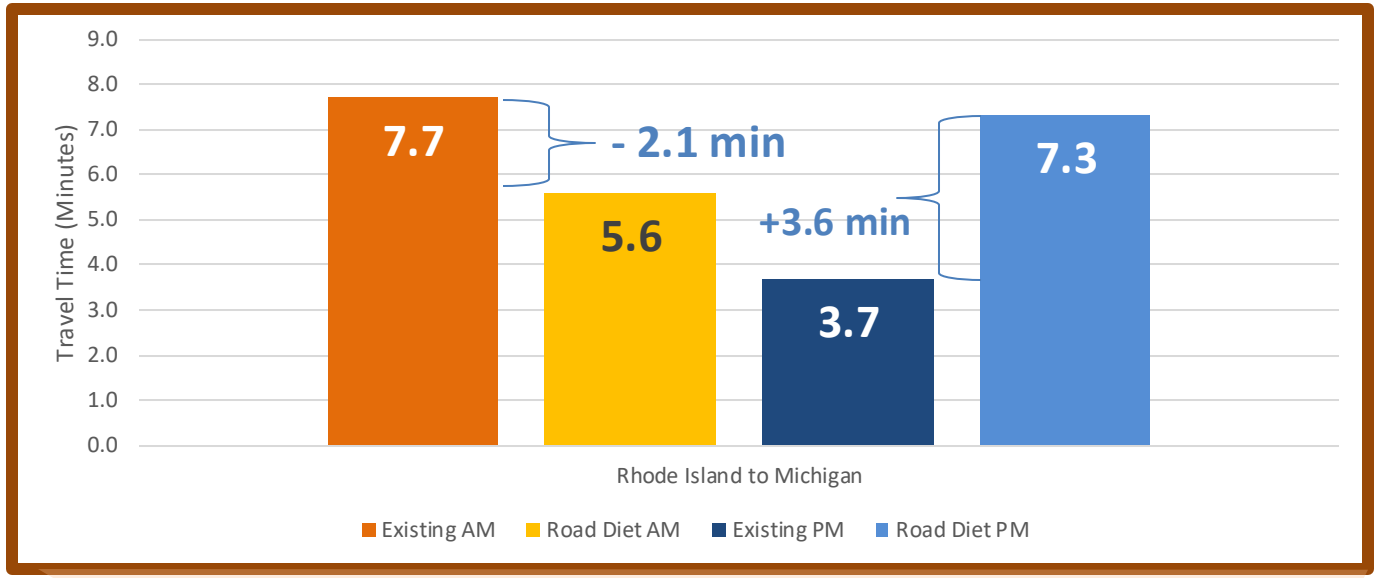
Road Diet Feasibility: Vehicular Travel Time Summary (Southbound)

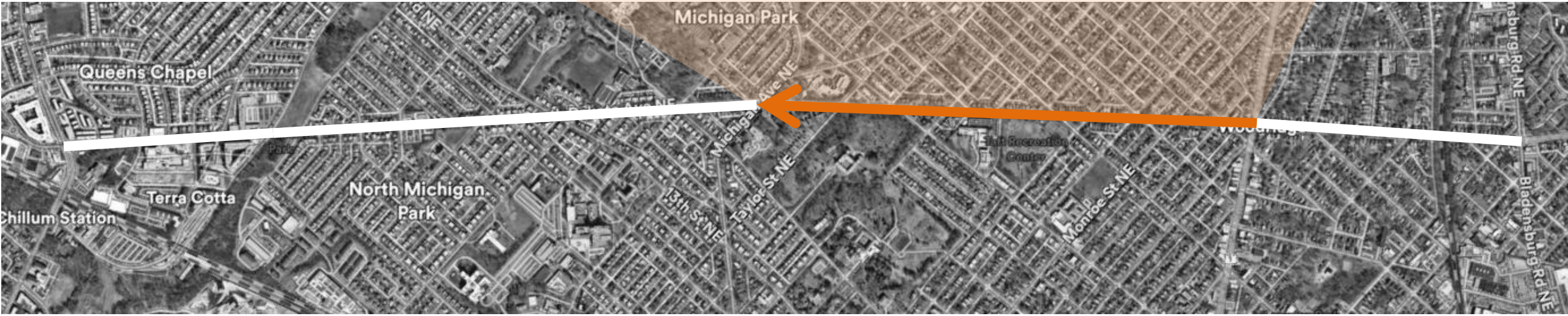


Road Diet Feasibility: Vehicular Travel Time Summary (Northbound)



Road Diet Feasibility: Vehicular Travel Time Summary (Northbound)





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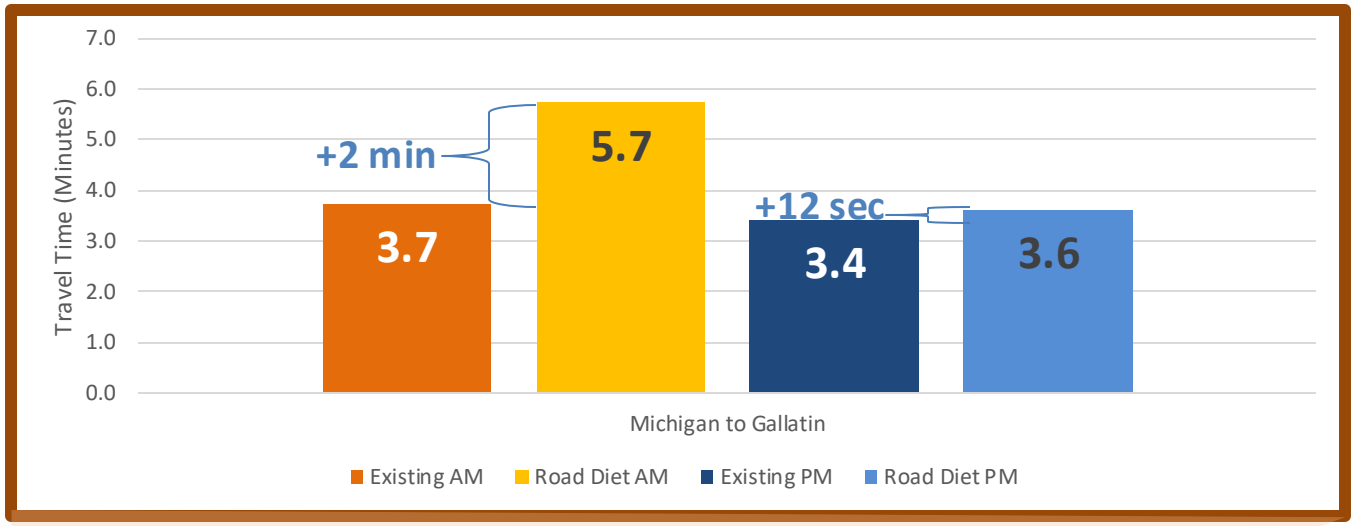

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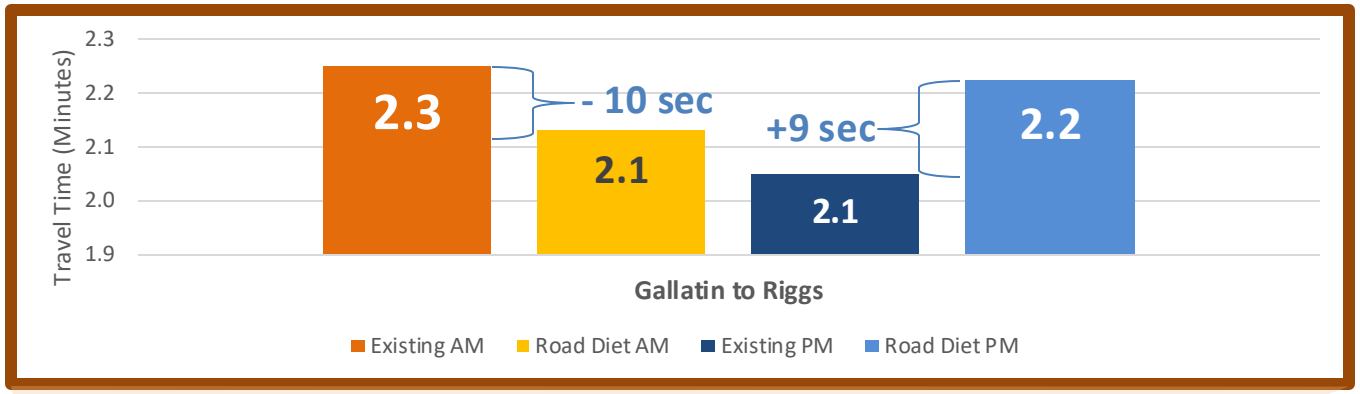


Road Diet Feasibility: Findings Summary (Weekend Peak)

- Lane Reduction Possible with minimal or no changes to traffic delay
- Lane Reduction Possible with signal timing improvements and turn lanes
- Lane Reduction shows noticeable reduction in peak operations
- Road diet not modeled, scope limited, and changes affect Riggs operations

Galloway- lane reduction shows likely minimal increases in delays during Weekend Peak (<30 sec)

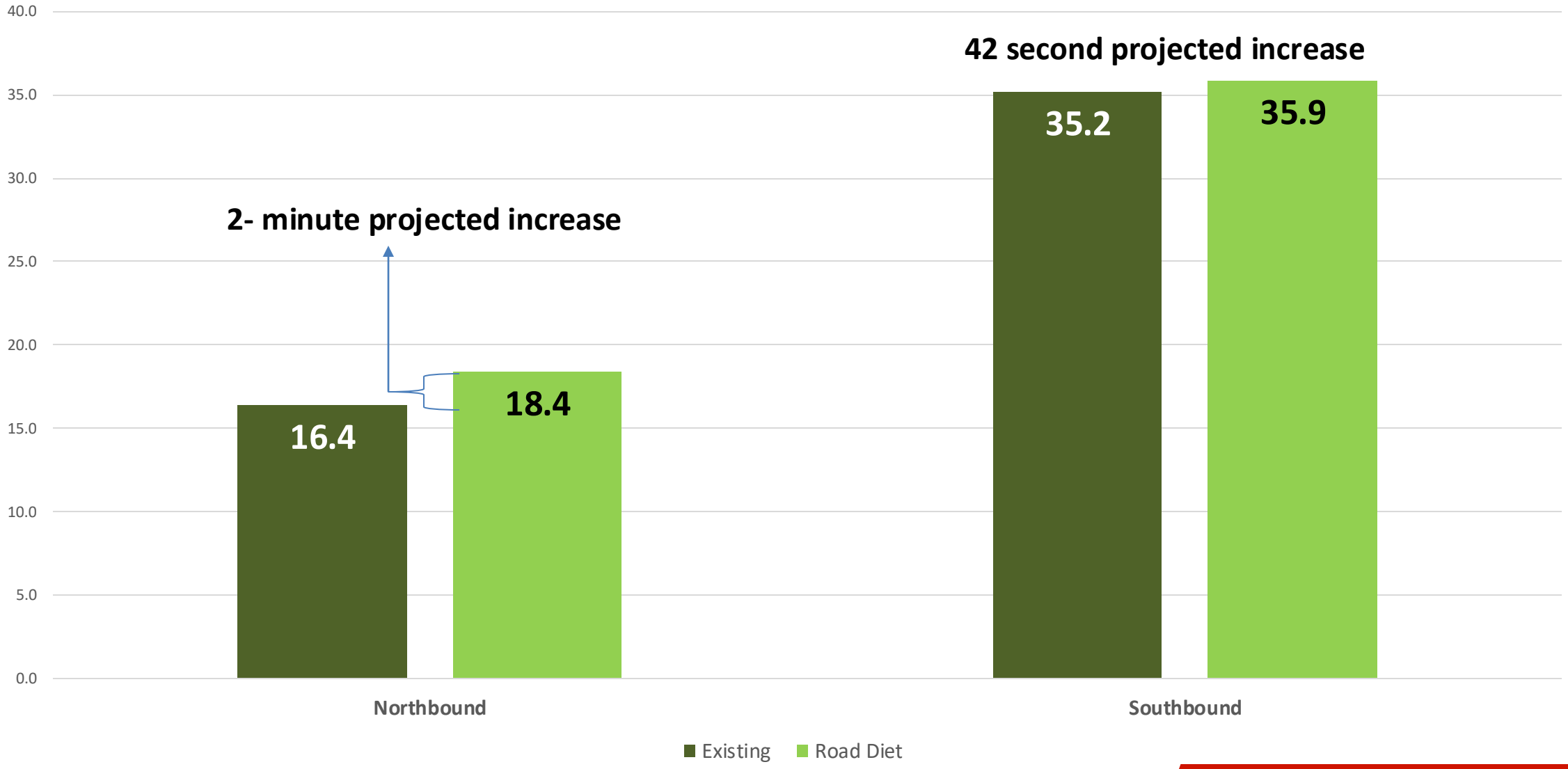
Michigan Ave- lane reduction shows likely noticeable delays in Weekend Peak (50 sec increase)

18th/Shepherd- lane reduction shows likely noticeable delays in Weekend Peak (55 sec increase)

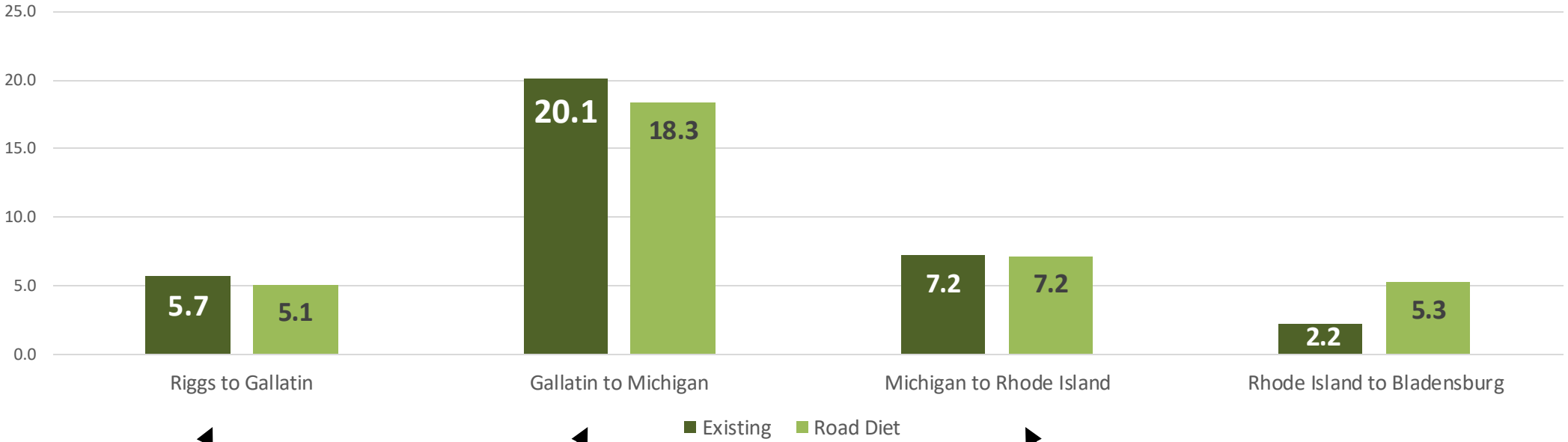
Newton to Monroe- lane reduction shows likely noticeable delays in Weekend Peak (>65-80 sec increase)

Carlton to Bladensburg - lane reduction shows likely noticeable delays in Weekend Peak (~1.5 min increase)

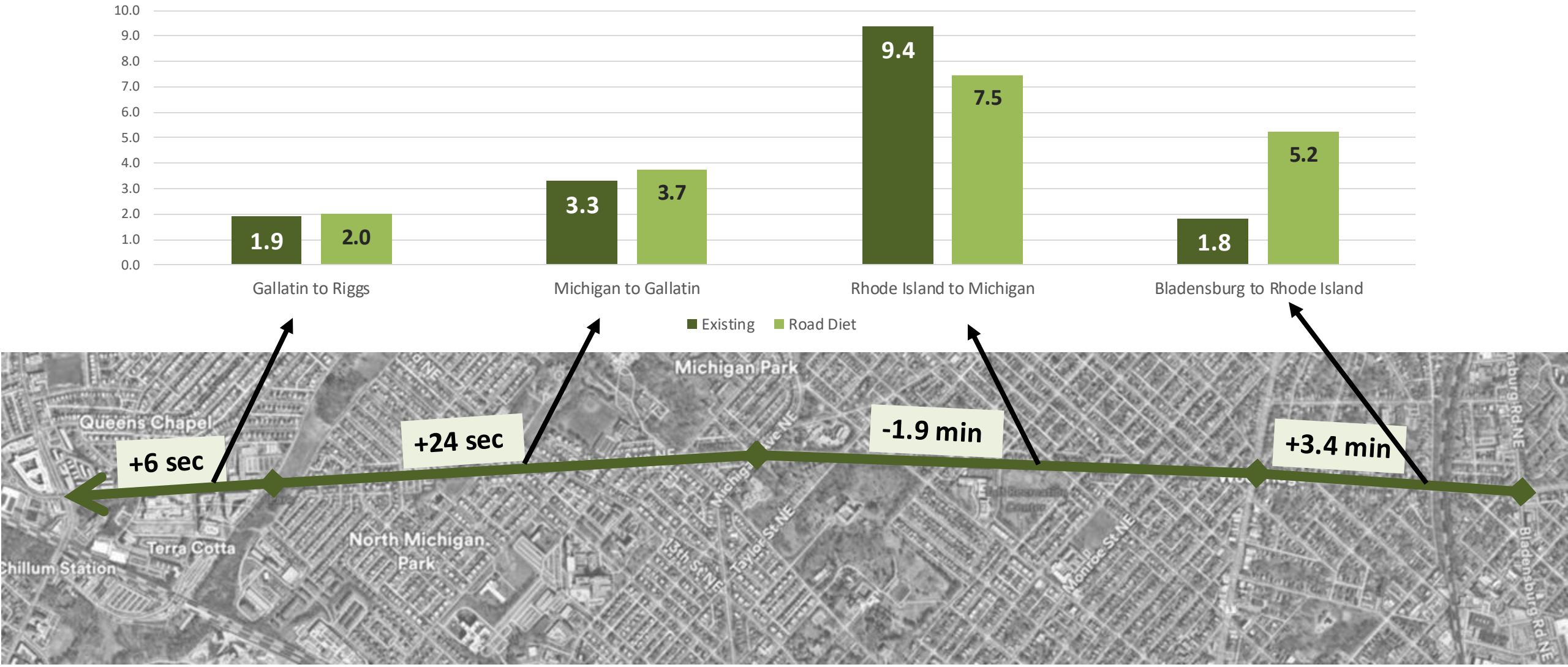
Corridor Travel Time Summary Weekend (Bladensburg to Riggs)



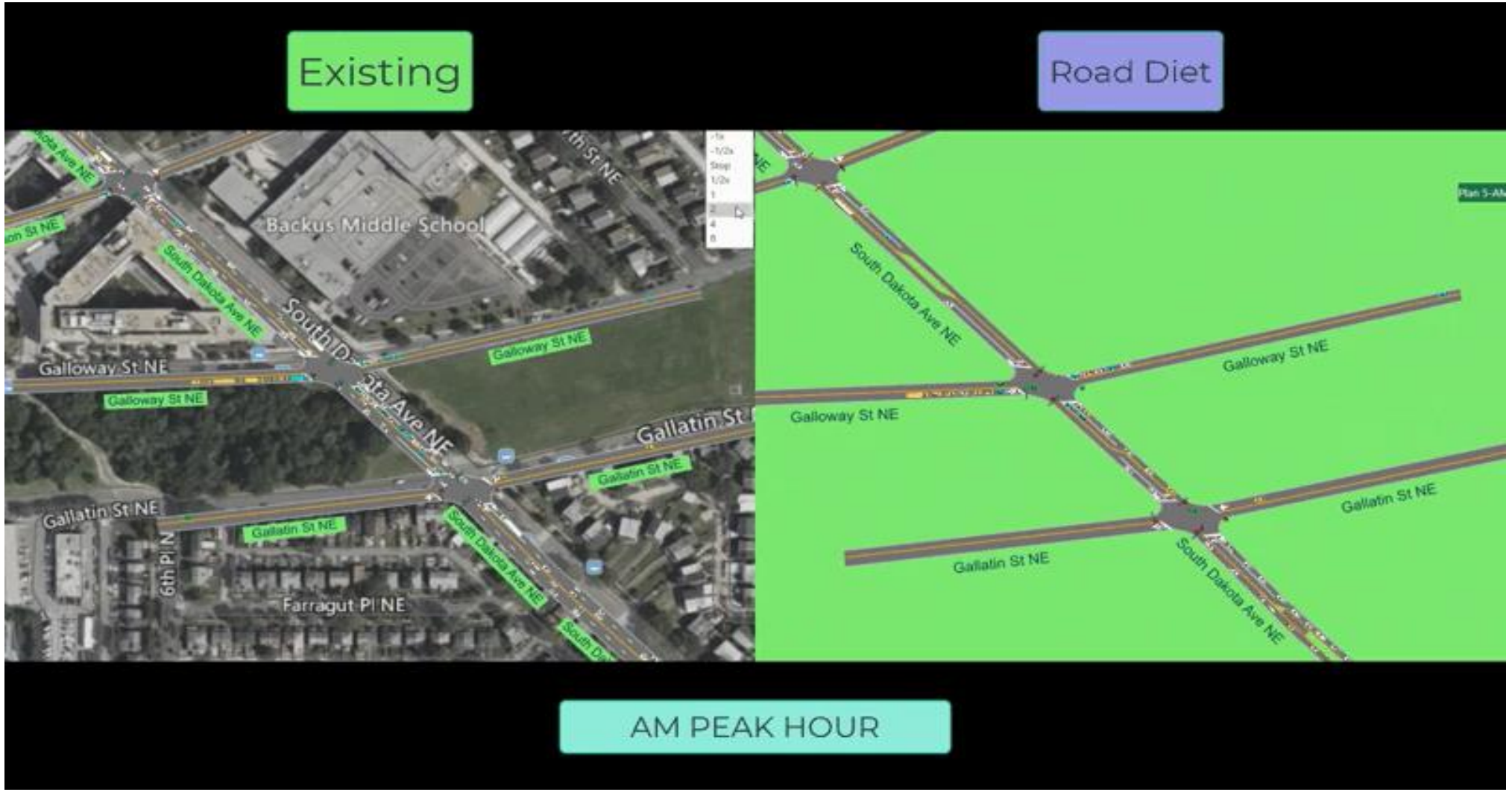
Road Diet Feasibility: Weekend Travel Time Summary (Southbound)



Road Diet Feasibility: Weekend Travel Time Summary (Northbound)

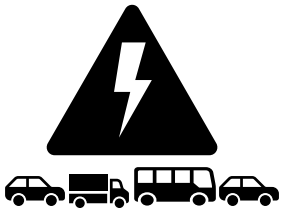


Spot Traffic Modeling Videos on the Website!



About Traffic Modeling…

Traffic models are our best ability to test what happens if the current levels of vehicle traffic use the same street in different lane configurations



Typical modeling includes a focus on the 1-2 peak hour(s) of traffic and peak 15 minutes to determine the effects of a different street configuration.

- If it is acceptable levels of operation at the "worst" traffic times, we can assume it will work just fine other times with fewer people using the street
- We are shifting away from designing for the peak 15 minutes as that would overbuild the street for the remaining 22-23 hours of the day and leads to conditions for speeding drivers.

Models are not a crystal ball to predict with 100% accuracy what will occur

- People choose different routes, are rerouted with apps, choose different times of the day or week to make trips, or may switch modes

Where have road diets been implemented similar to characteristics of South Dakota Avenue?

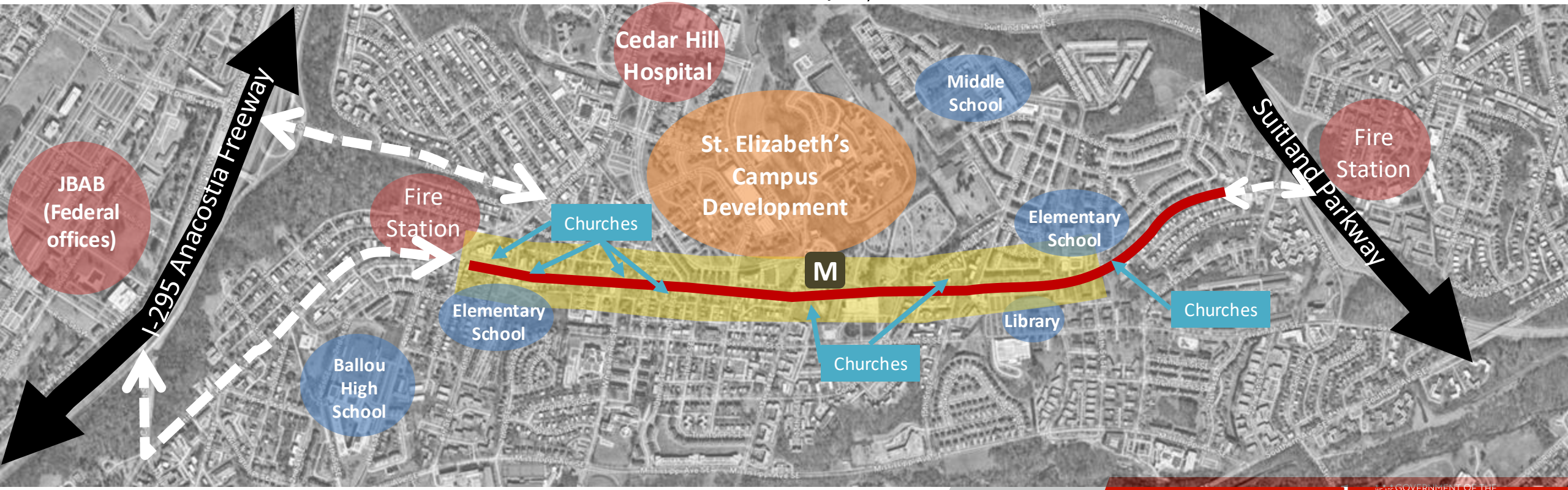
Case Example: Alabama Ave

Before…

- 1.4 miles of 4-lane road
- 11,000-14,000 ADT
- Parking allowed in curbside lanes
- High frequency bus route and access to Congress Heights Metro Station
- Institutional and single-family homes land use

What happened after… 2022

- Converted to two travel lanes
- Simplified travel lane and parking lane markings
- Safety improvements including curb extensions, medians, and turn lanes
- **Comparing crash data before and after (2018-20 vs. 2022-24):**
  - Total crashes decreased 31%
  - Injury crashes decreased 48%
  - Bicycle/Pedestrian crashes decreased 38%



Case Example: Seminary Road

Before…

- 1 mile of 4 lane to 3 lane road diet
- AADT 16,800-18,600 (higher than South Dakota)
- No full-time on-street parking
- High rate of Development at one end
- Major bypass for regional-through for I395 to I495
- Similar land use with institutional and single-family homes for majority of the corridor

What happened after…

- People waited about 1 minute more than previous conditions in morning peak hour, peak direction
- In the opposite direction, travel times reduced by 30 seconds in peak hour, even with traffic volumes increasing by 15%
- No mass diversion to residential streets, a parkway saw 21% increase
- Extreme Speeding decreased
- **Total crashes decreased by 41%, Zero fatalities and severe injuries**

What happens to the road diet information?

DDOT will not pursue a road diet for the remainder of this project

Information posted on the website

Shared as a final memo in fall with the Director and Councilmember

Put in DDOT library in case project comes up in future years

Spot Safety Treatments

Where we are now…

Full Project Budget was $1.3 Million
Projected amount remaining after data collection, study, spot selection, and concepts: approximately $600,000 remaining

Full Road Diet Build-out*

- Further traffic analysis will be needed to evaluate specific design options and safe signal timing $300k

- Road diet including all potential new signals could cost up to $6 million to design and construct

Total to complete full medium-build project in future:
$6.5-7M with updated data collection and analysis

Spot Treatments*

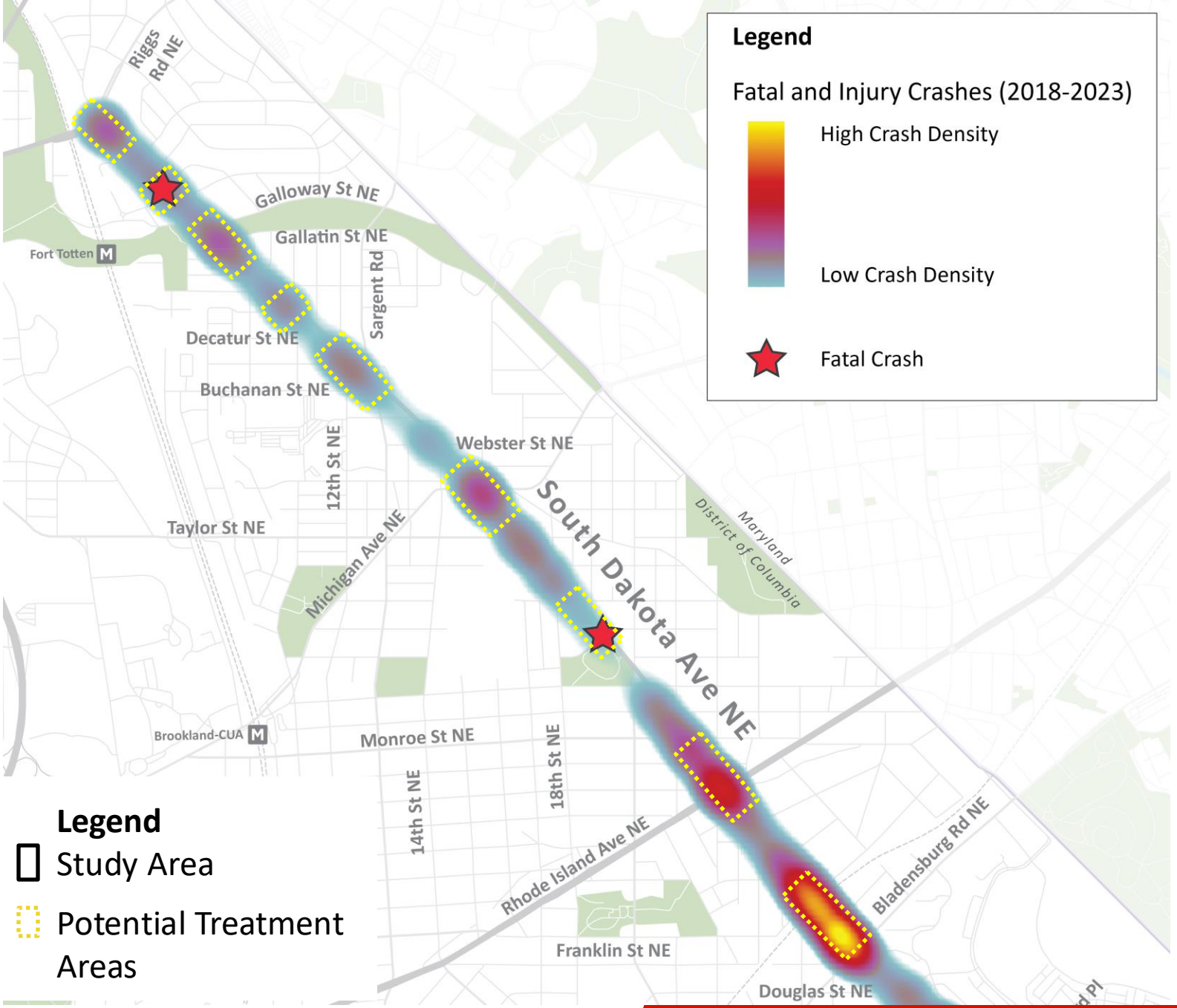
- Safety Improvements can be constructed with remaining funds (depending on complexity)
  - New traffic signals cost between $250,000-$500,000
  - Markings signs, and side street safety treatments can cost $10,000- $50,000 per intersection
  - Concrete improvements can start at $50k for a curb extensions or median islands
- **<u>The budget cannot cover all intersections; we will need to select priorities</u>**

**All quoted costs are as of current estimates as of Summer 2025, will be subject to inflation and costs in the year the corridor project is undertaken*

Identifying Focus Areas

Selection Criteria (resident input included in all):

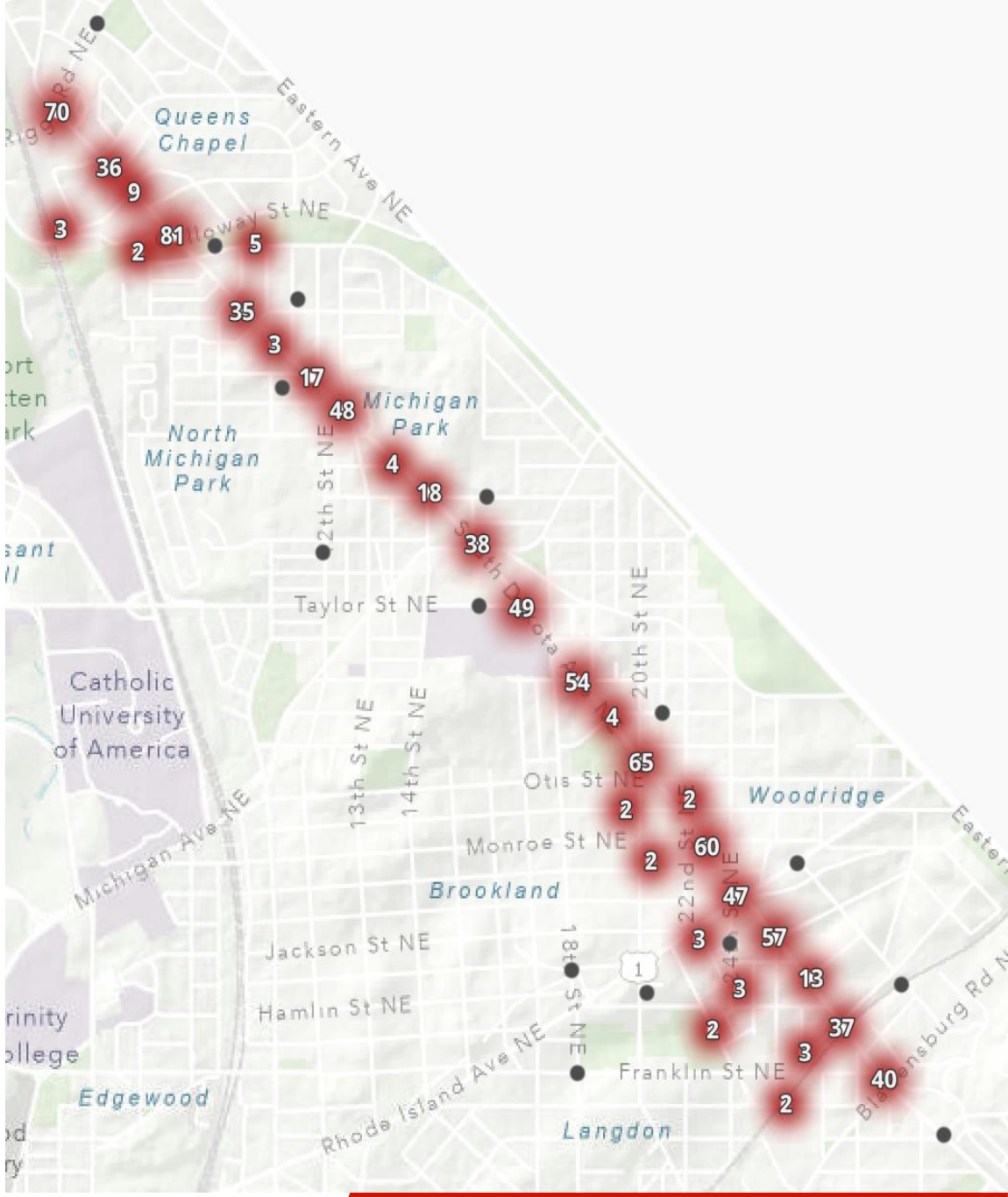
1. High Injury Network Intersection
2. High crash rate
3. School Areas
4. Unsignalized multi-lane crosswalks
5. Any additional locations noted by Residents with high safety concerns



Top intersections of concern on South Dakota Ave:

(ranked by most comments)

1. **Galloway St NE (81)**
2. Riggs Rd NE (70)
3. **20th/Otis St NE (65)**
4. Monroe Street NE (60)
5. **26th/Mrytle St NE (57)**
6. Randolph St NE (54)
7. Taylor St NE (49)
8. **Sargent Rd NE (48)**
9. **Rhode Island Ave NE (47)**
10. **Bladensburg Ave NE (40)**
11. **Michigan Ave NE (38)**
12. **Vista St NE (37)**
13. Kennedy St NE (36)
14. Emerson St NE (35)



Spot Safety Treatment tool-kit:

- **Left-Turn Calming**
  - Use of speed humps, flexposts, medians, raised islands
  - Slows turning, improves sightlines, reduces crashes

RRFBs (Flashing Beacons)
- Pedestrian-activated; improves driver yield rates
- Often combined with curb extensions or medians

Median Refuge Islands
- Allow 2-stage crossing
- Reduce pedestrian exposure & slow turning vehicles

- **Curb Extensions (Bulb-outs)**
  - Shorten crossings, improve visibility, slow turns
  - Consider drainage, bus stops, parking

Pavement Markings
- Highlight crosswalks, lanes, and turning paths

Turn Lane Modifications
- Reduce delays & crash risk; separate turning vehicles

Safety spot improvement tool-kit:

- **Traffic Signals**
  - Installation of a new signal is based on federal warrants (volumes, crashes, pedestrian activity). There are 9 specific warrants that must be met for a signal to be considered

No Turn on Red

- Restricts right turns across active pedestrian crossings
- Improves safety for drivers as well to reduce misjudging a gap

- **Pedestrian Hybrid Beacon Signals**
  - Pedestrian-activated signal for multi-lane/high-speed roads. Stays dark until needed, then flashes yellow → solid red.
  - Also based on federal guidelines (volumes, crashes, pedestrian activity).

- **Simplify intersections**
  - Restrict one or more crash-prone movements
  - Remove one underutilized, skewed approach
  - One-way operations

Locations for Potential Intersection and Spot Enhancements:

Galloway and Gallatin

Issues: Signal timing, high pedestrian crossings to Metro, high bus volume, turn demand, speeding, cyclist access.

Potential Treatments: Evaluate for signal timing changes, improve crossings and crossing time, clear sight lines

Decatur to Sargent

Issues: Skewed, uncontrolled intersections, driver confusion

Potential Treatments: Evaluate for signalization, improve crossings, simplify intersections by removing one or more legs

Webster, Michigan, and Taylor

Issues: Skewed, multileg complex intersections, driver confusion, Multiple crashes

Potential Treatments: Evaluate for signalization of unsignalized, improve crossings, simplify intersection by removing one or more legs

Shepherd, 18th, Randolph, 19th

Issues: School safety, uncontrolled crosswalks, speeding, left turns, bus stops

Potential Treatments: Crossing enhancements, daylight side streets, turn restrictions

Locations for Potential Intersection and Spot Enhancements:

20th/Otis Street

Issues: Two-way Stop control, Neighborhood Connector, turn demand, uncontrolled crosswalks

Potential Treatments: Study for signal, daylighting, one-way conversions, crossing enhancements

Rhode Island, Lawrence, 24th

Issues: High crashes, HIN, multileg uncontrolled turns, signal timing

Potential Treatments: Signal changes, access management on side streets, one-way conversion, median islands, turn restrictions

Myrtle, 26th, and Irving

Issues: Missing crosswalks, turn demand, uncontrolled crossings, skewed intersections

Potential Treatments: Examine for signalization, crossing enhancements, access management, turn pockets, turn restrictions, one-way conversion, daylighting

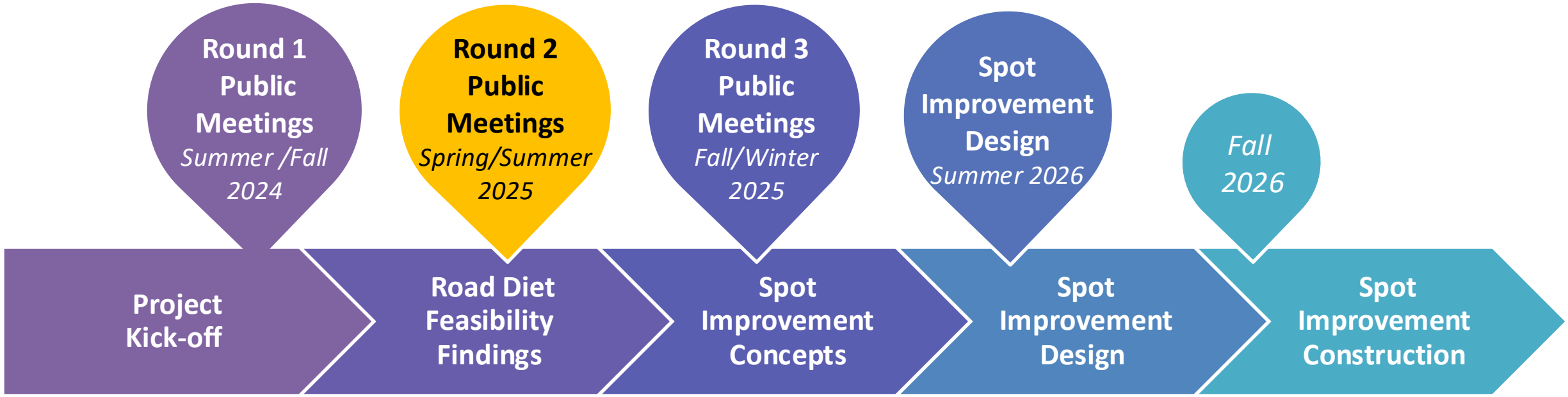
Vista to Bladensburg Road

Issues: Crashes, HIN, 6 lanes, bridge deck, turn demand, turn crashes, off peak speeding

Potential Treatments: Stripe median with flexposts and crossing islands for road diet, signal changes, lane changes, turn pockets, turn restrictions

Next steps:

Project Schedule



- Existing Conditions
- Gather Data
- Explore concepts
- Gather Input

- Review community feedback, road diet feasibility finding/data.
- Spot improvement alternatives

- Review and prioritize spot improvement locations.
- Publish road diet feasibility report on website.

- Finalize design for spot improvement locations.
- Send NOI for spot improvements to Public (as needed).

- Start spot improvement construction.

Stay connected!

Share your thoughts on spot treatments, https://forms.office.com/g/U6rzgpkQUi

Project website is live! Please visit, sdcorridorsafetyproject.ddot.dc.gov

- Join our mailing list, forms.office.com/g/En0VEswaDQ
- Sign up for CM Parker's newsletter: mailchi.mp/dccouncil/newsletter-sign-up

District Department of Transportation

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