

# DISTRICT DEPARTMENT OF TRANSPORTATION

Welcome! Thank you for joining us.  
We will be getting started shortly...

Meeting Title

Date

# Welcome to our virtual public meeting!

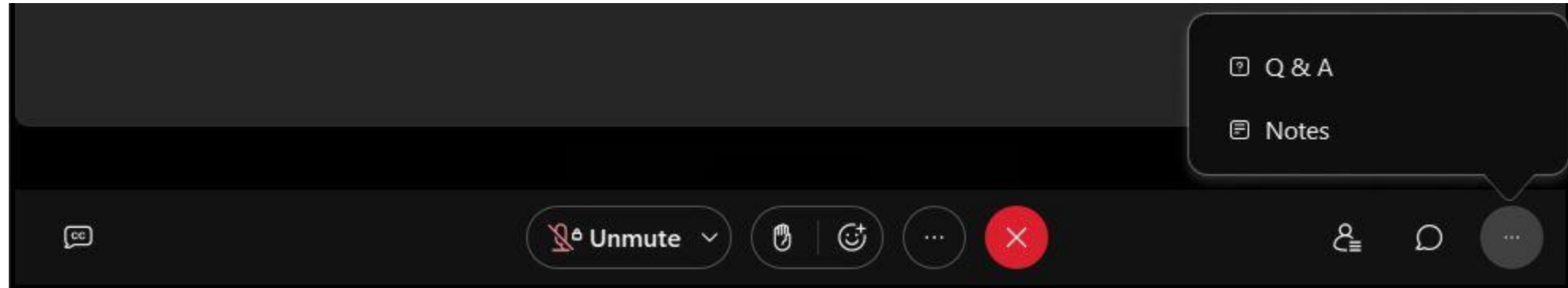
To begin, we will review some basic controls to help you participate on this platform.

**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](https://www.youtube.com/DDOTVideos)) within 7 days after the meeting has ended.
- 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.

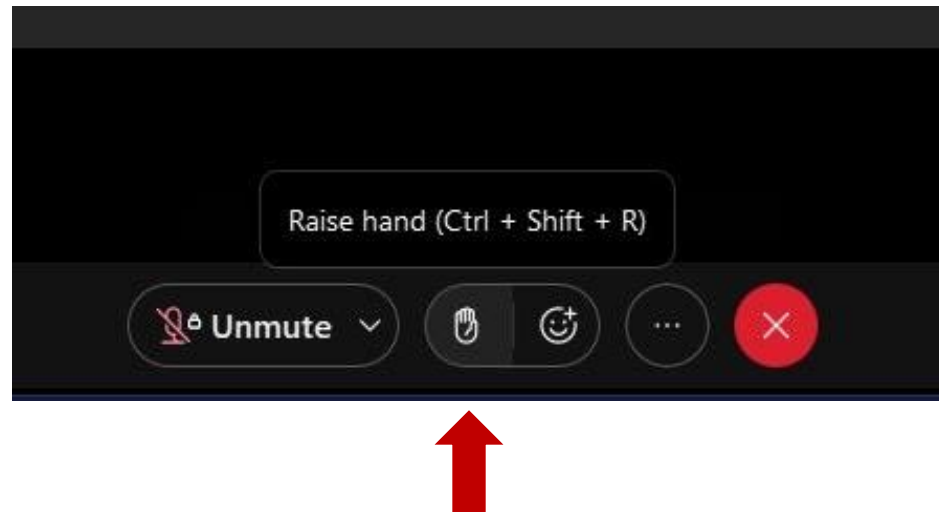
## Closed Captions

- 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.

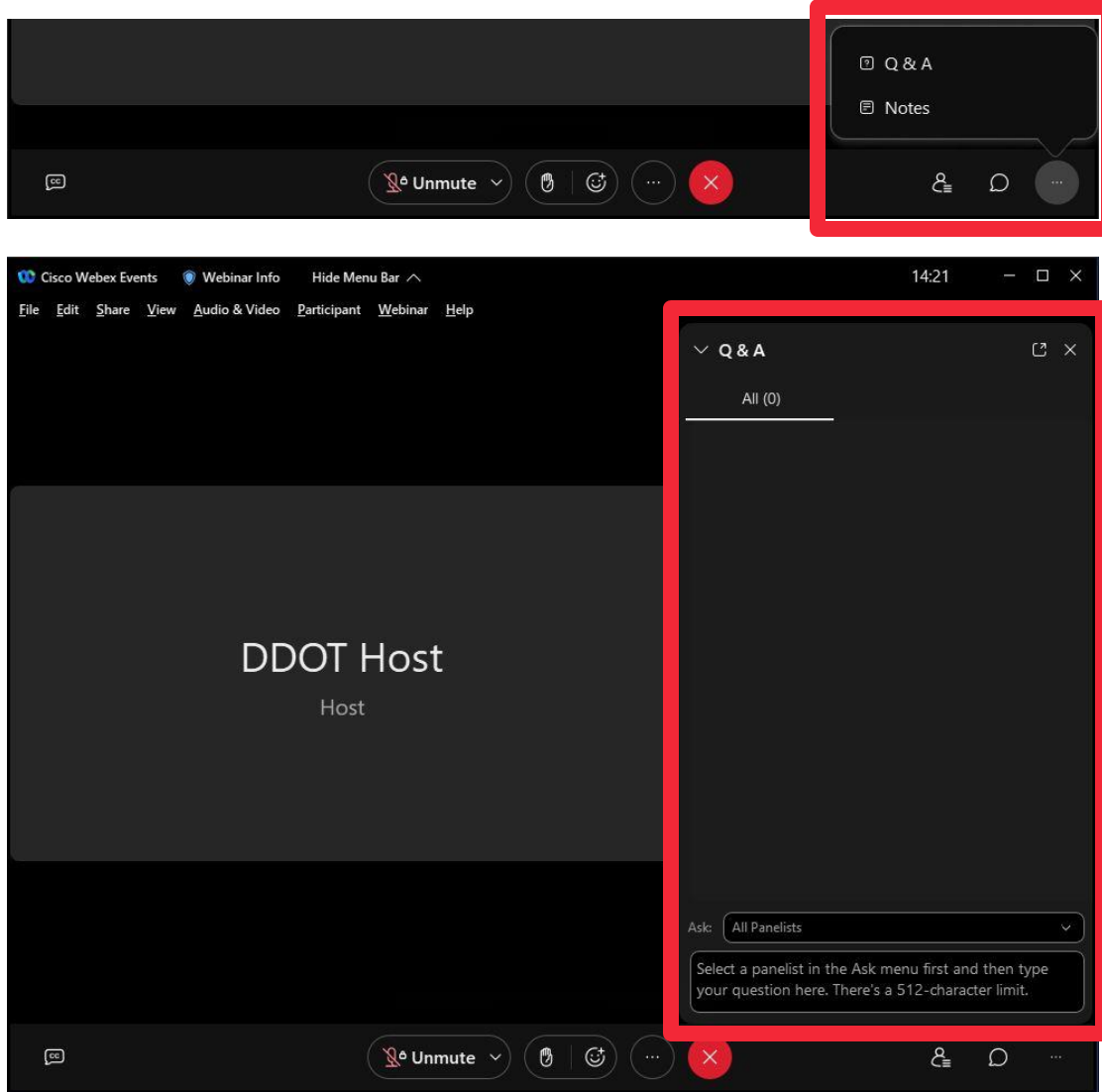
To virtually raise your hand:

- 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.

# DISTRICT DEPARTMENT OF TRANSPORTATION

## *South Dakota Ave NE Corridor Safety Project Public Meetings Phase 3*

# Agenda

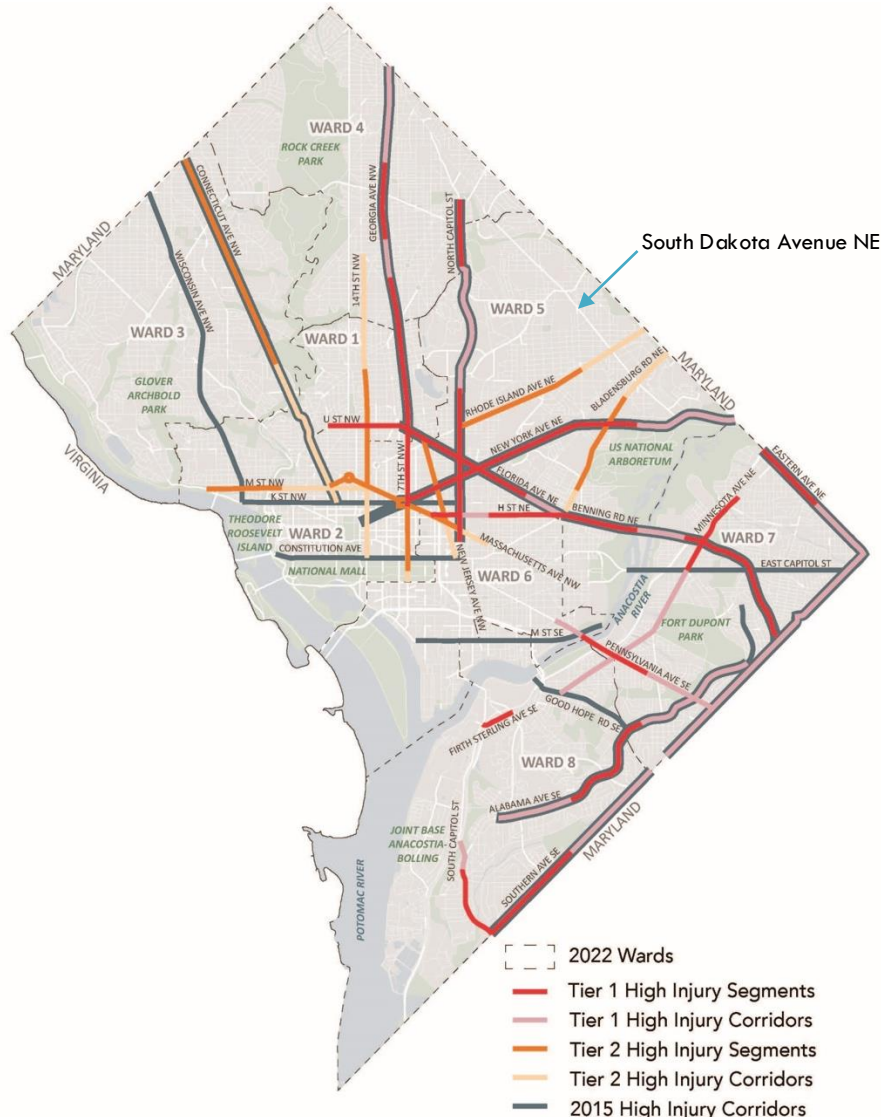
- **Introduction** – Director Kershbaum, Councilmember Parker
- **Project Background**
  - Where we started
  - Where we are now
- **Community feedback summary**
- **Spot Enhancement**
  - Identifying focus area
  - Existing conditions
  - Safety treatment concepts
  - Estimated cost of improvements
- **Next steps**
  - Remaining budget
  - Project schedule
  - Stay connected
- **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.

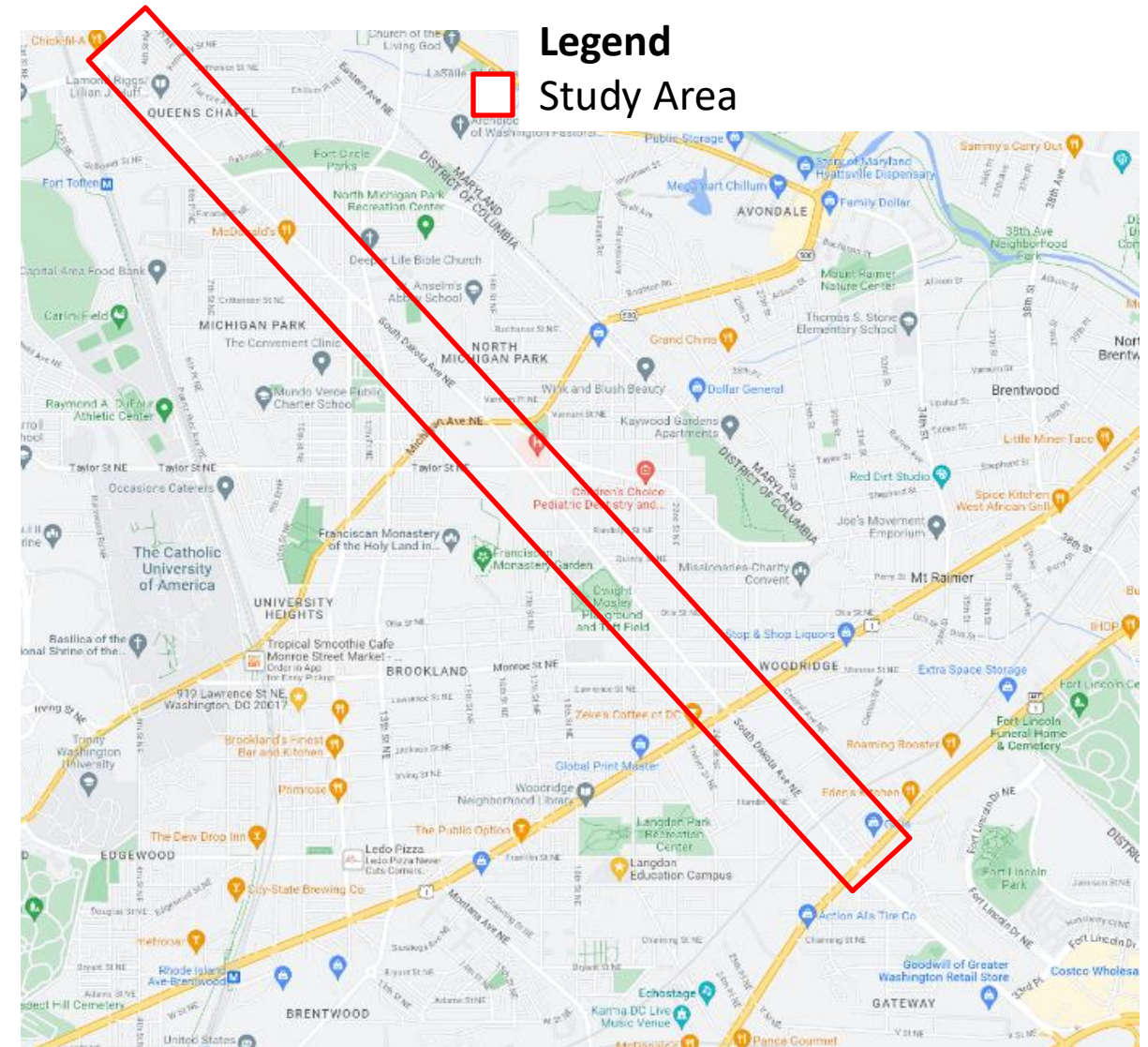




# Where we started...

## 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



# 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\***

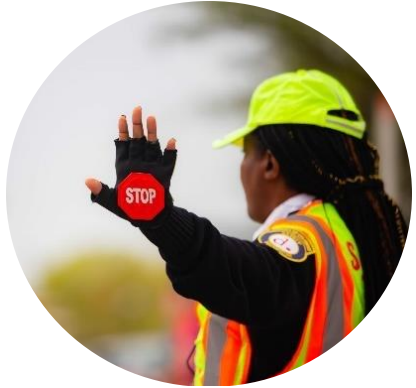
- Safety Improvements can be constructed with remaining funds (depending on complexity)
  - New traffic signals cost between \$250,000- \$500,000
  - Markings signs, and side street safety treatments can cost \$10,000- \$50,000 per intersection
  - Concrete improvements can start at \$50k for a curb 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*

# Community feedback summary

- Over 2000 comments total
- Nearly 850 on the interactive map
- Over 1200 on the feedback form
- Nearly 75 additional letters
- 144 responses on the top spot improvement location survey

# Key Themes



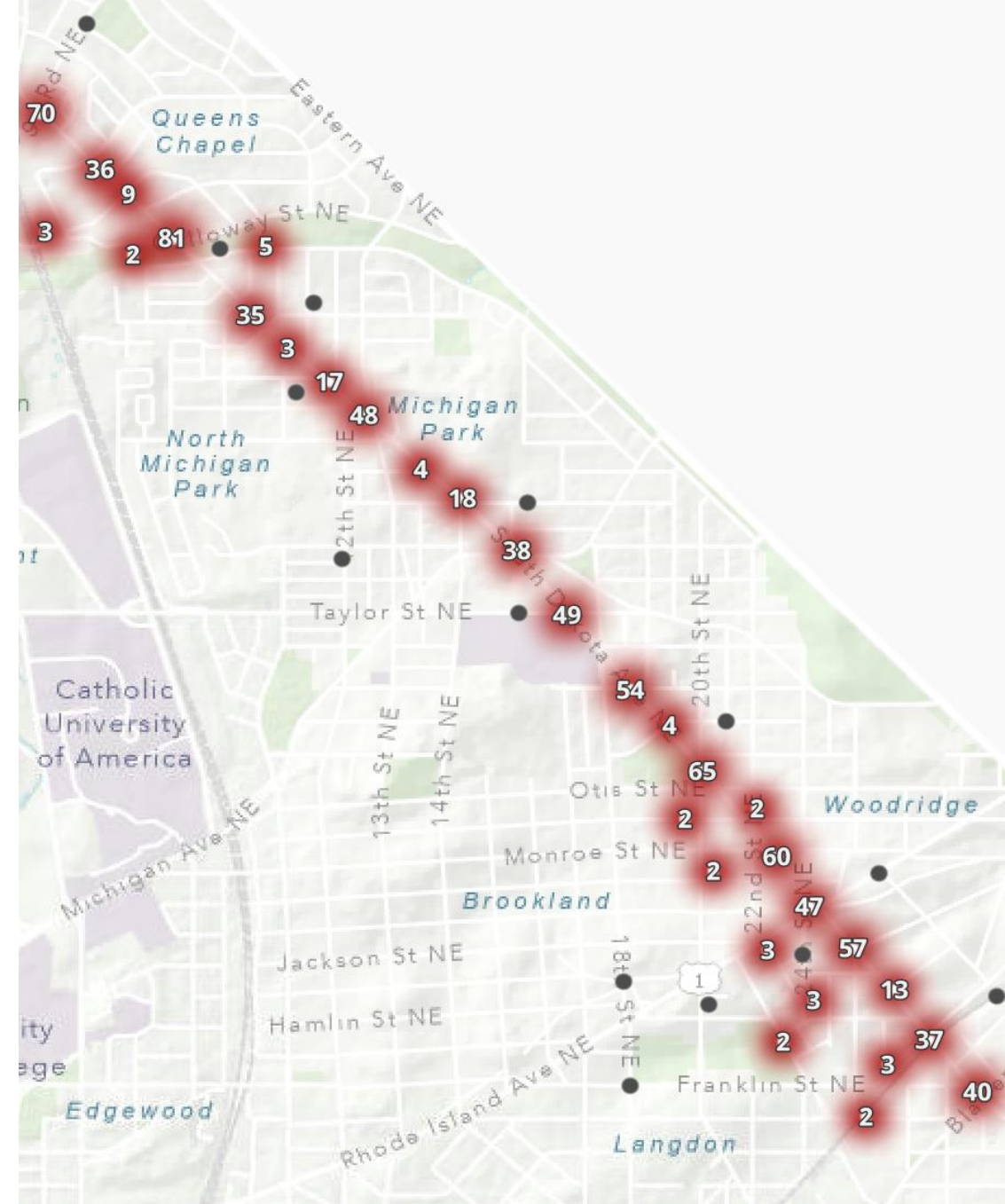
- **Strong demand for traffic-calming measures to improve safety.**
  - Speeding cited as a major issue.
  - High-crash intersections and unsignalized turns are key concerns.
- **Pedestrian & Cyclist Accessibility**
  - Need for improved sidewalks, crosswalks, and intersection predictability.
  - Concerns 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.



# Top intersections of concern on South Dakota Ave:

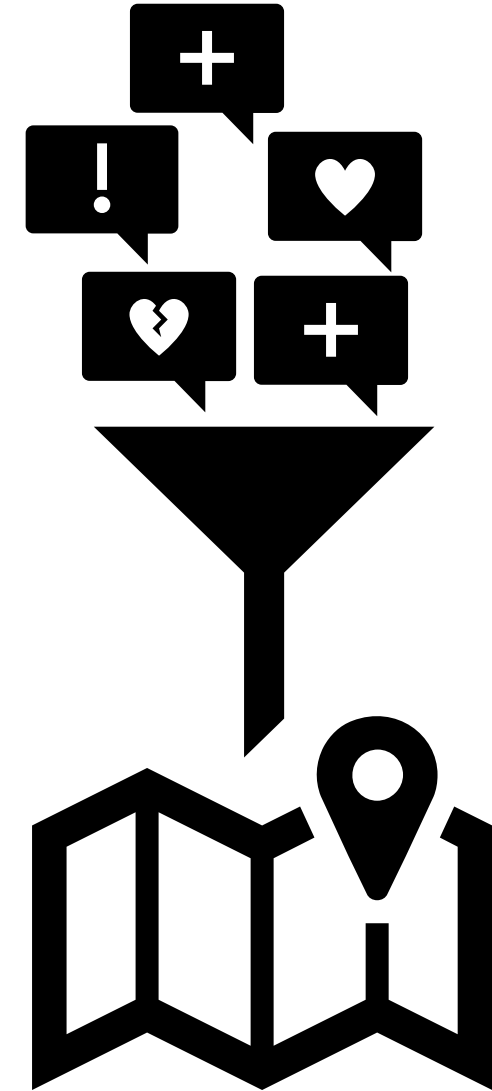
(ranked by most comments)

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



## How we 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 for priority locations
- Determine budget for future efforts along the corridor



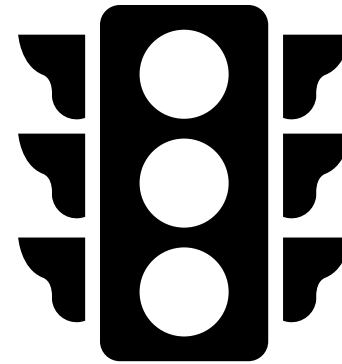
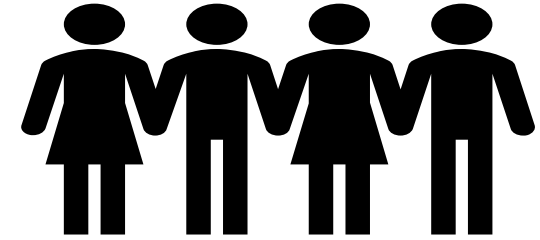


# Spot Enhancement

# Identifying Focus Areas

## Selection Criteria:

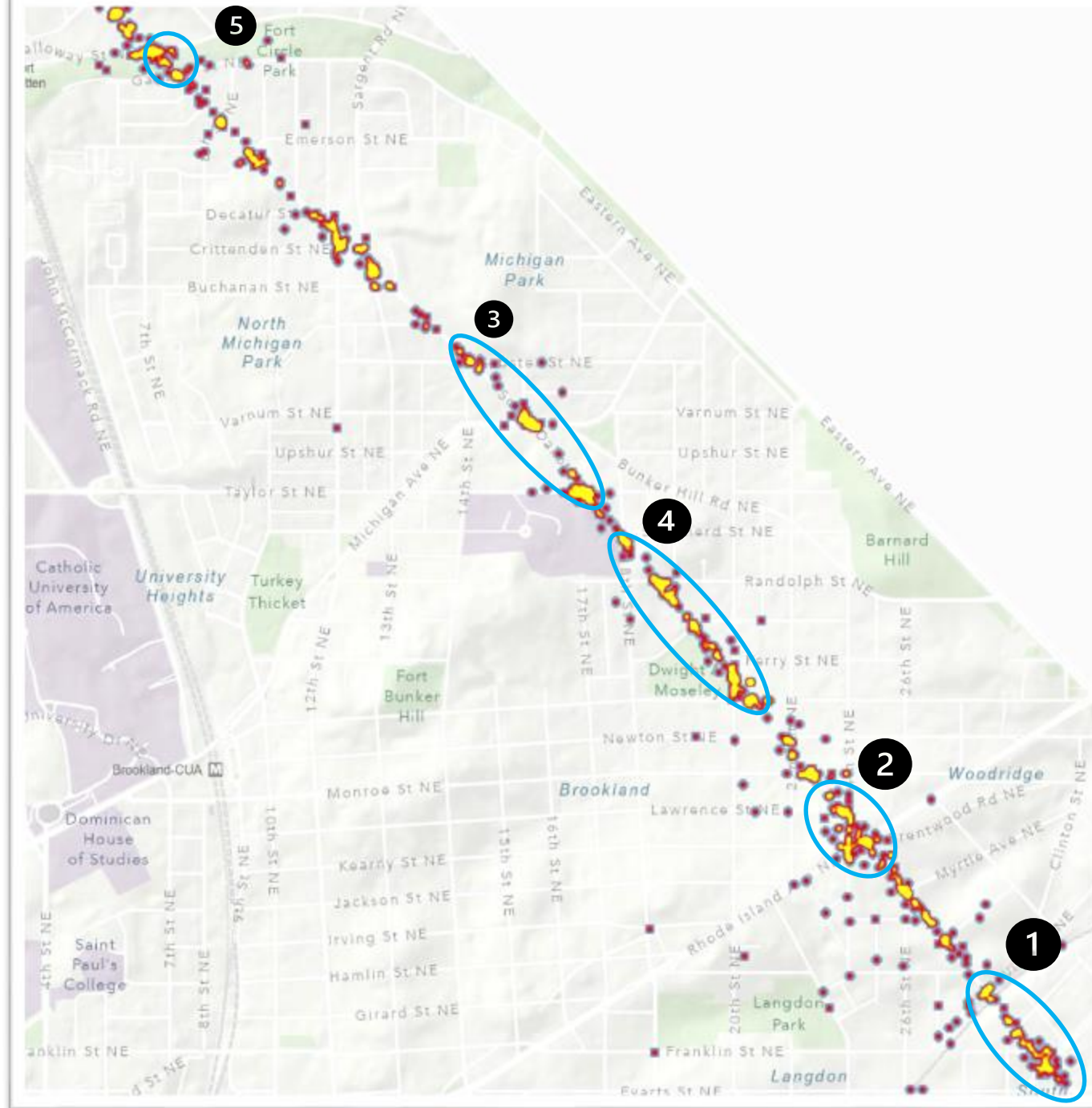
- High Injury Network intersections – areas with a history of severe or fatal crashes.
- Intersections with high crash rates – based on recent traffic collision data.
- School zones – especially where children frequently walk, bike, or cross busy streets.
- Unsignalized multi-lane crosswalks – crossings that lack traffic signals and are challenging for people to navigate safely.
- Resident-identified areas – Locations where the community has raised serious safety concerns.



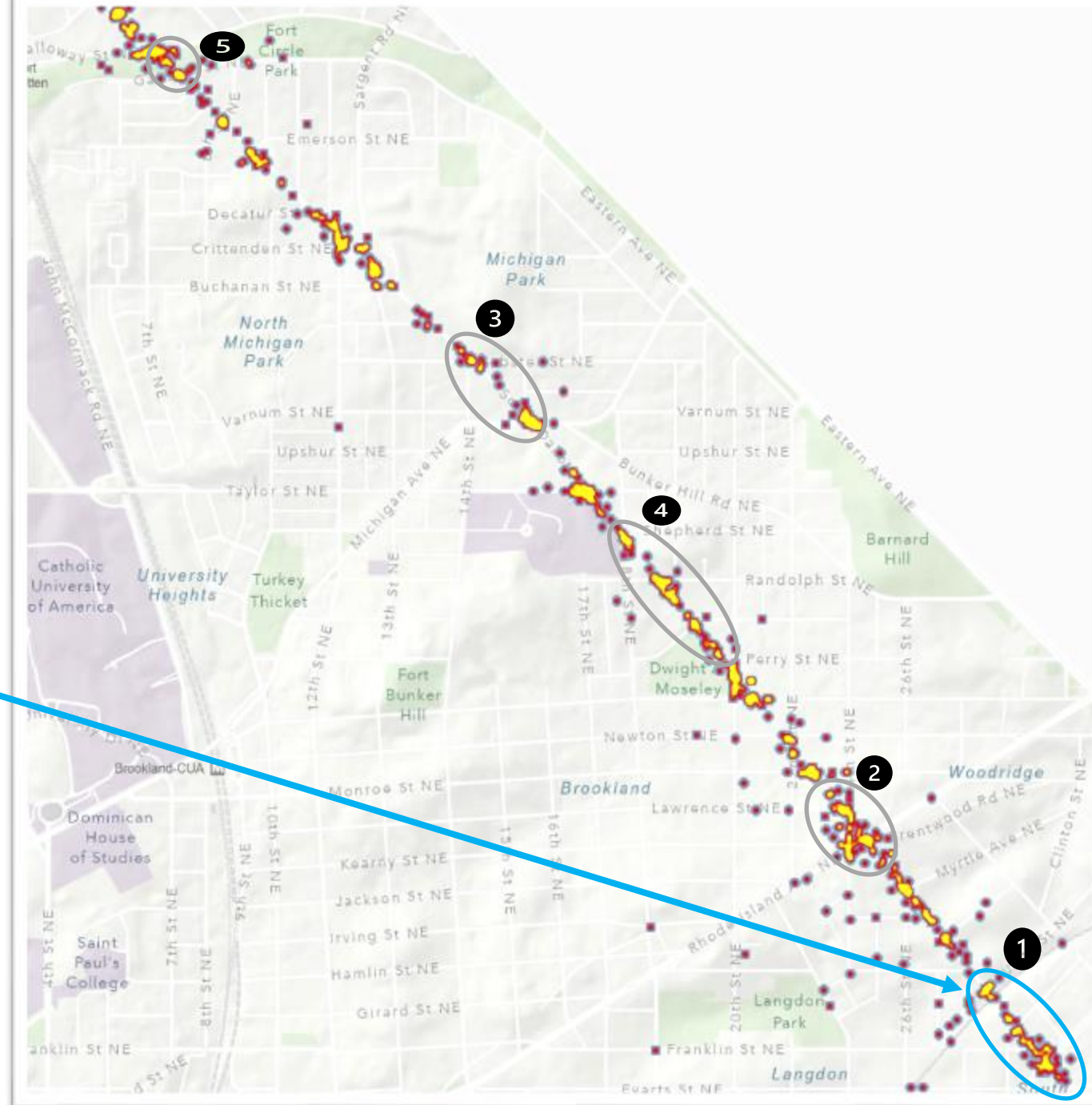
## Prioritized Focus areas:

The remaining funds will be allocated to seek design and construction of improvements at the following segments in order of priority:

1. Hamlin Street to Bladensburg
2. Lawrence to Rhode Island
3. Webster to Taylor Street
4. 18th to Otis Street
5. Galloway Street to Gallatin St



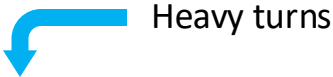
# Bladensburg to Hamlin





# 1. Existing Conditions: Hamlin St to Bladensburg

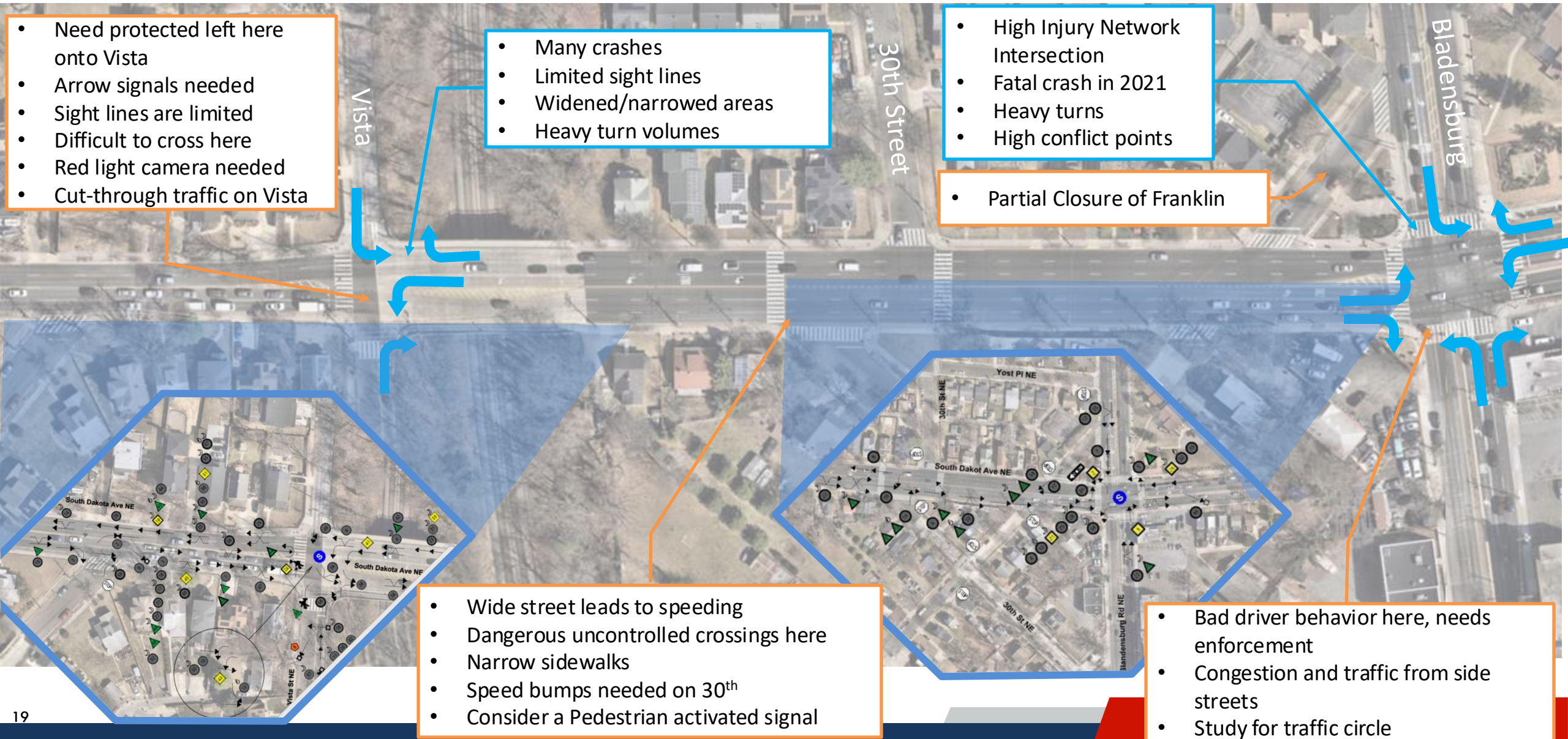
Legend:



Heavy turns

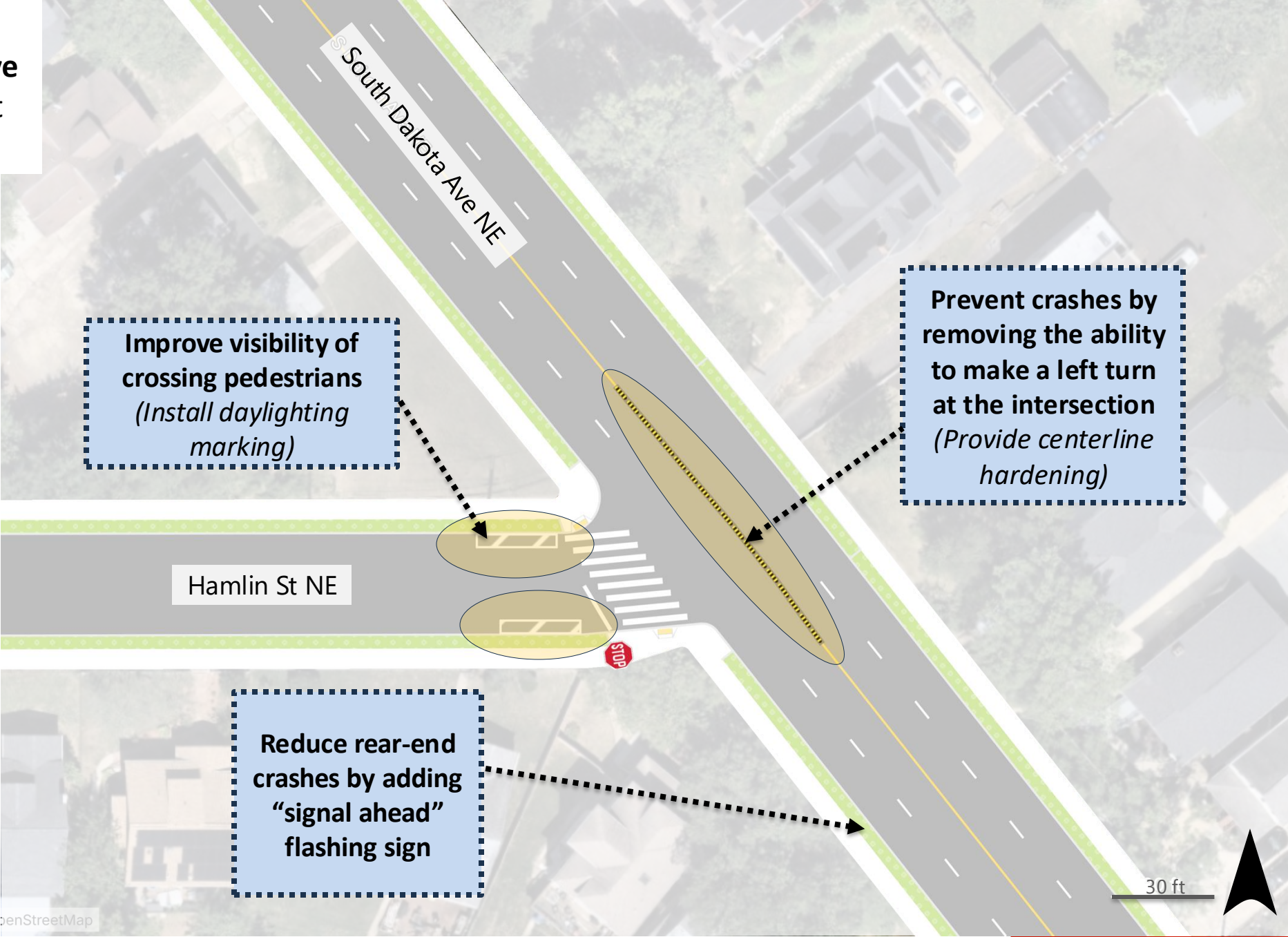
Data and crashes

Public comments





**Hamlin St and  
South Dakota Ave  
Safety Treatment  
Concept**

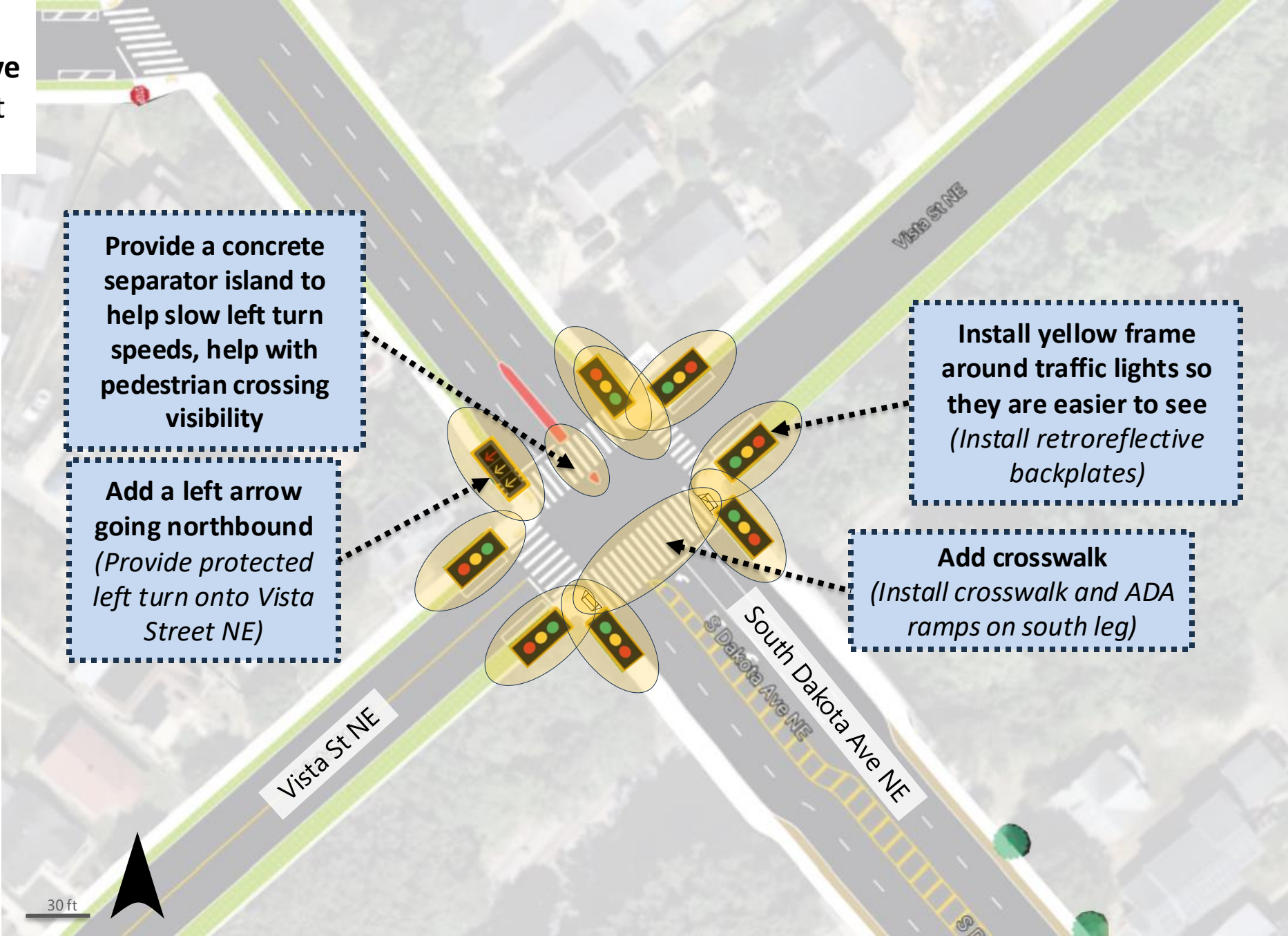


**Legend:**

**Benefit**



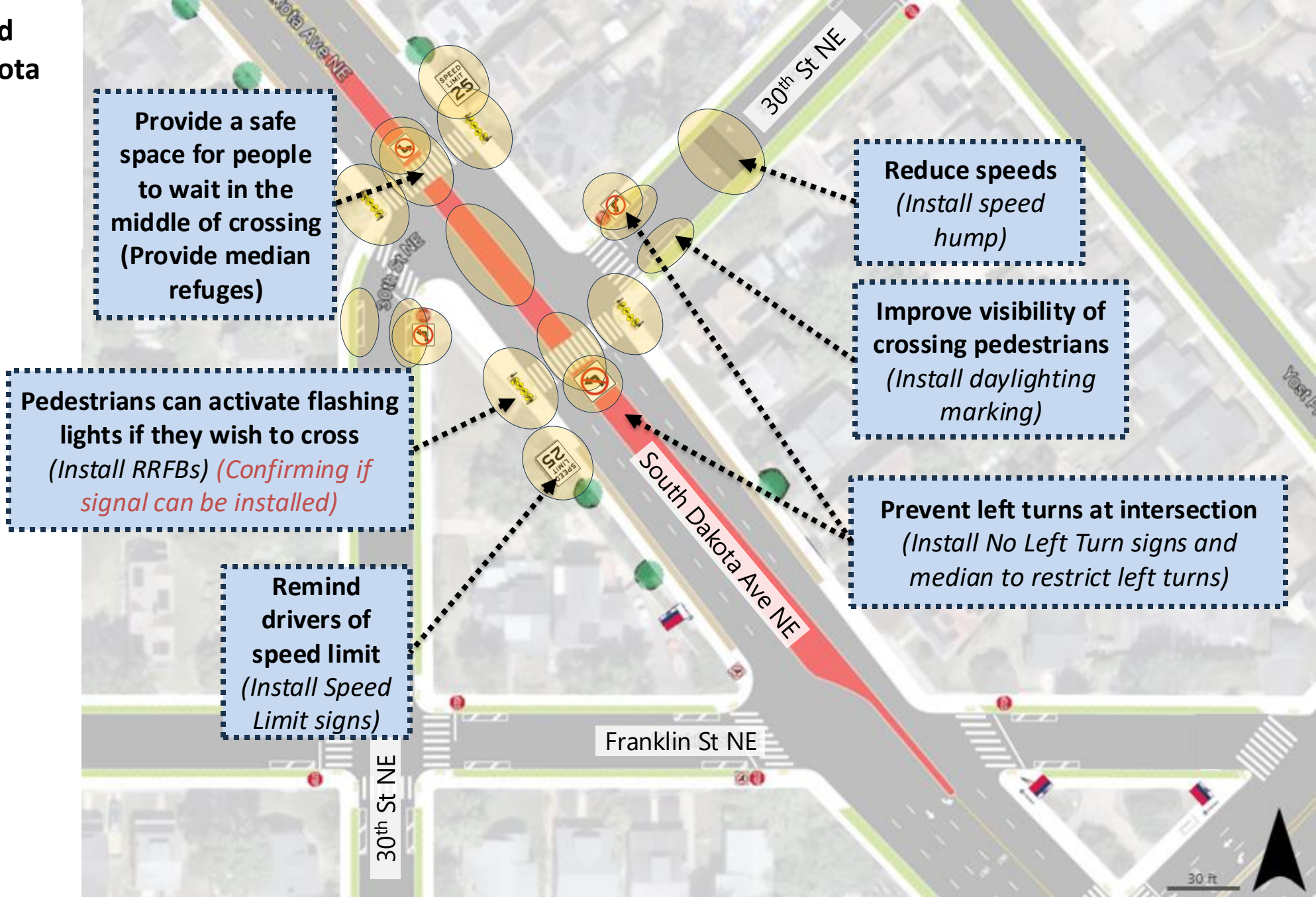
Vista St and  
South Dakota Ave  
Safety Treatment  
Concept



Legend:

**Benefit**

30th St and  
South Dakota  
Ave  
Safety  
Treatment  
Concept

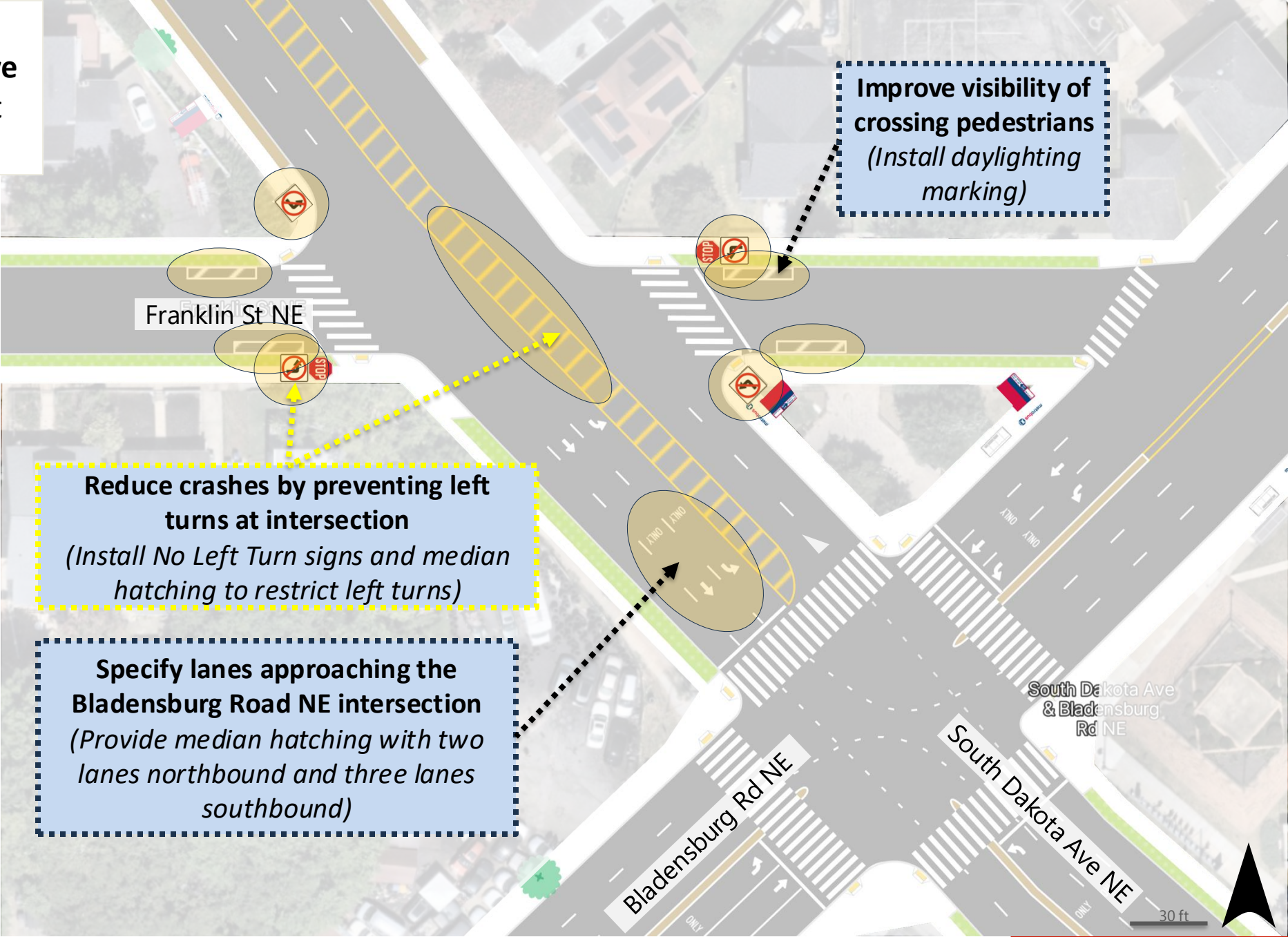


Legend:

Benefit



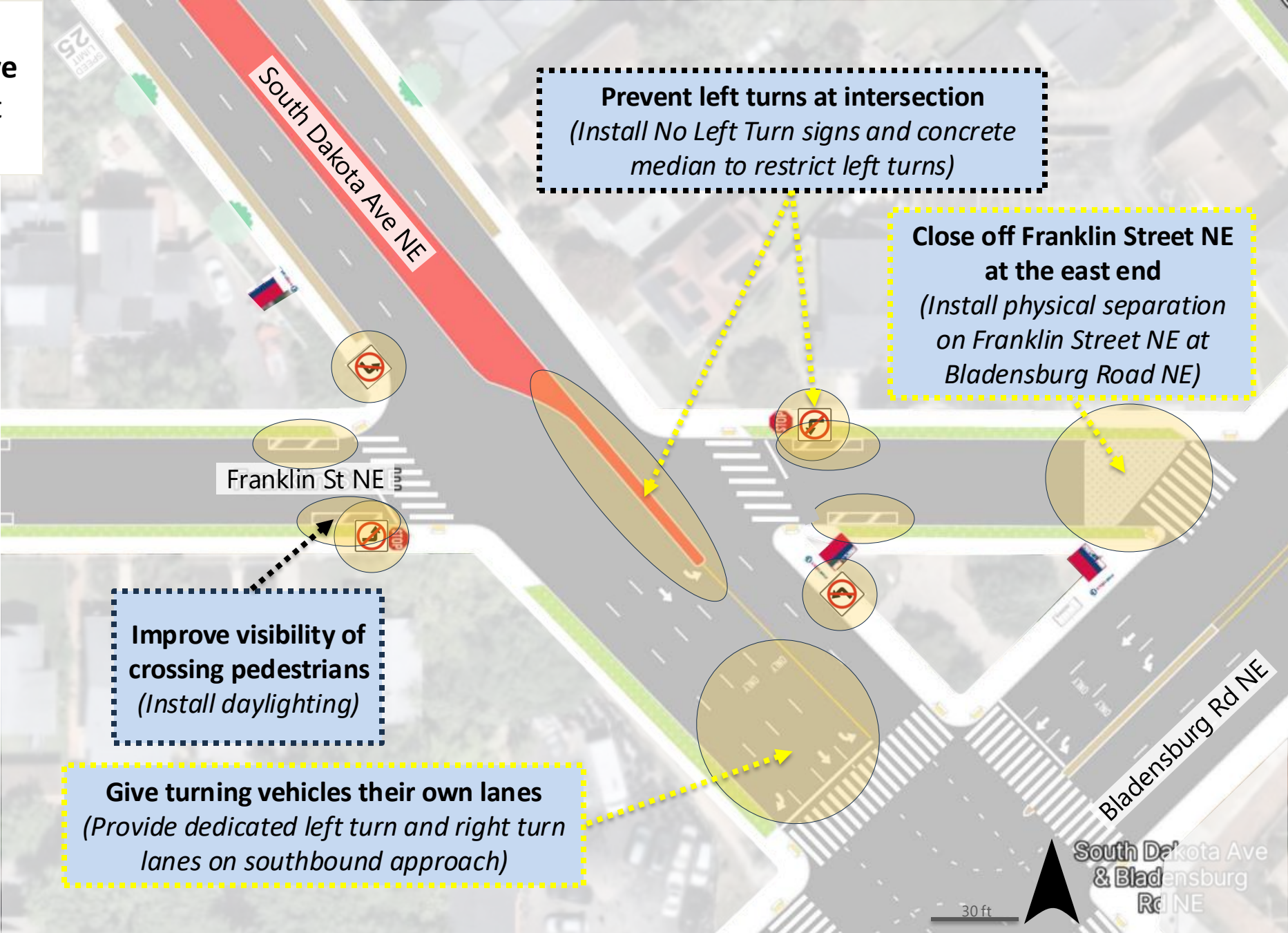
**Franklin St and  
South Dakota Ave  
Safety Treatment  
Concept 1**



**Legend:**

**Benefit**

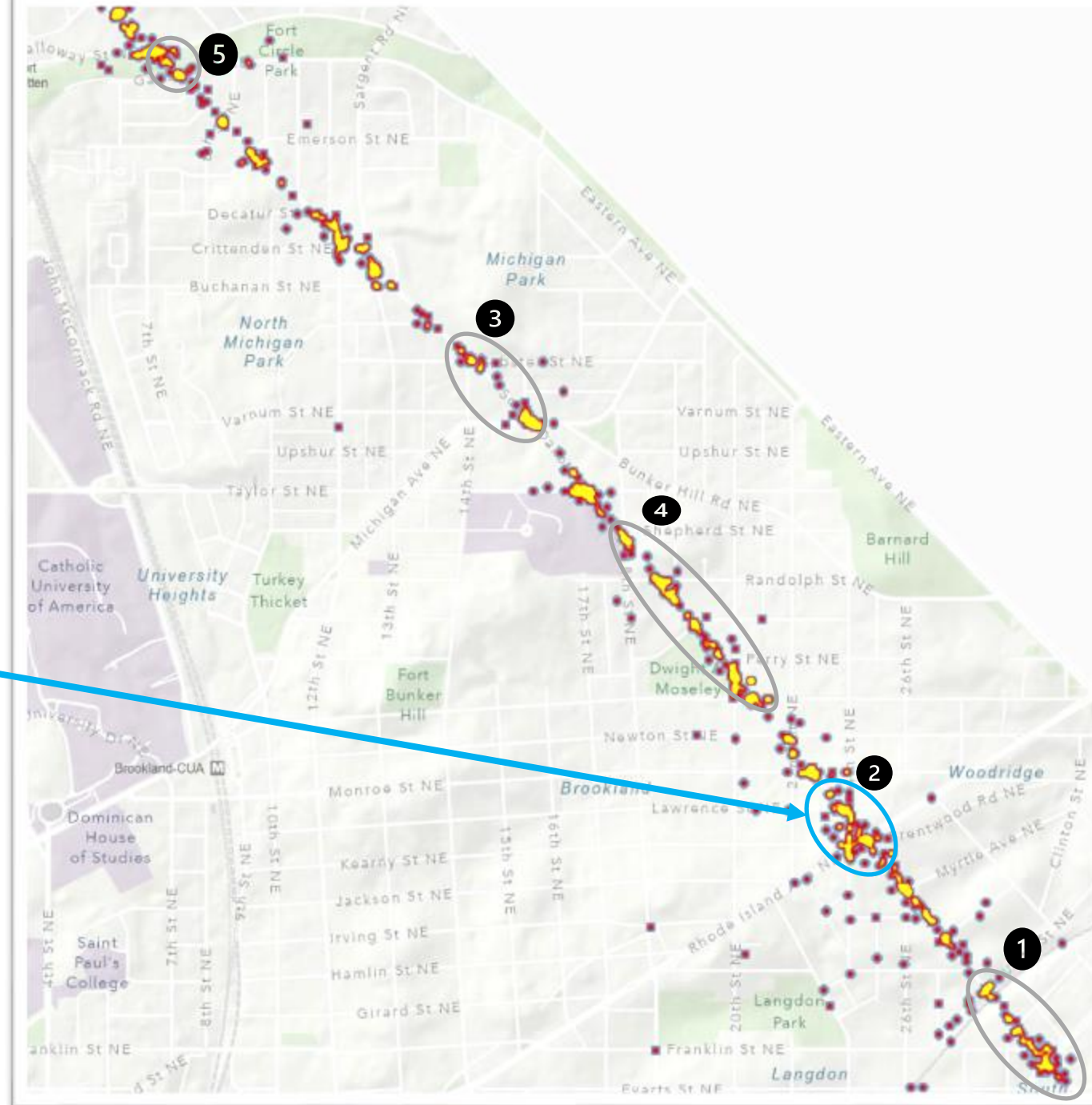
**Franklin St and  
South Dakota Ave  
Safety Treatment  
Concept 2**



**Legend:**  
**Benefit**



# Rhode Island to Lawrence



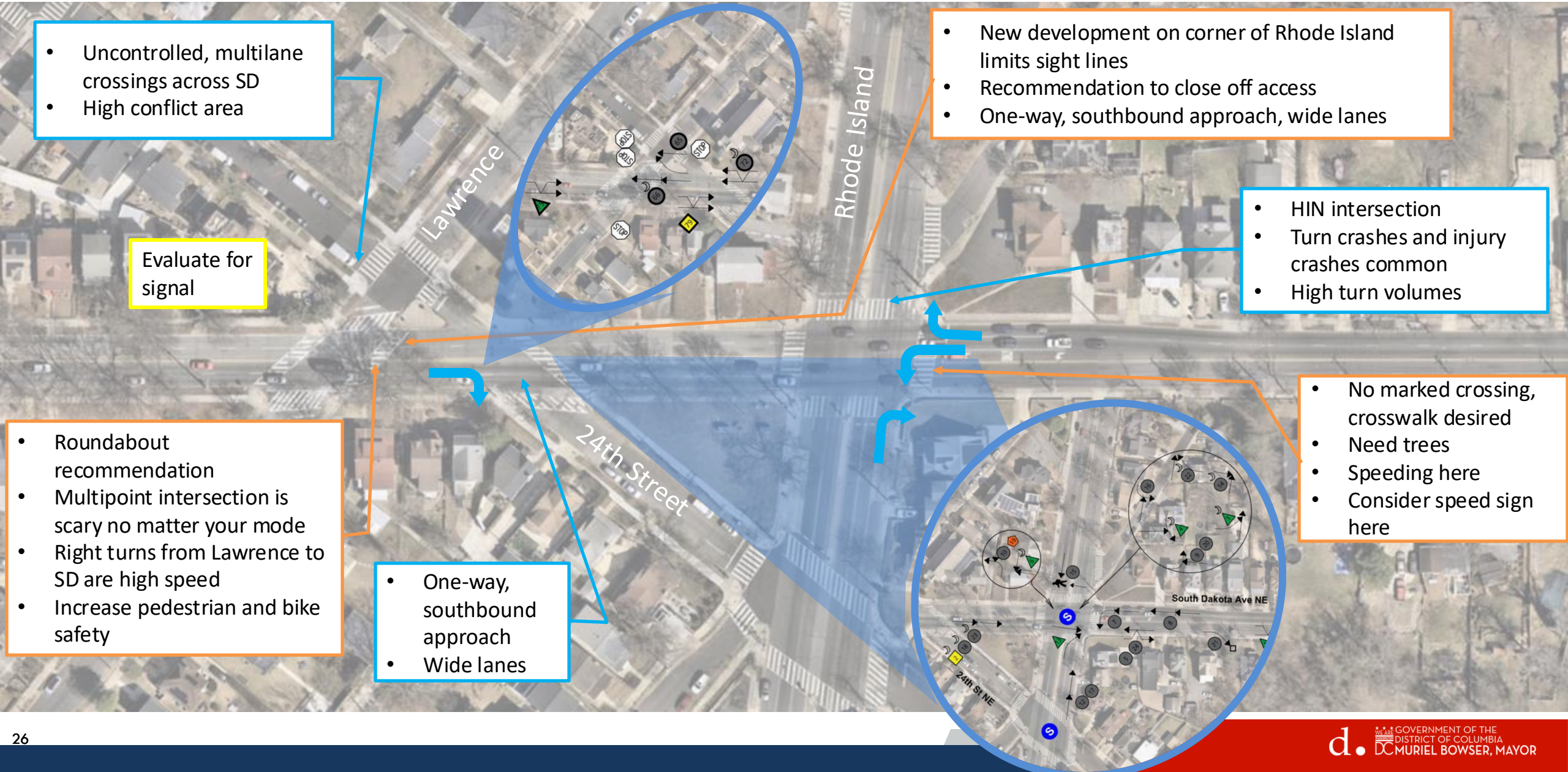
# 2. Existing Conditions: Lawrence, 24<sup>th</sup>, Rhode Island

Legend:

Heavy turns

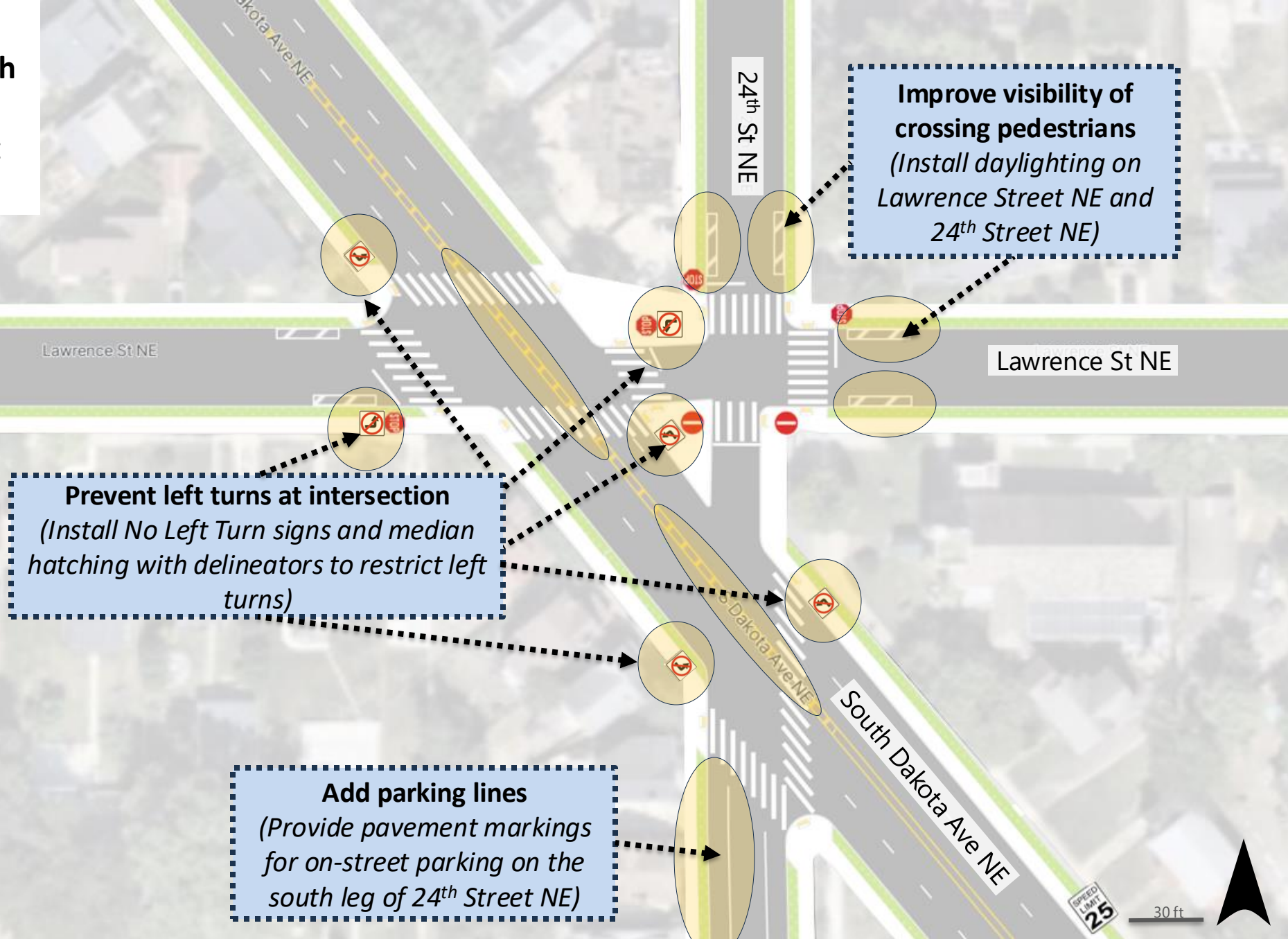
Data and crashes

Public comments





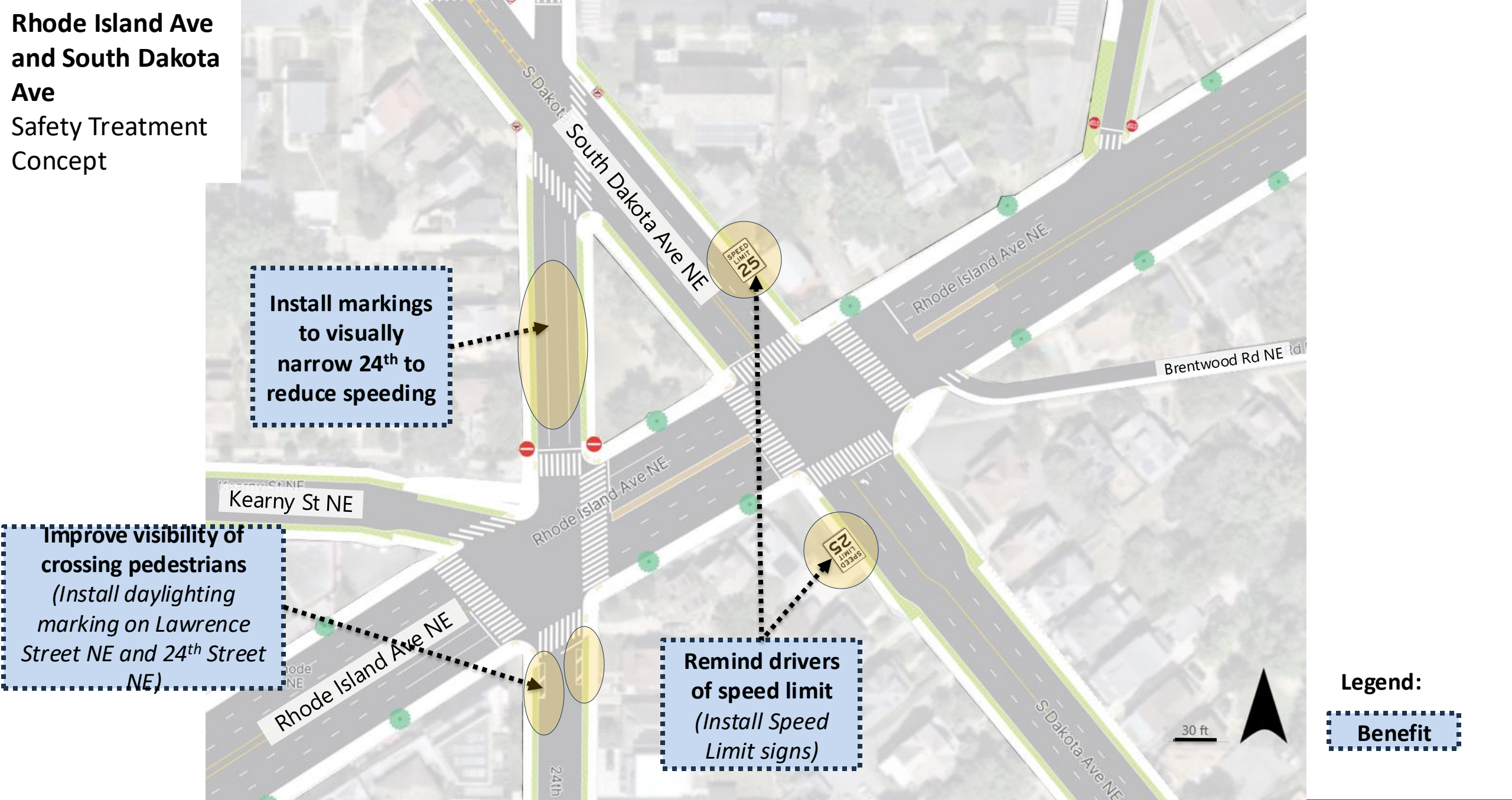
Lawrence St /  
24th St and South  
Dakota Ave  
Safety Treatment  
Concept



Legend:

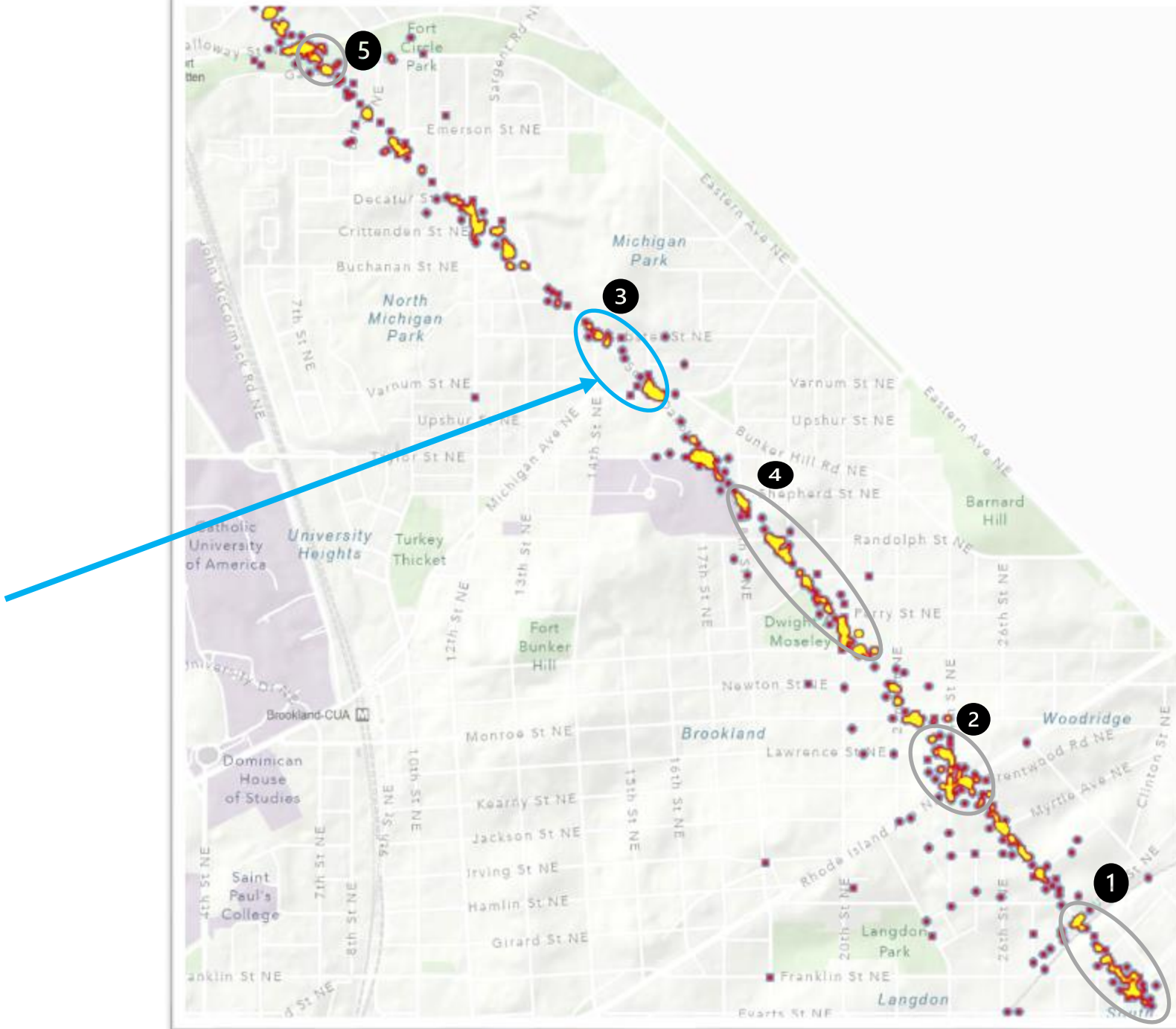
Benefit

**Rhode Island Ave  
and South Dakota Ave  
Ave**  
Safety Treatment  
Concept





# Webster to Taylor



### 3. Existing Condition: Webster St – Taylor St

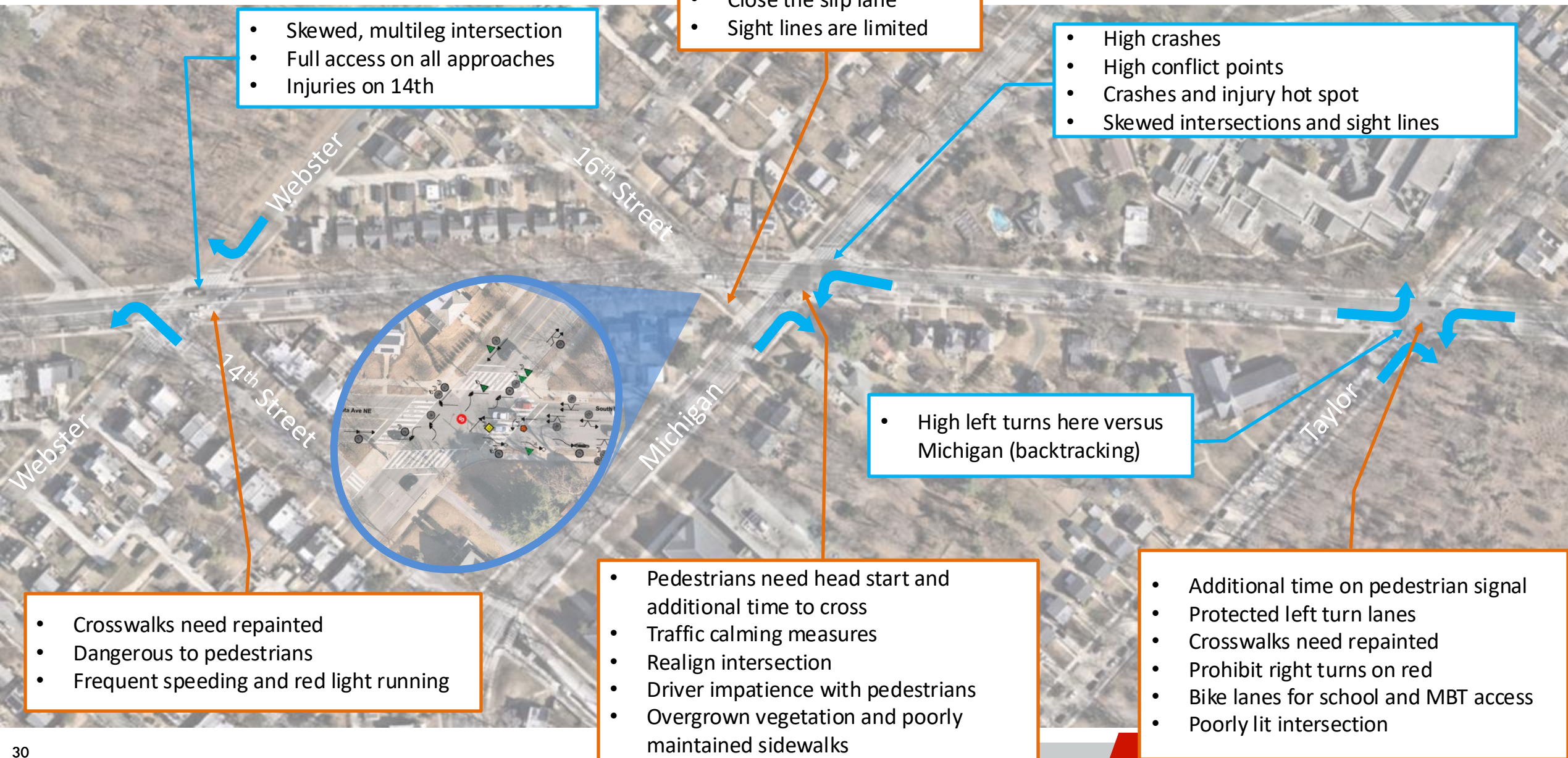
#### Legend:



Heavy turns

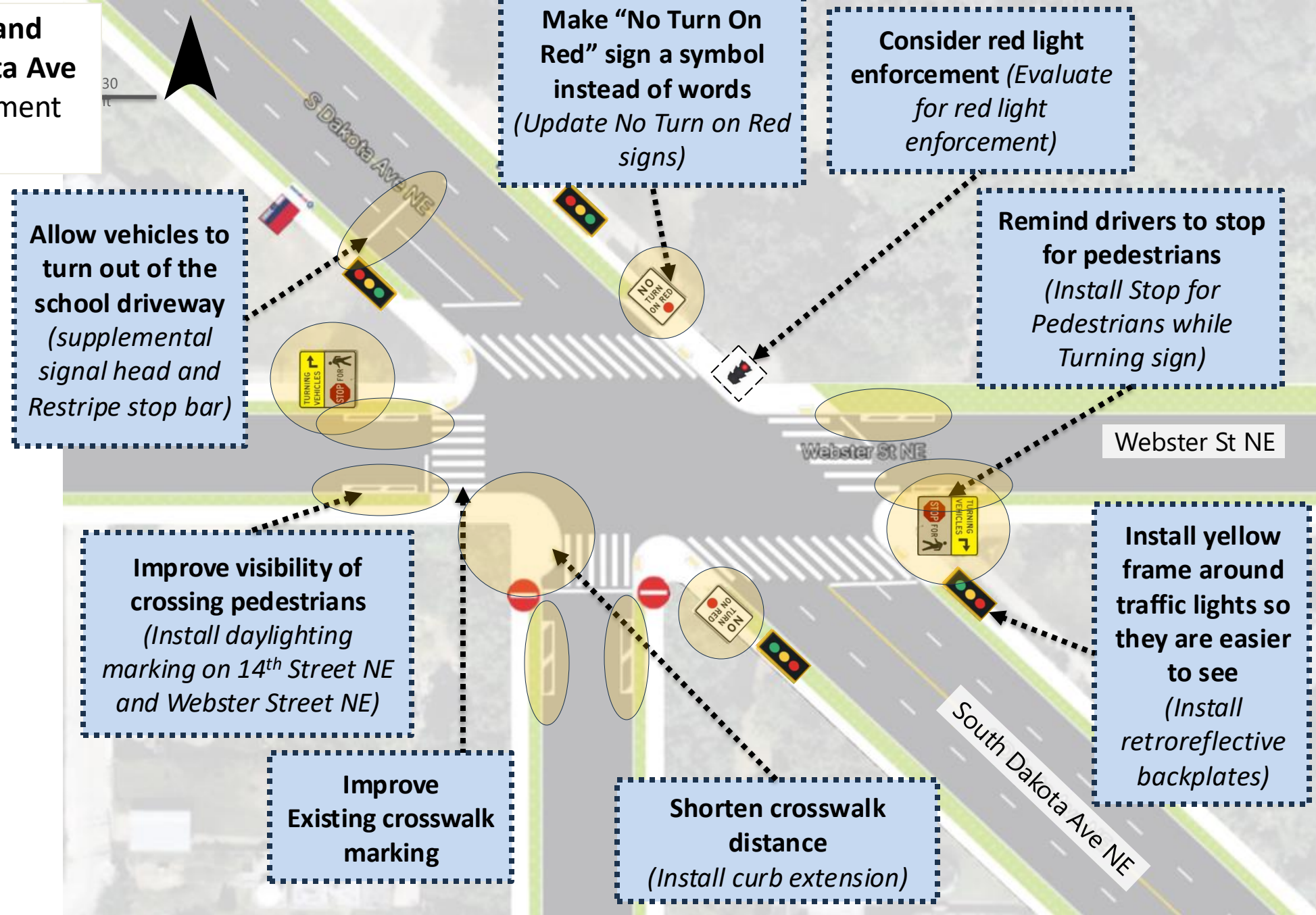
Data and crashes

Public comments



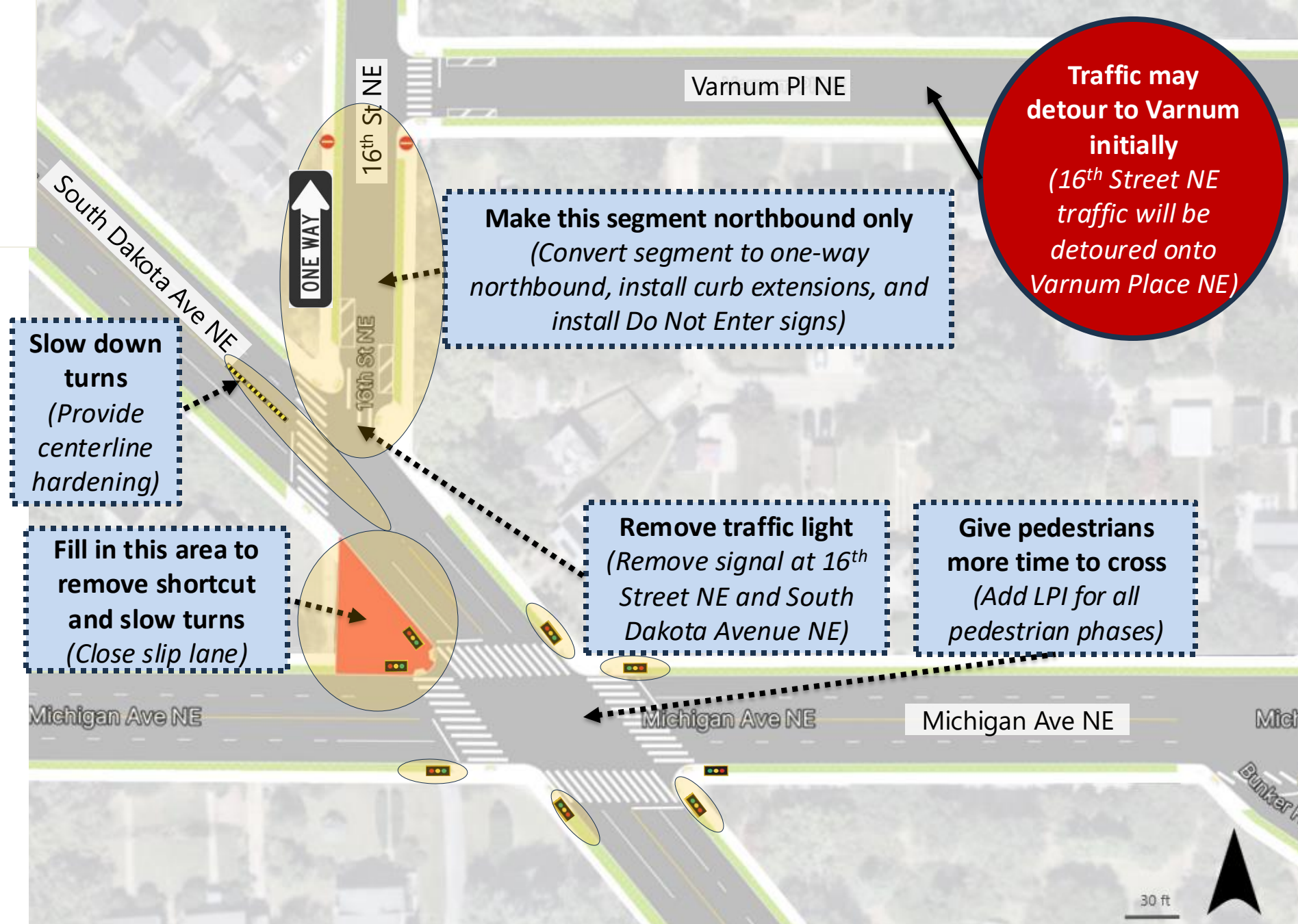


# Webster St and South Dakota Ave Safety Treatment Concept



**Legend:**  
Benefit

# Michigan Ave and South Dakota Ave Safety Treatment Concept



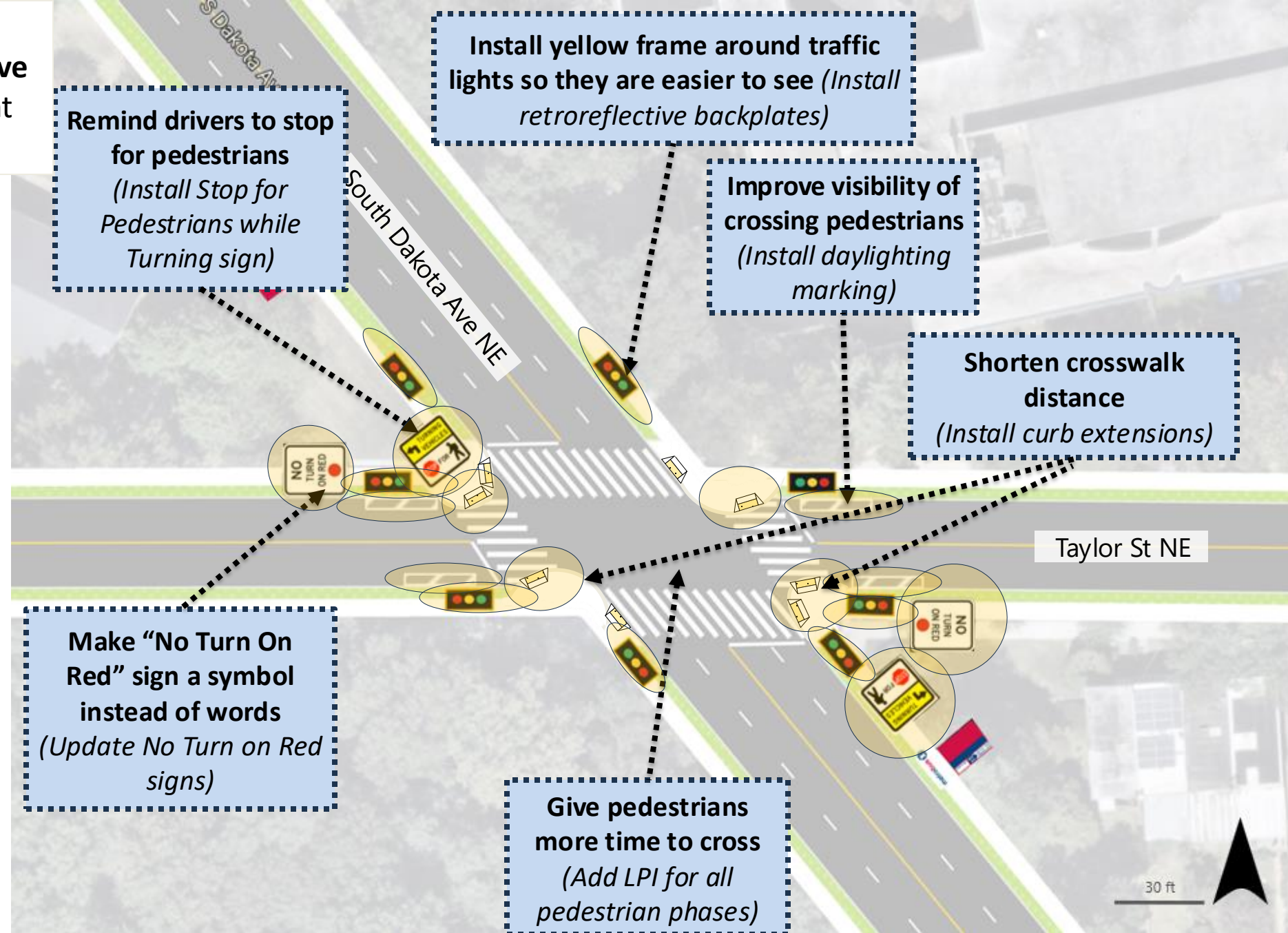
Legend:

Impact

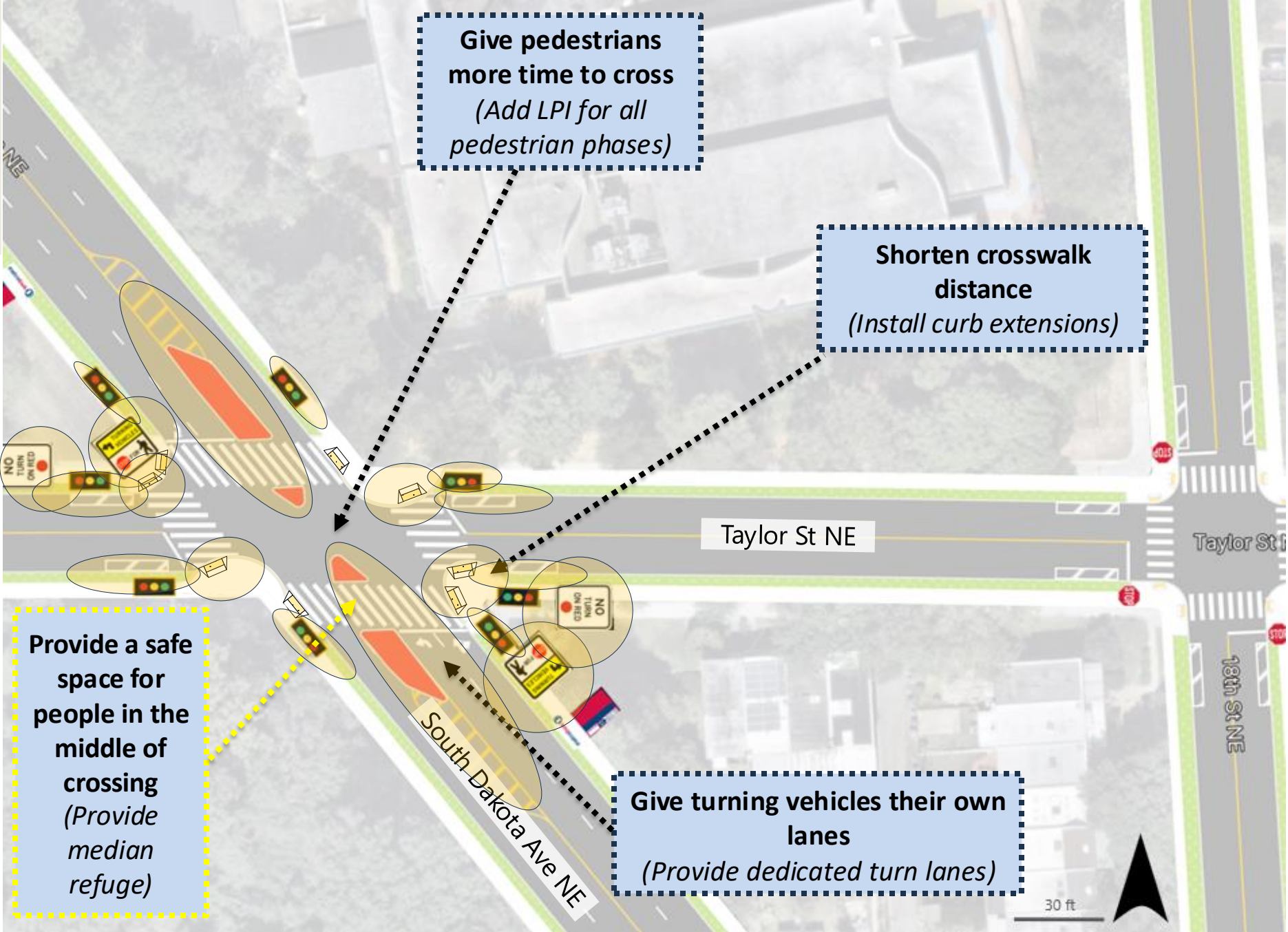
Benefit



# Taylor St and South Dakota Ave Safety Treatment Concept 1

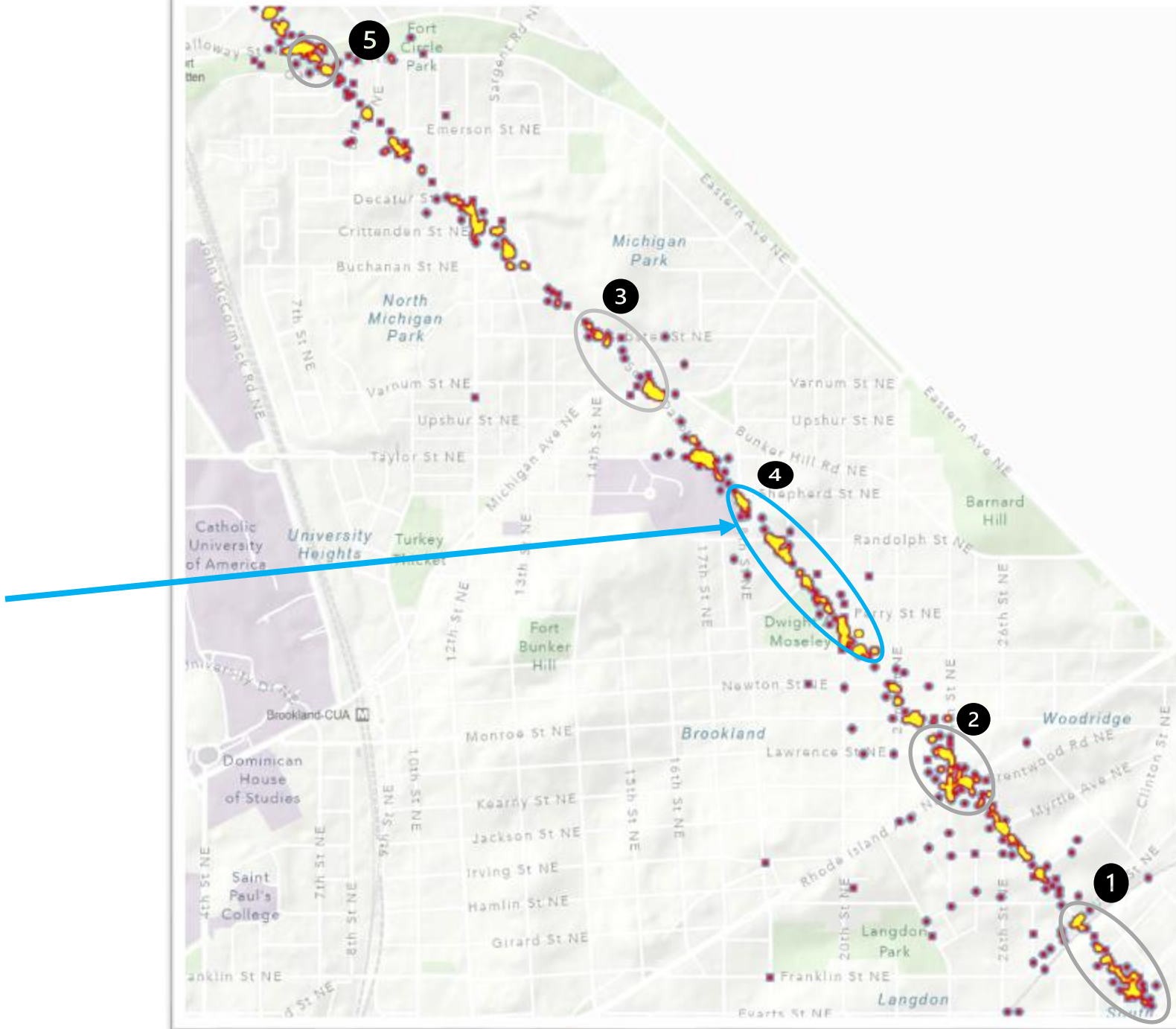


**Legend:**  
Benefit



Legend:  
Benefit

# 18<sup>th</sup> to Otis Street





**Legend:**

Data and crashes

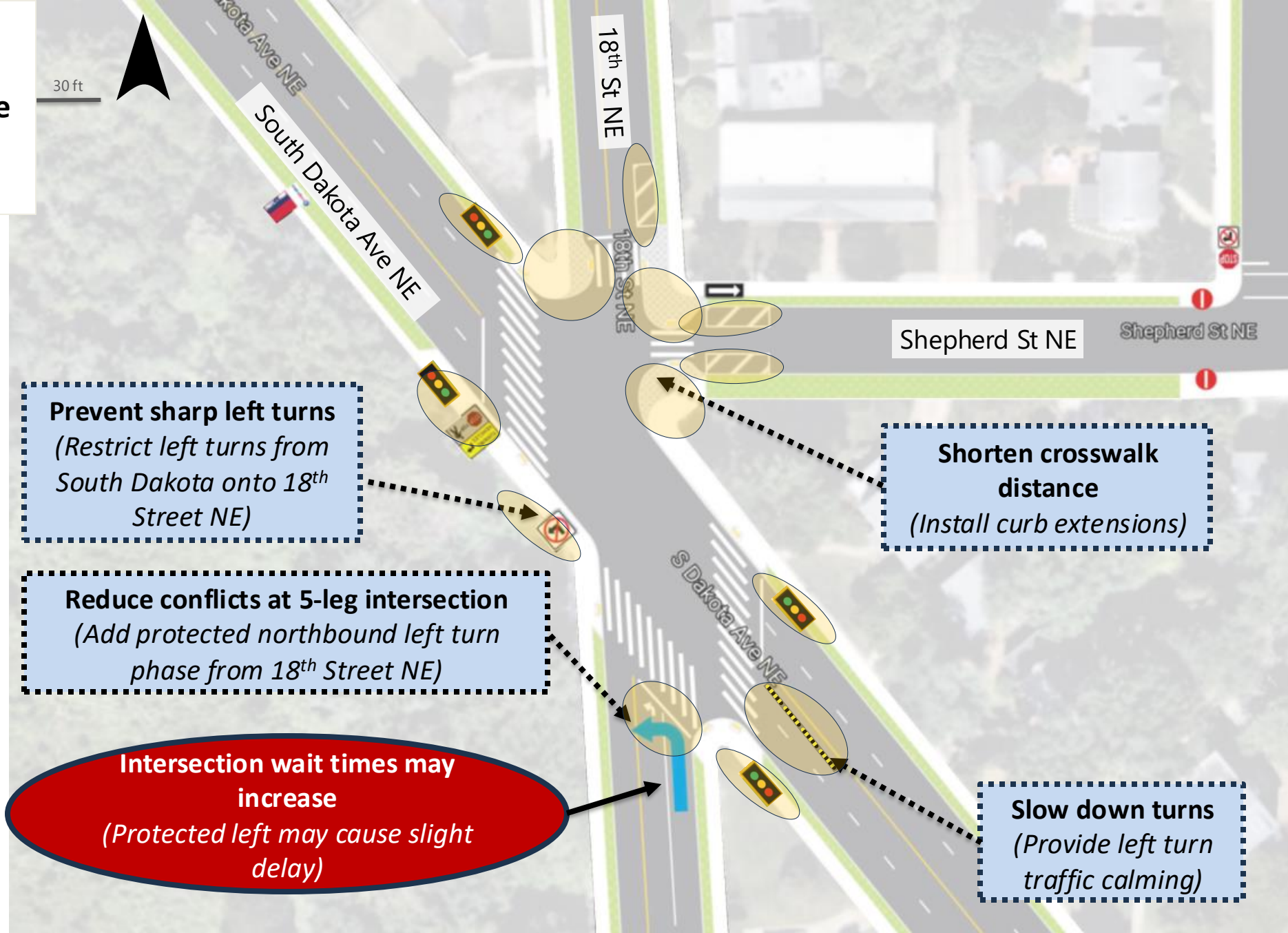
Public comments

Heavy turns

**4. Existing Condition: 18th and Shepherd to Perry St**



**18th St /  
Shepherd St and  
South Dakota Ave  
Safety Treatment  
Concept**



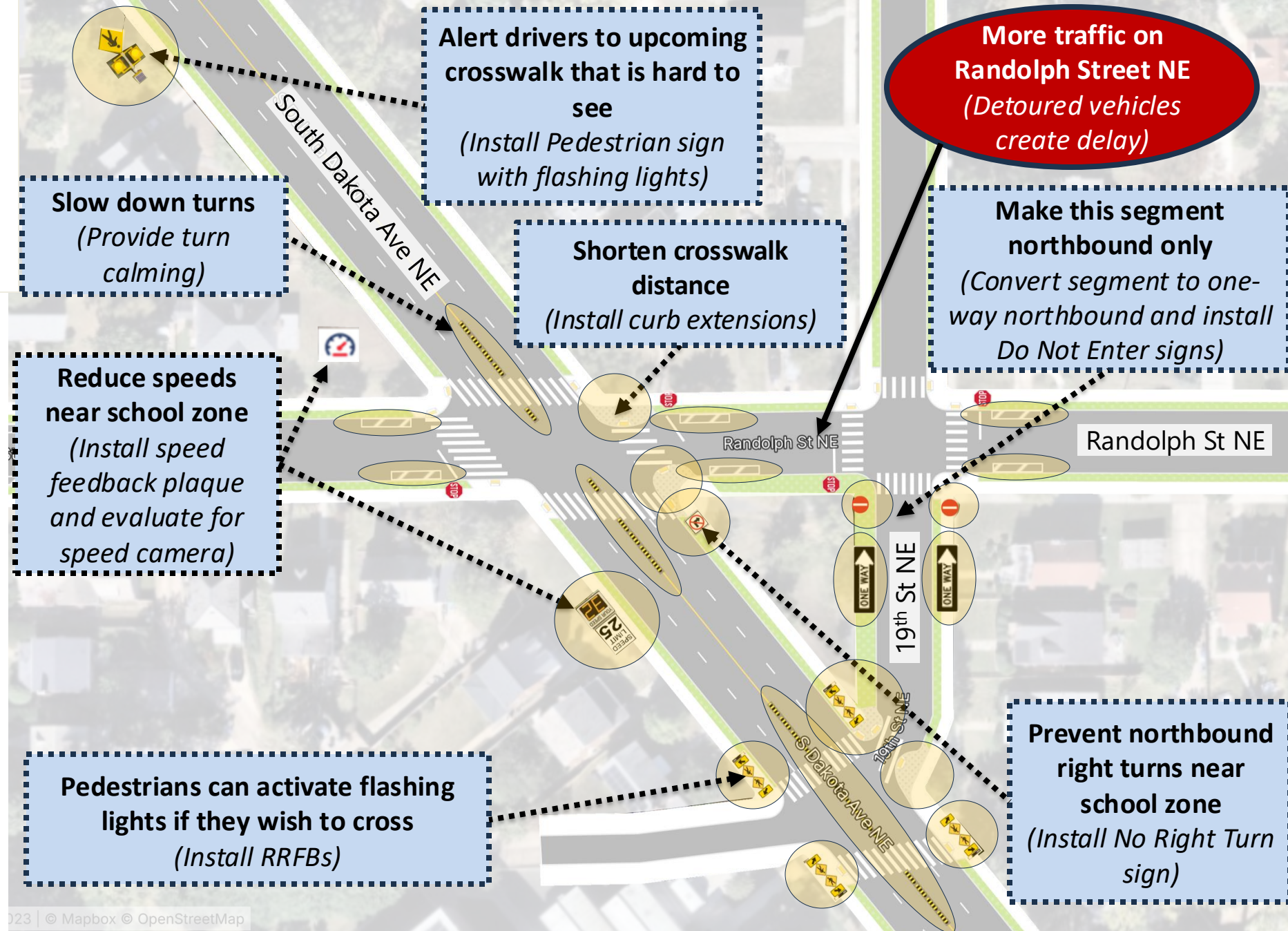
**Legend:**

**Impact**

**Benefit**

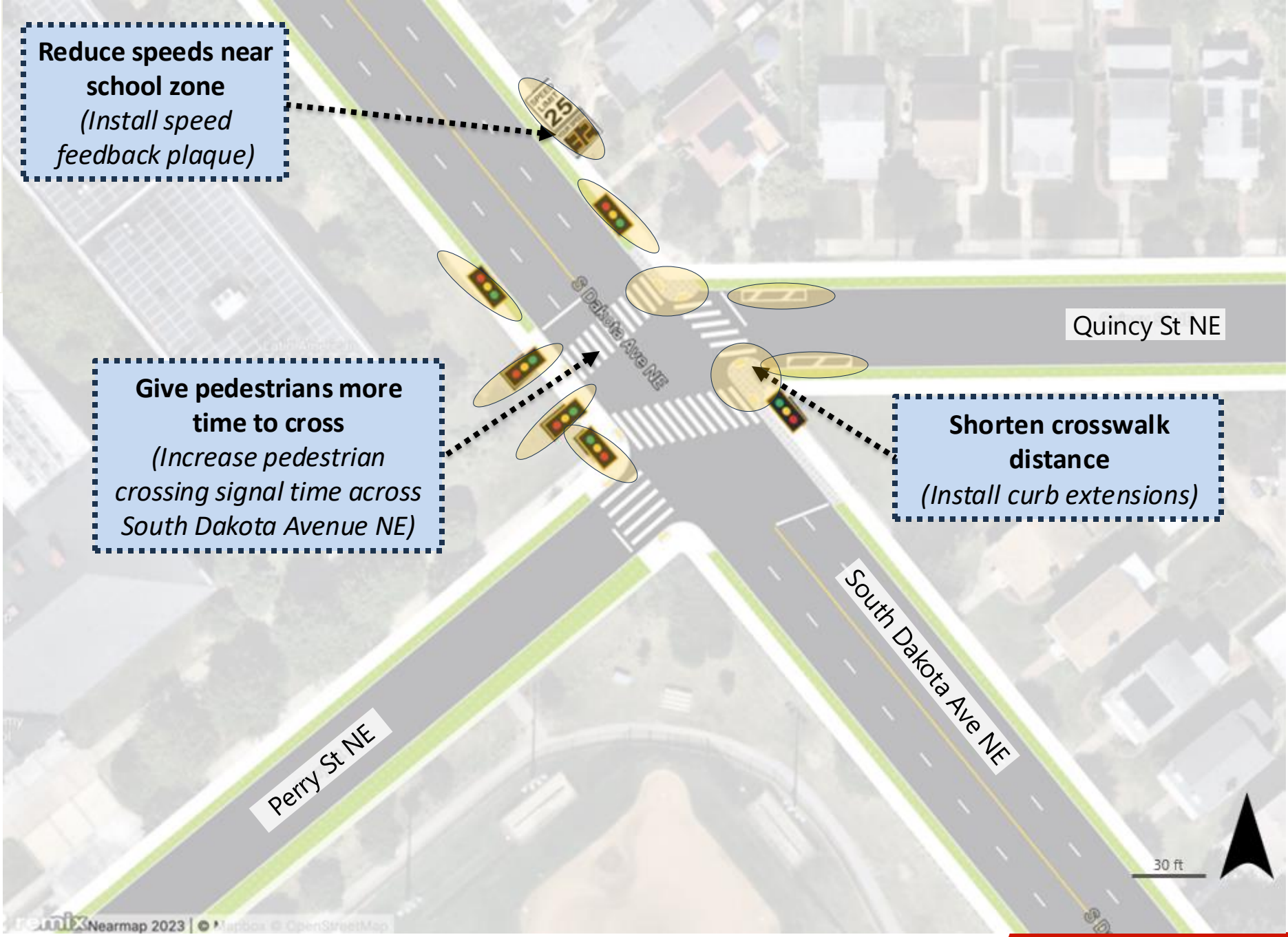


# Randolph St / 19th St and South Dakota Ave Safety Treatment Concept



Legend:  
**Impact**  
**Benefit**

**Perry St /  
Quincy St and  
South Dakota  
Ave**  
Safety  
Treatment  
Concept



**Legend:**

**Benefit**

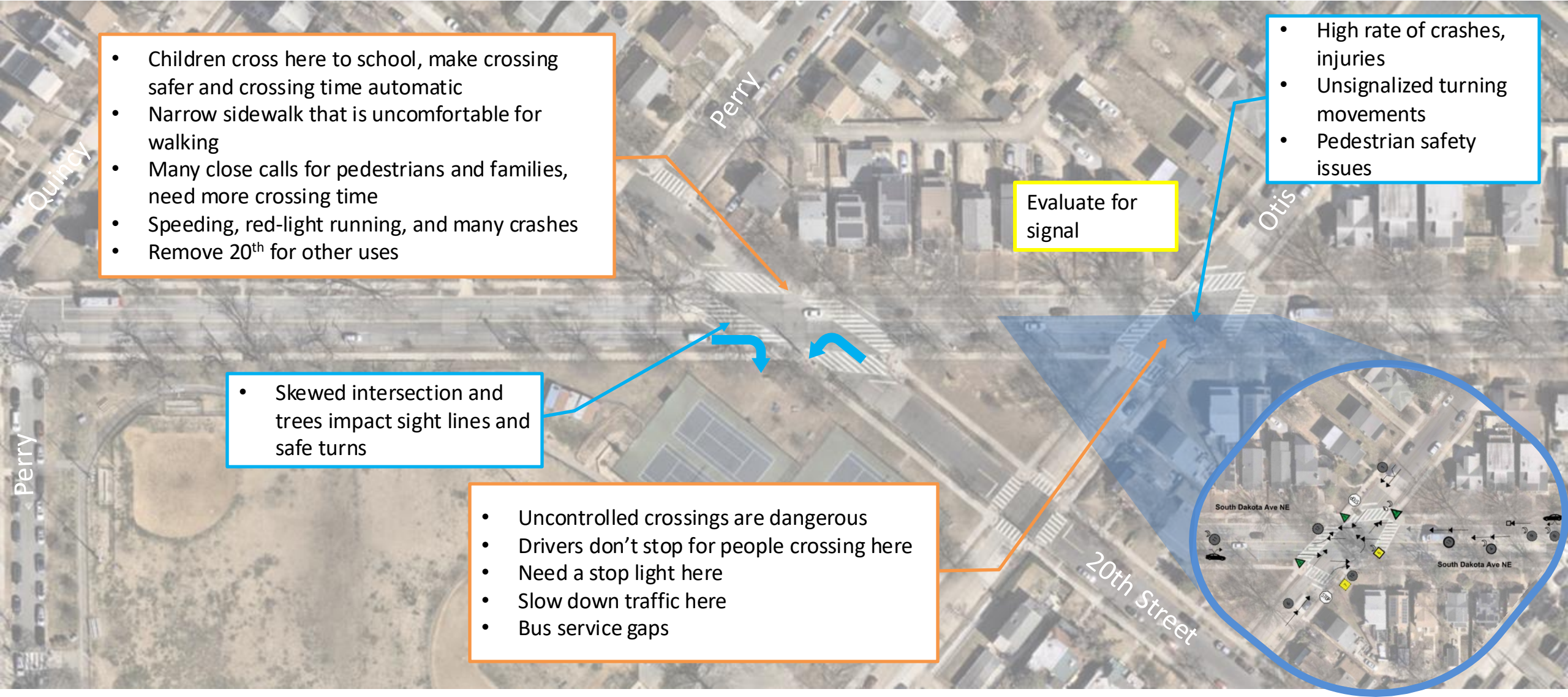


# Existing Condition: 20th St - Otis St

Heavy turns

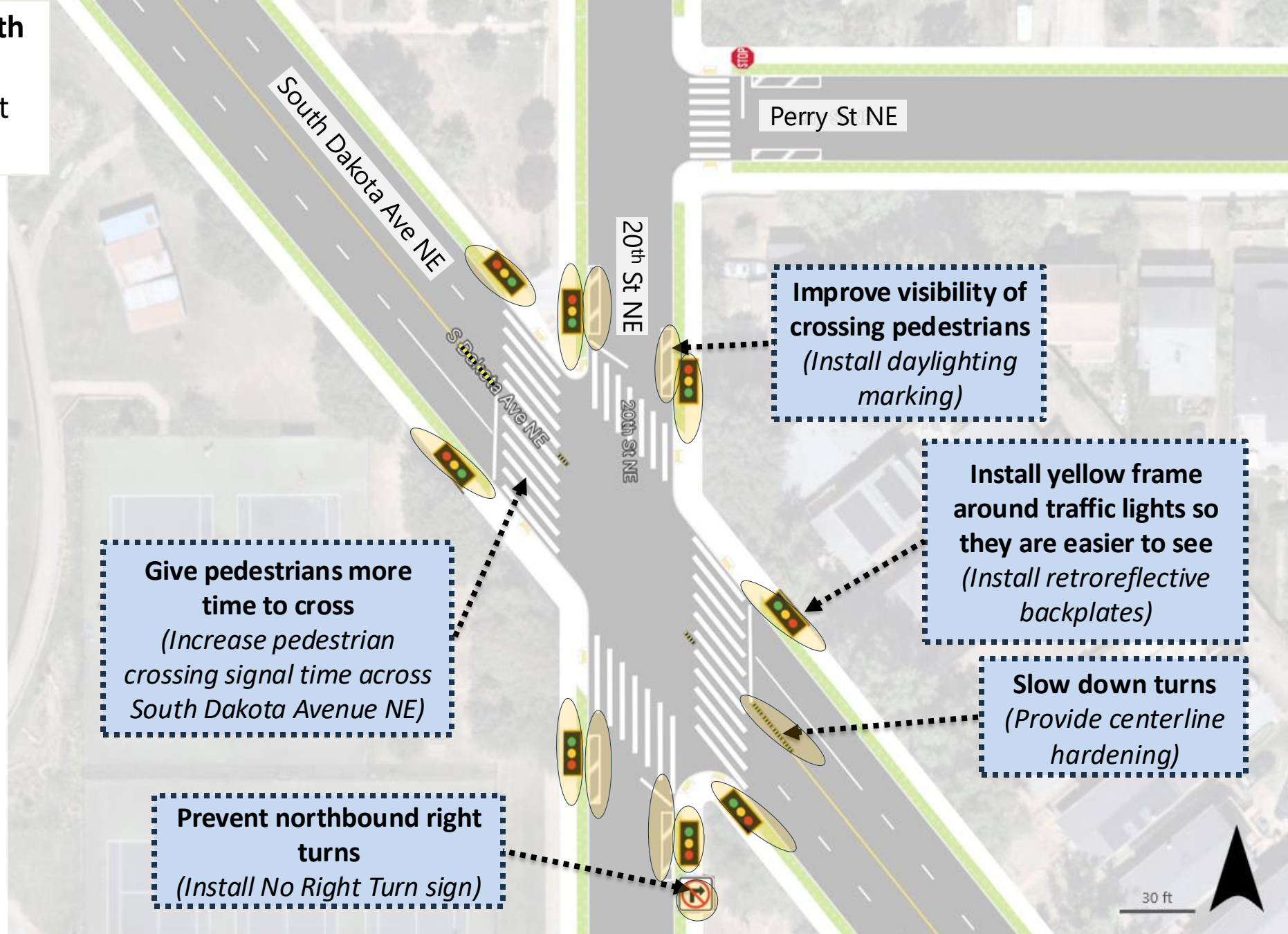
Data and crashes

Public comments



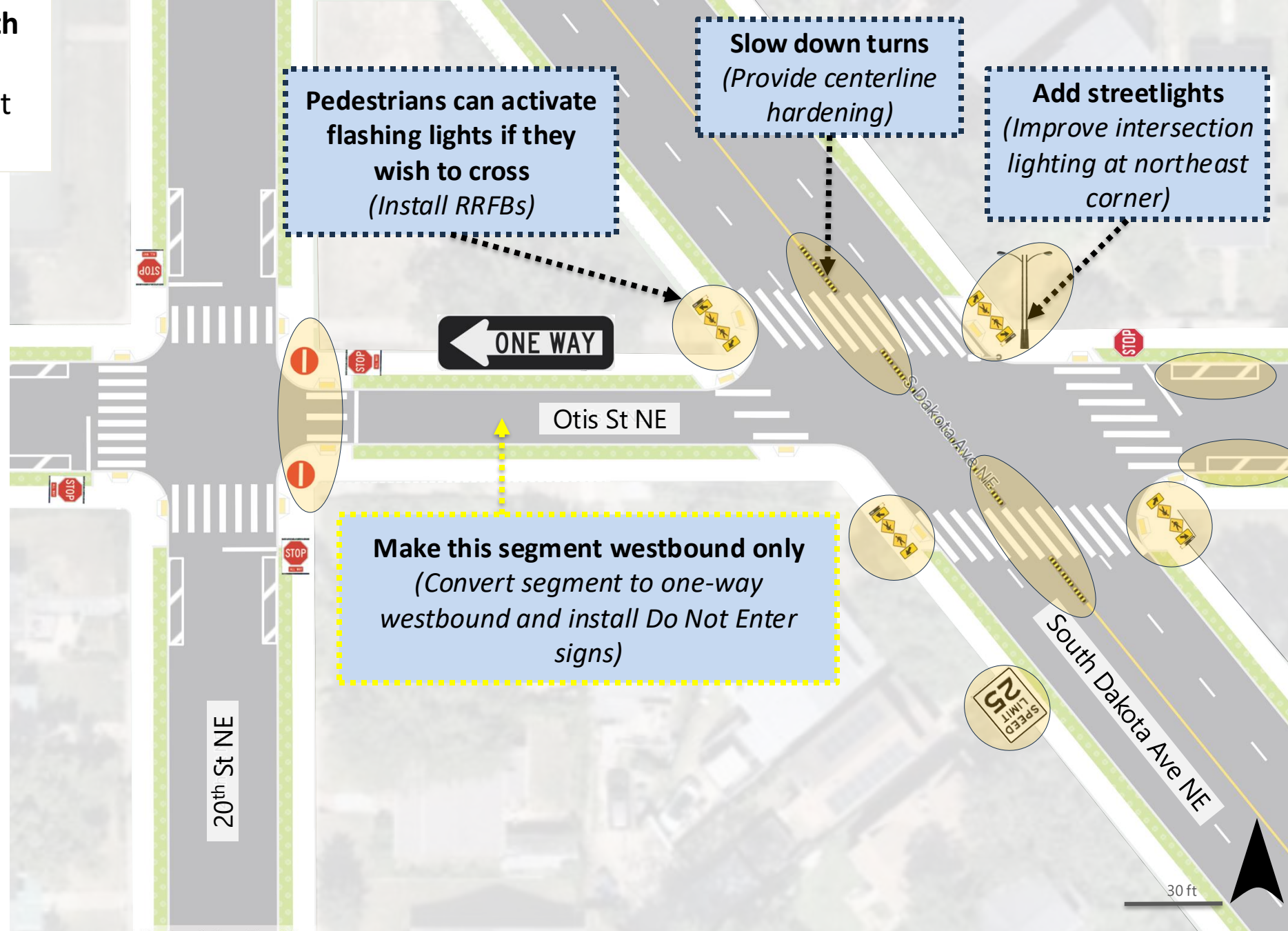


**20th St and South  
Dakota Ave**  
Safety Treatment  
Concept

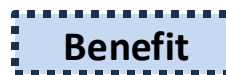


# Otis St and South Dakota Ave

## Safety Treatment Concept 1

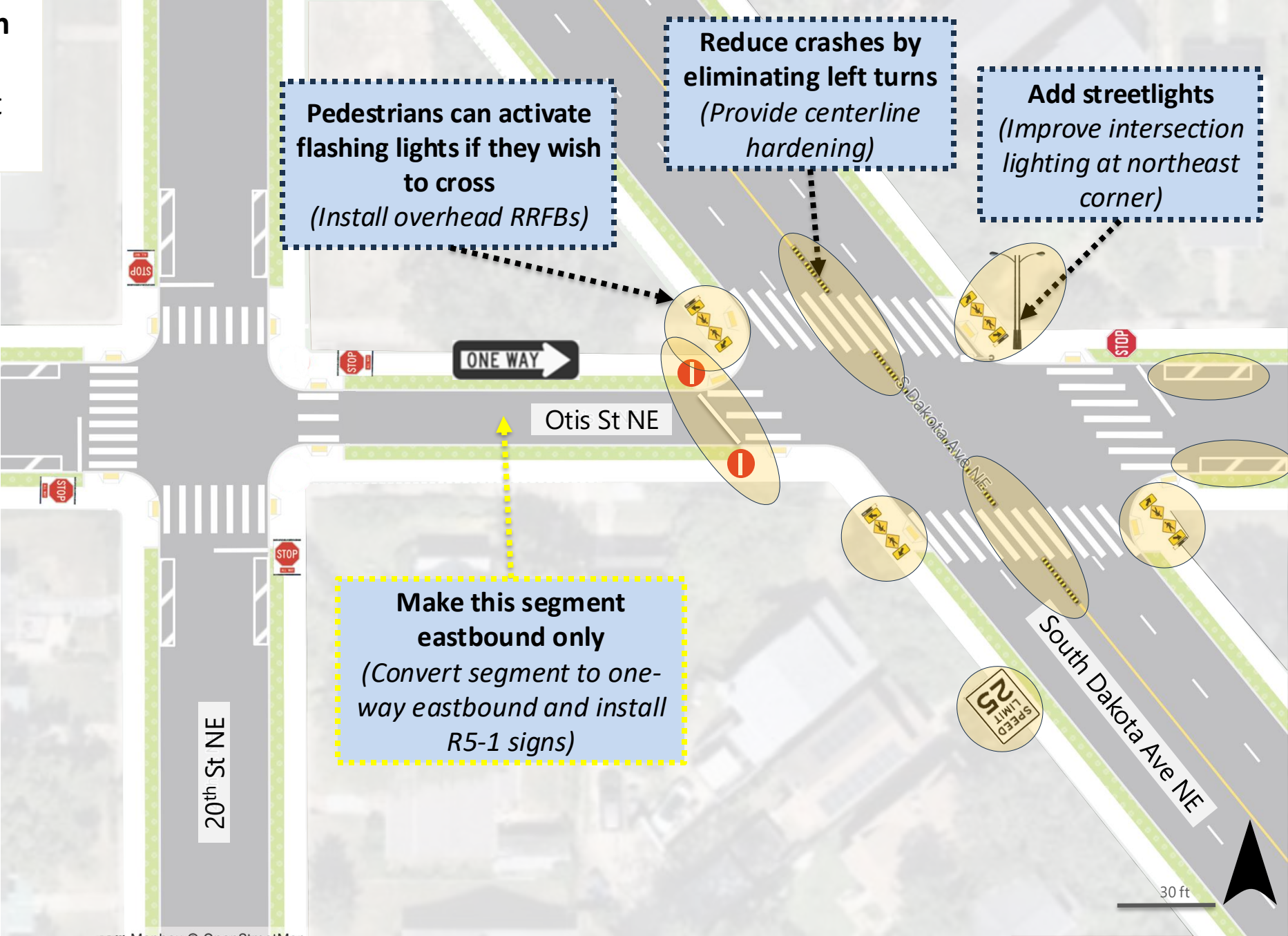


Legend:





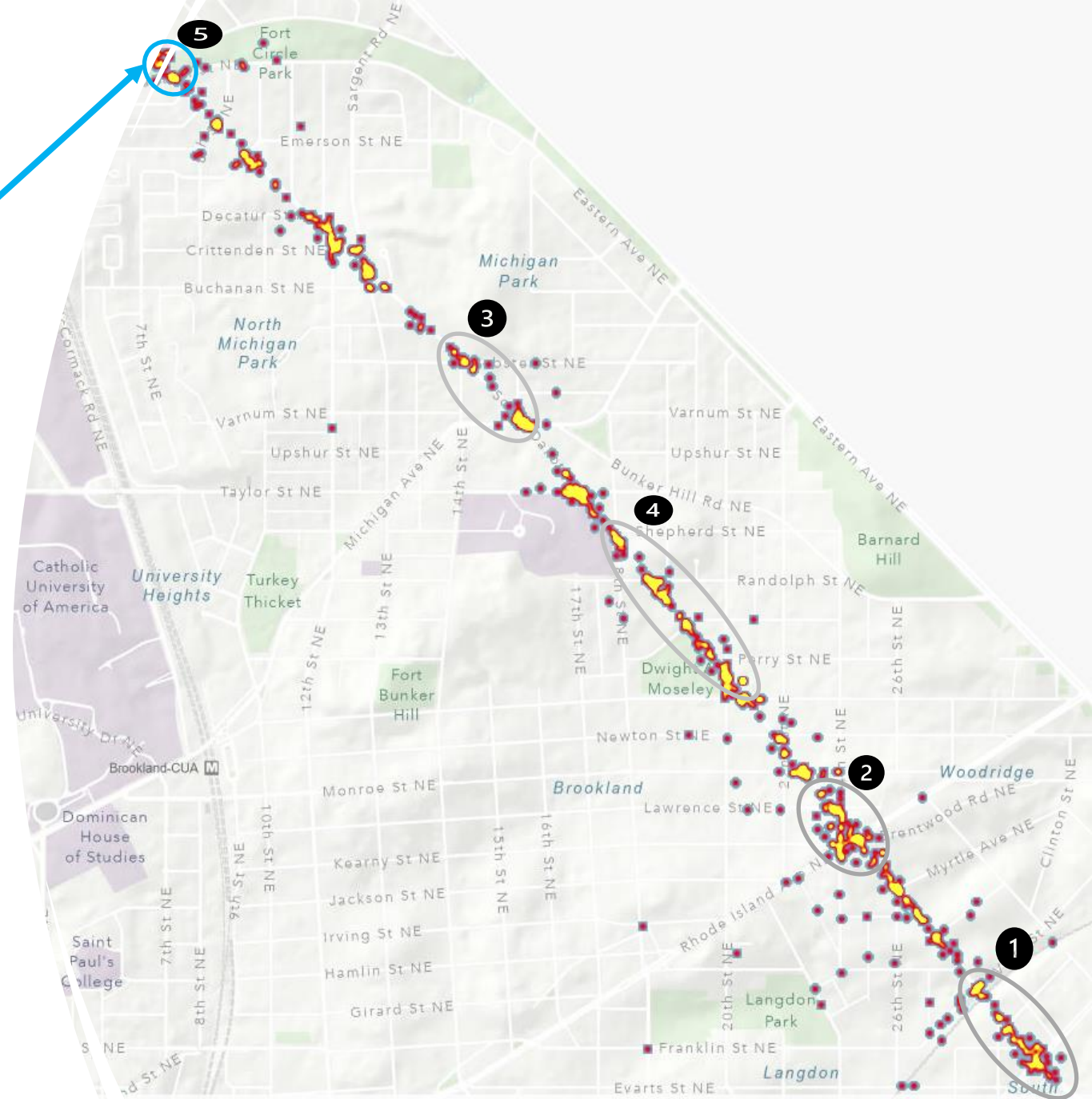
**Otis St and South Dakota Ave**  
Safety Treatment  
Concept 2



**Legend:**  
Benefit



# Galloway Street



## 5. Existing Condition: Galloway - Gallatin

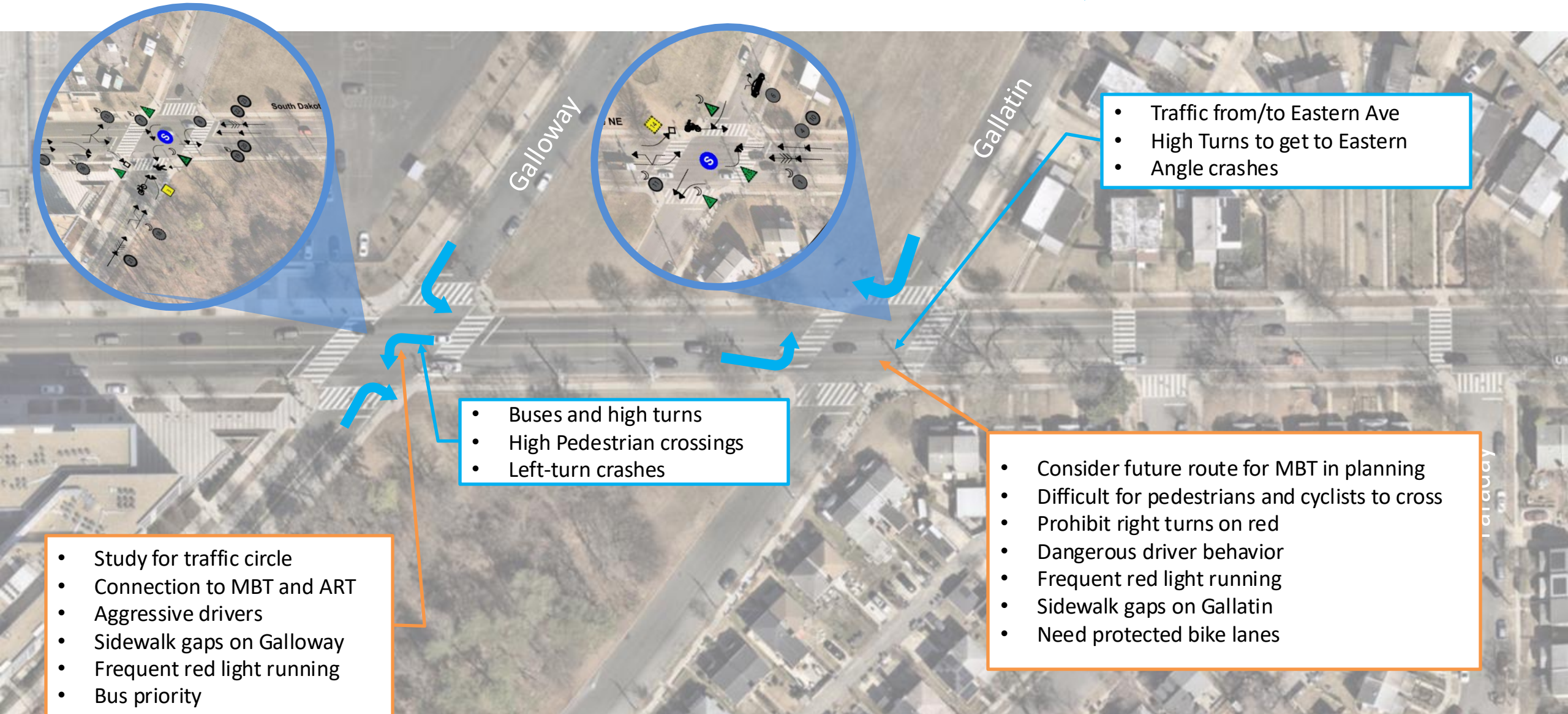
Legend:



Heavy turns

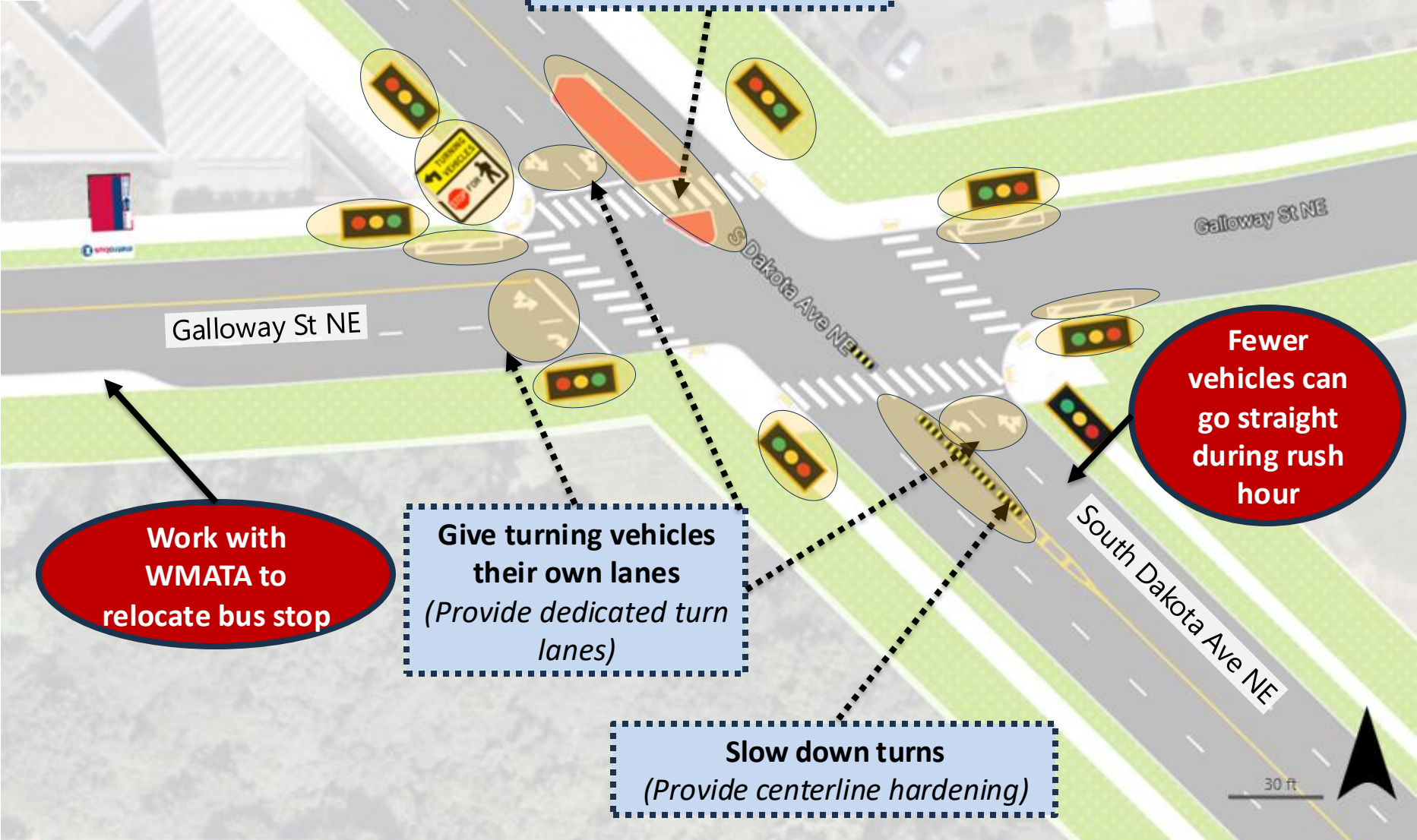
Data and crashes

Public comments





Galloway St and South Dakota Ave Safety Treatment Concept



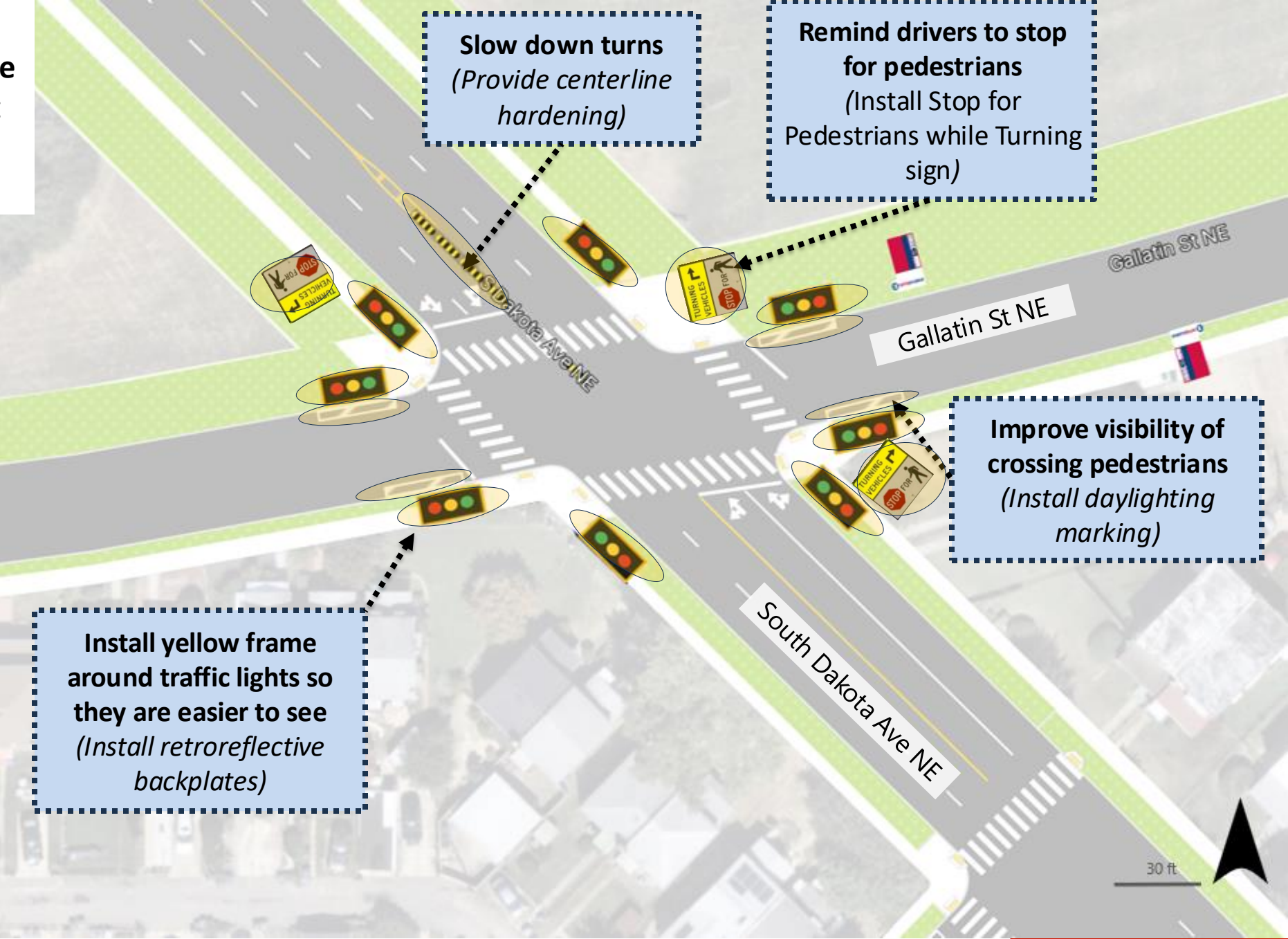
Legend:

Impact

Benefit



**Gallatin St and  
South Dakota Ave  
Safety Treatment  
Concept**



**Legend:**

**Benefit**

# Estimated Cost of Improvements

Costs per segment

# Construction Cost Estimate:

\*estimate does not include final design cost\*

## Galloway to Gallatin St

Construction estimate:  
70,000 –80,000

## Webster to Taylor St

Construction estimate:  
Concept 1  
50,000 - 65,000  
  
Concept 2  
80,000 – 100,000

## 18th and Shepherd to Perry Street

Construction estimate:  
130,000 - 160,000





## Construction Cost Estimates:

\*estimate does not include final design cost\*

## 20th to Otis Street

Construction estimate:  
\$60,000 - 80,000

## Lawrence to Rhode Island

Construction estimate:  
\$10,000 - 20,000

## Hamlin Street to Bladensburg

Construction estimate:  
Concept 1  
\$250,000 - 300,000

Concept 2  
500,000 – 600,000



## Budget Math! To Do All of the top 5:

Design cost estimate for all 5 Priorities:  
\$250,000-\$500,000

Construction cost for all 5 top priority:  
\$850,000 minimum - \$1.1M maximum

Total for top 5 (design + construction):  
\$1.15M up to \$1.6M

**We have \$600,000 left in our budget**

Minimum we would need to finish all top 5 is **\$550K up to \$1M**  
**(design + construction - remaining budget)**

**DDOT will prioritize areas of most harm and risk to focus on 2-3 locations while we await further funding**



# Next steps:



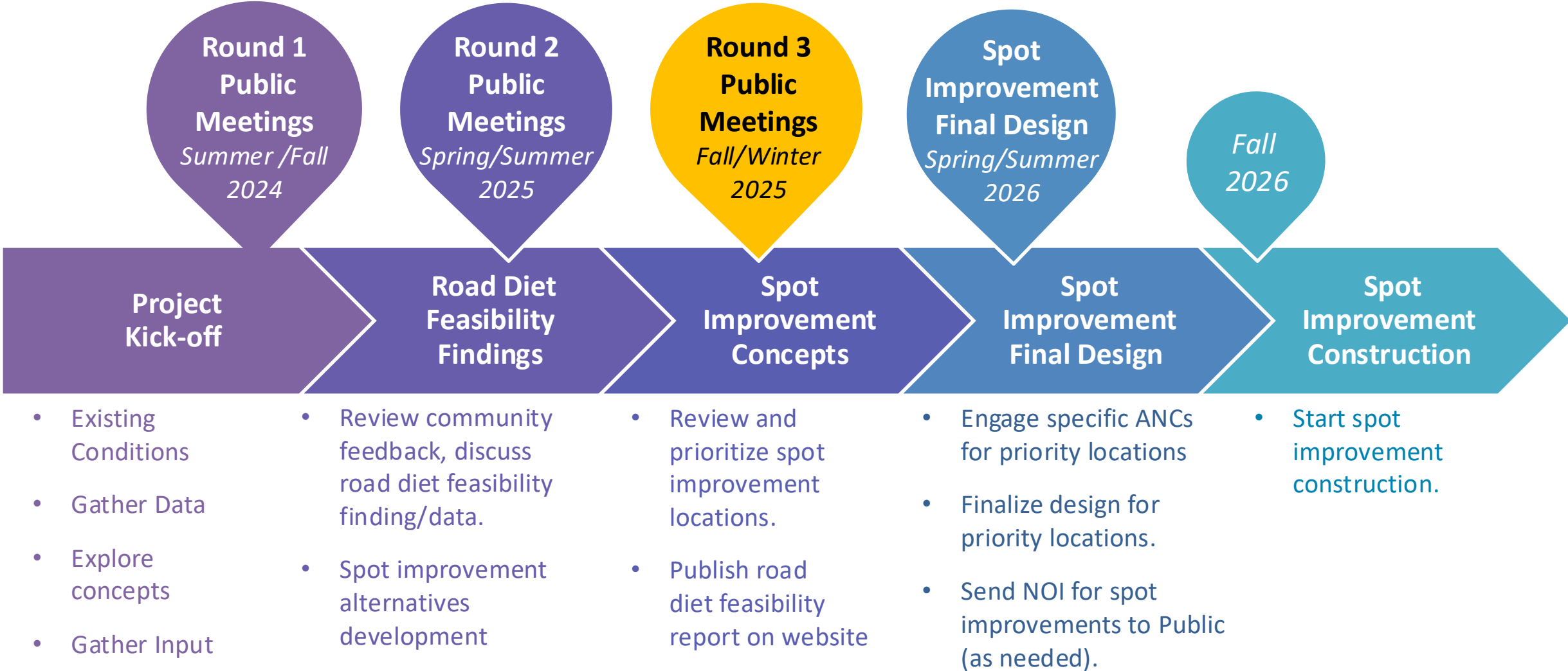
# Remaining Budget

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

## **Spot Treatments**

- The budget cannot cover final design and construction for all intersections/segments.
- Selected locations for implementation will undergo the Notice of Intent (NOI) process if required.
- DDOT will keep the community informed through the Advisory Neighborhood Commissions (ANC) and Councilmembers' offices regarding the prioritized locations for improvements.
- Updates will be available on project website.
- If further funding is allocated for spot improvement DDOT will re-engage with the community.

# Project Schedule



# Stay connected!

Share your thoughts on spot treatments,  
<https://forms.office.com/g/5B3yvHMhFv>



Project website is live! Please visit,  
[sdcorridorsafetyproject.ddot.dc.gov](https://sdcorridorsafetyproject.ddot.dc.gov)



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





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# District Department of Transportation

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