

Congress Heights Traffic Calming and Safety Study



District 2 ITE Conference

Prepared by

District of Columbia
Department of
Transportation

and

KCI Associates of the
District of Columbia

April 2009



Study Goals and Objectives

- **Identify issues that impact pedestrian and vehicular safety**
- **Recommend traffic calming techniques and safety improvements**
- **Develop a neighborhood-wide approach to implementation of improvements**

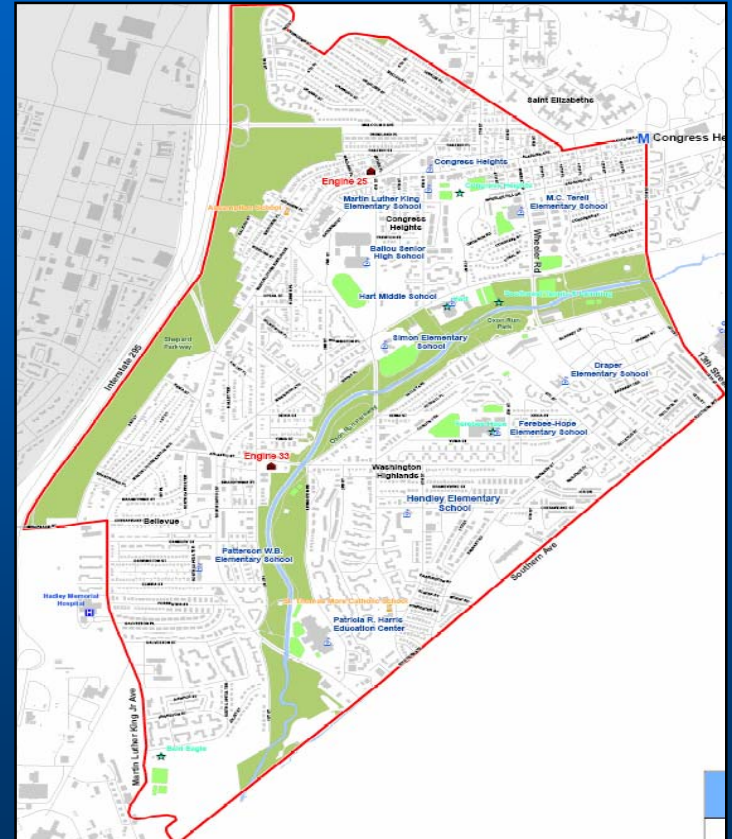
Project Activities

- Public Meetings 1 and 2
- Field Investigation
- ANC Meetings 8C, 8D, 8E
- Draft Report
- Final Report



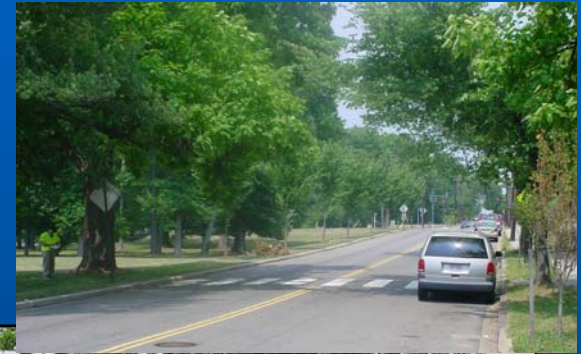
Study Area

- North
 - 13th St/Saint Elizabeth's property
- South and East
 - Southern Ave and 15th St
- West
 - I-295 and Martin Luther King, Jr Ave



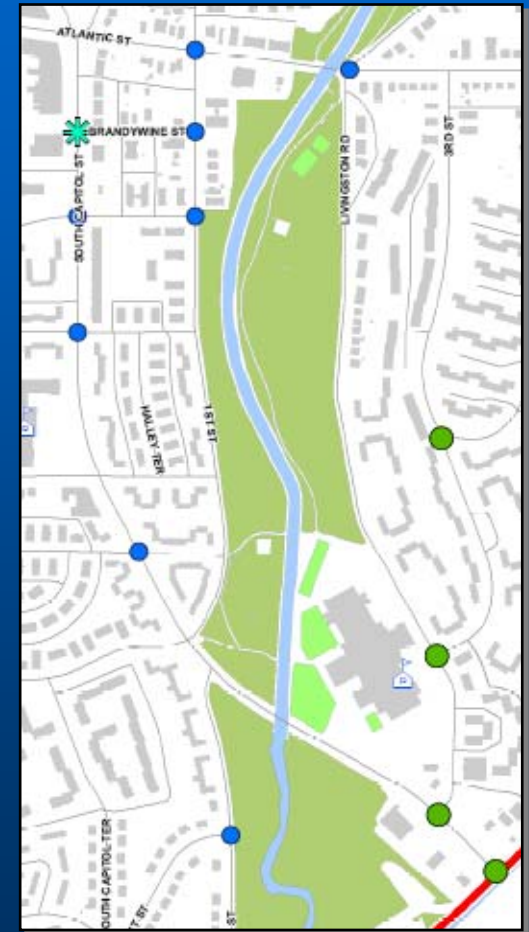
Study Area Characteristics

- Schools and Recreation Facilities
- Parks
- Hospitals
- Residential Streets








Study Area Issues

- Pedestrian Accidents/Fatalities
- Speeding
- Missing Sidewalks



Input from Public Meeting

Insert corresponding colored pin at a location on the map for each issue.

-  Speeding/Fast Moving Traffic
-  Accidents/Near Misses (pedestrians, automobiles and/or buses)
-  Missing Sidewalks (gaps, narrow sidewalks)
-  Poor Roadway Conditions (sight limitations, steep hills, wide pavement)
-  Bus Operations

We Heard You!

(What Has Been Done)

Speed Hump Installations:

- Lebaum St between Mellon St and MLK Ave
- Atlantic St between 6th St and 8th St
- Brothers Pl between Waclark Pl & Highview Pl
- Mississippi Ave between 7th St and Wheeler Rd
- Upsal St between Wheeler Rd and Congress St
- Xenia Street between 8th St and 9th St

Speed Table Installations:

- Galveston Pl. between 6th St. and Barnaby Rd

Stop Sign Installations:

- 9th St and Valley Ave
- Brandywine St and Barnaby St
- 6th St and Atlantic St



Recommended Traffic Calming Measures

Recommended Speed Hump Locations



- Yuma St, Condon Terrace to 9th St
- Xenia St, 1st St to 2nd St
- Brothers Pl, Sterling St to Highview Pl
- Parkland Pl, MLK Jr. Ave to Waclark Pl
- Raleigh Pl, MLK Jr. Ave to Waclark Pl

Recommended Speed Table Locations



- Oakwood St, 2nd St to Malcolm X Ave.
- Newcomb St, 2nd St to Malcolm X Ave.
- Congress St, Savannah St to 13th St.

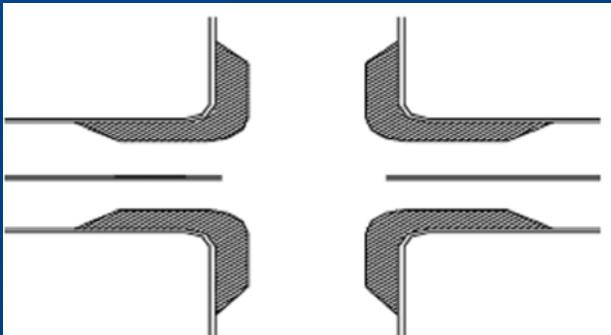
FLAT-TOPPED

Raised Crosswalk Considerations



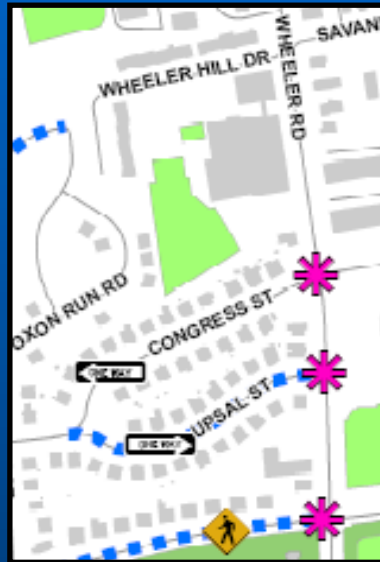
- Speed tables are marked as a crosswalk
- Located at intersections and midblock point
- Replace existing striped crosswalk
- Requires approaching vehicles to slow down and also improves pedestrian safety

Curb Extension Considerations



- Narrowing of roadway typically at intersections
- Referred to as bulbouts or neckdowns
- Can be implemented midblock (referred to as chokers)
- Assist in defining on-street parking areas
- Shorten crossing distance for pedestrian at intersections

Recommended Curb Extension Locations



- MLK Ave, Xenia St. to Joliet St.
- 8th St, Atlantic St. to Condon Terrace
- Wheeler Rd, Congress St to Mississippi Ave.
- South Capitol St. at Galveston St.
- South Capitol St. at Southern Ave.
- 1st St. at Chesapeake St.
- 1st St. at Atlantic St.

Sample Curb Extension - MLK Ave/Elmira St

Provide curb extensions along MLK Ave, between Xenia and Joliet to:

- 1) Shield on-street parking,
- 2) Reduce pedestrian crossing distances,
- 3) Improve pedestrian-motorist visibility, and
- 4) Control speeds through intersection.



Recommended Traffic Safety and Control Measures

RFB Recommendations for Experimentation

- RFB Locations

- Southern Ave and Barnaby Road
- Southern Ave and Greater Southwest Community Hospital
- 4th Street and Brandywine Street
- 4th Street and Chesapeake Street
- Alabama and 9th Place
- South Capitol Street and Brandywine Rd.
- MLK and Elmira Street



NOTE: All locations would require further

HAWK Recommendations for Experimentation

- Hawk Locations

- Wheeler Rd and Varney St.
- MLK Ave and Lebaum St.
- MLK and Esther Pl.
- MLK and Mellon St.

NOTE: All locations would require further evaluation prior to implementing this device.



In-Roadway Warning Lights

- Possible safety measure for midblock crossings
- Guidance for application found in MUTCD
- May be push-button or passive detection
- Likely to be less expensive than HAWK signal installation



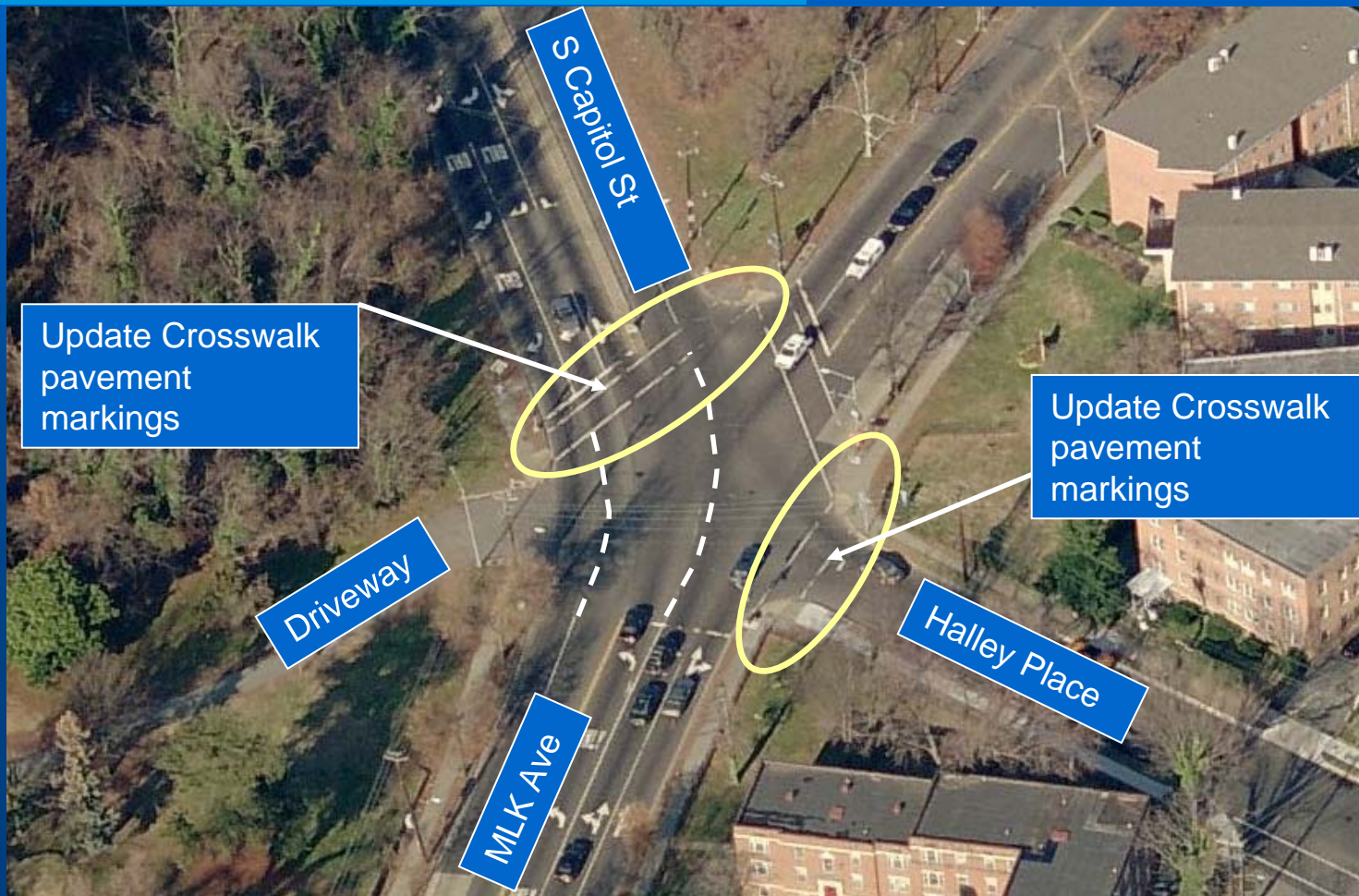
Dynamic Speed Alert Monitors



- Visually alerts drivers to presence of speed detection
- Improved speed reduction
- Improved driving awareness
- Increased safety

NOTE: All locations would require further evaluation prior to implementing this device.

MLK Ave/South Capitol St/Halley Place

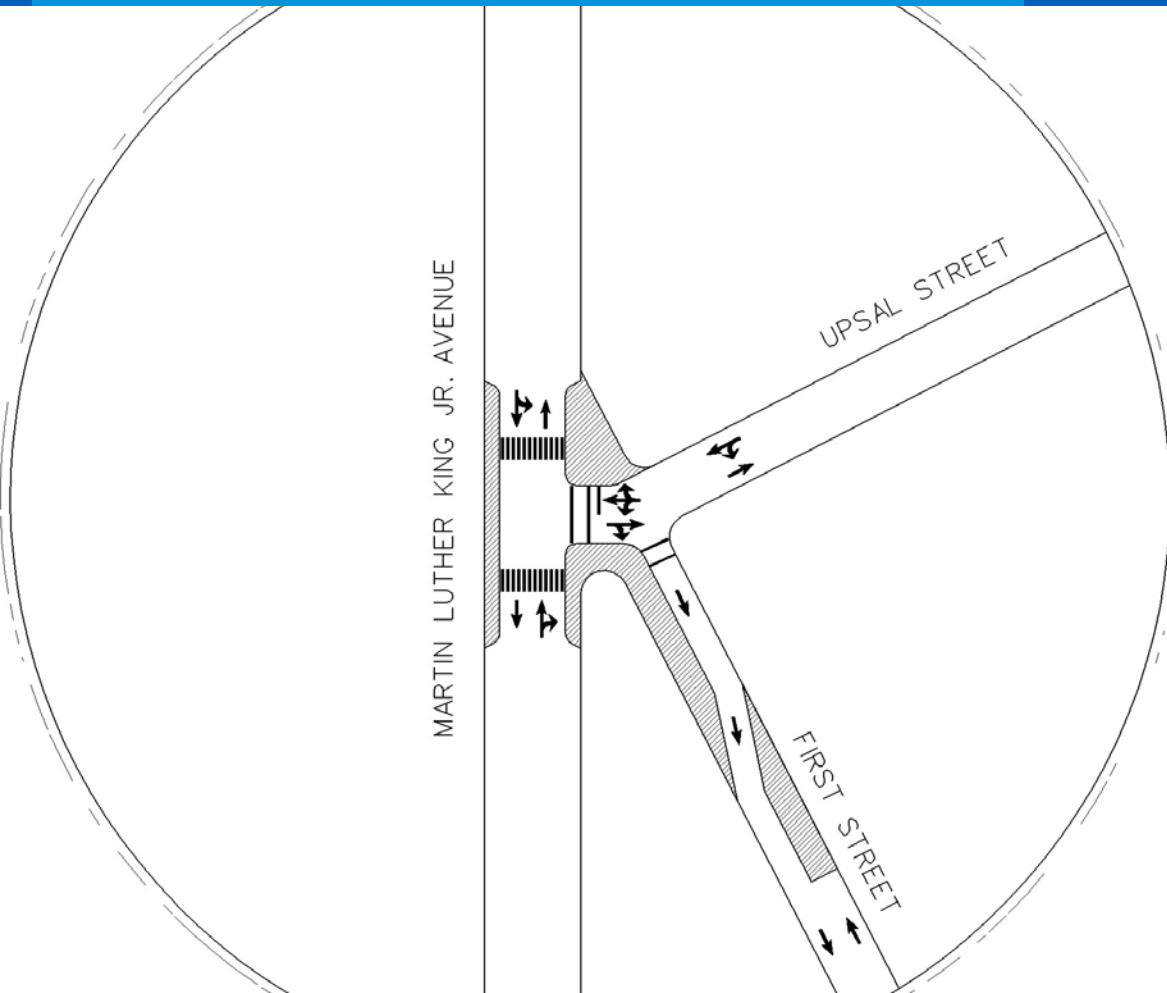


MLK Ave/Upsal St/1st Street

1. Upgrade crosswalk and stop bar pavement markings on Upsal and 1st Streets.
2. Conduct signal warrant analysis for intersection.
3. Provide curb extensions and convert 1st Street to one-way southbound.

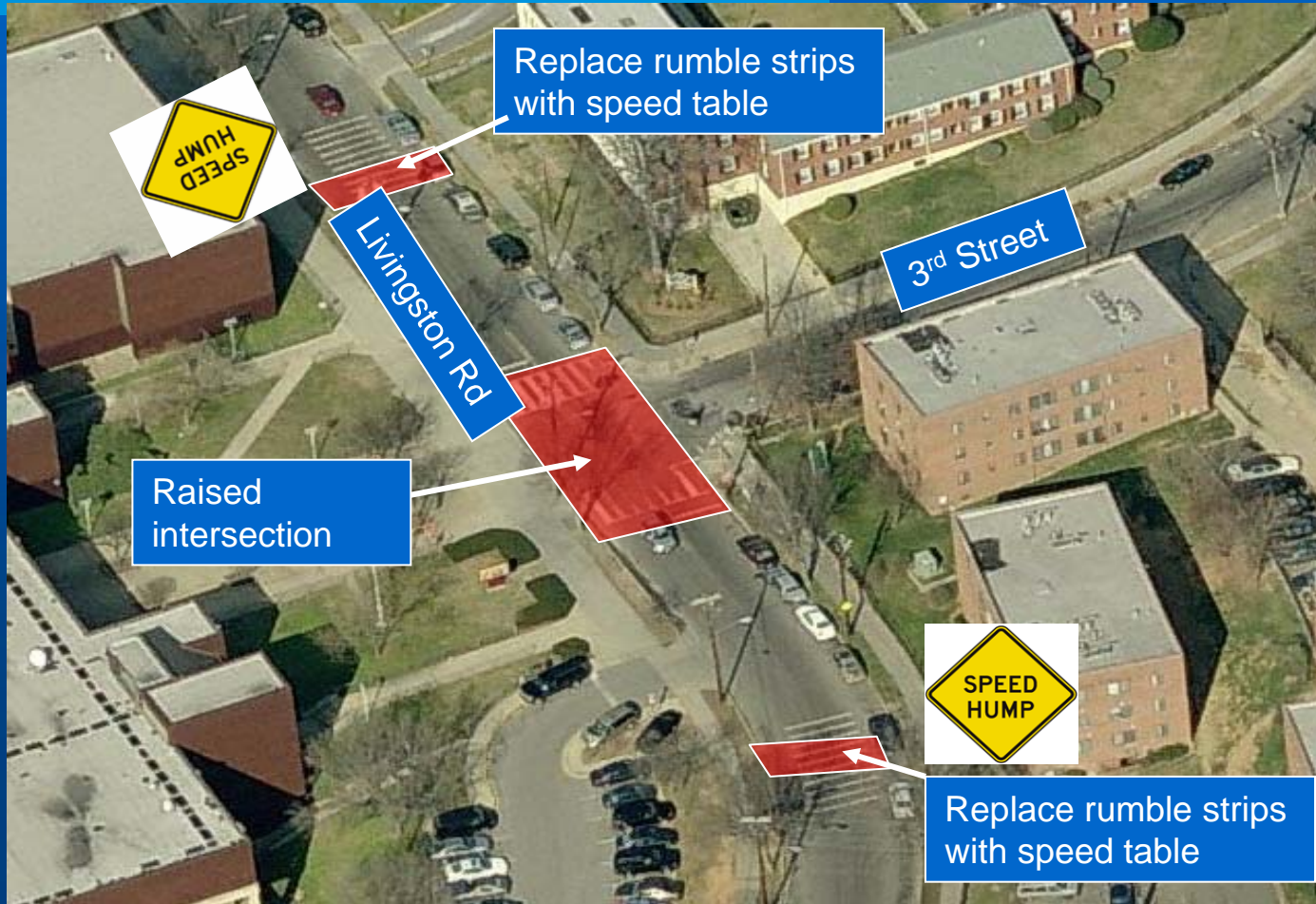


MLK Ave/1st St/Upsal St - Improvement

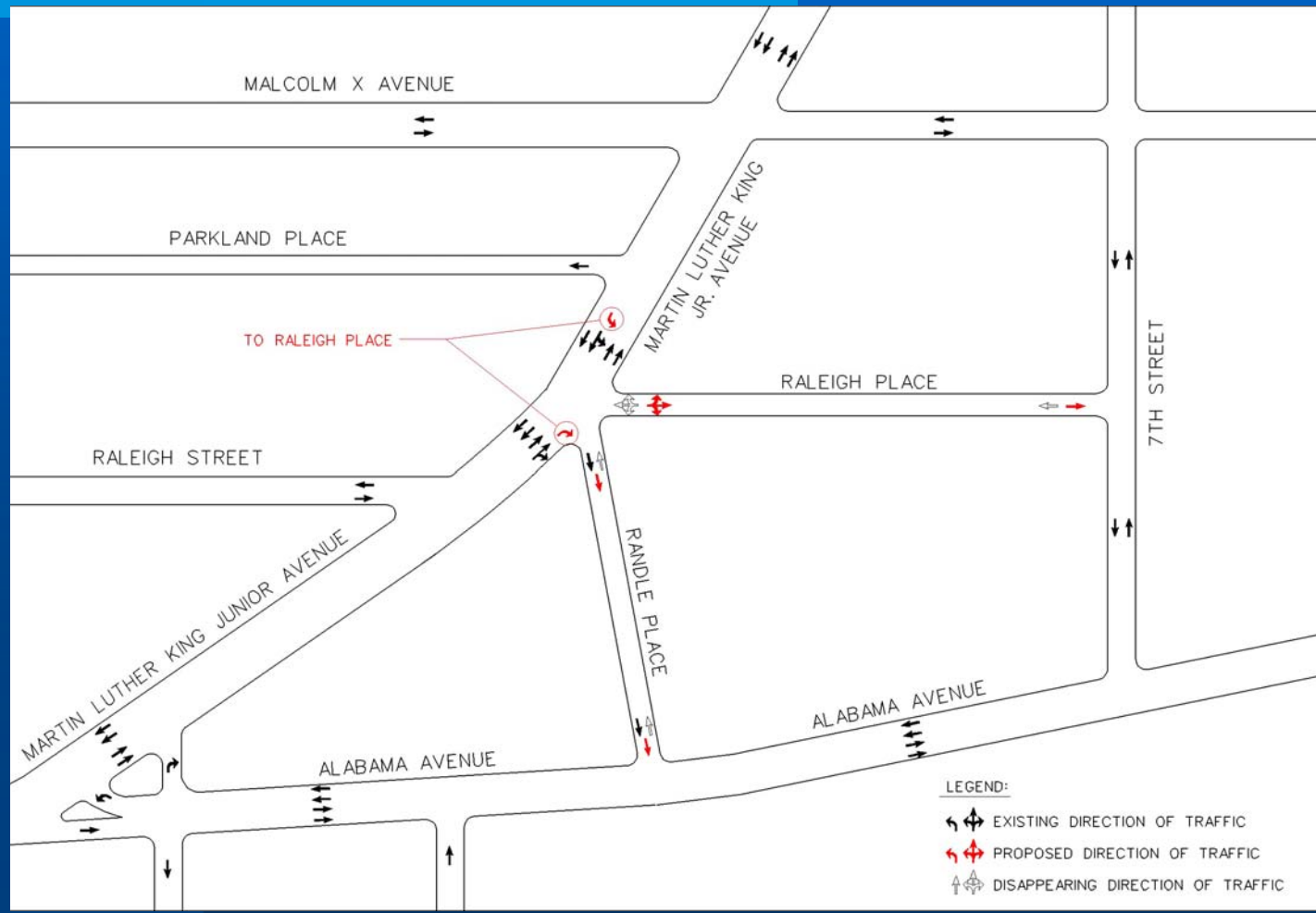


- Curb extensions
- Remove NB 1st St movement
- Create more traditional T-type intersection with MLK and Upsal
- Improve pavement markings & signing
- Conduct signal warrant analysis²³

3rd Street/Livingston Rd – Improvement



MLK Ave/Raleigh Pl/Randle Pl - Improvement



4th St/Livingston Terrace - Improvement



Next Steps

Implementation and Follow-up

- DDOT will continue with implementation based on study recommendations and public comments
- DDOT will continue to monitor the effectiveness of recommendations
- DDOT will continue to solicit your input.

Questions