

# Government of the District of Columbia

## Department of Transportation



May 15, 2017

Jonathan Bender  
Chairperson  
Advisory Neighborhood Commission 3E  
c/o Lisner Home  
5425 Western Avenue NW, Suite 219  
Washington, DC 20015  
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Randy Speck  
Chairperson  
Advisory Neighborhood Commission 3/4G  
2940 Northhampton Street NW  
Washington, DC 20015  
3G03@anc.dc.gov

**Re: Safety Assessment at the Intersection of Reno Road, 39<sup>th</sup> Street, & Ingomar Street NW**

Dear Commissioners Bender and Speck:

This letter is to update you on the progress of the District Department of Transportation (DDOT) plans to address the traffic safety concerns on Reno Road NW, 39<sup>th</sup> Street and Ingomar Street. The three roadways that converge at this location create an intersection with complicated geometry that can be challenging for motorists and pedestrians to navigate.

DDOT has worked collaboratively with the Advisory Neighborhood Councils (ANC) and residents over the past year to identify alternatives to address the concerns raised about the intersection. On December 30, 2016, an executive summary was sent to ANC 3E, ANC 3F, and ANC 3/4G as a precursor to an actual Notice of Intent (NOI) that summarized the proposed actions. The NOI was issued by DDOT on January 9, 2017. The comment period ended on March 6, 2017.

The NOI described plans to implement the following improvements:

- Convert 39<sup>th</sup> Street NW between Reno Road NW and Jenifer Street NW to one-way northbound to eliminate the line of sight issue in the southbound direction;
- Remove on-street parking on west side of 39<sup>th</sup> Street NW between Reno Road NW and Jenifer Street NW to allow for the installation of a contra-flow bike lane;
- Convert Ingomar Street NW between 39<sup>th</sup> Street NW and Reno Road NW to one-way eastbound;
- Convert the intersection of 39<sup>th</sup> Street NW and Jenifer Street NW from two-way stop to all-way stop control;
- Remove on-street parking on the north side of Jenifer Street NW between 39<sup>th</sup> Street NW and Reno Road NW to accommodate diverted vehicle trips on this segment; and
- Install additional signage and marking improvements, including high-visibility crosswalks.

During the NOI comment period, we received numerous emails, letters and petitions both in support and against the planned improvements around the intersection. In addition, we received a resolution supporting the plan from ANC 3E and a resolution against the plan from ANC 3/4G.

DDOT has evaluated the extensive feedback and comments received through the NOI process. The section below provides a summary of DDOT's response to the principal concerns raised.

Concern: The plan routes or diverts large amount of traffic to Jenifer Street

*DDOT Response:* To respond to the concerns regarding traffic diversion onto Jenifer Street and the concerns about speeds on Reno Road, DDOT collected additional data in March and April 2017. Based on the traffic volume data, the maximum increase is expected to be 580 daily trips on Jenifer Street, west of 39<sup>th</sup> Street, and a maximum increase of 290 daily trips on Jenifer Street, east of 39<sup>th</sup> Street. The existing daily volumes on these segments are approximately 475 vehicles per day and 550 vehicles per day, respectively. Though this represents an increase in daily traffic volumes on Jenifer, it is significantly lower than adjacent roadways. Reno Road carries 7,400 vehicles per day, while 39<sup>th</sup> Street has 1,800 vehicles at this intersection. Actual diversions to Jenifer Street may be lower, as traffic uses other available routes and disperses through the network. DDOT will collect traffic counts following the implementation of the recommended measures to monitor the actual increase in peak hour vehicular trips on Jennifer Street.

Concern: Vehicular speeds on Reno Road was not factored in the plan

*DDOT Response:* DDOT's proposed design will narrow the lanes on the Reno Road approach to the intersection to help lower speeds and improve sight distance in the northbound direction. The current 85th percentile speed is four miles per hour above the 25 mile per hour speed limit. The planned engineering measures are expected to lower speeds in this area. We will continue to monitor speeds during the evaluation period and explore further options if speeding continues to be a concern despite the new design.

Concern: The plan does not consider pedestrian improvements as cars do not stop for pedestrians crossing Reno Road

*DDOT Response:* In response to the pedestrian safety concerns expressed in the comments to the NOI, DDOT will install a pair of Fluorescent Yellow Green Pedestrian Crossing signs and high-visibility crosswalks at the intersection to alert drivers to pedestrians attempting to cross Reno Road.

DDOT should convert the Reno Road intersection to all-way stop

*DDOT Response:* DDOT maintains that an all-way stop is not a suitable control at the intersection. The volume of traffic on Reno Road is four times higher than that of 39th Street. The Federal Highway Administration (FHWA) criteria require that intersecting roadways have somewhat balanced volumes for all-way stop control. This is a necessary self-enforcing feature of an all-way stop control. Studies have shown that the safety of pedestrians is decreased at unwarranted multi-way stops. In addition, the all-way stop control will negatively impact traffic operations and potentially create delays on Reno Road, which may result in higher cut-through traffic on neighborhood streets.

DDOT should trim vegetation and cut trees


*DDOT Response:* Vegetation was trimmed in early February 2017. DDOT will continue to monitor vegetation growth on the public right of way.

DDOT will schedule a meeting with the community on during the week of May 22, 2017 to discuss our plan of action. We will proceed with implementation following the meeting.

We will also monitor the intersection in approximately six months to evaluate the effects of these changes on overall safety, as well as the traffic volumes and vehicular speeds. DDOT will report our findings to the community.

If you have any questions concerning this letter, please feel free to contact Mr. Leon Anderson at (202) 671-4622 or [leon.anderson@dc.gov](mailto:leon.anderson@dc.gov)

Sincerely,

A handwritten signature in black ink, appearing to read "Leif Dormsjo", with a stylized flourish at the end.

Leif A. Dormsjo  
Director

CC: Hon. Mary Cheh, Councilmember, Ward 3  
Mr. Tommie Jones, Director, Mayor's Office of Community Relations and Services