

DISTRICT DEPARTMENT OF TRANSPORTATION

South Dakota Ave NE Corridor Safety Project

Agenda

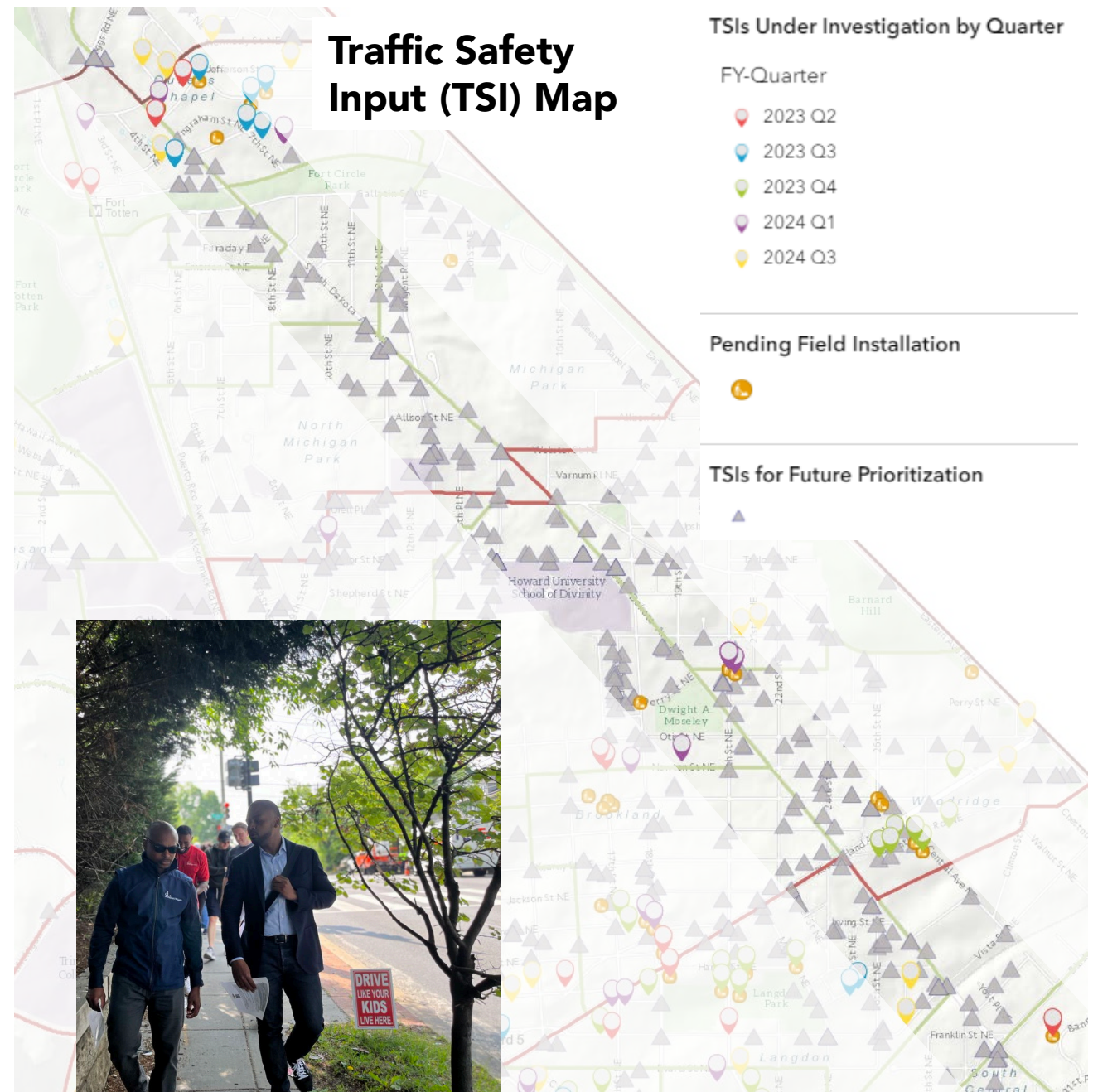
- Introduction – Councilmember Parker
- Project Background
- Existing Conditions
- Project Purpose, Need, and Scope
- Street Configuration Options
- Project Process and Engagement
- Q&A



Project Background

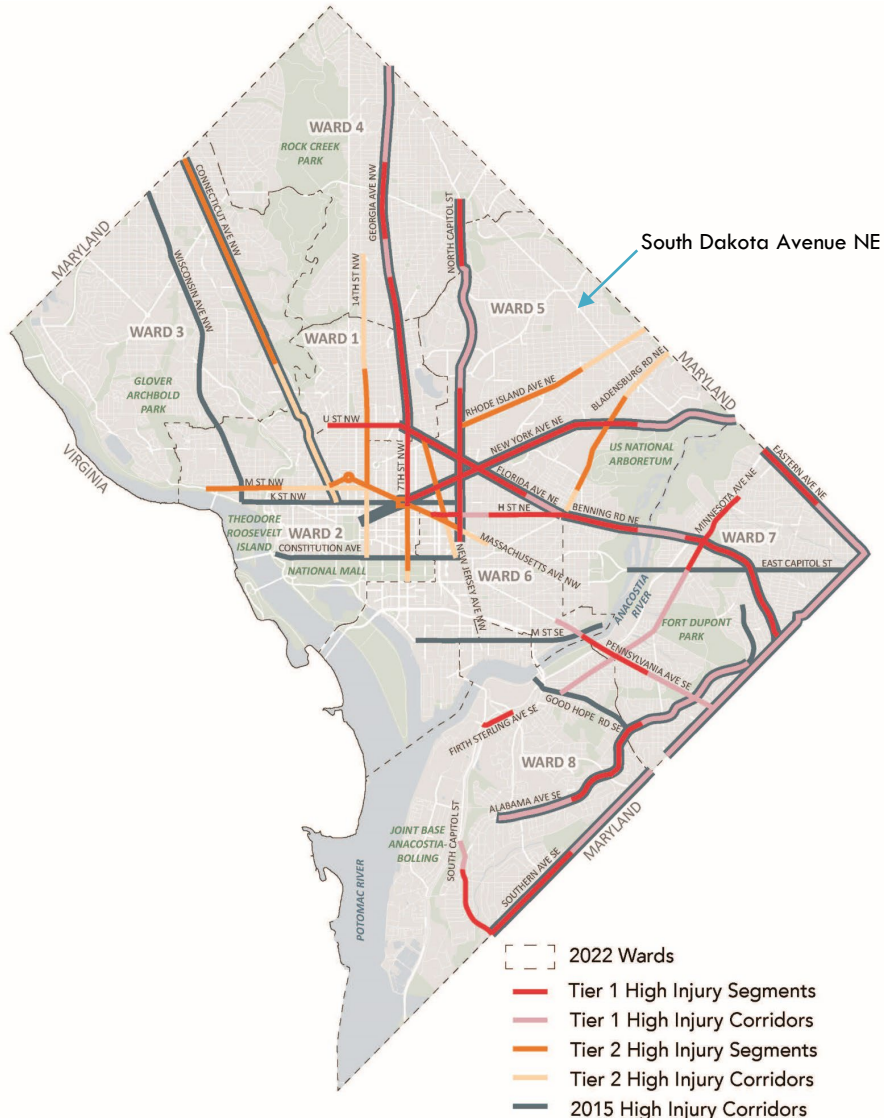
Walk in May 2023

- 100s of Traffic Safety Inputs
- Speeding and Red Light running
- Difficult to reach parks, schools
- Crossings (not present, uncontrolled, multiple lanes)
- Signalized Intersections
 - Signal timing for crossings
 - Left or right turn lane needed
- Bus stop relocation
- Tree Trimming



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.



Existing Conditions

Travel Conditions for Residents



28% households have no access to a car
 Average Daily Traffic (ADT) observations range from 11,367 to 20,645 vehicles per day



More residents drive to work and have a longer commute than DC average



Contiguous sidewalks line the street
 Many uncontrolled and unmarked crosswalks

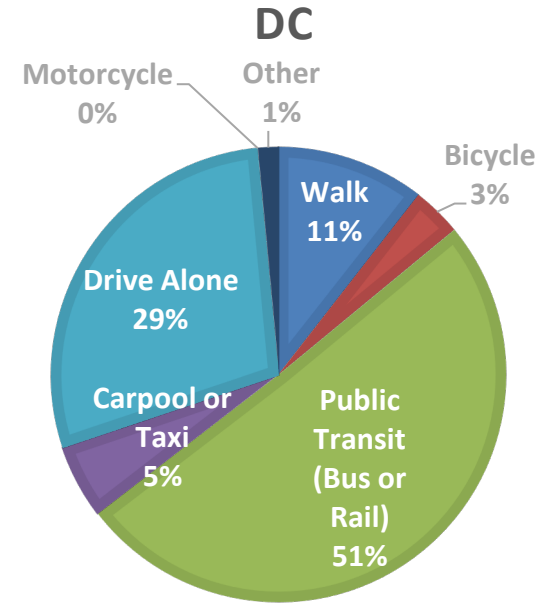
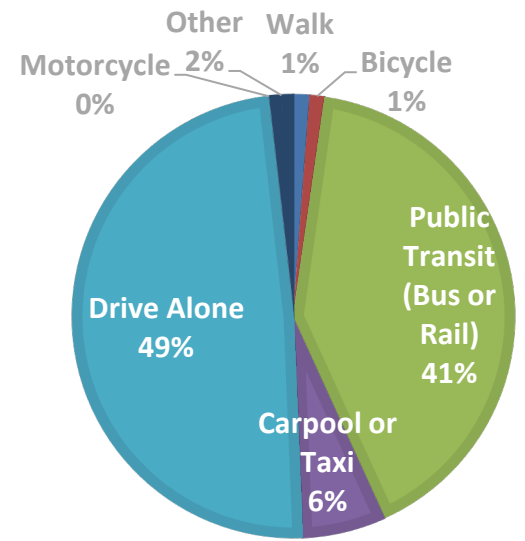


Trail/Bike Connections existing and future: Riggs Rd, Met Branch Trail, Taylor St (FY24), Bladensburg Rd (FY26)



On street parking is often unsigned and or peak-hour restricted

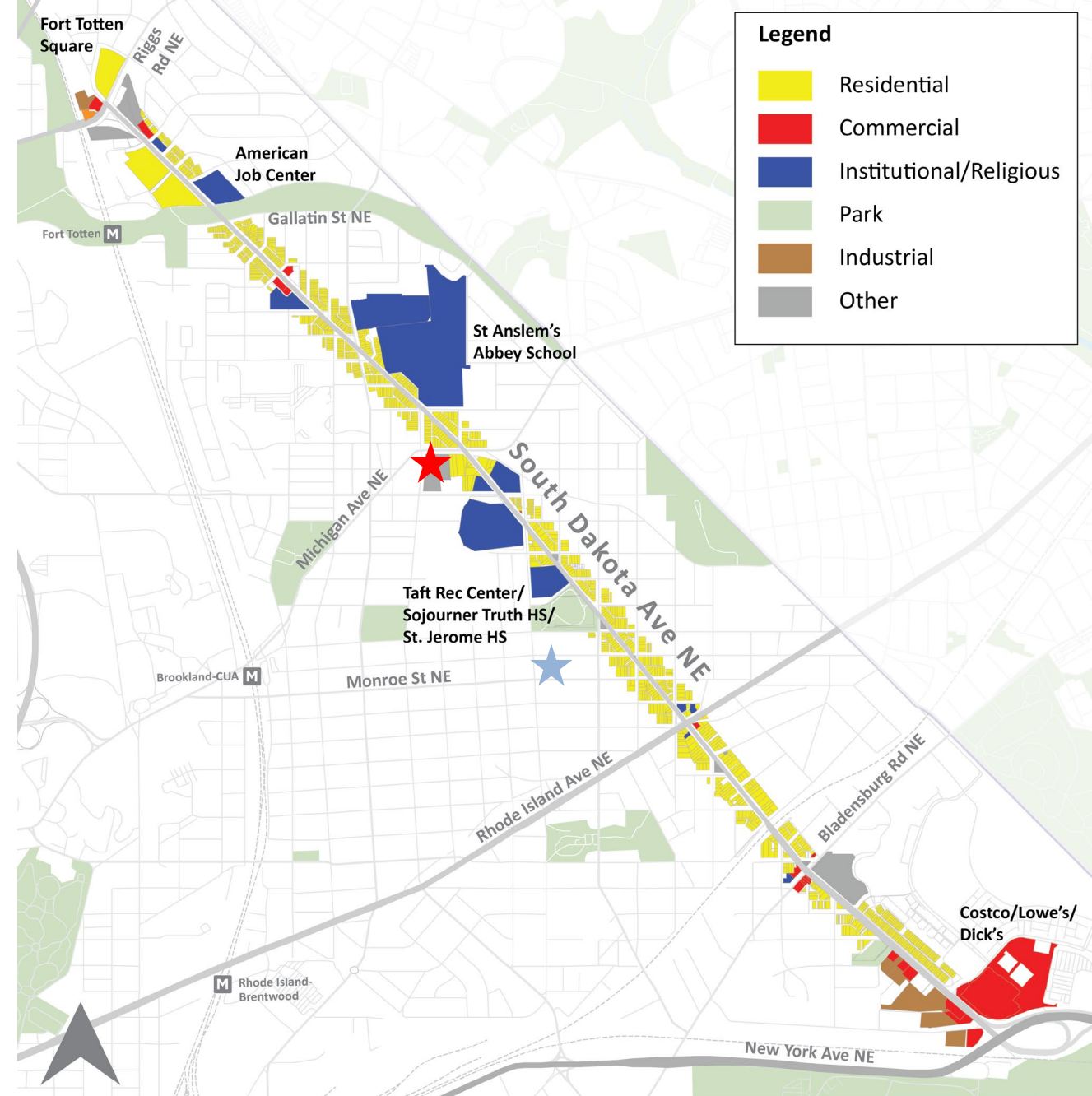
SOUTH DAKOTA AVE



Land Use

- Primarily single-family homes
- Multifamily apartment complex
- New mixed-use development
- Major commercial center at New York Ave NE
- Many schools:
 - The Social Justice School
 - ★ St Anslem's/ St Gertrude's
 - ★ Bunker Hill Elementary*
 - Sojourner Truth HS
 - Perry St Prep
 - John Burroughs Elementary*
 - St Jerome HS
 - Woodridge Elementary

*Indicates school zone on South Dakota Ave



Project Purpose, Need, & Scope

What are the Issues on South Dakota Ave?



Speeding

Already high ATE coverage (7 Speed Cameras, 1 red light camera)

Lower traffic off-peak, unused lane space, leading to speeding



Crashes at HIN intersections

Intersection treatments needed at Rhode Island and Bladensburg Road



Crash Risk

Risky crosswalks that need safety treatments, especially near schools

Residents want better access to schools, metro stations, existing bus stops, parks



Quality of life

Residential community bisected by noisy major street



Future Bus Service

WMATA is adding bus service along South Dakota Avenue in 2025 with network redesign

Did we miss anything? Share your concerns with DDOT staff at [the online feedback map](#)



What is DDOT going to do with the funds?

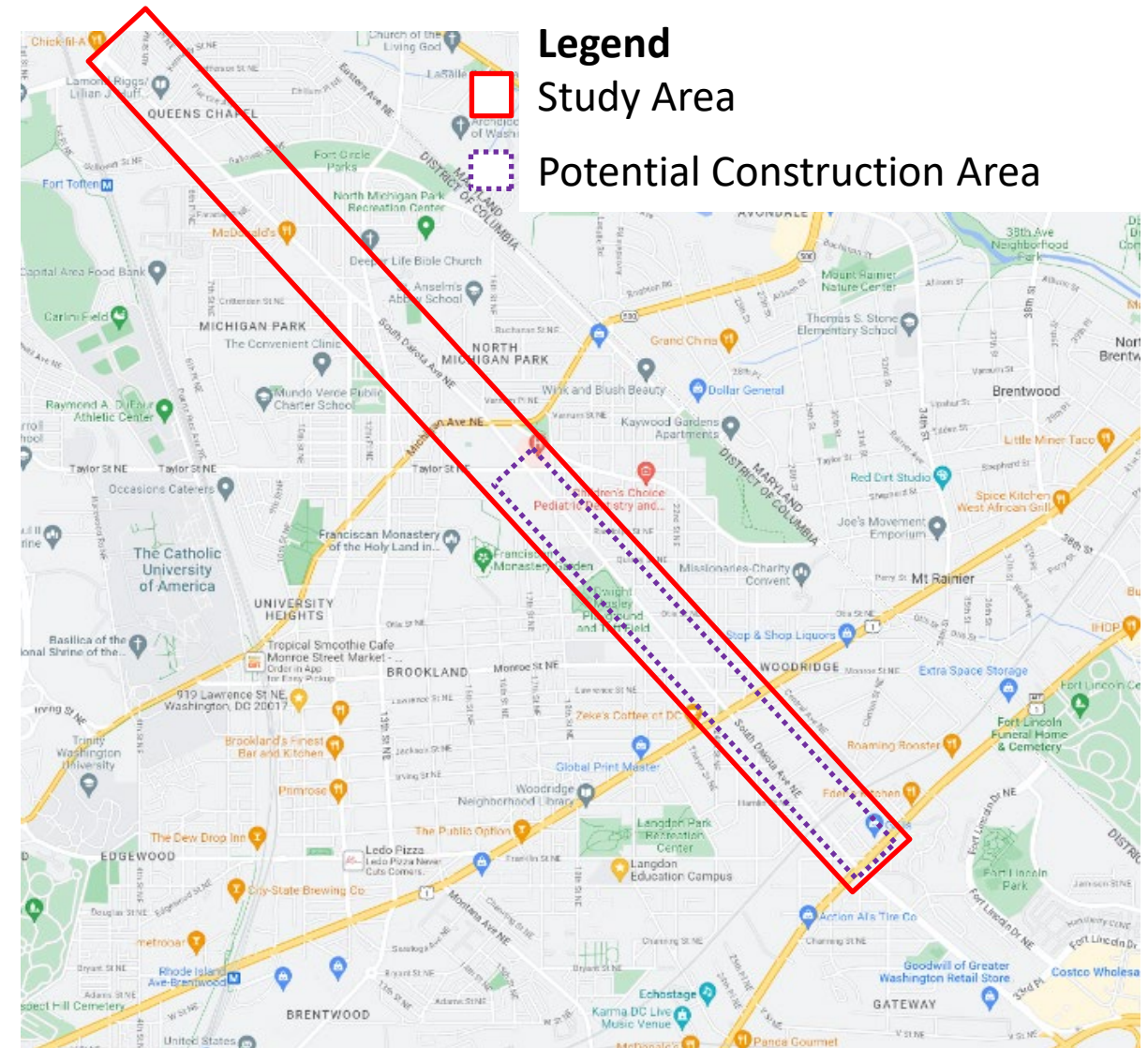
Current Scope:

- Study 3-mile segment of South Dakota Ave from Bladensburg Road to Riggs Road NE
- Develop and analyze 3 end-to-end concepts
- Select final concept, develop cost estimate for entire corridor
- Design and build a segment of the project

Future Scope:

- With additional future funding, design and construct remaining portion of the project area

NOTE: This project does not intend to move curb lines or perform major streetscape treatments



Crash History

Data from 2018-2023

- 1,027 total crashes
- 433 Injuries, 3 fatalities
- 32 Pedestrian/cyclist crashes (25 Pedestrian/9 bicycle)
- Total crashes are decreasing over time as a result of recent safety treatments (ATE) and reductions in commuters

Fatal crashes:

- Perry St, February 2020
- Bladensburg Rd NE, April 2021
- Ingraham Street NE, February 2022

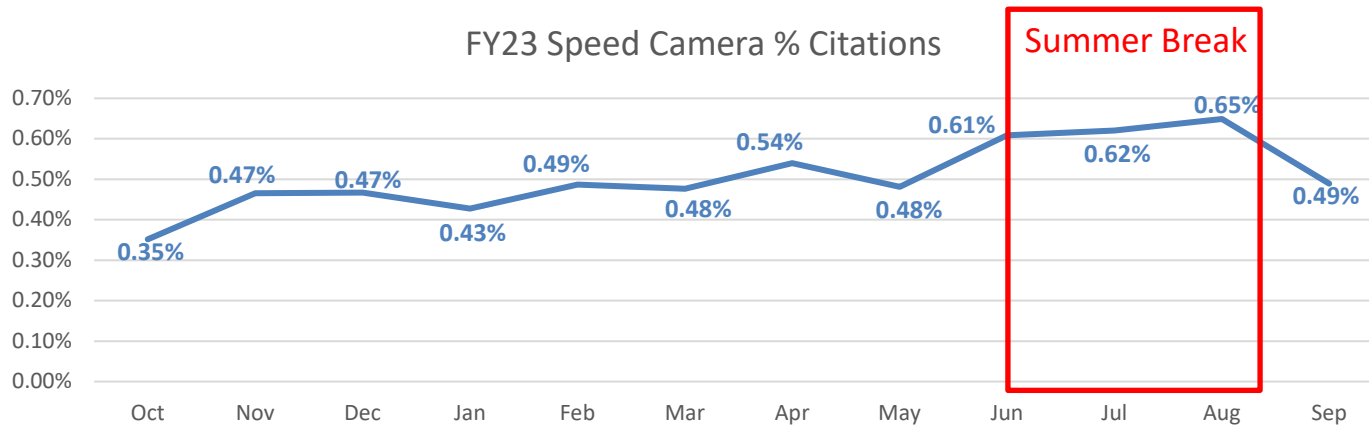
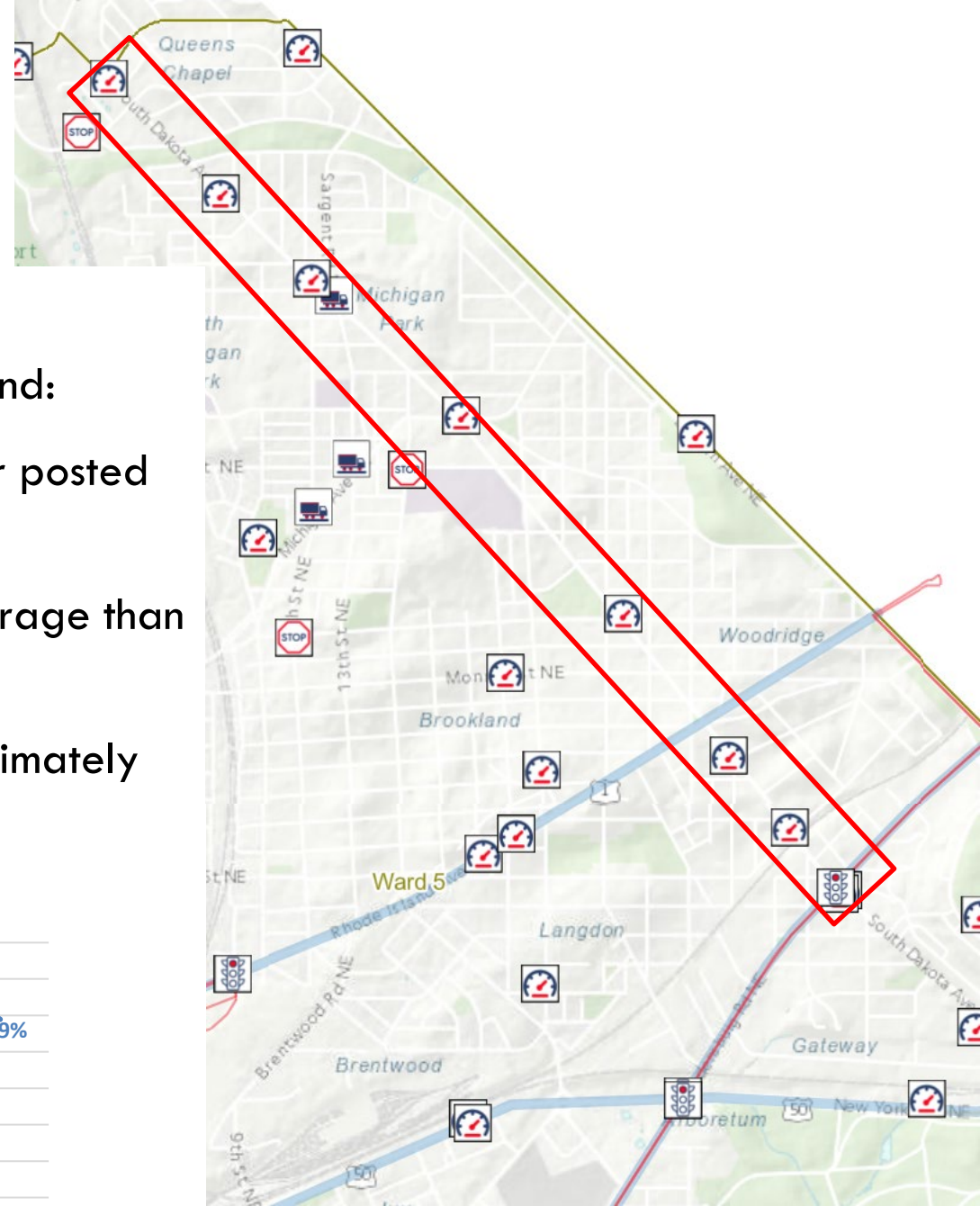
Crash Hotspots:

- Bladensburg Road NE
- Rhode Island Avenue NE
- Michigan Ave



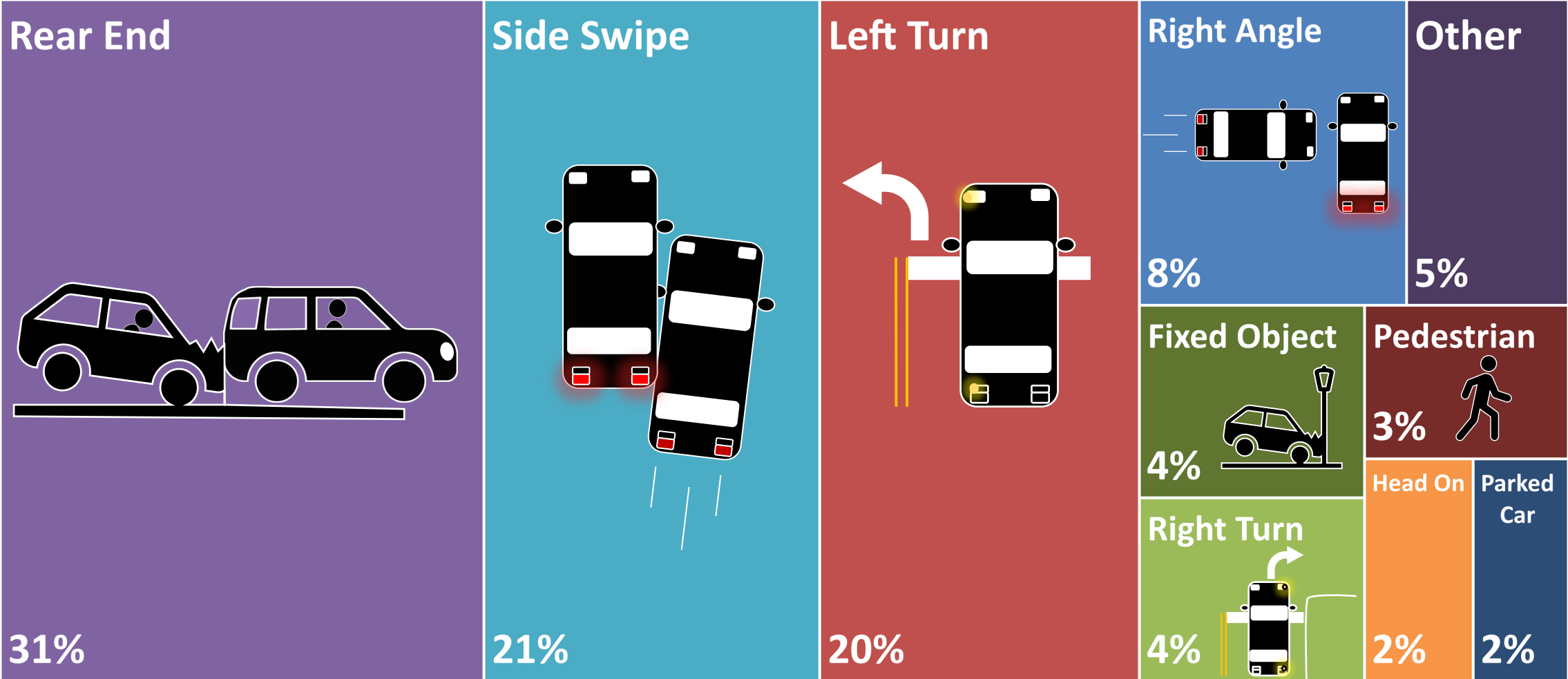
Speeding Issues

- There are 7 Speed Cameras, and one red light camera
- At the time the locations were studied, the following was found:
 - Majority of drivers were traveling 10 mph or more over posted speed limits (75%+) in many locations
 - Northwest-bound drivers reached higher speeds on average than Southeast-bound drivers
- After the cameras were installed, each location sees approximately 99.3-99.7% compliance



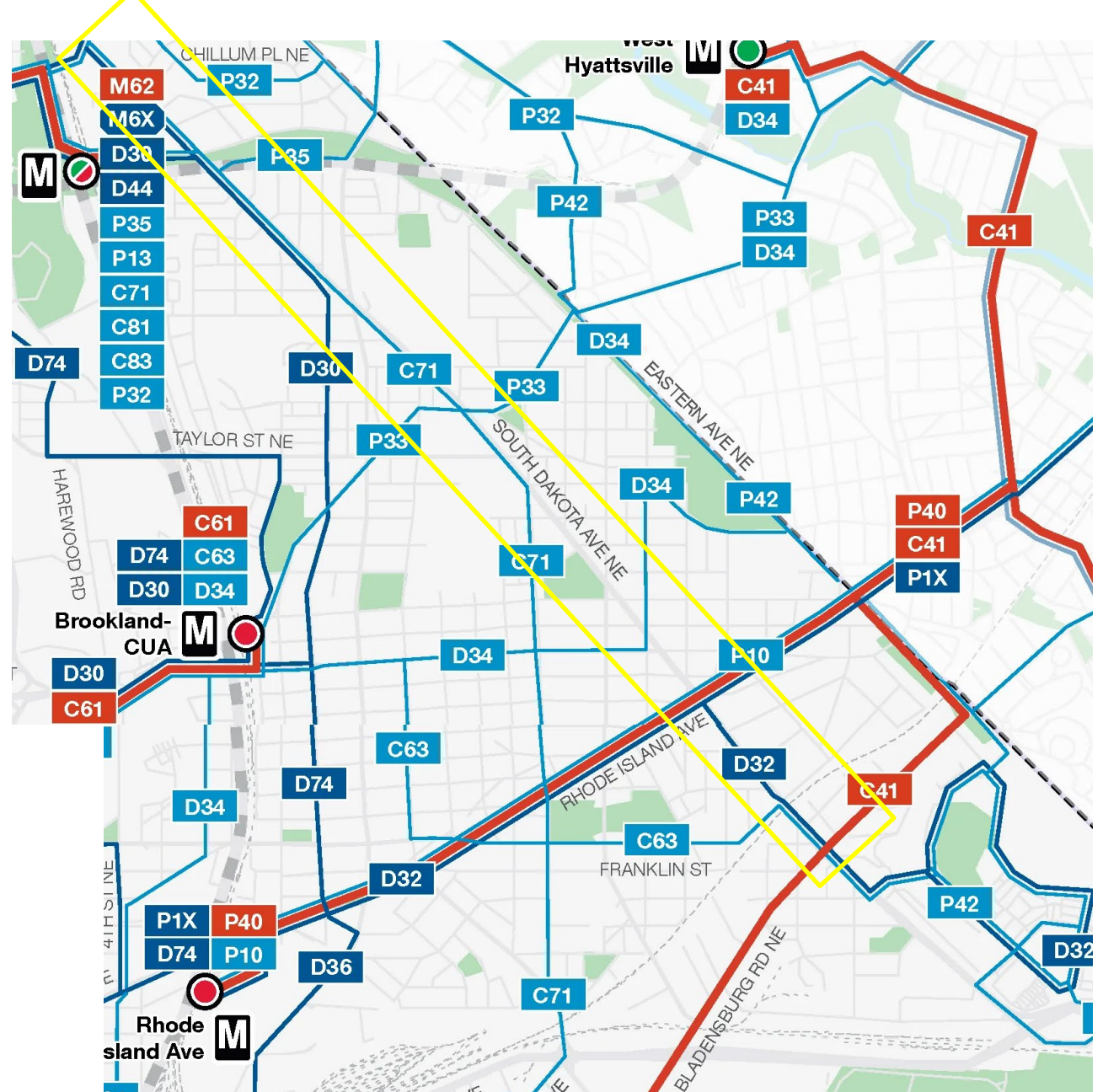
Crash History

South Dakota Common Crash Types



Bus Service

- Bus Service is expected to increase in 2025
- DDOT will work with WMATA on bus stop placement and bus service treatments:
 - Bus bulbs/ Bus zones
 - Queue jumps
 - Transit signal priority



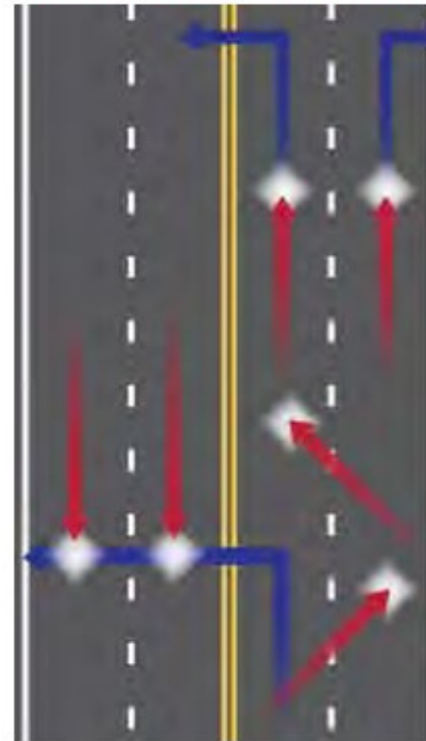
Street Configuration Options to Study

DDOT teams will analyze 3 options for a road diet between Bladensburg and Riggs Road as well as study spot safety treatments across the study area. The options here are all potential designs for the road diet, not a statement on feasibility or impacts.

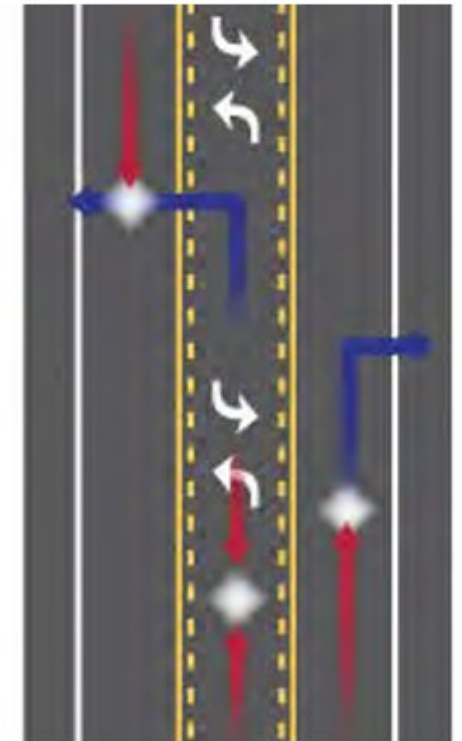
What is a Road Diet and why is it safer?

- Road Diets are reconfigurations of typically 4 lane roadways to 3 or 2 lanes and extra space is repurposed
- 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 turn lanes, pedestrian refuge islands, bicycle lanes, and/or parking as needed
- Protected bicycle lanes have crash reduction of 50% on average

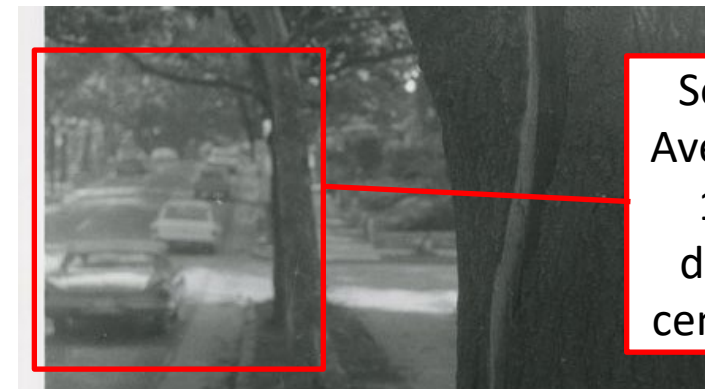
Four-Lane Undivided



Three-Lane



Road Diets Reduce Common Crash Types



South Dakota Avenue in 1962- 1 lane each direction and center turn lane

Reconfiguration Options (4 lane section)

Option 1

3 lanes + full-time parking

- Maintains one lane in each direction
- Uses curbside space for full-time parking
- Center space can be left turn lanes or pedestrian islands depending on needs



Reconfiguration Options (4 lane section)

Option 2

3 lanes + Parking and Two-way Protected Bicycle Lanes

- Maintains one lane in each direction
- Uses curbside on one curb face for protected bicycle lanes
- Uses opposite curb for parking
- Center space can be left turn lanes or pedestrian islands depending on needs



Reconfiguration Options (4 lane section)

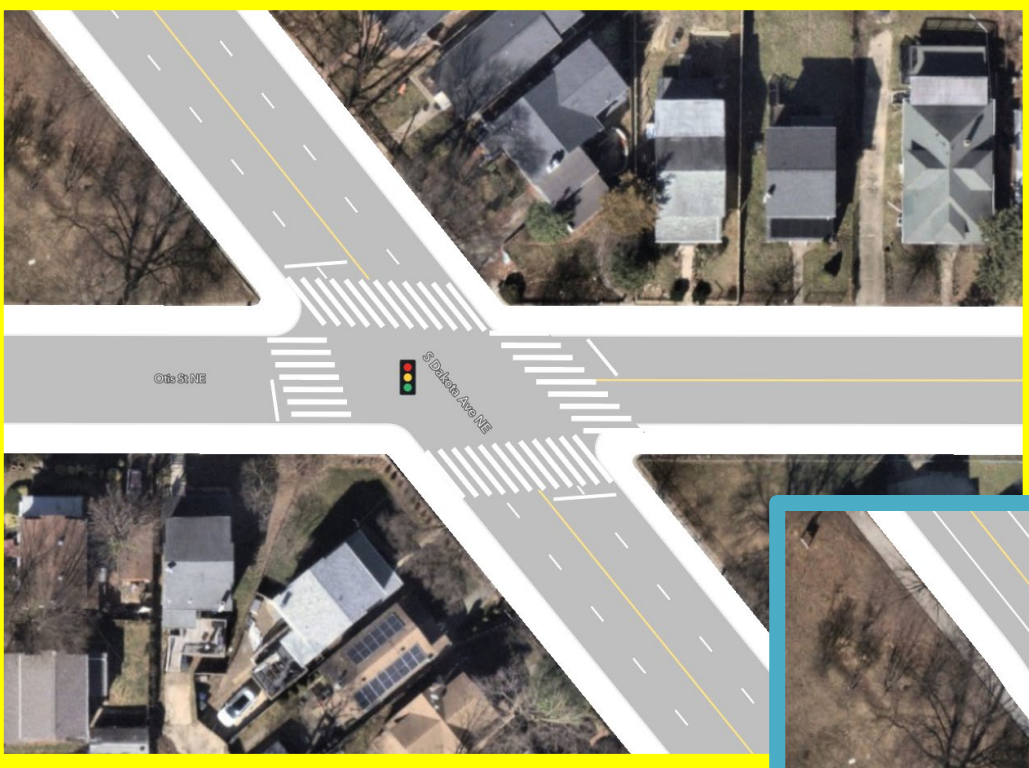
Option 3

3 lanes + protected bicycle lanes

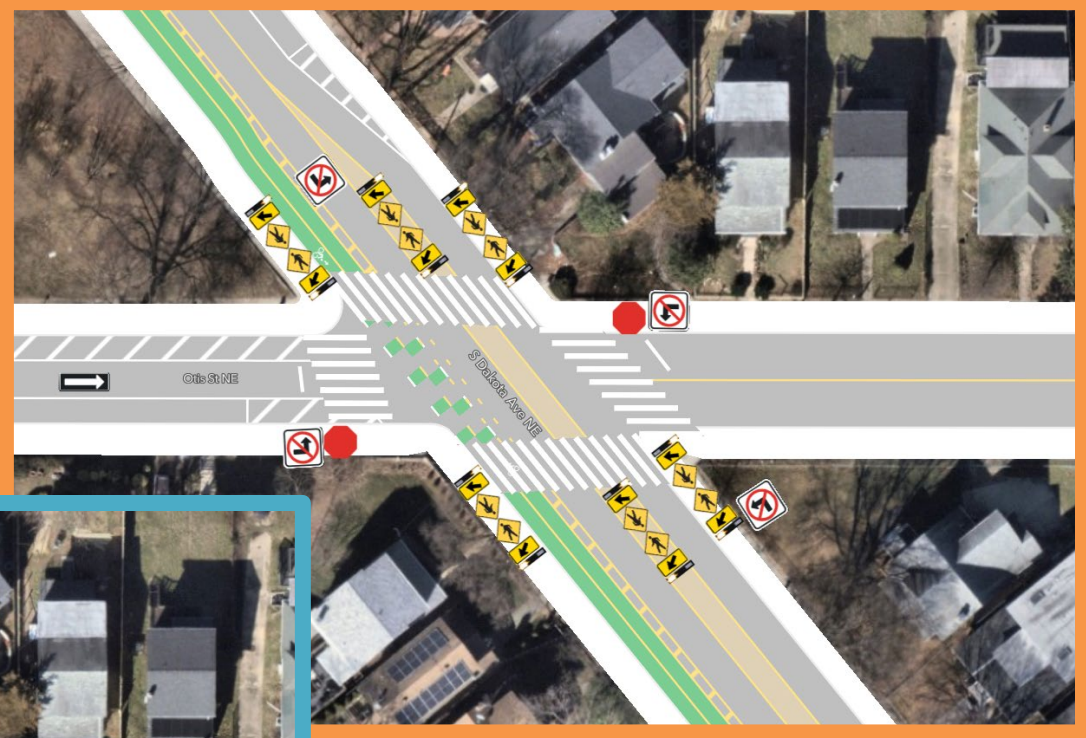
- Maintains one lane in each direction
- Uses curbside space for protected bicycle lanes
- Center space can be left turn lanes or pedestrian islands depending on needs



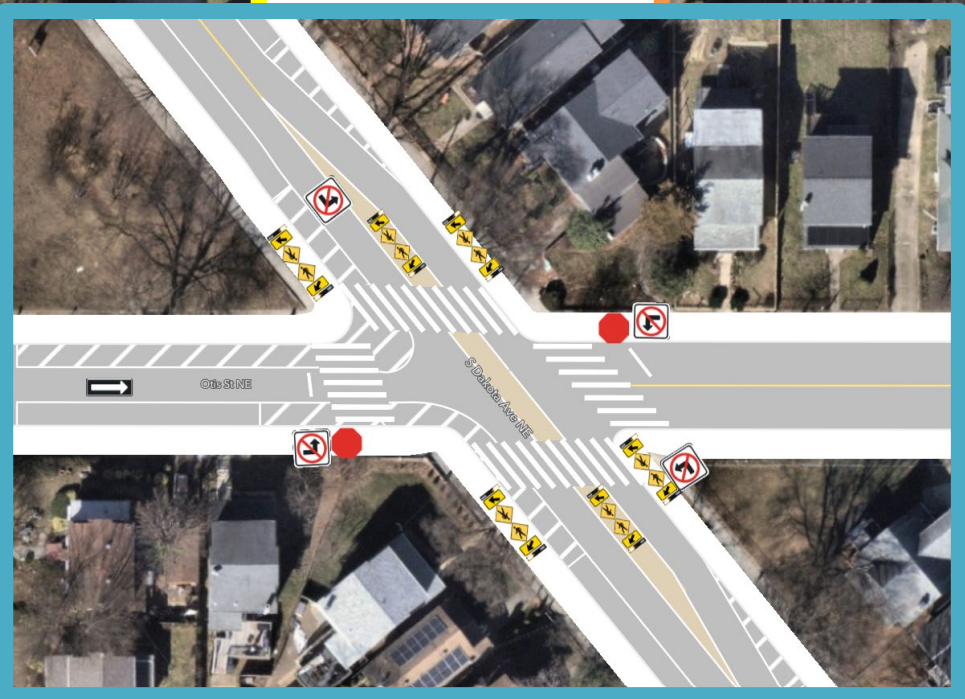
Intersection Treatments and Tradeoffs



Potential
Signalization



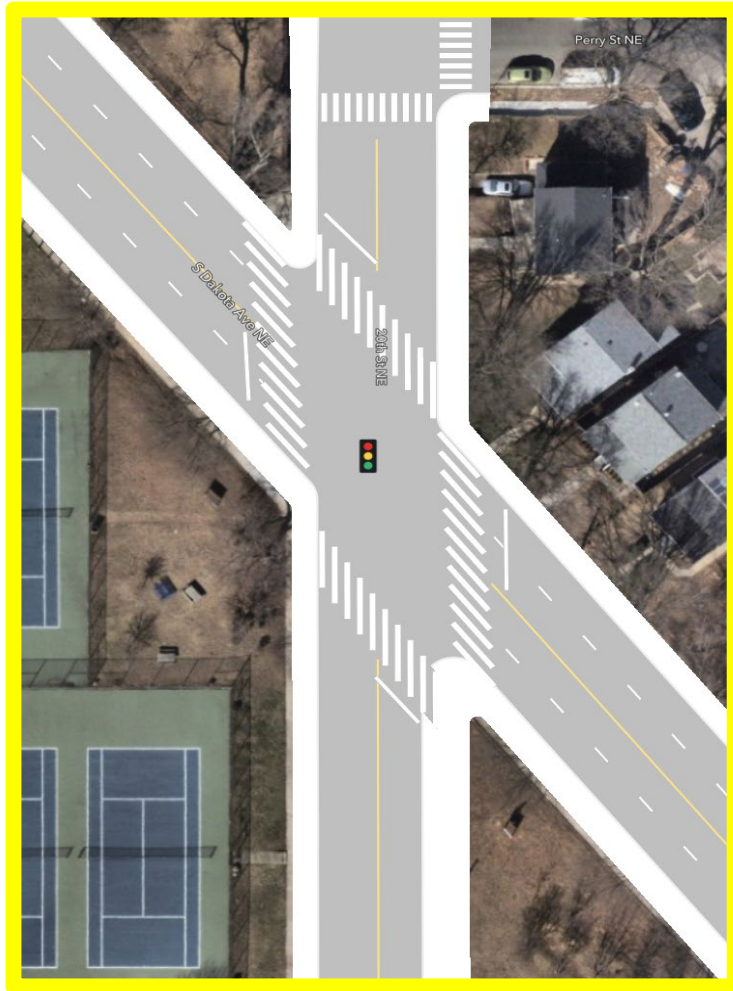
Potential Option 2
Spot Treatment



Potential Option 1
Spot Treatment

Intersection Treatments and Tradeoffs

Existing Signalized Intersection



Potential Option 1 Spot Treatment

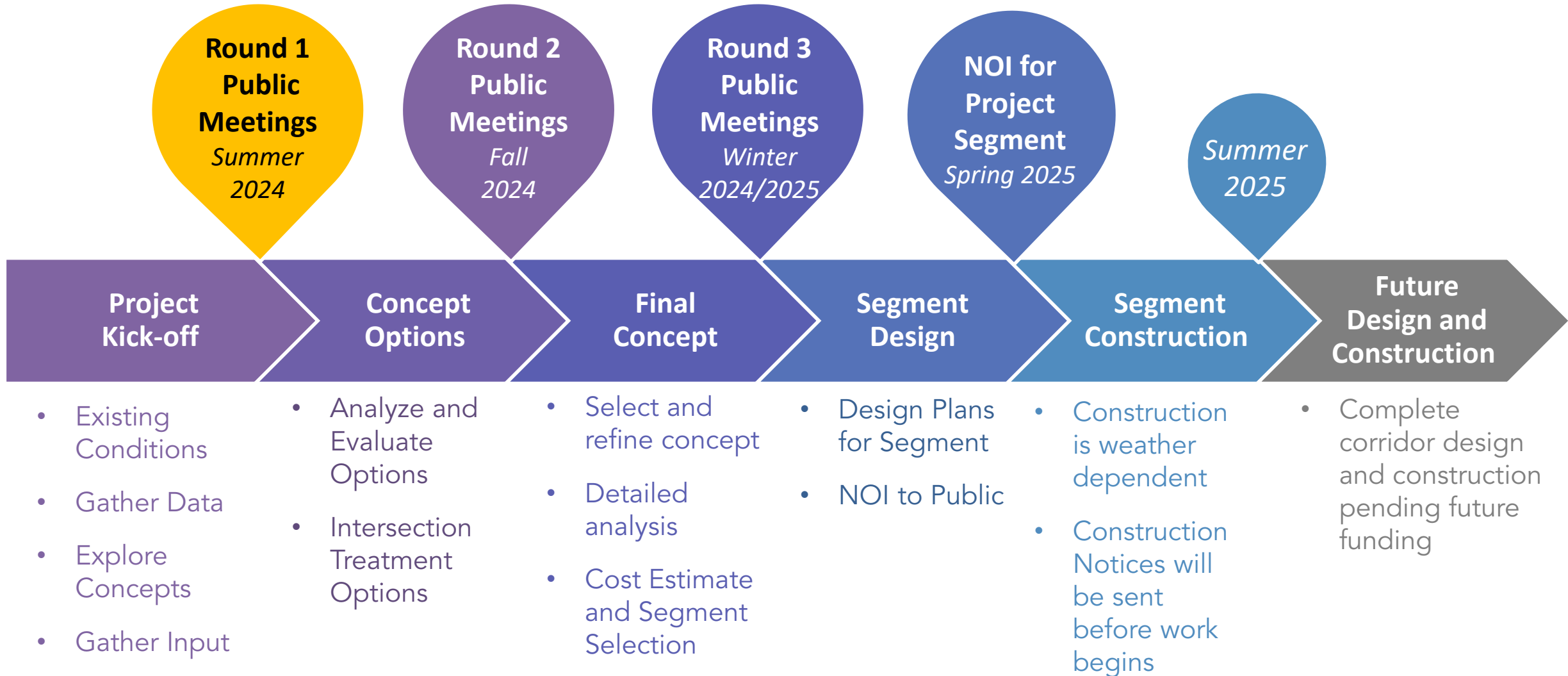


Potential Option 2 Spot Treatment



Project Process and Engagement

Project Schedule



Who else will DDOT engage? (besides residents)

- ANCs
- Multimodal Accessibility Advisory Committee
- Pedestrian Advisory Committee
- Bicycle Advisory Committee
- Commission on Aging
- Schools
- Faith-based Institutions
- Fire and EMS
- MPD
- WMATA
- Hospitals
- Senior Centers
- Howard University (Divinity Campus)
- Ward 5 Family Biking
- Friends of South Dakota Ave NE group
- **Others?**



Next Steps

- Share your concerns with DDOT staff at [the online feedback map](#) and fill out a [brief questionnaire](#)
- Project website will be coming soon
- DDOT to continue engagement with targeted meetings for other key project stakeholders and sister agencies
- More opportunities for public input coming



[Brief Questionnaire](#)



[Feedback Map](#)





District Department of Transportation

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