



September 26, 2019

## Northeast Boundary Tunnel Project: Traffic Calming Measures for 2<sup>nd</sup> Street NW

Below are our compiled responses to your questions and concerns raised in the recent email.

Multiple traffic calming measures will be implemented along 2nd Street NW including signage, reinstalling/refurbishing stop bars, updating crosswalk striping with high visibility markings, and speed humps to reduce the speed of the vehicular traffic. Once installed DC Water will work with the residents to monitor the effectiveness of these measures to see if any additional measures are necessary. We plan to begin implementation mid to late next week once DDOT permits are acquired.

Currently, DDOT has approved a DC Water proposal to install a single speed hump along 2<sup>nd</sup> Street NW between Florida Avenue NW and Rhode Island Avenue NW, and a speed hump will also be installed on 2<sup>nd</sup> Street NW north of Rhode Island Avenue NW. DDOT did not approve additional speed humps now, as there is insufficient space and other logistical obstacles between the signalized intersections and the 4-way stop intersection.

The restrictions to left turns onto 2<sup>nd</sup> Street NW was ultimately not approved by DDOT. This had broader impacts to area traffic and raised concerns of increasing the potential for dangerous and illegal turns at other roadways.

Councilmember McDuffies' office raised the following concerns:

1. Raised crosswalks at 2nd and Florida, 2nd and S, and 2nd and Seaton  
This option was considered but will not be implemented in the traffic calming measures. Per DDOT standard practice raised crosswalks are not installed at intersections with diagonal roadways. Additionally, DDOT typically will only consider installing raised crosswalks for crosswalks connecting to schools only.
2. Reduction in speed from 25 to 15 in all of triangle  
DDOT did not approve a speed reduction to 15 mph as the statutory minimum speed limit in DC is 25 mph per DC Code. In addition, DDOT says posting an artificially low speed limit is not likely to achieve the intended goal.
3. Additional speed bump at 2nd and Randolph  
DDOT and DC Water have developed a plan in accordance with DDOT's standards and regulations.
4. Prohibition of commercial vehicles and/or Do Not Enter prohibitions (with enforcement) during morning and evening rush similar to enforcement efforts in other areas of DC such as Chevy Chase, Cleveland Park and other CT Ave neighborhoods  
DDOT will not approve this measure. DDOT is working to remove these general time-based restrictions citywide (commercial is different) and is not installing additional ones.
5. Designate 2<sup>nd</sup> St NW as restricted for Trucks  
DDOT stated that thru trucks are restricted on local roads. DDOT will examine further to determine if specific signage is warranted.