

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION

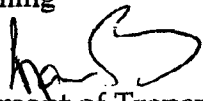
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Transportation Policy and Planning Administration

## Memorandum

TO: Richard Nero, Acting Director  
DC Office of Zoning

FROM: Karina Ricks   
District Department of Transportation

DATE: March 26, 2009

SUBJECT: Zoning Commission Case # 08-25 (Matthews Memorial)  
2616 Martin Luther King Avenue, S.E.  
Supplemental Report

ZONING COMMISSION  
District of Columbia

CASE NO. 08-25

EXHIBIT NO. 37

### DDOT ANALYSIS

In addition to the comments the District of Columbia, Department of Transportation (DDOT) has provided on February 26, 2009, DDOT wishes to provide the additional following information and findings.

DDOT continues to be concerned by the lack of traffic controls at the proposed driveway across from Eaton Place. Accident data, field surveys, and empirical information all indicate that this location on MLK Jr. Avenue suffers from speeding problems and a poor safety record. The introduction of additional vehicle and pedestrian trips to the site increases the probability of incidents at the Eaton Place access -- given current infrastructure conditions.

In our previous report, DDOT advised that the Applicant could mitigate safety hazards by establishing the main access point at the rear of the property via Stanton Road and Dunbar Road, and closing the curb cut across from Eaton Place. This recommendation remains viable, and would only require minor operational adjustments to the intersection at Stanton and Dunbar, and the existing gate at the driveway onto the property.

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Alternatively, DDOT and the Applicant have also discussed the installation of a traffic signal at the intersection of Eaton Place and MLK Avenue, which would better manage turning movements and resulting conflicts. While a signal may alleviate potential problems, DDOT does not feel that the Matthews Memorial project generates enough new trips to warrant responsibility for signal installation. Rather, DDOT will further assess the MLK Jr. Avenue corridor in the context of surrounding development before making a final determination regarding signal locations.

Recently DDOT has worked with the Applicant to come to agreement on short term measures that will upgrade the existing crossing facilities, limit turning conflicts and accommodate the possibility of a future signal at Eaton Place and MLK Avenue. The following commitments have been made by the Applicant and accepted by the District Department of Transportation.

- The Applicant will provide to the District Department of Transportation funds in the amount of \$10,000. These funds will contribute to intersection enhancement at Eaton at MLK Avenue including improved warning signage, high-visibility crosswalks, and the installation of a solar-powered "Rapid-Flash Beacon" to better warn drivers of pedestrian crossings.
- The Applicant will reconfigure the driveway across from Eaton Place as follows: the northern edge of the driveway shifts approximately 16 feet to the north (as close to the Matthews Memorial property line as possible accounting for driveway curb radius); the southern driveway edge shifts approximately 10 feet to the north; and the resulting driveway curb cut is constructed at 20 feet wide. Geometrical modifications are intended to prepare the intersection for possible traffic signal installation in the future, and improve safety in the near term by bringing the four legs into a more conventional configuration that matches user expectations.
- The Applicant will construct both driveway curb radii at the standard 6 feet. These dimensions intend to accommodate vehicular turning at appropriate speeds.
- The Applicant will institute a one-way only INTO the driveway across from Eaton Place; and modify the campus circulation pattern to a one-way only OUT at the driveway immediately to the north. The circulation changes limit turning movements into and out of multiple, uncontrolled curb cuts along the Matthews Memorial campus.

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### CONCLUSION

As explained above, some safety concerns do remain -- specifically those related to vehicular, bicycle and pedestrian conflicts that can occur at the Matthews Memorial curb cuts on MLK Jr. Avenue. The MLK corridor will undergo an unprecedented amount of growth, for this area of the city, over the next ten years, which will place additional pressure at the access point to this development.

DDOT continues to support the overall project, but strongly recommends the Commission require the noted, DDOT-approved measures as conditions of PUD approval.

CD: rr