




Grant and
Sherman Circles
Community
Meeting

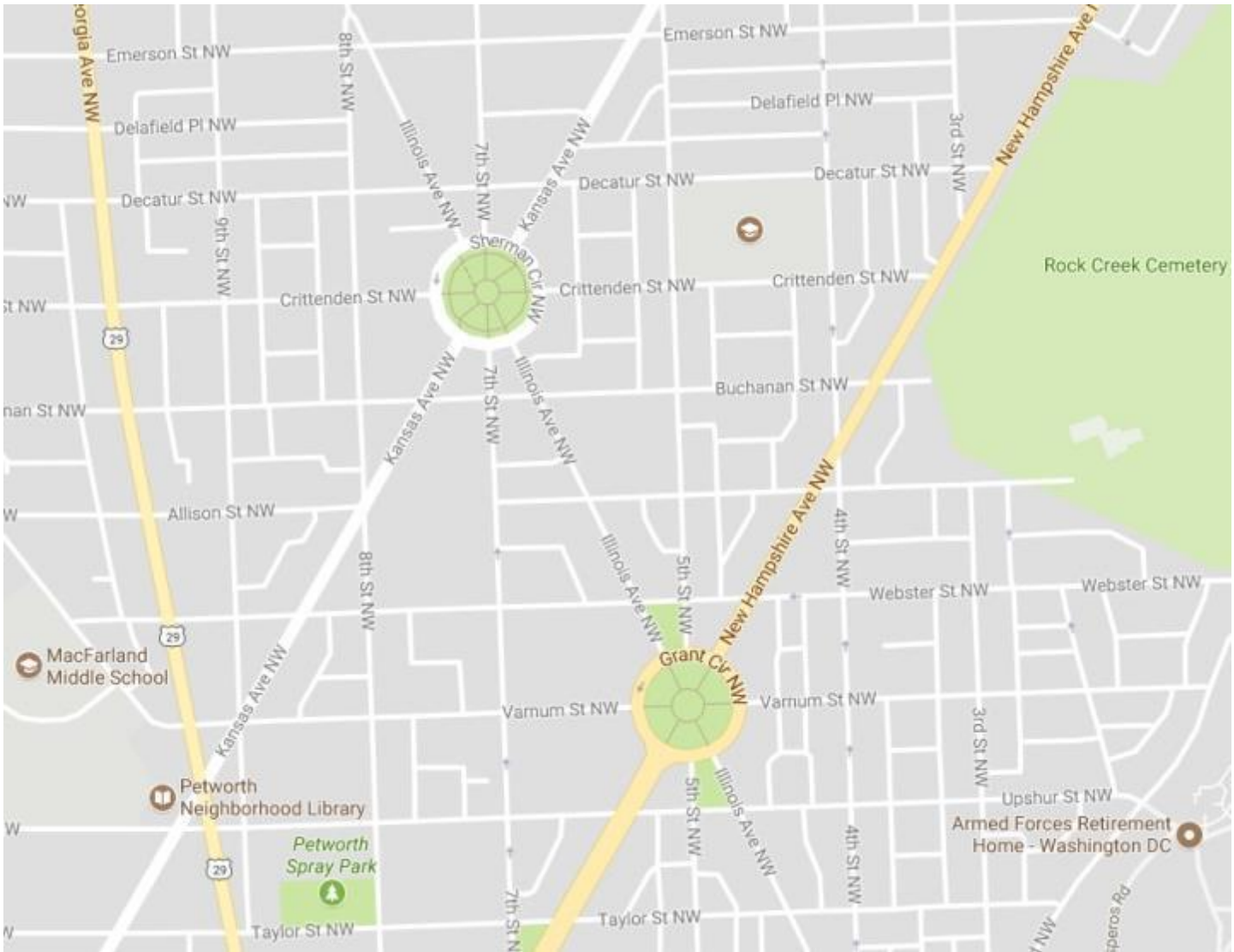


July 26, 2017

Agenda

- Existing Conditions and Issues
 - Rock Creek East II Livability Study
 - Grant Circle
 - One Lane Trial Period
 - Results of Trial Period Analysis
 - Sherman Circle
 - Analysis
 - Next Steps
 - Q&A
- 

Grant and Sherman Circles



Existing Conditions

- Average daily traffic volume is 10,000 vehicles at Grant Circle and 7,000 vehicles at Sherman Circle
- No traffic signals at either circle
- All circle approaches are controlled by stop or yield signs
- Five crosswalks into Grant Circle park and ten crosswalks into Sherman Circle park
- 11 and 12 foot wide travel lanes, and one 17 foot wide parking and bus stop lane
- New Hampshire Avenue south of Grant Circle is only street that intersects circles with two lanes in the same direction

Issues

- Speed
 - High travel speeds increase the severity of crashes
- Safety for all users
 - Vehicles have flipped over from crashes in circle roadways
 - Pedestrians don't feel safe walking into or around the circles
- Confusing lane geometry
- Width of parking lane
- Crash Data (2013-2015)
 - Grant Circle: 14 crashes
 - Sherman Circle: 4 crashes

Rock Creek East II Livability Study

- Concept design: Remove one travel lane in each circle
- Goal: Slow drivers, improve pedestrian safety
- Implementation: 4-8 years

Fall 2016 ANC Walk Through – Grant Circle

- Safety concerns remain
- Timing of implementation
- Concerns about vehicle capacity and diversion
- Discussion of temporary improvements in near term

May 2017 ANC Walk Through – Sherman Circle


- Similar concerns were expressed
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Learn more:

Rock Creek East II Livability Study
Final Report

RockCreekEast2.com/final-report/

Grant Circle Analysis

- DDOT used traffic model to analyze data and test impacts of one-lane design on Grant Circle
 - Analysis predicted negative impacts on traffic flow, but had some limitations
 - Because of these limitations, and given the safety concerns, DDOT tested one-lane design in real time (week of May 22)
 - DDOT collected data before, during, and after the trial period
 - DDOT and consultants also performed site visits during the trial period
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Grant Circle Trial Period



Grant Circle Trial Period - Comments

Comments in support

- Grant Circle is currently dangerous for pedestrians to cross, and the experiment is working well from a pedestrian safety perspective. With the new pattern, speeding has decreased and drivers can no longer pass a driver in front of them that has stopped to yield to a pedestrian.
- Speeds in the circle were slow, but it worked very well for biking. Drivers were better about yielding due to reduced speeds. Entering the circle on bike was easier.
- Support for our approach piloting different options in the real world, instead of just relying on modeling

Grant Circle Trial Period - Comments

Comments in opposition

- Not supportive of a permanent reduction of one travel lane at Grant Circle, but expressed support for DDOT's trial period experiment, and for future studies at Grant Circle
- Temporary traffic pattern contributed to increased backups on surrounding streets
- Temporary pattern caused a traffic nightmare, and increased danger to pedestrians and drivers alike
- Grant Circle has been there for years and worked fine
- Address issues through more education to drivers, bicyclists, and pedestrians, raised crosswalks

Grant Circle Resident Photos



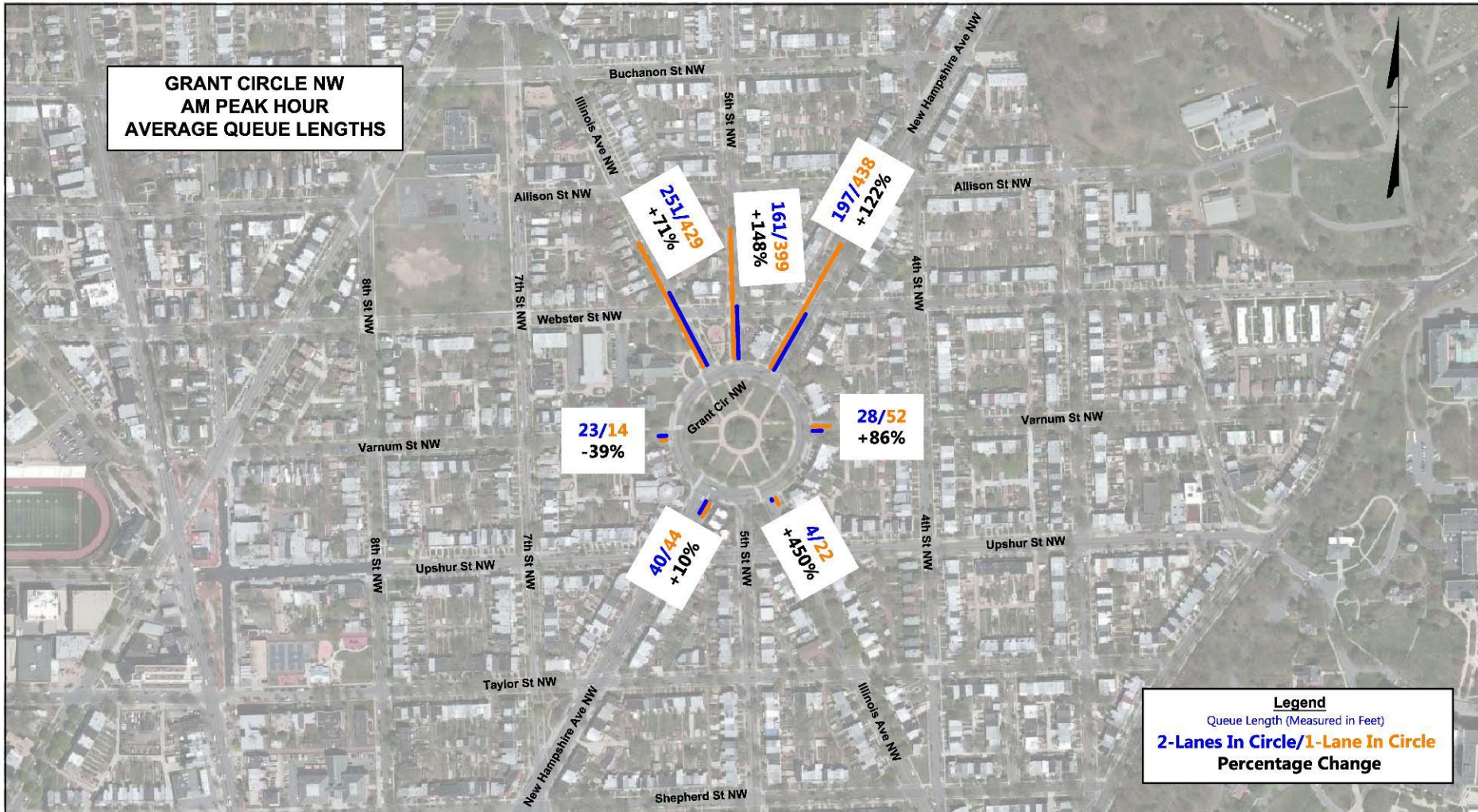
Photo Source – K. Lockett

Grant Circle Resident Photos

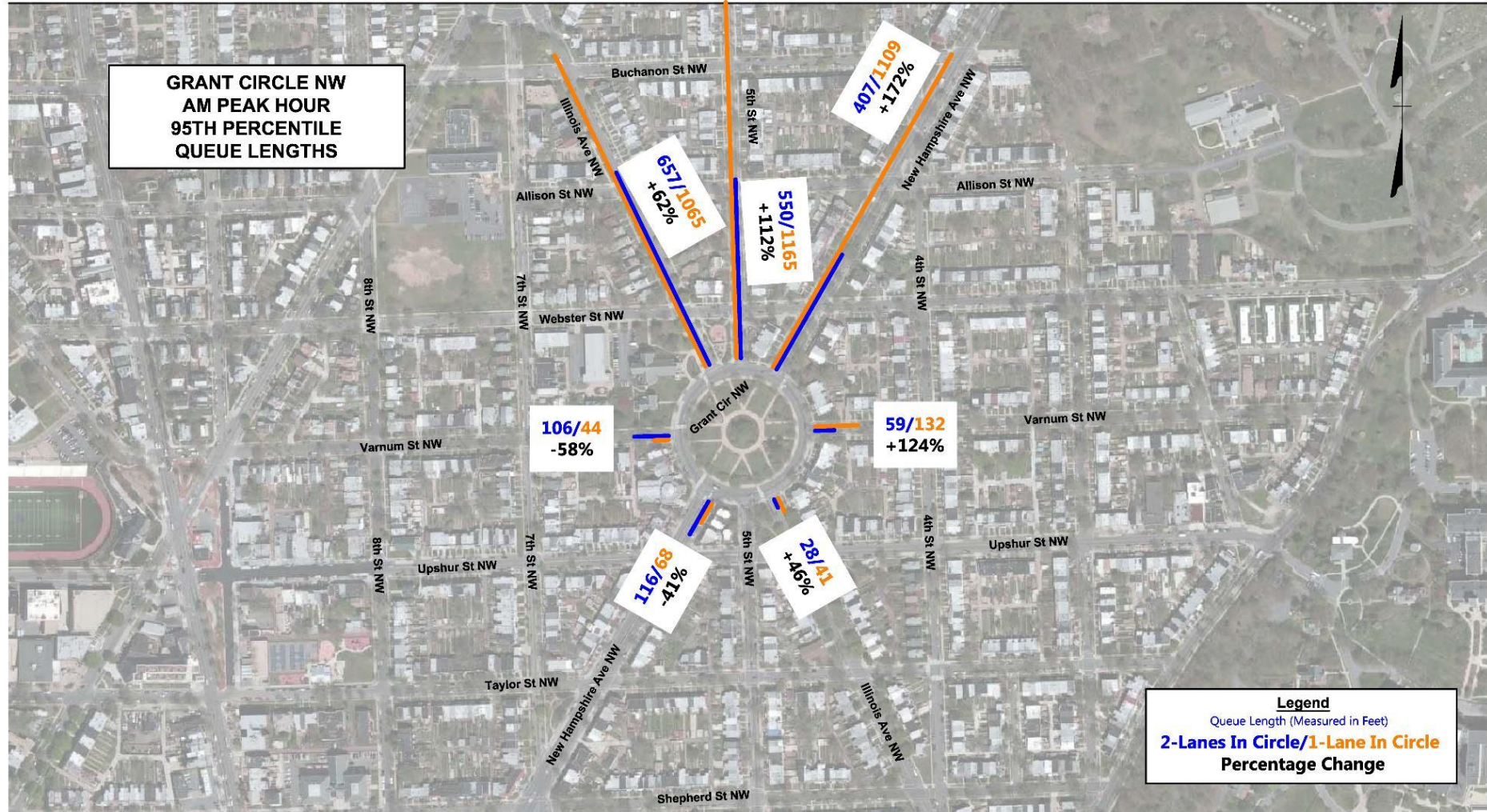


Photo Source – K. Lockett

Grant Circle Average Queue Lengths



Grant Circle 95th Percentile Queue Lengths



Grant Circle Average Travel Time

**GRANT CIRCLE NW
WEEKDAY 2 HOUR
AM PEAK PERIOD
AVERAGE TRAVEL TIME**

Buchanon St NW

**125/180
+44%**

**99/117
+18%**

**107/194
+81%**

Allison St NW

Illinois Ave NW

5th St NW

New Hampshire Ave NW

4th St NW

7th St NW

Webster St NW

8th St NW

Varnum St NW

Grant Cir NW

Varnum St NW

8th St NW

7th St NW

New Hampshire Ave NW

Upshur St NW

5th St NW

Illinois Ave NW

4th St NW

Taylor St NW

Shepherd St NW

Legend

Travel Time (in Seconds)

**2-Lanes In Circle/1-Lane In Circle
Percentage Change**

SB New Hampshire Avenue



SB Illinois Avenue



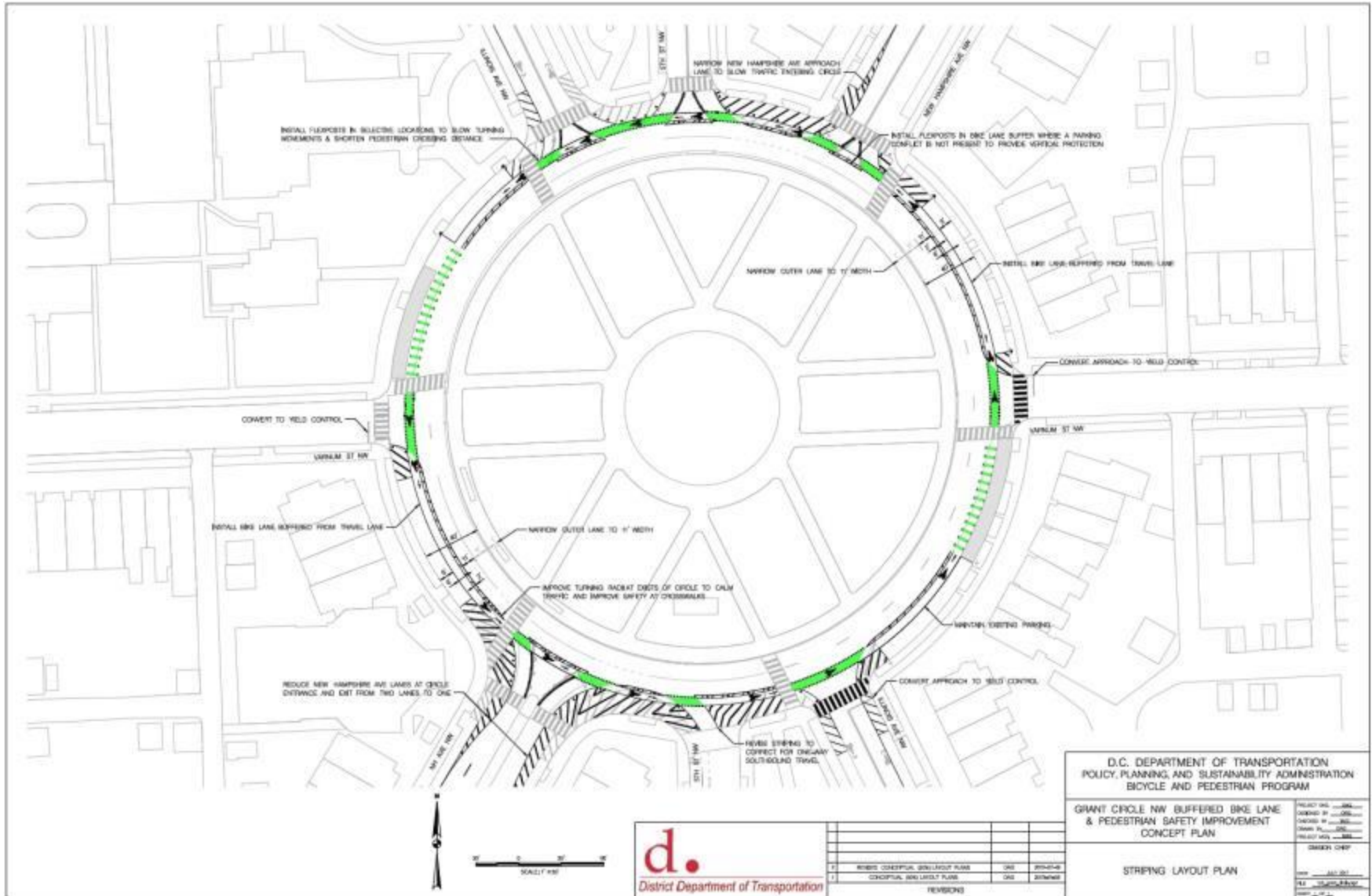
SB 5th Street




Next Steps – Grant Circle

- DDOT will not move forward on reducing Grant Circle to one lane
- DDOT has designed an updated two-lane design for Grant Circle that addresses safety concerns and manages traffic
- Variety of treatments are included
 - Narrowing of New Hampshire Avenue approach to one lane south of circle
 - Bicycle lane with buffer (flexposts added where parking not present)
 - Revised striping
 - Converting approaches to yield
 - Reduce turning radii to slow turns
 - Narrow travel lanes to 11 feet
 - Shorter crosswalks into the circle

Grant Circle - Two-Lane Design



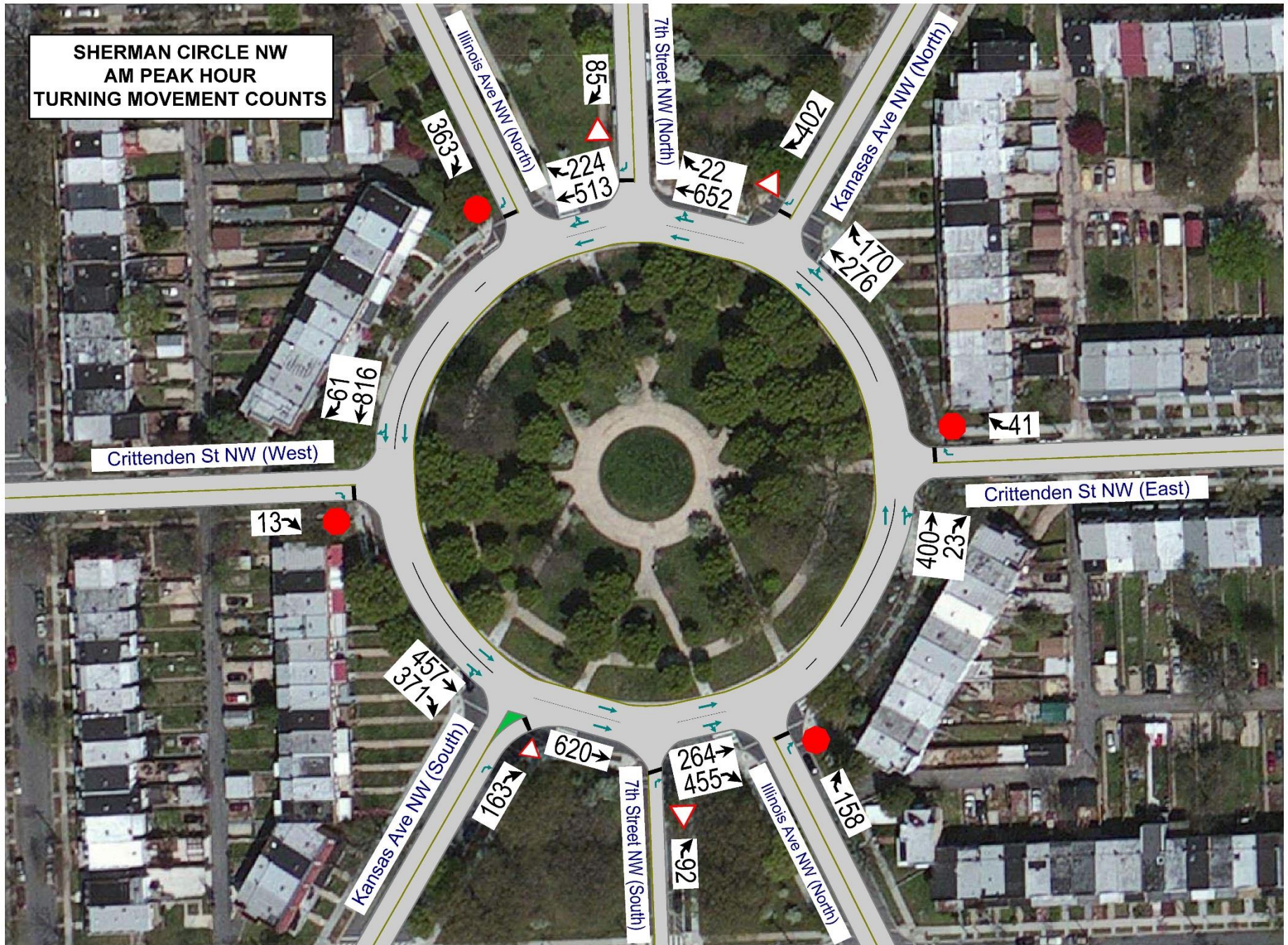
Sherman Circle

- DDOT performed same analysis for Sherman Circle that was done for Grant before the trial period
 - Existing traffic volumes were used to run operational analysis for AM/PM peaks
 - Analysis evaluated impacts to delay and queuing for vehicles entering circle
 - DDOT analysis revealed minimal changes to delay and queuing as a result of reducing Sherman Circle to one travel lane
 - Results support the feasibility of reducing Sherman Circle to one lane
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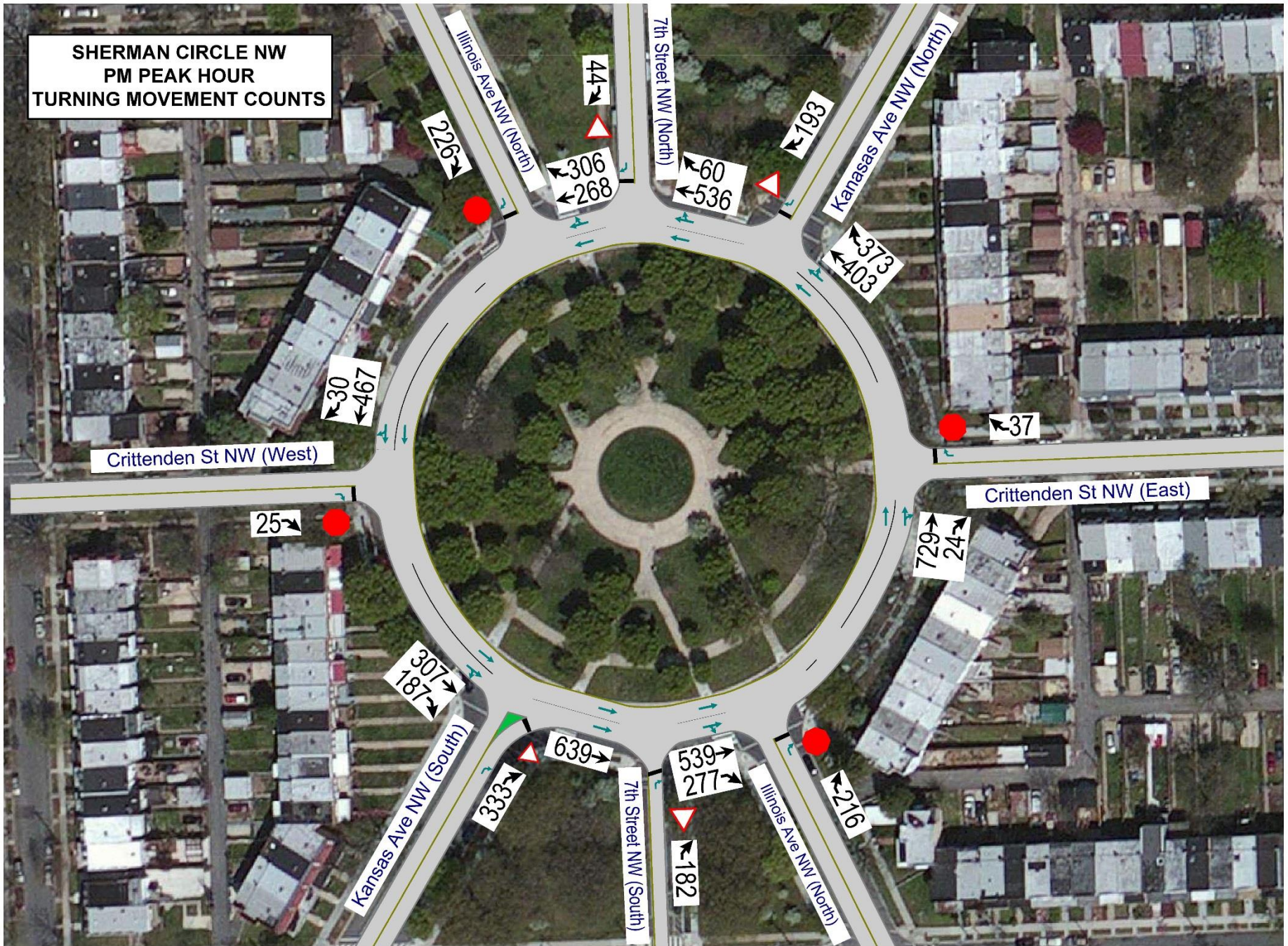


PEAK HOUR TURNING MOVEMENT COUNTS

**SHERMAN CIRCLE NW
AM PEAK HOUR
TURNING MOVEMENT COUNTS**



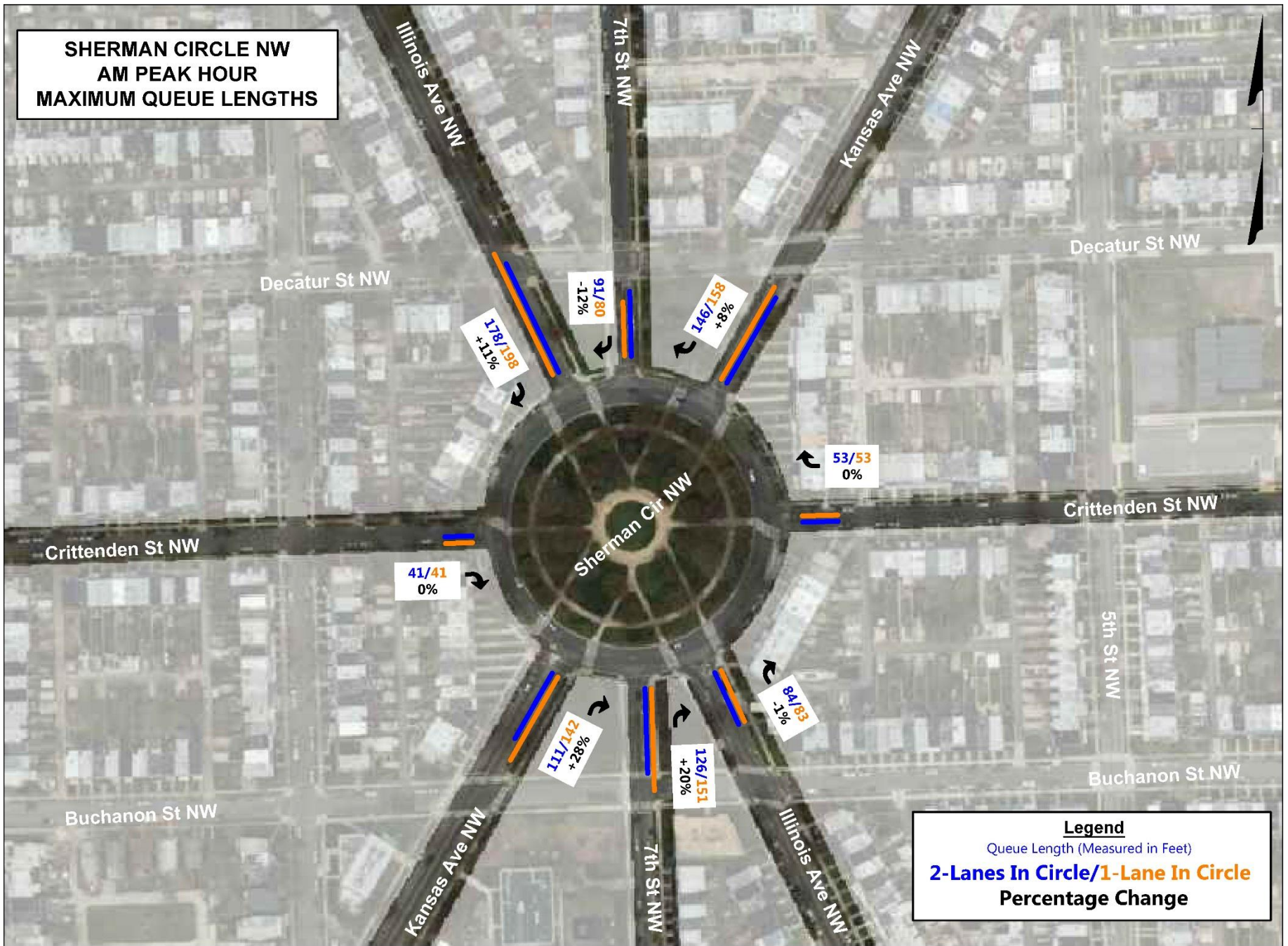
**SHERMAN CIRCLE NW
PM PEAK HOUR
TURNING MOVEMENT COUNTS**





MAXIMUM QUEUE LENGTH

**SHERMAN CIRCLE NW
AM PEAK HOUR
MAXIMUM QUEUE LENGTHS**



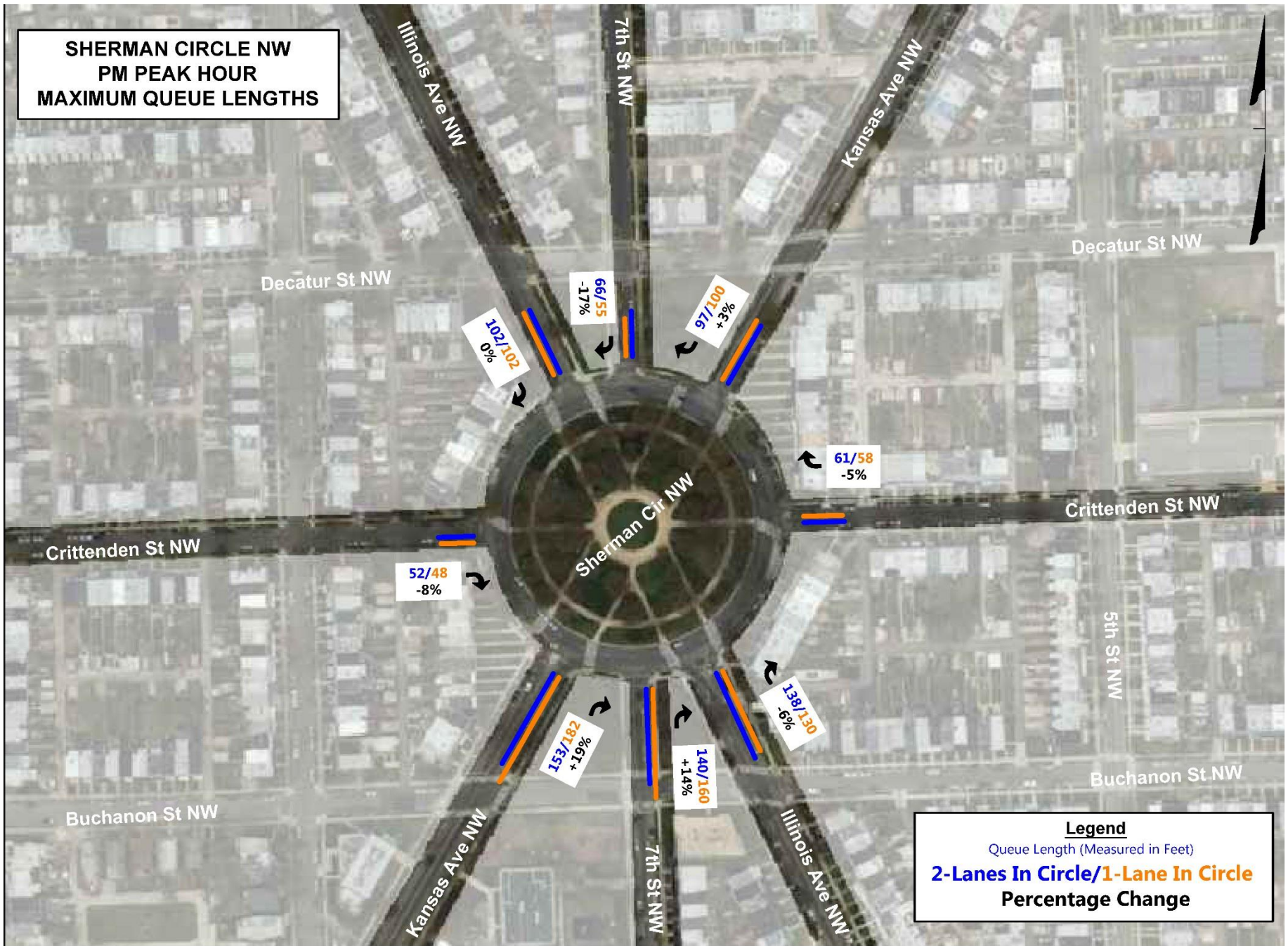
Legend

Queue Length (Measured in Feet)

2-Lanes In Circle/1-Lane In Circle

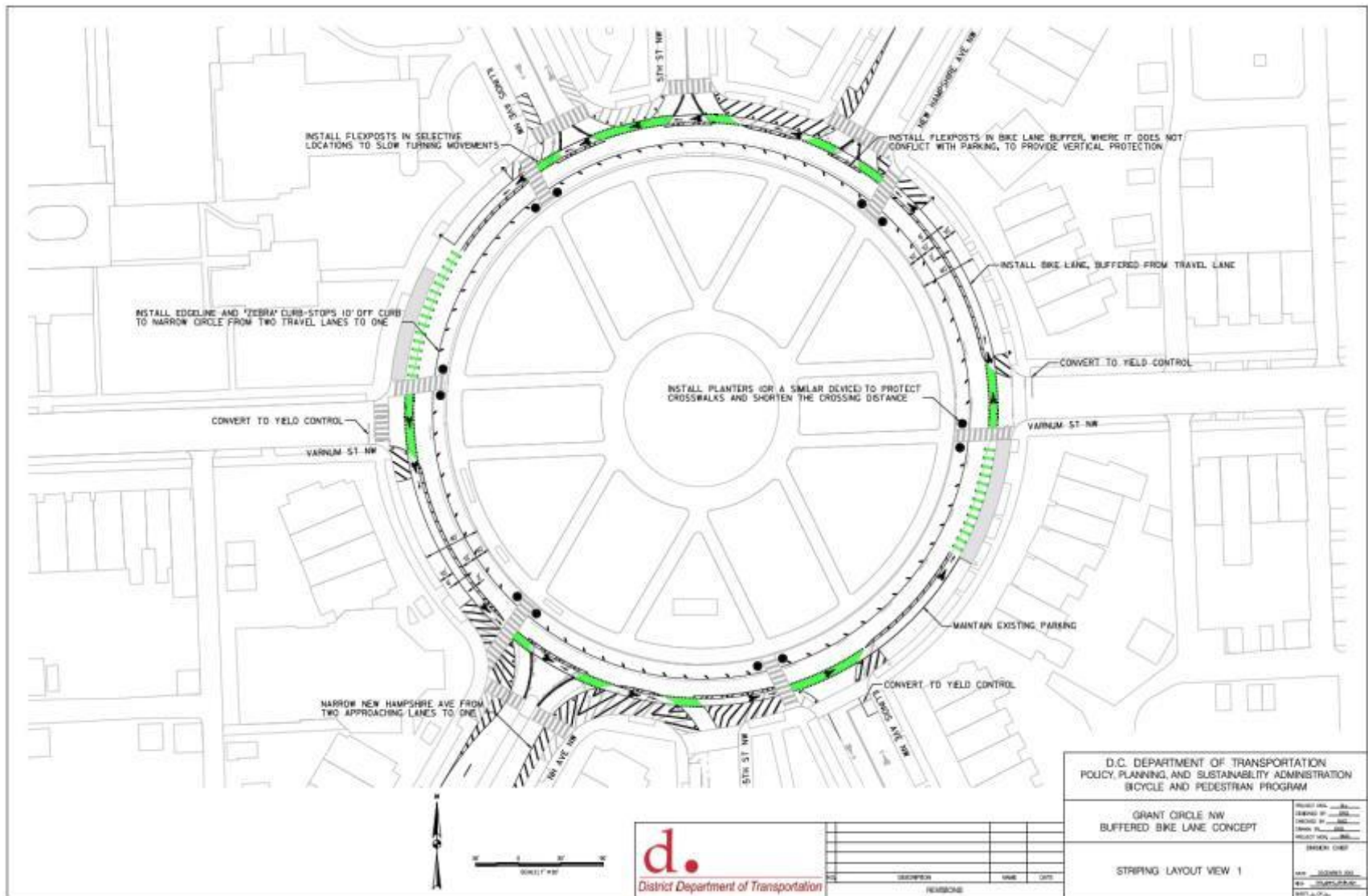
Percentage Change

**SHERMAN CIRCLE NW
PM PEAK HOUR
MAXIMUM QUEUE LENGTHS**



Legend
 Queue Length (Measured in Feet)
2-Lanes In Circle/1-Lane In Circle
 Percentage Change

One-Lane Design – Buffered Bike Lane



Next Steps – Both Circles

- DDOT will consider all public comments we receive
- Based on these comments, DDOT may further refine designs
- Next step is the Notice of Intent process, which includes a 30-day comment period
 - Separate NOIs for Grant and Sherman
 - NOIs could be sent out as early as August or September
 - ANCs encouraged to pass resolutions during the comment period

Send feedback to:

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