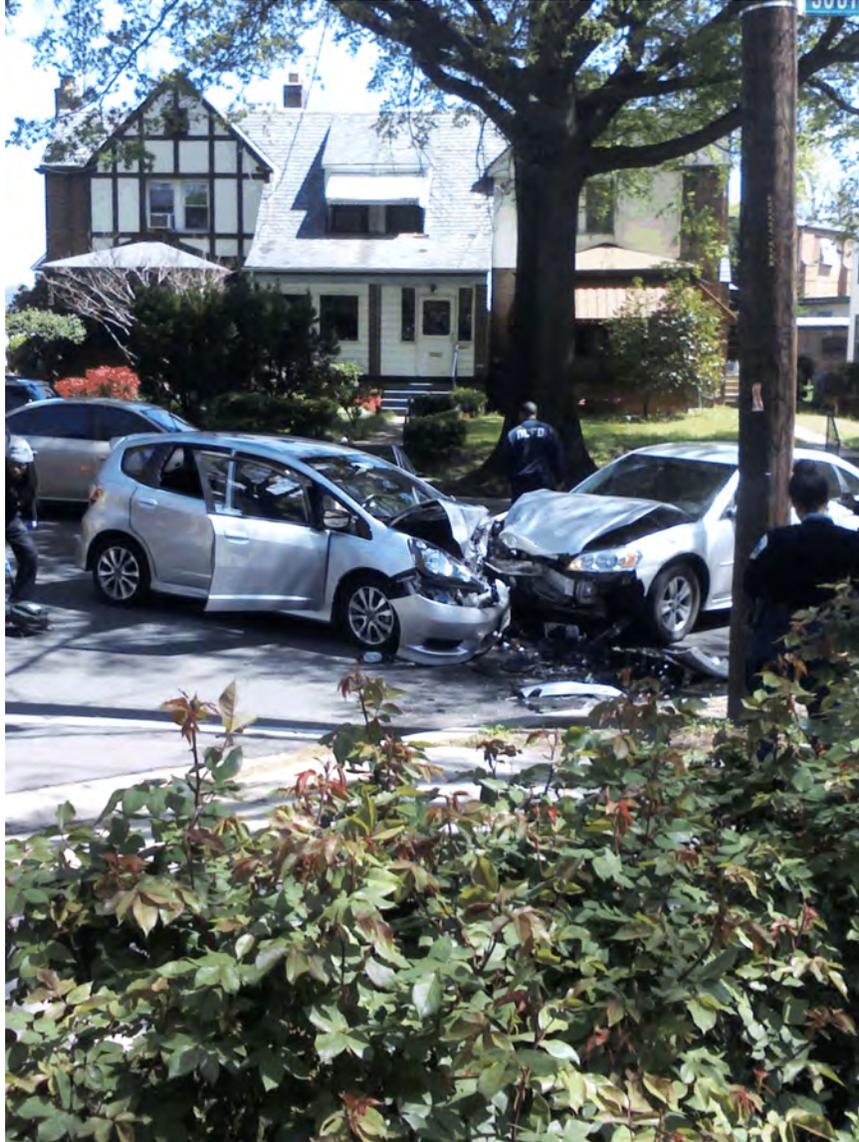


**From Left Turns to Head On Collisions:
The Allison Street Traffic Survey Final Report**



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Allison Street Working Group

Background

Built in the 1930's, the 12- and 1300 blocks of Allison Street NE are located in the Michigan Park neighborhood of Washington DC. These two blocks lie in a long term, highly stable residential area: Several residents are the second owners of their homes, while others are descendants of the original homeowners. The area is populated by a vibrant mix of young and middle-aged professionals, retirees, and young families. Located between two busy streets (12th Street to the west and South Dakota Avenue to the east), Allison Street had long been a quiet, leafy reserve in which many raised their children. Over the past decade, however, thru traffic problems have become an increasingly urgent concern for the people who live there.

In February 2003, several residents formed The Neighborhood Committee to Address Traffic Problems on Allison Street.¹ The Committee's purpose was to address what was then perceived to be a growing problem with nonresidential and construction traffic on their narrow street. The Committee included representatives from Providence Hospital as well as residents from nearby Buchanan and Crittenden Streets. Recommendations were developed and forwarded to the DC Department of Transportation (DDOT). Subsequently, DDOT initiated a traffic assessment, focused largely on the intersection of Allison Street and South Dakota Avenue. To date, however, residents have been unable to obtain information regarding the results of DDOT's assessment. Consequently, recommendations of the 2003 Neighborhood Committee have lain dormant for over a decade and the traffic problems on Allison Street, which gave rise to Committee in the first place, have only worsened.

Frustrated by the persistent lack of attention to their now urgent concerns, six residents formed the Allison Street Working Group² in Spring 2015. Three goals guided that effort. The first goal was to estimate the volume of thru traffic on Allison Street in order to index its' likely impact. The second goal was to document Allison Street residents' concerns about and experience with thru traffic. The third goal was to bring the documented experience and concerns of Allison Street residents to the attention of appropriate and responsive city officials for redress.

This report presents the findings of our vehicle census and survey effort. We conclude with an integrated set of recommendations, drawn from residents' comments and concerns about thru traffic problems on Allison Street NE.

¹ See Appendices A (*Minutes of the Meeting of The Neighborhood Committee to Address Traffic Problems on Allison Street, January 25, 2003*) and B (*Summary and Recommendations of The Neighborhood Committee to Address Traffic Problems on Allison Street, February 3, 2003*).

² Members are Xavier Courouble, Lisa Farrell, Elizabeth Herron, Anita Greene, Lori King, and Lavinia Wohlfarth.

Survey Methodology³

Sample

The sample consisted of 22 adult residents (from 12 separate households) living in the 1300 block of Allison Street, NE. *Seventy* percent of the sample self-identified as female, 25% as male, and 5% as queer. The average age was 46 years (STD=15.4). Residents had lived in their homes, on average, for 25 years (STD=19.9); car ownership averaged 2.5 vehicles per household. Finally, 83% percent of participating households were owned by residents; only 17% were leased.

Participant solicitation was conducted, door-to-door, by the Principal Investigator (PI). In 80% of the households, at least one resident answered the door. The PI then described the survey goals and procedures, answered any questions, and distributed surveys to interested household members. In the few instances where there was no response, the PI left a copy of the Solicitation Letter. The Solicitation Letter introduced the PI, described the survey's goals and procedures, and requested that interested parties contact the PI to obtain copies of the survey. *One hundred* percent of the households solicited through face-to-face interaction agreed to participate in the survey, whereas 50% of those contacted only through the Solicitation Letter did. Twelve households returned at least one completed survey, representing a 75% return rate.

Survey Instrument

Three pages in length, the Allison Street Traffic Survey contained a mix of 17 structured and open-ended items, and required 15 minutes to complete. The first five items elicited demographic information (e.g., age, gender). The remaining 12 items elicited information in three areas: (a) residents' concerns about traffic; (b) quality of life impacts of traffic problems (e.g., damage to cars and property); and (c) residents' suggestions for addressing traffic-related problems on Allison Street.

Data Analysis

As the primary goal of this survey effort was to document residents' concerns about and experiences with traffic problems on Allison Street NE, descriptive analyses were used; that is, percent endorsement of structured response items and percent nomination of categorical themes arising from the narrative coding of open-ended questions.

Allison Street Vehicle Census

We also obtained estimates of traffic volume on Allison Street. Observer pairs stood at the intersection of Allison Street and South Dakota Avenue NE, and conducted 30 minute, continuous observations.⁴ Observers recorded the state tags (DC, MD, VA, Other) of every vehicle entering/exiting Allison Street. AM (7:30-8:00) and PM (5:30-6:00) observations were obtained for each of three days.

³ Description of the methodology is provided in Appendices C-F, available, upon request, from the Principal Investigator.

⁴ Special thanks to Xavier Courouble, Lori King, Pam Urquhart, Lavinia Wohlfarth and Harrison White for their assistance in conducting the vehicle census.

Results

Results are divided into five sections: (a) Allison Street vehicle census; (b) residents' concerns about thru traffic on Allison Street; (c) residents' perceptions regarding the timing of peak thru traffic on Allison Street; (d) quality of life impacts arising from thru traffic on Allison Street; and, finally, (e) residents' recommendations for addressing thru traffic problems on Allison Street.

Allison Street Vehicle Census

Table 1 shows the total vehicle count and percent distribution of residential vs. nonresidential (thru) traffic on Allison Street, for each of the six observation periods. As can be seen, the predominant majority of vehicles traversing Allison Street were nonresidential. *Even at their lowest frequency, nonresidential vehicles accounted for 97% of the traffic observed.* Further, most of the vehicles traversing Allison Street were observed to do so at speeds well above the posted limits. Thus, we were not unduly surprised when an accident occurred during the AM observation on Day 1 (See Figures 1 and 2, below).

<i>Table 1.</i>						
<i>Total Vehicle Count and Percent Distribution of Residential vs. Nonresidential (Thru) Traffic on Allison Street by 30 Minute Observation Period</i>						
	<u>Day 1</u>		<u>Day 2</u>		<u>Day 3</u>	
	AM	PM	AM	PM	AM	PM
Total Vehicles	163	108	148	110	125	97
•Residential Traffic	2%	2%	1%	3%	2%	0%
•Nonresidential (Thru) Traffic	98%	98%	99%	97%	98%	100%



Figure 1. Day 1 Vehicle Census

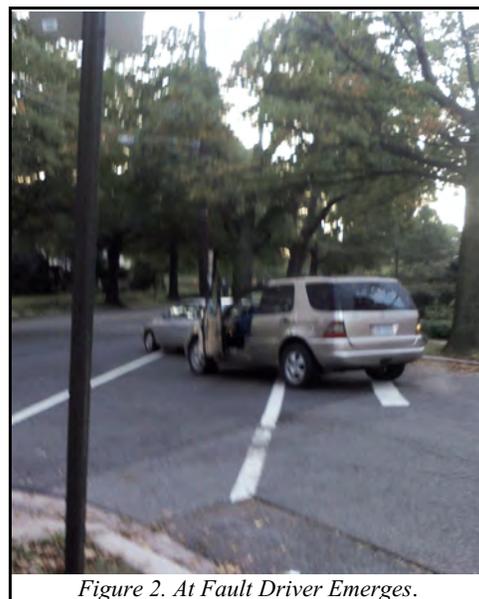


Figure 2. At Fault Driver Emerges.

As shown in Table 2, the majority of traffic on Allison Street is not just nonresidential, but *out of state*. On average, 77% of the vehicles traversing Allison Street were not registered in the District of Columbia. Our vehicle census thus shows that Allison, a narrow secondary street, endures *a daily volume of interstate traffic far exceeding what it can reasonably support*. In the following sections, we examine the consequences of living with that (unreasonably high) volume of thru traffic.

State Licence Plates	Day 1		Day 2		Day 3	
	AM	PM	AM	PM	AM	PM
• DC	21%	24%	22%	29%	22%	22%
• MD	71%	67%	68%	65%	73%	72%
• VA	4%	5%	5%	4%	5%	2%
• Other State	4%	4%	5%	2%	0%	4%

Residents' Concerns About Thru Traffic on Allison Street

Our survey began with a simple question, "Do you have any concerns about the traffic on your street?" *All of the residents surveyed (100%) had concerns about traffic on Allison Street*. As shown in Table 3, *eighty-four* percent were concerned by (a) the sheer volume of nonresidential traffic and (b) that Allison Street is too narrow to support two-way traffic. *Seventy-nine* percent also were concerned by the frequency of speeding and/or aggressive drivers. *Sixty-eight* percent were equally concerned by the frequency of car accidents and/or near misses, damage to their personal vehicles, and damage to their houses and/or property.

Traffic Concerns	% Residents
• Volume of nonresidential (thru) traffic	84
• Street too narrow for two-way traffic	84
• Speeding and/or aggressive (nonresident) drivers	79
• Car accidents and near misses	68
• Damage to my vehicle(s)	68
• Damage to my house and/or property	68
• Pedestrian-involved accidents	58
• Pedestrian safety crossing Allison street	58
• Problems parking in front of my house	58
• Traffic noise and pollution	58
• Large trucks and buses on Allison Street	53
• Nonresident drivers speeding through alleys	42

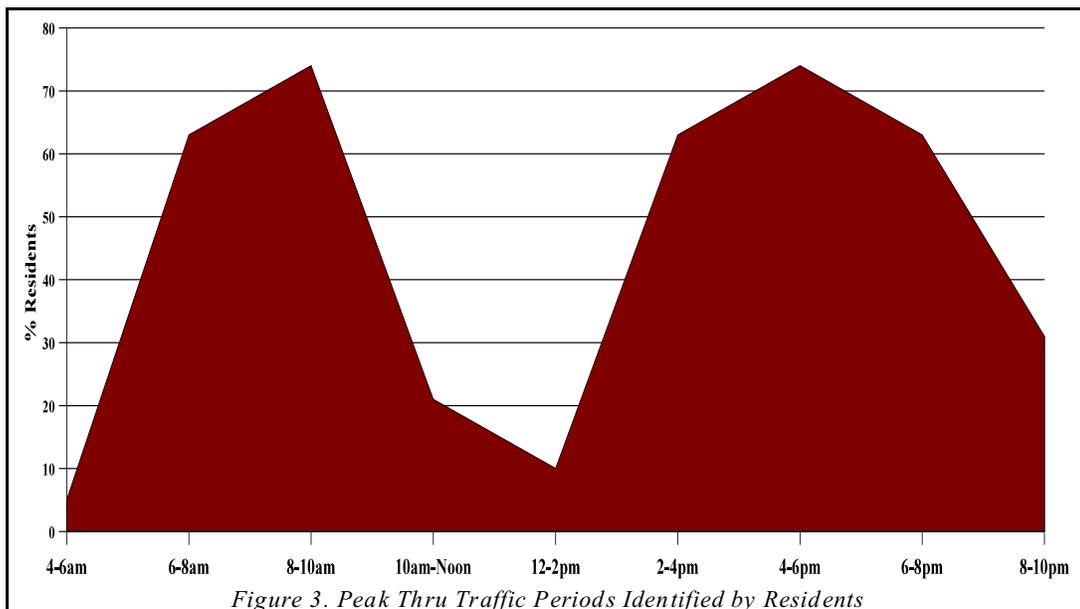
We then asked residents to describe any *additional concerns* that they had about traffic on Allison Street. Speeding by nonresident drivers (on Allison Street and through adjacent alleys) was the most frequently mentioned additional concern (57%). *Ten percent* were additionally concerned about: (a) their physical safety both when crossing Allison Street and entering/exiting their parked vehicles; and (b) traffic backups on Allison Street (i.e., multiple cars waiting to pass or to turn onto South Dakota Avenue).

Finally, we asked respondents to describe their *most important concerns about traffic*. Consistent with the foregoing results, residents underscored the volume of nonresidential traffic, speeding and/or aggressive (nonresident) drivers, and the heavy two-way traffic load on their narrow, secondary street (See Table 4).

<i>Table 4.</i> <i>Residents' Most Important Concerns about Allison Street Traffic</i>	
Most Important Concerns	Residents
• Volume of nonresidential traffic	53%
• Speeding /aggressive (nonresident) drivers	42%
• Two-way traffic on a narrow, secondary street	21%
• Physical safety (entering/exiting vehicle, crossing Allison Street)	16%
• Damage to residents' vehicles and property	5%

Residents' Perceptions of the Peak Thru Traffic Periods

To determine the pervasiveness of traffic problems on Allison Street, we asked residents if there were times when traffic problems were particularly bad. *Eighty-nine* percent of residents indicated that traffic-related problems peaked during certain times of the day. Figure 3 shows the two peak problematic traffic periods that residents identified: 6 to 10AM, and 2 to 8PM.



Notably, residents' perceptions of peak traffic periods coincided, almost exactly, with shift changes at nearby Providence Hospital — among nursing (i.e., 7 AM-7PM, 7PM-7AM) and non nursing staff (i.e., 7AM-3PM, 3PM-11:30PM, and 11PM-7:30AM), as well as with the start of office hours among attending (7-9AM) and non attending (7-9AM) physicians.⁵

Quality of Life Impacts of Thru Traffic on Allison Street

Next we examined the impacts of living amidst the thru traffic problems described by Allison Street residents. Questions focused on three areas impacting residents' quality of life: (a) type and cost of traffic-related damage to their personal vehicles; (b) type and cost of traffic-related damage to their homes and property; and (c) type of changes that residents had made to their daily routines because of traffic problems on Allison Street. These results are summarized below.

Thru Traffic Damage to Residents' Vehicles

Seventy-nine percent of respondents had experienced damage to their parked vehicles, averaging 2.14 incidents per resident. Figures 4 and 5, below, illustrate the risks of parking on Allison Street.⁶

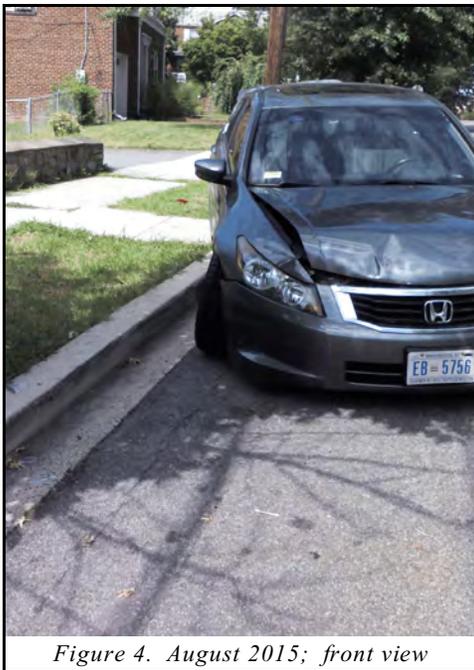


Figure 4. August 2015; front view

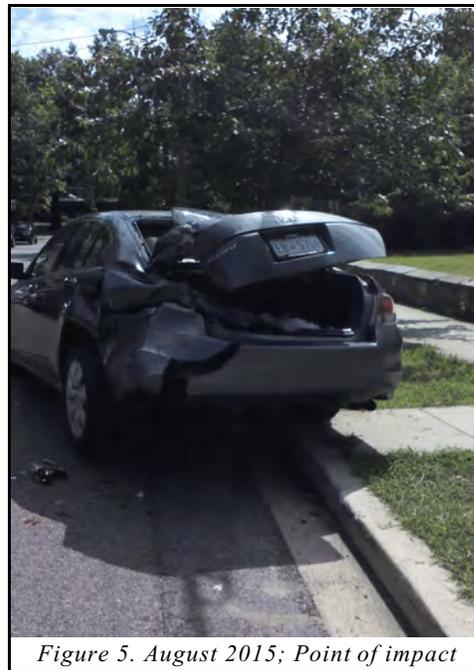


Figure 5. August 2015; Point of impact

Table 5 shows the type of vehicular damage, the percentage of residents who experienced such damage, and the average repair/replacement costs per incident. Minimum and maximum repair costs are shown parenthetically. The most common incident involved side mirror damage (60% of residents), averaging \$258 in repair costs. The next most commonly reported incident involved

⁵ Jill Machol, Compensation Manager, Department of Human Resources, Providence Hospital, Washington DC. Personal Communication, June 29, 2015 and July 2, 2015.

⁶ This accident occurred after data collection for the Allison Street Traffic Survey had concluded and is not included in the data shown in Table 5.

drivers' side damage or 'sideswipes' (30% of residents), averaging \$939 in repair costs. Several residents (10%) experienced extensive damage to their vehicles, averaging \$5833 in repair and/or replacement costs. Typically, such accidents are classified as 'hit and runs;' rarely do offending (nonresident) drivers stay on scene to exchange insurance information or to arrange restitution.

Type of Vehicular Damage	% Residents	Average Repair Cost
• Side mirror damaged	60	\$ 258 (\$50/\$375)
• Driver's side damaged	30	\$ 959 (\$250/\$2,000)
• Extensive damage/car totaled	10	\$5833 (\$3500/\$10,000)
• Rear of vehicle damaged	3	\$1040 (NA) ⁷

Figures 6 and 7 show the aftermath of a mid-day accident in which two residents' cars were damaged by the same (speeding) driver turning left onto Allison Street from South Dakota Avenue. Both vehicles were declared a total loss by their respective insurers.



Figure 6. Two cars totaled by one driver.



Figure 7. Totaled vehicle, front view.

Thru Traffic Damage to Residents' Homes and Property

Forty percent of residents experienced thru traffic damage to their homes and property. Figures 8-10 illustrate the type of (personal and public) property damage experienced by Allison Street residents. This accident occurred in early September 2015, after data collection had ended. One month later, on the same property, a different fence section was damaged by a (presumably different) speeding driver (See Figures 11 and 12, below).

⁷ Only one resident reported this type of damage during data collection; therefore, minimum/maximum repair costs are not reported.

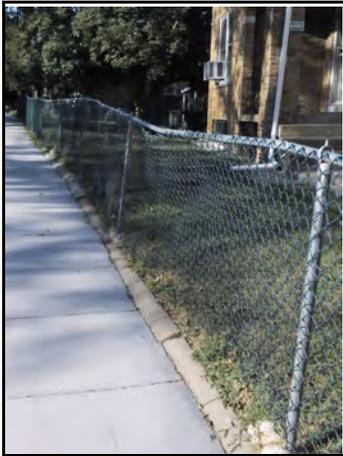


Figure 8. Perimeter fence damaged (first impact).



Figure 9. Departing tire marks.



Figure 10. Former traffic sign (final impact).



Figure 11. October, 2015

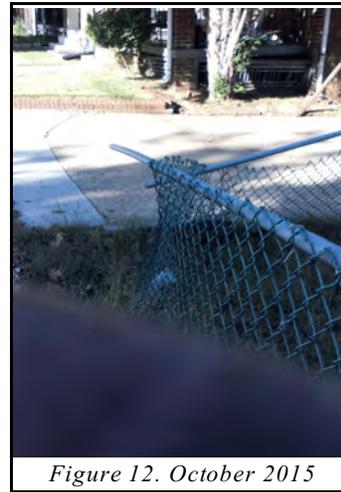


Figure 12. October 2015

Table 6 shows the type of property damage, the percentage of residents who experienced such damage, and the average repair costs. Minimum/maximum repair costs are shown parenthetically. Residents most frequently reported structural damage to their homes (50%), including misaligned door frames and, most concerning, shifts in the foundation of their homes. The second most frequently described damage was (presumed) nonstructural (38%), including large and growing cracks in walls and ceilings. Third most frequently cited (37%) was damage to exterior hardscaping, including retaining walls, stairs and walkways. Finally, 16% of residents had experienced traffic-related damage to plantings and free standing structures, including, but not limited to, trees, sheds, and perimeter fencing.

Type of Property Damage	% Residents	Average Repair Cost
• Structural damage to home	50	\$317 (\$450/\$550) ⁸
• Nonstructural damage to home	38	\$350 (\$300/\$400)
• Damage to exterior hardscape	37	\$1993 (\$200/\$4800)
• Damage to plantings, free-standing structures	16	\$138 (\$75/\$200)

Residents drew a noteworthy distinction between the type of property damage experienced and the probable (though still traffic-related) cause. Structural and nonstructural damages were largely attributed to ground vibrations produced by the sheer volume of nonresidential traffic on Allison Street, particularly, in recent years, heavy construction vehicles and buses — *despite prohibitive signage*. By contrast, damage to exterior hardscaping, plantings and free-standing structures, was uniformly attributed to speeding and/or aggressive, nonresident drivers.

Changes in Residents' Daily Routines Due to Thru Traffic on Allison Street

Seventy-four percent of residents had changed their daily routines due to thru traffic problems on Allison Street. As shown in Table 7, over half altered their parking locations and habits; most no longer parked in front of their own homes. *Twenty-nine* percent had changed the timing of their daily activities, including departures from their homes, to avoid problems with thru traffic on Allison Street. *Twenty-one* percent had altered their typical driving patterns and routes to avoid problematic traffic on the very street where they live.

Changes in Daily Routines	% Residents
• Changed parking location/habits	57
• Changed timing of daily activities to avoid traffic	29
• Avoid crossing Allison Street	21
• Changed driving patterns/routes	14

While many residents had changed their daily routines, due to physical safety concerns during peak thru traffic periods, most continued to follow the changed routine regardless of the time of day. They did so because, in the words of one resident, “...God only knows when the next fool is gonna come speeding ‘round that corner [South Dakota Avenue] on two wheels.” Figures 13-16, below, illustrate why this and other residents are right to be concerned.

⁸ Cost indices appear low because two of the residents who experienced foundation shifts also stated that they could not afford the necessary repairs.

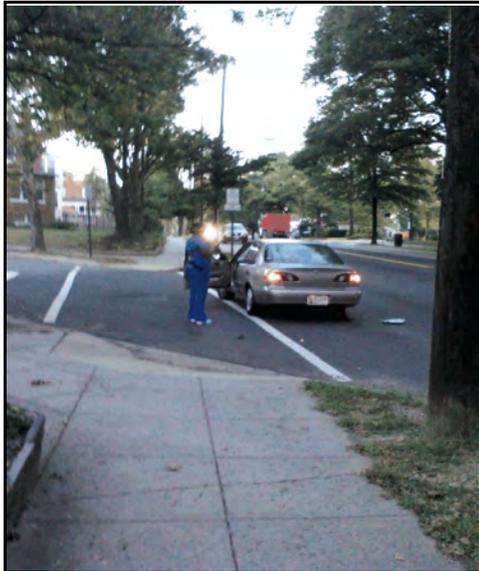


Figure 13. Left turning driver - September 19, 2015



Figure 14. EMT transport -September 19, 2015

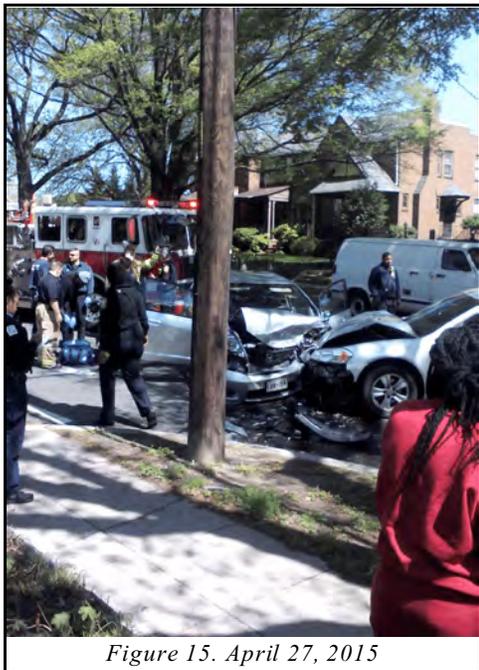


Figure 15. April 27, 2015



Figure 16. September 2, 2015

Residents' Recommendations for Addressing Thru Traffic Problems on Allison Street

Finally, we asked residents to provide their own recommendations for addressing thru traffic problems on Allison Street. Not too surprisingly, residents provided a wide array of suggestions ($n=42$), ranging from completely blockading the intersection of Allison Street and South Dakota Avenue, to removing all driving directions on the Providence Hospital website that direct users to Allison Street, to prohibiting all but strictly residential traffic, to changing Allison Street to one-way.

As many of the recommendations were overlapping, narrative codes were developed to reduce the array to a more manageable size. Use of these codes successfully captured 96% of residents' recommendations for addressing thru traffic problems on Allison Street. The remaining 4% were classified as 'other' (that is, beyond project scope) because they included such recommendations as, for example, issuing parking permits for Allison Street residents only (to address a persistent problem caused by two known nonresidents) and fining ambulance drivers for siren use on residential streets, particularly after 9 PM.

Table 8 shows the collapsed recommendations resulting from narrative coding. As shown there, 74% of residents recommended changing Allison Street to one-way. *Thirty-two* percent recommended the use of more effective speed controls, including speed bumps along Allison Street. *Twenty-one* percent recommended both enhanced police enforcement and the prohibition of vehicles by weight.

Recommendations	% Residents
• Change traffic direction (i.e., Allison St. becomes one-way)	74
• Implement speed controls on Allison Street	32
• Improve police enforcement of and compliance with existing traffic codes	21
• Prohibit heavy vehicles by weight	21
• Restrict traffic patterns on Allison Street (i.e., no left turns onto South Dakota)	16
• Restrict alley use (i.e., residential only) and speeding	10

Summary

We began this effort with the primary goal of documenting Allison Street residents' concerns about thru (nonresidential) traffic on the street where they live. Our findings indicate that *Allison Street residents are not only urgently concerned about thru traffic, but that far too many had repeatedly experienced significant, negative impacts of thru traffic*. Findings obtained in our vehicle census, supplemented by accident photos, indicate that Allison Street residents have very good reason to be concerned. The daily volume of interstate traffic on this narrow secondary street far exceeds that for which it was designed. The rising incidence of near misses, accidents, as well as repeated damage to residents' vehicles and property has resulted in severe and negative quality of life impacts on those who live there — *not to mention significant and increasing threats to public (particularly child) safety*. The urgency of residents' concerns regarding thru traffic on Allison Street was clearly reflected in the fact that, over multiple survey items, presented in varying formats, six interrelated issues repeatedly emerged. Each of those issues is briefly highlighted below, followed by our recommendations for redress.

- **Heavy Volume of Thru Traffic on a Narrow Residential Street.** As many residents noted, Allison Street was not designed for and cannot support the heavy load of thru traffic it currently endures. Two cars cannot pass in opposing directions; one must pull over in order for the other to proceed. This circumstance occurs, in both directions, *multiple times daily*. The predictable and disruptive result is long lines of waiting cars — with attendant increases in noise and pollution. The cause of this heavy traffic load on a narrow secondary street is no mystery. The predominant majority of nonresidential traffic is generated by the employees, contractors, and clients of nearby Providence Hospital. That residents' descriptions of peak traffic problems corresponded *exactly* with the pattern of hospital shift changes is wholly consistent. Other routes, on nearby streets clearly designed to handle this volume of traffic, are available.

- **Increased Volume of Heavy Vehicles, Including Construction Trucks, 18-wheelers, etc.** The volume of heavy construction vehicles, tour buses and the like has increased in recent years — despite prohibitive signage. Due to their sheer size, such vehicles significantly exacerbate existing traffic flow and pollution problems. As well, the vibrations such vehicles produce when traversing Allison Street (often at speed above the posted limits) have damaged many residents' homes.

Allison Street was not designed to support the volume of traffic it experiences daily, nor was it designed for use by heavy construction vehicles and tour buses. No improvements have made in the roadway base to support the volume of traffic Allison Street experiences — even if it were advisable to do so which, we contend, it is not — particularly the increasing volume of heavy vehicles, tour buses and the like. Moreover, existing signage (at the intersection of South Dakota Avenue and Allison Street, for example) prohibiting heavy vehicles on Allison Street bespeaks some institutional awareness at DDOT that this narrow secondary street cannot support the volume of heavy vehicles that it endures.

Collaterally, many residents were concerned by the seeming ease with which construction companies obtain exceptions to existing signage or are issued permits allowing their use of Allison Street. Such exceptions are granted without informing effected residents and, most concerning, without regard for the quality of life impacts on those who live there (i.e., rising and valid concerns about physical safety as well as repeated vehicular and property damage).

• **High Incidence of Speeding/aggressive thru Traffic on Allison Street and in Adjacent Alleys.** Speeding and/or aggressive driving by thru traffic is an urgent concern among most Allison Street residents, particularly given the unreasonably high volume of traffic they experience. This problem represents a clear threat to public safety and, as illustrated by Figures 4-7 (previous), too often results in significant damage to and/or the complete loss of residents' parked vehicles.

• **High Incidence of Accidents and near Misses, Involving Both Cars and Bicycles.** Given residents' concerns about speeding/aggressive thru traffic, it is not surprising that many also were concerned by the rising incidence of accidents and near misses involving other drivers, pedestrians, and bicyclists. The recent pedestrian fatality at the nearby intersection of South Dakota Avenue and Sargent Road NE is, sadly, illustrative. A common observation among residents was that many accidents eventuating on Allison Street, actually began on intersecting South Dakota Avenue by speeding, left-turning drivers. (See Figures 6 and 7 previous). Note also that the accident photos included in this report were taken by a single individual who was able to record events shortly after they occurred. (See Figures 13-16, previous). *Considerably more accident photos would have been available for inclusion had we mounted a continuous surveillance effort.*

• **Persistent and Growing Threats to Pedestrian, Particularly Child, Safety.** Each of the foregoing concerns articulated by Allison Street residents represent a real and growing threat to public safety. Such threats are most pronounced when residents (and others) attempt to either cross Allison Street or to enter/exit their own parked vehicles. Of particular concern is the fact that the intersection of Allison Street and South Dakota Avenue is crossed daily by young children enrolled in nearby Bunker Hill Elementary. It is not uncommon to observe vehicles, including police cars, *passing within inches of school children still in the crosswalk.* Similar threats to pedestrian safety also exist at the Allison and 12th Street, and at the Allison and Sargent Road intersections. Several years ago, DDOT erected a pedestrian pylon at the intersection of Allison Street and Sargent Road. We estimate that the pylon lasted approximately 48 hours before being flattened by a speeding driver. The property damage shown in Figures 8-12 (previous), also occurred at that same intersection. Thus, the extant and growing threat to public safety posed by the volume of speeding, thru traffic on Allison Street extends beyond the residents (and their property) who live there.

• **Negative Impacts on Residents' Quality of Life.** That the foregoing concerns about thru traffic exist among the majority of Allison Street residents is problematic enough. But the *literal* impact of thru traffic on residents' quality of life is of far greater concern. Here, negative impacts on quality of life were indexed by the incidence of and costs associated with physical damage to residents' vehicles and property, as well as the extent to which residents had altered their daily routines. As shown in Tables 5-7 (previous), these impacts have been and remain substantial. Moreover, such indices only inadequately capture the amount of emotional and financial stress and disruption caused by having to *repeatedly* repair or replace damaged vehicles, or to *repeatedly* repair damaged homes and property — the associated costs for which may only be partially covered by insurance.

Integrating residents' concerns and suggestions, we developed a set of recommendations to address the array of problems associated with thru traffic on Allison Street. We *strongly* encourage the implementation of these recommendations *as a whole*. Partial or incomplete implementation will only further exacerbate an already highly problematic and dangerous situation — with concomitant increases in existing threats to public (particularly child) safety. Each of our recommendations is discussed below.

Recommendations

As residents repeatedly noted, Allison is a narrow, secondary street that was not designed for and cannot support the heavy volume of thru traffic it currently endures. Recent increases in the volume of heavy construction vehicles and buses have exacerbated an already highly problematic situation. It is not uncommon, for example, to observe eastbound cars backing up to Sargent Road (or into adjacent alleys) in order for heavy vehicles and buses to proceed. Moreover, problems associated with the volume of thru traffic are only worsened by the fact that it traverses Allison Street in *both directions daily*.

Findings obtained in our vehicle census (See Table 1 previous), indicate that changing Allison street to one-way, eastbound, would reduce the volume of thru traffic by approximately one half. Precedent for changing traffic direction in this neighborhood already exists. Several years ago, DDOT implemented a similar change on nearby 14th Street (between Michigan Avenue and Webster Street), from bidirectional to one-way northbound. That change was made for similar, public safety reasons: To reduce the volume of speeding, thru traffic on a narrow secondary street. More importantly, *at 30 feet in width, Allison Street is significantly narrower than current DDOT Guidelines for a two way street with parking on both sides (DDOT Design and Engineering Manual, April 2009).*⁹ Ironically, at 30 feet in width, Allison Street exactly satisfies existing DDOT requirements for a one-way street with parking on both sides. Changing traffic direction on Allison Street to one-way would be a cost-effective means by which to address the foremost concern among the majority of residents — thru traffic volume. Therefore we recommend the following:

Recommendation 1. Change Allison Street to one-way, eastbound, from 12th Street to South Dakota Avenue.

Changing Allison Street to one-way, however, will not address the second most frequently cited problem experienced by Allison Street residents — speeding and/or aggressive, nonresidential drivers. Therefore, we also recommend the following:

Recommendation 2. Construct speed humps along the length of Allison Street from 12th Street to South Dakota Avenue.

Recommendation 3. Construct bump outs at each of the three Allison Street intersections (i.e., Allison and 12th Street, Allison and Sargent Road, Allison and South Dakota Avenue) to better manage traffic speed.

Recommendation 4. Enhance pedestrian crosswalks at each of the three Allison Street intersections (i.e., Allison and 12th Street, Allison and Sargent Road, Allison and South Dakota Avenue) to improve pedestrian (particularly child) visibility and safety.

A collateral concern among many residents was the growing number of speeding, nonresident (thru) drivers cutting through adjacent alleys to avoid traffic delays on both Allison Street and South Dakota Avenue. As these alleys are frequently used by resident pedestrians, dog walkers and school

⁹ See particularly Table 30-J: *Standard Roadway Elements Widths*.

children, this pattern represents an additional (and growing) threat to public safety. Therefore, we recommend the following:

Recommendation 5. Restrict alley use to residential traffic only, with appropriate signage and penalties. Structure such restriction to allow large vehicles servicing individual residences (e.g., plumbers, landscapers) and trash collection.

Recommendation 6. Construct speed bumps at the entrances to all alleys intersecting Allison Street with appropriate signage.

The foregoing traffic control recommendations will not address existing problems caused by eastbound drivers attempting to merge into the northbound lanes of South Dakota Avenue from Allison Street. Problems caused by such drivers are fourfold. First, they cause backups the length of Allison Street, with attendant increases in noise and pollution. Second, it is not uncommon to observe other drivers *pull to the left of waiting, left-turning drivers in order to then turn right onto South Dakota Avenue*. Third, left turning drivers often partially enter South Dakota as they await a break in northbound traffic — thus impeding traffic flow in the right, southbound lane. Fourth, left-turning drivers frequently block the width of Allison Street, as they await an opportunity to merge into northbound South Dakota Avenue traffic — thus causing collateral backups among drivers attempting to turn left from South Dakota Avenue onto Allison Street.

Ironically, drivers attempting a left turn at the intersection of Allison and South Dakota Avenue typically proceed through *two prior intersections at which they could turn left*: Allison and 12th Streets, and Allison and Sargent Road. Both intersections have effective traffic control devices (i.e., four-way stop signs) whereas only a single stop sign exists at the intersection of Allison Street and South Dakota Avenue — with predictable results (See Figures 1 and 2, previous). To address the above issues, we therefore recommend the following:

Recommendation 7. Restrict merging onto South Dakota Avenue from Allison Street to right-turns only; no left turns.

Recommendation 8. Construct a barrier on South Dakota Avenue which extends beyond both sides of the intersection with Allison Street to preclude attempted left-turns whether from South Dakota Avenue onto Allison Street or the reverse.

An additional concern voiced by many Allison Street residents was that many of the traffic problems on Allison Street (e.g., speeding) actually originated on South Dakota Avenue. Changing the direction of traffic on Allison Street to one-way would only partially address this problem. Therefore, we recommend the following:

Recommendation 9. Erect traffic monitoring devices on both sides of South Dakota Avenue, within 5 feet of the Allison Street intersection, to better control speeding.

A final concern of Allison Street residents is the seeming reluctance of many police officers to enforce existing traffic codes (e.g., posted speed limits) and signage. This is most apparent when large construction vehicles, including 18 wheelers, enter Allison Street (often at speeds above posted limits), *despite prohibitive signage*. Therefore, we recommend the following:

Recommendation 10. Enhanced communication and collaboration with local law enforcement to achieve more effective enforcement of existing and new traffic codes and restrictions. One method for achieving improved enforcement, for example, would be to implement more frequent LE patrols of Allison Street, adjacent alleys and South Dakota Avenue with appropriate citations or arrests, as warranted by existing traffic codes.

Appendices

Appendix A. Minutes of the January 25, 2003 Meeting of The Neighborhood Committee to Address Traffic Problems on Allison Street.

Appendix B. Summary and Recommendations of the Neighborhood Committee to Address Traffic Problems on Allison Street. February 3, 2003

Appendix C. Allison Street Traffic Survey Methodology

Appendix D. Solicitation Letter, Allison Street Traffic Survey

Appendix E. Cover Letter and Allison Street Traffic Survey Instrument

Appendix F: Allison Street Vehicle Census