



GOVERNMENT OF THE DISTRICT OF COLUMBIA

Advisory Neighborhood Commission 2E

Representing the communities of Burleith, Georgetown, and Hillandale

3265 S Street, NW • Washington, DC 20007
(484) 885-8814 • anc2e@dc.gov

January 8, 2025

Sharon Kershbaum
Director
District Department of Transportation
1100 4th Street SW, Third Floor
Washington, DC 20004
Sharon.Kershbaum@dc.gov

RE: Traffic Calming on 2400-2700 P Street NW, 2800-3000 R Street NW, 3200 S Street NW, and 28th Street NW North of N Street NW

Dear Director Kershbaum,

On January 6, 2025 ANC 2E held its regularly scheduled public meeting, which was properly noticed and attended by eight commissioners, constituting a quorum. At this meeting the Commission adopted the following resolution by a vote of (8-0-0) with regard to the above-referenced matter:

Whereas: Speeding through the residential areas has been an ongoing concern for ANC 2E residents, ANC 2E Commissioners, and the Citizens Association of Georgetown. These parties all have communicated their observations and requests through numerous meetings and conversations with District Department of Transportation (DDOT) representatives during the crafting of its 2023-2024 Georgetown Transportation Access and Circulation Study. While the Study did address some ongoing concerns, numerous pressing safety issues remain outstanding for a large residential swath of our community. DDOT representatives have continued to engage with our residents on those safety concerns to date.

Whereas: Like retail shops and restaurants along Georgetown's commercial corridors, these roads on residential blocks are frequently used by our immediate community and visitors afar—many who bike, walk and drive to access parks, museums, recreational facilities, some businesses, and places of worship. These residential blocks unfortunately have also been used more frequently over time by drivers who speed past homes, pedestrians, cyclists etc., to bypass the busy and congested commercial

COMMISSIONERS:

Kishan Putta, District 1	Topher Mathews, District 2	Paul Maysak, District 3
Peter Sloniewsky, District 4	Mimsy Lindner, District 5	Gwendolyn Lohse, District 6
Daniel Chao, District 7	Knox Graham, District 8	

corridors. Electronic driving applications are steering more vehicles through residential streets and will continue to do so anytime that M St NW and Wisconsin Ave NW have gridlock and congestion.

Whereas: Residents who live on the 3200 of S St NW, 2800-3100 of R St NW, 2500 block of Q St NW, 2400-2700 blocks of P St NW and 28th St NW north of M St NW, have raised numerous concerns to the Commissioner for ANC 2E07 of eyewitness accounts of dangerous conditions impacting pedestrians, cyclists and drivers.

Whereas: In SMD 2E06, residents and their Commissioner have held discussions with DDOT representatives for the past 2 years about excessive vehicular speeding on 28th from M Street NW northward to P Street NW and further north. Vehicles have been using 28th north of M St NW as a causeway to bypass commercial corridors of M Street west of 28th and Wisconsin NW north of M St NW.

Whereas: Residents of 2E07 and their SMD Commissioner have held community walks on P and R Streets in October and November of 2024, with a DDOT representative and witnessed immediately that:

- Automobiles speed excessively every minute or every other minute.
- Drivers do not come to a complete stop at intersections.
- Drivers coast through the corners at 28th and R and 32nd and S in both directions, often ignoring the stop sign and or speed excessively before slamming on their brakes closer to the stop sign. They fail to come to a complete stop where residents are using crosswalks.
- Pedestrians, often parents with children, and dog walkers have a difficult time crossing streets safely when accessing Montrose Park, Lover's Lane, Rose Park or returning to and from these public parks, other businesses and recreational centers along P, R Streets. They cross with trepidation, looking left, right, and showing reticence and concern that at any moment they can be accidentally struck by vehicles coasting through intersections.
 - This is particularly troublesome at the intersections of P Street NW and Rock Creek Parkway, 26th St NW and P St NW, 30th St NW and R St NW, 29th St NW and R St NW and 28th St NW and R St NW.
- Pedestrians on R Street do not have adequate access to cross R St NW between the 3100 and 3000 block.
- Signs are not always visible to drivers where they should be, and some are obstructed by trees.
- Signs indicating the maximum speed of these blocks were sparse or non-existent and therefore complicates proper enforcement.

Whereas: During these walks, residents also discussed with our knowledgeable and helpful DDOT Liaison that:

- Drivers speed at a more alarming rate in the evening, at over 30 mph and run stop signs. For example, residents often hear loud engines revving and the sound of the loud muffler and or engine quickly fade away after the cars zoom past their homes.

- A July incident at Oak Hill Cemetery Entrance (corner of 28th St NW and R St NW) occurred where a portion of existing original and historic solid brick entrance was stricken and iron fencing taken down. An article from The Georgetowner provides additional photos and background. (Note that the photos shown in the article from behind the gates give a clearer perspective of how easy vehicles can speed and run stop signs along the R Street corridor, just like this vehicle did late in the evening as it lost control at the corner. <https://georgetowner.com/articles/2024/08/05/oak-hill-cemetery-gate-crasher-apprehended/>)
- Residents often hear and witness drivers and pedestrians curse or yell at each other when near misses occur.
- R Street residents wish to add one new crosswalk to better access the public park entrance from Lover's Lane; and we identified a potential location at 3052 R Street NW.
- Traffic will increase over time as driving apps continue to direct and reroute vehicles through residential streets to bypass congestion. Vehicles parking on these blocks have already been damaged on a frequent basis, and more must be done to execute impactful traffic calming mechanisms before residents get seriously injured.

Whereas: In addition to dialogues that occurred during community walks, other residents on the 3200 block of S Street NW who could not join public walks and meetings have reported excessive speeding on the 3200 block of S Street NW, dangerous crossings at the corner of Wisconsin Avenue NW and S Street NW, at the entrance of Jelleff recreational center on the 3200 block of S St NW, and vehicles turning the corner at dangerous speed at the corner of 32nd St NW and S St NW.

Residents on the 2500 block of Q Street NW have also reported excessive speeding, and these concerns have been shared with DDOT and all incidents have been logged multiple times in DDOT's TSI system by multiple residents, for months and years.

Whereas: Residents and our ANC Commissioners appreciate and commend our Ward 2 DDOT Liaison; we appreciate the time spent walking the blocks to identify these safety concerns with our residents and helping us enter numerous requests in DDOT's TSI dashboard. Residents continue to spend time entering their safety improvement requests into DDOT's TSI dashboard. However, the safety incidents cited above demand attention now and we wish not to wait months or years for DDOT to randomly study a select one or very few TSIs inputted and ultimately not implement measures. Changes are long overdue to promote and ensure safety.

Now, therefore be it resolved:

ANC2E recommends DDOT implement the following improvements that have been previously flagged and discussed during multiple community walks, meetings, discussions and after multiple TSI inputs.

For the....

P Street Corridor

2300 block of P Street NW:

- Install a permanent speed limit sign
- Install speed cameras mid-block

P and Rock Creek Park Intersection (btw 2300/2400 block of P Street NW):

- Install stop sign cameras
- Install the surface traffic calming solutions below:
 - Wider crosswalk paint jobs
 - On ground flashing reflectors
 - Install rumble strips
 - Add "Stop here" with arrow pointed on ground sign accompanied by clear on ground stop white striping for drivers (see southern side for intersection of 3rd and E Street SE for example)
 - Study whether parking spaces can be added (maybe 2-3 more) between the intersection, westward, on the south side of P to discourage drivers from speeding up towards the intersection when driving eastward on P towards the intersection.

2400-2500 block of P Street NW:

- Install speed limit signs
- Install speed camera
- Install speed table (like those that exist elsewhere in DC close to schools and parks in residential areas and on a bus route- see 3000 block of Cathedral NW where two were installed within the past two years. Like P Street NW, this 3000 block is also on a bus route.)

2600-2700 block of P Street NW:

- Install speed limit sign
- Install stop sign camera at 28th St NW and P St NW

Q Street Corridor

2500 block of Q Street NW:

- Install an additional speed limit sign
- Install speed cameras mid-block

28th Street Corridor

Corner of 28th and R Street NW:

- Install speed bump due south of the stop signs at 28th (1600 block)
- Restripe Crosswalk

1300, 1400, 1500 Blocks of 28th St NW:

- Install a speed bump on each block

R Street Corridor

Corner of 29th and R Street NW:

- Install a stop sign camera

Corner of Avon and R Street NW:

- Increase visibility of stop sign

3000 block of R Street NW:

- Install a crosswalk at 3025 R for residents to have better access to park and safe crossing

S Street Corridor

Corner of 32nd and S Street NW

- Install speed bump on 32nd between R and S

3200 Block of S Street NW

- Install two speed tables and/or speed camera
- Install another speed limit sign

ANC 2E acknowledges that these measures should not impact surrounding streets, and therefore we ask that calming measures, including speed bumps, be added to Olive along off of 28th Street NW, up to Rose Park, and 27th Street NW.

ANC 2E respectfully requests the swift implementation in 2025 of these traffic calming measures to mitigate dangerous speeding incidents that are occurring. These incidents have already damaged a nationally renowned historic property, and numerous vehicles parked along these corridors. They continue to create serious safety risks for pedestrians and all users. We and our neighbors remain committed to sharing our observations and are available to provide additional information as needed.

Commissioner's Daniel Chao (2E07@anc.dc.gov) Gwendolyn Lohse (2E06@anc.dc.gov) are the Commission's representatives in this matter.

Respectfully submitted,

A handwritten signature in black ink, reading "Gwendolyn Lohse" in a cursive script, followed by a horizontal line.

Gwendolyn Lohse
Chair, ANC 2E

CC: Christophe Wasserman, Ward 2 Liaison, District Department of Transportation