



GOVERNMENT OF THE DISTRICT OF COLUMBIA

Advisory Neighborhood Commission 2E

Representing the communities of Burleith, Georgetown, and Hillandale

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RE: The M St NW Corridor Safety Project (funded only until 28th and M Street NW)

Dear Director Kershbaum, Ms. Hentrup, Ms. Jeong-Olson, and Mr. Wassmer,

On May 4, 2026 ANC 2E held its regularly scheduled public meeting, which was properly noticed and attended by five commissioners, constituting a quorum. At this meeting the Commission adopted the following resolution by a vote of (5-0-0) with regard to the above-referenced matter:

ANC 2E supports the growing need for carefully planned bike lanes/trails and geofenced micromobility parking that respects safety for all. According to DDOT, ANC 2E has the most micromobility trips of any neighborhood in Washington, DC, reaching up to 30,000 per day, according to Greater Greater Washington (GGW). A week after DDOT made ANC 2E aware of this limited-scope M Street Safety proposal, ANC 2E requested an on-site walk-through of the area with the DDOT project team (residents and SMD ANC Commissioner). At this April 15th walk-through, key changes to the proposal were discussed with DDOT staff.

Proposal

Within ANC 2E, the [M Street NW Corridor Safety Project](#) proposes two key parts:

- 1) Add a curb ramp connection from M Street into Rose Park's multi-modal trail.
- 2) Extend a bike lane to the corner of M and 28th NW, and make it protected.

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

ANC 2E Position: Support #1 (curb ramp). Provide an alternative to #2, with the most obvious option being moving the protected lane one block to 29th and M Street NW.

The intersection at 28th & M is already one of the most congested and chaotic in Georgetown. Frequent double parking, rideshare and delivery pick-ups, car congestion during rush hour and weekends, heavy pedestrian traffic, etc., create constant conflict points. Extending the lane into this intersection—only to stop it there—risks concentrating cyclists into an already unsafe environment without a clear or protected continuation. Rather than improving safety, this design unintentionally increases confusion and risk for all users—cyclists, pedestrians, and drivers alike. Moving the ending one block to 29th - until plans for an actual bike network for Georgetown emerge - provides a range of benefits, including a potential connection to the existing K Street lane and a stop at a quieter, safer intersection.

Both the Georgetown Business Improvement District (GBID) and the Citizens Association of Georgetown (CAG) agree with these general positions.

See Appendix for the ANC 2E rationale for our position, plus related needs such as increased, more strictly enforced geofenced parking for 3rd-party micromobility users and more information on future micromobility strategic planning.

Commissioners Topher Mathews (2E02@anc.dc.gov) and Gwendolyn Lohse (2E06@anc.dc.gov) are the Commission's representatives in this matter.

Respectfully submitted,



Topher Mathews
Chair, ANC 2E

CC: Deborah Kerson Bilek, Chief Executive Officer, Georgetown BID
Maya Patel, Senior Manager of Economic Development, Georgetown BID
Amy Titus, President, Citizens Association of Georgetown

APPENDIX

With regard to #1 - support: Fully support adding a curb ramp from M Street, immediately after the bridge into Georgetown, into Rose Park.

- *Rationale:* This will allow micromobility users to safely connect to an existing, newly completed, and very safe multi-modal trail. This existing trail, in turn, connects to several other existing trails and lanes. Such a ramp will improve safe east–west travel across Georgetown.
- *Related Needs:* The Rose Park connections build on existing, well-used routes and support safer, more intuitive transitions for cyclists. If users do not want to use the existing trail but want to stop, the sidewalk is very wide in this area. Users can slow down/stop as they consider their safety and that of others before deciding to park, use the sidewalk, etc. Safety considerations are especially important given the high level of out-of-town visitors to Georgetown who are using micromobility but don't know the area. DDOT and ANC 2E can work with the various DDOT-designated operators, such as VEO, to ensure their technology supports geofenced biking that does not block sidewalks, provides safe passage for pedestrians, evaluates the speeds of electric micromobility, etc. As part of this, we also recommend installing an additional curb ramp from the Rock Creek path onto Olive Street, providing safe access to the residential streets.

With regard to #2 – pursue alternative: We do not support terminating a protected bike lane at the corner of M and 28th. Instead, extend this existing project a block so it finishes at 29th and M St NW.

- *Rationale:* The 28th/ M St NW intersection already experiences significant congestion, including frequent double parking, high volumes of delivery and rideshare activity, blocked crosswalks, complex turning movements, traffic jams, etc. Moreover, the lane would push riders in between parked vehicles and moving vehicles. Thus, extending the lane to end at this location would create predictable conflict points between turning vehicles, stopped traffic, and cyclists forced to merge into mixed-flow conditions. As a general design principle, protected bike lanes should not terminate at the most complex or constrained intersection along a corridor. Transitions should be intuitive, continuous, and designed to reduce—not introduce—new decision points and safety risks for riders.
- The alternative - 29th Street - allows riders to connect to the existing bike infrastructure/bike lane network that is along K street, several bike corrals along 29th, and to enter into the residential area on a much safer street that, unlike 28th and M, does not accommodate constant take-out/pick-up delivery vehicles, illegal and blocked parking, blocked off lane space for an embassy, etc.

Related needs. Given this current DDOT project's very limited scope in relation to the Georgetown/ANC 2E area, ANC 2E asks that DDOT use its significant micromobility resources to ensure that other necessary infrastructure accompanies this project. Including:

- **Parking:** Should be all geofenced in and around the commercial area, given Georgetown's narrow streets and sidewalks, and significant micromobility volumes, including:

- Meigs Park/Plaza (owned by NPS): Ensure that Capital Bikeshare returns to the plaza South of 28th St when construction on the new EastBanc at M/28th/Pennsylvania Ave finishes. This parking area must be geofenced.
- Add more parking along M as you enter Georgetown, either on the sidewalk or at the park entrance. Ensure that the geofencing does not prevent continuous travel across the bridge while protecting pedestrians and their access to the trail/sidewalk. Parking options/accessibility for all will improve if the 3rd-party contractors take greater responsibility for picking up over-crowded bikes/scooters parking stations, especially on busy days.
- Note: ANC 2E and DDOT conducted a geofenced pilot at 28th and M - the pilot showed that DDOT operators must and can take greater responsibility for their parked vehicles. ANC 2E has previously asked for [such](#).
- Additional bike lanes and interconnected lanes/trails given the ever growing number of micromobility riders:
 - ANC 2E remains extremely interested in when/if the M St Bus Corridor Project will occur; it covers bus lanes, micromobility lanes, delivery curb lane needs, vehicle traffic flow, etc. The project was scheduled to start 2 years ago. ANC is seeking a status update on whether this project is funded and when it will start.
 - In November 2025, several ANC 2E Commissioners attended the kick-off meeting for the comment period of the city's 2nd version of the 5-year Strategic Bikeways Plan; we are eagerly awaiting any next steps given the growing ridership.
 - ANC 2E asked that the bike safety concerns along the existing Water/K st corridor be addressed, including a) inadequate signage, b) poor connectivity, and c) high risk of accidents.