

DISTRICT DEPARTMENT OF TRANSPORTATION DRAFT

*Georgetown Transportation Access and Circulation Study
Community Advisory Committee Meeting
Wednesday, March 6, 2024*

Study Purpose and Objectives

DRAFT

- Purpose: Identify transportation initiatives that will enhance mobility, safety, and equity in Georgetown
- Objectives
 - Provide a balanced transportation environment for Georgetown residents, students, employees, and visitors
 - Improve Georgetown's streets and sidewalks to make them safer and more accessible
 - Maintain the historic character of the neighborhood
 - Promote sustainable transportation options

Project Timeline

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We are here

Context on Draft Recommendations

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- These slides present draft recommendations for the Georgetown Transportation Access and Circulation Study
- These draft recommendations were developed based on two key inputs:
 - A comprehensive community engagement strategy that included numerous public meetings, walking tours, an in-depth public survey, and interactive digital feedback tools
 - A thorough technical analysis of existing conditions, transportation data, previous efforts, and other relevant data throughout the study area

What's Happening Elsewhere

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- Throughout the engagement process, the project team heard from community members about a wide range of opportunities and concerns. A significant number of them are reflected in the draft recommendations for the study.
- Some issues raised fall outside of the scope of this project and aren't included in the recommendations, but they will be directed to the appropriate leaders at DDOT for meaningful consideration. These are listed on the following slide

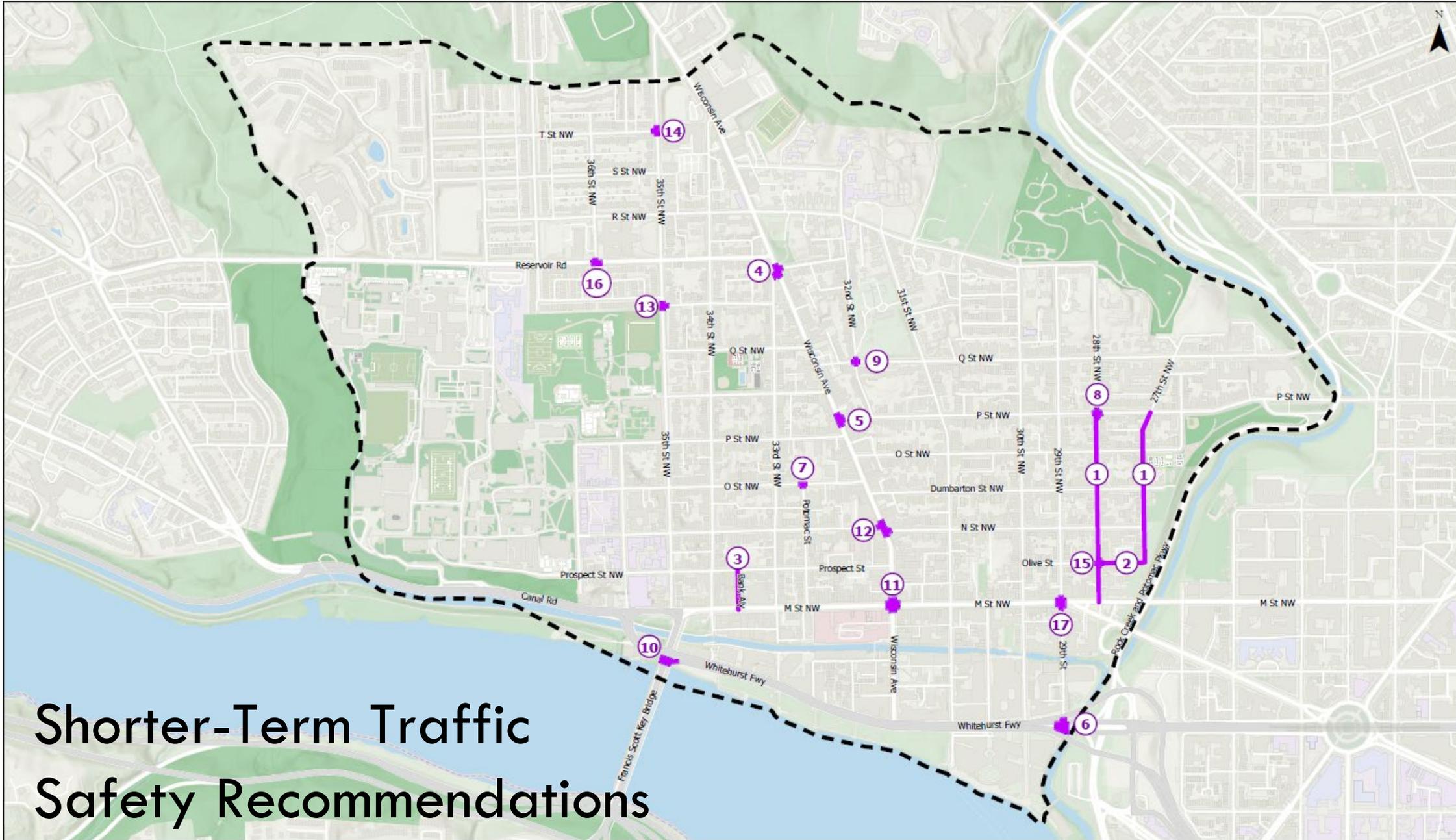
Out of Scope Issues

- Large projects such as Georgetown Metrorail station, Georgetown gondola, or changes to Whitehurst Freeway
- Changes to existing legislation or policy
- Maintenance of existing infrastructure
- Enforcement requests
- Requests for stop signs, speed humps, etc.
- Electric vehicle infrastructure / curbside charging stations
- Requests to add more frequent or new bus services
- Management of curbside parking
- Expansion of the bike lane or trail network

About the Draft Recommendations

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- The recommendations that follow are presented specifically as drafts. The project team will engage the community to react to, refine, and prioritize the recommendations. A final study report will be issued after the recommendations have been updated to reflect the community's feedback



Shorter-Term Traffic Safety Recommendations

1

28th Street NW between P and M Streets & 27th Street NW between P and Olive Streets

Issue

- Resident complaints about speeding vehicles, damage to parked cars, disregard for stop signs and crosswalks, visibility concerns

Solution

- Implement new striping plan with signs and flexposts

Data/Analyses

- Data Collected: 72-hour average daily traffic and speed data

Public Input

- Residents asked for safety improvements, concerns over late-night activity

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Olive Street NW between 27th and 28th Streets



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Issue

- Resident complaints about driver speeds, damage to parked cars, disregard for stop signs and cross walks

Solution

- Implement new striping plan with signs and flexposts

Data/Analyses

- Data Collected: 72-hour average daily traffic and speed data

Public Input

- Residents asked for safety improvements

3

Bank Alley NW

Issue

- Cut through traffic and conflicts turning on M Street; wide alley entrances

Solution

- Evaluating ban on left turns at M Street, right-in, right-out only, improve signs and markings, curb extensions

Data/Analyses

- Data Collected: Turning movement counts
- Analyses Completed: Evaluated impacts of recommendations

Public Input

- Discussed on CAC walking tour

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Wisconsin Avenue, Reservoir Road & 33rd St NW

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Issue

- Residents complain about drivers speeding, violating no turn on red sign, pedestrian-driver conflicts

Solution

- Study for coordinated intersection signalization, improve sign locations and infrastructure, automated enforcement

Data/Analyses

- Data/Analysis Completed: Collect and analyze data to support recommendation

Public Input

- Issues observed on walkthrough with ANC



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Wisconsin Avenue and P Street

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Issue

- Safety challenges, parking currently blocks visibility

Solution

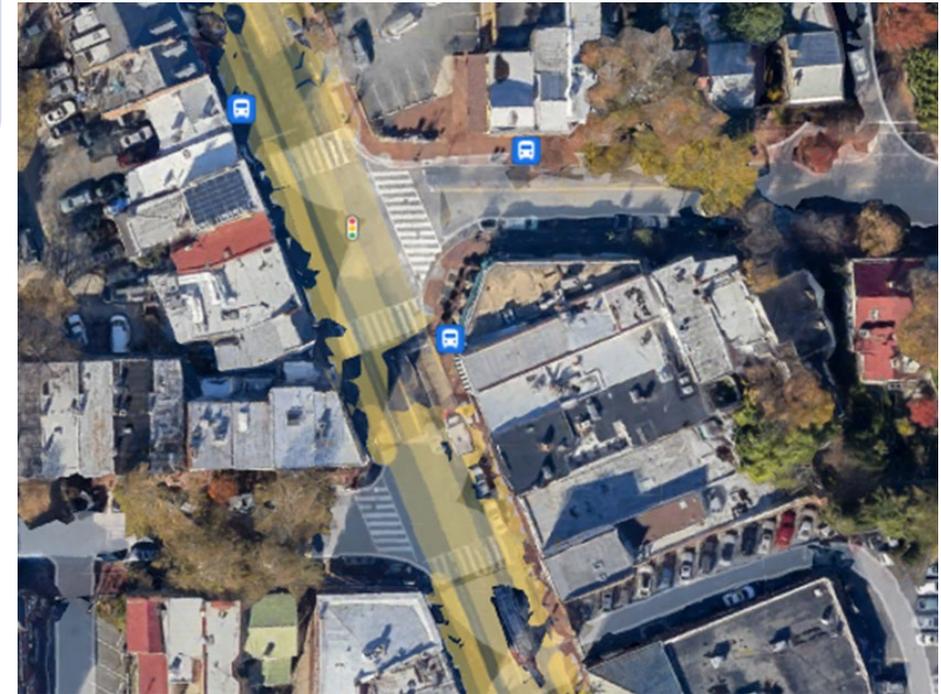
- Update intersection to current standards, improve signage, remove parking to daylight intersection, add curb extensions

Data/Analyses

- Did not need new data to analyze recommendation

Public Input

- Issues observed on walkthrough with ANC



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29th Street, K Street, and Rock Creek Parkway exit NW

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Issue

- Vehicles ignore the “No Left Turn” signs on 29th Street, Confusing stop sign at Parkway Exit and right-of-way issues

Solution

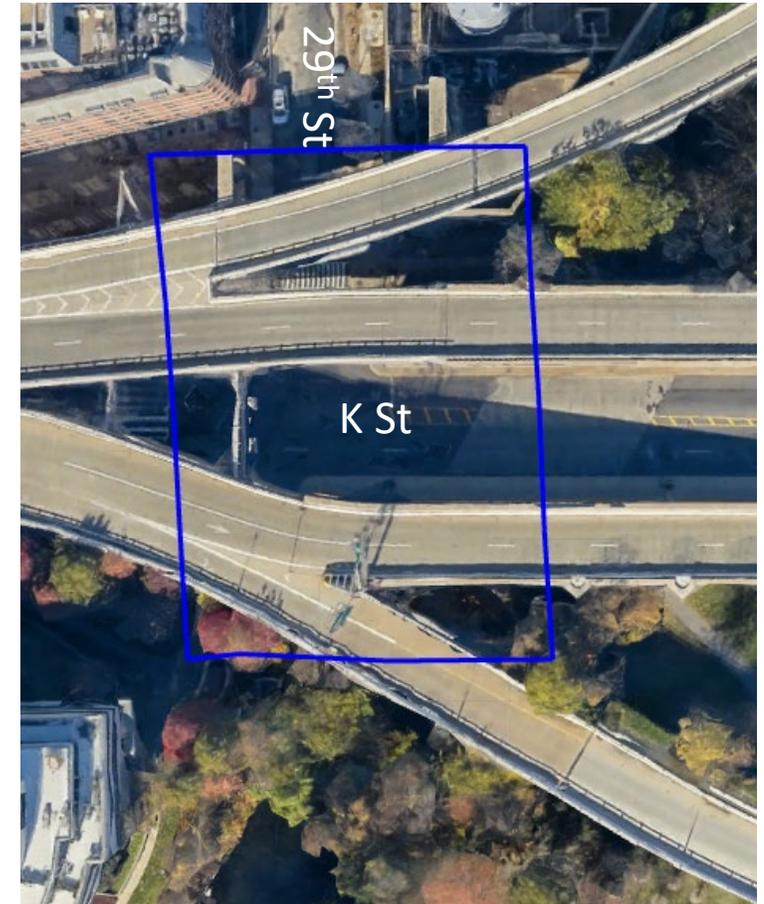
- Restrict left turns from 29th St towards K St with hardening from median nose to westbound skip markings, provide intersection guidelines to improve clarity

Data/Analyses

- Analysis Completed: Minimal analysis to confirm recommendation

Public Input

- Received comments from public



7

O and Potomac Street NW

DRAFT

Issue

- Stop sign stop bar fades due to cobblestone paving on O Street, safety/PUDO issues from nearby school

Solution

- Make signage changes to increase compliance. Stop Ahead signs, increase visibility of existing signs. Install advance warning, daylight to typical parking clearance, oversize stop signs.

Data/Analyses

- Coordinating with TSI request

Public Input

- Discussed on CAC walking tour



8

28th and P Street NW

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Issue

- Excessive congestion, bus stops and delivery truck conflicts

Solution

- Install safety improvements (signs, markings, flex posts)

Data/Analyses

- Data Collected: Field observations to evaluate conditions
- Analyses Completed: Performed preliminary engineering investigation

Public Input

- Discussed on CAC walking tour



9

Q and 32nd Street NW

DRAFT

Issue

- Low visibility from 32nd Street southbound due to roadway slope and buildings

Solution

- Improve parking signage to provide required 25' parking restriction from crosswalks, add temporary curb extension and flex posts

Data/Analyses

- No additional data or analyses was needed

Public Input

- Discussed on CAC walking tour



10

Key Bridge Ramp onto Whitehurst Freeway

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Issue

- Pedestrian activity on bridge conflicts with vehicles going north and turning right onto ramp. Pedestrians are unaware of vehicles turning right and vehicles exhibit excessive speed

Solution

- Add flexposts for vehicles to turn right onto ramp extending on right turn lane, replace signs, increase crosswalk visibility

Data/Analyses

- No additional data or analysis was needed

Public Input

- Major gateway to neighborhood, major source of public comments



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M Street and Wisconsin Avenue NW

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Issue

- Brief crossing periods, vehicles block intersections, narrow sidewalks, right turn from westbound M Street to northbound Wisconsin Avenue is a major movement

Solution

- Evaluating Barnes Dance, install curb extensions, adjust ~20' of bike/scooter parking barrier south of intersection for turning movements, expand bus stop zones

Data/Analyses

- Performed Barnes Dance analysis

Public Input

- Residents requested safety improvements, busiest single intersection in the corridor



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Wisconsin Avenue and N Street NW

DRAFT

Issue

- Right turning vehicles do not yield to pedestrians, excessive turning speeds

Solution

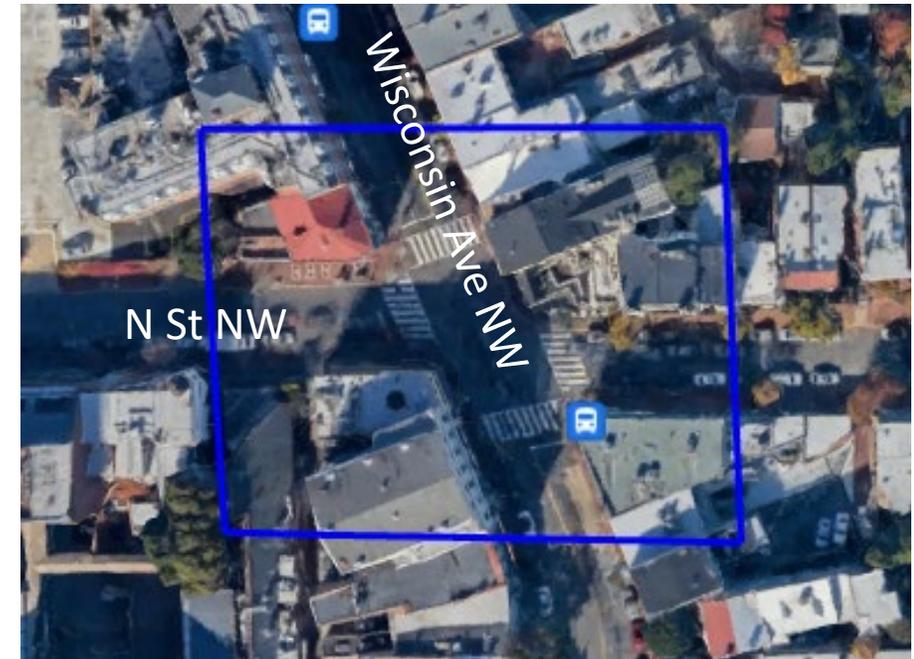
- Update signal operations and signs to improve safety. Consider realigning crosswalks and pulling streetery back away from crosswalk.

Data/Analyses

- Performed analysis to evaluate signal changes to improve pedestrian visibility

Public Input

- ANC resolutions to remove parking meters on N Street



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35th Street and Dent Place NW

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Issue

- Drivers on 35th Street do not yield to pedestrians, nearby schools

Solution

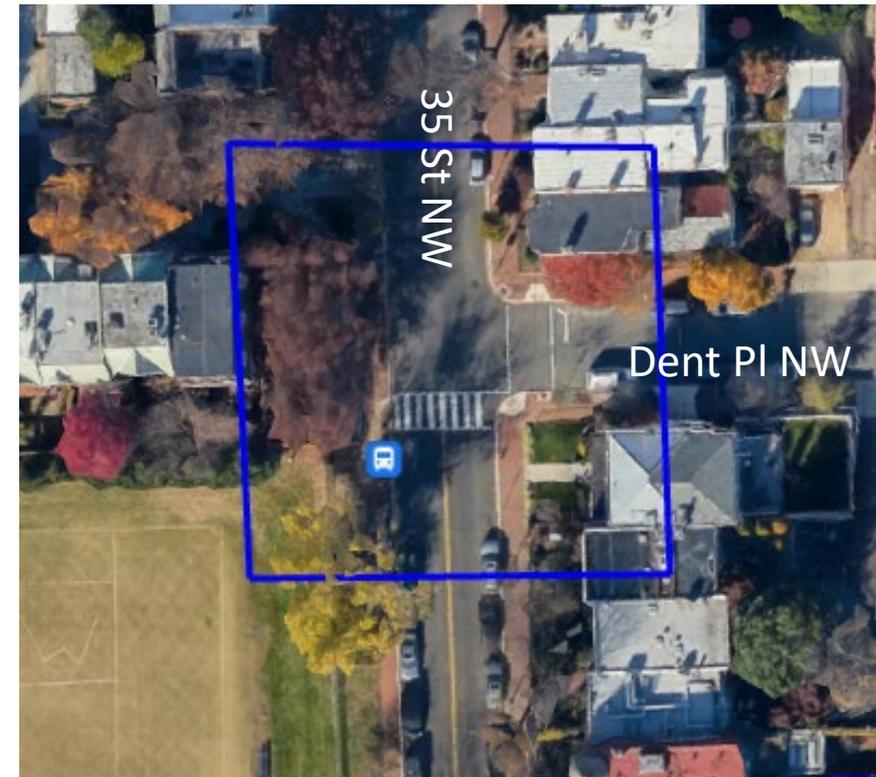
- Evaluate for all way stop. Verify stopping sight distance. Install additional signs. Add No Parking Zone boxes with flex posts to ensure proper daylighting, adjust or mark bus zone. Study RRFB. Install north side crosswalk, relocate streetlight if necessary.

Data/Analyses

- Additional Data: Field observations to evaluate conditions
- Analyses: Performed preliminary engineering investigation

Public Input

- Safety improvements near school



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35th and T Streets NW

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Issue

- Drivers don't yield to pedestrians in crosswalk, nearby school

Solution

- Install double-sided STOP sign for southbound, supplemental STOP paving markings on 35th St, STOP ahead warnings on 35th St. Add South crosswalk, curb extensions to prevent parking next to stop sign and in intersection next to school

Data/Analyses

- Additional Data: Field observations to evaluate conditions
- Analyses: Performed preliminary engineering investigation

Public Input

- Improve safety near school



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28th and Olive Streets NW

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Issue

- Resident complaints of speeding drivers especially at night

Solution

- Add hatched No Parking Zone boxes with flex posts, STOP pavement markings, and double-sided STOP signs

Data/Analysis

- Additional Data: 72-hour average daily traffic and speed data

Public Input

- Mentioned on Citizens Association memo. Intersection one block away from M Street



16

Reservoir Road and 36th Street NW

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Issue

- Pedestrian Safety and School Crossing Concerns

Solution

- Install school pedestrian warning signs, advance school/ped warning signs, in-street ped crossing sign, additional sign for 36th St. Evaluate implementation of an RRFB or HAWK.

Data/Analyses

- Additional Data: Field observations to evaluate conditions against recommendations
- Analyses: Performed preliminary engineering investigation

Public Input

- Discussed on Burleith walking tour, comments from school communities



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28th Street, M Street, and Pennsylvania Avenue NW

DRAFT

Issue

- Conflict points at intersection, double parking at intersections cause significant travel delays and congestion buildup

Solution

- Redesign intersection to reduce conflicts, slow turning movements, etc. Update/add signs, striping, temp curb extensions.

Data/Analyses

- Prepared updated design that reduces conflicts

Public Input

- Gateway intersection to neighborhood, recent fatality at intersection



Circulation Recommendations



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N Street NW between Wisconsin Avenue and 30th Street

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Issue

- Narrow street with parking on both sides of the street with two-way traffic, double parking and blocked traffic from unloading/loading

Solution

- Analysis did not support conversion to one-way westbound. Will advance updated sign/markings plan to improve safety, which could include loading zone

Data/Analyses

- Additional Data: 72-hour average daily traffic to confirm directional volume patterns
- Analyses: Performed preliminary engineering investigation

Public Input

- Some residents asked for one-way conversion of 3100 block of N Street with consideration given to where eastbound traffic will be routed. Received ANC resolutions on removing parking meters on N Street.

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33rd Street, 34th Street & 35th Street NW between Wisconsin Avenue and M Street

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Issue

- Excessive congestion and backups

Solution

- Analysis does not support one-way conversions. Proposing changes on several intersections, see next slide

Data/Analyses

- Performed analysis to evaluate one-way conversions and develop alternative solutions

Public Input

- Residents have indicated issues with congestion, especially during PM rush. Some residents have suggested a change in circulation, while others have expressed opposition to that



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33rd Street, 34th Street & 35th Street NW between Wisconsin Avenue and M Street

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Proposed Improvements

- Permanently restrict or enforce no left turns from M St NW onto Bank Alley NW pending crash analysis
- Review signal timings and progression to create gaps for eastbound left turning traffic at M Street NW and 33rd St NW
- Install “No Turn On Red” signs at M St NW and 34th St NW to reduce turning conflicts with pedestrians and cyclists
- Install flex-posts to create a perpendicular approach of 33rd Street NW with Wisconsin Avenue NW pending turning analysis
- Install flex-posts to slow vehicles turning from Wisconsin Avenue NW in the southeast-bound direction onto southbound 35th Street NW pending turning analysis

20

T Street NW between 35th and 37th Street

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Issue

- Narrow two-way street with parking on both sides, poor circulation

Solution

- Convert T Street to one-way westbound

Data/Analyses

- Additional Data: 72-hour average daily traffic to confirm directional volume patterns
- Analyses: Performed preliminary engineering investigation

Public Input

- Discussed on Burleith walking tour

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S Street NW between 35th and 37th Street



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Issue

- Narrow two-way street with parking on both sides, poor circulation

Solution

- Accompanying T Street, convert S Street to one-way eastbound

Data/Analyses

- Additional Data: 72-hour average daily traffic to confirm directional volume patterns
- Analyses: Performed preliminary engineering investigation

Public Input

- Discussed on Burleith walking tour

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28th and 29th Street NW between M and P Streets

DRAFT

Issue

- Resident complaints of speeding drivers, poor circulation onto M Street

Solution

- Analysis supports one-way conversion of 29th Street NW to southbound and 28th Street NW to northbound

Data/Analyses

- Additional Data: 72-hour average daily traffic to confirm directional volume patterns
- Analyses: Performed preliminary engineering investigation

Public Input

- Discussed on CAC walking tour
- Location mentioned in Citizens Association memo



M Street and Wisconsin Avenue Corridors

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- Georgetown BID permit to install sidewalk expansions and streeateries on portions of M Street and Wisconsin Avenue
- Installations are in curbside parking lanes, and rush hour restrictions are suspended
- DDOT has analyzed permanently removing rush hour restrictions. Analysis shows that removal has little impact to network, and crashes have dropped by 60%
- Installations will stay in place in near-term as permit is still active
- DDOT will initiate longer-term project to explore corridor-wide changes to M and Wisconsin (some possible options – expanded sidewalk, bus lanes, bike lanes, streeateries)
- M Street and Wisconsin Avenue are on DDOT's Bus Priority Network

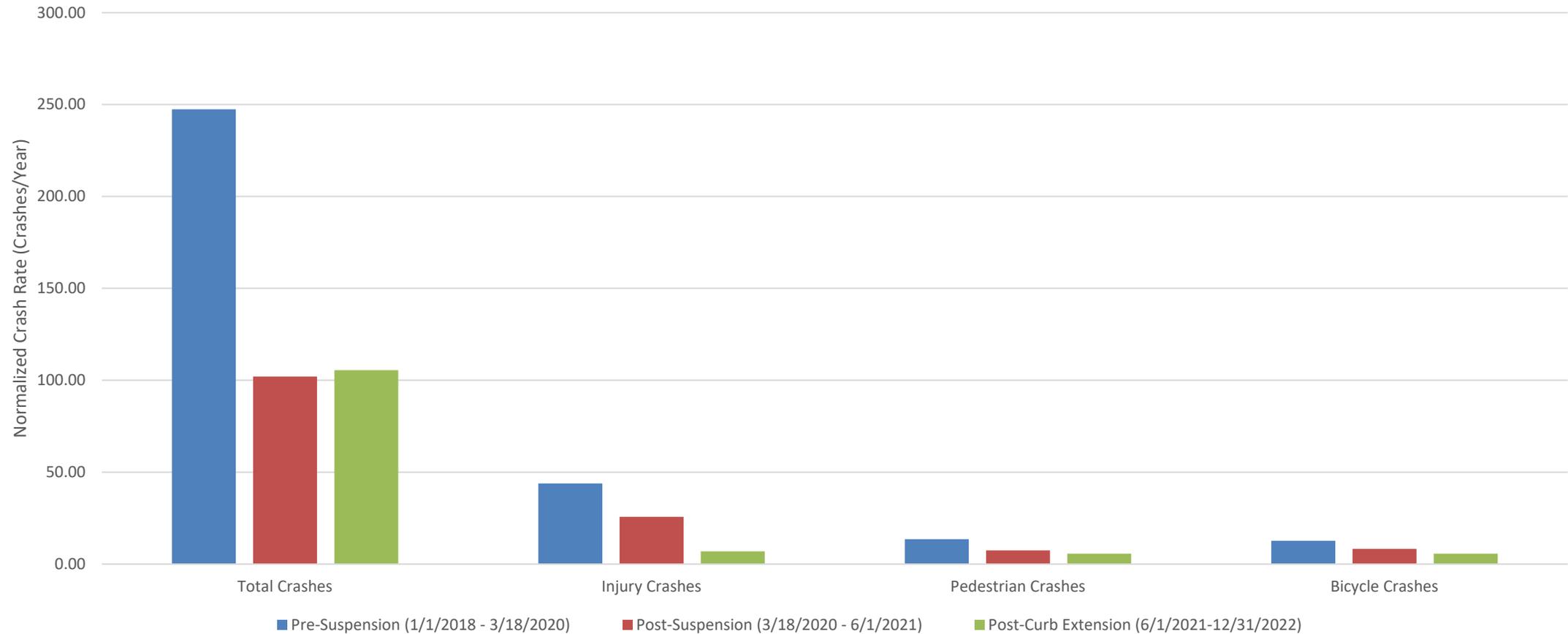
Summary of Wisconsin/M Crash Data (2018-2022)

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Time Period	Total Crashes	Injury Crashes	Pedestrian Crashes	Bicycle Crashes	Start Date	End Date
Pre-Suspension (1/1/2018 - 3/18/2020)	547	97	30	28	1/1/2018	3/18/2020
Post-Suspension (3/18/2020 - 6/1/2021)	123	31	9	10	3/18/2020	6/1/2021
Post-Curb Extension (6/1/2021-12/31/2022)	167	11	9	9	6/1/2021	12/31/2022
Total	837	139	48	47	1/1/2018	12/31/2022

Normalized Crash Rates for M/Wisconsin (2018-2022)

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Public Workshop #2 Outline

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- Public Workshop #1 meeting summary – what we heard
- Fall 2023 public outreach summary
- Existing Conditions (interim report)
- How we developed draft recommendations
- Draft recommendations
- Out of scope items
- Next steps

Upcoming Public Meetings

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- Tuesday, April 2 – In-Person Public Workshop
 - St. John’s Episcopal Church, 3240 O Street NW, Washington, DC 20007
 - 6:30 - 8:00 PM
- Wednesday, April 3 – Virtual Public Workshop
 - WebEx link - <http://tinyurl.com/GeorgetownApril3>
 - 6:30 - 8:00 PM

2024 Community Engagement Milestones

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March 2024

- **Public Meeting Marketing** / Promoted through project team and partner network via website, email, social media, newsletters, and flyers.

April 2024 / Draft Recommendations & Feedback

- **In-Person Public Meeting (April 2)**
- **Virtual Public Meeting (April 3)**
- **Digital Prioritization Survey** / Distributed on project website/email and through partner network via email, social media, newsletters, and palm cards.
- **In-person engagement** with older adults at Georgetown Village

May/June 2024

- **Public Meeting Marketing** / Promoted through project team and via partner network
- **In-Person and Virtual Public Meetings** / Final Recommendations Presented
- **Final Study Documents** Distributed



Proposed Study Schedule

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- March 15 – Initial CAC comments on draft recommendations due
- Late March – Revise recommendations based on CAC comments
- Tuesday, April 2 – Public Workshop #2 (In Person)
- Wednesday, April 3 – Public Workshop #2 (Virtual)
- Rest of April - Public outreach on draft recommendations
- Early May – Incorporate comments, finalize recommendations
- Week of May 6 – CAC meeting to present final recommendations
- Week of May 27 – Public Workshop #3
- June 2024 – Finalize Study

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District Department of Transportation

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