

GEORGETOWN
Transportation Study



Georgetown Transportation Study

Final Report

October 2008

Prepared for:
District Department of Transportation
Transportation Planning and Policy Administration

Prepared by: HNTB

d.

DISTRICT DEPARTMENT OF TRANSPORTATION



HNTB

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Executive Summary

The District Department of Transportation (DDOT) conducted a study that evaluated transportation conditions within Georgetown, Hillandale and Burleith areas of Northwest Washington, DC.

STUDY GOALS

The goals of this study are to improve pedestrian and bicycle mobility and safety, enhance transit service, improve traffic, and protect surrounding residential streets from traffic impacts.

STUDY PURPOSE

Through this study, the District Department of Transportation (DDOT) is investigating transportation management and infrastructure improvements in the Georgetown area. These efforts are in response to citizen concerns regarding the volume of pedestrians and vehicles in the Georgetown area and the effect these have on pedestrian safety. The purpose of the study is to examine existing transportation conditions in the study area and projected future transportation conditions related to peak hour traffic (AM peak, PM peak and Saturday evening peak) with emphasis on pedestrian and bicycle safety. It also aims to develop short-, mid-, and long-term improvements to the Georgetown area.

STUDY PROCESS

The study was conducted with assistance from area residents and businesses. The Study Team held several meetings with area residents to discuss existing transportation issues. Area residents have provided additional input via e-mail, regular correspondence and meetings with DDOT. The Study Team has also held several meetings and teleconferences with representatives of key local agencies, including the Washington Metropolitan Area Transportation Authority (WMATA), Ride On, the District of Columbia Office of Planning and the National Park Service. Input from residents and public agency representatives have been important in the identification of key transportation issues.

GUIDING PRINCIPLES

The guiding principles of the Georgetown Transportation Study are:

- Improve access for pedestrians, bicyclists and mass transit users.
- Incorporate resident's experiences and suggestions through an open community participation process.
- Ensure that all suggestions promote transportation safety for all modes of travel.
- Better manage personal vehicle traffic in Georgetown.

The Study Team used these principles to develop recommendations to address existing and future transportation issues.

REPORT CONTENTS

This report summarizes the assessment of existing conditions in the study area and recommendations to address current and potential transportation issues. The existing conditions section of this report includes a description of the major roadways in the study area; information on pedestrian, bike and traffic volumes at select intersections; accidents; and vehicle level of service (LOS) at select intersections. It also describes the conditions of existing pedestrian facilities, parking facilities, public transportation, and bicycle facilities. The impact of expected developments and other projects in the study area are assessed in the Future Conditions section. The recommendations developed in this study are presented in the third section of this report, consisting of short-term recommendations: implementation horizon of up to 12 months; mid-term recommendations: 12 months to 6 years; and long-term recommendations: requiring more than 6 years to implement.

EXISTING TRANSPORTATION ISSUES

The Study Team conducted an extensive data collection effort to gain an understanding of the existing conditions in the study area. A wide variety of existing transportation issues were identified.

General transit issues include:

- lack of transit service to selected areas
- inadequate pedestrian and bicycle access to locations within the study area

General pedestrian facilities and safety include:

- lack of sidewalks at critical locations
- narrow sidewalks at selected locations
- poor conditions of ADA access ramps
- lack of pedestrian signals and inadequate pedestrian timings
- conflicts between pedestrians and vehicles
- sub-standard signing near schools

General bicycle issues include:

- lack of bicycle routes to the Metro stations (Foggy Bottom, Rosslyn and Dupont Circle)
- lack of bicycle route signing for designated bicycle routes
- conflicts between vehicles and bicycles

General traffic operations issues and vehicular safety include:

- congestion along major roadways and at critical intersections
- speeding
- cut-through traffic
- lack of enforcement for rules of the road
- inadequate striping for parking and lack of parking enforcement
- lack of turn lanes at selected intersections
- non-optimized signal timings
- street pavement condition
- unsafe intersection geometry

SUMMARY OF RECOMMENDATIONS

Below is a summary of recommendations made to address the transportation issues. Specifics on the recommendations can be found in [Appendix H](#).

- Bicycle, pedestrian, and vehicle signing
- Improved bicycle facilities including:
 - Construction of Smart Bike location
 - Completion of NPS bicycle facility connecting C&O Canal and Rock Creek Park
- Improved pedestrian facilities including:
 - Repaired/replaced sidewalks
 - Constructed/repared/replaced curb ramps/medians
 - Construction of imprint and high visibility crosswalks
- Transit enhancements including:
 - Use of thicker pavement to reduce noise/vibration
 - Bus only lanes
- Alterations to traffic signal operation including:
 - Changes to splits, cycle lengths and phasing
 - All pedestrian phase
 - Installation of signals
- Alterations to traffic flow
- Increased enforcement including:
 - Traffic control officers on M Street at peak times/all days
 - Red light and speed enforcement

Existing Conditions

INTRODUCTION

The District Department of Transportation (DDOT) conducted a study that evaluated transportation conditions within the Georgetown, Hillandale, and Burleith areas of Northwest Washington DC, referred to as Georgetown in this report. DDOT hired the consulting firm of HNTB (Consultant) to conduct the technical analysis for this study. In this report, work performed by either the Consultant or a combination of Consultant and DDOT staff is referred to as work performed by the “Study Team”.

The purpose of this study is to examine existing transportation conditions in the study area, shown in [Figure 1](#), and to project future transportation conditions in AM peak, PM peak and Saturday evening peak with emphasis on pedestrian safety, and to develop short-, mid-, and long-term transportation management and infrastructure improvements.

The study team solicited input from the community through a number of different means:

- The Study Team held several meetings with the technical advisory committee (TAC), which includes representatives from civic, business, and governmental organizations.
- The Study Team conducted public meetings in September 2007 with area residents to discuss study issues and existing conditions within the Georgetown area.
- A project website has been created where project materials and summaries of the public meetings are available.
- Area residents have provided additional input via email and regular correspondence.
- The Study Team also held several meetings and teleconferences with representatives of key local agencies, including the Washington Metropolitan Area Transportation Authority (WMATA), the District of Columbia Office of Planning, and the National Park Service.

Input from the residents, the TAC, and the public agency representatives has been helpful in the identification of key transportation issues.

This section summarizes the assessment of existing transportation conditions and describes the main transportation issues identified in the study area.

PREVIOUS STUDIES

In the past, different studies have been conducted in and around Georgetown by the District of Columbia Department of Transportation (DDOT) and other government agencies. The previous studies reviewed for this project are:

- Glover Park Transportation Study Final Report
- Lower West End Traffic Study
- Whitehurst Freeway Deconstruction Feasibility Study
- Wisconsin Avenue Corridor Transportation Study

Glover Park Transportation Study Final Report

The goal of this study was to investigate retail business improvement, public realm, pedestrian mobility and parking improvement strategies along Wisconsin Avenue within the Glover Park Commercial District. The Study Area included the buildings and lots that front Wisconsin Avenue from Whitehaven Parkway to Calvert Street as well as a few businesses with entrances on 37th Street. The study report suggested some improvements to the urban design, public realm, and pedestrian environment. Parking, both on-street and off-street was reviewed and recommendations given. The Study Area for this report was adjacent to the northern border of the Georgetown Transportation Study.

Lower West End Traffic Study

The District Department of Transportation (DDOT) conducted the Lower West End Traffic Study to address existing traffic congestion and other transportation and traffic safety concerns in the Lower West End of the District of Columbia bounded by 29th Street to the west, 23rd Street to the east, K Street to the south and M Street to the north. This study area overlaps the Georgetown Transportation Study from 29th Street to 27th Street between K Street and M Street. The study report suggested short-term solutions to traffic congestion and other transportation and traffic safety concerns.

Whitehurst Freeway Deconstruction Feasibility Study

DDOT conducted a study to determine the feasibility of removing the Whitehurst Freeway. Impacts associated with its removal were also assessed. Project limits included the Potomac River to the south, K Street to the southeast, Foxhall Road to the west, Reservoir Road to the north on the west side of Wisconsin Avenue, M Street to the north on the east side of Wisconsin Avenue and 19th Street on the east. Specific attention was directed to M and K Streets NW in relation to the traffic associated with these two streets currently and in the future if the Whitehurst Freeway was removed. The study report summarized existing conditions and provided a summary of three case studies where a freeway was deconstructed. The study considered a range of evaluation criteria that addressed potential impacts to traffic operations, neighborhood character, and cost. The evaluation indicated several alternatives that included the removal of the Whitehurst Freeway performed better than the No Build alternative. Improvements were seen in the traffic operations on M Street NW during peak hour periods, the visual environment, parking facilities, vehicular, pedestrian and bicycle access to Georgetown businesses and the waterfront area, the provision of positive impacts on property values, and enhancements in transit operations in the area.

Wisconsin Avenue Corridor Transportation Study

The purpose of this study was to investigate the traffic management and pedestrian safety improvements in the Wisconsin Avenue corridor in response to citizen's concerns. It was also intended to provide short-, mid-, and long-term traffic management and infrastructure solutions. The study area was bounded by Fessenden Street NW to the north, 45th Street NW to the west, Reno Road NW/34th Street NW to the east and Whitehaven Parkway NW to the south. This study looked at the area directly north of the Georgetown Transportation Study northern boundary of Whitehaven Parkway. Solutions included: signage, pavement repair, pedestrian crossings, and accessible ramps.

EXISTING TRANSPORTATION FEATURES

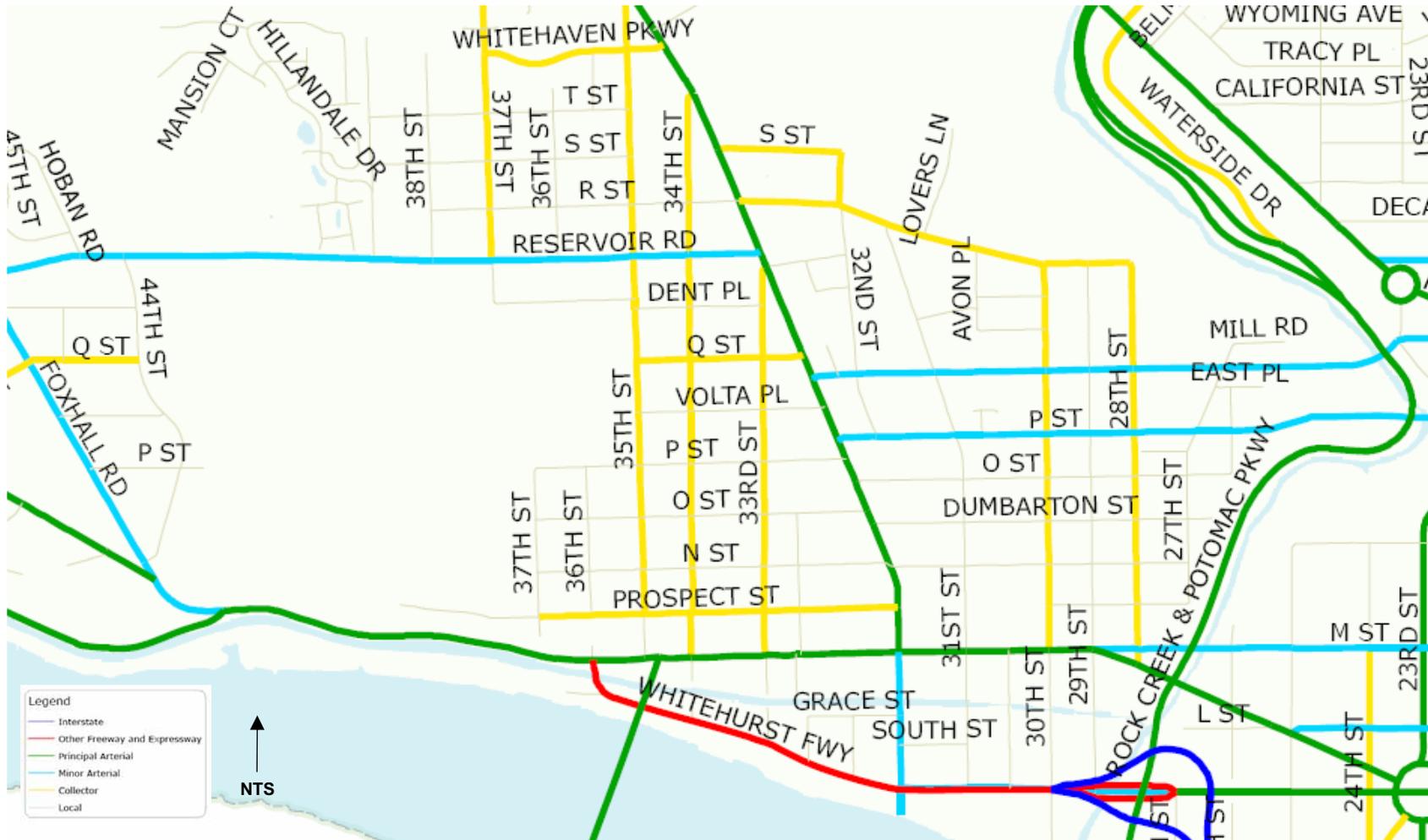
The Study Team conducted an extensive data collection effort to gain an understanding of existing conditions in the study area. In addition to collecting data for the quantitative assessment of the existing conditions, the Study Team conducted field evaluations throughout the study area during peak and off-peak hours, as well as Saturday hours. Data for all modes of transportation (bicycle and pedestrian, transit, vehicle) were collected. This section of the report summarizes the data collected for the study. Descriptions of transportation issues identified in the study area are provided in the Transportation Issues section of this report.

MAJOR ROADWAYS IN THE STUDY AREA

The Study Area is located in Northwest Washington, DC, and is bounded by Whitehaven Parkway NW to the north, the Potomac River to the south, Glover-Archbold Parkway to the west and Rock Creek Parkway NW to the east except along K Street NW where the boundary is the intersection of K Street NW and 27th Street NW (See [Figure 1](#) for the Study Area and [Figure 2](#) for the Functional Classification of roadways within the Study Area). The following are the major roadways in the study area:

- | | | | | |
|----------------------|------------------|------------|---------------------------|---------------------------|
| ■ Wisconsin Avenue | ■ Reservoir Road | ■ P Street | ■ 33 rd Street | ■ 37 th Street |
| ■ Whitehurst Freeway | ■ K Street | ■ Q Street | ■ 34 th Street | ■ Pennsylvania Avenue |
| ■ Key Bridge | ■ M Street | ■ R Street | ■ 35 th Street | |

FIGURE 2: FUNCTIONAL CLASSIFICATION



NOTE: Only roadways that are functionally classified are shown in this figure. Functional classification is the process by which streets and highways are grouped according to the character of service they are intended to provide based on the amount of vehicles utilizing them and the nature of any roadway to the movement of people and goods. Functionally classified roadways are eligible for federal funding.
Source: DDOT, 2006

Wisconsin Avenue

Wisconsin Avenue¹ is the main artery running north-south through the study area. Wisconsin Avenue is two-way and of variable cross-section width. The curb lane in both the northbound and southbound directions converts to parking in non-peak hours. Two-hour, on-street metered parking is allowed on this street in certain areas throughout the study area but long term parking is not allowed. It has a posted speed limit of 25 mph. Sidewalks are provided on both sides of the street. Commuter use of this street is an issue for the study area residents, as well. Land use in the area is comprised of various single-use, attached buildings, including retail stores, food establishments, and residences.

The southernmost intersection in the study area is K Street/Wisconsin Avenue and the northernmost is Wisconsin Avenue/Whitehaven Parkway. The study area covers approximately a one-mile stretch of the road. Pedestrian activity is high through the study area with many signalized intersections along Wisconsin Avenue to allow for both pedestrian and vehicular movement.

Whitehurst Freeway

Whitehurst Freeway is a four-lane elevated roadway running east-west through the southern part of the study area for approximately $\frac{3}{4}$ miles from Canal Street/M Street to 27th Street NW. There are two lanes in each direction, and parking is not allowed at any time. There is a concrete barrier in the middle that separates the two sides of the highway. The posted speed limit is 35 mph. The termini of this freeway are controlled by signals at Canal/M Street and 27th Street.

Key Bridge

The Key Bridge spans the Potomac River, connecting M Street in Georgetown to Rosslyn, Virginia. The termini of the bridge are controlled with signals. The only other access point along Key Bridge is to the Whitehurst Freeway (eastbound) and is only accessible to northbound vehicles.

Reservoir Road

Reservoir Road is an east-west artery that runs through the study area. There are two lanes, one running in each direction. Reservoir Road is primarily controlled by traffic signals, and parking is allowed on some sections of the road. In the study area, it stretches from 39th Street to 32nd Street. A signalized intersection exists at 37th Street. The remaining intersections are controlled by all-way stop signs.

K Street

In the study area, K Street is a four lane, east-west, minor arterial that runs under the Whitehurst Freeway. Controlled intersections with all-way stop signs run for the entirety of K Street, with the exception of the signalized intersection at K Street/27th Street/Whitehurst Freeway. Parking is allowed in sections from 34th Street to Wisconsin Avenue, and again from Wisconsin Avenue to 27th Street. The posted speed limit is 25 mph.

M Street

M Street is the main east-west artery through the study area from Canal Road to Rock Creek Parkway. Traffic flows in both directions, with three lanes either way, except east of 29th Street where M Street is one-way westbound. One lane of traffic in each direction is converted to parking in off-peak hours. Most of the intersections experience heavy pedestrian volumes. Illegal parking and high loading-unloading activity often cause delays on M Street. The majority of the land use along the street is commercial. Many of the intersections along M Street in the study area are signalized. The speed limit is 25 mph.

P Street

P Street is an east-west road with one lane in each direction that runs through the study area between Rock Creek Parkway and Wisconsin Avenue. Traffic flows one way westbound starting at Wisconsin Avenue. As P Street crosses Wisconsin Avenue the alignment of the street is offset resulting in turning movements on Wisconsin to continue on P Street. Housing lines P Street through the majority of the study area, however there are commercial establishments that serve the neighborhood at the intersection of P Street and 27th Street. Parking is allowed on both sides of the street for most of the study area. Two signals exist on P Street at 28th Street and 30th Street. All other intersections are controlled by all-way stop signs.

¹ All streets in the study area are located in the northwest quadrant of the District. Therefore, throughout this report where the NW designation is omitted, it should be understood that the street is located in the northwest quadrant.

Q Street

Q Street is a two lane east-west road with one lane in each direction that runs through the study area from Rock Creek Parkway to Wisconsin Avenue and from Wisconsin Avenue to 35th Street. As Q Street crosses Wisconsin Avenue the alignment of the street is offset resulting in turning movements on Wisconsin to continue on Q Street. The street is surrounded by residences, with parking allowed on the north side of the street. Intersections are controlled with all way stop signs. Traffic signals control the intersections at 28th Street, 29th Street, 30th Street, 31st Street, 33rd Street, 34th Street, and Wisconsin Avenue.

R Street

R Street is a two lane east-west road with one lane in each direction that runs through the study area from 28th Street to 38th Street. As R Street crosses Wisconsin Avenue the alignment of the street is offset resulting in turning movements on Wisconsin to continue on R Street. Most of the buildings on R Street are residences. Parking is allowed on both sides of the street. Intersections are controlled with all-way stop signs with the exception of the signalized intersection at Wisconsin Avenue.

33rd Street

33rd Street is a one way, one lane road that runs north from south of M Street to Wisconsin Avenue. Most of the buildings on 33rd Street are residences but at the intersection of 33rd Street and M Street retail stores exist. Parking is allowed on both sides of the road. Intersections are controlled with all-way stop signs with the exception of the signalized intersections at M Street and Q Street.

34th Street

34th Street is a one way, one lane road that runs south from Wisconsin Avenue to south of M Street. Most of the buildings on 34th Street are residences, but the intersection of 34th Street and M Street has retail stores. Parking is allowed on both sides of the road for the majority of its stretch. Most intersections are controlled with all-way stop signs, with a traffic signal at the intersection of 34th Street and M Street.

35th Street

35th Street is a two lane street that runs north-south from M Street to Wisconsin Avenue. There are two one-way southbound segments along the road: from Wisconsin Avenue to Whitehaven Parkway and from Prospect Street to M Street. 35th Street is mostly residential. It is primarily controlled by all-way stop signs; however, there are traffic signals at Reservoir Road and Wisconsin Avenue.

37th Street

37th Street is a two-lane street that runs north-south from Whitehaven Parkway to Reservoir Road. Parking is permitted on the east side of the road. The street is controlled by all-way stop signs and a traffic signal at Reservoir Road. Most of the buildings along the street are residential, and there is a school located at R Street.

Pennsylvania Avenue

Pennsylvania Avenue is a six-lane undivided principal arterial that consists of three lanes in each direction. It traverses a portion of the study area on a diagonal alignment northwest to southeast. Pennsylvania Avenue terminates at M Street, just east of the intersection of M Street and 28th Street. The posted speed limit is 25 mph. All intersections along Pennsylvania Avenue within the study area are signalized and include pedestrian crosswalks with countdown pedestrian signals on each signal arm.

PUBLIC TRANSPORTATION

WMATA Metrorail Service

No Metrorail stations are located within the study area. Users of Metrorail walk to the study area or transfer to buses serving the area. Two stations are located near the study area: Foggy Bottom (Orange and Blue Line) located at 2301 I Street, and Dupont Circle (Red line) located at 1525 20th Street. Additionally, the Rosslyn Metro Station, located in Rosslyn, Virginia, is used by Metro passengers to access Georgetown across the Key Bridge.

WMATA Metrobus Service

The Washington Metropolitan Area Transit Authority (WMATA) provides extensive bus service in the study area (See [Figure 3](#)). Twelve WMATA Routes provide service within the study area. Current price per ride is \$1.35 (or \$1.25 with a SmarTrip card). Other agencies providing transit service in the study area are described below.

As shown in [Figure 3](#), twelve bus routes (Routes 38B, 30, 32, 34, 35, 36, G2, D2, D1, D3, D6 and D5) provide service within the study area primarily along Wisconsin Avenue and M Street². The average headway for most of the WMATA buses is 15 to 30 minutes. [Appendix A](#) shows the boardings and alightings (passenger ons and offs) for each route during different times of the day. The 30's lines (30, 32, 34, 35, and 36) carry the most passengers throughout the study area (See [Appendix A](#)). Furthermore, the bus stops at M Street/Wisconsin Avenue (eastbound) and M Street/31st Street (westbound) are the most utilized within the study area.

Downtown Circulator

The Downtown Circulator operates on Wisconsin Avenue and M Street between Whitehaven Street (near the Naval Observatory) and Union Station. It operates from 7:00AM to 9:00PM. The average headway between circulator buses is 10 minutes. Additional night service extending the hours to midnight on Sunday-Thursday and 2:00AM on Friday and Saturday began in March 2007.

Georgetown Metro Connection

The Georgetown Metro Connection Route 2 (M Street Line) operates along the major corridors in the study area from 7:00AM to midnight Monday-Thursday, 7:00AM to 2:00AM Friday, 8:00AM to 2:00AM Saturday, and 8:00AM to midnight Sunday. Buses connect directly to the Rosslyn and Dupont Circle metro stations. The average headway for these buses is 10 minutes at a cost of \$1.50 or \$0.35 with a Metrorail transfer.

Georgetown University Transportation Shuttle (GUTS)

The Georgetown University Transportation Shuttle (GUTS) provides transit service between the two Georgetown University campuses (Foggy Bottom and Mount Vernon) and other off-campus Georgetown University facilities along 5 routes. Buses operate between 5:00AM and midnight (with each route operating at different times) every 10 minutes with routes destined to Wisconsin Avenue, Dupont Circle, Rosslyn, Arlington Loop (along Lee Highway, Kirkwood, and Arlington Blvd), and the Law Center (operates only Monday – Friday). Total ridership by month is shown in [Appendix A](#). For the past year (July 2006-June 2007), almost 1.5 million people utilized the GUTS system. Faculty, staff and students with a valid Georgetown University ID card can ride along any GUTS route at no charge. Physicians, staff and patients with valid GUH ID may ride the Rosslyn and Dupont shuttles. Visitors and persons doing business on campus may also ride free of charge and must show a picture ID at the time of boarding. Buses with handicapped access are available on all GUTS routes.

BUS, TRUCK AND BICYCLE RESTRICTIONS

There are a number of bus and truck restrictions within the study area (See [Figure 4](#)). The bus restrictions are on 34th Street and stretch from M Street to Wisconsin Ave. The truck restrictions in the study area are on Potomac Street, 33rd Street, 34th Street, P Street and 37th Street. On Potomac Street, the restrictions stretch from M Street to O Street. On 33rd and 34th Streets, the restrictions stretch from M Street to Wisconsin Ave. On P Street, the restrictions stretch from 35th Street to Wisconsin Ave. On O Street, the restrictions stretch for the block between Potomac Street and Wisconsin Avenue. On 37th Street, the restrictions stretch from Reservoir Road to Tunlaw Road. Bike restrictions are present along O and P Streets from 35th Street to Wisconsin Avenue and are in conjunction with the presence of the cobblestone streets and the existence of the historic tracks. Both of these items (cobblestones and tracks) make it difficult to ride a bicycle along the street. For safety reasons, these streets have been restricted from bicycle use.

² The WMATA bus schedule changed significantly in late June 2008. As of the completion of this study and the final submittal of the study report, the only buses that operate on Wisconsin Avenue are bus routes 31, 32, and 36. Analysis completed in this report was based on routing prior to June 2008.

FIGURE 3: BUS ROUTES

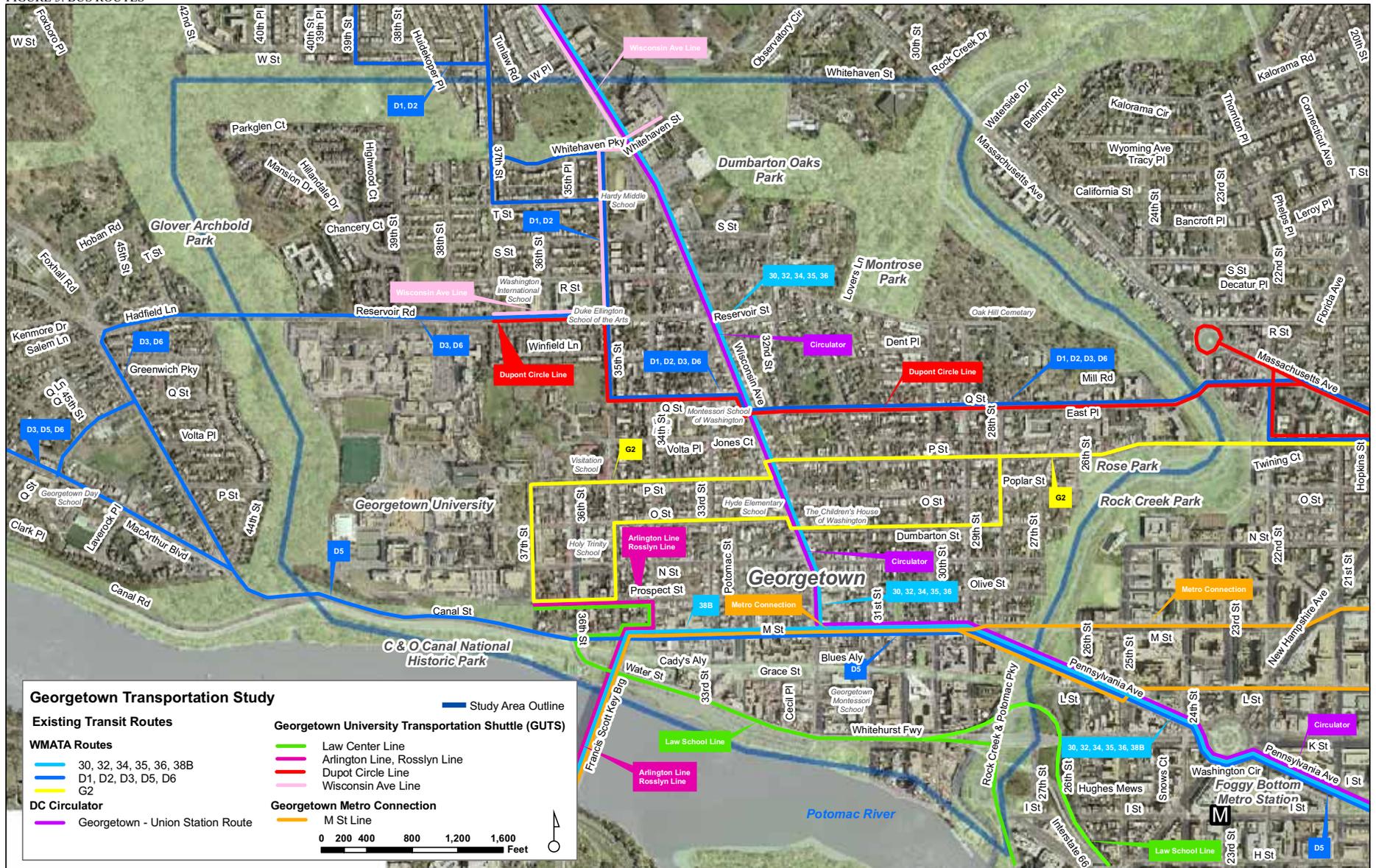
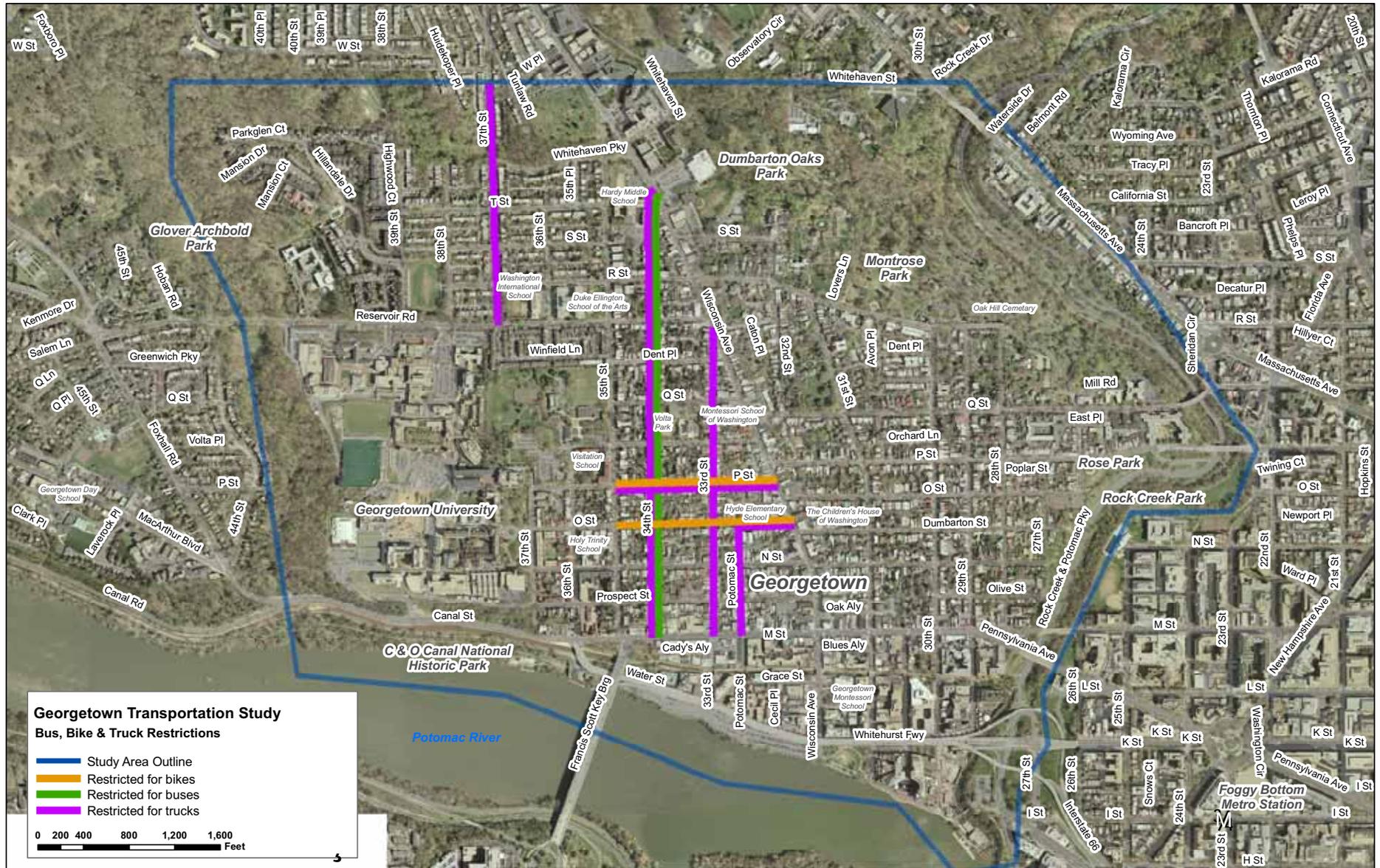


FIGURE 4: BUS AND TRUCK RESTRICTIONS



BICYCLE FACILITIES

Getting around Georgetown can be done in more ways than one. Popular forms of alternative modes of transportation include walking and bicycle riding. There are many well-known biking and walking trails in the study area (See [Figure 5](#)), and it is clear that the preferred method of transportation within Georgetown is walking due to the close proximity of retail and commercial developments, good transit service, and limited parking.

Existing Bicycle Trails/Facilities

Biking is a popular form of transportation within the study area and is aided by the presence of numerous trails including:

- Rock Creek Park Trail
- Capital Crescent Trail
- C&O Canal Towpath Trail (see figure to right)



C & O TOWPATH TRAIL

The Capital Crescent and C&O Canal Towpath Trails run parallel to each other within the study area to the Key Bridge. The Capital Crescent Trail (extending to west Silver Spring in Montgomery County, MD) terminates just after the Key Bridge, and trail users either continue on K Street or on the C&O Towpath Trail towards the east connecting to the Rock Creek Park Trail. These trails provide convenient access to Georgetown from the east, west and north. Overall, the southern section of the study area is well served by bike facilities. Apart from these trails there are no other dedicated bike facilities within the study area.

Ongoing and Proposed Trail development

The National Park Service is developing the trail system in the southern part of the study area (see [Figure 5](#)) which will eventually connect the Capital Crescent Trail to the Rock Creek Park Trail and the Kennedy Center. The project is being developed in four phases:

- Phase I - currently under construction extends the Capital Crescent Trail along K Street from 34th Street to Wisconsin Avenue
- Phase II - will extend the trail from Wisconsin Avenue to 31st Street along K Street
- Phase III - will connect the waterfront to the Kennedy Center and F Street
- Phase IV – will connect the trail to Rock Creek Park Trail south of K Street

Bicycle Volumes

To assess the level of biking activity as well as related deficiencies the project team collected bike volumes at 25 locations throughout the study area. The data was collected during the morning and afternoon peak periods on an average week day as well as from 2:00 to 8:00 PM on Saturdays. The peak hour bicycle volumes are shown in [Figure 6A](#) and [Figure 6B](#). The weekday data indicated that in addition to the trails located in the southern and eastern parts of the study area M Street, K Street, Wisconsin Avenue and Reservoir Road are the main routes that bicyclists use. During the weekday peak periods bicycle traffic averages over 30-50 riders per hour on M and K Streets. The present vehicular volumes and related traffic congestion on these streets means that conflicts between bicyclists and vehicles are an everyday occurrence (as shown in the figure above). Data collected on weekends (2:00 – 8:00 PM) indicated that bicycle trips on most corridors within the study area decrease significantly from weekday trips.



FAMILY CROSSING M STREET

Bicycle Crashes

In order to assess bicycle safety conditions in the study area, the Study Team obtained crash data during the period 2000 to 2006 from DDOT. The crash data is illustrated in [Figure 7](#). (Note: Crash data for vehicles is given from 2004-2006.) Crashes involving bicyclists make up a small portion of the overall crashes in the study area, hence a longer period of time is reviewed to provide adequate sampling size for analysis. There were almost 60 reported bicycle accidents within the study area during the period 2000 to 2006 of which approximately 40 percent resulted in injury. The corridors that emerge as being most dangerous to traffic are M Street west of Wisconsin Avenue, Wisconsin Avenue between Reservoir Road and P Streets, and K Street between Wisconsin Avenue and 29th Street. The crash frequencies throughout the study area are greater along streets with high bicycle activity, high deficiencies, and a large number of conflicts between bicyclists and vehicles.

FIGURE 5: BIKE TRAIL (EXISTING AND PROPOSED)

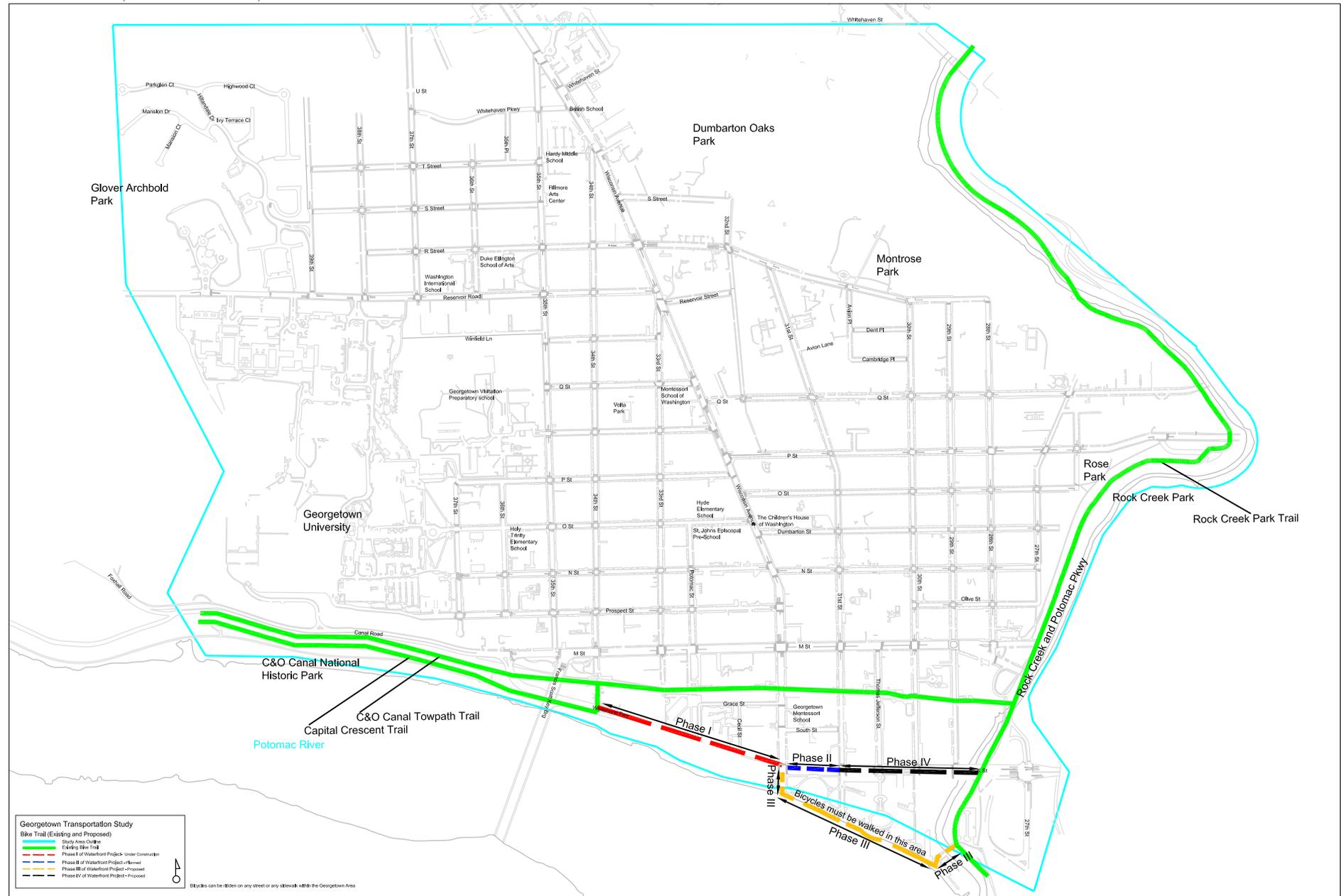


FIGURE 6A: PEAK HOUR PEDESTRIAN/BIKE VOLUME DATA



FIGURE 6B: PEAK HOUR PEDESTRIAN/BIKE VOLUME DATA



PEDESTRIAN FACILITIES

Segments of Georgetown have a lot of pedestrian activity due to the close proximity of retail and commercial developments, good transit service, and the presence of Georgetown University. To assist in determining the level of pedestrian activity as well as deficiencies in the pedestrian infrastructure, surveys and assessments were completed. These included:

1. Pedestrian Volumes
2. Sidewalk Assessment
3. Curb Ramp Assessment (for wheelchairs, strollers, persons with impaired vision, etc.)
4. Signs, Road Markings and Signals
5. Pedestrian Crash Assessment

Pedestrian Volumes

To assess the level of pedestrian activity as well as related pedestrian deficiencies in the infrastructure the project team collected pedestrian volumes at 25 locations throughout the study area. The data was collected during the morning and afternoon peak periods on an average weekday as well as from 2:00 to 8:00 PM on Saturdays. The peak hour pedestrian volumes are shown in **Figure 6A** and **Figure 6B**. The volumes measured pedestrians crossing the intersection at all corners. The following high pedestrian activity corridors emerged:

- **M Street** – The intersection of M Street and Wisconsin Avenue is the focal point of Georgetown with peak hour pedestrian volumes from just under 1,000 pedestrians (average weekday) to well over 3,300 pedestrian per hour on Saturdays. In fact, there are twice as many pedestrians as vehicles on M Street (east of Wisconsin) on weekends.
- **Wisconsin Avenue** – Peak hour pedestrian volumes along Wisconsin Avenue are high. The large pedestrian volumes at the intersection of M Street and Wisconsin Avenue are related to the crossing of two commercial corridors.
- **P Street (between 31st and 35th Street)** – This area of P Street serves as a major east-west pedestrian corridor between Wisconsin Avenue and Georgetown University, and connects the Georgetown area to the Dupont Circle retail area and Metro station. West of Wisconsin the pedestrian activity is greater during the weekday averaging approximately 50-75 pedestrian per peak hour. On weekends P Street east of Wisconsin Avenue sees an increase of over 300 percent in pedestrian activity due to its proximity to the lower Wisconsin Avenue and M Street commercial area.
- **Reservoir Road (between 35th and 39th Street)** – The increased pedestrian volumes in this segment of Reservoir Road on weekdays is related to student activity to/from Georgetown University Hospital and local schools.
- **35th Street (between P Street and M Street)** – The high pedestrian volumes along this segment of 35th Street are related to student activity from Georgetown University, the Holy Trinity Elementary School, and direct access to M Street and the Key Bridge.
- **K Street** – K Street facilitates pedestrian traffic along the waterfront as well as provides Georgetown with walking access to metro-rail across 27th Street. As a result north-south streets like Wisconsin Avenue, 30th Street and Thomas Jefferson Street have higher than average pedestrian traffic (over 100 pedestrians per hour). As commercial activities continue to grow and the parks and recreational area just south of K Street are completed, these north-south streets will see increased pedestrian traffic.



M STREET AND WISCONSIN AVENUE



K STREET ENVIRONMENT

As expected, these high pedestrian activity corridors are along routes that lead to or include schools, universities, commercial areas and access to the adjacent metro-rail stations.

Pedestrian Crash Data

The pedestrian crash data from 2000 to 2006 were plotted by the number of crashes as shown in [Figure 8](#). The crash analysis part of the overall report analyzes the data for the past three years (2004-2006); however, because pedestrian crashes are rare events the project team thought it best to analyze a larger sample of data (2000-2006) to discern any patterns/trends. There were over 80 reported pedestrian crashes within the study area in this time period of which approximately 40 percent resulted in injury. In analyzing the crash data, the following critical corridors emerge:

- M Street
- Prospect Street from 37th Street to 34th Street
- Reservoir Road from 35th Street to 39th Street
- Wisconsin Avenue from Whitehaven Parkway to Reservoir Road
- 35th Street between Reservoir Road and Q street
- P Street between 28th and 31st Streets

The crash frequencies throughout the study area are greater along streets with high pedestrian activity, high deficiencies, and a large number of conflicts between pedestrians and vehicles.

Sidewalk Assessment

An assessment was carried out to determine the sidewalk width as well as other major deficiencies that impede pedestrian travel such as the absence of sidewalks. [Figure 9](#) shows the sidewalk width, missing sidewalks, and brick and/or concrete covered sidewalks. Generally, the study area has a good network of sidewalks with less than one percent of sidewalks either missing or less than four feet wide; four foot wide sidewalks are considered as the minimum acceptable for wheelchair passage.

Brick sidewalks account for over 80 percent of all sidewalks in the study area. However, approximately 30 to 40 percent of the brick sidewalks are in need of repairs or are deficient in other ways. The sidewalks found to be deficient are shown in [Figure 10](#). The deficiencies were classified into three categories:

- General deficiencies – sidewalk that is somewhat accessible but uneven as shown in figure to the right
- Elevated – sidewalk which is elevated by ¼-inch or more which fits the definition of inaccessible. Pedestrians who use wheelchairs have difficulty in maneuvering over sidewalks that have areas that are raised by more than ¼-inch.
- No sidewalk



**COMMON BRICK SIDEWALK
DETERIORATION**

Overall, there is a good network of sidewalks within the study area. [Appendix B](#) shows the sidewalks, roads, and alleyways scheduled for construction improvements within the 2008-2009 construction years (NOTE: Some improvements listed in [Appendix B](#) have been implemented to date).

Curb Ramp Assessment (for wheelchairs, strollers, persons with impaired vision, etc)

The curb ramp assessment is particularly important in ensuring that the Georgetown area is accessible to all pedestrians regardless of any disability. Curb ramps are essential to providing sidewalk access to users and others with impaired mobility. The assessment as shown in [Figure 11](#) classified the curb ramp into four categories:

1. Curb Ramp Only
2. Curb Ramp with ADA tactile warning tiles
3. Curb Ramp with brick pattern slope
4. No Curb Ramp

The assessment indicated that curb ramps were present at over 95 percent of all intersections within the study area. Curb ramps should provide some level of contrast; the brick pattern on the curb ramp (observed on about five percent of all ramps) does not achieve this. The brick pattern hinders the ability to distinguish between different surfaces (brick sidewalk and adjoining brick pattern sidewalk) which provide valuable information to vision impaired pedestrians in guiding them safely. The assessment also indicated that as



**CURB RAMP WITH ADA
TACTILE WARNING TILES**

much as 90 percent of all curb ramps do not have any tactile warnings (see previous figure). A tactile warning is a raised surface located at the base of a ramp that serves to inform pedestrians who are vision impaired that they are about to enter the roadway. While the study area has a good network of sidewalks, these obstacles still make access difficult for all pedestrians regardless of physical ability.

Signs, Road Markings and Signals

To assist in assessing the deficiencies in the pedestrian environment, an inventory of pedestrian signs, road markings and pedestrian signals was completed. These are presented in [Figure 12A](#), [Figure 12B](#), [Figure 12C](#), and [Figure 12D](#). Schools within the study area have advanced school warning signs and crosswalks with the exception of Hyde Elementary School, Georgetown Visitation Preparatory School, and Georgetown University access points on 37th Street. In addition, the streets around Rose and Volta Parks are deficient in pedestrian signing and road marking.

Most signalized intersections do include pedestrian signals with count-downs as shown in figure to the right. However, a few signalized intersections do not have any pedestrian signals at all, such as:

- 28th Street and P Street
- 30th Street and P Street
- 33rd Street and Q Street



TYPICAL COUNT DOWN PEDESTRIAN SIGNAL

Pedestrian count-down signals facilitate pedestrians crossing and make for safer usage of crosswalks. Safety is enhanced because the count-down gives a clear indication of when the traffic signals will turn green, reducing the likelihood of a pedestrian crossing on a flashing red-hand signal and either obstructing traffic or getting caught between moving streams.

Currently DDOT has proposed the use of MUTCD R10-15 (see picture to the right) for use at certain intersections. If the proposed signage as shown is approved, this signage could replace some of the proposed pedestrian crosswalk signage as shown in [Figure 12 A-D](#).



Current MUTCD R10-15



Proposed MUTCD R10-15

Pedestrian Activity and/or Deficiency:

To assess the pedestrian needs in the infrastructure the Study Team prioritized streets based on the combination of their pedestrian volumes and their deficiencies in pedestrian infrastructure. These were rated high, medium, and low as shown in [Figure 13](#). The categories are consistent with the methodology used in the District of Columbia Draft Pedestrian Master Plan and are summarized as follows:

- High – High pedestrian activity and deficiency corridors are usually found around generators such as universities, schools, commercial areas, metro-rail access routes and where the existing infrastructure does not support the pedestrian demand. These high pedestrian priority corridors include:
 - M Street
 - Wisconsin Avenue
 - K Street
 - Segments of 35th Street and Reservoir Road
- Medium – Medium pedestrian activity and deficiency corridors are usually found around pedestrian generators such as parks and high density residential developments and where the existing infrastructure support to some extent the pedestrian demand but significant deficiencies still exist. These medium pedestrian priority corridors include:
 - 33rd Street
 - Prospect Street
 - Segments of P, Q, and 35th Street
- Low – Low pedestrian activity and deficiency corridors are usually routes that are used by pedestrians to access schools, parks, etc. The existing infrastructure generally supports the level of pedestrian activity but can be improved. These low pedestrian priority corridors include:
 - 28th Street
 - 30th Street
 - Segments of P Street, Reservoir Road and 34th Street



HIGH PEDESTRIAN ACTIVITY ON M STREET

This assessment helps to prioritize pedestrian demand within the study area with the need for good road infrastructure.

FIGURE 8: PEDESTRIAN CRASH DATA

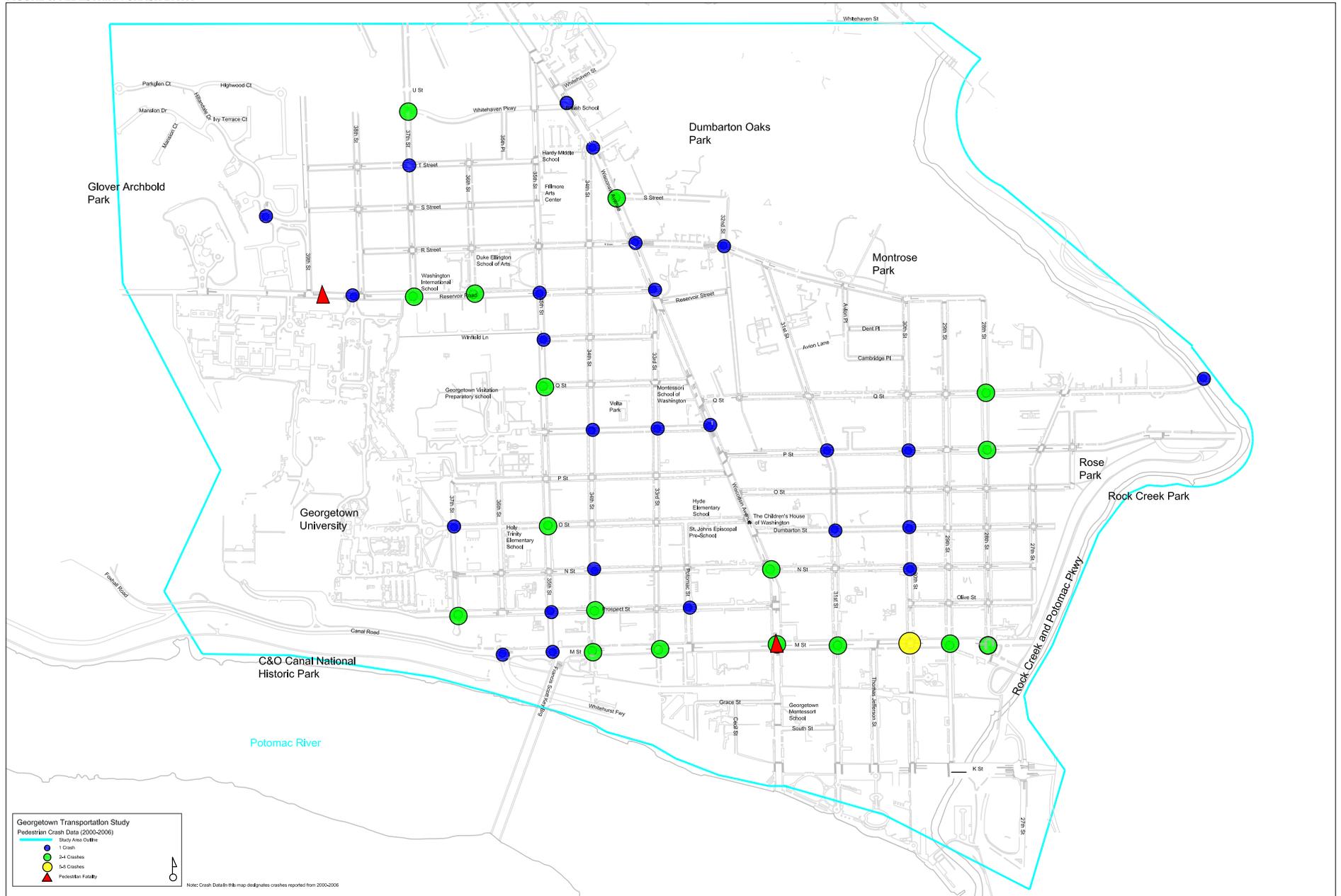


FIGURE 9: SIDEWALK ASSESSMENT

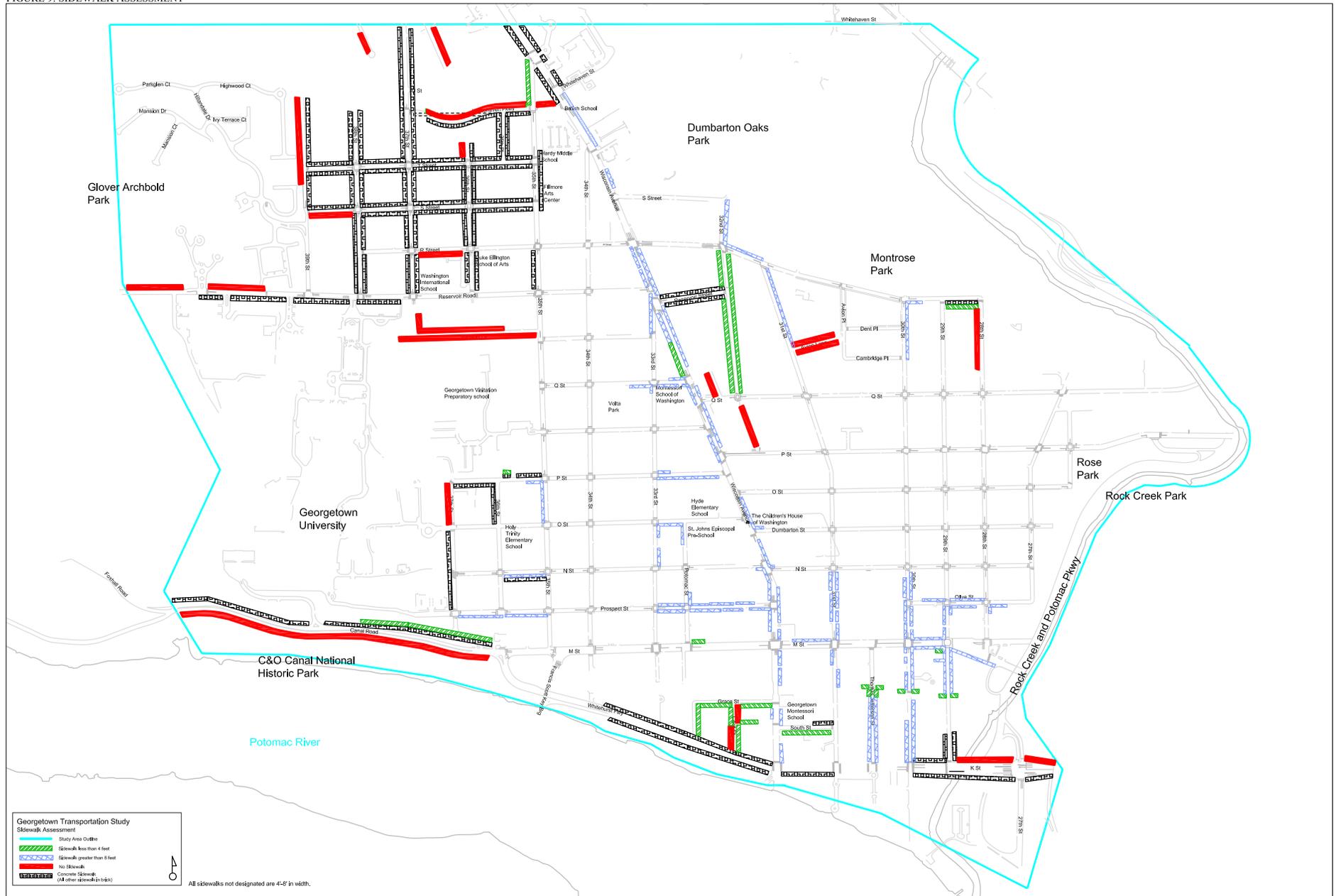


FIGURE 10: SIDEWALK DEFICIENCIES

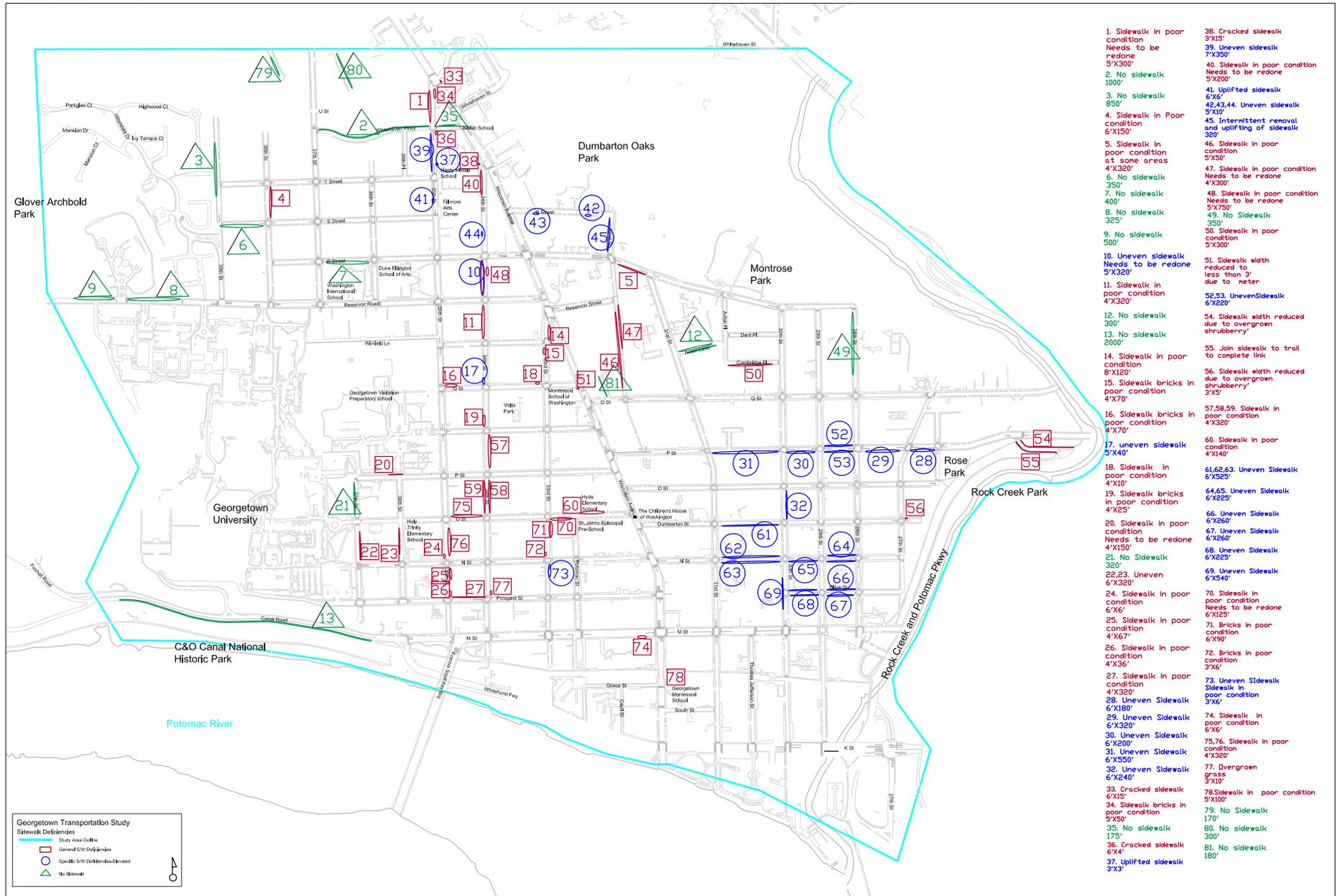


FIGURE 11: CURB RAMP ASSESSMENT

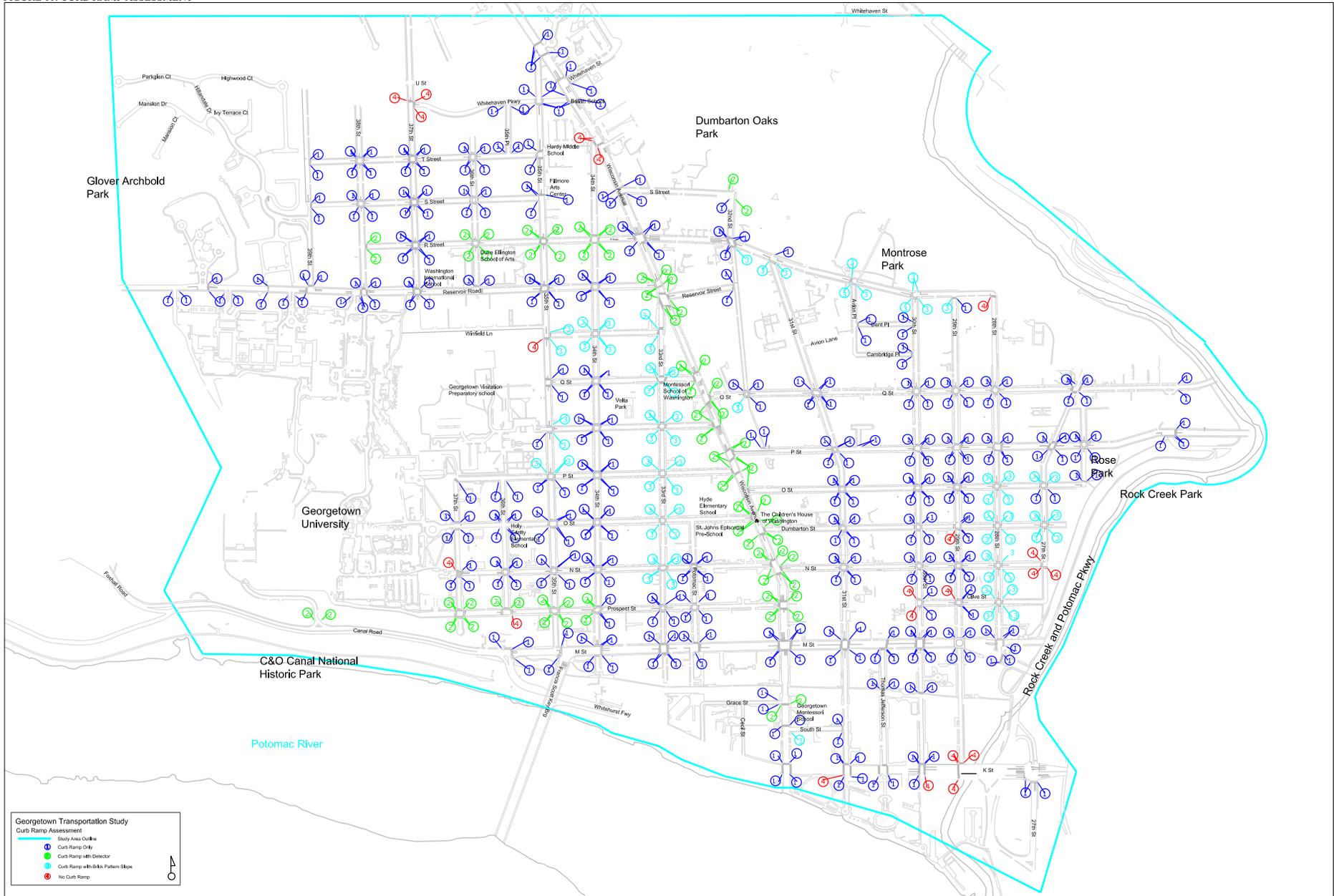
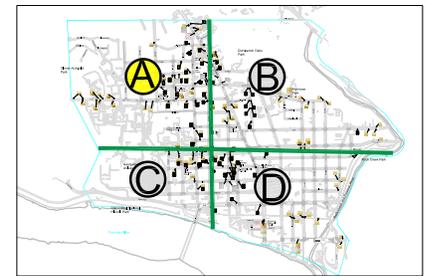
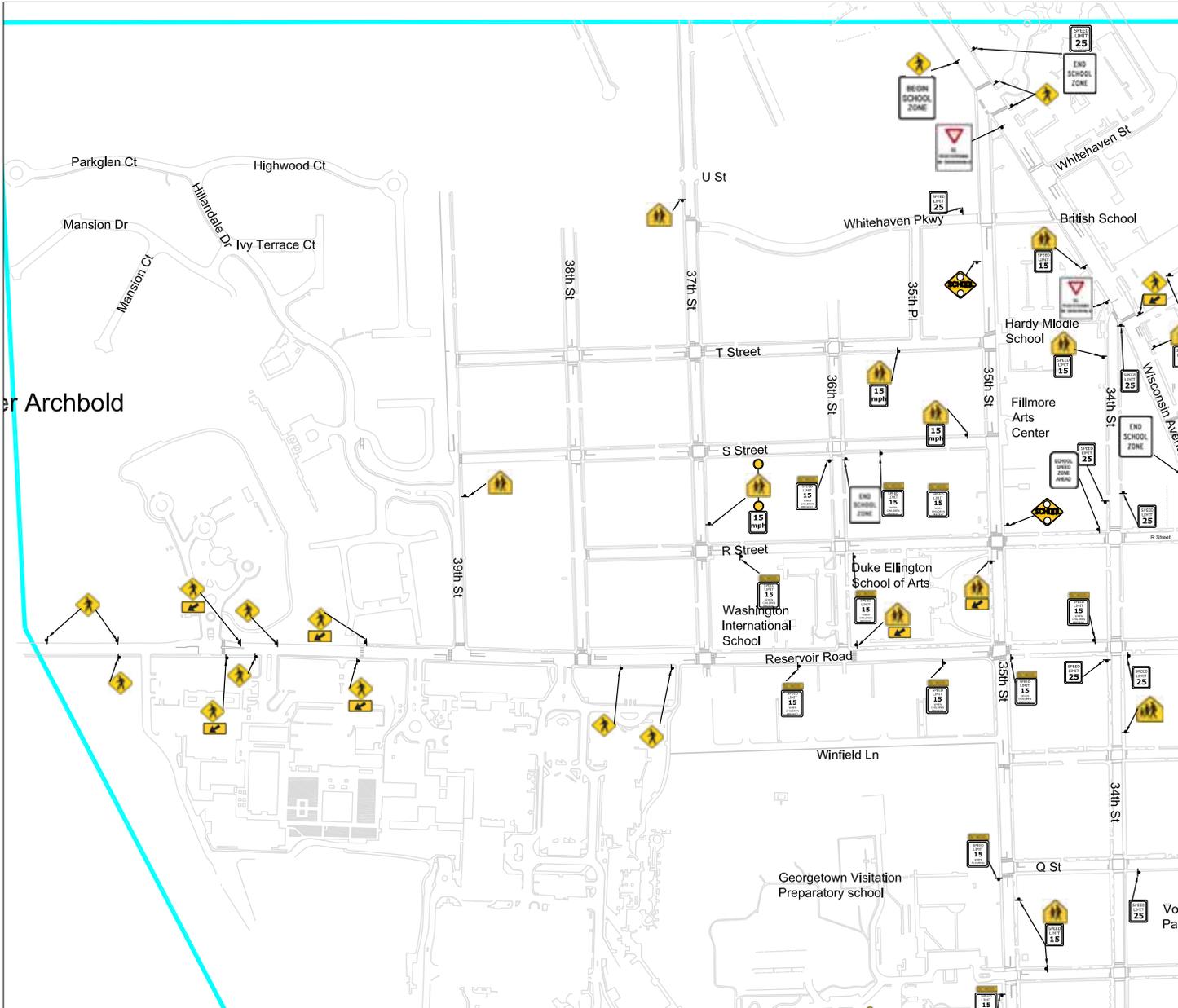


FIGURE 12A: SIGN INVENTORY (PEDESTRIAN AND BIKE RELATED)

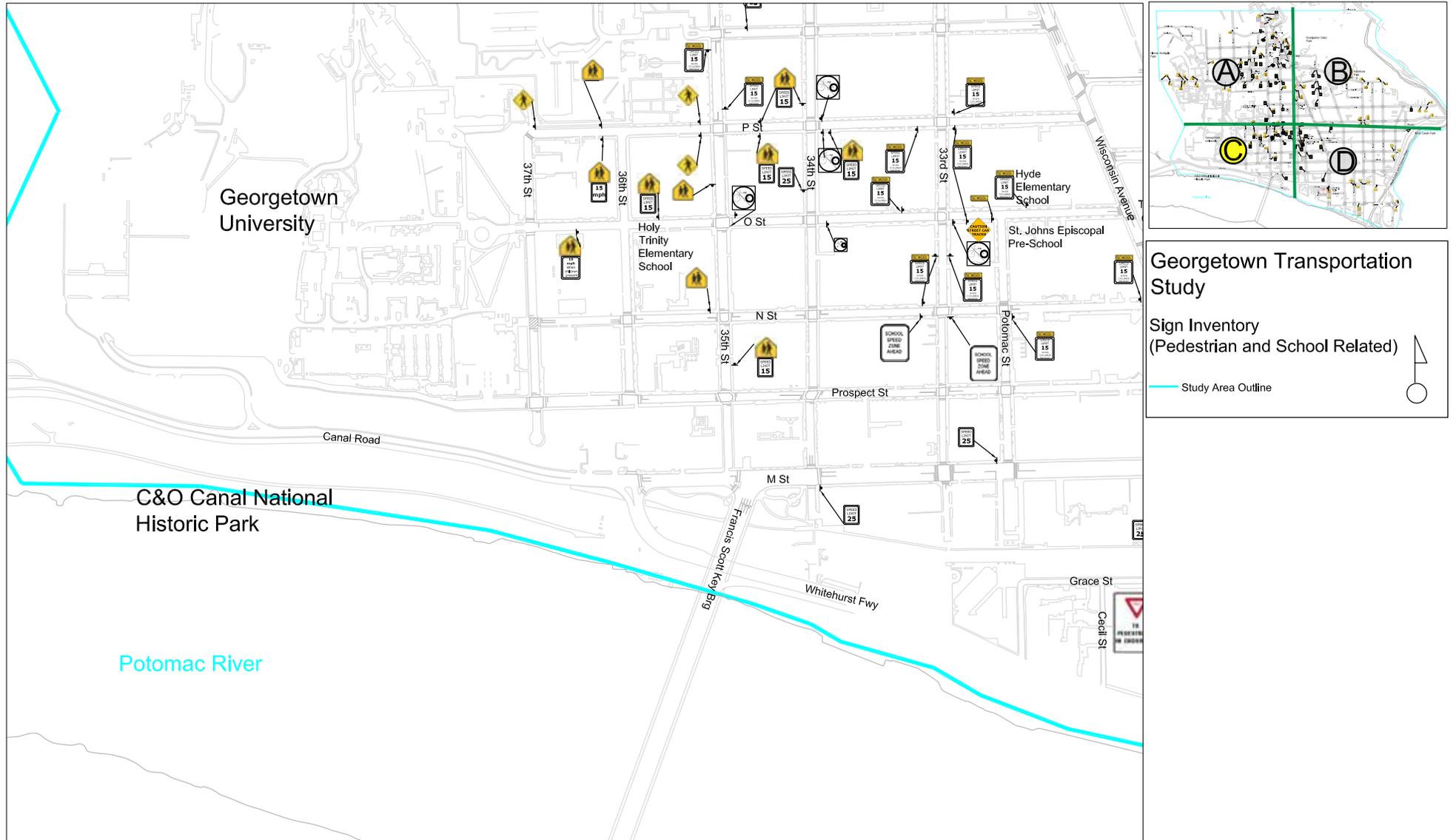


Georgetown Transportation Study

Sign Inventory (Pedestrian and School Related)

Study Area Outline

FIGURE 12C: SIGN INVENTORY (PEDESTRIAN AND BIKE RELATED)



Georgetown Transportation Study

Sign Inventory (Pedestrian and School Related)

Study Area Outline



FIGURE 12B: SIGN INVENTORY (PEDESTRIAN AND BIKE RELATED)

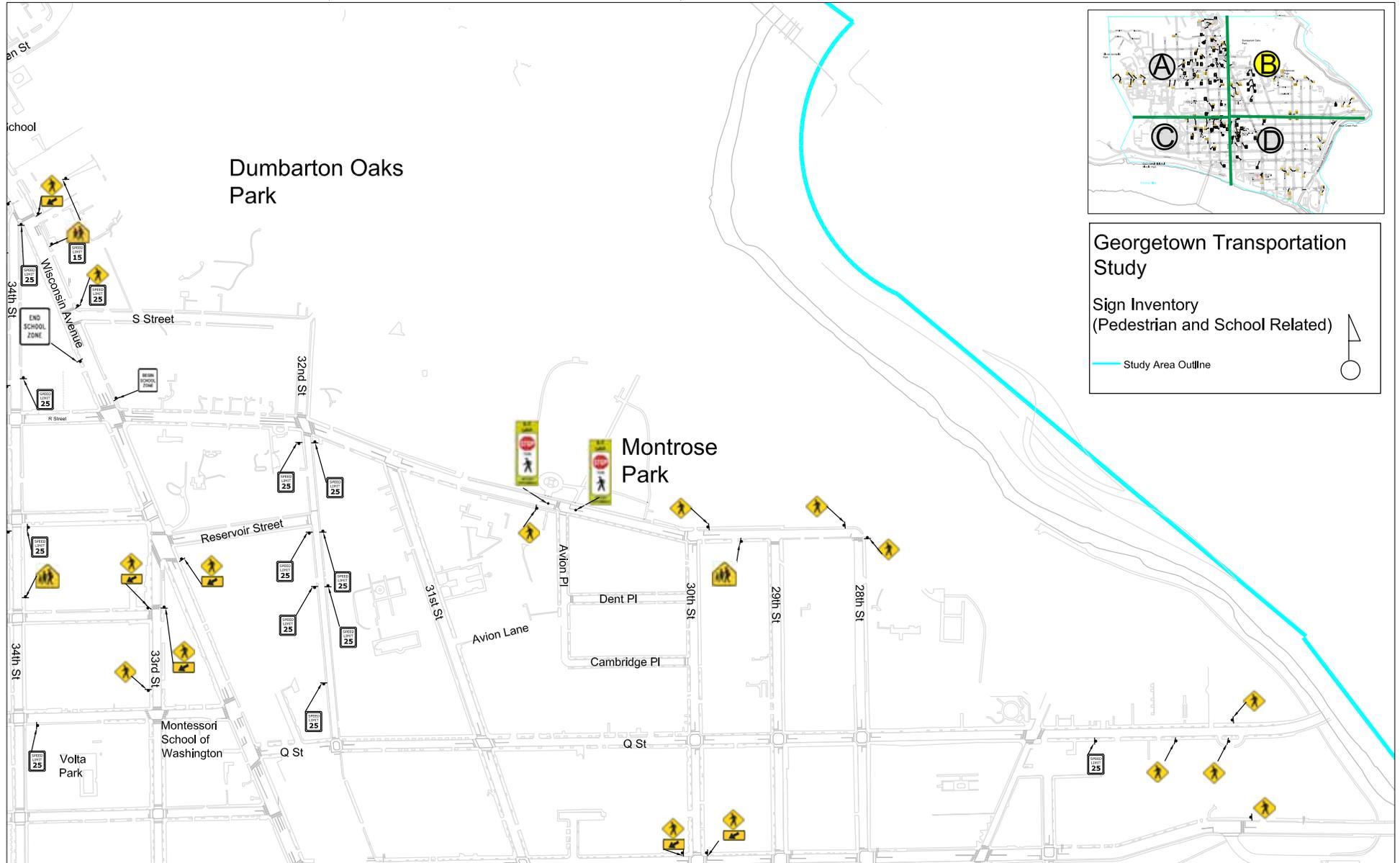
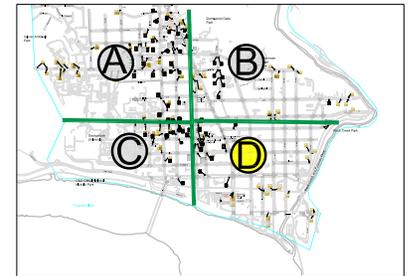


FIGURE 12D: SIGN INVENTORY (PEDESTRIAN AND BIKE RELATED)



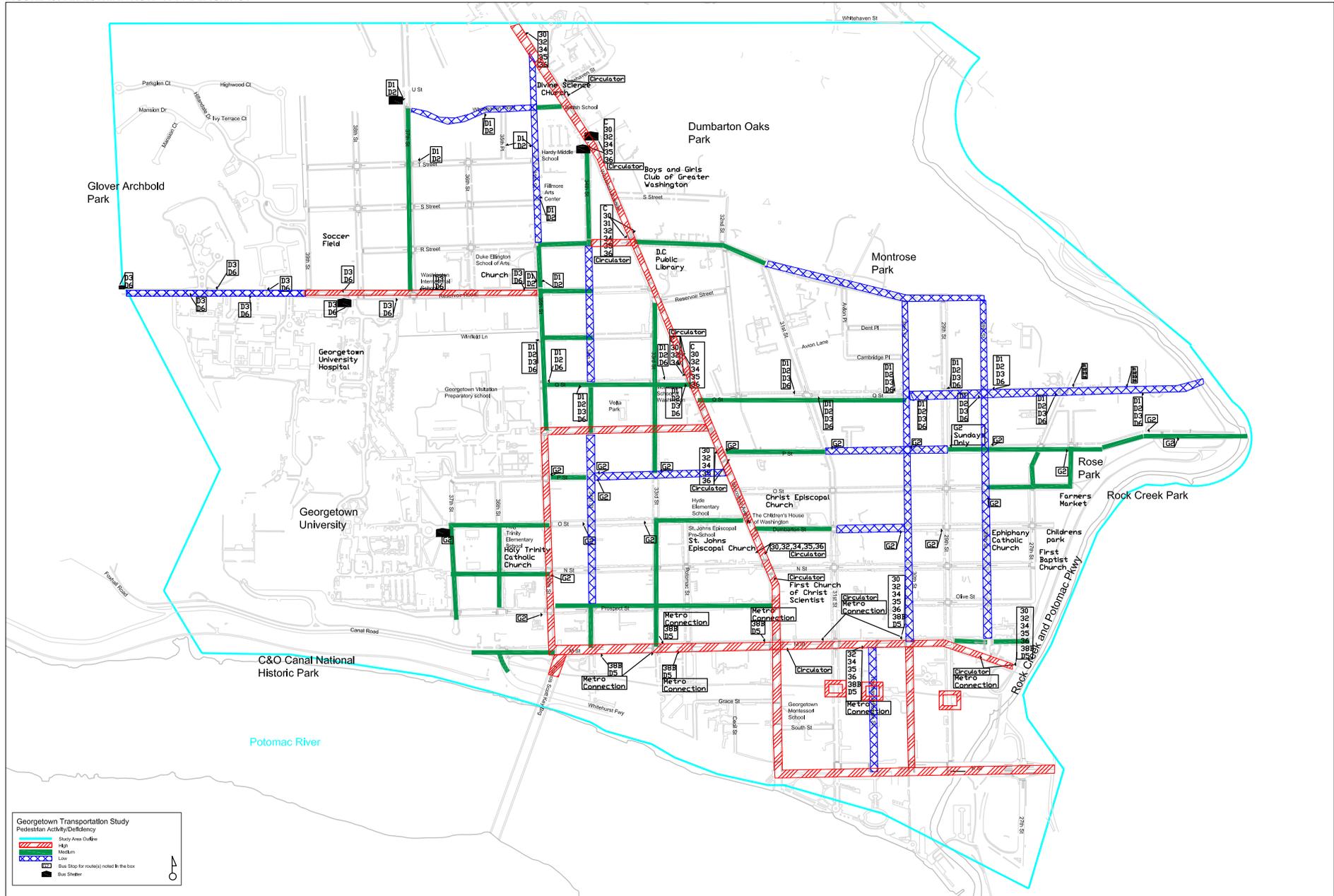
Georgetown Transportation Study

Sign Inventory
(Pedestrian and School Related)

— Study Area Outline



FIGURE 13: PEDESTRIAN ACTIVITY / DEFICIENCY



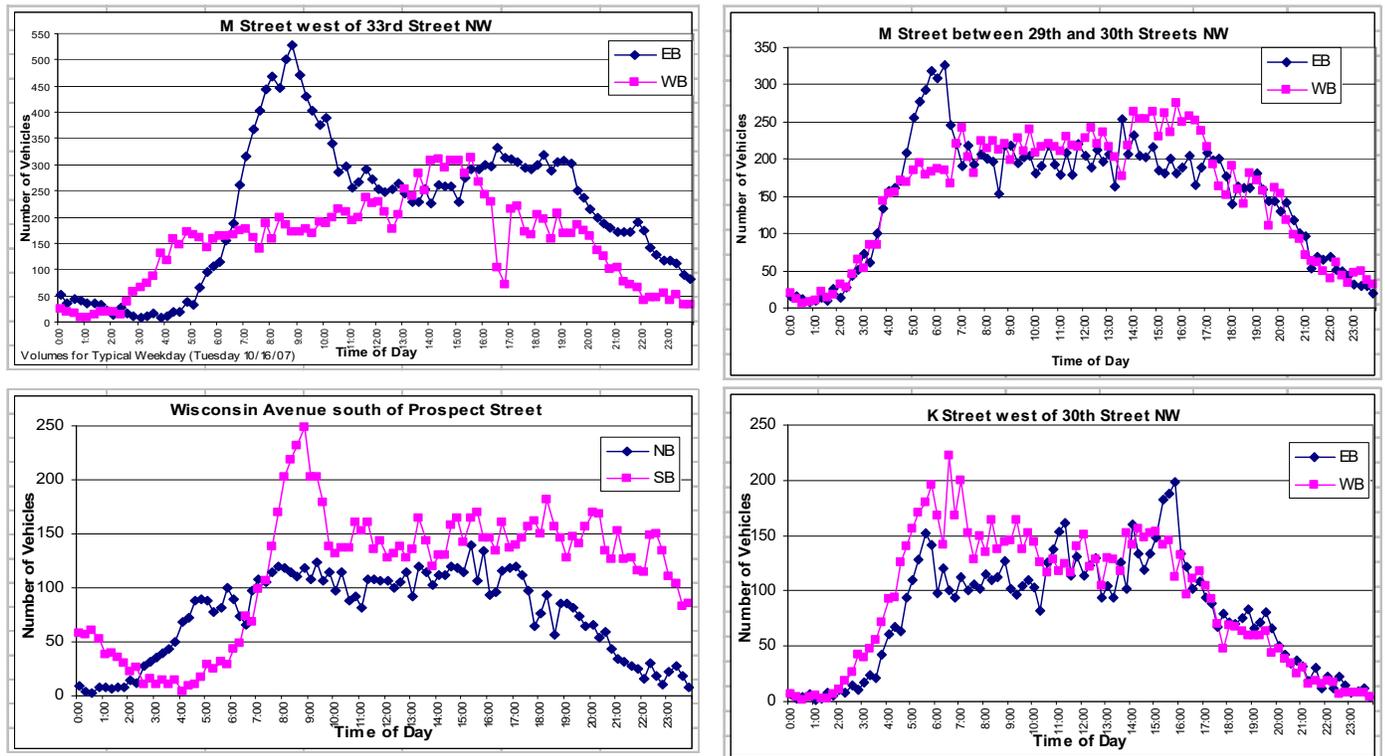
TRAFFIC VOLUMES

In order to assess the peak hours in the southern commercial core area, the Study Team collected daily traffic volumes using automatic traffic recorders (ATR's) over a 4-day period. These counts were taken from Friday, October 12th to Wednesday, October 17th at the following locations:

- M Street west of 34th Street
- M Street between 29th and 30th Street
- Wisconsin Avenue south of Prospect
- K Street west of 30th Street

Figure 14 shows the traffic volumes on a typical weekday (for this project that was Tuesday, October 16th, 2007) The AM peak volumes are higher than PM peak volumes because people have less flexibility in when they begin their workday. It should be noted that for most roadways in the Study Area, the PM peak period is longer than the AM peak period. The PM peak volumes are sustained for a longer period to take into account not only the influx and outflux of working individuals but also those seeking entertainment and dining options within the study area.

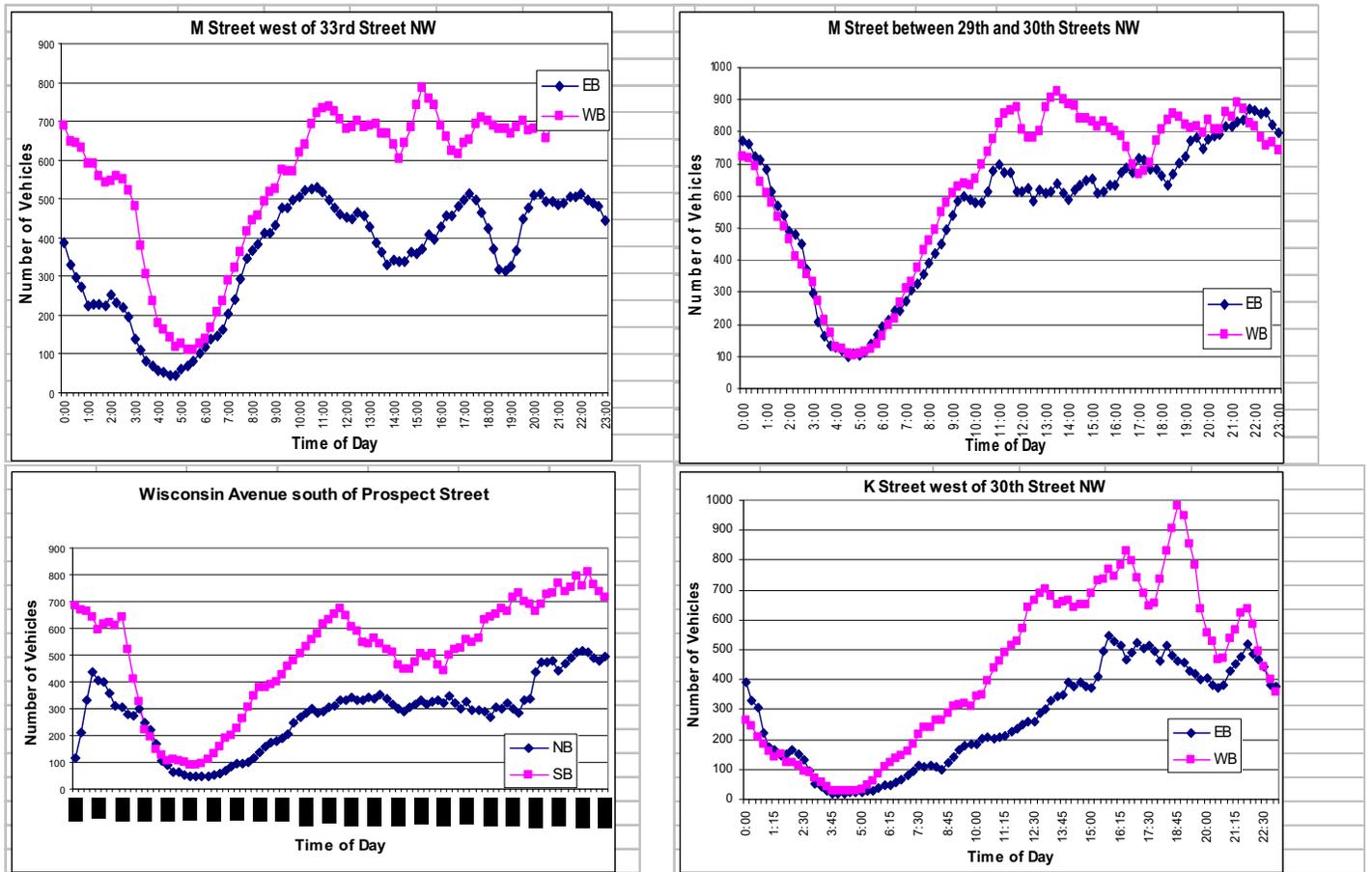
FIGURE 14: WEEKDAY TRAFFIC VOLUMES ON M STREET, WISCONSIN AVENUE AND K STREET



NOTE: The difference in NB and SB traffic on Wisconsin Avenue south of Prospect Street may be attributable to the imbalance in the number of lanes in the northbound and southbound directions

Because of the dual nature of Georgetown, serving as a residential and commercial core area, and one of the few connections between Virginia and DC, there was need to determine travel patterns on the weekend. As shown in **Figure 15**, traffic volumes fluctuate throughout the day on Saturday. The AM peak hour on Saturday occurs at approximately 11:00 AM with another peak in the afternoon and a third peak in the late evening. It should be noted that although the PM peak hour on Saturday for Wisconsin Avenue occurs at approximately 10:00 PM, the traffic volumes during this hour are not significantly different from the traffic volumes at 7:00 PM. The Saturday turning movement counts were taken between 2:00PM and 8:00 PM, capturing the majority of peak traffic on all three roadways.

FIGURE 15: SATURDAY TRAFFIC VOLUMES ON M STREET, WISCONSIN AVENUE AND K STREET



The Study Team collected available data on existing turning movement counts in the study area from previous studies. Twenty-five intersections (listed below) were studied further. [Figure 16](#) shows lane configurations at each of the intersections. The twenty-five intersections studied further (see [Figure 17](#)) included:

- | | |
|---|---|
| 1. K Street & Wisconsin Avenue | 14. P Street & 34 th Street |
| 2. K Street & Thomas Jefferson Street | 15. P Street & 33 rd Street |
| 3. K Street & 29 th Street | 16. P Street & 32 nd Street |
| 4. K Street & 27 th Street | 17. P Street & 29 th Street |
| 5. Canal Street/Whitehurst Freeway | 18. Q Street & 35 th Street |
| 6. M Street & Key Bridge | 19. Q Street & 32 nd Street |
| 7. M Street & 34 th Street | 20. Q Street & 31 st Street |
| 8. M Street & 33 rd Street | 21. Reservoir Road & 37 th Street |
| 9. M Street & Wisconsin Avenue | 22. Reservoir Road & 35 th Street |
| 10. M Street & Thomas Jefferson Street | 23. Reservoir Road & 33 rd Street/Wisconsin Avenue |
| 11. Pennsylvania Avenue & 28 th Street | 24. R Street & 34 th Street |
| 12. N Street & 35 th Street | 25. Wisconsin Avenue & 35 th Street |
| 13. P Street & 35 th Street | |

Additionally, the Study Team manually counted turning movements at each of the selected intersections in the study area (See [Figure 18](#) for counts). At each of the intersections where vehicular counts were taken, the Study Team also counted pedestrians and bicycles crossing each of the intersection legs (shown in [Figure 6A](#) and [Figure 6B](#)). The manual turning movement counts were taken during the morning peak

period, 7:00-10:00 AM, and during the afternoon peak period, 4:00-7:00 PM, on a typical weekday (Tuesday, Wednesday or Thursday), as well as Saturday counts taken from 2:00-8:00 PM to capture the Saturday peak hour.

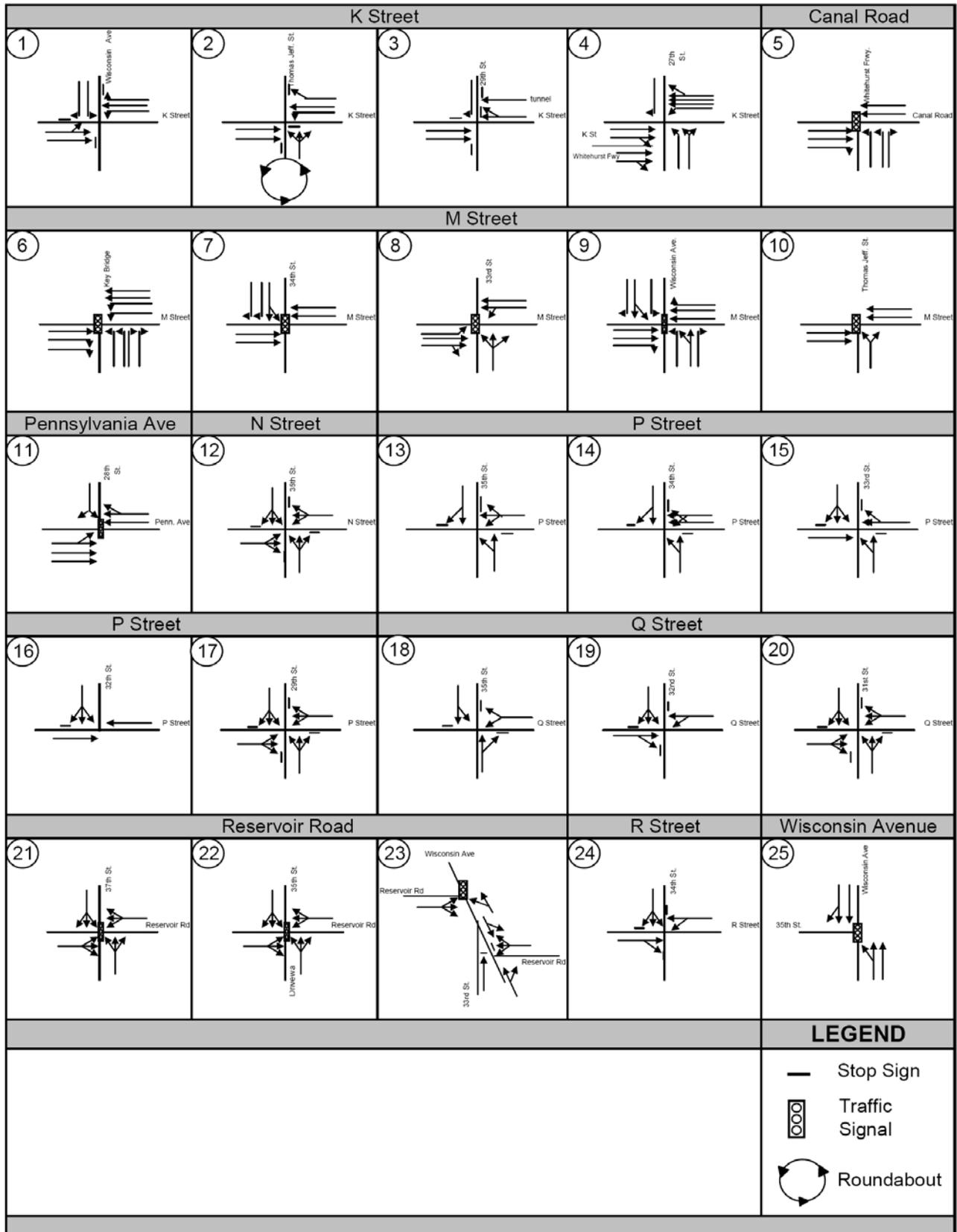
It should be noted that all of the study area intersections were not counted on the same day, thus, there were minor discrepancies in the overall balance of traffic volumes throughout the study area network. The discrepancies are due primarily to traffic variations that occur from day to day. To improve the modeling of the existing traffic conditions, the Study Team applied standard traffic engineering techniques to adjust the turning movement counts at intersections where significant imbalances were found. The existing, 2007, balanced peak hour turning movement counts for the study area are presented in [Figure 18](#).

PAVEMENT CONDITION

The District Department of Transportation (DDOT) maintains a database of the pavement condition of roads within the District. This database is used in conjunction with determining which roadways receive maintenance funds for resurfacing/restructuring of the roadway. [Figure 19](#) shows the DDOT determined pavement condition within the Study Area.

[Appendix B](#) shows the sidewalks, roads, and alleyways scheduled for construction improvements within the 2008-2009 construction years.

FIGURE 16: STUDY AREA INTERSECTION LANE DIAGRAMS



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FIGURE 17: STUDY AREA INTERSECTIONS

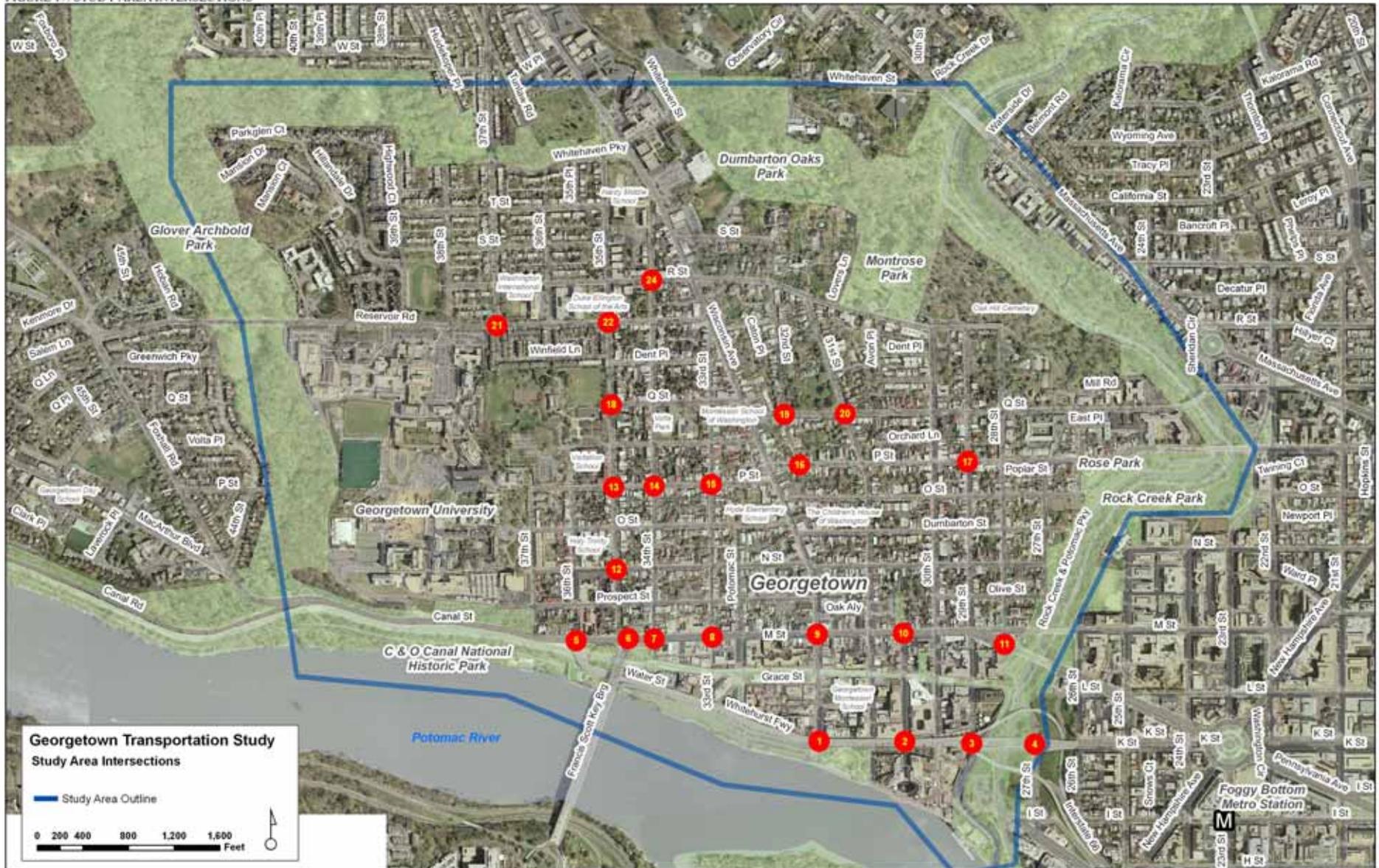
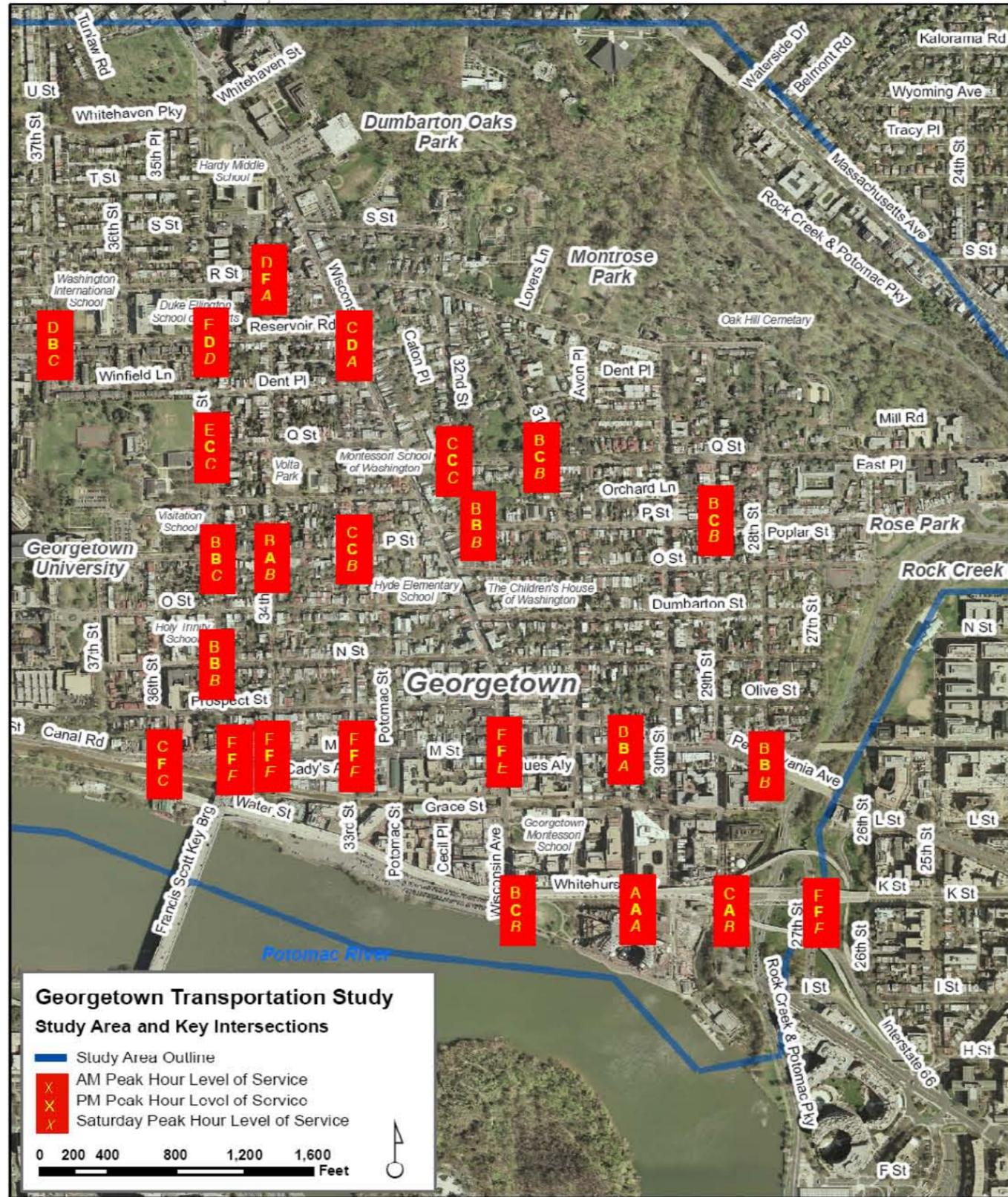


FIGURE 18: EXISTING (2007) AM, PM, and SATURDAY PEAK HOUR VOLUMES AND LEVEL OF SERVICE



**Georgetown Transportation Study
Study Area and Key Intersections**

- Study Area Outline
- X AM Peak Hour Level of Service
- X PM Peak Hour Level of Service
- X Saturday Peak Hour Level of Service

0 200 400 800 1,200 1,600
Feet

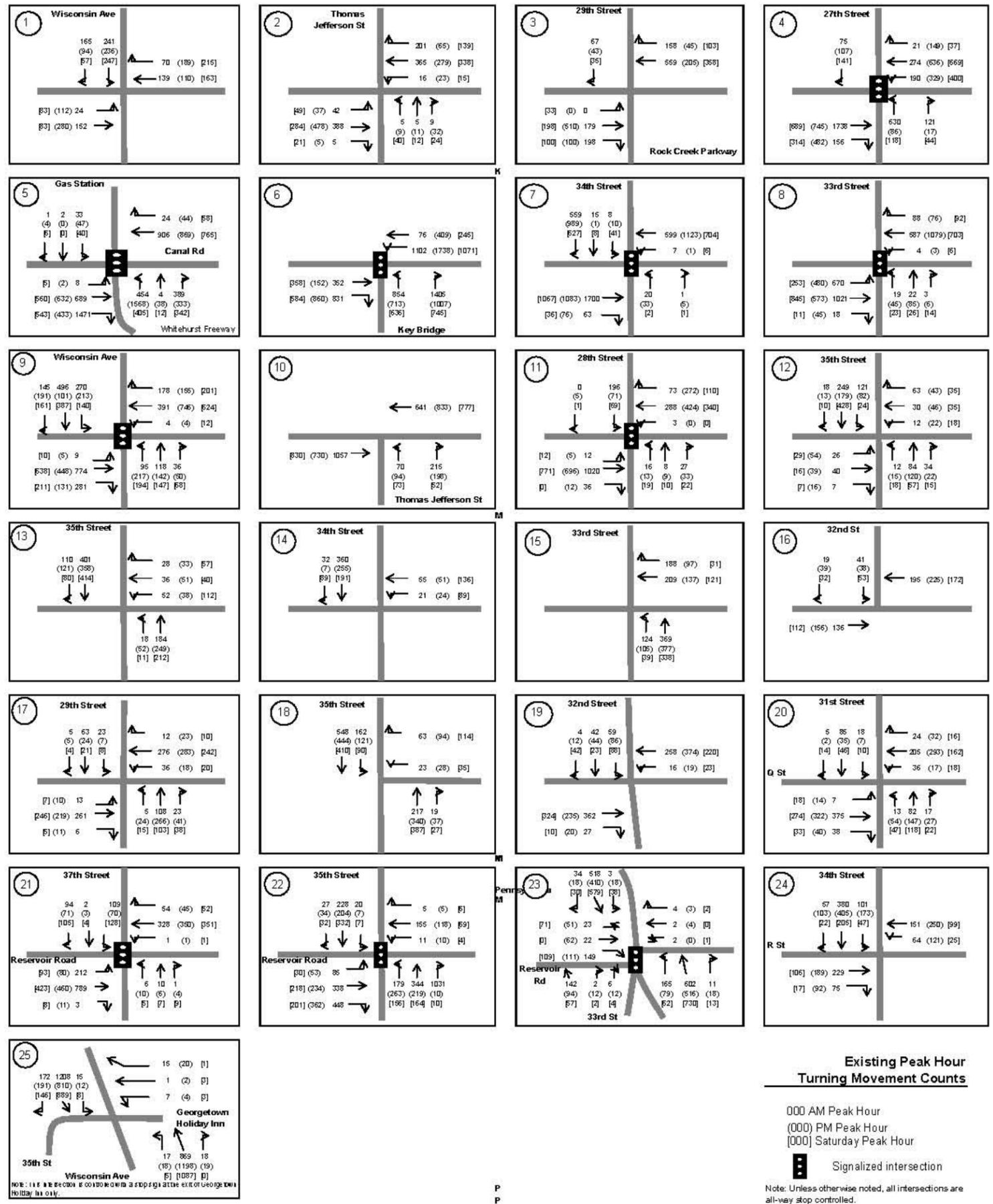
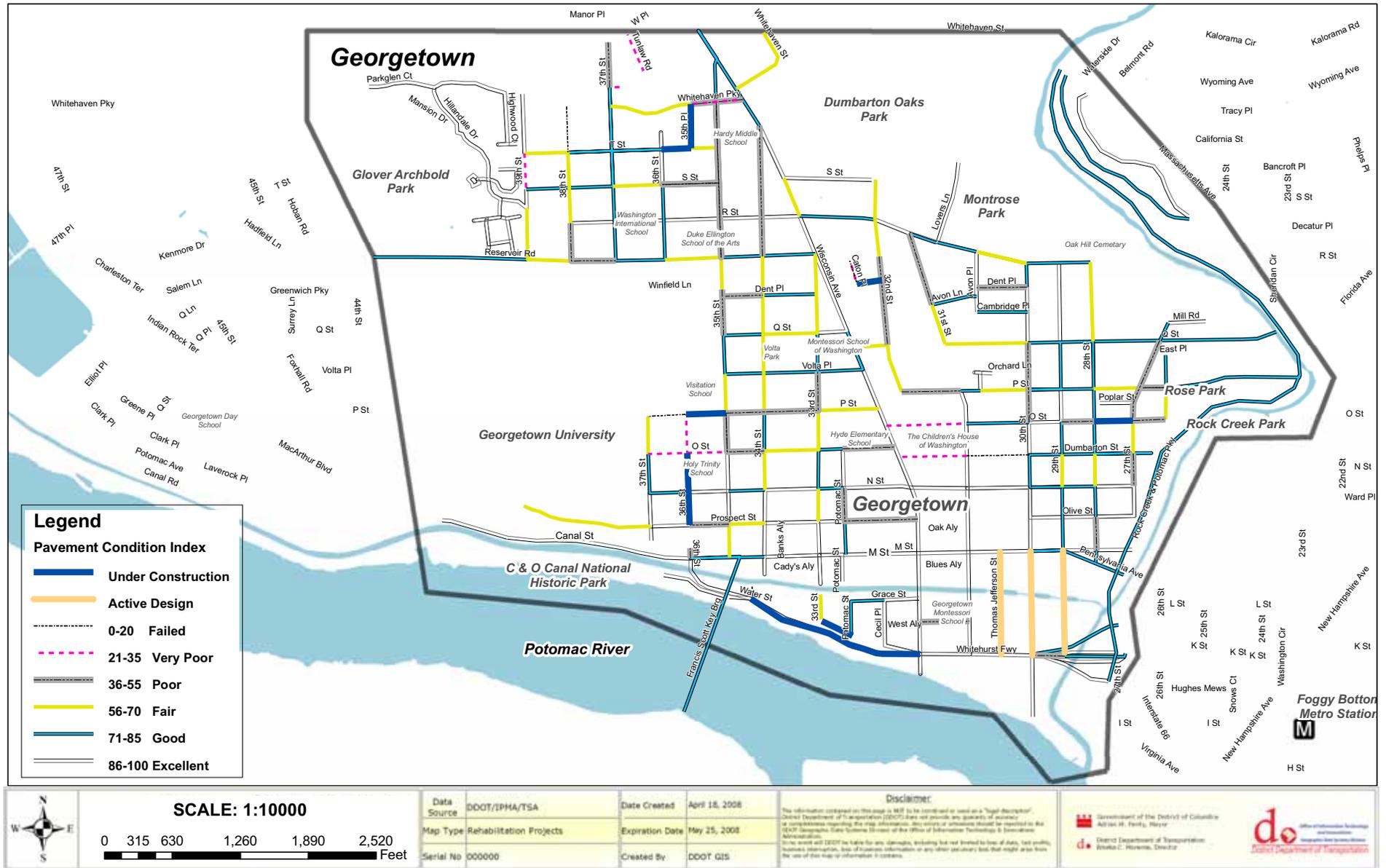


FIGURE 19: GEORGETOWN AREA PAVEMENT CONDITION MAP



SOURCE: DDOT/IPMA/TSA 2008
Final Report

TRAFFIC OPERATIONS/CAPACITY ANALYSIS

The traffic data previously discussed and existing signal timings were used to assess the existing operation of key intersections in the study area. A traffic analysis tool (SYNCHRO) was used to determine the Level of Service for each intersection based on the procedures found in the *Highway Capacity Manual (HCM, 2000-Transportation Research Board)*.

A capacity analysis is a quantitative assessment of the operation of an intersection based on a number of factors including peak hour traffic volumes, number of lanes, presence of parking, the length of green time associated with the green phase of the signal (if signalized), etc. The result of a capacity analysis is Level of Service (LOS).

Level of Service (LOS) is an estimate of the performance efficiency and quality of an intersection or roadway as established by the HCM. The HCM methodology measures the degree of delay at intersections using the letter rating “A” for the least amount of delay and letter rating “F” for the most, as shown in [Table 1](#) and [Figure 20](#). A LOS of “D” or better is typically considered to be acceptable for an urban setting during non-peak hours. During peak hours, LOS “E” is predominantly the threshold.

TABLE 1: LEVEL OF SERVICE STANDARDS FOR INTERSECTIONS

Level of Service	Signalized Intersections	Unsignalized Intersections	Intersection Capacity Utilization*	Expected Delay to Minor Street Traffic
A	delay < 10 seconds	delay < 10 seconds	> 50%	Little or no delay
B	10 seconds < delay < 20 seconds	10 seconds < delay < 15 seconds	50%-60%	Short traffic delay
C	20 seconds < delay < 35 seconds	15 seconds < delay < 25 seconds	60%-75%	Average traffic delay
D	35 seconds < delay < 55 seconds	25 seconds < delay < 35 seconds	75%-85%	Long traffic delay
E	55 seconds < delay < 80 seconds	35 seconds < delay < 50 seconds	85%-95%	Very long traffic delay
F	80 seconds < delay	50 seconds < delay	95%+	Even longer traffic delays

Source: Highway Capacity Manual, 2000, page 10-16 and 17-32

* Intersection Capacity Utilization is calculated within the Synchro Traffic Simulation software. Intersection Capacity Utilization is the maximum of the combined times for through and right turn sections, divided by the reference cycle length. It is similar to, but not exactly the same as the intersection volumes to capacity ratio. A value less than 100% indicates that the intersection has extra capacity. A value greater than 100% indicates the intersection is over capacity.

FIGURE 20: LOS DESIGNATIONS

A	B	C	D	E	F
Free-Flow Operations	Reasonably Free-Flow	Stable Operations	Borderline Unstable	Extremely Unstable	Breakdown
					
Good			Fair	Poor	Very Poor
Speeds vary from free-flow speed to near free-flow speed. None to minimal restrictions in freedom to maneuver			Speed begins to decline with increasing flow. Freedom to maneuver is more limited	Speeds reduce significantly and turbulence is felt by all drivers. Small changes in demand or disruptions can result in queues	Demands exceeds capacity. Breakdown conditions. Queues form behind breakdown points

Note: Intersections with LOS A-C have additional capacity. These intersections can accommodate increased traffic.

[Table 2](#) below summarizes the HCM analysis results for signalized and unsignalized intersection(s), as well as a measure of delay (seconds per vehicle).

TABLE 2: CAPACITY ANALYSIS SUMMARY – EXISTING CONDITIONS

Location	Weekday				Saturday	
	AM Peak		PM peak		Peak	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Q Street and 32nd Street NW	C	21.4	C	23.9	C	21.1
Q Street and 31st Street NW	B	14.4	C	16.0	B	11.7
P Street and 33rd Street NW	C	21.4	C	15.4	B	11.1
P Street and 32nd Street NW	B	11.4	B	11.6	B	12.3
P Street and 29th Street NW	B	12.4	C	15.1	B	10.8
Reservoir Rd NW and Wisconsin Ave	C	22.4	D	31.7	A	8.6
33rd Street and Wisconsin Ave/Reservoir St	A	9.4	A	9.4	A	8.6
34th Street and R Street NW	D	31.9	F	97.6	A	9.8
34th Street and P Street NW	B	10.7	A	9.0	B	10.0
35th Street and N Street NW	B	11.6	B	10.2	B	13.1
35th Street and P Street NW	B	14.7	B	14.6	C	17.0
35th Street and Q Street NW	E	41.9	C	23.2	C	20.1
35th Street and Reservoir Road NW	E	55.8	D	52.1	D	35.6
37th Street and Reservoir Road NW	D	36.1	B	11.6	C	21.7
K Street and Wisconsin Avenue NW	B	13.4	C	17.6	B	13.6
K Street and Thomas Jefferson Street NW	A	9.1	A	8.4	A	9.3
K Street and 29th Street NW	C	17.6	A	9.9	B	10.6
K Street and 27th Street NW	F	>200	F	>200	F	378.5
Whitehurst Freeway and Canal Road	C	47.6	F	120.4	C	31.9
Key Bridge and M Street NW	F	180.2	F	>200	F	161.6
M Street and 34th Street NW	F	103.7	F	133.7	E	96.4
M Street and 33rd Street NW	F	136.9	F	115.8	F	92.7
M Street and Wisconsin Avenue NW	F	119.0	F	106.0	E	67.4
M Street and Thomas Jefferson Street NW	B	13.1	B	13.2	A	8.8
Pennsylvania Avenue and 28th Street NW	B	20.0	B	15.3	B	15.9

*The intersection of 35th Street and Wisconsin Avenue NW was not analyzed because 35th Street NW is one-way south. With no movement of traffic from NB 35th Street and no stop sign(s) on Wisconsin, the intersection is not able to be analyzed.

NOTE: **Red** shaded cells represent intersections operating at LOS E or F;
Green shaded cells represent intersections operating at LOS A or B.

As shown in **Table 2**, during the AM peak hour, several intersections in the study area are operating at LOS E or worse (intersection reaching capacity) or LOS B or better (additional capacity available at the intersection) including:

Intersections operating at LOS E (approaching capacity) or worse

- 35th Street and Q Street NW
- 35 Street and Reservoir Road
- K Street and 27th Street NW
- Key Bridge and M Street NW
- M Street and 34th Street NW
- M Street and 33rd Street NW
- M Street and Wisconsin Avenue NW

Intersections operating at LOS B (additional capacity available) or better

- Q Street and 31st Street NW
- P Street and 32nd Street NW
- P Street and 29th Street NW
- 33rd Street and Wisconsin Ave/Reservoir Street
- 34th Street and P Street NW
- 35th Street and N Street NW
- 35th Street and P Street NW
- K Street and Wisconsin Avenue NW
- K Street and Thomas Jefferson Street NW
- M Street and Thomas Jefferson Street NW
- Pennsylvania Avenue and 28th Street NW

Additionally, as **Table 2** shows, during the PM peak hour, several intersections in the study area are operating at LOS E or worse or LOS B or better including:

Intersections operating at LOS E (approaching capacity) or worse

- 34th Street and R Street NW
- K Street and 27th Street NW
- Whitehurst Freeway and Canal Road
- Key Bridge and M Street NW
- M Street and 34th Street NW
- M Street and 33rd Street NW
- M Street and Wisconsin Avenue NW

Intersections operating at LOS B (additional capacity available) or better

- P Street and 32nd Street NW
- 33rd Street and Wisconsin Ave/Reservoir Street
- 34th Street and P Street NW
- 35th Street and N Street NW
- 35th Street and P Street NW
- 37th Street and Reservoir Road NW
- K Street and Thomas Jefferson Street NW
- K Street and 29th Street NW
- M Street and Thomas Jefferson Street NW
- Pennsylvania Avenue and 28th Street NW

Further, **Table 2** shows that during the Saturday peak hour (between 2-8:00 PM), several intersections in the study area are operating at LOS E or worse including:

Intersections operating at LOS E (approaching capacity) or worse

- Reservoir Road NW and Wisconsin Avenue
- K Street and 27th Street NW
- Key Bridge and M Street NW
- M Street and 34th Street NW
- M Street and 33rd Street NW
- M Street and Wisconsin Avenue

Intersections operating at LOS B (additional capacity available) or better

- Q Street and 31st Street NW
- P Street and 33rd Street NW
- P Street and 32nd Street NW
- P Street and 29th Street NW
- 33rd Street and Wisconsin Ave/Reservoir Street
- 34th Street and R Street NW
- 34th Street and P Street NW
- 35th Street and N Street NW
- K Street and Wisconsin Avenue NW
- K Street and Thomas Jefferson Street NW
- K Street and 29th Street NW
- M Street and Thomas Jefferson Street NW
- Pennsylvania Avenue and 29th Street NW

As can be seen with **Table 2**, the intersections of K Street/27th Street, Key Bridge/M Street, M Street/34th Street, M Street/33rd Street, and M Street/Wisconsin Avenue have long delays in the AM, PM, and Saturday peak hour analysis.

LAND USE AND ZONING

A variety of land uses are included in the study area and are shown in [Figure 21](#). Land uses include the following types:

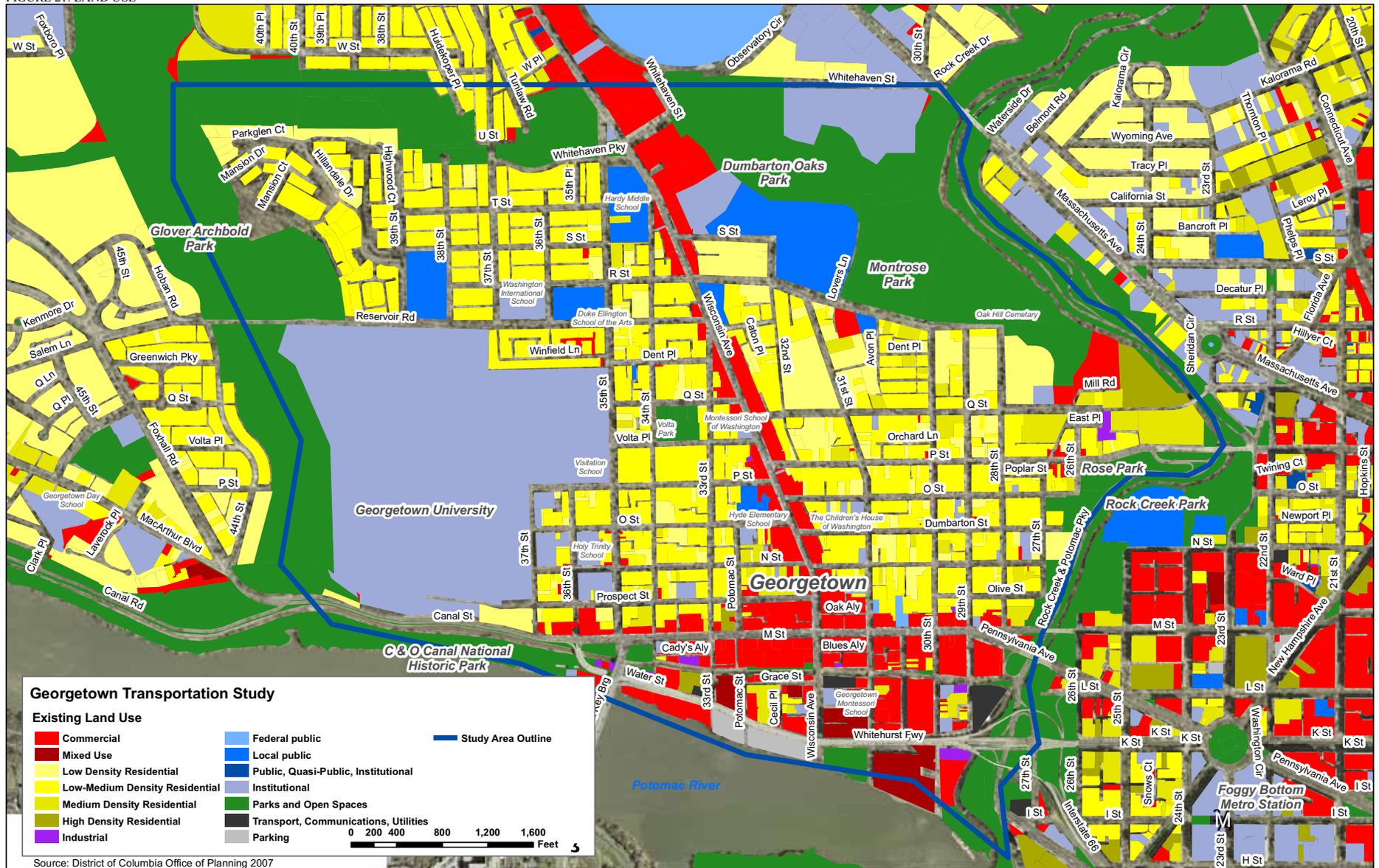
- Residential
- Commercial
- Institutional
- Public
- Open Space

The majority of residential land uses consist of multi-unit dwellings with 20 or more units. They are located throughout Georgetown and include town houses, apartment complexes and condominium buildings. Additionally, commercial land uses include a number of restaurants, shops and mid- to high-priced hotels. There are also a number of properties with institutional uses, notably Georgetown University, Holy Trinity Elementary School, Duke Ellington School of Arts, and Georgetown Visitation School (See [Figure 21](#)).

PARKING

Parking is regulated throughout most of the study area by the use of on-street parking restrictions (primarily through the residential parking permit program) and parking meters. Parking is an important issue in this area. On-street parking within the Georgetown Transportation Study area is regulated by signs that allow non-resident permit holders to park for a period of one to three hours for free. There is also metered on-street parking, predominantly in the commercial districts and areas surrounding Georgetown University. Parking issues within Georgetown are currently under review by other analyses and are not part of this study. A separate working group is reviewing parking issues within Georgetown. Representatives on the working group include members from the District Department of Transportation (DDOT), the Advisory Neighborhood Commissions (ANC), Georgetown Business Improvement District (BID), Citizens Association of Georgetown (CAG), Georgetown Business Association (GBA), and other community organizations.

FIGURE 21: LAND USE



CRASH DATA - VEHICLES

The crash analysis was done for the study area, from Whitehaven Parkway in the north to the Potomac River in the south and from Glover Archbold Park in the West to Rock Creek Parkway in the East, by reviewing the crash data for 25 major intersections in the area as listed below:

- Q Street and 32nd Street
- Q Street and 31st Street
- P Street and 33rd Street
- P Street and 32nd Street
- P Street and 29th Street
- 33rd Street and Wisconsin Ave/Reservoir Rd
- 34th Street and R Street
- 34th Street and P Street
- 35th Street and N Street
- 35th Street and P Street
- 35th Street and Q Street
- 35th Street and Reservoir Road
- 35th Street and Wisconsin Avenue
- 37th Street and Reservoir Road
- K Street and Wisconsin Avenue
- K Street and Thomas Jefferson Street
- K Street and 29th Street
- K Street and 27th Street
- Whitehurst Freeway and Canal Road
- Key Bridge and M Street
- M Street and 34th Street
- M Street and 33rd Street
- M Street and Wisconsin Avenue
- M Street and Thomas Jefferson Street
- Pennsylvania Avenue and 28th Street

In order to assess safety conditions in the study area, the Study Team obtained accident data of critical intersections from the District Department of Transportation (DDOT) for the last three reportable years (2004 – 2006).

Four fatalities within the Study Area have been reported between 2004 and 2006:

- Whitehurst Freeway/M Street (Canal Road) – February 2005, driver killed in a speed related accident occurring at 2:10 AM
- Wisconsin Avenue/M Street – May, 2005 – pedestrian killed in an accident (“other” contributing factor identified) occurring at 3:45 PM
- Whitehurst Freeway/M Street (Canal Road) – August 2005, motorcycle driver killed in a speed related accident occurring at 1:55 AM
- Winfield Lane/Reservoir Road (3700 block) – October, 2006, driver killed in a speed related accident occurring at 7:15 AM

As **Table 3** indicates, the intersections in the study area with the largest number of accidents in the last three years are:

- M Street/Wisconsin Avenue
- M Street/33rd Street
- M Street/34th Street

GIS plots were created to visually identify patterns in the data. There were a total of 368 crashes within the study intersections during this three-year period with 78% occurring south of Prospect Street. The total number of injuries reported from these crashes was 84 with almost 70% of those injuries involving crashes at intersections south of Prospect Street.

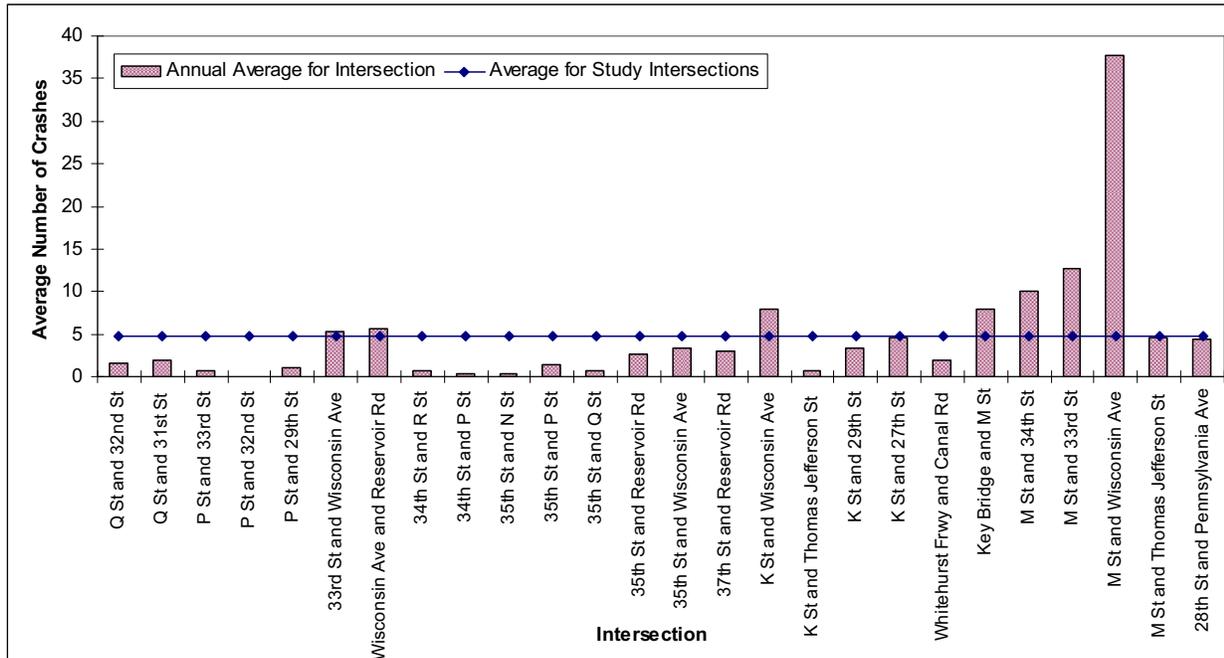
Crash rates were calculated using the average annual number of crashes over the three year period from the crash data provided by DDOT. **Table 3** summarizes the annual average number of crashes for the study intersections.

TABLE 3: AVERAGE ANNUAL NUMBER OF CRASHES BY INTERSECTION

Intersection	Annual Average Number of Crashes by Intersection (2004 – 2006)	Intersection	Annual Average Number of Crashes by Intersection (2004 – 2006)
32 nd St and Q St	2	37 th St and Reservoir Rd	3
31 st St and Q St	2	K St and Wisconsin Ave	8
33 rd St and P St	1	K St and Thomas Jefferson St	1
32 nd St and P St	0	K St and 29 th St	3
29 th St and P St	1	K St and 27 th St	5
33 rd /Wisconsin/Reservoir Rd	5	Whitehurst Frwy and Canal Rd	2
34 th St and R St	1	M St and Francis Scott Key Bridge	8
34 th St and P St	0	M St and 34 th St	10
35 th St and N St	0	M St and 33 rd St	13
35 th St and P St	1	M St and Wisconsin Ave	38
35 th St and Q St	1	M St and Thomas Jefferson St	5
35 th St and Reservoir Rd	3	28 th St and Pennsylvania Ave	4
35 th St and Wisconsin Ave	3		

The entire study area had an average of five annual crashes per intersection. As seen in **Table 3** and **Figure 22**, the intersections of M Street/Wisconsin Avenue, M Street/33rd Street, and M Street/34th Street had the highest average annual number of crashes. These three intersections account for almost half (49%) of the study area crashes. The intersections K Street/Wisconsin Avenue and Key Bridge/M Street also had higher average annual number of crashes than the average of all the study intersections.

FIGURE 22: COMPARISON OF CRASH NUMBERS AT STUDY INTERSECTIONS WITH AVERAGE CRASH NUMBERS FOR THE STUDY AREA



The crash data was further analyzed by type of crash and the conditions in which it took place. **Appendix C** shows the crash data by type of collision and by year. Not all crash data was available by type, so the total number of crashes by type is less than the total number of crashes that were recorded.

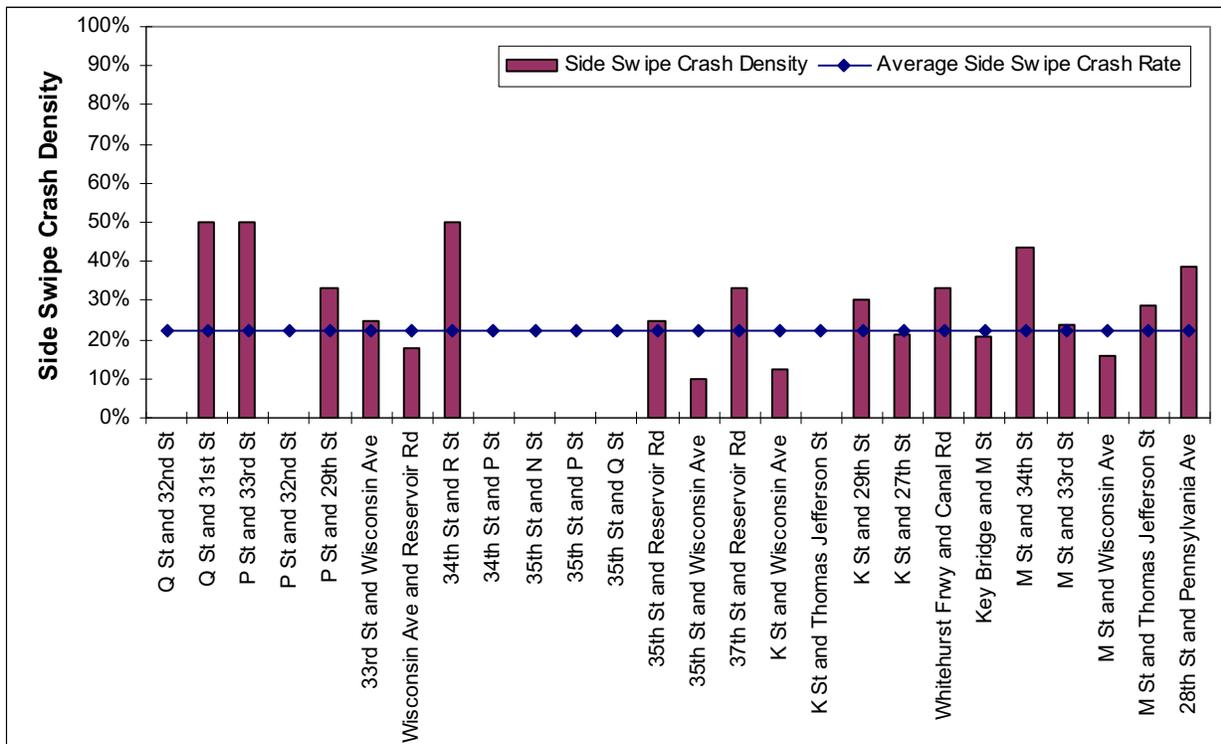
Of the total 368 crashes in the three year period, sideswipe collisions account for 81 crashes with 18 of these 81 sideswipe crashes occurring at M Street/Wisconsin Avenue and 13 occurring at M Street/34th Street. Rear-end collisions totaled 78 of the total crashes, 26 crashes involved parked cars, and 44 crashes involved right-turning or left-turning vehicles. The remainder of crashes were attributed to other types. It should be noted that 11 of the total crashes involved pedestrians.

Figures 23-24 show the crash densities³ for three major crash types: sideswipe, rear-end, and fixed object. These three types of crashes are the types that can be decreased by certain types of improvements as those shown in the recommendations section of the report. As Figure 23 shows, there were 13 intersections with greater than average sideswipe crash densities, making sideswiping the most common type of crash in the study area.

As seen in Figure 24, there are eight intersections with rear-end crash densities higher than the average for the study intersections. The greater number of rear-end crashes at these intersections is likely due to their greater volume, especially during peak hours.

Figure 25 shows that only about half of the study area intersections have a problem with crashes involving parked vehicles, but the parked crash densities at those intersections are relatively high. For the intersections of 34th Street/P Street and 35th Street/N Street, crashes involving parked vehicles account for all of the crashes recorded incidents during the last three years.

FIGURE 23: COMPARISON OF SIDESWIPE CRASH DENSITIES FOR INTERSECTIONS WITH AVERAGE SIDESWIPE CRASH DENSITY



³ Crash Density refers to the average number of crashes related to a specific type of crash in relation to the overall number of crashes.

FIGURE 24: COMPARISON OF REAR-END CRASH DENSITIES FOR INTERSECTIONS WITH AVERAGE REAR-END CRASH DENSITY

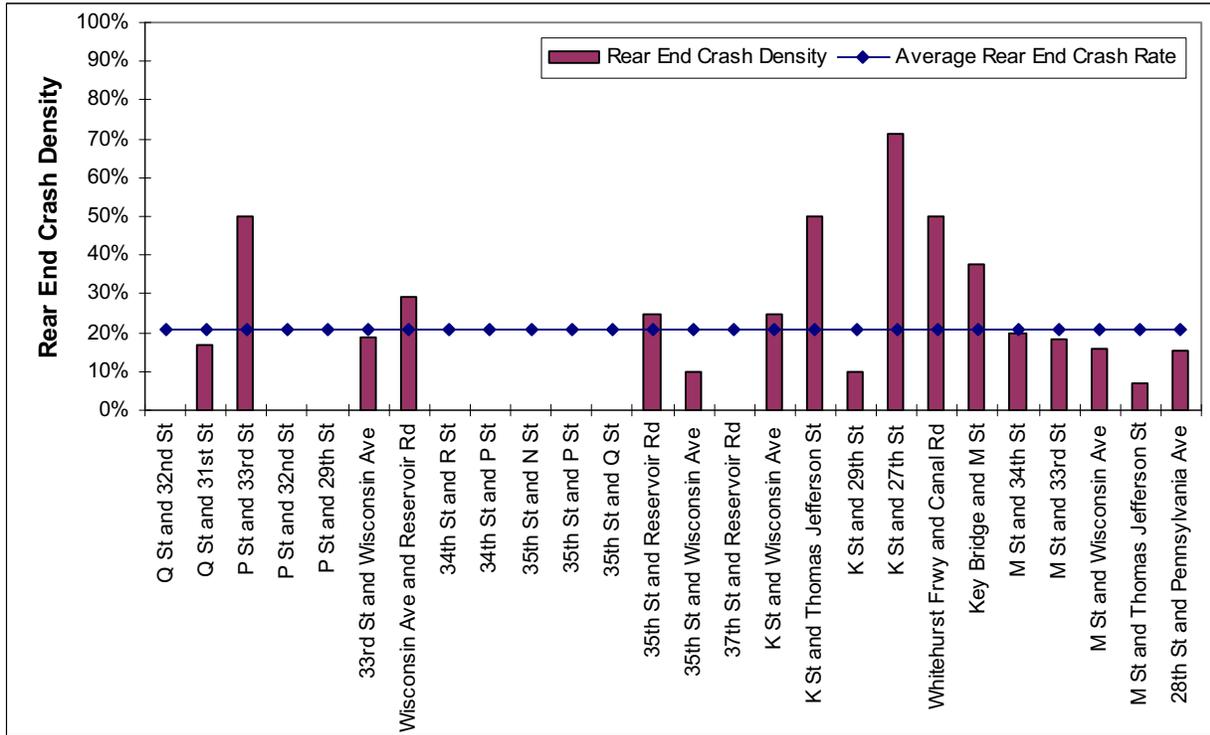
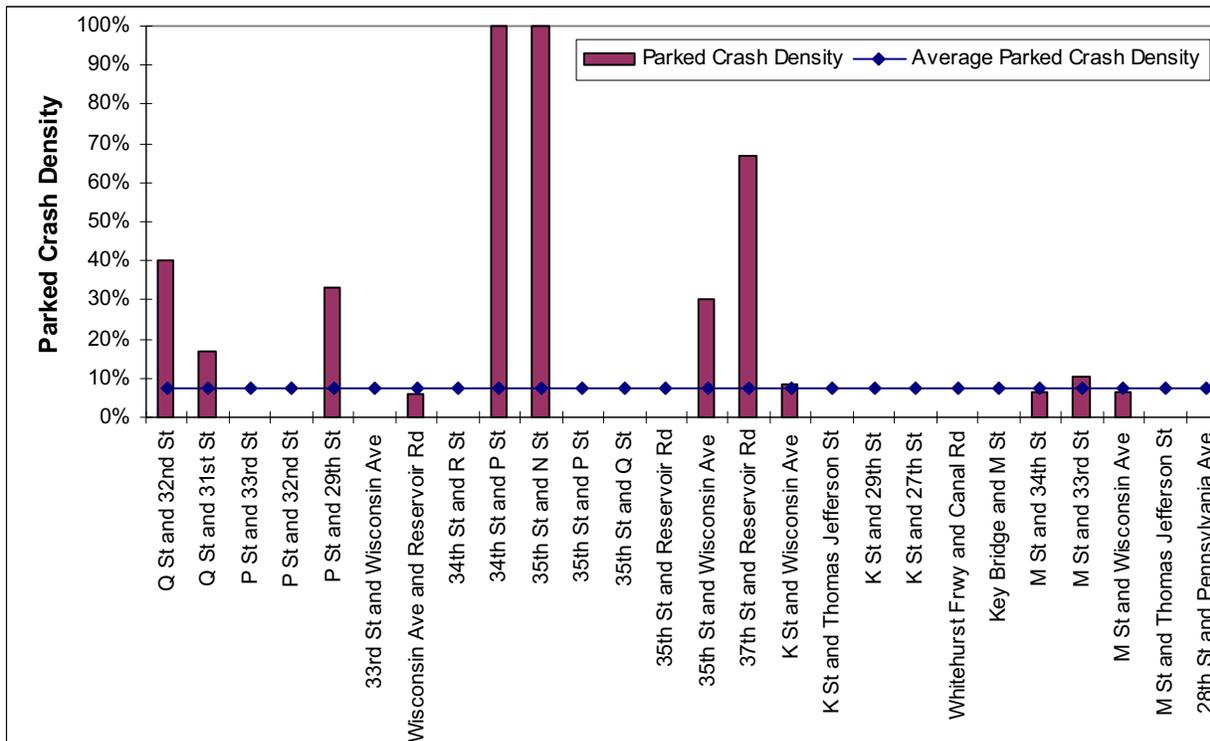


FIGURE 25: COMPARISON OF PARKED VEHICLE CRASH DENSITIES FOR INTERSECTIONS WITH AVERAGE PARKED VEHICLE CRASH DENSITY



The following is a brief summary of crash statistics for each of the study intersections that experienced average annual crash numbers higher than average:

M St/Wisconsin Ave

- The data showed that an average of 38 crashes occurred each year at this intersection (more than three per month on average), which is 31% of the total number of crashes per year for all of the study intersections.
- The data showed a total of 84 injuries from crashes at all study intersections; of these 18 (21%) occurred at this intersection.
- Forty-two percent of the crashes occurring between 9:30 AM and 11:30 AM occur at this intersection.

M St/33rd St

- An average of 13 crashes per year occurred at this intersection, with the majority of these (82%) occurring on a weekday.
- The most common type of collision was sideswipe, accounting for 24% of the total incidents at this intersection.

M St/34th St

- The data showed that an average of 10 crashes occurred each year at this intersection.
- Forty-three percent of the crashes at the intersection were sideswipe and 20% were rear-end.
- The majority of the crashes (64%) occurred on a weekday.

M St/Francis Scott Key Bridge

- A review of the crash data indicates that an average of 8 crashes occur at this intersection yearly.
- The data shows that 38% of those crashes occurring at this intersection are rear-end crashes.

K St/Wisconsin St

- An average of 8 crashes per year occurred at this intersection.
- The most common type of incident was rear-end, accounting for 25% of the average crashes.

The statistics above provide a better understanding of safety issues at each intersection. The types and number of crashes at each intersection was used to determine the improvements proposed at an intersection to improve safety of all users. Certain recommendations as cited later in the report can improve safety at intersections.

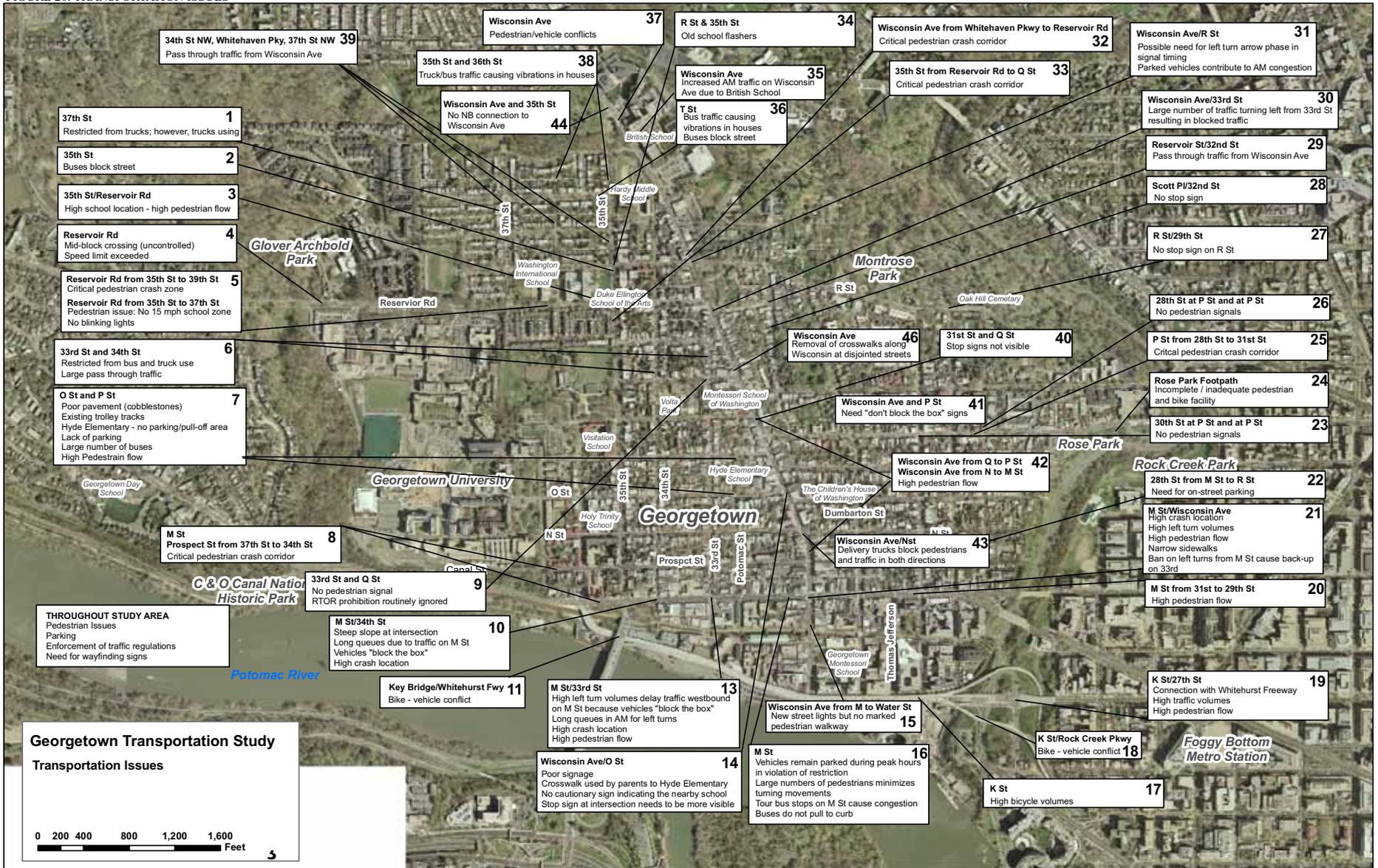
TRANSPORTATION ISSUES BY MODE

Using information from the sections above as well as comments received during the public process (see [Appendix F](#)), a summary of transportation issues in the study area associated with each mode was developed. The challenges associated with each mode are listed in [Table 4](#) with specific locations for transportation issues shown in [Figure 26](#).

TABLE 4: TRANSPORTATION ISSUES BY MODE

Transit	Bicycle	Pedestrian	Traffic
<ul style="list-style-type: none"> Route D2 often strays from the schedule because of congestion in Georgetown at the end of the westbound route. 	<ul style="list-style-type: none"> High bicycle volumes on K Street. 	<ul style="list-style-type: none"> Lack of ADA facilities, and narrow sidewalks in some locations. 	<ul style="list-style-type: none"> Synchronization of signals along Wisconsin Avenue and M Street during peak hours.
<ul style="list-style-type: none"> Circulator and Georgetown Metro Connection routes/schedule are not readily available. 	<ul style="list-style-type: none"> Disregard of “rules of the road” by bicyclists. 	<ul style="list-style-type: none"> High pedestrian volumes along M Street. 	<ul style="list-style-type: none"> High pedestrian volumes along M Street delay movements.
<ul style="list-style-type: none"> Connection with Metro stops at Foggy Bottom and Dupont Circle is difficult. 	<ul style="list-style-type: none"> Few bicycle facilities north of M Street. 	<ul style="list-style-type: none"> Missing pedestrian facilities in and around parks and schools. 	<ul style="list-style-type: none"> Pass-through trucks and vehicles on residential streets to bypass congestion on M Street and Wisconsin Avenue.
<ul style="list-style-type: none"> Cobblestone streets result in an uneven ride and an increased maintenance cost for vehicles. 	<ul style="list-style-type: none"> Lack of bicycle route signage to direct bicycles. 	<ul style="list-style-type: none"> Lack of pedestrian heads at some signalized intersections. 	<ul style="list-style-type: none"> Cobblestone streets result in uneven ride and an increased maintenance costs.
<ul style="list-style-type: none"> Location of Circulator stop at Union Station is difficult to find. 	<ul style="list-style-type: none"> Lack of traffic restriction enforcement for all modes. 	<ul style="list-style-type: none"> Lack of traffic restriction enforcement for all modes. 	<ul style="list-style-type: none"> Poor pavement conditions in Study Area streets, requires maintenance/ replacement.
<ul style="list-style-type: none"> Lack of traffic restriction enforcement for all modes. 			<ul style="list-style-type: none"> Parking and traffic associated with finding parking.
			<ul style="list-style-type: none"> Lack of left/right turn lanes at intersections.
			<ul style="list-style-type: none"> Lack of traffic restriction enforcement for all modes.

FIGURE 26: TRANSPORTATION ISSUES



Future Conditions

PROJECTED TRAFFIC

The future traffic volumes in the Study Area were developed from two components: The additional traffic based on planned development and the growth of existing traffic volumes.

FUTURE DEVELOPMENT IN THE STUDY AREA

Building on traffic counts taken in association with this project and presented in Table 2 above, The Washington, DC Economic Partnership (WDCEP) tracks development and renovations within the area. As development occurs, traffic increases due to the attractiveness of the area. **Table 5** shows the developments listed in the WDCEP database as planned or under construction. Traffic generated by these developments was used to forecast 2015 traffic volumes in the study area.

TABLE 5: PROJECTED DEVELOPMENT IN THE STUDY AREA

Project	Location	Total Sq. Ft.	Major Use	Hotels Rooms	Office Sq. Ft.	Residential Units	Retail Sq. Ft.	Status	Trip Use Code	# of New Peak Hour Trips
Shops at Georgetown Park, The	3222 M Street, NW	0	Mixed-use	0	0	137 (45 new)	293,000 (40,000 new)	Proposed	*	77
Georgetown University Medical Center	Reservoir Road, NW	0	Education	0	0	0	0	Planned	720	779
Georgetown University Medical Center Parking	Reservoir Road, NW	0	Education	0	0	0	0	Planned	720	see above
Georgetown University Medical Center	Reservoir Road, NW	314,000	Education	0	0	0	0	Planned	720	see above
Georgetown McDonough	School of Business	171,000	Education					Under Construction	710	*
Georgetown Inn (renovation)	1310 Wisconsin Ave, NW	0	Hospitality	0	0	0	0	Planned	*	*
Georgetown Waterfront Park Phase I	Potomac River, Georgetown	n/a	park	n/a	n/a	n/a	n/a	Under Construction	411	*
Georgetown Waterfront Park Phase II	Potomac River, Georgetown	n/a	park	n/a	n/a	n/a	n/a	Planned	411	*
Latham Hotel Georgetown	3000 M Street, NW	0	Hospitality	100	0	0	0	Planned	310	52
Four Seasons Hotel (renovations)	2800 Pennsylvania Ave NW	120,000	Hotel	212	0	0		Under Construction	*	*
Harbourside - North Building	K and 31st Street NW	166,000	Office	0	132,810	30		Under Construction	3	273
Wormley School Residences	2325 Prospect St.		Residential	0	0	29 units	0	Under Construction	220	15
Addison School	P St and Wisconsin Ave NW	16,000	Education	0	0	0	0	Renovation-Differentiated Learning Lab	720	*

Source; Washington, DC Economic Partnership, 2008.

Trip Use Code and Number of Peak Hour Trips are taken from *Trip Generation* volume 7 (Institute of Transportation Engineers)

Trip Use Code is the land use type utilized.

* - Development will be trip neutral producing zero additional peak hour trips.

BACKGROUND TRAFFIC

Using the traffic counts taken in association with this study at each of the 25 selected intersections (as shown in **Figure 18**), a growth factor of 0.2% in the AM and Saturday peaks and a growth factor of 0.08% in the PM peak hour was applied to determine the anticipated background traffic. To that background traffic projection, anticipated traffic from known developments in the study area (**Table 5**) was added. **Figure 27** shows the volumes for each of the 29 study area intersections taking into account the background traffic as well as development traffic for the 2015 year. **Table 6** shows the LOS analysis at each of the 29 study area intersections for 2015 projected traffic.

FIGURE 27: 2015 PROJECTED VOLUMES AND LEVEL OF SERVICE AT SELECT INTERSECTIONS

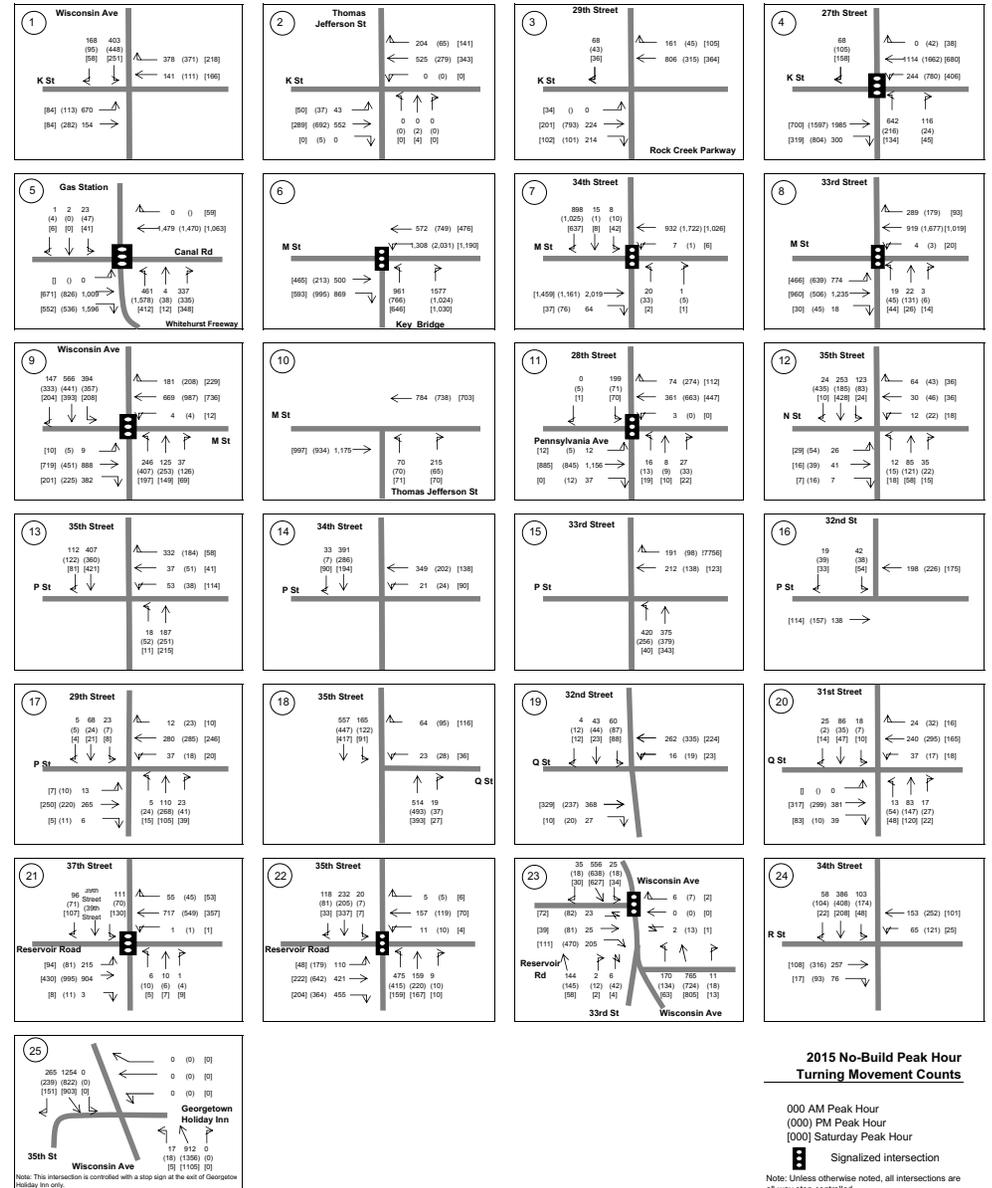
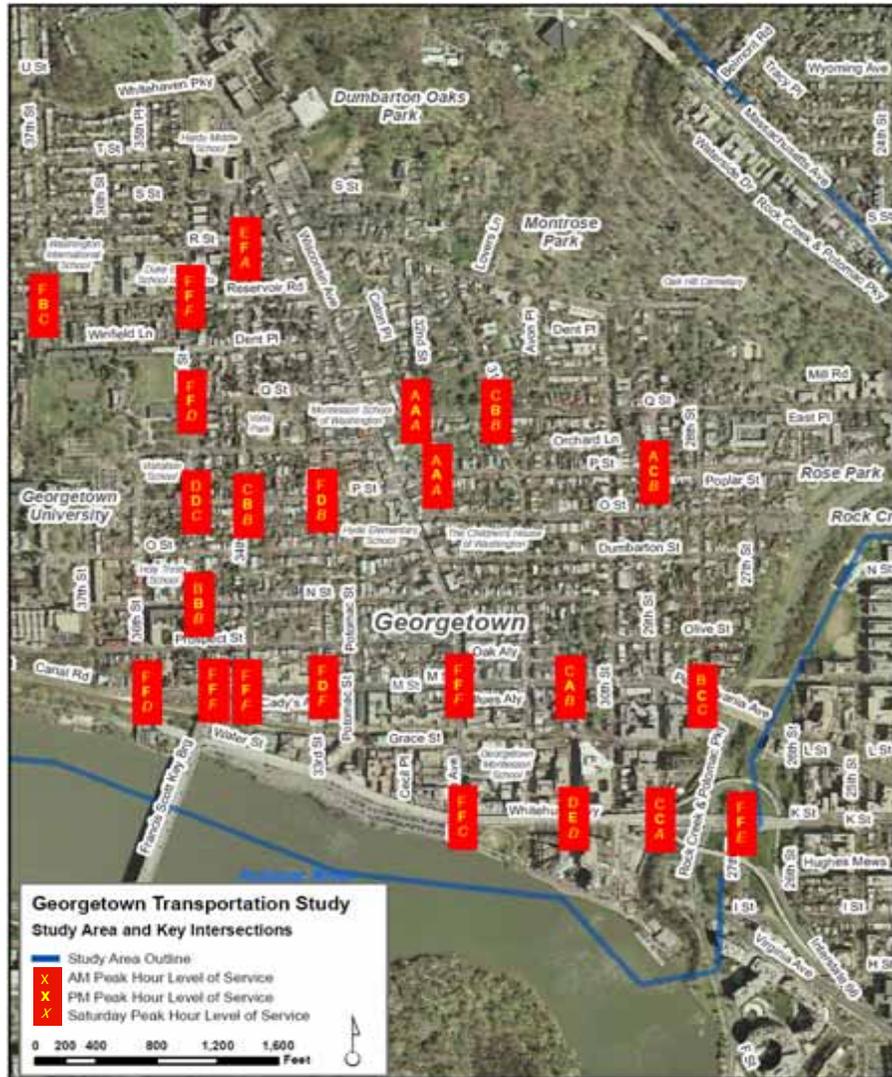


TABLE 6: CAPACITY ANALYSIS SUMMARY – 2015 NO-BUILD CONDITIONS

Location	Weekday				Saturday	
	AM Peak		PM peak		Peak	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Q Street and 32nd Street NW	A	3.6	A	5.0	A	4.9
Q Street and 31st Street NW	C	15.9	B	14.6	B	14.1
P Street and 33rd Street NW	F	120.7	D	32.9	B	13.4
P Street and 32nd Street NW	A	1.8	A	2.0	A	2.9
P Street and 29th Street NW	A	12.6	C	15.0	B	10.9
Reservoir Rd NW and Wisconsin Ave	A	5.3	F	160.0	A	7.6
33rd Street and Wisconsin Ave/Reservoir St	n/a	n/a	n/a	n/a	n/a	n/a
34th Street and R Street NW	E	37.0	F	116.0	A	10.0
34th Street and P Street NW	C	16.4	B	10.5	B	11.4
35th Street and N Street NW	B	11.8	B	10.2	B	13.4
35th Street and P Street NW	D	29.8	D	27.1	C	20.6
35th Street and Q Street NW	F	63.4	F	54.1	D	25.4
35th Street and Reservoir Road NW	F	624.6	F	638.6	F	205.6
37th Street and Reservoir Road NW	F	83.3	B	18.8	C	27.0
K Street and Wisconsin Avenue NW	F	60.9	F	73.2	C	17.6
K Street and Thomas Jefferson Street NW	D	0.7	E	0.6	D	0.8
K Street and 29th Street NW	C	1.4	C	0.4	A	0.9
K Street and 27th Street NW	F	216.5	F	391.0	E	68.8
Whitehurst Freeway and Canal Road	F	102.5	F	221.5	D	40.7
Key Bridge and M Street NW	F	147.9	F	153.3	F	104.2
M Street and 34th Street NW	F	169.3	F	269.7	F	238.4
M Street and 33rd Street NW	F	229.6	D	43.6	F	108.2
M Street and Wisconsin Avenue NW	F	161.7	F	238.8	F	123.4
M Street and Thomas Jefferson Street NW	C	33.3	A	5.9	B	16.1
Pennsylvania Avenue and 28th Street NW	B	19.6	C	24.2	C	22.2

*The intersection of 35th Street and Wisconsin Avenue NW was not analyzed because 35th Street NW is one-way south. With no movement of traffic from NB 35th Street and no stop sign(s) on Wisconsin Avenue, the intersection is not able to be analyzed.

NOTE: Red shaded cells represent intersections operating at LOS E or F;

Green shaded cells represent intersections operating at LOS A or B.

Please note that some intersections improve from existing to 2015 no-build conditions. This is primarily a factor of optimizing signals.

For signalized intersections that improve between the existing (2007) and No-build (2015) conditions, it is largely a factor of coordination of signals. The existing timing plans are laid out in favor of major corridor coordination (greater green time in one direction) resulting in better performance of individual intersections at most locations, especially where a major corridor street meets a minor street. Therefore, the current green time allocation for each peak period is not necessarily the optimum phasing or timing plan for future volumes. For this analysis, the optimum phasing was used with the assumption that some locations along M Street may suffer. The result: better operation of the intersection with additional volumes in 2015 over 2007 timings throughout the Georgetown area.

ANALYSIS AND RECOMMENDATIONS

Using the information collected on existing and future conditions, the Study Team, in association with the TAC, government agencies, and the citizens of Georgetown, developed a list of transportation issues within the study area. These issues are shown in [Figure 26](#) presented previously. Factors that were taken into account in the evaluation of transportation issues included:

- Safety and Mobility for pedestrians, bicyclists, and vehicles
- Intersection delay and LOS for existing and proposed configurations
- Interfacing between modes
- Visual impact (for signing)
- Circulation to and through Georgetown.
- Neighborhood historic character

Looking at the issues identified in [Figure 26](#), presented previously, and the options for each issue identified in [Appendix D](#), an analysis was completed on each item and a recommendation made. Traffic analysis is shown on each cut sheet in [Appendix D](#), as appropriate, as well as pros/cons for each option. A summary of the preliminary analysis and recommendations is given in [Table 7](#). NOTE: Not all items in [Table 7](#) are recommended. The “Final Recommendation” column of [Table 7](#) shows the resolution of each issue and recommendations to the system. Items included in the “Final Recommendation” column of [Table 7](#) are shown in [Appendix H](#).

Specific to the bicycle and pedestrian related recommendations, [Appendix E](#) shows each recommendation and additional information not contained in [Appendix D](#).

Below are the recommended improvements by issue for the Short-, Mid-, and Long-term options as identified previously and shown in [Appendix H](#). These recommendations are also shown in [Figure 28](#). A list of options that were not recommended is included in [Appendix D](#).

Below is a list of recommendations for each mode by implementation timeframe. Recommendations are repeated under multiple modes as appropriate.

BICYCLE

Bicycle safety and mobility rely on driver acceptance of bicycles in the roadway as well as acknowledgement of warning signs.

Issues – bicycle/vehicle conflict at Key Bridge/Whitehurst Freeway intersection and K Street/Rock Creek Park, lack of bicycle route signage to direct bicyclists

- Short-term:
 - Install bicycle warning signs at Key Bridge/Whitehurst Freeway and K St/Rock Creek Parkway.
 - Install Smart Bike location south of M Street on Wisconsin Avenue – Pilot program of DDOT. One of two locations (1045 Wisconsin Avenue NW or at intersection of 31st Street/K Street).
 - Use of TCO officers at key locations throughout Georgetown at peak hours to allow for better movement of vehicles and pedestrians. Extend hours of TCO usage to include weekends.
- Mid-term:
 - Install pressure plates and actuation devices to trigger flashers at bicycle warning signs at Key Bridge/Whitehurst Freeway and K Street/Rock Creek Parkway.
 - Install bike route signs to highlight bike facility on K Street.
 - Install Bike box at intersection of K Street/Whitehurst Freeway/27th Street as shown on MT-3.
 - NPS to be directed to install bike racks at waterfront area, encourage installation of bike racks as development is approved.
 - Continue construction of NPS bicycle facility along K Street. Recommend expedited construction of trail. Recommend improvements to the Boardwalk area to discourage bicyclists from riding along Boardwalk.
 - Continued use of TCO officers.
- Long-term
 - Continue construction of NPS bicycle facility along K Street and connection with Rock Creek Parkway. Recommend expedited construction of trail.
 - Continued use of TCO officers.

TABLE 7: TRANSPORTATION OPTIONS ANALYSIS

NOTE: This table lists generalized improvements as shown on [Figure 26](#). Specific locations and/or detailed improvements are included in the [Appendix D](#) cut sheets. Final Recommendations are shown in [Appendix H](#)

Box ID	Location	Issues	PRELIMINARY RECOMMENDATIONS						Analysis/Discussion	Final Recommendation
			Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #		
1	37th Street	Trucks operating despite restriction	Improve enforcement of restriction	MT-4	Driver feedback signs and speed camera enforcement-specific locations to be determined for report	MT-4	Speed humps - specific locations to be determined for report Bus stop bulb-outs	LT-2 LT-3	Short-term: field visits show trucks utilizing 37 th St. Mid-term: field visits show speeding Long-term: speed humps and bus bulbouts were removed from further consideration	Short-term: Place on MPD watch list. Mid-term: Long-term:
2	35th Street	Buses block street			Alter routing (Removed from further consideration)	MT-9	Bus stop bulb-outs (removed from further consideration)	LT-2	WMATA is currently reviewing the routes within Georgetown. Some options include minimizing platooning through re-direction of certain buses in-route, etc.	Short-term: Mid-term: Long-term:
3	35th Street & Reservoir Road	High pedestrian flow	Improve pedestrian facilities including school flashers	ST-4 (1)					Field visits verify missing school zone signs in the area. See overall pedestrian issues item(s) below.	Short-term: Replace existing signage with updated school zone and flashers. Include "End School Zone" signage Mid-term: Long-term:
4	Reservoir Road	Uncontrolled Mid-block crossing	Install Driver Feedback signs, and Pedestrian signs with rapid flashers	ST-4 (1)	Refuge island at Reservoir Rd and French Embassy	MT-13			Short-term: field visits show speeding in this area. Pedestrian safety can be improved.	Short-term: Install driver feedback signs at Reservoir Road east of 38th St for WB traffic and east of 44th St for EB traffic. Pedestrian crossings and flashers to be located on Reservoir Road west of 39th St. Mid-term: Construct Pedestrian Refuge Median at Reservoir Road & French Embassy. Long-term:
5	Reservoir Road	Speed limit exceeded	Improve enforcement of speed limits	MT-4	Driver feedback signs and speed camera enforcement	MT-4			This section of Reservoir Road is classified as part of the emergency access route for Georgetown University Hospital. Traffic calming measures should not be used that might hamper the access to the Hospital. While speed humps could be installed, we are NOT recommending it; instead, we are recommending driver feedback signs to slow vehicles without impeding them. Short-term: field visits show speeding in this area.	Short-term: Place on MPD watch list. Short-term: Install driver feedback signs on Reservoir EB west of French Embassy and WB between 37th and 38th Sts. Mid-Term Long-term:
5	Reservoir Road: from 35 th to 37 th Streets	No "School Zone present" (15 mph signage) School flashers missing	Add signing/signal for school zone Add school flashers	ST-4					Short-term: field visits verify missing school zone flashing sign(s).	Short-term: Add School zone speed limit 15 mph signage with flashers for EB traffic at Reservoir west of 36th St and WB at Reservoir west of 34th St. Add "End School Zone" signage WB on Reservoir between 36th and 37th St and EB west of 34th St. Mid-term: Long-term:
5	Reservoir Road: from 35th to 39 th Streets	Pedestrian accident zone	Improve pedestrian facilities including school flashers	ST-4 (1)					Short-term: field visits show speeding in this area. Pedestrian safety can be improved.	Short-term: See above for school flashers. Additionally, unsignalized crossing with flashers to be located in EB/WB direction on Reservoir Road west of 39th St. Mid-term: Long-term:

TABLE 7: TRANSPORTATION OPTIONS ANALYSIS (CONTINUED)

NOTE: This table lists generalized improvements as shown on [Figure 26](#). Specific locations and/or detailed improvements are included in the [Appendix D](#) cut sheets. Final Recommendations are shown in [Appendix H](#)

Box ID	Location	Issues	PRELIMINARY RECOMMENDATIONS						Analysis/Discussion	Final Recommendation
			Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #		
6	33rd Street & 34th Street	Pass through traffic	Allow left turns for all vehicles from M Street to Wisconsin Ave northbound	ST-2	-Two-way operation of one or more of these roads to increase "friction" and reduce the desirability for pass through traffic. Removed from further consideration -Reverse direction of both 33rd and 34th Street from Wisconsin to M Street (33rd SB, 34th NB) - Removed from further consideration -No direct connection from M Street EB to NB 34th Street-must travel to Wisconsin Ave for NB traffic. - Removed from further consideration	MT-2 MT-5			Short-term: pass-through traffic utilizing 33rd St because no other option. Midterm: by reversing the one-way couplet of 33rd and 34th, additional storage capacity for M/Key Bridge is obtained. 34th St is returned to a neighborhood St. Wisconsin Ave carries more vehicles. Due to citizen objections, this option was removed.	Short-term: Remove "No Left Turn except buses and taxis" sign for EB M St at Wisconsin Ave. Re-stripe lane for left-thru movement. Mid-term: Long-term:
7	O Street & P Street	Buses block street	Removal of parking on one-side of street to allow for sufficient width of roadway for bus movement. Removed from consideration		Alter routing (Removed from further consideration)	MT-9	Bus stop bulb-outs	LT-2	G2 route is utilizing 40-foot buses. Although a shorter bus will not reduce the "blocking of the St", it will provide for fewer vibrations while also serving passengers. The volume of passengers on the G2 bus can be handled by a 30-foot bus in all but a few peak hour runs. Long-term: bus bulbouts will not aid in the blocking of Sts with the use of buses but will provide for a better pedestrian environment along these routes. Due to loading/unloading numbers along the G2 bus line on O and P Sts, this option is Not recommended.	Short-term: Recommend use of 30-foot buses on G2 route. Mid-term: Long-term:
7	O Street & P Street	No school parking/pull-off	Improve enforcement of restriction	MT-4					Short-term: field visits show parking violations.	Short-term: Place on MPD watch list. Mid-term: Long-term:
7	O Street & P Street	Poor pavement - cobblestones							No recommendation to these historic Sts. A separate study is being conducted to determine what can be done in these historic Sts without losing designation.	Short-term: Mid-term: Long-term:
7	O Street & P Street	Existing trolley tracks							No recommendation to these historic Sts. A separate study is being conducted to determine what can be done in these historic Sts without losing designation.	Short-term: Mid-term: Long-term:
7	O Street & P Street	Lack of parking							No recommendation to parking is made in this report. A separate study with members of DDOT, the ANC, BID, CAG, GBA and other community orgs is underway.	Short-term: Mid-term: Long-term:
8	M Street; Prospect Street: from 37th to 34th Streets	Pedestrian accident zone	Add pedestrian signing and high visibility crosswalks	ST-3 ST-4 (4)					Field visits verify high pedestrian activity area. Also, the safety of pedestrians at signalized intersections and non-signalized intersections in the area could be improved. Pedestrian crossing signage on Prospect St is warranted due to high pedestrian volumes in the area.	Short-term: High visibility crosswalks (zebra striping) along M St and Prospect St to provide a visual distinction of where pedestrians should cross. Short-term: Construction of imprint crosswalks along M St to provide a better visual distinction (than high visibility crosswalks) of where pedestrians should be and provide a uniform way of dealing with pedestrians along the M St and Wisconsin corridors where high pedestrian volumes are reported and where vehicles are present in high volumes. Mid-term: Installation of pedestrian crossing signs on Prospect St if pedestrian/vehicle incidents are not improved with high visibility crosswalks. Long-term:

TABLE 7: TRANSPORTATION OPTIONS ANALYSIS (CONTINUED)

NOTE: This table lists generalized improvements as shown on [Figure 26](#). Specific locations and/or detailed improvements are included in the [Appendix D](#) cut sheets. Final Recommendations are shown in [Appendix H](#)

Box ID	Location	Issues	PRELIMINARY RECOMMENDATIONS						Analysis/Discussion	Final Recommendation
			Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #		
9	33rd Street and Q Street	RTOR restriction ignored No pedestrian signal	Improve enforcement of restriction Add pedestrian signal heads	ST-3 ST-4	Install Intersection camera with RTOR restriction Remove RTOR ban replace with "Do Not Block Intersection" signing	MT-4 MT-5			Short-term: field visits verify RTOR ignored Short-term: no pedestrian countdown heads verified	Short-term: Installation of enforcement camera at intersection Short-term: Installation of pedestrian countdown heads at signal Mid-term: Long-term:
10	M Street & 34th Street / Key Bridge	Long queues due to M St traffic, Vehicle block the box	Add "Do Not Block Intersection" signs Use TCO officers at peak hours Extend TCO hours of operation to Saturday	ST-1	Restripe lanes to better accommodate demand Removed from further consideration Alter street network to encourage/force drivers to approach the Key Bridge on M Street through modifications/closure of access points Removed from further consideration	MT-2 MT-5 MT-11	Physical changes to intersection layout Not recommended		Field visits verify queues forming, and vehicles blocking the box on M St, Key Bridge, and 34th St in peak period. Alterations to the lane configuration on M St is Not recommended.	Short-term: Install "Do Not Block Intersection" signs at M/33rd, M/34th, M/Wisconsin Short-term: Use of TCO officers for direction of traffic at M/33rd, M/34th, M/Wisconsin, M/Key Bridge Mid-term: Long-term:
10	M Street & 34th Street	Steep slope at intersection							No recommendation to this intersection for this issue. Since the route is not a truck route, signage is not necessary. Reconstructing the roadway to minimize grade would require significant changes to intersection and is not necessary.	Short-term: Mid-term: Long-term:
10	M Street & 34th Street / Key Bridge	Accident location	Add "Do Not Block Intersection" signs	ST-1					Looking at the accident data provided by DDOT, the majority of accidents at these two intersections are sideswipe accidents due to turning vehicles. Some of these vehicles are blocking the box and turning right when no-right turn on red is in effect.	Short-term: Install enforcement camera at intersections. Short-term: Use of TCO officers at intersections. Mid-term: Long-term:
11	Key Bridge and Whitehurst Freeway	Bicycle-vehicle conflict	Add bicycle warning signs	ST-1	ITS flashers tripped when bike/ped approaching	MT-4			Short-term: field visits verify the dangerous conditions at this crossing for both bicycles and pedestrians.	Short-term: Add bicycle warning signs. Mid-term: Add detection loops for bicycles/pedestrians and warning flashers. Long-term:
13	M Street & 33rd Street	Long queues AM for left turns Left turns "block the box" and hence westbound traffic High Pedestrian Flow Accident location	Allow left turns for all vehicles from M Street EB to Wisconsin Ave NB - change phasing to split phase - change phasing to leading left turn phase Improve enforcement of restriction Recalculate pedestrian timing at 3.5 fps - not shown on cut-sheet	ST-2 MT-4	Convert existing left-thru lane to left turn only lane. Stripe dedicated left turn lane on M St EB Alter street network operation (Removed from further consideration) Widen sidewalks	MT-2 MT-5 MT-12			Short-term: allowing left turns on M/Wisconsin to relieve need at this intersection. Midterm: conversion of the lane to left-turn only aids in the AM peak period but hinders in the PM peak period due to the loss of the thru-lane capability at this location. Would remove 8 parking stalls. Not recommended Midterm: narrowing the lanes on M St by 1 foot for the outside 2 lanes in each direction, an additional 2-feet of sidewalk is available in each direction. This would provide for more pedestrian sidewalk area but the cost to bump out the curb, gutter, signals, lighting, etc is prohibitive. Not Recommended	Short-term: Change in lane configuration and signal timing at M/Wisconsin to allow for left turns relieving 33rd St. Lane configuration in EB direction to allow left turns on M St to Wisconsin Ave. Lane configuration to be left-thru, thru, thru-right. Signal timing to modify for split phase in EB/WB direction and all-pedestrian phase. Mid-term: Long-term:

TABLE 7: TRANSPORTATION OPTIONS ANALYSIS (CONTINUED)

NOTE: This table lists generalized improvements as shown on [Figure 26](#). Specific locations and/or detailed improvements are included in the [Appendix D](#) cut sheets. Final Recommendations are shown in [Appendix H](#)

Box ID	Location	Issues	PRELIMINARY RECOMMENDATIONS						Analysis/Discussion	Final Recommendation	
			Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #			
14	Wisconsin Ave & O Street	Poor signage Stop sign at intersection difficult to see No School signing Crosswalk used for Hyde Elementary	Review signage in area for improvements Add Pedestrian crossing signage to Wisconsin Install Pedestrian countdown signal on SW corner, Add School Ahead signing. Review Pedestrian signal timing Add STOP AHEAD sign	ST-4 (3)						During field visits it was determined the STOP AHEAD sign was not necessary. Given the intersection is a T intersection, it is natural that there would be a stop sign. Not recommended	Short-term: Installation of pedestrian crossing signage on Wisconsin. Installation of School Zone 15 mph and flashers. Add "End School Zone" signage at O/Wisconsin. Install pedestrian countdown head at signal. Mid-term: Long-term:
15	Wisconsin Ave: from M St to Water Street	No marked pedestrian way	Improve signing and crosswalk striping	ST-4(4)						During field visits, pedestrian conflicts in the area were not noted. Not recommended	Short-term: Mid-term: Long-term:
16	M Street	Vehicles park during peak hours despite restriction	Improve enforcement of restrictions Traffic Control Officer (TCO) controlling study area intersections in peak hours Extend TCO hours of operation to Saturdays	MT-4	Traffic Control Officer (TCO) controlling study area intersections in peak hours Extend TCO hours of operation to Saturdays Allow parking on M Street at all times	MT-4				Mid-term: allowing parking on M St at all times will decrease the amount of capacity on M St by 1/3rd. Further, capacity of the middle lane would be decreased to account for parking maneuvers. Transit maneuvers would be more difficult. Not recommended No recommendation to parking is made in this report. A separate study with members of DDOT, the ANC, BID, CAG, GBA and other community orgs is underway	Short-term: Place on MPD watch list. Short-term: Use of TCO officers at M/33rd, M/34th, M/Wisconsin, and M/Key Bridge Mid-term: Continued use of TCO officers Long-term: Continued use of TCO officers
16	M Street	Pedestrian volume impacts turning movements and reduces intersection capacity	Include all-pedestrian phase and diagonal crosswalks, retime and rephase signal as necessary	ST-2						Pedestrian safety is improved. An all-ped phase doubles delay for an average delay per vehicle in the AM, PM, and Saturday due to the longer cycle length. With the removal of pedestrian movements in the vehicle cycle timing, vehicle movements are improved but result in large delays. A minimum All-Pedestrian phase of 16 seconds (calculated for 3.5 feet per second) must be included in overall phasing.	Short-term: Retime signal to allow for left turns and All-Ped phase at M St/Wisconsin Ave intersection. Mid-term: Long-term:
17	K Street	High bicycle volumes	Install pylons to improve driver awareness and slow vehicles	ST-4 (3)	Complete trail system (NPS). Not shown on cut-sheet					With improvement of bicycle route along NPS property bicycle use will increase. Wayfinding signs should be located throughout Georgetown to direct bicyclists to the K St facility. Recommend improvements to the Boardwalk area to discourage riding along Boardwalk.	Short-term: Installation of pedestrian crossing pylons EB/WB at K/Wisconsin, K/31st St, K/29th St. Short-term: Continue construction on NPS bicycle facility along K St with connection to Rock Creek Park. Construct on expedited schedule. Mid-term: Installation of Bicycle Route signs throughout Georgetown to highlight facility Mid-term: Continue construction of NPS bicycle facility along K St with connection to Rock Creek Park. Construct on expedited schedule. Recommend improvements to the Boardwalk area to discourage riding along Boardwalk. Long-term: Continue construction of NPS bicycle facility along K St with connection to Rock Creek Park. Construct on expedited schedule.
18	K Street & Rock Creek Parkway	Bicycle-vehicle conflict	Add bicycle warning signs	ST-1	ITS flashers tripped when bike/pedestrian approaching	MT-4				Short-term: field visits verified bicycle/vehicle conflict area.	Short-term: Add bicycle warning signs. Mid-term: Add detection loops for bicycles/pedestrians and warning flashers. Long-term:

TABLE 7: TRANSPORTATION OPTIONS ANALYSIS (CONTINUED)

NOTE: This table lists generalized improvements as shown on [Figure 26](#). Specific locations and/or detailed improvements are included in the [Appendix D](#) cut sheets. Final Recommendations are shown in [Appendix H](#)

Box ID	Location	Issues	PRELIMINARY RECOMMENDATIONS						Analysis/Discussion	Final Recommendation
			Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #		
19	K Street & 27 th Street	Connection with Whitehurst Freeway (Complex intersection) High traffic and pedestrian flows	Review pedestrian signal timings. Not shown on cut-sheet.		Lane restriping to accommodate left turns from K Street WB to 27 th Street	MT-3			Field visits show a significant number of bicyclists traveling on K St. Potential conflict area for pedestrians/vehicles and bicycle/vehicles. Pedestrian timing is sufficient for volumes on 27 th St NB leg and Whitehurst Freeway crossings.	Short-term: Mid-term: Restripe WB to left, left-thru, thru, thru-right. Install a bike box on the left-thru lane. Long-term:
20	M Street: from 31 st to 29 th Streets	High pedestrian flow	Recalculate pedestrian timing at 3.5 fps - not shown on cut-sheet		Widen sidewalk	MT-12			Midterm: narrowing the lanes on M St by 1 foot for the outside 2 lanes in each direction, an additional 2-feet of sidewalk is available in each direction. is would provide for more pedestrian sidewalk area but the cost to bump out the curb, gutter, signals, lighting, etc is prohibitive. Not Recommended	Short-term: Mid-term: Long-term:
21	M Street & Wisconsin Ave	High left turn volumes Ban on left turns from M Street EB causes back-up on 33 rd High pedestrian flow Narrow sidewalks Accident location	Allow left turns for all vehicles from M Street EB to Wisconsin Ave NB Include ALL pedestrian phase Enforce speeds and other restrictions Improve signing as required	ST-2 MT-4	Convert thru-left to left-turn only lane Widen sidewalks	MT-5 MT-10 MT-12			Short-term: analysis shows an average pedestrian delay of 90 second existing. All ped phase improves that delay to 30-40 seconds. Midterm: converting the left-thru lane to left only removes thru capacity in the intersection resulting in overall increases in delay. Not recommended Midterm: narrowing the lanes on M St by 1 foot for the outside 2 lanes in each direction, an additional 2-feet of sidewalk is available in each direction. is would provide for more pedestrian sidewalk area but the cost to bump out the curb, gutter, signals, lighting, etc is prohibitive. Not Recommended	Short-term: Change in lane configuration and signal timing. Lane configuration in EB direction to allow left turns on M St to Wisconsin Ave. Lane configuration to be left-thru, thru, thru-right. Signal timing to modify for split phase in EB/WB direction and all-pedestrian phase. Short-term: Place enforcement issues on MPD watch list. Short-term: Use of TCO officers at intersections during peak hours Mid-term: Long-term:
22	28 th Street: from M Street to R Street	Lack of parking							No recommendation to parking is made in this report. A separate study with members of DDOT, the ANC, BID, CAG, GBA and other community orgs is underway	Short-term: Mid-term: Long-term:
23	30 th Street & P Street	No pedestrian signal Pedestrian Accident Zone	Add pedestrian signal heads	ST-4 (2)					Field visits show lack of countdown pedestrian signal heads at this location.	Short-term: Installation of pedestrian countdown heads at signal Mid-term: Long-term:
24	Rose Park Footpath	Incomplete and inadequate pedestrian and bicycle facilities	Complete sidewalk and trail connection	ST-6					Rose Park Footpath not to be widened. Will remain 4-feet in width	Short-term: Sidewalk connection in area to be completed Mid-term: Long-term:
25	P Street: 28 th to 31 st Streets	Pedestrian accident zone							Field visits show a lack of countdown pedestrian signal heads at P/28 th Intersection and P/30 th Intersection.	Short-term: Installation of pedestrian countdown heads at signals Mid-term: Long-term:
26	28 th & P Street	No pedestrian signal Pedestrian Accident Zone	Add pedestrian signal heads	ST-4 (4)					Field visits show lack of countdown pedestrian signal heads at this location.	Short-term: Installation of pedestrian countdown heads at signal Mid-term: Long-term:
27	R Street & 29 th Street	STOP sign NB on R Street-with limited sight distance EB/WB on 29 th	Convert intersection to 3-way(all way) stop provided it meets warrants	ST-1					Based on speeds, sight distance of vehicles northbound on 29 th St, and parking located along R St, this intersection should be converted to an all-way stop for safety reasons of both vehicles and pedestrians.	Short-term: Install stop signs EB/WB on R St at 29 th St. Mid-term: Long-term:

TABLE 7: TRANSPORTATION OPTIONS ANALYSIS (CONTINUED)

NOTE: This table lists generalized improvements as shown on **Figure 26**. Specific locations and/or detailed improvements are included in the **Appendix D** cut sheets. Final Recommendations are shown in **Appendix H**

Box ID	Location	Issues	PRELIMINARY RECOMMENDATIONS						Analysis/Discussion	Final Recommendation
			Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #		
28	Scott Place & 32 nd Street	No stop sign	Install stop sign	ST-1					Field visits verify missing stop sign at this location (EB). Safety at this intersection is compromised without the installation of the stop sign. Strong community support for all-way stop.	Short-term: Install "Stop" sign on Scotts Place at 32nd St (all directions). Mid-term: Long-term:
29	Reservoir Road & 32nd Street 32 nd & 31 st Streets	Pass through traffic (from Wisconsin Ave)			Alter network operation one way couplet with parking on 31st/30th	MT-6			Field visits verify pass-thru traffic during PM peak period. Mid-term: Altering network for a one-way couplet east of Wisconsin mirrors the 34th/33rd couplet on the west, provides for better thru connections on the east side of Wisconsin, and does not affect parking. Traffic calming measures may be necessary to slow speeds of vehicles after conversion. No change to traffic control at intersections is anticipated. Network change would necessitate residents' approval.	Short-term: Mid-term: Alter network for one-way couplet on east side of Wisconsin utilizing 31st NB and 30th SB. Long-term:
30	Wisconsin Ave & 33rd Street	High left turn volume from 33 rd blocks traffic	Convert left-thru lane to left-only lane	MT-2	Sever outbound connection with Wisconsin Ave Removed from further consideration	MT-5			Mid-term: Conversion of left-thru lane EB to left-only would improve delay in the AM and Saturday peaks but would result in longer delays for vehicles in the PM peak hour due to the loss of thru movements at that intersection for one of the three lanes. Not Recommended Mid-term: Reversing 33rd St to SB is removed from consideration due to citizen feedback. Not Recommended	Short-term: Mid-term: Long-term:
31	Wisconsin & R Street	Parked vehicles contribute to AM congestion Left turn volume may require protected phase	Restrict parking in the AM peak hour northbound on Wisconsin Ave south of R Street Retime / rephase signal leading NB left turn phase lagging NB left turn phase extra green time for Wisconsin Ave leading EB left turn phase	ST-1 ST-2					Field visits verify that by the removal of 4 parking stalls in the AM peak would allow for the NB thru movement around vehicles turning left, greatly increasing the operation of this intersection. For pedestrian safety, the lagging NB left turn phase is preferred. With the removal of 2-3 parking stalls nearest the intersection, the EB direction can operate as a left, thru-right lane configuration. This configuration results in acceptable LOS for AM, PM, and Saturday in the 2015 year horizon.	Short-term: Install "No Parking 7am-9:30am Monday-Friday" signs along Wisconsin Ave from Reservoir Road to R St. Short-term: Modify signal phasing to allow for a Lagging NB left turn phase. Remove parking EB on R St to allow for two operational lanes (left and thru-right). Remove parking NB to allow for left, thru-right operational lane (see above). Mid-term: Long-term:
32	Wisconsin Ave: from Whitehaven Pkwy to Reservoir Rd	Pedestrian accident zone	Recalculate pedestrian timing at 3.5 fps - not shown on cut-sheet		35th Street Intersection redesign. Other traffic calming measures presently being considered not shown on cut sheets	MT-7			Field visits showed pedestrian issues at some locations and are identified specifically in this matrix. Please see specific locations for analysis and recommendations.	Short-term: Mid-term: Long-term:
33	35th from Reservoir to Q Street	Pedestrian accident zone	Recalculate pedestrian timing at 3.5 fps - not shown on cut-sheet		Improve speed enforcement	MT-4	Traffic calming measures - speed cushions	LT-3	Field visits verified speeding along this corridor in the AM peak. Due to this road being part of the emergency access to Georgetown University Hospital, speed humps are Not recommended.	Short-term: Place on MPD watchlist. Mid-term: Long-term:
34	R & 35th Street	Flashers out-dated	Update flashing school sign	ST-4					Field visits verified need to update school flashing sign as well as locate an "end school zone" sign in the area.	Short-term: Installation of new "School Zone 15 mph" and flashers NB on 35th St north of R St Mid-term: Long-term:

TABLE 7: TRANSPORTATION OPTIONS ANALYSIS (CONTINUED)

NOTE: This table lists generalized improvements as shown on [Figure 26](#). Specific locations and/or detailed improvements are included in the [Appendix D](#) cut sheets. Final Recommendations are shown in [Appendix H](#)

Box ID	Location	Issues	PRELIMINARY RECOMMENDATIONS					Analysis/Discussion	Final Recommendation	
			Short Term	Sheet #	Mid Term	Sheet #	Long Term			Sheet #
35 37	Wisconsin Ave	Increased AM traffic due to British School Pedestrian-vehicle conflicts along length	Improve enforcement of parking restriction	ST-3					Field visits could not verify parking issues along Wisconsin due to the British School. Not recommended The British School is working towards a traffic plan for providing access to the school.	Short-term: Mid-term: Long-term:
36	T Street	Buses block streets Bus traffic causes vibrations in houses			Alter routing (Removed from further consideration)	MT-9	Bus Bulb outs Thickness of pavement increased Replace surface with full flexible base	LT-2	Long-term: DDOT keeps a roadway conditions database. As this street is improved, provide a deeper thickness or full flexible base to minimize vibrations. Due to minimal traffic along T St, bus bulb outs are NOT recommended.	Short-term: Mid-term: Long-term: Update pavement to improve thickness or provide a fully flexible base as roadway condition deteriorates and is in need of improvement.
38	35th Street & 36th Street	Bus and truck traffic causing vibrations in houses			Alter routing (Removed from further consideration)	MT-9	Thickness of pavement increased Replace surface with full flexible base		Long-term: DDOT keeps a roadway conditions database. As this street is improved, provide a deeper thickness or full flexible base to minimize vibrations.	Short-term: Mid-term: Long-term: Roadway to be upgraded to thicker pavement or full-flexible base in conjunction with maintenance.
39	34th, Whitehaven, 37th Street	Pass through traffic (from Wisconsin)			Alter network operation through changes to lane configurations (Removed from further consideration)	MT-5(alts)	Speed humps and/or cushions. (removed from further consideration)	LT-3	Field visits verified speeding of vehicles and pass-thru nature of these three Sts. Speed humps removed from further consideration see Appendix D.	Short-term: Mid-term: Long-term:
40	31st & Q Street	Stop signs not visible							Reviewed on-site and not verified. No recommendation	Short-term: Mid-term: Long-term:
41	Wisconsin Ave & N Street	Delivery trucks block pedestrians and traffic in both directions	Improve enforcement	MT-4	Improve enforcement Restrict load/unload in certain areas- - e.g., must load/unload on N St during non-peak hours		Provide (more) loading/unloading area for trucks		Midterm: restriction of loading/unloading to non-peak hours is possible through usage of signage and regulation for only non-peak hour loading/unloading activities. Removal of existing loading/unloading zones is not recommended. Enforcement of loading/unloading zones is recommended.	Short-term: Enforcement of loading/unloading zones on MPD watch list Mid-term: Long-term:
41	Wisconsin Ave & P Street	Need "don't block the box signs"	Add Do Not Block Intersection signs	ST-1					Field visits verified need for "Do Not Block Intersection" signs.	Short-term: Install "Do Not Block Intersection" signs. Mid-term: Long-term:
42	Wisconsin Ave and 35th Street	No northbound connection	Glover Park Transportation Study recommendation	ST-7	Reconfigure street and intersection to allow for NB movement.	MT-7			Short-term: Glover Park Transportation Study recommendation is to continue one-way operation. Installation of diagonal parking on west side. Flexible curbing bump out at Wisconsin/35th St to slow vehicles. To be used as overflow parking of Glover Park as RPP parking takes place. Midterm: revert street to two-directional use. Signal to be located at 35th and Wisconsin. Existing signal at Whitehaven/Wisconsin to be removed. Diagonal parking to be removed. Flexible curb bump out to be minimized to allow for slowing of vehicles but full use of St in both directions.	Short-term: Glover Park Recommendation. Flexible curb bump out, continued one-way operation. Diagonal parking on west side. Mid-term: Revert to two-directional traffic. Signal to be installed at 35th/Wisconsin. Existing signal at Whitehaven/Wisconsin to be removed. Slight flexible curb bump out. Diagonal parking to be removed. Long-term:
42	Wisconsin from N to P Street	High pedestrian flow	Improve signing and install pedestrian countdown on SW corner of O Street	ST-4 (3)			Reviewing sidewalk widening options - not shown on cut sheet		Field visits verified need for countdown pedestrian signal on SW corner of O St/Wisconsin Ave Long-term: due to the recommendation of providing a bus-lane on Wisconsin SB there is not sufficient room to widen the sidewalks on Wisconsin. Not recommended	Short-term: Installation of pedestrian countdown heads at signals Mid-term: Long-term:

TABLE 7: TRANSPORTATION OPTIONS ANALYSIS (CONTINUED)

NOTE: This table lists generalized improvements as shown on [Figure 26](#). Specific locations and/or detailed improvements are included in the [Appendix D](#) cut sheets. Final Recommendations are shown in [Appendix H](#)

Box ID	Location	Issues	PRELIMINARY RECOMMENDATIONS					Analysis/Discussion	Final Recommendation
			Short Term	Sheet #	Mid Term	Sheet #	Long Term		
46	Wisconsin Ave	Removal of crosswalks along Wisconsin at disjointed streets						Consultant team recommendation is to NOT remove crosswalks at locations along Wisconsin to continue to provide high pedestrian mobility through the area. Not recommended	Short-term: Mid-term: Long-term:
Overall		Pedestrian Issues	Improve enforcement of pedestrian crossings only at signed crosswalks	MT-4	Raised intersections - removed from consideration Pedestrian medians (refuge areas)	MT-8 MT-13	Bus bulb outs	LT-2	Short-term: field visits show need for improvements to pedestrian facilities within Georgetown. Mid-term: with increases in congestion and pedestrian traffic, additional measures will be needed at non-signalized intersections to maintain pedestrian safety and mobility. Short-term: High visibility crosswalks at: 26th/P St; 32nd/P St; 33rd/P St; 34th/P St; 34th/Q St; 33rd/Q St. Short-term: Imprint crosswalks located along M St and Wisconsin Ave Mid-term: Medians for pedestrian refuge to be located at: 26th/P St; 27th/P St; Rock Creek Parkway/P St; Reservoir Road/French Embassy. Long-term:
Overall		Enforcement of traffic regulations	Improve enforcement	MT-4	Improve enforcement including installation of red light cameras at specific locations	MT-4			Short-term: Installation of red light cameras at 33rd/Q St and M St/Key Bridge Short-term: Use of TCO officers at certain intersection 7-days a week. For Nationals Baseball Games classified as Class B or C Games, utilize TCO officers at a minimum at M St/ Wisconsin Ave and M St/Key Bridge. Short-term: Empower DDOT with enforcement arms. Mid-term: Continued use of TCO officers Mid-term: Installation of red light camera at 33rd/Wisconsin; speed camera on O St between Wisconsin Ave and 31st St, speed camera on R St between Avon Place and 31st, red light camera at M/34th, and red light camera at M/Key Bridge Mid-term: Conversion of curb lane on M Street from Wisconsin Ave to 28th St to bus-only, both directions. Mid-term: Installation of parking enforcement cameras on buses. Long-term: Continued use of TCO officers.
Overall		Way finding signs	Sign installed on Key Bridge to note Whitehurst Freeway downtown bypass intersection	ST-1					Short-term: Install "Whitehurst Freeway Downtown" and arrow sign along Key Bridge. Sign should withstand winds. Mid-term: Long-term:
Overall		Parking						No recommendation to parking is made in this report. A separate study with members of DDOT, the ANC, BID, CAG and GBA is underway.	Short-term: Mid-term: Long-term:
Overall		Optimization of signals			Optimize all signals for more throughput on M St and Wisconsin Ave				Short-term: Change timing of signals to allow for optimization along M St and Wisconsin Ave. Mid-term: Long-term:

PEDESTRIAN

Pedestrian safety and mobility depend upon the public understanding and driver acceptance of warning signs. Neither pedestrians on their way to/from school and work nor drivers in the area can be expected to move safely unless they understand, use, and follow the traffic control presented. Therefore, a uniform presentation of signing and crosswalk needs to be present.

Issues – Lack of ADA facilities, narrow/poor sidewalks, high pedestrian volumes, lack of pedestrian heads at some signalized intersections, safety around schools, vehicle/pedestrian conflicts at M Street/Wisconsin Avenue, high vehicle speeds, and width of some roadways make it difficult to cross.

■ Short-term:

- Install countdown pedestrian heads at:
 - Q Street/33rd Street
 - P Street/30th Street
 - P Street/28th Street
 - South leg of O Street/Wisconsin Avenue (West split street).
- Signal modification to allow for an All-pedestrian phase at M Street/Wisconsin Avenue.
- Imprint Crosswalks located at (see ST-3) – design would need to be approved by Old Georgetown Board prior to installation. Recommend during maintenance that material damaged or replaced within crosswalk area by in-kind material(s).
 - Wisconsin Avenue at:
 - north/south leg of S Street
 - north/south leg of R Street
 - north/south leg of Reservoir Road (west split street)
 - north/south leg of Reservoir Road (east split street)
 - north leg of Q Street (west split street)
 - south leg of Q Street (east split street)
 - south leg of Volta Street
 - north/south leg of P Street (east split street)
 - south leg of P Street (west split street)
 - south leg of O Street (east split street)
 - north/south leg of O Street (west split street)
 - south leg of Dumbarton
 - north/south leg of N Street
 - north/south leg of Prospect Street,
 - all legs of M Street
 - M Street at:
 - east leg of 34th Street
 - east/west leg of 33rd Street
 - east leg of Potomac Street
 - all legs of Wisconsin Ave
 - east/west leg of 31st Street
 - east leg of Thomas Jefferson Street
 - east/west legs of 30th Street
 - east/west leg of 29th Street
 - west leg of 28th Street
- Curb Ramp Recommendations as shown in ST-5
- Sidewalk improvements/replacements/repairs as shown in ST-6 for short-term

- High Visibility Crosswalks (zebra striped) as shown on ST-4
 - P Street/26th Street
 - P Street/28th Street
 - P Street/29th Street
 - P Street/32nd Street
 - P Street/33rd Street
 - P Street/34th Street
 - Q Street/34th Street
 - P Street/30th Street
 - Volta Place/34th Street
 - Volta Place/34th Street
 - Prospect Street/34th Street
 - Prospect Street/35th Street
 - Prospect Street/36th Street
 - Prospect Street/37th Street
- Signage (See ST-1/ST-4):
 - Pedestrian crossing signs located at: 37th/Whitehaven, Reservoir Road/Georgetown University Hospital
 - School advance warning assembly at Wisconsin Avenue/O Street
 - Pedestrian rapid flashers at Reservoir Road/Georgetown University Hospital and P Street/Rock Creek Parkway intersections
 - Flashing School zone sign at: 35th Street north of R Street; 35th Street south of Whitehaven Parkway; Reservoir Road west of 36th Street; Reservoir Road west of 34th Street; O Street east of 33rd Street [Recommended although there is some contention with flashing lights in the community. Sign location to be determined in consultation with the surrounding residents].
 - “End School Zone” signs at: O Street west of Wisconsin Ave; 35th Street south of Whitehaven Parkway; Reservoir Road east of 37th Street; Reservoir Road west of 34th Street, and 35th Street north of R Street
 - Unsignalized pedestrian crossing sign at P Street/Rock Creek Parkway – rapid flashing beacon with pressure activated plates
- Use of TCO officers at M Street/Wisconsin Avenue, M Street/33rd, M Street/34th, M Street/Key Bridge, extend hours of TCO usage to include weekends.

■ Mid-term:

- Continue use of TCO officers at study area intersections throughout Georgetown at peak hours to allow for better movement of vehicles and pedestrians.
- Median (pedestrian refuge – See MT-13 – Old Georgetown Board approval will be required prior to construction) at:
 - P Street at 26th Street
 - P Street at 27th Street
 - P Street at Rock Creek Parkway: one on each P Street and Rock Creek Parkway
 - Reservoir Road at the French Embassy
- Sidewalk repairs/replacement as shown on ST-6
- Complete sidewalk connection to Rose Park Footpath
- If pedestrian safety continues to be an issue along Prospect Street with the high-visibility crosswalks installed (from Short-term solutions above), pedestrian crossing signs will be installed along Prospect Street at 34th Street, 35th Street, 36th Street, and 37th Street (See ST-4).

■ Long-term

- Continue use of TCO officers at study area intersections throughout Georgetown at peak hours to allow for better movement of vehicles and pedestrians.

TRANSIT

Transit moves more people per lane than other vehicles. As populations grow it will be important to provide for good transit options. This section provides recommendations based on transportation considerations alone. WMATA and Mass Transit Administration (MTA) will need to weigh these recommendations with other issues (e.g., funding, etc.)

Issues – Continue use of Circulator route, routes are not running on time, more frequent headways, vibrations, Georgetown University Transit Service (GUTS) use of residential streets, buses are not pulling to curb.

■ Short-term:

- Keep Circulator on present route for at least the first 6 years after publishing of study. This will be evaluated based on specific operational needs of WMATA and MTA.
- Use 30-foot buses on G2 line. This will be evaluated based on specific operational needs of WMATA and MTA.
- Request Georgetown University Transit Service (GUTS) and Georgetown University Hospital buses to utilize Canal Road exit rather than residential streets.
- Use of TCO officers at M Street/Key Bridge, M Street/34th Street, M Street/33rd Street, M Street/Wisconsin Avenue, use authority of TCOs for code enforcement, extend hours of TCO usage to include weekends.

■ Mid-term:

- Continue use of TCO officers at study area intersections throughout Georgetown at peak hours to allow for better movement of vehicles and pedestrians.
- Bus Lanes in Peak Period
 - M Street from Wisconsin Avenue to 28th Street on both sides –
 - Conversion of curb lane in peak hours to bus-only lane
 - Signage would be necessary at each block noting bus only as well as location for vehicles to utilize lane for right-turn movement
 - The preferred location of bus stops is the far-side of intersection based on all considerations
 - Enforcement cameras mounted to buses to ticket violators. Will reduce travel time for east/west buses
 - Increases person throughput, and helps reduce transit operating costs due to transit being able to stay on-time.

■ Long-term

- Continue use of TCO officers at study area intersections throughout Georgetown at peak hours to allow for better movement of vehicles and pedestrians.
- Thicker pavement or full flexible base utilized as street is replaced to minimize noise and vibrations at:
 - 35th Street
 - 36th Street
 - T Street
- Bus lanes in peak periods at:
 - M Street from Wisconsin Avenue to 28th Street on both sides as identified in Mid-term recommendation
 - Wisconsin Avenue Southbound from Whitehaven Parkway to M Street
 - Conversion of thru-lane in peak hours to bus-only lane
 - Signage would be necessary at each block noting bus only as well as location for vehicles to utilize lane for right-turn movement
 - All bus stops to be located on far-side of intersection; enforcement cameras mounted to buses, traffic signals, or streetlights to ticket violators
 - Installation of “No Right-turn on Red” signs on all side streets to Wisconsin Avenue SB.
 - Will reduce travel time for east/west buses, increases person throughput, and helps reduce transit operating costs due to transit being able to stay on-time

- Support WMATA’s Vision 2030 Plan to construct a Metro stop within Georgetown. However, this recommendation is not included in the District of Columbia Alternatives Analysis (DCAA), and funding has not been allocated to this endeavor. Note: This recommendation is not financially constrained.

TRAFFIC/AUTOMOBILE

The automobile will remain a major factor within the Georgetown area for at least the next 20 years, and traffic will remain an issue through the AM, PM and Saturday peak hours.

Issues – synchronization of signals along M Street and Wisconsin Avenue, critical signage is missing/old and in need of replacement, congestion along M Street and Wisconsin, “blocking” of intersections, vehicle turning movement conflicts with pedestrians and bicycles, pass through of trucks and vehicles on residential streets, cobblestone streets, pavement conditions, lack of left/right-turn lanes at intersections, speeding, lack of enforcement, narrow lanes, vehicles hit while parked.

■ Short-term:

- Increase enforcement for speeding, parking, right-turn on red restrictions, etc. as identified in Table D1.
- Empower DDOT with enforcement ability.
- Signage (See ST-1/ST-4):
 - “Do Not Block Intersection” signs at M/34th, M/33rd, M/Key Bridge, Wisconsin/P Street
 - Bicycle warning signs at Key Bridge/Whitehurst Freeway and K Street/Rock Creek Parkway
 - “Stop” signs on R Street at R/29th (both directions – results in all-way stop) and on Scotts Place at Scotts Place/32nd (all three directions – results in all-way stop)
 - “No Parking 7:00-9:30am Monday-Friday” on Wisconsin from Reservoir to R Street
 - Whitehurst Freeway/Downtown sign on Key Bridge – sign(s) should be able to withstand winds (utilize AASHTO **Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals** 2001)
 - Pedestrian crossing signs located at: 37th/Whitehaven, Reservoir Road/Georgetown University Hospital
 - School advance warning assembly at Wisconsin Avenue/O Street
 - Pedestrian rapid flashers at: Reservoir Road/Georgetown University Hospital, P Street/Rock Creek Parkway
 - Flashing school zone sign at: 35th Street north of R Street; 35th Street south of Whitehaven Parkway; Reservoir Road west of 36th Street; Reservoir Road west of 34th Street; O Street east of 33rd Street [Recommended although there is some contention with flashing lights in the community. Sign location to be determined in consultation with the surrounding residents].
 - “End School Zone” signs at: O Street west of Wisconsin Ave; 35th Street south of Whitehaven Parkway; Reservoir Road east of 37th Street; Reservoir Road west of 34th Street, and 35th Street north of R Street
 - Driver feedback signs at: Reservoir Road east of 38th Street for westbound traffic and Reservoir Road east of 44th Street for eastbound traffic
 - Unsignalized pedestrian crossing sign at P Street/Rock Creek Parkway – rapid flashing beacon with pressure activated plates
 - In-street pylon pedestrian crossing signs as shown on ST-4 [Recommended although there is some contention with durability of these signs in the community – removed from areas in question but those located in cut sheets are in high-pedestrian areas with wide streets] Prior to installation of these signs the TAC committee requests commitment from DDOT to maintain signs.
- Signal Modifications (See ST-2)
 - Synchronize signals for continuous flow of vehicles along Wisconsin Avenue and M Street.
 - Left turns available on Wisconsin Avenue at M Street. Restripe EB M Street to left-thru, thru, thru-right. Re-phase signal to allow for all-pedestrian phase. Provide education materials and publicity due to 1st intersection in DC with all-pedestrian phase.

- Wisconsin Avenue and R Street. Remove 3 parking stalls closest to intersection on R Street and restripe for left and thru-right. Retime signal for lagging NB left-turn phase
- Countdown pedestrian heads to be located at: Q Street/33rd Street, P Street/30th Street, P Street/28th Street, south leg of O Street/Wisconsin Avenue (west split street).
- High visibility crosswalks as denoted in Pedestrian Short-term recommendations above and shown on ST-4.
- Enforcement Cameras at:
 - M Street/Key Bridge – no right turn on red (NB)
 - M Street/Key Bridge – no left turn on red (WB)
 - 33rd Street/Q Street – no right turn on red
 - R Street between 31st Street and Avon Place NW – speed camera
- Street changes
 - 35th Street/Wisconsin Avenue – use of Glover Park Transportation Study Recommendation (See ST-9). 35th remains one-way southbound; diagonal parking is installed on west side of street, parallel parking to remain on east side; flexible curb is extended at intersection to slow vehicles turning; to be used as parking for downtown Glover Park since parking restrictions will be going into affect.
- Use of TCO officers for traffic operations and enforcement at:
 - M Street/Key Bridge
 - M Street/34th Street
 - M Street/33rd Street
 - M Street/Wisconsin Avenue
 - Use authority of TCOs for code enforcement throughout Georgetown
 - Extend hours of TCO usage to include weekends
- Driver Feedback Signs:
 - Reservoir Road EB east of 44th Street
 - Reservoir Road WB west of 37th Street
- Replace/upgrade/maintain streets DDOT has identified as deficient

■ Mid-term:

- Continue utilizing revised synchronization of signals along M Street and Wisconsin Avenue for continuous flow of traffic.
- Continued use of TCO officers at study area intersections throughout Georgetown for movement of traffic and pedestrians, code enforcement, and extension of hours to Saturday and Sunday.
- Pedestrian crossing signs located at: Prospect Street/34th Street; Prospect Street/35th Street; Prospect Street/36th Street; Reservoir Road/Georgetown University Hospital. These will be installed if high visibility crosswalks (as denoted in the Pedestrian short-term options listed above) are not effective in decreasing pedestrian/vehicle conflicts.
- Median (pedestrian refuge – See MT-13) at:
 - P Street at 26th Street
 - P Street at 27th Street
 - P Street at Rock Creek Parkway (one on each P Street and Rock Creek Parkway)
 - Reservoir Road at French Embassy
- Enforcement Cameras at:
 - 33rd Street/Wisconsin Avenue – no right turn on red
 - Q Street between Wisconsin Avenue and 31st Street – speed camera
 - Installation of cameras on buses for parking enforcement of bus lane(s) on M Street
- Lane configuration changes
 - 27th Street/K Street/Whitehurst Freeway – for east leg, restripe lanes from left, thru, thru, thru-right to left, left-thru, thru (Whitehurst freeway), thru-right (Whitehurst Freeway); the left-thru lane to include a bike-box; signal would be fully actuated
 - 35th Street/Wisconsin Avenue – street will revert to 2-directional use. Signal installed at Wisconsin Avenue/35th Street with the removal of the signal at Whitehaven

Parkway/Wisconsin Avenue; diagonal parking on west side of street to be removed; flexible curb at Wisconsin to be minimized

- Bus Lanes in Peak Period
 - M Street from Wisconsin Avenue to 28th Street on both sides
 - Conversion of thru-lane in peak hours to bus-only lane.
 - Signage would be necessary at each block noting bus only as well as location for vehicles to utilize lane for right-turn movement;
 - all bus stops to be located on far-side of intersection;
 - Enforcement cameras mounted to buses or streetlights to ticket violators.
 - Installation of “No Right-turn on Red” signs on all side streets to M Street between Wisconsin Avenue and 28th Street.
 - Replace/upgrade/maintain streets DDOT has identified as deficient

■ Long-term

- Continued use of TCO officers at study area intersections throughout Georgetown for movement of traffic and pedestrians, code enforcement, and extension of hours to include weekends.
- Replace/upgrade/maintain streets DDOT has identified as deficient
- Bus lanes in peak periods at:
 - Continued use of M Street from Wisconsin Avenue to 28th Street on both sides
 - Wisconsin Avenue Southbound from Whitehaven Parkway to M Street
 - Conversion of thru-lane in peak hours to bus-only lane
 - Signage would be necessary at each block noting bus only as well as location for vehicles to utilize lane for right-turn movement
 - all bus stops to be located on far-side of intersection; enforcement cameras mounted to buses, traffic signals, or streetlights to ticket violators
 - Installation of “No Right-turn on Red” signs on all side streets to Wisconsin Avenue SB.
 - Will reduce travel time for east/west buses, increases person throughput, and helps reduce transit operating costs due to transit being able to stay on-time
- One-way pair east of Wisconsin Avenue – Convert 30th Street to SB only; convert 31st Street to NB only to be completed in conjunction with approval of majority of affected property owners.

RECOMMENDATIONS SUMMARY

The implementation of these improvements would enhance transportation operations in the study area. An improvement that would significantly enhance operation is the optimization of signal timings throughout the study area. Current signal timings are based on throughput of major streets (M Street and Wisconsin Avenue). At some locations the LOS improves in the 2015 optimized scenario versus the existing (2007) operations; while delays on M Street and Wisconsin Avenue increase, the overall delay at the intersection improves. Further, by optimizing the signals for the entire system, improved traffic flows at upstream intersections reaching a bottleneck point in the corridor are minimized. Analysis of the recommendations is shown on the cut sheets in [Appendix H](#). NOTE: Some recommendations are not able to be modeled (e.g., median usage for pedestrians, mode changes due to improvements of other modes, speed humps, etc.). The LOS for all recommended improvements are presented in [Table 8](#) and include all synergistic improvements.

The recommended transportation improvements are shown in [Figure 28](#) with the 2015 projected volumes taking into account the above recommendations are shown in [Figure 29](#). Planning level cost estimates for the implementation of each of the recommended improvements are provided in [Appendix I](#) and total approximately \$10 million for the plan including all short-, mid-, and long-term recommendations.

TABLE 8: CAPACITY ANALYSIS SUMMARY – RECOMMENDED TRANSPORTATION IMPROVEMENTS (2015 INCLUDING SHORT-, MID-, AND LONG-TERM RECOMMENDATIONS)

Location	Weekday				Saturday	
	AM Peak		PM peak		Peak	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Q Street and 32nd Street NW	A	3.6	A	5.0	A	4.9
Q Street and 31st Street NW	B	13.0	B	10.6	B	10.8
P Street and 33rd Street NW	F	120.7	D	32.9	B	13.4
P Street and 32nd Street NW	A	1.8	A	2.0	A	2.9
P Street and 29th Street NW	B	12.6	C	15.0	B	10.9
Reservoir Rd NW and Wisconsin Ave	B	12.8	F	104.8	A	6.8
33rd Street and Wisconsin Ave/Reservoir St	n/a	n/a	n/a	n/a	n/a	n/a
34th Street and R Street NW	E	37.0	F	116.0	A	10.0
34th Street and P Street NW	C	16.4	B	10.5	B	11.4
35th Street and N Street NW	B	11.8	B	10.2	B	13.4
35th Street and P Street NW	D	29.8	D	27.1	C	20.6
35th Street and Q Street NW	F	63.4	F	54.1	D	25.4
35th Street and Reservoir Road NW	F	328.8	F	340.1	E	66.3
37th Street and Reservoir Road NW	F	123.1	C	33.5	D	36.1
K Street and Wisconsin Avenue NW	F	60.9	F	73.2	C	17.6
K Street and Thomas Jefferson Street NW	A	0.7	A	0.6	A	0.8
K Street and 29th Street NW	A	1.4	A	0.4	A	0.9
K Street and 27th Street NW	F	274.9	F	225.1	D	39.2
Whitehurst Freeway and Canal Road	F	144.6	F	288.5	E	64.0
Key Bridge and M Street NW	F	173.5	F	291.7	F	311.3
M Street and 34th Street NW	F	111.0	F	160.7	F	147.8
M Street and 33rd Street NW	F	186.2	C	21.1	D	48.9
M Street and Wisconsin Avenue NW	F	286.4	F	286.9	F	220.3
M Street and Thomas Jefferson Street NW	B	17.2	A	5.6	A	6.3
Pennsylvania Avenue and 28th Street NW	C	23.0	C	24.8	B	16.6

NOTE: Red shaded cells represent intersections operating at LOS E or F;

Green shaded cells represent intersections operating at LOS A or B.

NOTE: Some recommendations are not able to be modified (e.g., median usage for pedestrians, mode changes due to improvements of other modes, speed humps, signage, etc.).

[Table 9](#) shows a comparison of the existing (2007), 2015 No-build and 2015 with recommendations Capacity Analysis, LOS and delay for each of the 25 selected intersections. While the LOS may remain constant between the no-build and 2015 with recommendations, the delay decreases at most intersections. The exception is the intersection of M Street/Wisconsin Avenue where the delay increases over the no-build. This increase is based on adding an all-pedestrian phase to the signal cycle length. The addition of the all-pedestrian phase results in a safer intersection for all users but does increase average delay for each vehicle.

TABLE 9: EXISTING, 2015 NO-BUILD AND 2015 RECOMMENDED TRANSPORTATION IMPROVEMENTS COMPARISON

Location	EXISTING CONDITIONS (2007)						2015 NO-BUILD CONDITIONS						2015 with RECOMMENDATIONS					
	Weekday				Saturday		Weekday				Saturday		Weekday				Saturday	
	AM Peak		PM peak		Peak		AM Peak		PM peak		Peak		AM Peak		PM peak		Peak	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Q Street and 32nd Street NW	C	21.4	C	23.9	C	21.1	A	3.6	A	5.0	A	4.9	A	3.6	A	5.0	A	4.9
Q Street and 31st Street NW	B	14.4	C	16.0	B	11.7	C	15.9	B	14.6	B	14.1	B	13.0	B	10.6	B	10.8
P Street and 33rd Street NW	C	21.4	C	15.4	B	11.1	F	120.7	D	32.9	B	13.4	F	120.7	D	32.9	B	13.4
P Street and 32nd Street NW	B	11.4	B	11.6	B	12.3	A	1.8	A	2.0	A	2.9	A	1.8	A	2.0	A	2.9
P Street and 29th Street NW	B	12.4	C	15.1	B	10.8	A	12.6	C	15.0	B	10.9	B	12.6	C	15.0	B	10.9
Reservoir Rd NW and Wisconsin Ave	C	22.4	D	31.7	A	8.6	A	5.3	F	160.0	A	7.6	B	12.8	F	104.8	A	6.8
33rd Street and Wisconsin Ave/Reservoir St	A	9.4	A	9.4	A	8.6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
34th Street and R Street NW	D	31.9	F	97.6	A	9.8	E	37.0	F	116.0	A	10.0	E	37.0	F	116.0	A	10.0
34th Street and P Street NW	B	10.7	A	9.0	B	10.0	C	16.4	B	10.5	B	11.4	C	16.4	B	10.5	B	11.4
35th Street and N Street NW	B	11.6	B	10.2	B	13.1	B	11.8	B	10.2	B	13.4	B	11.8	B	10.2	B	13.4
35th Street and P Street NW	B	14.7	B	14.6	C	17.0	D	29.8	D	27.1	C	20.6	D	29.8	D	27.1	C	20.6
35th Street and Q Street NW	E	41.9	C	23.2	C	20.1	F	63.4	F	54.1	D	25.4	F	63.4	F	54.1	D	25.4
35th Street and Reservoir Road NW	E	55.8	D	52.1	D	35.6	F	624.6	F	638.6	F	205.6	F	328.8	F	340.1	E	66.3
37th Street and Reservoir Road NW	D	36.1	B	11.6	C	21.7	F	83.3	B	18.8	C	27.0	F	123.1	C	33.5	D	36.1
K Street and Wisconsin Avenue NW	B	13.4	C	17.6	B	13.6	F	60.9	F	73.2	C	17.6	F	60.9	F	73.2	C	17.6
K Street and Thomas Jefferson Street NW	A	9.1	A	8.4	A	9.3	D	0.7	E	0.6	D	0.8	A	0.7	A	0.6	A	0.8
K Street and 29th Street NW	C	17.6	A	9.9	B	10.6	C	1.4	C	0.4	A	0.9	A	1.4	A	0.4	A	0.9
K Street and 27th Street NW	F	>200	F	>200	F	378.5	F	216.5	F	391.0	E	68.8	F	274.9	F	225.1	D	39.2
Whitehurst Freeway and Canal Road	C	47.6	F	120.4	C	31.9	F	102.5	F	221.5	D	40.7	F	144.6	F	288.5	E	64.0
Key Bridge and M Street NW	F	180.2	F	>200	F	161.6	F	147.9	F	153.3	F	104.2	F	173.5	F	291.7	F	311.3
M Street and 34th Street NW	F	103.7	F	133.7	E	96.4	F	169.3	F	269.7	F	238.4	F	111.0	F	160.7	F	147.8
M Street and 33rd Street NW	F	136.9	F	115.8	F	92.7	F	229.6	D	43.6	F	108.2	F	186.2	C	21.1	D	48.9
M Street and Wisconsin Avenue NW	F	119.0	F	106.0	E	67.4	F	161.7	F	238.8	F	123.4	F	286.4	F	286.9	F	220.3
M Street and Thomas Jefferson Street NW	B	13.1	B	13.2	A	8.8	C	33.3	A	5.9	B	16.1	B	17.2	A	5.6	A	6.3
Pennsylvania Avenue and 28th Street NW	B	20.0	B	15.3	B	15.9	B	19.6	C	24.2	C	22.2	C	23.0	C	24.8	B	16.6

NOTE: Red shaded cells represent intersections operating at LOS E or F;

Green shaded cells represent intersections operating at LOS A or B.

NOTE: Some recommendations are not able to be modified (e.g., median usage for pedestrians, mode changes due to improvements of other modes, speed humps, signage, etc.).

NOTE: The intersection of M and Wisconsin delay is caused by adding an all-pedestrian phase to the signal. The traffic operations are safer but additional delay to vehicles is anticipated.

FIGURE 28: RECOMMENDED TRANSPORTATION IMPROVEMENTS



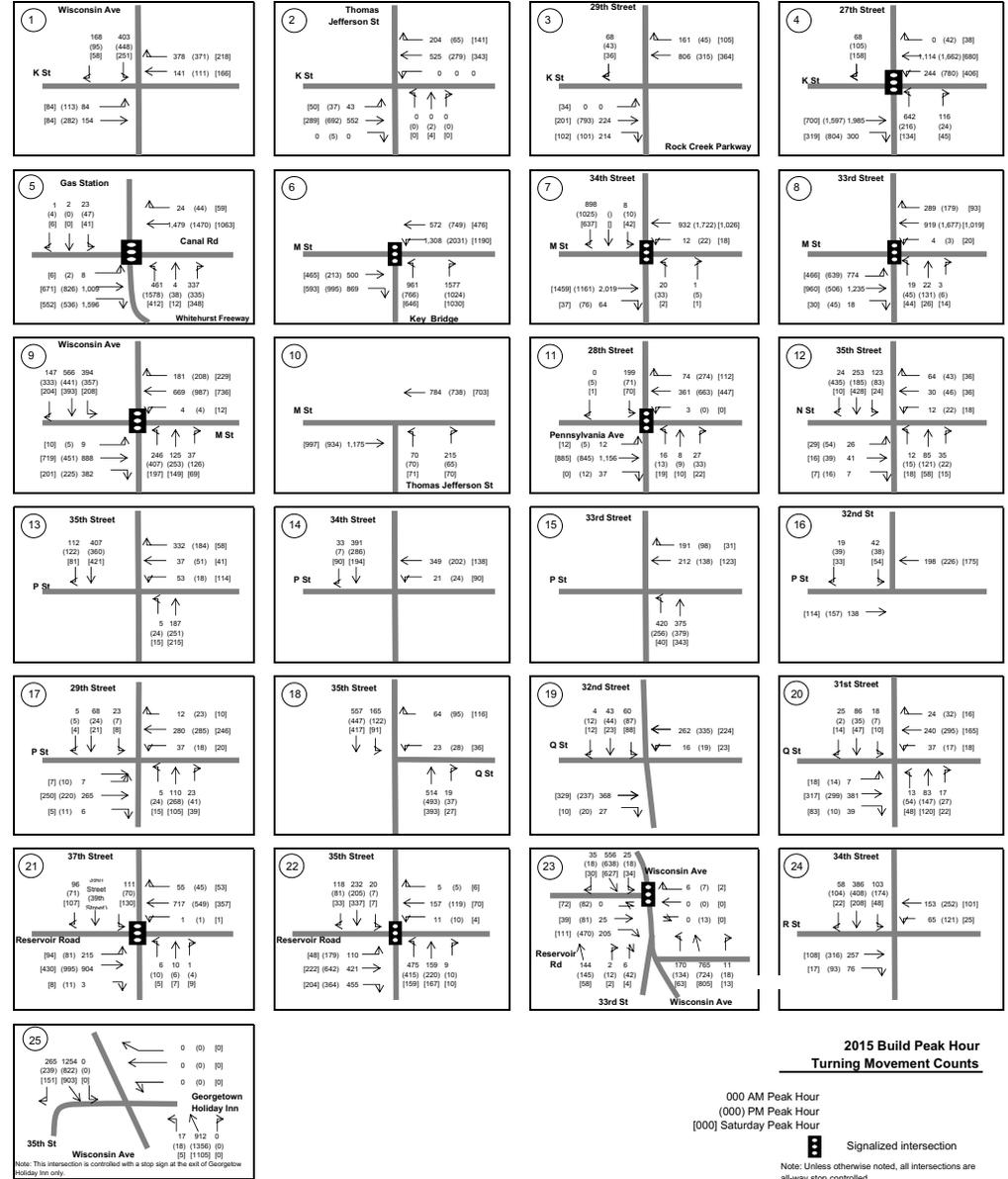
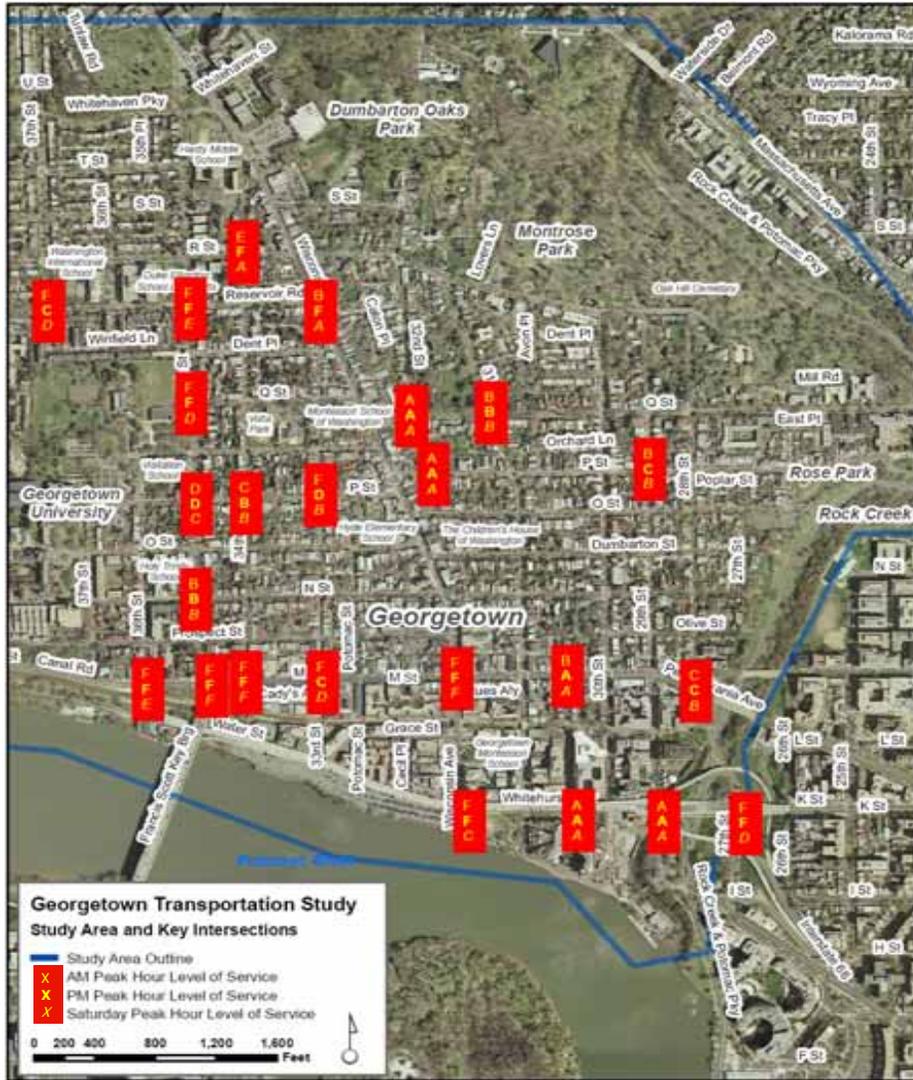
RECOMMENDATIONS LIST: SHORT, MEDIUM AND LONG TERM

ID	TYPE	DESCRIPTION
4	ST	Signage (ST-1)
4A	ST	Do Not Block Intersection
4B	ST	Bicycle warning signs at Key Bridge/Whitehurst Freeway and K St/RockCreek Parkway
4C	ST	Stop signs on R Street at R/29th and on Scotts Place at Scotts Place/32nd
4D	ST	No Parking 7-9:30am Monday-Friday on Wisconsin from Reservoir to R St
4E	ST	Whitehurst Freeway/Downtown sign on Key Bridge – signs should be able to withstand winds
4F	ST	Pedestrian crossing signage at indicated locations
4G	ST	Flashing School Zone sign at indicated locations
4H	ST	End School Zone sign at indicated locations
4I	ST	Unsignalized pedestrian crossing sign at P Street/Rock Creek Parkway
4J	ST	In-street pylon pedestrian crossing sign at indicated locations
5	ST	Signal modifications (ST-2)
5A	ST	Left turns available on Wisconsin Ave at M Street
5B	ST	Wisconsin Avenue and R Street. Remove 3 parking stalls closest to intersection EB and restripe for left and thru-right at intersection
6	ST	Countdown Pedestrian heads at signals at indicated locations
7	ST	Imprint Crosswalks (ST-3)
7A	ST	Wisconsin Avenue
7B	ST	M Street
8	ST	Curb ramp recommendations (ST-5)
9	ST	Sidewalk improvements as shown in ST-6: Replaced or Repaired
10	ST	High Visibility Crosswalks (ST-4)
11	ST	Install Smart Bike location south of M Street on Wisconsin – pilot program of DDOT
12	ST	Enforcement Cameras (MT-4)
12A	ST	33 rd O Street – right-turn on red
12B	ST	M/Key Bridge – no right turn on red
13	ST	Recommendation (ST-9)
14	ST	Use of TCO officers during peak hours (MT-4)
16	MT	Continued use of TCO officers at locations along M/Key Bridge, M/34th, M/33rd, M/Wisconsin, and code enforcement throughout G-town (MT-4)
17	MT	Enforcement Cameras (MT-4)
17A	MT	33 rd Wisconsin – no right turn on red
17B	MT	O Street between Wisconsin Ave and 31 st Street – speeding camera
18	MT	Medians (pedestrian refuge) at indicated locations (MT-13)
19	MT	Lane Configuration changes at 27th/K Street/Whitehurst Freeway. The left-thru lane to include a bike-box. Fully actuated signal (MT-3)
20	MT	35th and Wisconsin: revert to 2-directional use of street (MT-7)
24	MT	Bus lanes in peak hour: M Street from Wisconsin Ave. to 28th Street on both sides of the street (LT-7)
25	LT	Continued use of TCO officers at locations along M Street and for code enforcement throughout Georgetown (MT-4)
28	LT	Thicker pavement or full flexible base utilized as street is replaced
31	LT	Bus lanes: Wisconsin Avenue in SB direction from Whitehaven Parkway to M Street (LT-7)
32	LT	One way pair east of Wisconsin Avenue (MT-6)

OVERALL RECOMMENDATIONS:

1	ST	Keep Circulator on present route
2	ST	Build time into transit schedules for 30's lines to accommodate traffic – more frequent service
3	ST	Recommend use of 30-foot buses on G2 line
15	ST	Recommend GUTS buses utilize the Canal Road exit/entrance rather than through G-town neighborhood
17C	MT	Installation of cameras for parking enforcement on Buses
22	MT	Install bike route signs to highlight Bike facility on K Street
23	MT	Install bike racks at waterfront area, encourage installation of bike racks as development is approved
30	LT	Construction of a metro stop in Georgetown

FIGURE 29: 2015 PROJECTED VOLUMES AND LEVEL OF SERVICE AT SELECT INTERSECTIONS INCLUDING THE RECOMMENDED TRANSPORTATION IMPROVEMENTS



APPENDICES

APPENDIX A – WMATA TRANSIT ROUTE RIDERSHIP

WMATA Transit Route Boardings/Alightings

Georgetown Metrobus Routes and Stops

	3:00 AM - 5:29 AM		5:30 AM - 9:29 AM		9:30 AM - 2:59 PM		3:00 PM - 6:59 PM		7:00 PM - 2:59 AM		Grand Totals	
	Boardings	Alightings	Boardings	Alightings								
Bus 38B East Bound												
Pennsylvania Ave and 28th St	0	0	3	5	0	0	1	2	1	0	5	7
M St and 30th St	0	0	7	7	15	3	25	12	7	0	54	22
M St and Wisconsin Ave	1	0	32	15	33	13	55	14	33	1	154	43
M St and 33rd St	0	0	9	17	15	4	25	9	9	0	58	30
Bus 38 B West Bound												
M St and 34th St	0	1	2	13	7	19	1	14	0	0	10	47
M St and Potomac St	0	0	0	31	4	16	3	24	0	2	7	73
M St and Wisconsin Ave	0	3	6	79	7	38	40	65	11	6	64	191
M St and Thomas Jefferson St	0	0	7	36	10	3	20	13	7	2	44	54
Pennsylvania Ave and 28th St X	0	1	7	18	2	8	11	4	3	1	23	32
Bus 30, 32, 34, 35, 36 East Bound												
Wisconsin Ave and 35th St	0	0	17	17	7	9	26	9	5	2	55	37
Wisconsin Ave and 34th St	0	0	39	73	44	37	45	18	15	9	143	137
Wisconsin Ave and R St	1	1	30	33	20	17	72	15	9	6	132	72
Wisconsin Ave and Q St	6	0	64	52	26	47	65	41	9	13	170	153
Wisconsin Ave and P St X	0	0	56	59	25	42	27	31	10	8	118	140
Wisconsin Ave and Dumbarton St X	0	0	25	28	24	47	49	60	16	18	114	153
M St and Wisconsin Ave (TP)	1	7	81	140	81	115	87	106	93	45	343	413
M St and Thomas Jefferson St	0	2	27	44	67	22	66	17	67	9	227	94
Pennsylvania Ave and 28th St X	2	0	25	24	17	4	29	5	11	2	84	35
Bus 30, 32, 34, 35, 36 West Bound												
Pennsylvania Ave and 28th	0	1	1	22	0	11	9	13	4	4	14	51
M St and 30th St	0	8	7	95	26	45	24	48	18	12	75	208
M St and 31st St (TP)	8	13	45	110	59	139	130	107	36	31	278	400
Wisconsin Ave and N St	0	3	9	36	17	36	62	33	24	8	112	116
Wisconsin Ave and Dumbarton St	1	0	19	15	92	29	84	23	25	0	221	67
Wisconsin Ave and P St	2	1	19	22	59	34	55	25	11	7	146	89
Wisconsin Ave and Q St X	0	4	45	27	78	29	39	35	13	9	175	104
Wisconsin Ave and R St	1	1	9	34	48	26	14	22	2	11	74	94
Wisconsin Ave and 34th St X	0	6	11	81	56	54	56	37	7	13	130	191
Wisconsin Ave and 35th St X	0	5	4	35	10	18	21	15	4	5	39	78
Bus G2 East Bound												
37th St and O St (TP)	0	0	36	0	28	0	90	0	15	0	169	0
Prospect St and 36th St	0	0	0	0	1	0	24	1	0	0	25	1
35th St and N St	0	0	1	0	4	0	3	0	0	0	8	0
O St and 34th St	0	0	3	0	3	0	5	0	2	0	13	0
O St and 33rd St	0	0	2	0	3	0	3	0	2	0	10	0
Dumbarton St and Wisconsin Ave (TP)	0	0	10	1	22	0	82	10	45	0	159	11
Dumbarton St and 30th St	0	0	1	0	3	0	3	0	3	0	10	0
Dumbarton St and 29th St	0	0	2	1	3	0	1	0	0	0	6	1
28th St and Dumbarton St	0	0	3	0	3	0	1	0	4	0	11	0
28th St and P St	0	0	2	0	0	0	0	1	0	0	2	1
P St and 26th St	0	0	3	0	6	0	7	2	0	1	16	3
Bus G2 West Bound												
P St and 27th St	0	0	7	28	0	3	1	10	1	5	9	46
P St and 28th St	0	0	2	15	0	2	0	4	0	0	2	21
P St and 29th St	0	0	0	4	0	2	0	1	0	0	0	7
P St and 30th St	0	0	0	9	0	8	0	13	0	0	0	30
P St and 31st St	0	0	0	20	0	4	0	3	0	3	0	30
P St and Wisconsin Ave (TP)	1	1	9	124	1	51	0	50	1	22	12	248
P St and 33rd St	0	0	2	13	0	4	0	7	0	4	2	28
P St and 34th St	0	0	2	3	2	2	0	1	0	0	4	6
P St and 35th St	0	0	0	13	0	3	0	2	0	3	0	21
37th St and O St (TP)	0	10	0	122	0	35	0	22	0	15	0	204
Bus D2 Loop												
Q St and 27th St X	0	0	2	3	0	2	0	4	0	1	2	10
Q St and 28th St	0	0	3	4	0	1	2	1	0	0	5	6
Q St and 30th St	0	0	1	1	2	2	1	11	0	1	4	15
Q St and 31st St	0	0	0	12	0	4	1	3	1	3	2	22
Q St and Wisconsin Ave	0	0	3	28	5	19	15	43	4	12	27	102
Q St and 33rd St	0	0	4	8	5	3	4	7	3	0	16	18
Q St and 35th St	0	0	0	13	1	2	2	6	2	4	5	25
35th St and Reservoir Rd (TP)	0	0	7	116	2	18	2	33	1	12	12	179
35th St and S St X	0	0	1	22	1	6	0	5	0	0	2	33
T St and 35th St	0	0	0	20	5	1	5	4	0	1	10	26
T St and 37th St	0	0	0	3	0	3	10	14	0	7	10	27
37th St and U St	0	0	0	0	0	0	0	5	0	0	0	5
37th St and Tunlaw Rd	0	0	0	2	0	1	1	17	0	10	1	30

WMATA Transit Route Boardings/Alightings (continued)

Georgetown Metrobus Routes and Stops

	3:00 AM - 5:29 AM		5:30 AM - 9:29 AM		9:30 AM - 2:59 PM		3:00 PM - 6:59 PM		7:00 PM - 2:59 AM		Grand Totals	
	Boardings	Alightings	Boardings	Alightings								
Bus D1, 3, 6 East Bound												
37th St and U St	0	0	18	4	0	0	0	0	0	0	18	4
35th St and T St	0	0	9	0	0	0	0	0	0	0	9	0
35th St and Reservoir Rd	0	0	3	2	0	0	0	0	2	0	5	2
35th St and Winfield La (TP)	0	1	22	10	12	3	60	6	0	0	94	20
Q St and 34th St	0	0	15	4	5	0	2	0	0	0	22	4
Q St and Wisconsin Ave	1	0	30	26	31	42	59	63	12	13	133	144
Q St and 31st St	0	0	16	4	11	4	21	4	3	1	51	13
Q St and 30th St	0	0	35	2	4	0	5	2	0	0	44	4
Q St and 28th St	0	0	18	10	1	1	1	0	0	0	20	11
Q St and 27th St	0	0	23	3	0	0	1	0	0	1	24	4
Bus D1, 3, 6 West Bound												
Q St and 27th St X	0	0	2	2	0	0	0	2	0	3	2	7
Q St and 28th St	0	0	4	5	3	2	2	3	0	2	9	12
Q St and 30th St	0	0	0	6	3	6	0	15	0	0	3	27
Q St and 31st St	0	0	0	3	0	8	1	4	0	0	1	15
Q St and Wisconsin Ave	3	5	18	29	7	31	13	25	1	11	42	101
Q St and 33rd St	2	0	28	3	22	2	19	1	4	4	75	10
Q St and 35th St	0	0	1	5	8	7	0	11	0	1	9	24
35th St and Reservoir Rd (TP)	0	0	0	21	0	0	2	5	0	2	2	28
35th St and S St X	0	0	0	0	0	0	0	0	0	0	0	0
T St and 35th St	0	0	0	0	0	0	0	0	0	0	0	0
T St and 37th St	0	0	0	0	0	0	1	0	0	0	1	0
37th St and U St	0	0	0	0	0	0	0	0	0	0	0	0
37th St and Tunlaw Rd	0	0	0	0	0	0	1	5	0	0	1	5
Bus D5 East Bound												
M St and 34th St	0	0	1	5	0	0	0	0	0	0	1	5
M St and Potomac St	0	0	0	1	0	0	0	0	0	0	0	1
M St and Wisconsin Ave (TP)	0	0	4	8	0	0	0	0	0	0	4	8
M St and Thomas Jefferson St	0	0	1	3	0	0	0	0	0	0	1	3
Pennsylvania Ave and 28th St X	0	0	5	2	0	0	0	0	0	0	5	2
Bus D5 West Bound												
Pennsylvania Ave and 28th St	0	0	0	0	0	0	0	0	0	0	0	0
M St and 30th St	0	0	0	0	0	0	4	5	0	0	4	5
M St and Wisconsin Ave (TP)	0	0	0	0	0	0	3	3	0	0	3	3
M St and 33rd St	0	0	0	0	0	0	3	4	0	0	3	4
Totals	6	6	253	158	107	106	198	158	22	38	586	466

Source: WMATA, 2007

Georgetown University Transportation Shuttle (GUTS) Ridership

	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Jan-07	Feb-07	Mar-07	Apr-07	May-07	Jun-07	Year
DuPont AM from Leavey	7,197	4,398	3,324	3,630	3,411	2,677	3,149	3,501	4,235	3,623	3,910	7,093	50,148
DuPont AM to Leavey	13,013	16,003	15,212	15,807	14,743	11,822	13,687	13,993	15,400	14,444	14,458	14,283	172,865
DuPont PM from Leavey	20,746	23,513	22,601	27,428	26,703	19,021	24,551	24,860	27,083	24,762	23,800	23,450	288,518
DuPont PM to Leavey	12,263	10,610	10,500	13,657	12,716	8,549	11,372	11,867	13,407	11,881	11,523	14,058	142,403
Rosslyn AM from Leavey	6,278	4,355	3,604	3,607	3,871	2,813	2,961	4,067	4,563	4,630	3,899	5,607	50,255
Rosslyn AM to Leavey	11,548	15,473	14,701	16,096	15,043	11,627	13,977	15,292	16,924	15,552	14,638	13,011	173,882
Rosslyn PM from Leavey	16,284	19,639	22,944	24,279	22,735	14,956	20,950	21,710	24,539	22,623	18,359	17,125	246,143
Rosslyn PM to Leavey	10,862	9,443	10,337	11,156	10,416	6,873	9,536	9,876	11,203	10,821	8,550	9,365	118,438
Arlington Loop	4,507	5,134	5,785	5,642	5,485	4,046	5,287	5,761	6,044	5,512	5,080	4,600	62,883
Law Center Shuttle	1,687	1,361	2,806	2,975	2,785	1,592	2,188	2,263	2,388	2,201	1,535	1,699	25,480
Wisconsin Ave. Shuttle	11,977	12,873	13,271	13,099	13,119	12,220	14,115	15,175	14,296	14,035	12,767	12,306	159,253
Charters	368	570	246	764	214	167	389	375	273	505	2,804	161	6,836
TOTAL YEAR TO-DATE	116,730	123,372	125,331	138,140	131,241	96,363	122,162	128,740	140,355	130,589	121,323	122,758	1,497,104
EACH ROUTE													

TOTAL YEAR-TO-DATE ALL ROUTES:

1,497,104

Source: Georgetown University Transportation Management Department, 2007

NUMBER OF PASSENGERS ON TRANSIT AT M/31ST

NUMBER of WMATA BUSES TRAVELING M STREET & WISCONSIN AVENUE -
Existing (5-15-08)

	AM PEAK		PM PEAK		
	7-8am	8-9am	4-5pm	5-6pm	6-7pm
WEEKDAY EASTBOUND/SOUTHBOUND					
ROUTE					
30's line (30, 32, 34, 35, 36)	9	15	14	10	6
38B (M Street eastbound) -	3	4	3	4	3
D5 (peak service in peak direction)	3	3	--	--	--
Circulator (every 5-10 minutes)	8	8	8	8	8
Metro Connection (every 10 minutes)	6	6	6	6	6
WEEKDAY WESTBOUND/NORTHBOUND					
ROUTE					
30's line (30, 32, 34, 35, 36)	13	19	7	11	7
38B (M Street eastbound) -	3	3	3	3	4
D5 (peak service in peak direction)	--	--	1	3	2
Circulator (every 5-10 minutes)	8	8	8	8	8
Metro Connection (every 10 minutes)	6	6	6	6	6
SATURDAY PEAK					
ROUTE	EASTBOUND		WESTBOUND		
	11am-noon	noon-1pm	11am-noon	noon-1pm	
30's line (30, 32, 34, 35, 36)	6	6	6	6	
38B (M Street eastbound) -	2	2	2	2	
D5 (peak service in peak direction)	--	--	--	--	
Circulator (every 5-10 minutes)	8	8	8	8	
Metro Connection (every 10 minutes)	6	6	6	6	
Totals					
	Weekday AM		Weekday PM		Saturday
M Street EB east of Wisconsin	29	36	31	28	22
M Street WB east of Wisconsin	30	36	25	31	22
Wisconsin Ave SB north of M Street	17	23	22	18	14

From *K Street Transitway Study* page 2-11 table 2-1 Existing (Year 2003) Weekday bus trips and ridership

M Street Passengers east of Wisconsin

- 30's line: AM EB-570/WB-331 PM EB-292/WB-390
- 38B line AM EB-65/WB-42 PM EB-29/WB-46
- D5: AM EB-90/WB-0
- GUTS: AM-450 PM-750

Use an average of 35 passengers per bus in peak direction during peak hour:

M Street EB east of Wisconsin (Weekday AM) – 36*35 = 1,260

M Street WB east of Wisconsin (Weekday PM) – 31*35 = 1,085

M Street EB/WB east of Wisconsin (Saturday) – 22*35 = 770

Wisconsin Avenue SB north of M Street – AM – 23*35 = 805

APPENDIX B – SIDEWALKS, ROADS, AND ALLEYS SCHEDULED IMPROVEMENTS

DDOT yearly posts schedules for the fiscal year construction season. For the FY08 season, the schedules below represent approximately \$41 million of investment in local street, alley and sidewalk infrastructure. The tables below represent those improvements located within the Study Area.

NOTE: Some of these improvements have been completed.

DDOT FY08 and FY09 Sidewalk Schedule (revised April 28, 2008)

LOCAL SIDEWALKS

Ward	Quad	ST_NAME	From	To	Timing
2	2 NW	34TH ST	WATER ST		FY08
2	2 NW	32ND ST	P ST	Q ST	FY08
2	2 NW	O ST	35TH ST	36TH ST	FY09
2	2 NW	29TH ST	Q ST	R ST	FY09
2	2 NW	P ST	35TH ST	36TH ST	FY09
2	2 NW	N ST	27TH ST	28TH ST	FY08

DDOT FY08 and FY09 Local Road Schedule (revised April 28, 2008)

LOCAL ROAD BY TEAM 1

Ward	Street Name	Quad	From	To	Timing
2	35TH ST	NW	T ST	WHITEHAVEN PKY	FY08
2	O ST	NW	27TH ST	28TH ST	FY08
2	P ST	NW	35TH ST	36TH ST	FY08
2	36TH ST	NW	PROSPECT ST	N ST	FY08
2	38TH ST	NW	T ST	CUL DE SAC (S)	FY08
2	SCOTT PL	NW	32ND ST	CATON ST	FY08
2	36TH ST	NW	N ST	O ST	FY08
2	T ST	NW	35TH ST	36TH ST	FY09

DDOT FY08 and FY09 Alley Schedule (revised April 28, 2008)

LOCAL ALLEYS

Ward	Quad	Street 1	Street 2	Street 3	Street 4	Street 5	Street 6	Street 7	Timing
2	NW	VOLTA PL	WISCONSIN AVE	33RD ST	WISCONSIN AVE	P ST			FY08
2	NW	M ST	31ST ST	31ST ST	THOMAS JEFFERSON ST	K ST			FY09
2	NW	M ST	31ST ST	31ST ST	THOMAS JEFFERSON ST	K ST			FY09
2	NW	M ST	31ST ST	31ST ST	THOMAS JEFFERSON ST	K ST			FY09
2	NW	VOLTA PL	WISCONSIN AVE	33RD ST	WISCONSIN AVE	Q ST			FY08
2	NW	VOLTA PL	WISCONSIN AVE	33RD ST	WISCONSIN AVE	Q ST			FY08
2	NW	T ST	36TH ST	WHITEHAVEN PKY	35TH PL	T ST	37TH ST		FY08
2	NW	T ST	36TH ST	WHITEHAVEN PKY	35TH PL	T ST	37TH ST		FY08

Source: <http://newsroom.dc.gov/show.aspx/agency/ddot/section/1/release/13407/year/2008>

APPENDIX C – SUMMARY OF ANNUAL NUMBER OF CRASHES BY TYPE

Intersection	Right Angle			Left Turn			Right Turn			Rear-end			Sideswipe			Head On			Parked			Fixed Object			Pedestrian			Other			Total			
	04	05	06	04	05	06	04	05	06	04	05	06	04	05	06	04	05	06	04	05	06	04	05	06	04	05	06	04	05	06	04	05	06	Total
Q St & 32nd St						1												1	1											1	1	1	2	4
Q St & 31st St										1			1		2					1							1				3	1	2	6
P St & 33rd St											1			1																0	2	0	2	
P St & 32nd St																														0	0	0	0	
P St & 29th St												1				1			1											3	0	0	3	
33rd St & Wisconsin Ave		2	1		1						2	1		3	1					1				1		1			0	10	4	14		
Wisconsin Ave & Reservoir Rd	3				2						3	2	2		1			1					1					8	4	3	15			
34th St & R St													1											1					0	1	1	2		
34th St & P St																		1											1	0	0	1		
35th St & N St																		1											1	0	0	1		
35th St & P St																							1				1		0	0	2	2		
35th St & Q St																										1			1	0	0	1		
35th St & Reservoir Rd		1			1					1			2	1	1			1											2	3	3	8		
35th St & Wisconsin Ave					1		2					1		1				1	3										4	1	4	9		
37th St & Reservoir Rd																													0	0	3	3		
K St & Wisconsin			1					1			1	5		1	2				1	1			3			2	1	1	2	1	5	16	22	
K St & Thomas Jefferson St												1																	0	0	1	1		
K St & 29th St				1			1			1			1	1	1	1									1				5	2	1	8		
K St & 27th St										4	4	2	1	2								1							6	6	2	14		
Whitehurst Fwy & Canal Rd											1	2	1		1														1	1	4	6		
Key Bridge & M			1	1		1	1			2	2	2	5	3						1		1							8	2	12	22		
M St & 34th St					1			1			5	1	4	8	1		1		1	1	1					1			7	18	3	28		
M St & 33rd St		3		2	2			1	2	4	2	1	4	4	1			2	1	1		1			1		1	1	1	1	13	16	6	35
M St & Wisconsin Ave	2		1	1		5	3		9	9		9	7		11	1		1	4		3					2	1		4	28	0	45	73	
M St & Thomas Jefferson St												1			4														0	0	5	5		
28th St & Pennsylvania								1				2	2	2	1								1		1				2	4	4	10		
Total	5	6	5	9	4	9	5	4	14	21	21	35	28	25	29	3	2	2	14	5	8	3	2	6	0	4	6	7	4	9	95	77	123	295
Combined Total	16			22			23			77			82			7			27			11			10			20			295			

Source: District Department of Transportation - 2007

APPENDIX D – SHORT-TERM, MID-TERM, AND LONG-TERM IMPROVEMENT OPTIONS CONSIDERED

This section of the report presents each identified transportation issue, broken into the length of implementation (Short-, Mid-, and Long-term). They are presented as follows:

- Short-term options: These solutions are broken down by “category” where possible with all solutions of that type shown on one map (e.g., signal/lane configuration modifications, signage, sidewalk improvements, etc.). Short-term options can be implemented within 12-months time.
- Mid-term/Long-term Options – these are broken down by location and presented as follows:
 - Issue-states the concern, problem or need for improvement
 - Features/Options – various solutions that could potentially address the issue. This section includes a description of all the short-term, mid-term, and long-term improvements considered in the evaluation. Based on the evaluation of alternatives, some of the preliminary suggestions were not recommended for implementation.
 - Analysis – analysis and evaluation parameters

Mid-term options can be implemented between 1 to 5 years time. Long-term options can be implemented in 6+ years.

Table D1 provides a connection between **Figure 26** and the options considered. All options considered are shown in this table. The appropriate cut sheet or **Table 7** shows the analysis and recommendations for each option. Final recommendations are shown in **Appendix H**.

TABLE D1: TRANSPORTATION ISSUES AND POTENTIAL IMPROVEMENTS

NOTE: this table lists generalized improvements. Specific locations and/or detailed improvements are included in [Appendix D](#) cut sheets. Final recommendations are shown in [Appendix H](#).

			PRELIMINARY RECOMMENDATIONS					
Box ID	Location	Issues	Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #
1	37th Street	Trucks operating despite restriction	Improve enforcement of restriction	MT-4	Driver feedback signs and speed camera enforcement-specific locations to be determined for report	MT-4	Speed humps - specific locations to be determined for report Bus stop bulb-outs	LT-2 LT-3
2	35th Street	Buses block street			Alter routing (Removed from further consideration)	MT-9	Bus stop bulb-outs	LT-2
3	35th & Reservoir Road	High pedestrian flow	Improve pedestrian facilities including school flashers.	ST-4 (1)				
4	Reservoir Road	Uncontrolled Mid-block crossing	Install Driver Feedback signs, and Pedestrian signs with rapid flashers.	ST-4 (1)	Refuge island at Reservoir Rd and French Embassy	MT-12		
5	Reservoir Road	Speed limit exceeded	Improve enforcement of speed limits	MT-4	Driver feedback signs and speed camera enforcement	MT-4		
5	Reservoir Road: from 35th to 37th	No "School Zone present" (15 mph signage) School flashers missing	Add signing/signal for school zone Add school flashers	ST-4				
5	Reservoir Road: from 35th to 39th	Pedestrian accident zone	Improve pedestrian facilities including school flashers	ST-4 (1)				
6	33rd Street & 34th Street	Pass through traffic	Allow left turns for all vehicles from M Street to Wisconsin Avenue northbound	ST-2	Two-way operation of one or more of these roads to increase "friction" and reduce the desirability for pass through traffic. Removed from further consideration. Reverse direction of both 33rd and 34th Street from Wisconsin to M Street (33rd SB, 34th NB) - Removed from further consideration No direct connection from M Street EB to NB 34th Street-must travel to Wisconsin Avenue for NB traffic - Removed from further consideration	MT-2 MT-5		
7	O Street & P Street	Buses block street	Removal of parking on oneside of street to allow for sufficient width of roadway for bus movement. – Removed from consideration		Alter routing (Removed from further consideration)	MT-9	Bus stop bulb-outs	LT-2

TABLE D1: TRANSPORTATION ISSUES AND POTENTIAL IMPROVEMENTS (CONTINUED)

NOTE: this table lists generalized improvements. Specific locations and/or detailed improvements are included in [Appendix D](#) cut sheets. Final recommendations are shown in [Appendix H](#).

			PRELIMINARY RECOMMENDATIONS					
Box ID	Location	Issues	Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #
7	O Street & P Street	No school parking/pull-off	Improve enforcement of restriction	MT-4				
7	O & P Street	Poor pavement - cobblestones						
7	O & P Street	Existing trolley tracks						
7	O Street & P Street	Lack of parking						
8	M Street; Prospect Street: from 37th to 34th	Pedestrian accident zone	Add pedestrian signing and high visibility crosswalks	ST-4 (4)				
9	33rd Street and Q Street	RTOR restriction ignored No pedestrian signal	Improve enforcement of restriction Add pedestrian signal heads	ST-3 ST-4	Install Intersection camera with RTOR restriction Remove RTOR ban and replace with "Do Not Block Intersection" signing	MT-4 MT-5		
10	M Street & 34th Street / Key Bridge	Long queues due to M St traffic, Vehicle block the box	Add "Do Not Block Intersection" signs Use TCO officers at peak hours Extend TCO hours of operation to Saturday	ST-1	Restripe lanes to better accommodate demand Removed from further consideration Alter street network to encourage/force drivers to approach the Key Bridge on M Street through modifications/closure of access points Removed from further consideration	MT-2 MT-5 MT-11	Physical changes to intersection layout Not recommended	
10	M Street & 34th Street	Steep slope at intersection						
10	M Street & 34th Street / Key Bridge	Accident location	Add "Do Not Block Intersection" signs	ST-1				
11	Key Bridge and Whitehurst Freeway	Bicycle-vehicle conflict	Add bicycle warning signs	ST-1	ITS flashers tripped when bike/Ped approaching	MT-4		
13	M Street & 33rd Street	Long queues AM for left turns Left turns "block the box" and hence westbound traffic High Pedestrian Flow Accident location	Allow left turns for all vehicles from M Street EB to Wisconsin Avenue NB - change phasing to split phase - change phasing to lagging left turn phase Improve enforcement of restriction Recalculate pedestrian timing at 3.5 fps - not shown on cut-sheet	ST-2 MT-4	Convert existing left-thru lane to left turn only lane. Stripe dedicated left turn lane on M St EB Alter street network operation (Removed from further consideration) Widen sidewalks	MT-2 MT-5 MT-12		

TABLE D1: TRANSPORTATION ISSUES AND POTENTIAL IMPROVEMENTS (CONTINUED)

NOTE: this table lists generalized improvements. Specific locations and/or detailed improvements are included in [Appendix D](#) cut sheets. Final recommendations are shown in [Appendix H](#).

			PRELIMINARY RECOMMENDATIONS					
Box ID	Location	Issues	Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #
14	Wisconsin Avenue & O Street	Poor signage Stop sign at intersection difficult to see No School signing Crosswalk used for Hyde Elementary	Review signage in area for improvements Add Pedestrian crossing signage to Wisk Install Pedestrian countdown signal on SW corner, Add "School Ahead" signage. Review Pedestrian signal timing at intersection. Add "Stop Ahead" sign	ST-4 (4)				
15	Wisconsin Avenue: from M St to Water Street	No marked pedestrian way	Improve signing and crosswalk striping	ST-4(4)				
16	M Street	Vehicles park during peak hours despite restriction	Improve enforcement of restrictions DPW Parking Enforcement controlling study area intersections in peak hours Extend TCO hours of operation to Saturdays	MT-4	Traffic Control Officer (TCO) controlling study area intersections in peak hours Extend TCO hours of operation to Saturdays Allow parking on M Street at all times	MT-4		
16	M Street	Pedestrian volume impacts turning movements and reduces intersection capacity	Include all-pedestrian phase and diagonal crosswalks, retime and rephase signal as necessary	ST-2				
17	K Street	High bicycle volumes	Install pylons to improve driver awareness and slow vehicles	ST-4 (3)	Complete trail system (NPS). Not shown on cut-sheet			
18	K Street & Rock Creek Parkway	Bicycle-vehicle conflict	Add bicycle warning signs	ST-1	ITS flashers tripped when bike/pedestrian approaching	MT-4		
19	K Street & 27th Street	Connection with Whitehurst Freeway (Complex intersection) High traffic and pedestrian flows	Review pedestrian signal timings. Not shown on cut-sheet.		Lane restriping to accommodate left turns from K Street WB to 27th Street	MT-3		
20	M Street: from 31st to 29th	High pedestrian flow	Recalculate pedestrian timing at 3.5 fps - not shown on cut-sheet		Widen sidewalk	MT-12		

TABLE D1: TRANSPORTATION ISSUES AND POTENTIAL IMPROVEMENTS (CONTINUED)

NOTE: this table lists generalized improvements. Specific locations and/or detailed improvements are included in [Appendix D](#) cut sheets. Final recommendations are shown in [Appendix H](#).

			PRELIMINARY RECOMMENDATIONS					
Box ID	Location	Issues	Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #
21	M Street & Wisconsin Ave	High left turn volumes Ban on left turns from M Street EB causes back-up on 33rd High pedestrian flow Narrow sidewalks Accident location	Allow left turns for all vehicles from M Street EB to Wisconsin Avenue NB Include ALL pedestrian phase Enforce speeds and other restrictions Improve signing as required	ST-2 MT-4	Convert thru-left to left-turn only lane Widen sidewalks	MT-5 MT-10 MT-12		
22	28th Street: from M Street to R Street	Lack of parking						
23	30th Street & P Street	No pedestrian signal Pedestrian Accident Zone	Add pedestrian signal heads	ST-4 (4)				
24	Rose Park Footpath	Incomplete and inadequate pedestrian and bicycle facilities	Complete sidewalk and trail connection	ST-6				
25	P St: 28th to 31st	Pedestrian accident zone						
26	28th & P Street	No pedestrian signal Pedestrian Accident Zone	Add pedestrian signal heads	ST-4 (4)				
27	R Street & 29th Street	STOP sign NB on R Street-with limited sight distance EB/WB on 29th	Convert intersection to 3-way(all way) stop provided it meets warrants	ST-1				
28	Scott Place & 32nd Street	No stop sign	Install stop sign	ST-1				
29	Reservoir Road & 32nd Street 31st and 32nd Streets	Pass through traffic (from Wisconsin Avenue)			Alter network operation one way couplet with parking on 31st/30th	MT-6		
30	Wisconsin Avenue & 33rd Street	High left turn volume from 33rd blocks traffic			Sever outbound connection with Wisconsin Avenue Removed from further consideration	MT-5		
31	Wisconsin & R Street	Parked vehicles contribute to AM congestion Left turn volume may require protected phase	Restrict parking in the AM peak hour northbound on Wisconsin Avenue south of R Street Retime / rephase signal leading NB left turn phase lagging NB left turn phase extra green time for Wisconsin Ave leading EB left turn phase	ST-1 ST-2				

TABLE D1: TRANSPORTATION ISSUES AND POTENTIAL IMPROVEMENTS (CONTINUED)

NOTE: this table lists generalized improvements. Specific locations and/or detailed improvements are included in [Appendix D](#) cut sheets. Final recommendations are shown in [Appendix H](#).

			PRELIMINARY RECOMMENDATIONS					
Box ID	Location	Issues	Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #
32	Wisconsin Avenue: from Whitehaven Pkwy to Reservoir Rd	Pedestrian accident zone	Recalculate pedestrian timing at 3.5 fps - not shown on cut-sheet		35th Street Intersection redesign. Other traffic calming measures presently being considered not shown on cut-sheets	MT-7		
33	35th from Reservoir to Q	Pedestrian accident zone	Recalculate pedestrian timing at 3.5 fps - not shown on cut-sheet		Improve speed enforcement.	MT-4	Traffic calming measures - speed cushions	LT-3
34	R & 35th Street	Flashers out-dated	Update flashing school sign	ST-4				
35 37	Wisconsin Avenue	Increased AM traffic due to British School Pedestrian-vehicle conflicts along length	Improve enforcement of parking restriction	ST-3				
36	T Street	Buses block streets Bus traffic causes vibrations in houses			Alter routing (Removed from further consideration)	MT-9	Bus Bulb outs Thickness of pavement increased Replace surface with full flexible base	LT-2
38	35th Street & 36th Street	Bus and truck traffic causing vibrations in houses			Alter routing (Removed from further consideration)	MT-9	Thickness of pavement increased Replace surface with full flexible base	
39	34th, Whitehaven, 37th Street	Pass through traffic (from Wisconsin)			Alter network operation through changes to lane configurations (Removed from further consideration)	MT-5(alts)	Speed humps and/or cushions. Specific locations for speed humps/cushions to be determined for report but are not located on cut sheets	LT-3
40	31st & Q Street	Stop signs not visible						
41	Wisconsin Avenue & P Street	Need "don't block the box signs"	Add Do Not Block Intersection signs	ST-1				

TABLE D1: TRANSPORTATION ISSUES AND POTENTIAL IMPROVEMENTS (CONTINUED)

NOTE: this table lists generalized improvements. Specific locations and/or detailed improvements are included in [Appendix D](#) cut sheets. Final recommendations are shown in [Appendix H](#).

			PRELIMINARY RECOMMENDATIONS					
Box ID	Location	Issues	Short Term	Sheet #	Mid Term	Sheet #	Long Term	Sheet #
42	Wisconsin from N to P	High pedestrian flow	Improve signing and install pedestrian countdown on SW corner of O Street	ST-4 (4)			Reviewing sidewalk widening options - not shown on cut-sheet	
43	Wisconsin Avenue & N Street	Delivery trucks block pedestrians and traffic in both directions	Improve enforcement	MT-4	Improve enforcement Provide (more) loading/unloading area for trucks Restrict load/unload in certain areas - e.g., must load/unload on N St during non-peak hours			
44	Wisconsin Avenue and 35th Street	No northbound connection	Glover Park Transportation Study recommendation	ST-7	Reconfigure street and intersection to allow for NB movement.	MT-7		
46	Wisconsin Avenue	Removal of crosswalks along Wisconsin at disjointed streets						
Overall		Pedestrian Issues	Improve enforcement of pedestrian crossings only at signed crosswalks	MT-4	Raised intersections - removed from consideration Pedestrian medians (refuge areas)	MT-8 MT-13	Bus bulb outs	LT-2
Overall		Enforcement of traffic regulations	Improve enforcement	MT-4	Improve enforcement including installation of red light cameras at specific locations	MT-4		
Overall		Way finding signs	Sign installed on Key Bridge to note Whitehurst Freeway downtown bypass intersection	ST-1				
Overall		Parking						

SHORT-TERM OPTIONS CONSIDERED

Short term options are solutions that can be implemented in 12-months or less to improve safety and mobility and reduce speed and congestion, such as traffic control measures, traffic calming measures, improved signage, signalization, channelization, transit route modifications, lighting, curbside management, etc.

For ease in identification, short term solutions are shown by type of improvements.

With any signage, the sign should be placed in positions where they will convey their message(s) most effectively without restricting height clearance or sight distance. Signage is based on the Manual for Uniform Traffic Control Devices.

Below is a list of the generalized Short-Term Options considered for this project. Figures are shown after the options are listed. To view the issues, features/options, and analysis for the locations of these potential improvements see each figure.

SHORT-TERM OPTION 1 – VEHICLE

SHORT-TERM OPTION 2 – SIGNAL MODIFICATIONS

SHORT-TERM OPTION 3 – IMPRINT PAVING (ON CROSSWALKS)

ST-4: SIGNS, SIGNALS AND PAVEMENT MARKINGS (PEDESTRIAN RELATED)

SHORT-TERM OPTION 4 –SIGNS, SIGNALS AND PAVEMENT MARKINGS (PEDESTRIAN RELATED) PAGE 1 OF 4

SHORT-TERM OPTION 4 –SIGNS, SIGNALS AND PAVEMENT MARKINGS (PEDESTRIAN RELATED) PAGE 2 OF 4

SHORT-TERM OPTION 4 –SIGNS, SIGNALS AND PAVEMENT MARKINGS (PEDESTRIAN RELATED) PAGE 3 OF 4

SHORT-TERM OPTION 4 –SIGNS, SIGNALS AND PAVEMENT MARKINGS (PEDESTRIAN RELATED) PAGE 4 OF 4

SHORT-TERM OPTION 5 –CURB RAMP RECOMMENDATIONS

SHORT-TERM OPTION 6 –SIDEWALK RECOMMENDATIONS

SHORT TERM OPTION 9 – INTERSECTION IMPROVEMENTS – WISCONSIN AVENUE & 35TH STREET (GLOVER PARK TRANSPORTATION STUDY RECOMMENDATION)

MID-TERM OPTIONS CONSIDERED

Mid-term options are solutions that can be implemented in a period between one and six years and include items such as signal modifications, intersection improvements, enforcement, removal of parking in certain locations, reversal of one-way traffic operations, etc.

The Mid-Term Options are listed below. The issues, features/options, and analysis for these potential improvements are shown in each figure.

MID-TERM OPTION 2 –INTERSECTION IMPROVEMENTS – M STREET/33RD STREET INTERSECTION

MID-TERM OPTION 3 –INTERSECTION IMPROVEMENTS – 27TH STREET/K STREET/ WHITEHURST FREEWAY INTERSECTION

MID-TERM OPTION 4 –ENFORCEMENT, SIGNING, AND TRAFFIC CALMING

MT-5: M STREET CORRIDOR (M STREET, 34TH STREET, 33RD STREET AND WISCONSIN AVENUE IMPROVEMENTS)

MID-TERM OPTION 5 –M STREET CORRIDOR (M STREET, 34TH STREET, 33RD STREET AND WISCONSIN AVENUE IMPROVEMENTS) – EXISTING CONDITIONS

MID-TERM OPTION 5A –M STREET CORRIDOR (M STREET, 34TH STREET, 33RD STREET AND WISCONSIN AVENUE IMPROVEMENTS) OPTION A – 33RD STREET ONE-WAY SOUTHBOUND

MID-TERM OPTION 5D –MT-5D M STREET CORRIDOR (M STREET, 34TH STREET, 33RD STREET AND WISCONSIN AVENUE IMPROVEMENTS) OPTION D – 33RD STREET ONE-WAY SOUTHBOUND, 34TH STREET ONE WAY NB TO PROSPECT STREET, BANK ALLEY NORTHBOUND

MID-TERM OPTION 5D1 –M STREET CORRIDOR (M STREET, 34TH STREET, 33RD STREET AND WISCONSIN AVENUE IMPROVEMENTS) OPTION D1 – 33RD STREET ONE-WAY SOUTHBOUND, 34TH STREET ONE WAY NB TO PROSPECT STREET, BANK ALLEY SOUTHBOUND

MID-TERM OPTION 6 –ONE WAY PAIR EAST OF WISCONSIN AVENUE

MID-TERM OPTION 7 –INTERSECTION IMPROVEMENTS – WISCONSIN AVENUE/35TH STREET

MID-TERM OPTION 10 –INTERSECTION IMPROVEMENTS – M STREET/WISCONSIN AVENUE

MT-11: INTERSECTION IMPROVEMENTS – M STREET/KEY BRIDGE

MID-TERM OPTION 11 –INTERSECTION IMPROVEMENTS – M STREET/KEY BRIDGE (ALTERNATIVE 1)

MID-TERM OPTION 11 –INTERSECTION IMPROVEMENTS – M STREET/KEY BRIDGE (ALTERNATIVE 2)

MID-TERM OPTION 12 –SIDEWALK WIDENING AND MEDIAN ALONG M STREET AND WISCONSIN AVENUE

MID-TERM OPTION 13 – MEDIAN AND PEDESTRIAN REFUGE

LONG-TERM OPTIONS CONSIDERED

Long-term options are solutions that take a longer period of time to be implemented (more than 6 years to implement). Long-term options include such items as traffic calming devices, major street changes, resurfacing, etc.

The Long-Term Options are listed below. The issues, features/options, and analysis for these potential improvements are shown in each figure.

LONG-TERM OPTION 1 –PROPOSED BUS SHELTERS

LONG-TERM OPTION 2 –PROPOSED BUS BULB-OUT LOCATIONS

LONG-TERM OPTION 5 –M STREET PARKING MODIFICATIONS

LONG-TERM OPTION 7 –TRANSIT ONLY LANES ON M STREET EAST OF WISCONSIN AVENUE AND ALONG WISCONSIN AVENUE

ADDITIONAL OPTIONS CONSIDERED

Following the 3rd Public Meeting held April 23rd, 2008, and the feedback received, additional options beyond those described above, were considered. The items reviewed for recommendation included:

Pedestrian improvements

- Raised intersections for increased safety for pedestrians – Removed from further consideration due to concerns over sound and vibrations.
- Additional bulb out locations – removed from further consideration by TAC.
- Removing left turn only phases from signals – removed from further consideration due to lack of left turn lanes and need for continued access.
- Shorten signal timing to the minimum length for a pedestrian to cross the intersection. This would minimize delay to pedestrians.
- Widen sidewalks by narrowing travel lanes.

Transit improvements

- Additional bulb out locations not shown on LT-2 – removed from further consideration by TAC.
- Maintain the current Circulator route.
- Provide more frequent service throughout Georgetown.
- Mount enforcement cameras to transit vehicles for parking violations.
- Consolidate/remove transit stops to allow for more of an express service.
- Construction of a metro stop within Georgetown.

Bicycle improvements

- Bicycle lanes
- Smart bike location south of M Street on Wisconsin (short rental of bicycles throughout DC – pilot program of DDOT).
- Other bicycle rack locations.
- Bike boxes at intersections allowing bikes to go to the front of the intersection and queue rather than within the lane of traffic.
- Install Bike Route signs.

Roadway changes

- Conversion of one-way streets to two-way with the removal of some parking.
- Conversion of two-way streets to one-way to allow for more parking and provide directional flow through Georgetown.

IMPROVEMENT OPTIONS NOT RECOMMENDED

This section provides pros/cons as well as reasons behind the removal from further consideration of potential improvement options as presented previously.

Reversal of 33rd and 34th Street Couplet (MT-5 Options):

- Citizens have voiced concern over pass-through traffic. This option addresses that concern.
- There is a large backup at M/Key Bridge that impacts the intersections of M/34th, M/33rd, M/Potomac, and to some extent M/Wisconsin, because there is inadequate queuing space for the traffic from 34th Street heading to Key Bridge. Consequently 34th Street backs up. If 33rd Street and 34th Street are reversed there is additional queue length at the intersection of Key Bridge/M Street, and the anticipated queue length at M/33rd is cleared within 2 cycle lengths. The longest backup on 33rd Street is anticipated to reach approximately 100-feet north of Prospect Street.
 - Reversing 33rd Street to SB and preventing left turns into 34th Street would force residents to use Wisconsin Avenue (necessitating permitting left turns from M Street) to access the areas west of Wisconsin Avenue and north of M Street. This does result in reduced accessibility to that area.
- The traffic utilizing 33rd Street NB in the morning would now have to utilize Wisconsin Avenue to travel northbound. Traffic on 33rd Street now during the AM peak would now travel 33rd Street during the PM peak. With the additional storage capacity by removing the movements at M/34th, we anticipate the intersection will operate effectively.
- 34th Street reverts to a neighborhood street. With NB traffic only and no connection from M Street EB to 34th Street NB, this street reverts to a neighborhood street providing connection to Wisconsin Ave and circulation.
- Operations at 33rd/Wisconsin in the NB direction are mitigated at this 5-point intersection that does not have a signal for NB vehicles. Much safer for both vehicles and pedestrians as vehicles are watching for the gaps in traffic and not for pedestrians.
- Parking remains as is.
- Even though this recommendation provides better flow to the Key Bridge, due to public opposition this option was removed.

Speed humps as denoted in MT-4: TAC committee is strongly opposed to the installation of speed humps anywhere in Georgetown. Removed by request.

Widen sidewalks (MT-12) – for Wisconsin roadway can not be widened and provide a bus lane. For M Street, a maximum of 1-foot per side can be accommodated with an 11-foot Bus-lane and 9.5 feet inside lanes. Cost-benefit analysis shows this is not beneficial in the long run.

- Other widening of sidewalks option – Remove a travel lane along M Street. This is in direct opposition to providing a bus lane along M Street since that would leave one travel lane in each direction in peak hours along M Street which can not carry the amount of traffic in the area. This

option, if implemented would remove a travel lane in each direction from 33rd Street to 28th Street and utilize that additional width for sidewalk. Lane widths on M Street would increase from 10-feet (current) to 11-feet with an additional 8 feet of sidewalk resulting in sidewalk widths of 18-20-feet. All street trees, furniture, lighting, traffic control and curbs/gutters would need to be moved to accommodate the additional width. If a lane of traffic were converted to pedestrian usage, transit vehicles would be significantly delayed.

Left turn phases removed from all signals – this condition actually decreases safety for pedestrians. With a specific phase for left-turning vehicles, the drivers can concentrate on the crossing instead of on-coming traffic.

Shorten signal timing to the minimum length for pedestrians to cross the intersection – For all scenarios, the timing of M/Wisconsin must operate as a stand alone since it is to contain an all-pedestrian phase.

Specific relation to M Street –only four blocks from 31st Street to 28th Street would be affected.

Specific relation to Wisconsin – we are trying to increase the number of vehicles utilizing Wisconsin. This is in direct opposition from making Wisconsin more attractive to vehicles instead of the residential streets.

Signal priority for transit – recommending bus lanes. Therefore, this is counterproductive. It would actually have a negative effect on all traffic with minimal improvement to buses.

Signal Modifications (ST-2)

- M Street/33rd Street – (1) extra green time for left turns, (2) Split Phase – both of these options result in worse average vehicle delays at the intersection.
- 35th Street and Reservoir Road (1) extra green time for SB thru, (2) optimize for SB traffic – this signal is already optimized for the SB traffic for an overall signal timing of 120 seconds. Both of these options result in an increase to average vehicle delay at the intersection.

Bus Rerouting (MT-9)

- Bus stops are located as they were prior to WMATA service taking over from privatized company.
- Because serving residents is high priority for WMATA, it is not appropriate to make elderly walk to Wisconsin. WMATA should be in the neighborhoods to service customers.
- Wisconsin is well served by transit now.

Bus Shelters as denoted in LT-1: TAC committee is strongly opposed to the installation of bus shelters within Georgetown. In some areas, the sidewalks are narrow and therefore, the standard bus shelter would encroach on sidewalk width. Additionally, it was stated that advertisement at bus shelters can not be regulated. Removed by request.

Bus bulbouts as denoted in LT-2: TAC committee is strongly opposed to the installation of bus bulbouts within Georgetown. It was stated that Bus bulbouts decrease traffic flow. Removed by request.

Intersection Improvements

- M Street/Key Bridge (MT-11) – Restriping existing lanes to 3 EB, 3 WB (remove one thru lane WB to convert to one more thru lane EB). Maintain two left turn lanes by shifting one lane north. – removes ability of thru movement in WB direction for loading/unloading activities.
- M Street/Key Bridge (MT-11) – above option with an additional thru lane in EB direction on west leg of intersection by pushing out two right turns into NPS property. Regulations associated with annexing NPS property.

M Street changes

- Converting one travel lane in each direction on M Street to parking only (LT-5) – parking 24 hours is counter productive with a bus lane in the same location. Bus lanes service provides more person trips than additional parking. PROS: increase business attractiveness along the M Street corridor, decrease width of crossings for pedestrians (would install bulbouts), could increase sidewalk width by two feet in each direction; CONS: increase delay for transit, increase diversion of traffic elsewhere, increase traffic operations but would increase business attractiveness along the M Street corridor. To provide for NB movement at M/Wisconsin left lane in EB direction would need to be left-thru.

- Alternative: Converting one travel lane in each direction on M Street to allow for more sidewalk width. All parking on M Street would need to be removed to allow for two thru lanes in each direction on M Street. See above for more information on specifics, pros, and cons.

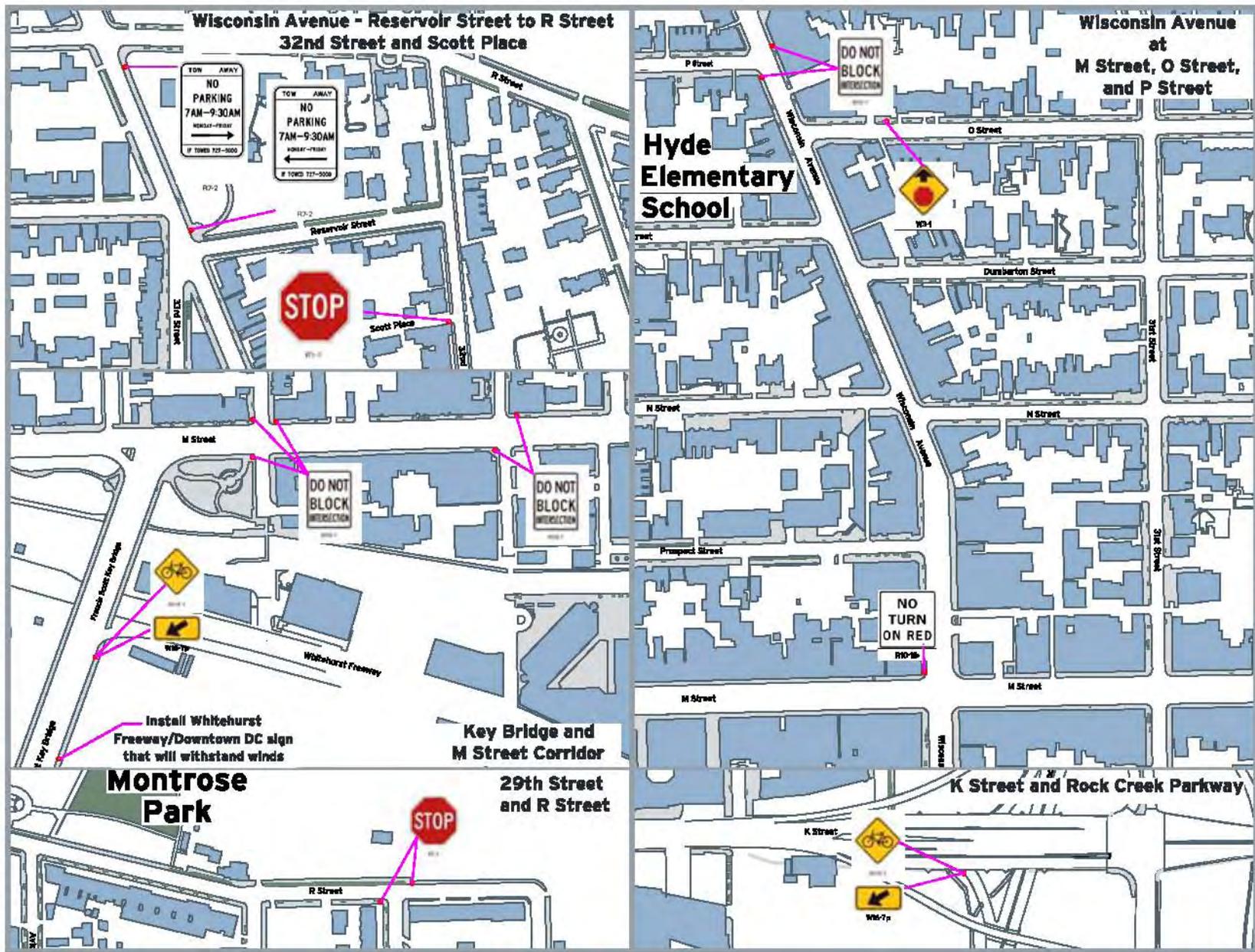
33rd/Q Street signal – flashing red in non-peak hours. This signal is used as a traffic calming measure in non-peak hours to minimize the speed of vehicles traveling down Q Street. We would recommend this location be placed on the MPD watchlist for speed and signal violations.

35th Street/Reservoir Road signal phasing changes. Northbound this intersection is a lagging left turn phase. In the DDOT model, it shows as a leading left turn phase. Analysis of utilizing a leading and lagging left turn phase were completed and analyzed for both pedestrian and vehicle movement. The leading left turn phase shows a slightly improved vehicle movement over the lagging. Safety of pedestrians is improved with lagging left turn phases. With the minimal improvement of a leading left turn phase for vehicles, the cost associated with changing the phase for such a minimal improvement, and noting that this intersection is adjacent to the Duke Ellington School of the Arts, it was determined to perform no changes to the phasing of this intersection. DDOT will be notified that their model shows this intersection as a leading left turn phase.

Consolidation of bus stop at 33rd/Q with Wisconsin/Q service different bus routes. The stop on 33rd/Q services D1, D2, D3, D6 while the stop on Wisconsin/O services the 30's line. If one stop were to be consolidated the stop would be on Wisconsin/Q with the removal of the 33rd/Q stop. Utilizing the stop at Wisconsin/Q for the D1, D2, D3, and D6 lines is not recommended due to the proximity to the right turn of the route. Having a stop so immediately after a right turn onto Wisconsin is not recommended.

Wayfinding for Parking Garages. TAC committee suggested that due to sign pollution along M Street and Wisconsin, wayfinding signs should not be considered.

Regulation stating no riding bicycles on sidewalks. The DDOT bicycle coordinator stated that there is no way to enforce this regulation. In the CBD where the regulation exists it is not enforced. Due to the residential nature of Georgetown, it is a goal of the study to improve bicycling and pedestrian facilities for safety and mobility in the area. Limiting bicycling to the street or a designated facility limits the feeling of comfort specifically of young riders. There is a regulation that one is not allowed to ride a bicycle in the presence of pedestrians on the sidewalk. This regulation covers the issue.



SHORT-TERM OPTIONS CONSIDERED	
LOCATION	Study Area
TITLE	Vehicle Signing
DRAWING No.	ST-1
SHEET No.	1 of 1
LEGEND/NOTES	
MUTCD Citation	
R1-1 STOP Sign: Sections 2B.04, .05, .06	
R7-2 No Parking Sign: Section 2B.39	
R10-7 Traffic Signal Signs: Section 2B.45	
W3-1 Stop Ahead; Section 2C.29	
W11-1 Vehicular Traffic Signs: Section 2C.40	
W16-7p Supplemental Arrow Plaque	
R10-11b No Turn On Red: Section 2B.45	
Georgetown Transportation Study	

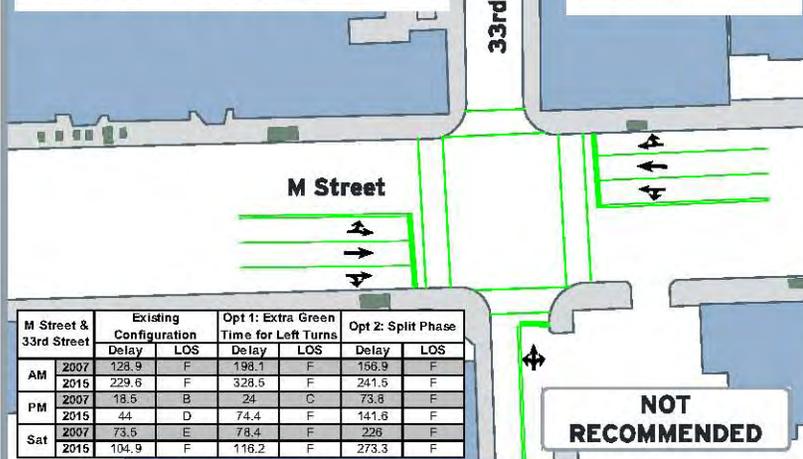
M Street & 33rd Street

ISSUE:
Eastbound left turning vehicles block the intersection

FEATURES/OPTIONS:

1. Extend green time for left turns
2. Phasing changes for split phase

Analysis:
In the AM and Saturday timeframes, the addition of either more green time or split phase increases the delay at this intersection.



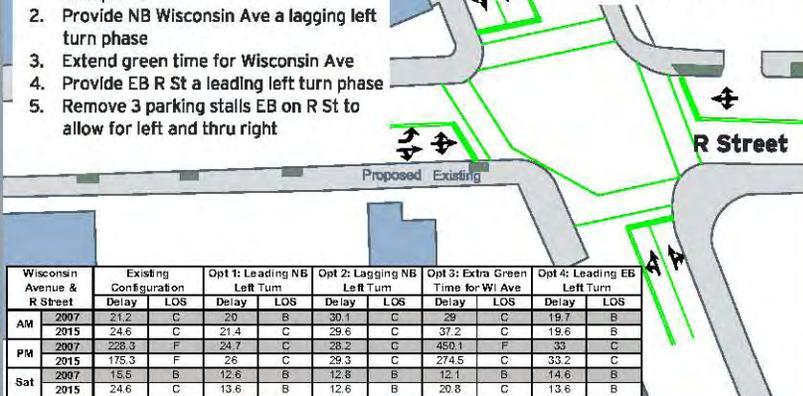
Wisconsin Avenue & R Street

ISSUE:
Left turns from Wisconsin Ave NB to R Street WB delay through movement
Left turns from R St EB to Wisconsin Ave. are difficult.

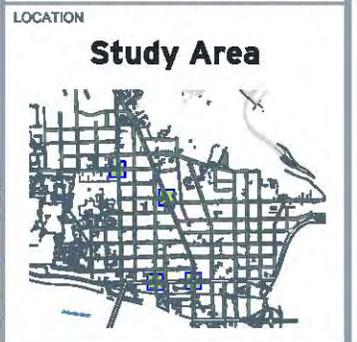
OPTIONS:

1. Provide NB Wisconsin Ave a leading left turn phase
2. Provide NB Wisconsin Ave a lagging left turn phase
3. Extend green time for Wisconsin Ave
4. Provide EB R St a leading left turn phase
5. Remove 3 parking stalls EB on R St to allow for left and thru right

Analysis:
For leading or lagging left turn lane on R St EB, parking on the south side of the intersection needs to be removed to allow for a left turn storage area as well as movement in the thru and right directions.



SHORT-TERM OPTIONS CONSIDERED



TITLE **Signal Modifications**

DRAWING No. **ST-2**

SHEET No. **1 of 1**

Wisconsin Avenue & M Street

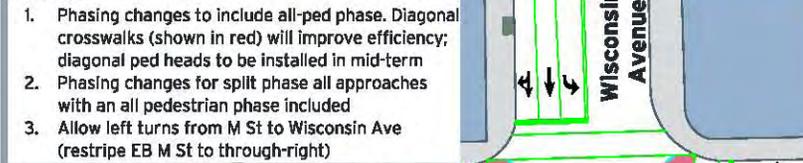
ISSUE:

1. Pedestrian volumes impact turning vehicles and hence reduce capacity
2. Queues at 33rd St due to left turns

OPTIONS:

1. Phasing changes to include all-ped phase. Diagonal crosswalks (shown in red) will improve efficiency; diagonal ped heads to be installed in mid-term
2. Phasing changes for split phase all approaches with an all pedestrian phase included
3. Allow left turns from M St to Wisconsin Ave (restripe EB M St to through-right)

Analysis:
1. For both the signal timing/phasing scenarios, overall delay increases due to the conversion of a thru lane to thru-left.



Analysis:
1. IF ALL-PED phase is adopted. Install Signage, Pedestrian heads, and pavement marking to alert pedestrians of diagonal crossings

M Street & Wisconsin Avenue	Existing Configuration	Opt 1: All-Ped Phase		Opt 2: Split Phase			
		Delay	LOS	Delay	LOS		
AM	2007	118.9	F	255.4	F	187.2	F
	2015	181.6	F	425.3	F	339.3	F
PM	2007	106.1	F	282	F	254.2	F
	2015	238.8	F	408.8	F	385	F
Sat	2007	103.9	F	350.8	F	250.8	F
	2015	123.4	F	392.4	F	283.7	F

35th Street & Reservoir Road

ISSUE:
1. SB 35th S traffic doesn't get enough green time

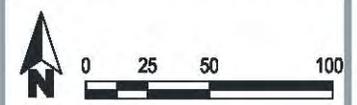
OPTIONS:
1. Extend green time for SB 35th St

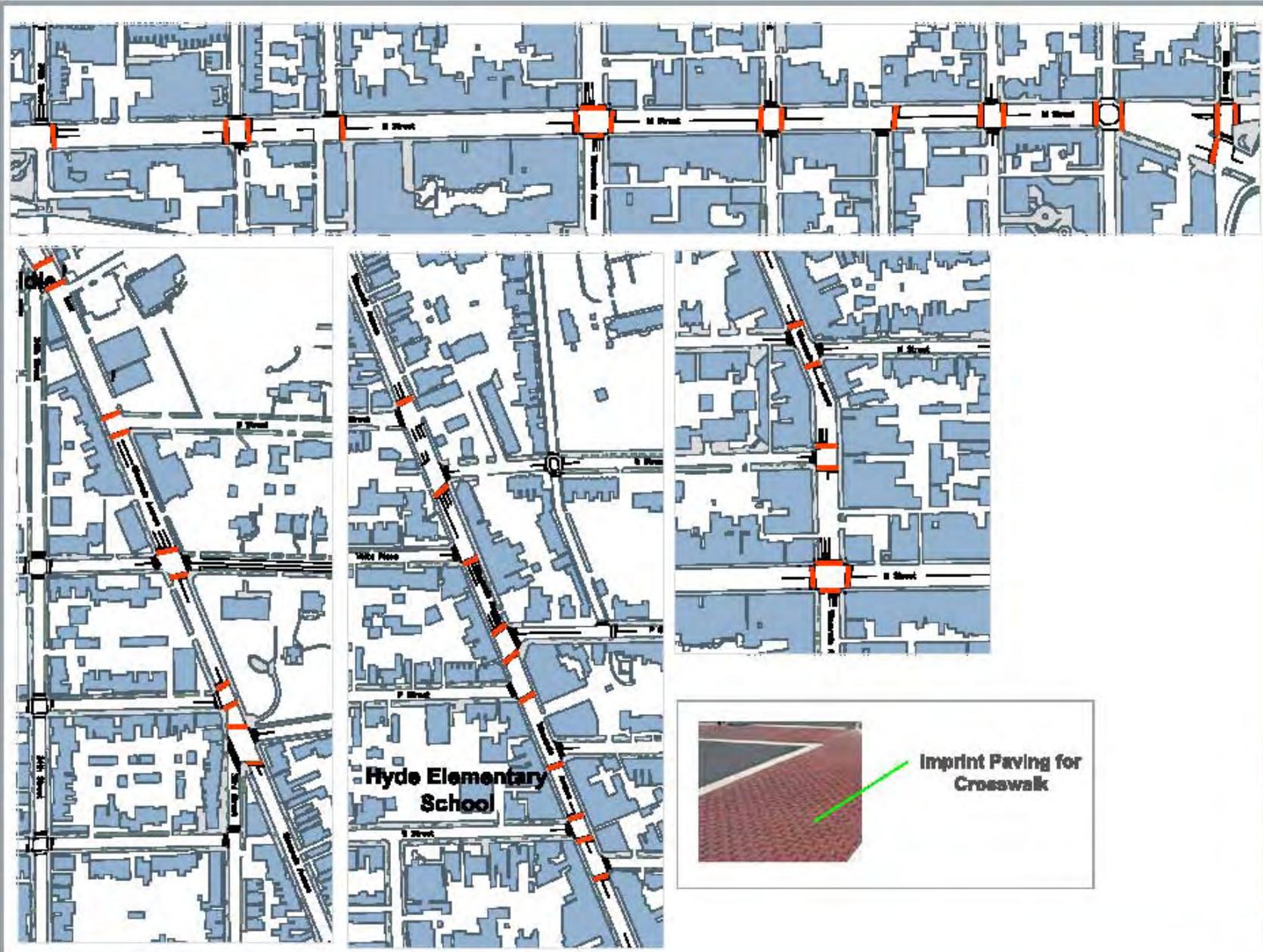
Analysis:
For all scenarios except the 2015 PM peak hour, allocating more green time to the 35th St SB direction improves the average delay per vehicle. Increasing the signal timing to a longer cycle length should be reviewed for optimum cycle length and movement of vehicles.



LEGEND/NOTES

Georgetown Transportation Study





**MID-TERM
OPTIONS CONSIDERED**

LOCATION
M Street, Wisconsin Avenue



TITLE
**Imprint Paving
(on crosswalks)**

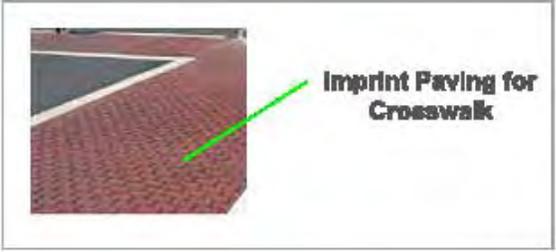
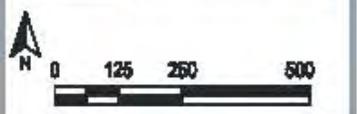
DRAWING No. **ST - 3**

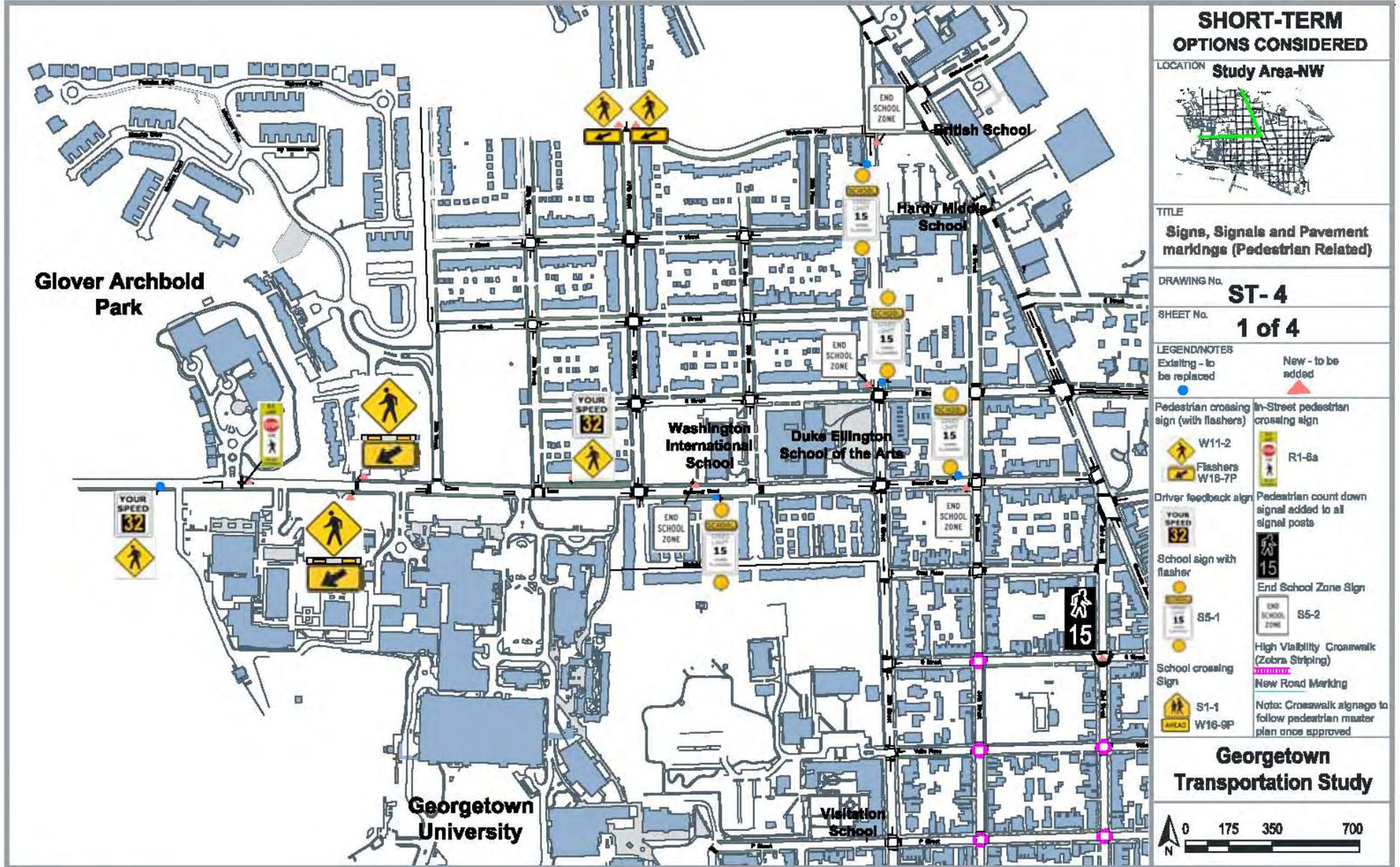
SHEET No. **1 of 1**

LEGEND/NOTES
 Imprint paving

Note: Obtain Old Georgetown Board approval of design

**Georgetown
Transportation Study**





**SHORT-TERM
OPTIONS CONSIDERED**

LOCATION **Study Area-NW**

TITLE
Signs, Signals and Pavement markings (Pedestrian Related)

DRAWING No. **ST-4**

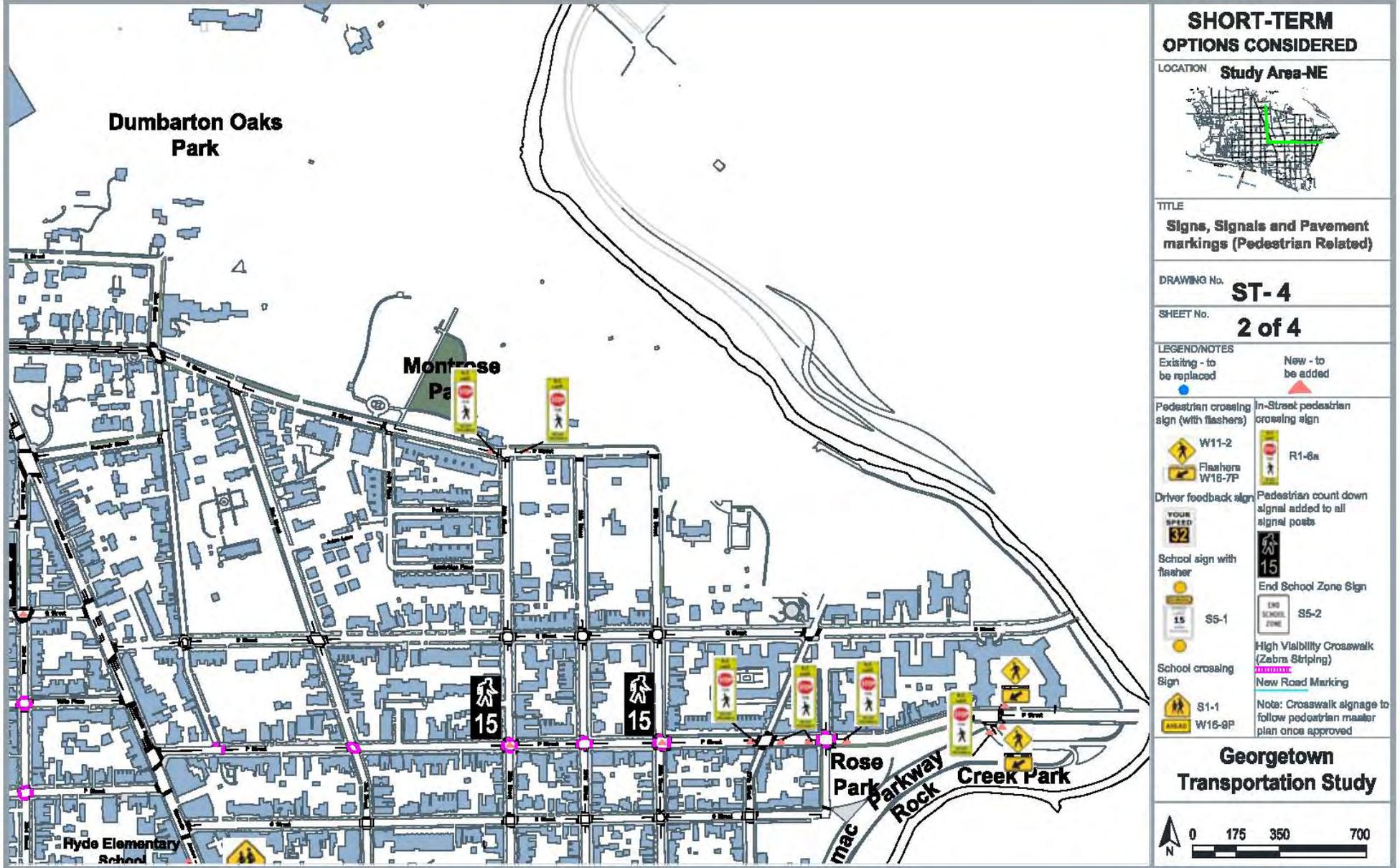
SHEET No. **1 of 4**

LEGEND/NOTES
 Existing - to be replaced (blue circle)
 New - to be added (red triangle)

- | | |
|--|--|
| <p>Pedestrian crossing sign (with flashers)
 W11-2
 W18-7P</p> <p>Driver feedback sign
 YOUR SPEED 32</p> <p>School sign with flasher
 S5-1
 W16-9P</p> | <p>In-Street pedestrian crossing sign
 R1-8a</p> <p>Pedestrian count down signal added to all signal posts
 15</p> <p>End School Zone Sign
 S5-2</p> <p>High Visibility Crosswalk (Zebra Striping)
 New Road Marking</p> <p>Note: Crosswalk alignment to follow pedestrian master plan once approved</p> |
|--|--|

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**SHORT-TERM
OPTIONS CONSIDERED**

LOCATION **Study Area-NE**

TITLE
**Signs, Signals and Pavement
markings (Pedestrian Related)**

DRAWING No. **ST-4**

SHEET No. **2 of 4**

LEGEND/NOTES
Existing - to be replaced (blue circle)
New - to be added (red triangle)

Pedestrian crossing sign (with flashers) W11-2 Flashers W16-7P	In-Street pedestrian crossing sign R1-8a
---	---

Driver feedback sign YOUR SPEED 32	Pedestrian count down signal added to all signal posts 15
--	--

School sign with flasher 15 S5-1	End School Zone Sign S5-2
--	------------------------------

School crossing sign S1-1 W16-8P	High Visibility Crosswalk (Zebra Striping) New Road Marking Note: Crosswalk signage to follow pedestrian master plan once approved
--	--

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SHORT-TERM OPTIONS CONSIDERED

LOCATION **Study Area-SW**



TITLE
Signs, Signals and Pavement markings (Pedestrian Related)

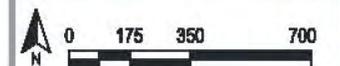
DRAWING No. **ST-4**

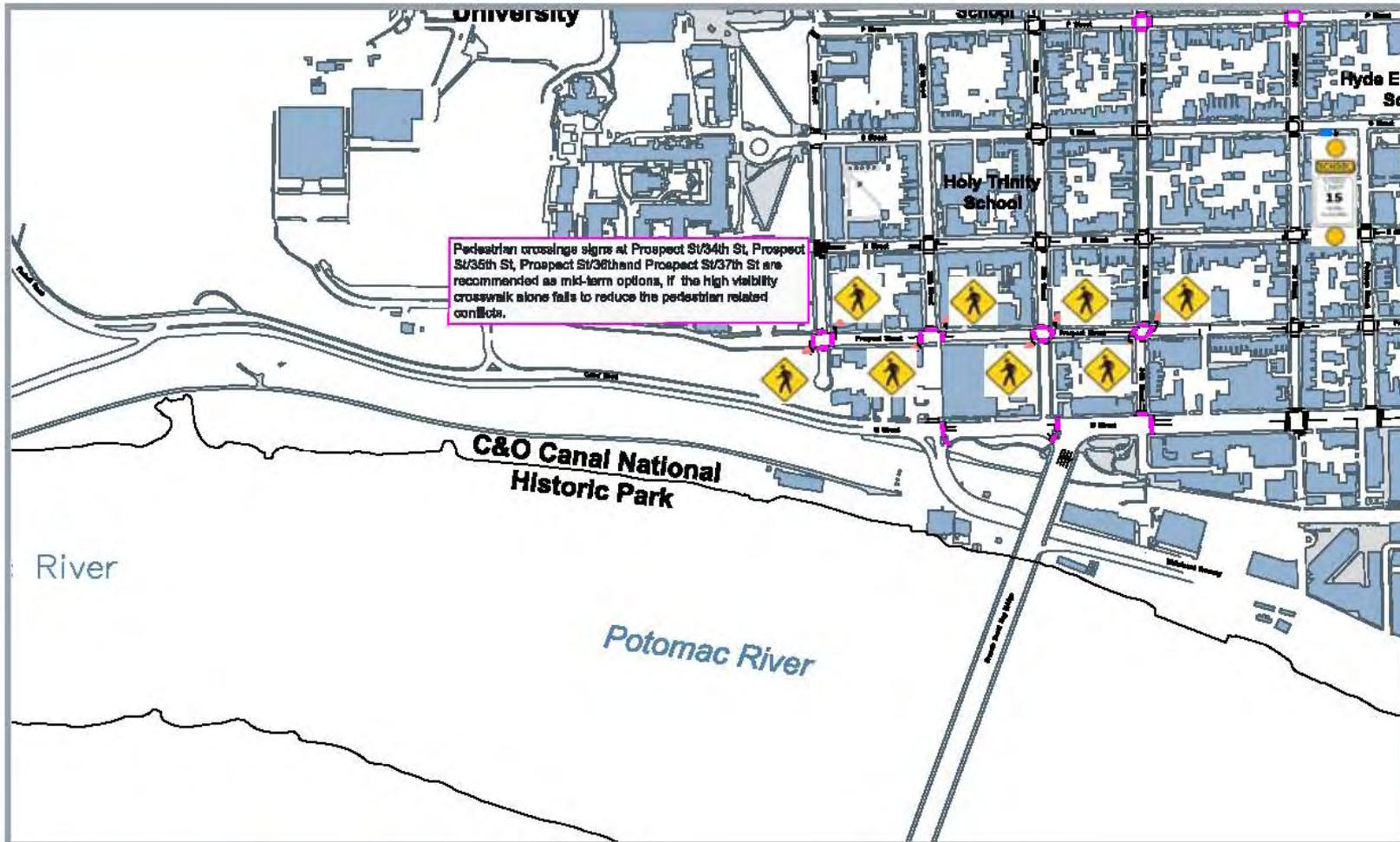
SHEET No. **3 of 4**

LEGEND/NOTES

Existing - to be replaced	New - to be added
<ul style="list-style-type: none"> Pedestrian crossing sign (with flashers) <ul style="list-style-type: none"> W11-2 Flashers W16-7P Driver feedback sign <ul style="list-style-type: none"> YOUR SPEED 32 School sign with flasher <ul style="list-style-type: none"> S6-1 School crossing sign <ul style="list-style-type: none"> S1-1 AHEAD W16-9P 	<ul style="list-style-type: none"> In-Street pedestrian crossing sign <ul style="list-style-type: none"> R1-8a Pedestrian count down signal added to all signal posts <ul style="list-style-type: none"> 15 END SCHOOL ZONE S6-2 High Visibility Crosswalk (Zebra Striping) New Road Marking <p>Note: Crosswalk signage to follow pedestrian master plan once approved</p>

Georgetown Transportation Study





SHORT-TERM OPTIONS CONSIDERED

LOCATION: Study Area-SW

TITLE: Signs, Signals and Pavement markings (Pedestrian Related)

DRAWING No. **ST-4**

SHEET No. **4 of 4**

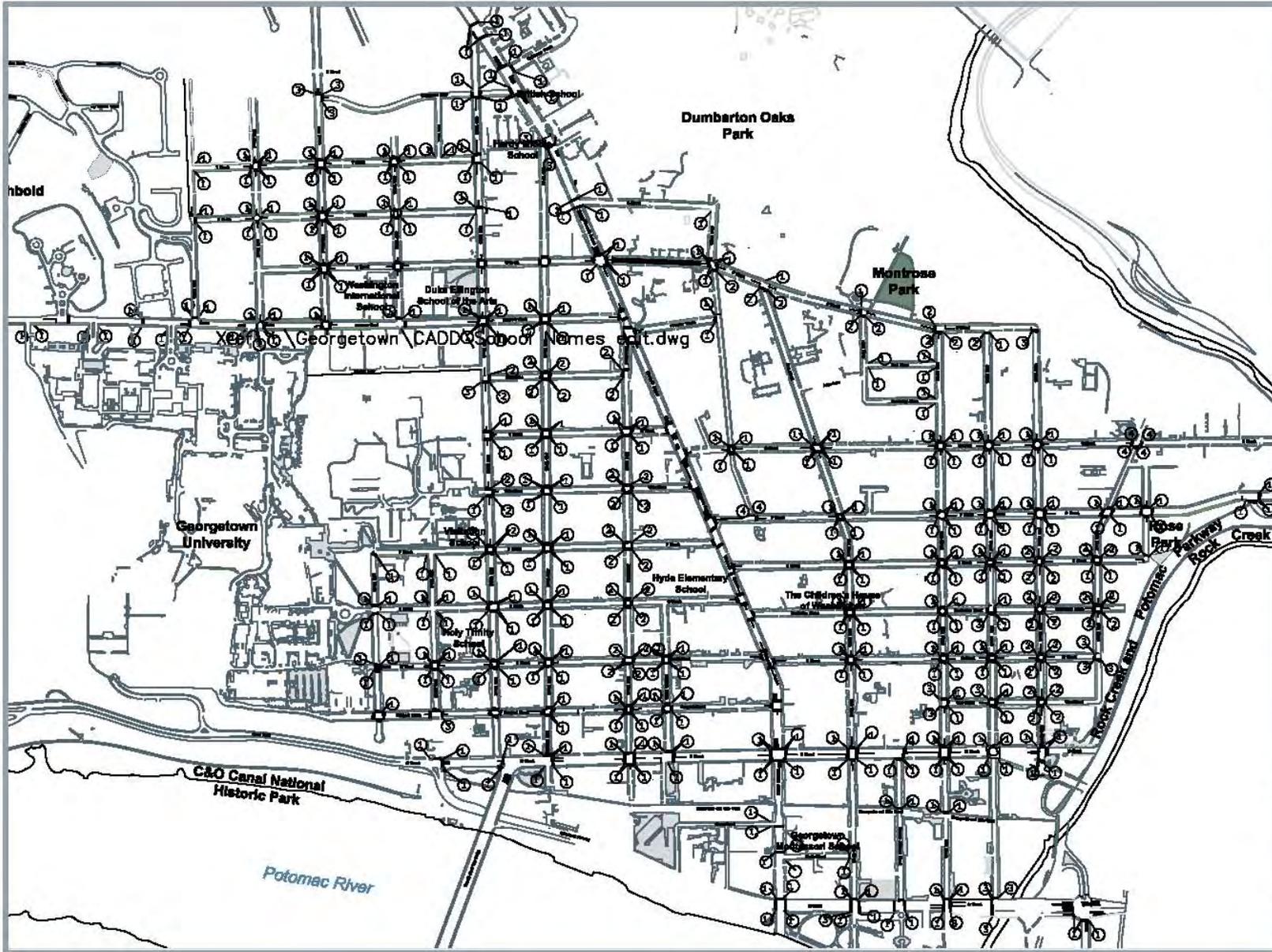
LEGEND/NOTES

Exiding - to be replaced	New - to be added
Pedestrian crossing sign (with flashers) W11-2	In-Street pedestrian crossing sign
Flashers W18-7P	R1-8a
Driver feedback sign	Pedestrian count down signal added to all signal post
SCHOOL SPEED 32	15
School sign with flasher	School crossing sign
15 S6-1	S1-1
End School Zone sign	High Visibility Crosswalk (Zebra Striping)
ONE SCHOOL ZONE S6-2	New Road Marking

Note: Crosswalk signage to follow pedestrian master plan once approved.

Georgetown Transportation Study

0 175 350 700



**SHORT-, MID-TERM
OPTIONS CONSIDERED**

LOCATION **Study Area**



TITLE
**Curb Ramp
Recommendations**

DRAWING No. **ST-5**

SHEET No. **1 of 1**

- LEGEND/NOTES
- ① Detectable Warnings Required-
Mid Term

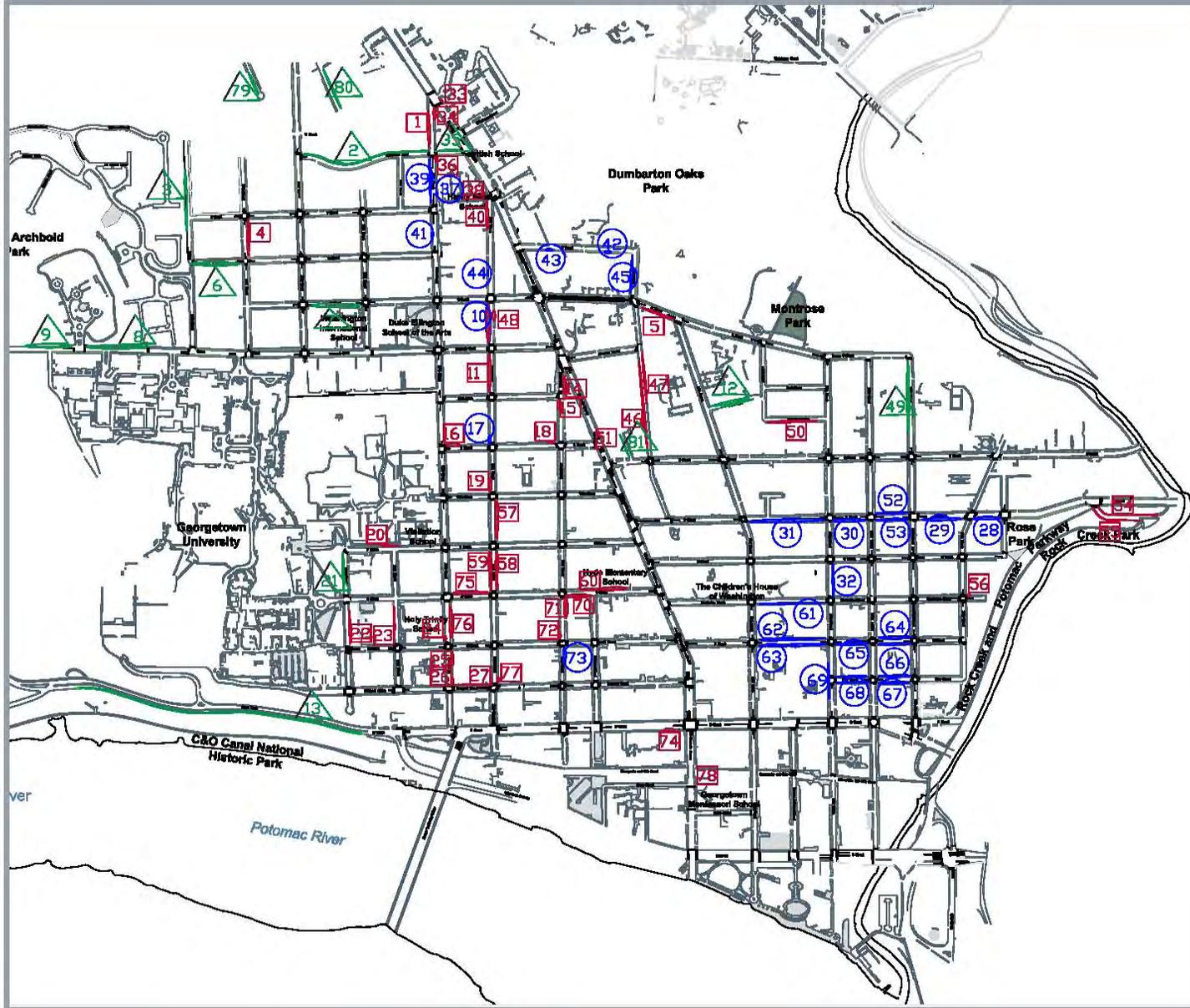
 - ② Curb Ramp to be Replaced-
Mid Term

 - ③ Curb Ramp Required-
Short Term


Note: Old Georgetown Board of Fine Arts
Commission to be advised of the proposed
design of curb ramps.

**Georgetown
Transportation Study**





SIDEWALKS TO BE REPLACED

- 1 8' X 300'
- 4 8' X 150'
- 5 4' X 320'
- 11 4' X 320'
- 14 8' X 120'
- 15 4' X 70'
- 16 4' X 70'
- 18 4' X 10'
- 19 4' X 25'
- 20 4' X 150'
- 24 8' X 8'
- 25 4' X 87'
- 26 4' X 38'
- 27 4' X 320'
- 33 8' X 15'
- 34 8' X 50'
- 38 8' X 4'
- 38 3' X 15'
- 40 8' X 200'
- 48 8' X 50'
- 47 4' X 300'
- 48 8' X 300'
- 50 8' X 300'
- 51 4' X 10'
- 54 4' X 400'
- 55 4' X 400'
- 66 3' X 8'
- 67 4' X 320'
- 58 4' X 320'
- 59 4' X 140'
- 70 8' X 125'
- 71 8' X 80'
- 72 3' X 8'
- 74 8' X 8'
- 75 4' X 320'
- 76 4' X 320'
- 77 3' X 10'
- 78 8' X 1000'

SIDEWALKS TO BE REPAIRED

- 10 6' X 320'
- 22 8' X 320'
- 23 8' X 320'
- 28 8' X 180'
- 29 8' X 320'
- 30 8' X 200'
- 31 6' X 560'
- 32 8' X 240'
- 37 3' X 3'
- 38 7' X 360'
- 41 8' X 8'
- 42 8' X 10'
- 43 8' X 10'
- 44 8' X 10'
- 45 8' X 220'
- 52 8' X 220'
- 53 8' X 220'
- 81 8' X 525'
- 82 8' X 625'
- 83 8' X 625'
- 84 8' X 225'
- 86 8' X 225'
- 86 8' X 280'
- 87 8' X 280'
- 88 8' X 225'
- 88 8' X 640'
- 73 3' X 8'

NEW SIDEWALKS

- 2 1000'
- 3 850'
- 6 850'
- 7 400'
- 8 325'
- 9 800'
- 12 300'
- 13 2000'
- 21 320'
- 35 175'
- 49 350'
- 78 170'
- 80 300'
- 81 180'

SHORT-, MID-TERM OPTIONS CONSIDERED

LOCATION

Study Area



TITLE

Sidewalk Recommendations

DRAWING No.

ST-6

SHEET No.

1 of 1

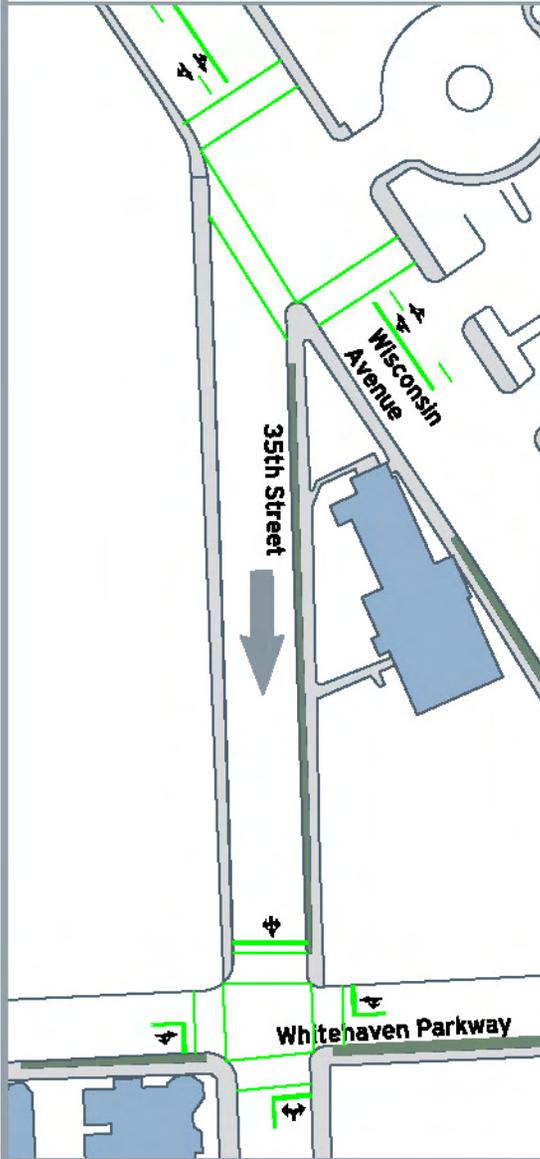
LEGEND/NOTES

- Sidewalk to be Replaced-Short Term
- Sidewalk to be Repaired-Short Term
- New Sidewalk-Mid Term

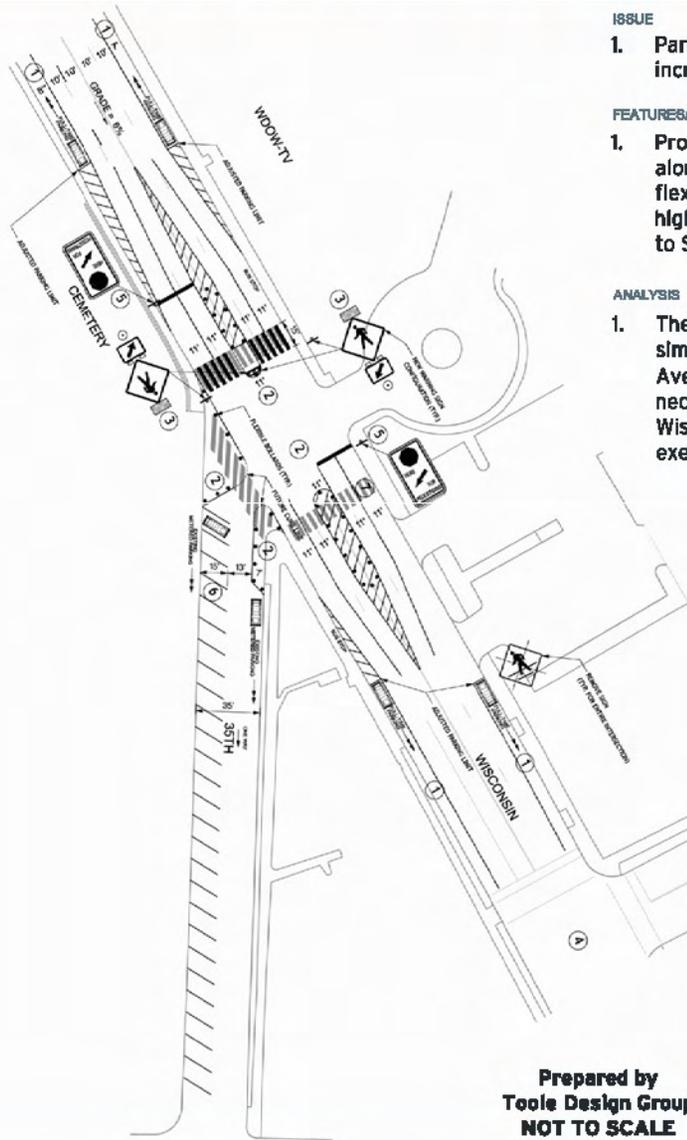
Georgetown Transportation Study



Existing Configuration



Glover Park Transportation Study Alternative



Prepared by
Toole Design Group
NOT TO SCALE

ISSUE

1. Parking in Glover Park is becoming increasingly difficult

FEATURES/OPTIONS

1. Provide back-in diagonal parking along west side of street and install a flexible curb to slow traffic turning at high speeds from Wisconsin Ave SB to SB 35th St

ANALYSIS

1. The proposed change results in similar operations at Wisconsin Ave/35th St Intersection but would necessitate vehicles headed SB on Wisconsin Ave to slow down to execute the turn

SHORT-TERM OPTIONS CONSIDERED

LOCATION

35th Street between Whitehaven Parkway and Wisconsin Avenue



TITLE **Intersection Improvements
Wisconsin Avenue & 35th Street**

DRAWING No. **ST-9**

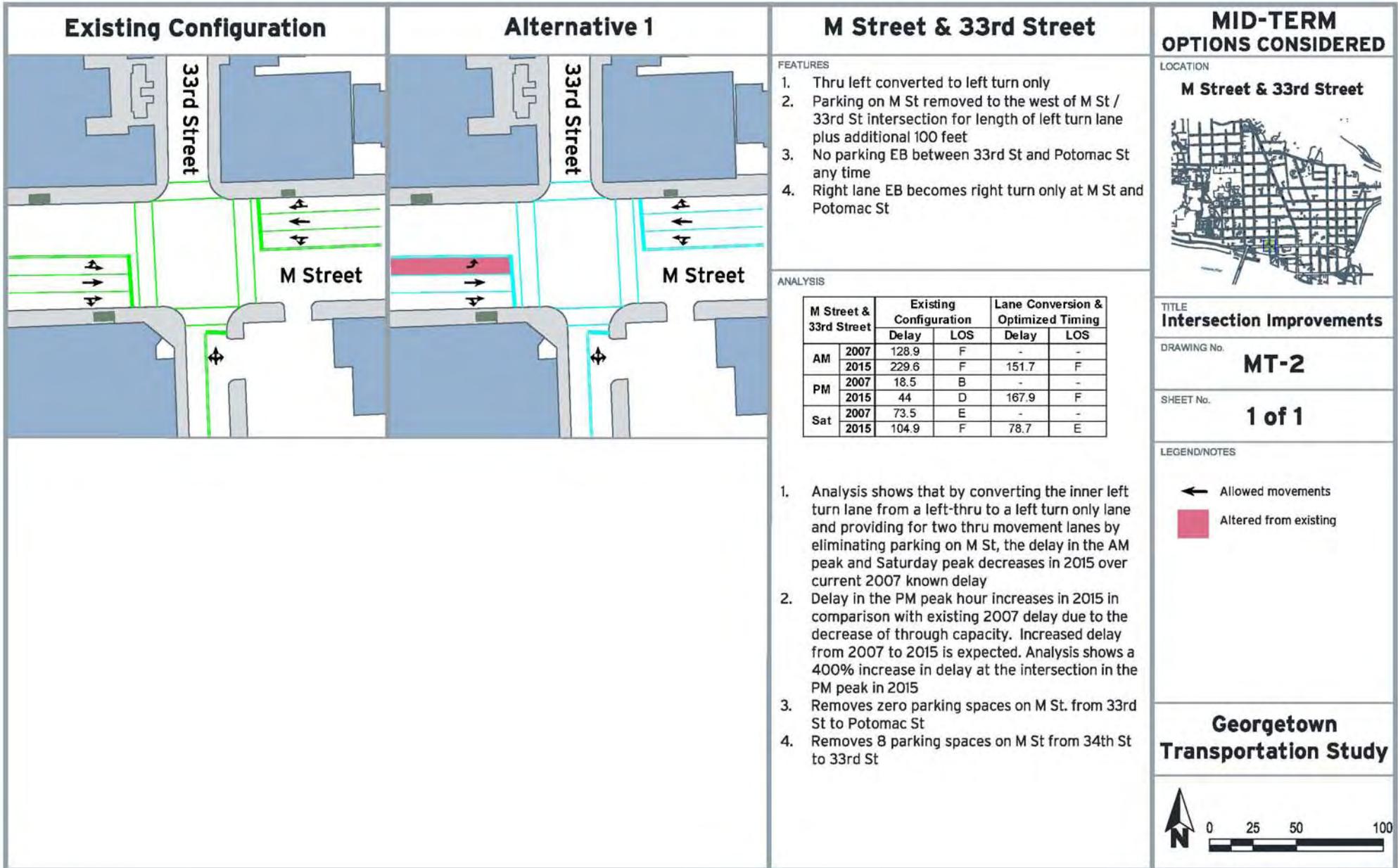
SHEET No. **1 of 1**

LEGEND/NOTES

- ← Allowed movements
- ↓ Existing One-way Street

**Georgetown
Transportation Study**





Existing Configuration

Alternative 1

M Street & 33rd Street

**MID-TERM
OPTIONS CONSIDERED**

FEATURES

1. Thru left converted to left turn only
2. Parking on M St removed to the west of M St / 33rd St intersection for length of left turn lane plus additional 100 feet
3. No parking EB between 33rd St and Potomac St any time
4. Right lane EB becomes right turn only at M St and Potomac St

LOCATION

M Street & 33rd Street



ANALYSIS

M Street & 33rd Street		Existing Configuration		Lane Conversion & Optimized Timing	
		Delay	LOS	Delay	LOS
AM	2007	128.9	F	-	-
	2015	229.6	F	151.7	F
PM	2007	18.5	B	-	-
	2015	44	D	167.9	F
Sat	2007	73.5	E	-	-
	2015	104.9	F	78.7	E

TITLE

Intersection Improvements

DRAWING No.

MT-2

SHEET No.

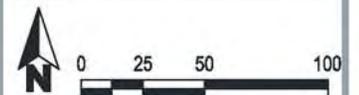
1 of 1

LEGEND/NOTES

- Allowed movements
- Altered from existing

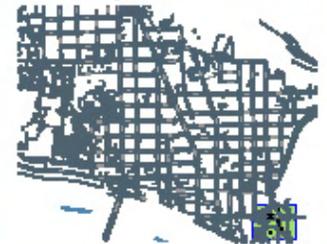
1. Analysis shows that by converting the inner left turn lane from a left-thru to a left turn only lane and providing for two thru movement lanes by eliminating parking on M St, the delay in the AM peak and Saturday peak decreases in 2015 over current 2007 known delay
2. Delay in the PM peak hour increases in 2015 in comparison with existing 2007 delay due to the decrease of through capacity. Increased delay from 2007 to 2015 is expected. Analysis shows a 400% increase in delay at the intersection in the PM peak in 2015
3. Removes zero parking spaces on M St. from 33rd St to Potomac St
4. Removes 8 parking spaces on M St from 34th St to 33rd St

**Georgetown
Transportation Study**



MID-TERM OPTIONS CONSIDERED

LOCATION
**K Street, Whitehurst
Freeway & 27th Street**



TITLE **Intersection Improvements
27th St, K St & Whitehurst Frey**

DRAWING NO.
MT-3

SHEET NO.
1 of 1

LEGEND/NOTES

-  Allowed movements
-  Altered from existing

**Georgetown
Transportation Study**



Existing Configuration

ANALYSIS

Pros

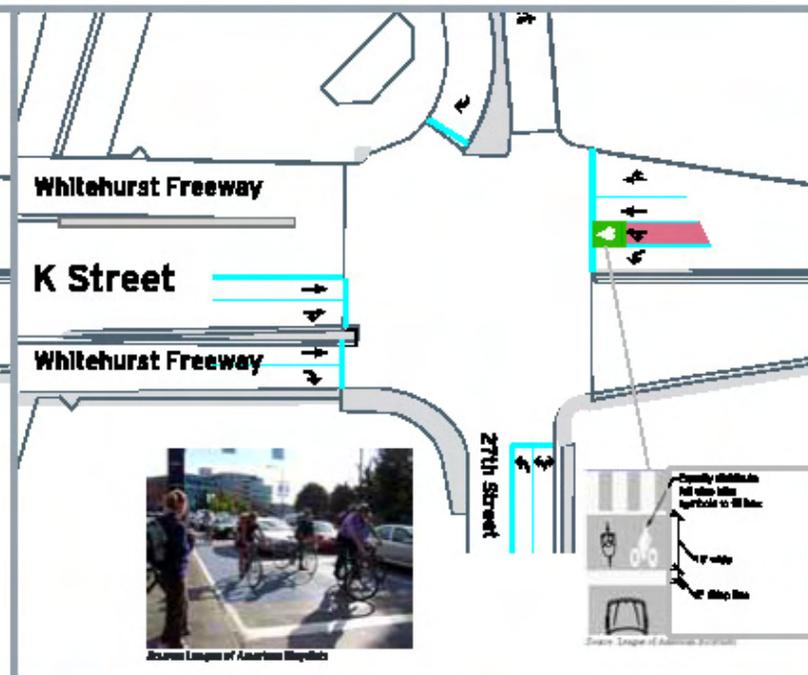
- Additional capacity for left turning vehicles from K St to 27th St

Cons

- Increased bicycle/pedestrian/vehicle conflict area on 27th St SB
- Moves merge area from existing location at 27th St to the south approx 200-feet.
- Additional traffic to contend with for bicycles traveling through on K St. Currently they straddle the shaded and 2nd thru lane. Possible increase in bicycle/vehicle conflicts

	K St & 27th St & Whitehurst	Existing Configuration		Creation of Through Left Lane	
		Delay	LOS	Delay	LOS
AM	2007	242	F	-	-
	2015	265	F	224	F
PM	2007	243.8	F	-	-
	2015	391	F	167.9	F
Sat	2007	67	E	-	-
	2015	68.8	E	65.5	E

1. Alternative 1 results in decreased delays in all analysis periods for the 2015 traffic volumes
2. Analysis of a fully actuated signal was not conducted. It is projected that delay would remain constant compared with existing conditions or Alternative 1 during the AM, PM and Saturday peak hours due to the fact that the number of vehicles in each direction is already optimized for these scenarios. Improvement in delay would be seen in the off-peak hours when minimum green time would be associated with all movements and only activated when vehicles are present



Alternative 1

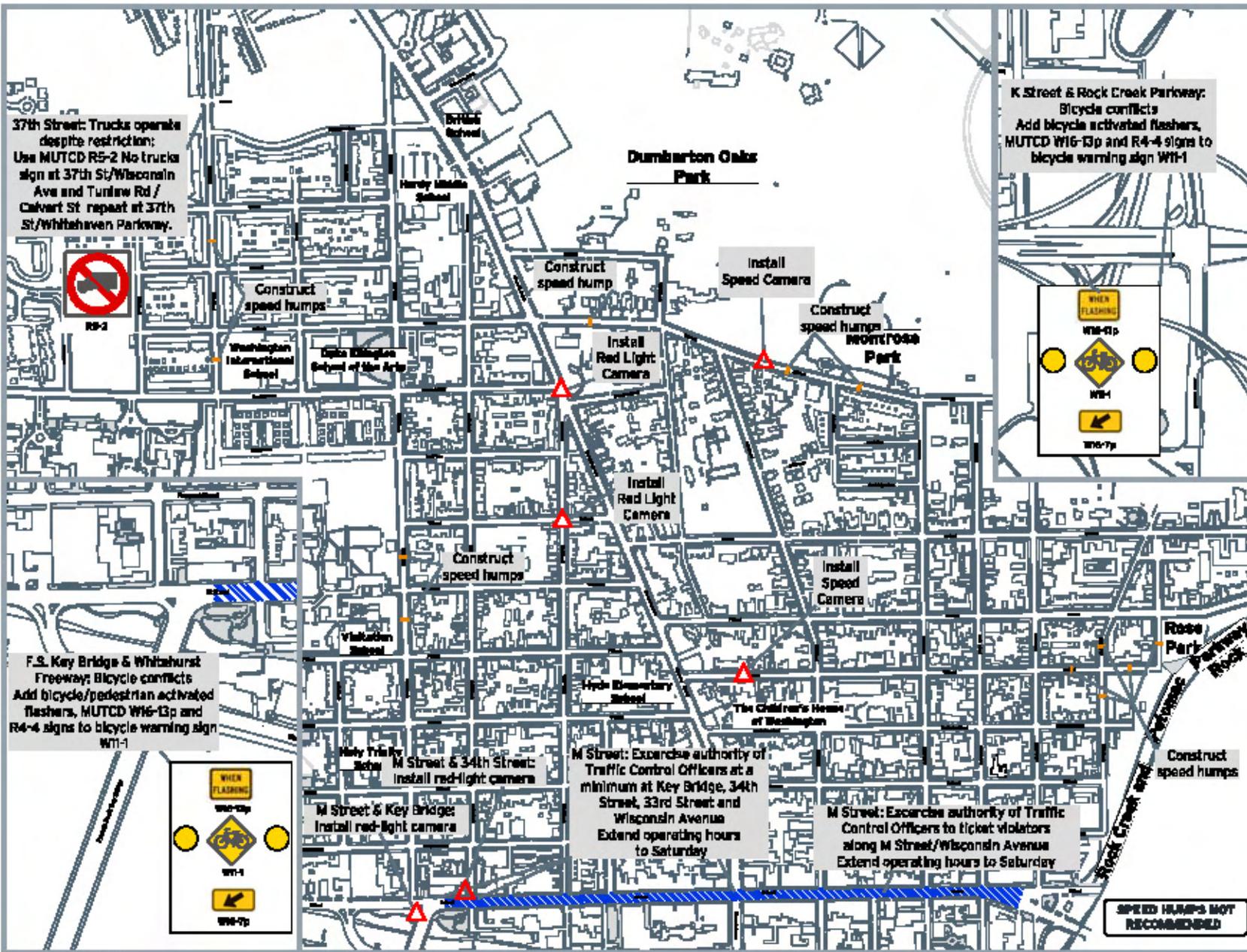
FEATURES

1. Thru-left created in existing thru only lane WB on K St
2. Create bike box to accommodate bikes in shaded lane.
 - 2.1 Dimensions: Box length: 10 feet
 - 2.2 Distance to the Stop bar: 2 feet
3. SB 27th St to be restriped for two lanes
4. Signal phasing change to include a split-phase fully actuated signal

Alternative 2

FEATURES

1. Numbers 1-3 under Alternative 1
2. Install fully actuated traffic signals



37th Street: Trucks operate despite restriction; Use MUTCD R5-2 No trucks sign at 37th St/Wisconsin Ave and Turlow Rd / Calvert St repeat at 37th St/Whitehaven Parkway.



Construct speed humps

Washington International School
Doris Killings School of the Arts

Construct speed hump

Install Red Light Camera

Install Speed Camera

Construct speed humps
Dumbarton Park

K Street & Rock Creek Parkway:
Bicycle conflicts
Add bicycle activated flashers, MUTCD W16-13p and R4-4 signs to bicycle warning sign W11-1



F.S. Key Bridge & Whitehurst Freeway; Bicycle conflicts
Add bicycle/pedestrian activated flashers, MUTCD W16-13p and R4-4 signs to bicycle warning sign W11-1



Construct speed humps

Washington School

M Street & 34th Street:
Install red-light camera

M Street & Key Bridge:
Install red-light camera

Install Red Light Camera

Holy Trinity School

M Street: Escalate authority of Traffic Control Officers at a minimum at Key Bridge, 34th Street, 33rd Street and Wisconsin Avenue
Extend operating hours to Saturday

Install Speed Camera

Holy Trinity School

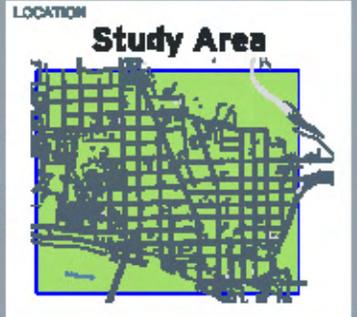
The Children's House of Washington

M Street: Escalate authority of Traffic Control Officers to ticket violators along M Street/Wisconsin Avenue
Extend operating hours to Saturday

Construct speed humps

SPEED HUMPS NOT RECOMMENDED

SHORT-TERM & MID-TERM OPTIONS CONSIDERED



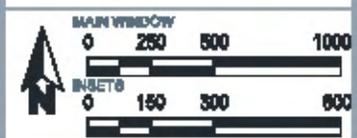
TITLE
Enforcement Signing and Traffic Calming

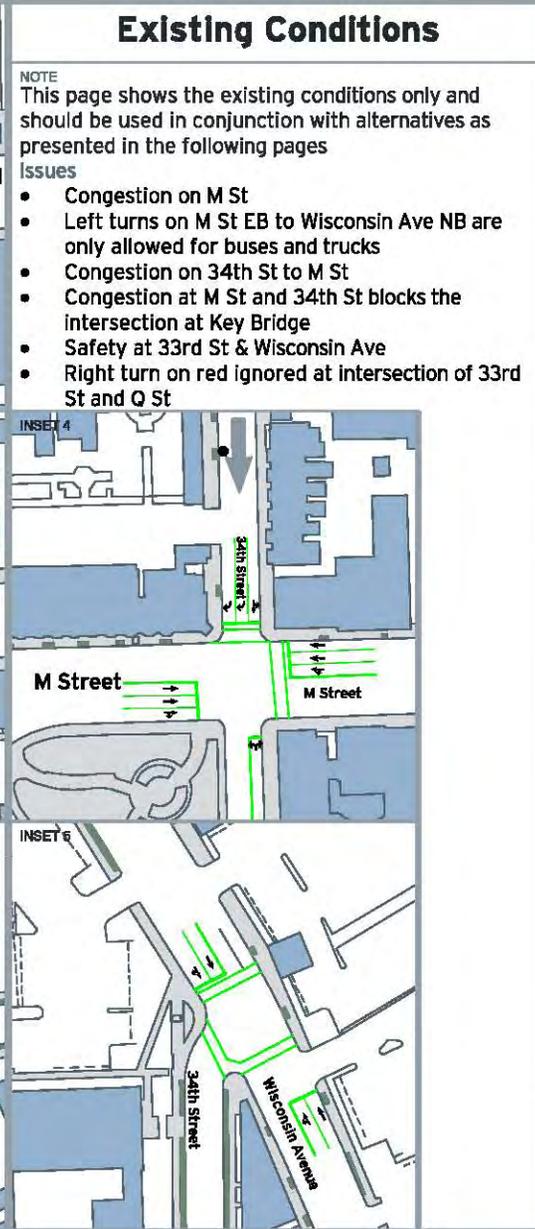
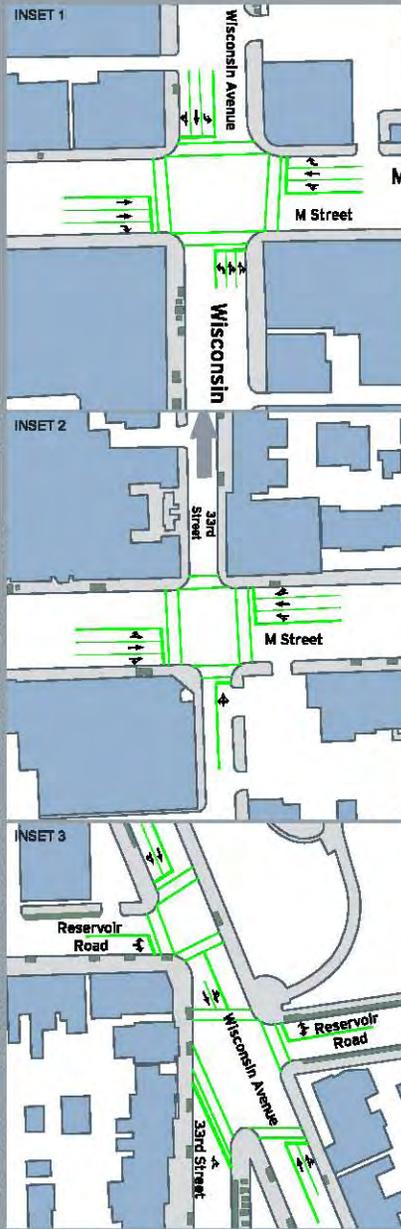
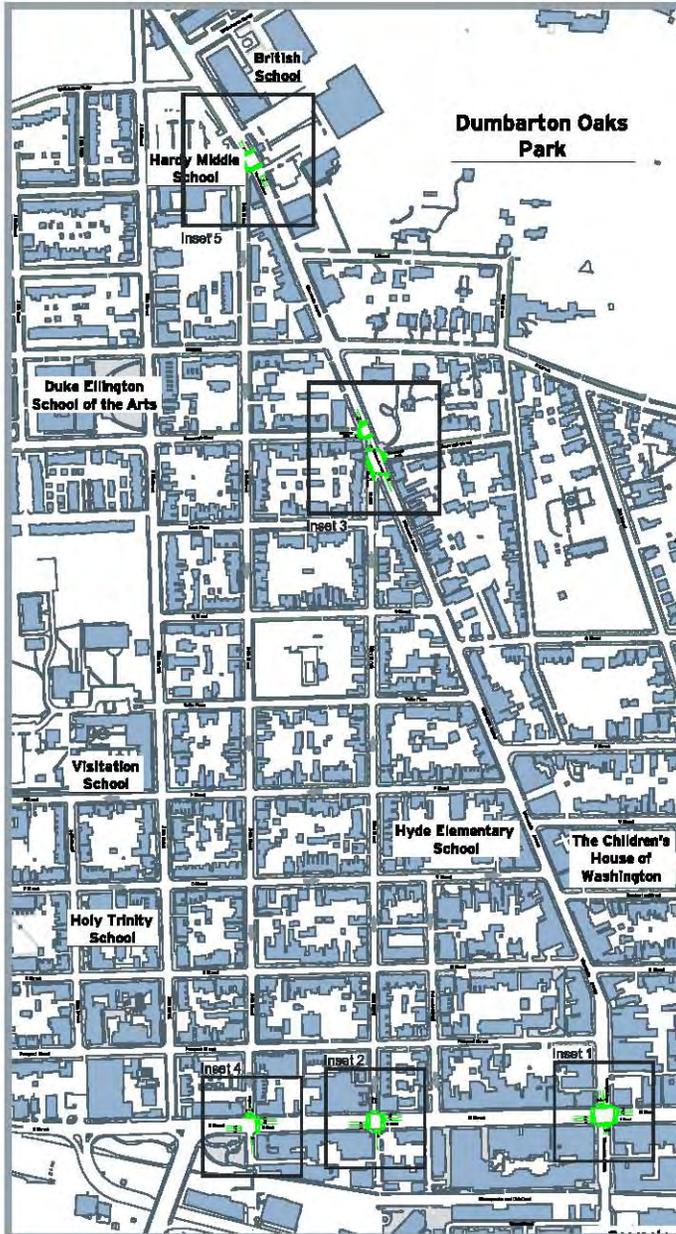
DRAWING NO.
MT-4

SHEET No.
1 of 1

- LEGEND/NOTES
- Intersection violations
 - Parking violations in the peak hours
- MUTCD Citations
- R5-2 Selective Exclusion Signs Section 2B.36
 - R10-7 Traffic Signal Signs Section 2B.45
 - W11-1 Vehicular Traffic Signs Section 2C.40
 - W16-7p Warning Distance Plaque Section 2C.44
 - W16-13p Warning Distance Plaques Section 2C.44
- Enforcement camera location
 - Speed hump location

Georgetown Transportation Study





Existing Conditions

NOTE
This page shows the existing conditions only and should be used in conjunction with alternatives as presented in the following pages

Issues

- Congestion on M St
- Left turns on M St EB to Wisconsin Ave NB are only allowed for buses and trucks
- Congestion on 34th St to M St
- Congestion at M St and 34th St blocks the intersection at Key Bridge
- Safety at 33rd St & Wisconsin Ave
- Right turn on red ignored at intersection of 33rd St and Q St

MID-TERM OPTIONS CONSIDERED

LOCATION
33rd Street, 34th Street, M Street and Wisconsin Avenue



TITLE
Existing Conditions

DRAWING No.
MT-5

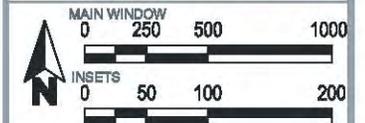
SHEET No.
1 of 1

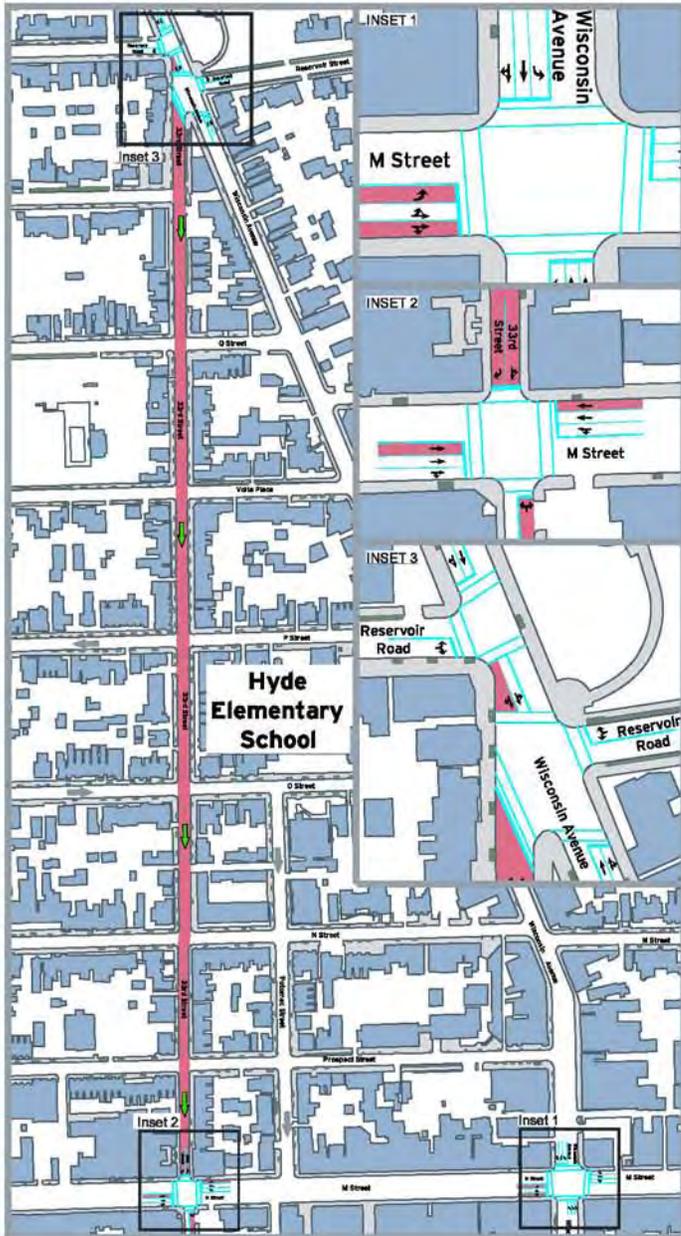
LEGEND/NOTES

- ← Allowed movements
- ↑ Existing One-way Street

**NOT
RECOMMENDED**

**Georgetown
Transportation Study**





Proposed Conditions

FEATURES/OPTIONS:

- 33rd St currently one-way NB reversed to one-way SB
- Left turns from M St to Wisconsin Ave allowed. Left lane EB on M St converted to left only lane, center lane converted to a shared left-thru lane to accommodate the large number of turning vehicles
- Lane configuration changes at 33rd St & Wisconsin Ave, and 33rd St & M St to accommodate reversal of 33rd St
- Remove parking on EB M St all day to accommodate left turn onto NB Wisconsin Ave from Potomac St to Wisconsin Ave
- Lane configuration changes on all intersections on 33rd St between Wisconsin Ave and M St to accommodate reversal of 33rd St
- Install a bulb-out to slow vehicles turning from SB Wisconsin Ave to SB 33rd St

ANALYSIS

All analysis was completed using the 2015 analysis year

- Delay at the intersection of M St/Key Bridge for the AM, PM, and Saturday peak hour shows slight improvements in delay. But all remain a LOS F
- For the intersection of M St/33rd St, delay decreases by half in the AM peak, increases in the PM peak 2- fold, and remains constant in the Saturday peak hour
- For the intersection of M St/34th St, delay is reduced in all scenarios
- For the intersection of M St/ Wisconsin Ave, delay increases in all scenarios with the removal of the restriction of left turns EB from M St to Wisconsin Ave NB
- Removes 24 parking stalls currently used in non-peak hours on M St EB from Potomac St to Wisconsin Ave

ANALYSIS

Key Intersection	2015-AM			
	Existing Configuration		Proposed Configuration	
	Delay	LOS	Delay	LOS
K Street & Wisconsin Avenue	61	F	61	F
K Street & Thomas Jefferson Street	1	A	1	A
K Street & 28th Street	1	A	1	A
K Street, Whitehurst Freeway & 27th Street	217	F	217	F
Canal Street/Whitehurst Freeway	162	F	92	F
M Street & Key Bridge	155	F	151	F
M Street & 34th Street	177	F	56	F
M Street & 32nd Street	230	F	74	E
M Street & Wisconsin Avenue	162	F	387	F
M Street & Thomas Jefferson Street	33	C	26	C
Pennsylvania Avenue & 28th Street	20	C	19	B
N Street & 35th Street	12	B	12	B
P Street & 35th Street	30	D	67	F
P Street & 34th Street	16	C	20	C
P Street & 33rd Street	121	F	101	F
P Street & 32nd Street	2	A	2	A
P Street & 29th Street	13	B	13	B
Q Street & 35th Street	83	F	77	F
Q Street & 32nd Street	4	A	4	A
Q Street & 31st Street	16	C	16	C
Reservoir Road & 37th Street	83	F	83	F
Reservoir Road & 35th Street	629	F	521	F
R Street & 34th Street	37	E	13	B
Wisconsin Avenue & R Street	25	C	27	C

Key Intersection	2015-PM			
	Existing Configuration		Proposed Configuration	
	Delay	LOS	Delay	LOS
K Street & Wisconsin Avenue	73	F	73	F
K Street & Thomas Jefferson Street	1	A	1	A
K Street & 28th Street	0	A	0	A
K Street, Whitehurst Freeway & 27th Street	391	F	391	F
Canal Street/Whitehurst Freeway	224	F	224	F
M Street & Key Bridge	153	F	152	F
M Street & 34th Street	269	F	86	F
M Street & 33rd Street	44	D	100	F
M Street & Wisconsin Avenue	239	F	381	F
M Street & Thomas Jefferson Street	4	A	4	A
Pennsylvania Avenue & 28th Street	24	C	18	B
N Street & 35th Street	10	B	10	B
P Street & 35th Street	27	D	31	D
P Street & 34th Street	11	B	14	B
P Street & 33rd Street	33	D	32	D
P Street & 32nd Street	2	A	2	A
P Street & 29th Street	15	C	15	C
Q Street & 35th Street	54	F	43	E
Q Street & 32nd Street	5	A	5	A
Q Street & 31st Street	15	B	15	B
Reservoir Road & 37th Street	19	B	19	B
Reservoir Road & 35th Street	639	F	638	F
R Street & 34th Street	116	F	22	C
Wisconsin Avenue & R Street	175	F	175	F

Key Intersection	2015-SAT			
	Existing Configuration		Proposed Configuration	
	Delay	LOS	Delay	LOS
K Street & Wisconsin Avenue	18	C	18	C
K Street & Thomas Jefferson Street	1	A	1	A
K Street & 28th Street	1	A	1	A
K Street, Whitehurst Freeway & 27th Street	69	F	69	F
Canal Street/Whitehurst Freeway	47	D	47	D
M Street & Key Bridge	148	F	102	F
M Street & 34th Street	240	F	43	D
M Street & 33rd Street	105	F	97	F
M Street & Wisconsin Avenue	123	F	285	F
M Street & Thomas Jefferson Street	16	B	15	B
Pennsylvania Avenue & 28th Street	22	C	22	C
N Street & 35th Street	13	B	13	B
P Street & 35th Street	21	C	20	C
P Street & 34th Street	11	B	10	B
P Street & 33rd Street	13	B	11	B
P Street & 32nd Street	3	A	3	A
P Street & 29th Street	11	B	11	B
Q Street & 35th Street	25	D	23	C
Q Street & 32nd Street	5	A	5	A
Q Street & 31st Street	14	B	14	B
Reservoir Road & 37th Street	27	C	27	C
Reservoir Road & 35th Street	206	F	206	F
R Street & 34th Street	13	A	6	A
Wisconsin Avenue & R Street	25	C	21	C

MID-TERM OPTIONS CONSIDERED

LOCATION

33rd Street



TITLE

Scenario A - 33rd One-Way SB

DRAWING No.

MT-5a

SHEET No.

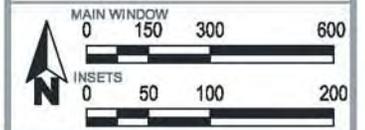
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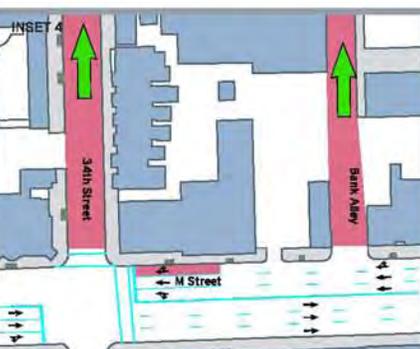
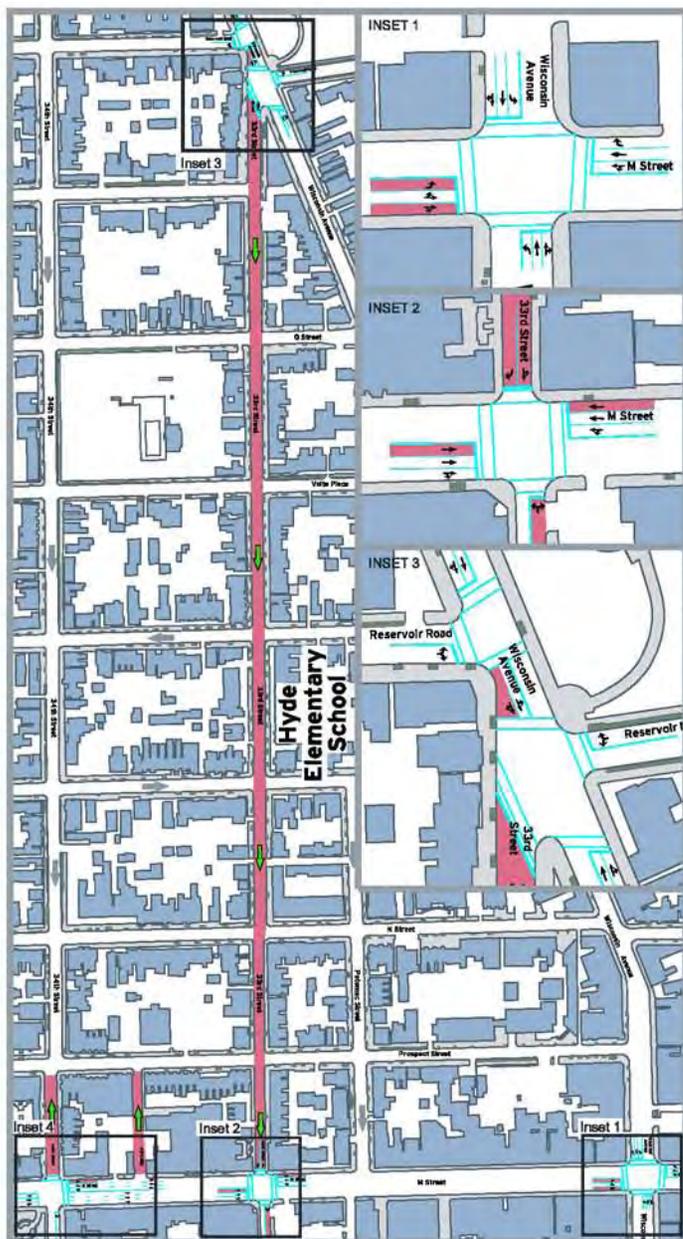
LEGEND/NOTES

- Allowed movements
- Altered from existing
- Existing One-way Street
- Proposed One-way Street

NOT RECOMMENDED

Georgetown Transportation Study





Proposed Conditions

- FEATURES**
- 33rd Street currently one-way NB reversed to one-way SB.
 - Left turns from M St to Wisconsin Ave allowed. EB left lane converted to a left-only lane, center lane converted to a shared left-thru lane
 - Remove EB parking on M St all day between Potomac St and Wisconsin Ave
 - Lane configuration changes at 33rd St / Wisconsin Ave, and 33rd St / M St to accommodate reversal of 33rd St
 - Left turns from Wisconsin Ave NB to 33rd St SB prohibited
 - 34th Street between M St and Wisconsin Ave currently one-way SB reversed to one-way NB, right-in from WB M St only
 - Lane configuration changes at 34th St & M St to accommodate reversal of 34th St
 - Lane configuration changes to all intersections between Wisconsin Ave and M St on 33rd St and 34th St to accommodate alterations in operation
 - Bank Alley is converted to one-way SB with right-out only at M St

- ANALYSIS**
- All analysis was completed using the 2015 analysis
 - Delay at the intersection of M St/Key Bridge for the AM, PM, and Saturday peak hour shows minimal improvements in delay. But all remain a LOS F
 - For the intersection of M St/34th St, delay is reduced in all scenarios, but remains a LOS F with the exception of AM peak where the LOS improves to A
 - For the intersection of M St/33rd St, delay decreases slightly in the AM peak, increases in the PM peak 5-fold, and increases slightly in the Saturday peak. LOS remains F in all scenarios except the PM peak where with the existing configuration the LOS is D and under the new configuration the LOS is F
 - For the intersection of M St/Wisconsin Ave, delay increases in all scenarios with the removal of the restriction of left turns EB from M St to Wisconsin Ave NB. LOS remains LOS F
 - Remove 24 parking stalls currently used in non-peak hours on M St EB from Potomac St to Wisconsin Ave

ANALYSIS

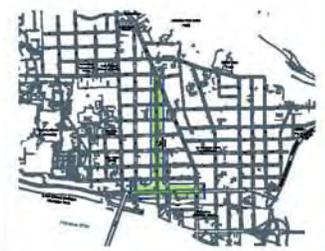
Key Intersection	2015-AM			
	Existing Configuration		Proposed Configuration	
	Delay	LOS	Delay	LOS
R Street & Wisconsin Avenue	81	F	61	F
R Street & Thomas Jefferson Street	1	A	1	A
R Street & 29th Street	1	A	1	A
R Street, Whitehurst Freeway & 27th Street	217	F	217	F
Canal Street/Whitehurst Freeway	102	F	103	F
M Street & Key Bridge	155	F	147	F
M Street & 34th Street	177	F	14	B
M Street & 33rd Street	290	F	253	F
M Street & Wisconsin Avenue	162	F	397	F
M Street & Thomas Jefferson Street	33	C	32	C
Pennsylvania Avenue & 28th Street	20	C	19	B
N Street & 35th Street	12	B	12	B
P Street & 35th Street	30	D	27	F
P Street & 34th Street	16	C	21	C
P Street & 33rd Street	121	F	143	F
P Street & 32nd Street	2	A	2	A
P Street & 29th Street	1.5	B	1.5	B
G Street & 30th Street	53	F	77	F
G Street & 32nd Street	4	A	4	A
C Street & 31st Street	16	C	16	C
Reservoir Road & 37th Street	83	F	83	F
Reservoir Road & 35th Street	625	F	625	F
R Street & 34th Street	37	E	19	C
Wisconsin Avenue & R Street	25	C	25	C

Key Intersection	2015-PM			
	Existing Configuration		Proposed Configuration	
	Delay	LOS	Delay	LOS
R Street & Wisconsin Avenue	73	F	73	F
R Street & Thomas Jefferson Street	1	A	1	A
R Street & 29th Street	0	A	0	A
K Street, Whitehurst Freeway & 27th Street	391	F	391	F
Canal Street/Whitehurst Freeway	224	F	255	F
M Street & Key Bridge	153	F	127	F
M Street & 34th Street	269	F	149	F
M Street & 33rd Street	44	D	299	F
M Street & Wisconsin Avenue	239	F	375	F
M Street & Thomas Jefferson Street	6	A	7	A
Pennsylvania Avenue & 28th Street	24	C	24	C
R Street & 35th Street	10	B	10	B
P Street & 35th Street	27	D	25	D
P Street & 34th Street	11	B	11	B
P Street & 33rd Street	33	D	37	E
P Street & 32nd Street	2	A	2	A
P Street & 29th Street	15	C	15	C
C Street & 35th Street	54	F	35	E
C Street & 32nd Street	5	A	5	A
C Street & 31st Street	15	B	15	B
Reservoir Road & 37th Street	19	B	19	B
Reservoir Road & 35th Street	639	F	639	F
R Street & 34th Street	116	F	28	D
Wisconsin Avenue & R Street	175	F	31	C

Key Intersection	2015-SAT			
	Existing Configuration		Proposed Configuration	
	Delay	LOS	Delay	LOS
R Street & Wisconsin Avenue	18	C	18	C
R Street & Thomas Jefferson Street	1	A	1	A
R Street & 29th Street	1	A	1	A
K Street, Whitehurst Freeway & 27th Street	69	E	69	E
Canal Street/Whitehurst Freeway	47	D	55	F
M Street & Key Bridge	149	F	110	F
M Street & 34th Street	240	F	19	B
M Street & 33rd Street	105	F	365	F
M Street & Wisconsin Avenue	123	F	273	F
M Street & Thomas Jefferson Street	16	B	14	B
Pennsylvania Avenue & 28th Street	22	C	22	C
R Street & 35th Street	13	B	13	B
P Street & 35th Street	21	C	22	C
P Street & 34th Street	11	B	19	C
P Street & 33rd Street	13	B	16	C
P Street & 32nd Street	3	A	3	A
P Street & 29th Street	11	B	11	B
G Street & 30th Street	25	D	25	D
C Street & 32nd Street	5	A	5	A
C Street & 31st Street	14	B	14	B
Reservoir Road & 37th Street	27	C	27	C
Reservoir Road & 35th Street	206	F	206	F
R Street & 34th Street	16	A	13	B
Wisconsin Avenue & R Street	25	C	25	C

MID-TERM OPTIONS CONSIDERED

LOCATION
33rd Street & 34th Street



TITLE
Scenario D - 33rd One-Way SB, 34th One-Way NB to Prospect Street

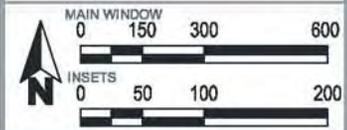
DRAWING No.
MT-5d

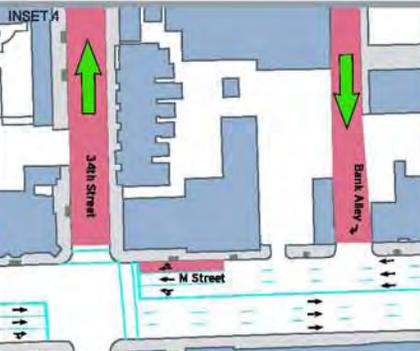
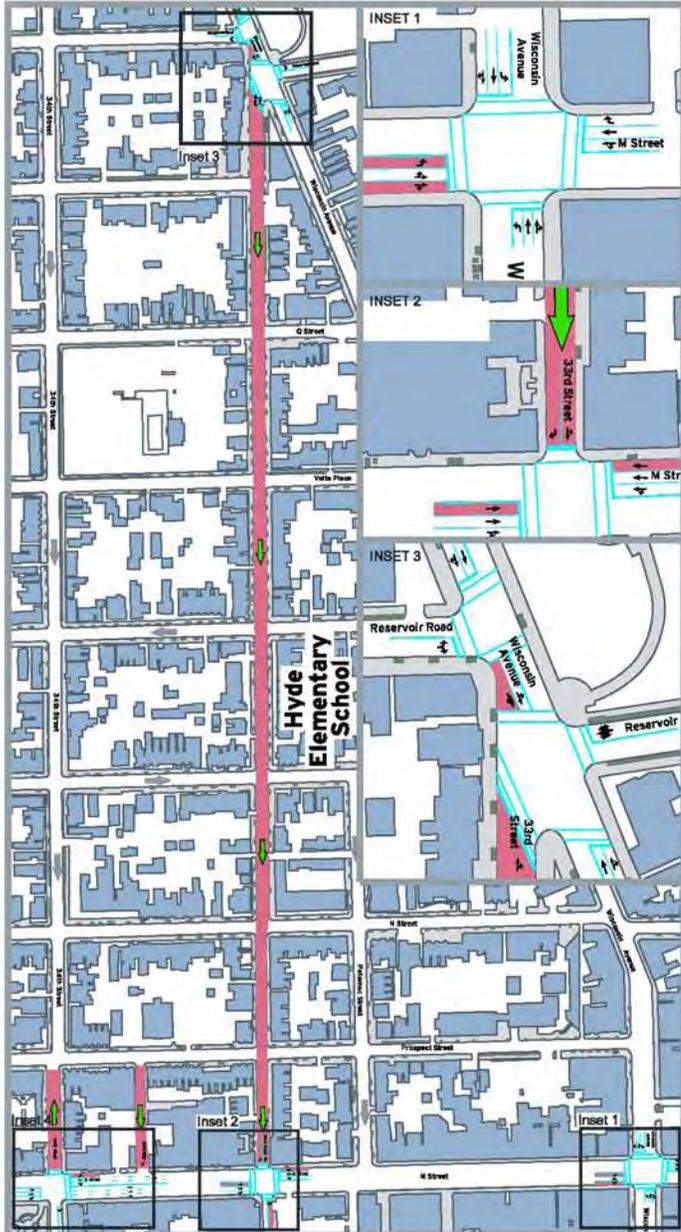
SHEET No.
1 of 1

- LEGEND/NOTES**
- ← Allowed movements
 - Altered from existing
 - ↑ Existing One-way Street
 - ↑ Proposed One-way Street

NOT RECOMMENDED

Georgetown Transportation Study





Proposed Conditions

FEATURES/OPTIONS

- 33rd St currently one-way NB reversed to one-way SB.
- Left turns from M St to Wisconsin Ave allowed. EB left lane converted to a left-only lane, center lane converted to a shared left-thru lane
- Remove EB parking on M St all day between Potomac St and Wisconsin Ave
- Lane configuration changes at 33rd St/ Wisconsin Ave, and 33rd St/ M St to accommodate reversal of 33rd St
- Left turns from Wisconsin Ave NB to 33rd St SB prohibited
- 34th St between M St and Wisconsin Ave currently one-way SB reversed to one-way NB, right-in from WB M St only
- Lane configuration changes at 34th St & M St to accommodate reversal of 34th St
- Lane configuration changes to all intersections between Wisconsin Ave and M St on 33rd St and 34th St to accommodate alterations in operation
- Bank Alley is converted to one-way SB with right-out only at M St

ANALYSIS

- All analysis was completed using the 2015 analysis
- Delay at the intersection of M St/Key Bridge for the AM, PM, and Saturday peak hour shows minimal improvements in delay. But all remain a LOS F
- For the intersection of M/34th St, delay is reduced in all scenarios, but remains a LOS F with the exception of Saturday where the LOS improves to D
- For the intersection of M St/33rd St, delay decreases slightly in the AM peak, increases in the PM peak 5-fold, and increases slightly in the Saturday peak. LOS remains F in all scenarios except the PM peak where with the existing configuration the LOS is D and under the new configuration the LOS is F
- For the intersection of M St/Wisconsin Ave, delay increases in all scenarios with the removal of the restriction of left turns EB from M St to Wisconsin Ave NB, but provides access to NB Traffic From Key Bridge.
- Removes 24 parking stalls currently used in non-peak hours on M St EB from Potomac St to Wisconsin Ave

ANALYSIS

Key Intersection	2015-AM			
	Existing Configuration		Proposed Configuration	
	Delay	LOS	Delay	LOS
K Street & Wisconsin Avenue	41	F	61	F
K Street & Thomas Jefferson Street	1	A	1	A
K Street & 29th Street	1	A	1	A
K Street - Whitehurst Freeway & 27th Street	217	F	217	F
Canal Street/Whitehurst Freeway	102	F	103	F
M Street & Key Bridge	156	F	149	F
M Street & 34th Street	177	F	10	B
M Street & 30rd Street	230	F	307	F
M Street & Wisconsin Avenue	182	F	387	F
M Street & Thomas Jefferson Street	33	C	32	C
Pennsylvania Avenue & 29th Street	20	C	19	B
N Street & 35th Street	12	B	12	B
P Street & 30th Street	20	D	67	F
P Street & 34th Street	16	C	21	C
P Street & 32nd Street	121	F	143	F
P Street & 32nd Street	2	A	2	A
P Street & 29th Street	13	B	13	B
Q Street & 30th Street	63	F	77	F
Q Street & 32nd Street	4	A	4	A
Q Street & 31st Street	16	C	16	C
Reservoir Road & 37th Street	83	F	83	F
Reservoir Road & 35th Street	826	F	825	F
R Street & 34th Street	27	E	19	C
Wisconsin Avenue & R Street	35	C	27	C

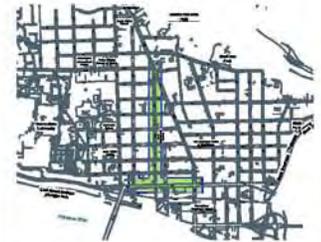
Key Intersection	2015-PM			
	Existing Configuration		Proposed Configuration	
	Delay	LOS	Delay	LOS
K Street & Wisconsin Avenue	73	F	73	F
K Street & Thomas Jefferson Street	1	A	1	A
K Street & 29th Street	0	A	0	A
K Street - Whitehurst Freeway & 27th Street	361	F	361	F
Canal Street/Whitehurst Freeway	224	F	225	F
M Street & Key Bridge	153	F	127	F
M Street & 34th Street	269	F	154	F
M Street & 33rd Street	44	D	206	F
M Street & Wisconsin Avenue	232	F	373	F
M Street & Thomas Jefferson Street	6	A	7	A
Pennsylvania Avenue & 29th Street	24	C	24	C
N Street & 35th Street	10	B	10	B
P Street & 30th Street	27	D	25	D
P Street & 34th Street	11	B	11	B
P Street & 32nd Street	33	D	37	E
P Street & 32nd Street	2	A	2	A
P Street & 29th Street	15	C	15	C
Q Street & 30th Street	54	F	35	E
Q Street & 32nd Street	5	A	5	A
Q Street & 31st Street	15	B	15	B
Reservoir Road & 37th Street	19	B	19	B
Reservoir Road & 35th Street	639	F	639	F
R Street & 34th Street	115	F	28	D
Wisconsin Avenue & R Street	175	F	155	F

Key Intersection	2015-SAT			
	Existing Configuration		Proposed Configuration	
	Delay	LOS	Delay	LOS
K Street & Wisconsin Avenue	18	C	18	C
K Street & Thomas Jefferson Street	1	A	1	A
K Street & 29th Street	1	A	1	A
K Street - Whitehurst Freeway & 27th Street	69	E	68	E
Canal Street/Whitehurst Freeway	47	D	50	D
M Street & Key Bridge	145	F	95	F
M Street & 34th Street	240	F	39	D
M Street & 33rd Street	105	F	231	F
M Street & Wisconsin Avenue	123	F	273	F
M Street & Thomas Jefferson Street	16	B	14	B
Pennsylvania Avenue & 29th Street	22	C	22	C
N Street & 35th Street	13	B	13	B
P Street & 30th Street	21	C	25	C
P Street & 34th Street	11	B	19	C
P Street & 32nd Street	13	B	16	C
P Street & 32nd Street	3	A	3	A
P Street & 29th Street	11	B	11	B
Q Street & 30th Street	25	D	26	D
Q Street & 32nd Street	5	A	5	A
Q Street & 31st Street	14	B	14	B
Reservoir Road & 37th Street	27	C	27	C
Reservoir Road & 35th Street	208	F	208	F
R Street & 34th Street	10	A	13	B
Wisconsin Avenue & R Street	25	C	25	C

MID-TERM OPTIONS CONSIDERED

LOCATION

33rd Street & 34th Street



TITLE Scenario D1 - 33rd One-Way SB, 34th One-Way NB to Prospect Street

DRAWING No.

MT-5d1

SHEET No.

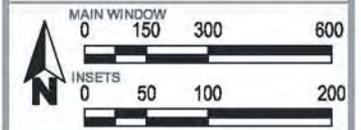
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LEGEND/NOTES

- Allowed movements
- Altered from existing
- Existing One-way Street
- Proposed One-way Street

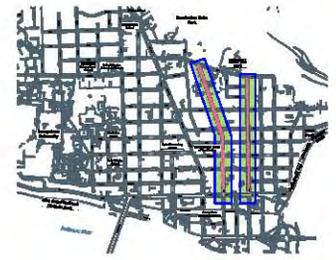
**NOT
RECOMMENDED**

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MID-TERM OPTIONS CONSIDERED

LOCATION
30th Street and 31st Street



TITLE
One-Way Pair East of Wisconsin Avenue

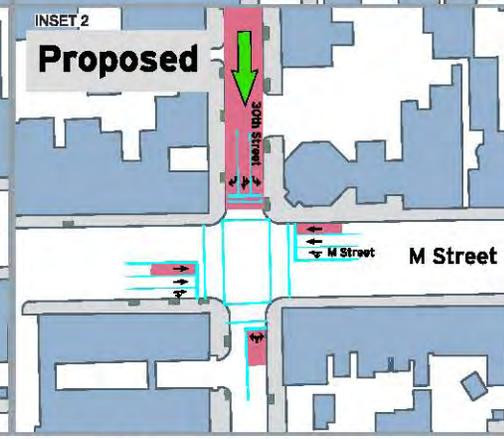
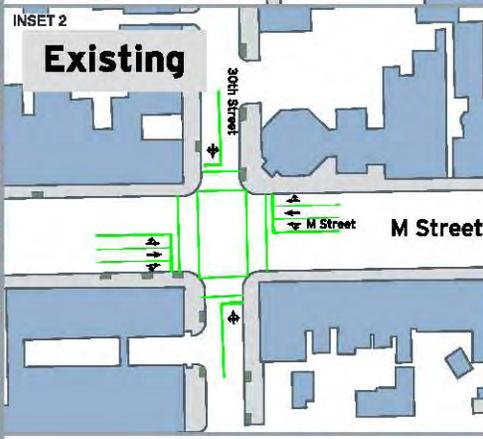
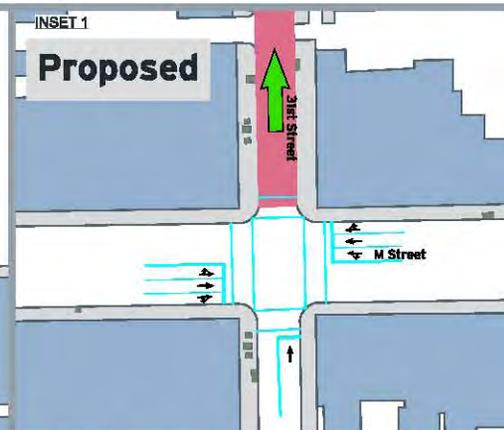
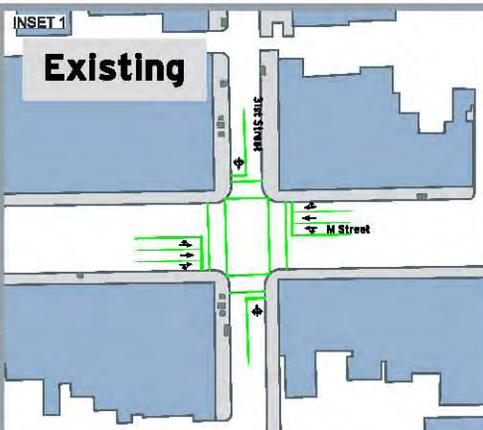
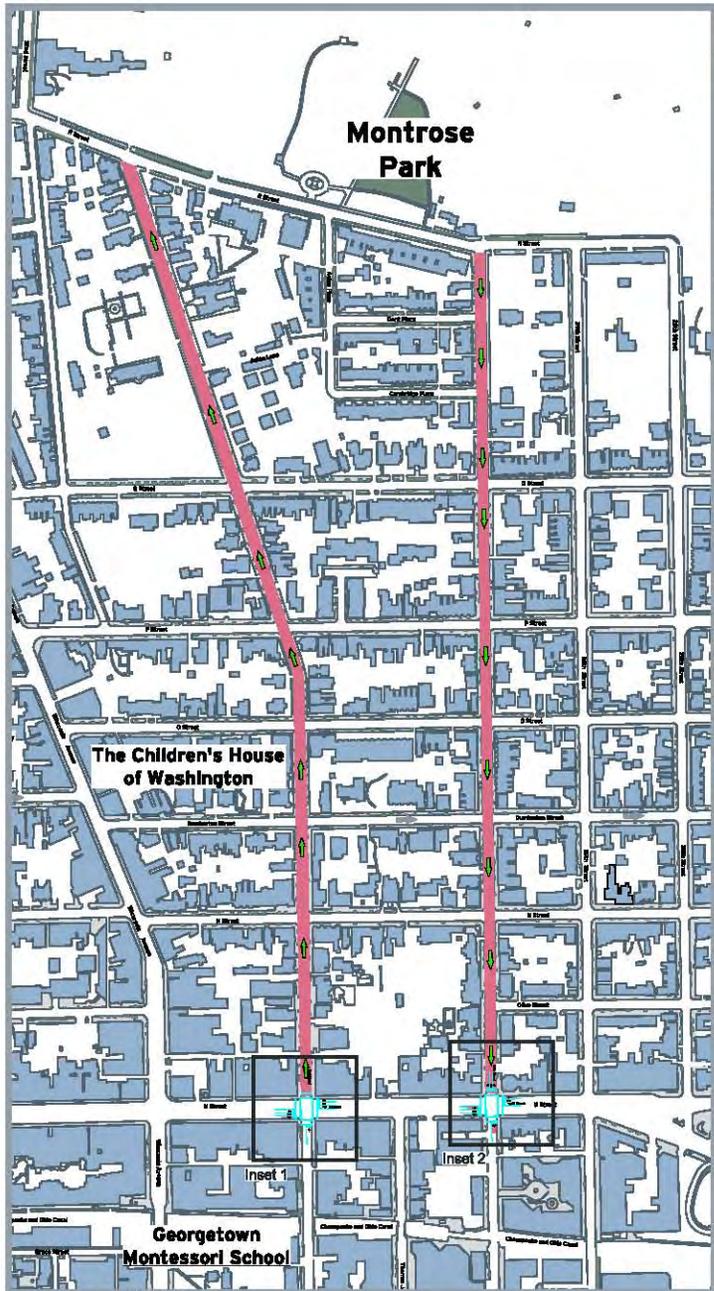
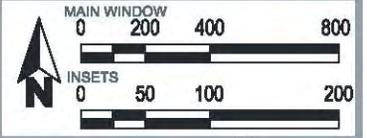
DRAWING No.
MT-6

SHEET No.
1 of 1

LEGEND/NOTES

- ← Allowed movements
- █ Altered from existing
- ↑ Proposed One-way Street

Georgetown Transportation Study

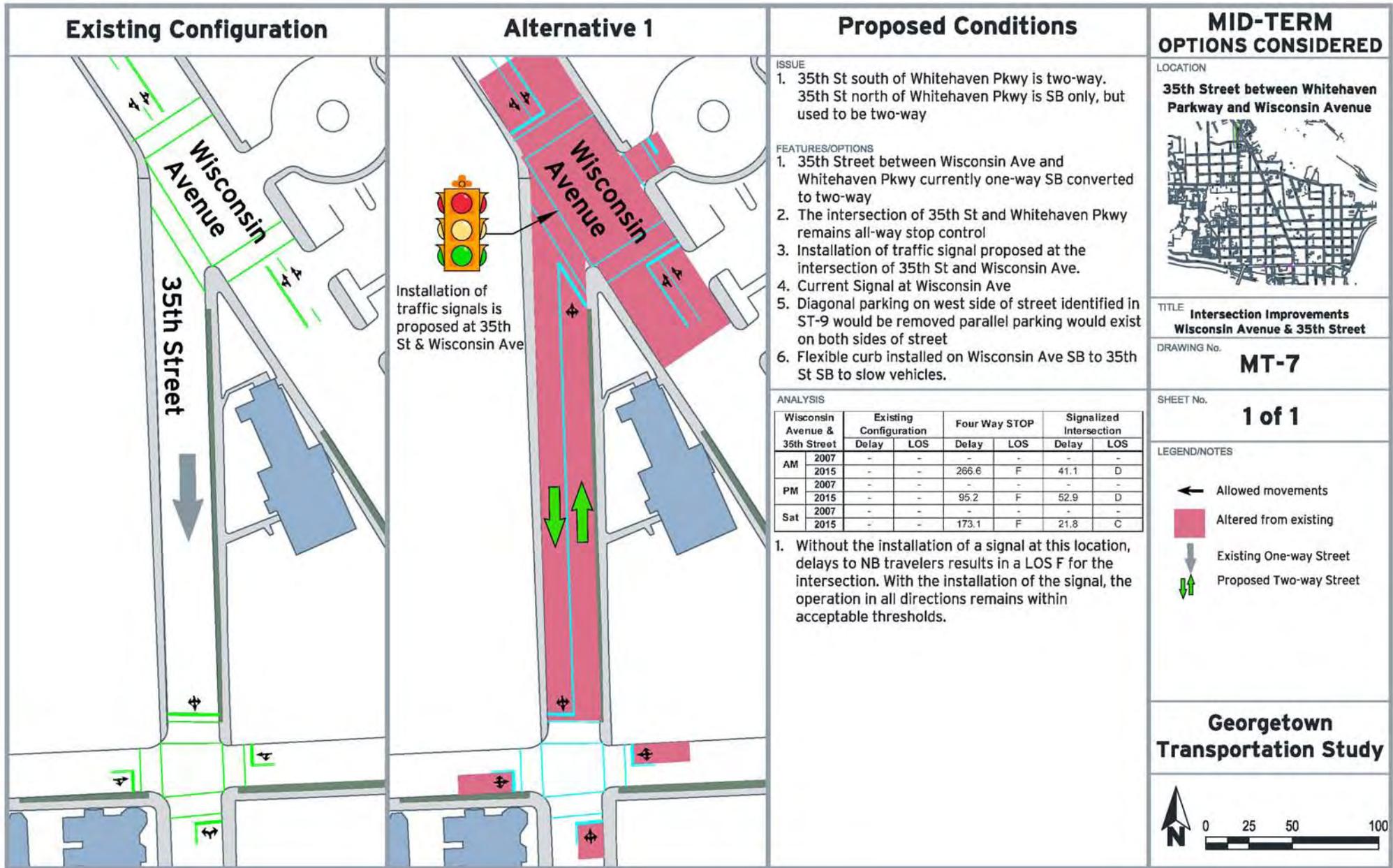


Proposed Conditions

FEATURES/OPTIONS

1. 30th St currently two-way converted to one-way SB
2. 31st St currently two-way converted to one-way NB
3. Lane configuration changes at all intersections on 30th St and 31st St inclusive of R St and M St to accommodate proposed alterations in operation

ANALYSIS



Existing Configuration

Alternative 1

Proposed Conditions

MID-TERM OPTIONS CONSIDERED

- ISSUE**
- 35th St south of Whitehaven Pkwy is two-way. 35th St north of Whitehaven Pkwy is SB only, but used to be two-way
- FEATURES/OPTIONS**
- 35th Street between Wisconsin Ave and Whitehaven Pkwy currently one-way SB converted to two-way
 - The intersection of 35th St and Whitehaven Pkwy remains all-way stop control
 - Installation of traffic signal proposed at the intersection of 35th St and Wisconsin Ave.
 - Current Signal at Wisconsin Ave
 - Diagonal parking on west side of street identified in ST-9 would be removed parallel parking would exist on both sides of street
 - Flexible curb installed on Wisconsin Ave SB to 35th St SB to slow vehicles.

LOCATION

35th Street between Whitehaven Parkway and Wisconsin Avenue

TITLE Intersection Improvements
Wisconsin Avenue & 35th Street

DRAWING No. MT-7

SHEET No. 1 of 1

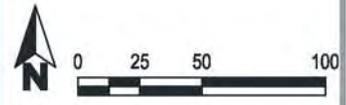
ANALYSIS

Wisconsin Avenue & 35th Street		Existing Configuration		Four Way STOP		Signalized Intersection	
		Delay	LOS	Delay	LOS	Delay	LOS
AM	2007	-	-	-	-	-	-
	2015	-	-	266.6	F	41.1	D
PM	2007	-	-	-	-	-	-
	2015	-	-	95.2	F	52.9	D
Sat	2007	-	-	-	-	-	-
	2015	-	-	173.1	F	21.8	C

- LEGEND/NOTES**
- Allowed movements
 - Altered from existing
 - Existing One-way Street
 - Proposed Two-way Street

- Without the installation of a signal at this location, delays to NB travelers results in a LOS F for the intersection. With the installation of the signal, the operation in all directions remains within acceptable thresholds.

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SHORT-TERM & MID-TERM OPTIONS CONSIDERED

LOCATION
M Street & Wisconsin Avenue



TITLE
Intersection Improvements
M Street and Wisconsin Avenue

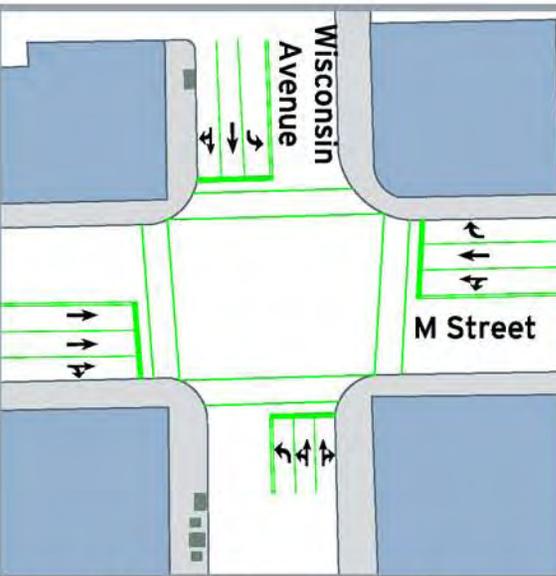
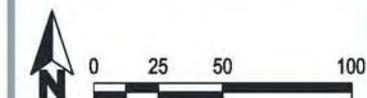
DRAWING No.
MT-10

SHEET No.
1 of 1

LEGEND/NOTES

- Allowed movements
- Altered from existing

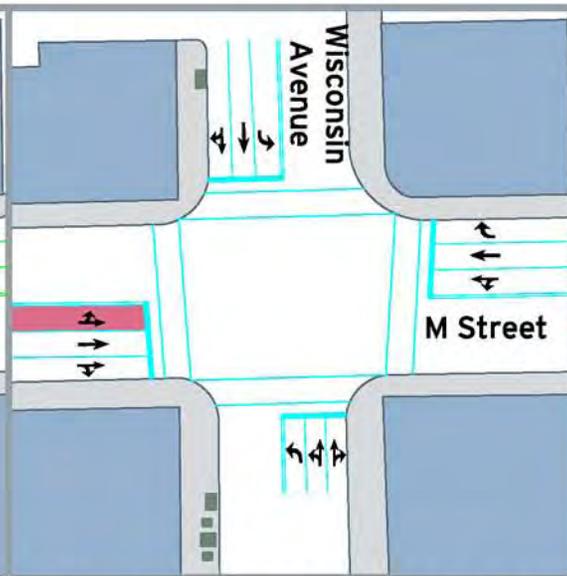
Georgetown Transportation Study



Existing Configuration

FEATURES

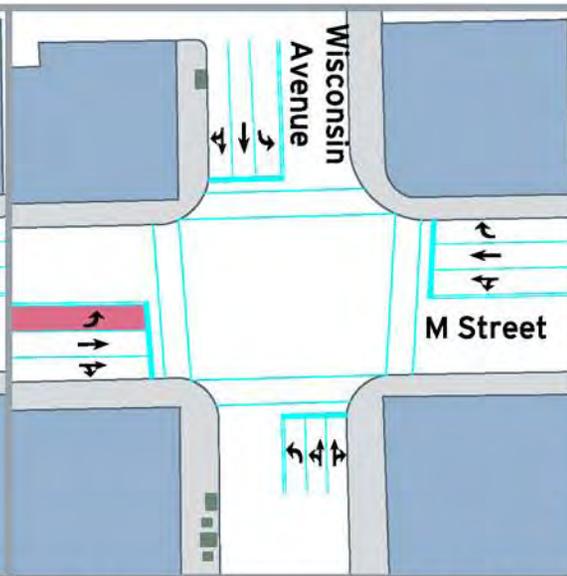
No Change



Alternative 1 SHORT-TERM

FEATURES/OPTIONS

- Allows left turns from M St EB to Wisconsin Ave NB as an alternative to 33rd St (residential street) for travel NB from M St
- EB left most lane converted to a thru-left lane for all traffic
- Signal timing changed to allow leading EB movement or split phase



Alternative 2 MID-TERM

FEATURES/OPTIONS

NOT RECOMMENDED

- Allows left turns from M St EB to Wisconsin Ave NB
- EB left-most lane is converted to a left only lane
- Signal timing changed to allow left turn phase or split phase
- Remove parking EB M St from Potomac St to Wisconsin Ave

ANALYSIS

M Street & Wisconsin Avenue		Existing Configuration		Through Left		Left Lane Only	
		Delay	LOS	Delay	LOS	Delay	LOS
AM	2007	118.9	F	-	-	-	-
	2015	161.6	F	336.3	F	317.8	F
PM	2007	100	F	-	-	-	-
	2015	232	F	249.5	F	297.6	F
Sat	2007	103.9	F	-	-	-	-
	2015	123.4	F	227.7	F	221	F

Alternative 1

PROS:

- Provides an alternative to 33rd St (residential street) to travel NB from M St
- While the delay is high in the 2015 year timeframe, allowing left turns at this intersection does not significantly increase the delay for the PM peak

CONS:

- With the ability to turn left on Wisconsin Ave from M St in the peak hours, the delay at the intersection per vehicle doubles in the AM and Saturday peaks
- Providing an all-pedestrian phase increases delay to vehicles at this intersection, but improves safety for pedestrians and vehicles while allowing better movement of vehicles during cycle without pedestrian conflicts

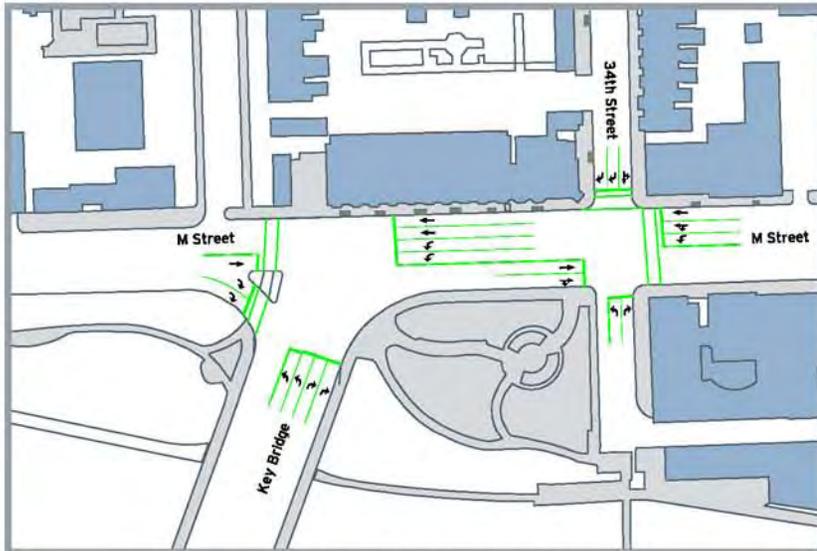
Alternative 2

PROS:

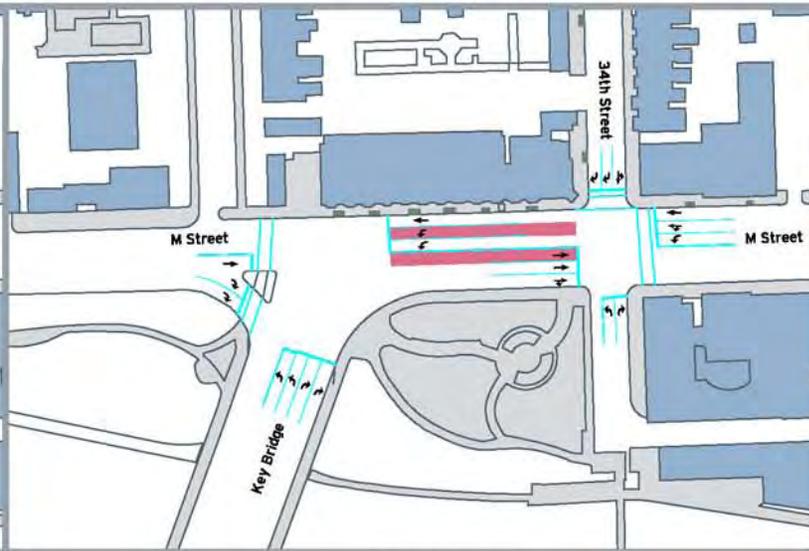
- Provides an alternative to 33rd St (residential street) to travel NB from M St
- While the delay is high in the 2015 year timeframe, allowing left turns at this intersection does not significantly increase the delay for the PM peak

CONS:

- With the ability to turn left on Wisconsin Ave from M St in the peak hours, the delay at the intersection per vehicle doubles in the AM and Saturday peaks
- Providing an all-pedestrian phase increases delay to vehicles at this intersection, but improves safety for pedestrians and vehicles while allowing better movement of vehicles during cycle without pedestrian conflicts
- Would remove 24 parking stalls available in non-peak hours on M St



Existing Configuration



Alternative 1

ISSUES

1. High Volume of traffic to and from VA
2. Throughput highly constrained

FEATURES

1. Parking on M St between Key Bridge and 34th St removed all day
2. Single thru lane retained in outer WB lane; second left-only lane replaces second WB thru lane
3. Inner WB lane flipped to EB
4. Loading for businesses on M St between Key Bridge and 34th St to occur elsewhere (restricted to non-peak hours).
Options for loading/unloading require trucks to be traveling on neighborhood streets

ANALYSIS

M Street & Key Bridge		Existing Configuration		One West Bound Lane		Additional East bound lane	
		Delay	LOS	Delay	LOS	Delay	LOS
AM	2007	92.6	F	-	-	-	-
	2015	154.6	F	149.5	F	70.3	E
PM	2007	105	F	-	-	-	-
	2015	153.3	F	153.7	F	153.6	F
Sat	2007	87.1	F	-	-	-	-
	2015	147.5	F	105.8	F	61.4	E

PROS:

1. Allows for an additional thru lane of traffic on M St EB while maintaining the number of left turn lanes on M St to Key Bridge
2. Minimize weave that currently exists from 34th St to Key Bridge to one lane of weave.

CONS:

1. Loading zone located on M St west of 34th St would be removed. Loading/unloading activities would be more difficult
2. It is likely loading/unloading activities would continue at this location to some degree which would block the thru lane of traffic.
3. Trucks would utilize neighborhood streets to access loading/unloading location.
4. Grade issue on both 34th St and 35th St making trucks use limited
5. Removes parking stalls EB on M Street currently available in off peak-hours

**MID-TERM
OPTIONS CONSIDERED**

LOCATION

M Street & Key Bridge



TITLE Intersection Improvements
M Street & Key Bridge

DRAWING No.

MT-11

SHEET No.

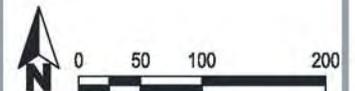
1 of 2

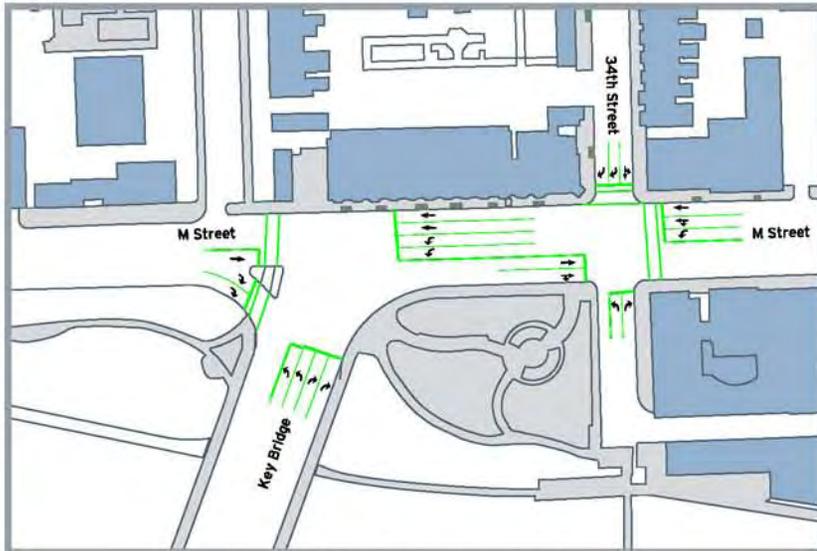
LEGEND/NOTES

- ← Allowed movements
- Altered from existing

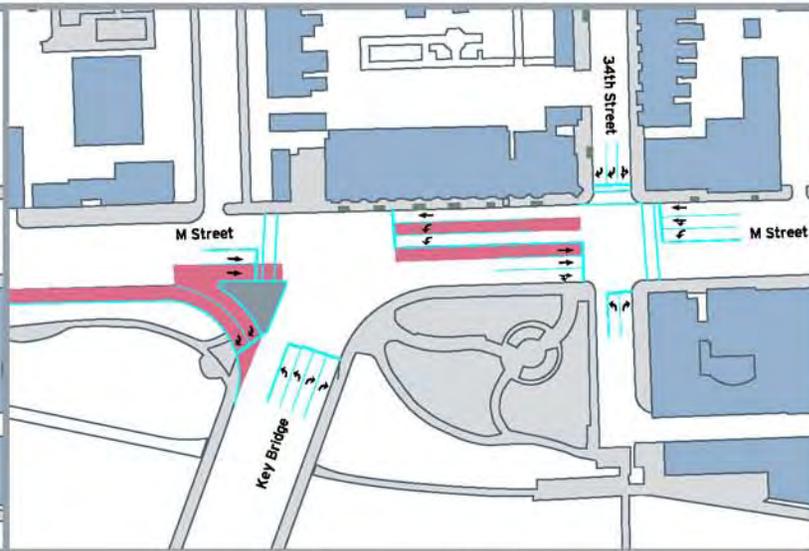
**NOT
RECOMMENDED**

**Georgetown
Transportation Study**





Existing Configuration



Alternative 2

ISSUES

1. High Volume of traffic to and from VA
2. Through highly constrained

FEATURES

1. All changes proposed in Alternative 1
 - 1.1. Parking on M St between the Key Bridge and 34th St removed all day
 - 1.2. Single thru lane retained in outer WB lane; second left only lane replaces existing WB through lane
 - 1.3. Inner WB lane flipped to EB
2. Additional lane added to M St EB approach between Whitehurst Freeway and Key Bridge: 4 Lane total cross section

ANALYSIS

M Street & Key Bridge		Existing Configuration		One West Bound Lane		Additional East bound lane	
		Delay	LOS	Delay	LOS	Delay	LOS
AM	2007	92.8	F	-	-	-	-
	2015	154.6	F	149.5	F	70.3	E
PM	2007	105	F	-	-	-	-
	2015	153.3	F	153.7	F	153.6	F
Sat	2007	87.1	F	-	-	-	-
	2015	147.5	F	105.8	F	61.4	E

Pros

1. Allows for an additional thru lane of traffic on M St EB while maintaining the number of left turn lanes on M St to Key Bridge.
 2. Minimize weave that currently exists from 34th St to Key Bridge to one lane of weave
 3. Adds an additional thru lane to M St west of intersection for more thru capacity
- Cons:**
1. Loading zone located on M St west of 34th St would be removed. Loading/unloading activities would be more difficult
 2. It is likely loading/unloading activities would continue at this location to some degree which would block the thru lane of traffic
 3. Trucks would utilize neighborhood streets to access loading/unloading location.
 4. Grade issue on both 34th St and 35th St making truck use limited
 5. Land necessary to construct extra lane is owned by the National Parks Service
 6. Removes four parking stalls currently available for off-peak parking

**MID-TERM
OPTIONS CONSIDERED**

LOCATION

M Street & Key Bridge



TITLE

**Intersection Improvements
M Street & Key Bridge**

DRAWING No.

MT-11

SHEET No.

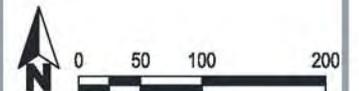
2 of 2

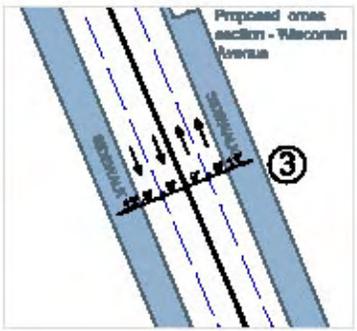
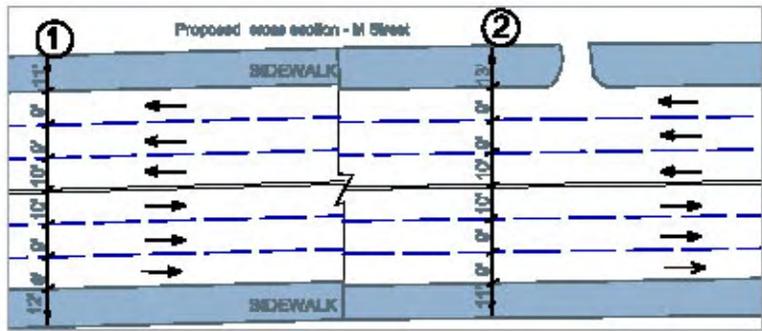
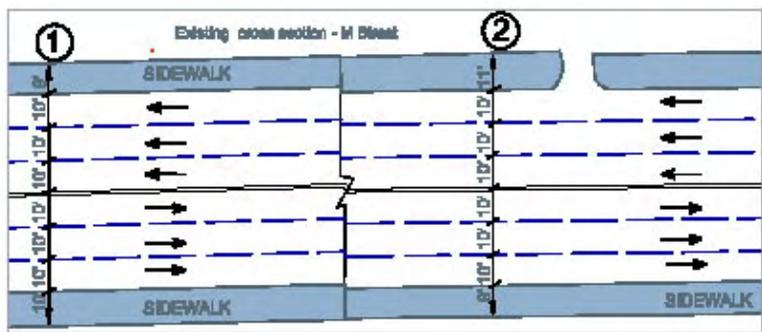
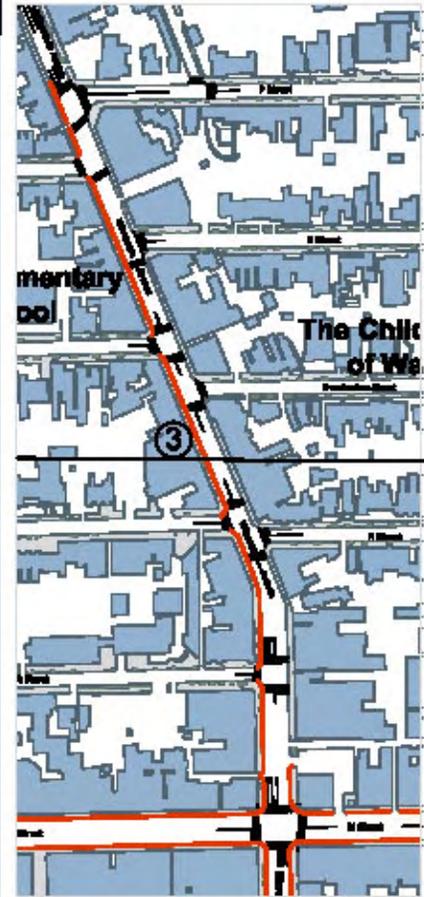
LEGEND/NOTES

- ← Allowed movements
- Altered from existing

**NOT
RECOMMENDED**

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**MID-TERM
OPTIONS CONSIDERED**

LOCATION
M Street, Wisconsin Avenue



TITLE
Sidewalk Widening

DRAWING NO.
MT - 12

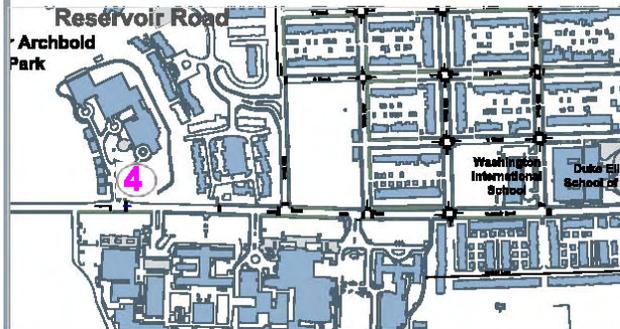
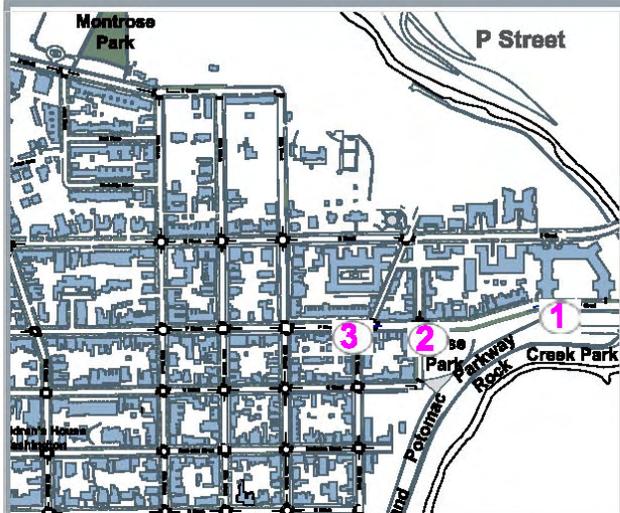
SHEET No.
1 of 1

LEGEND/NOTES
 Widen Sidewalk (2:1)

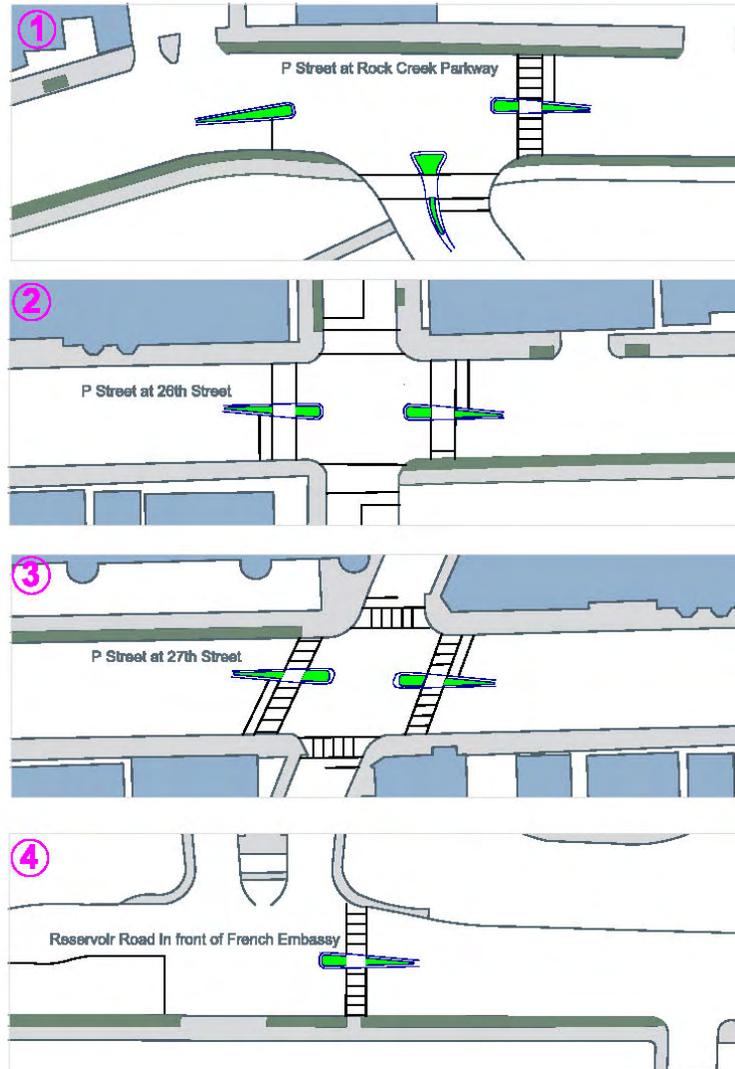
**NOT
RECOMMENDED**

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Raised median at intersection



MID-TERM OPTIONS CONSIDERED

LOCATION

P Street, Reservoir Road



TITLE

**Median and Pedestrian
Refuge**

DRAWING No.

MT - 13

SHEET No.

1 of 1

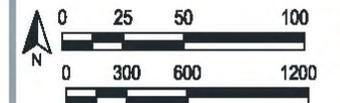
LEGEND/NOTES

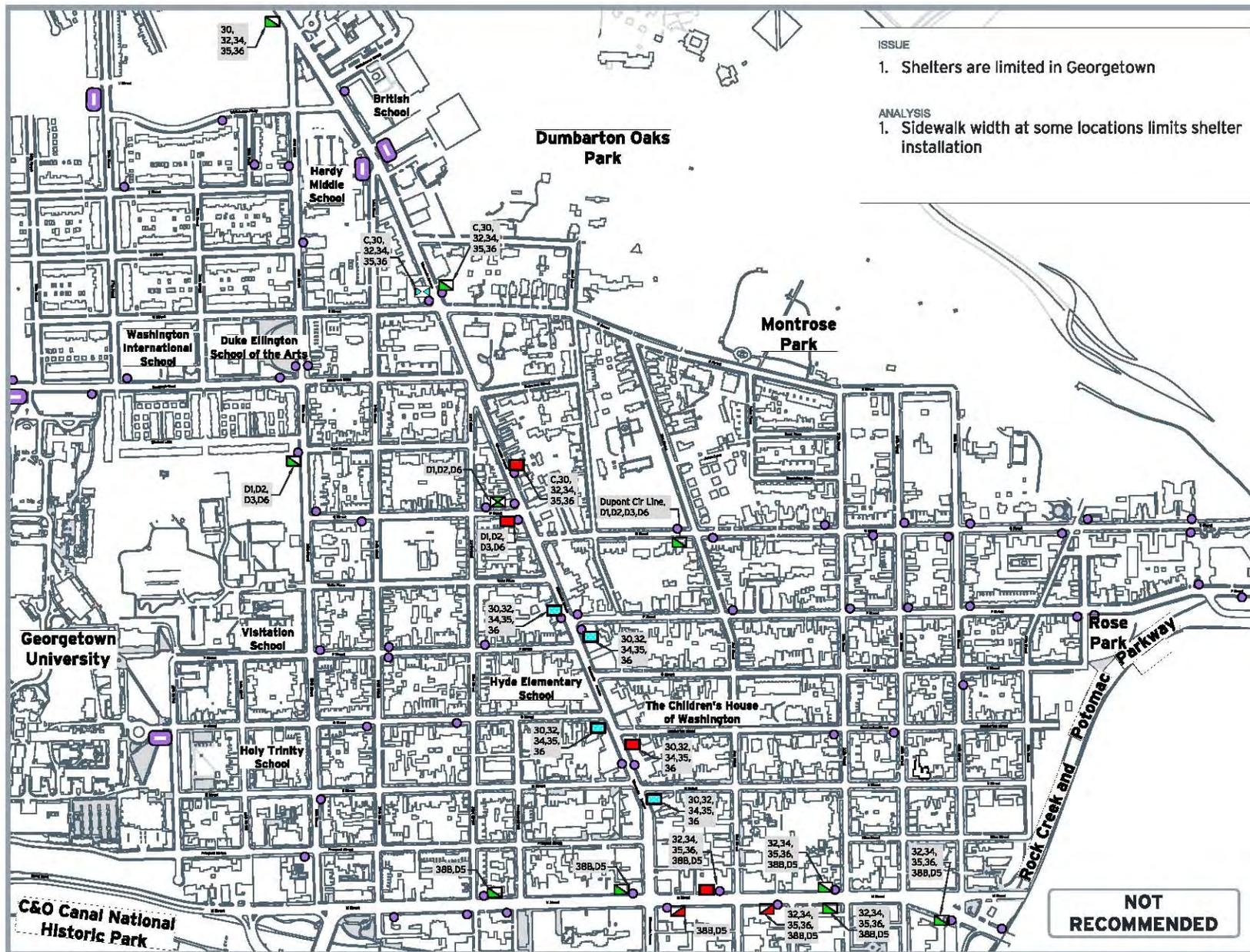


Raised median

Note: Obtain Old Georgetown Board approval of design

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Transportation Study**





ISSUE

- 1. Shelters are limited in Georgetown

ANALYSIS

- 1. Sidewalk width at some locations limits shelter installation

**LONG-TERM
OPTIONS CONSIDERED**

LOCATION

Study Area



TITLE

Proposed Bus Shelters

DRAWING No.

LT-1

SHEET No.

1 of 1

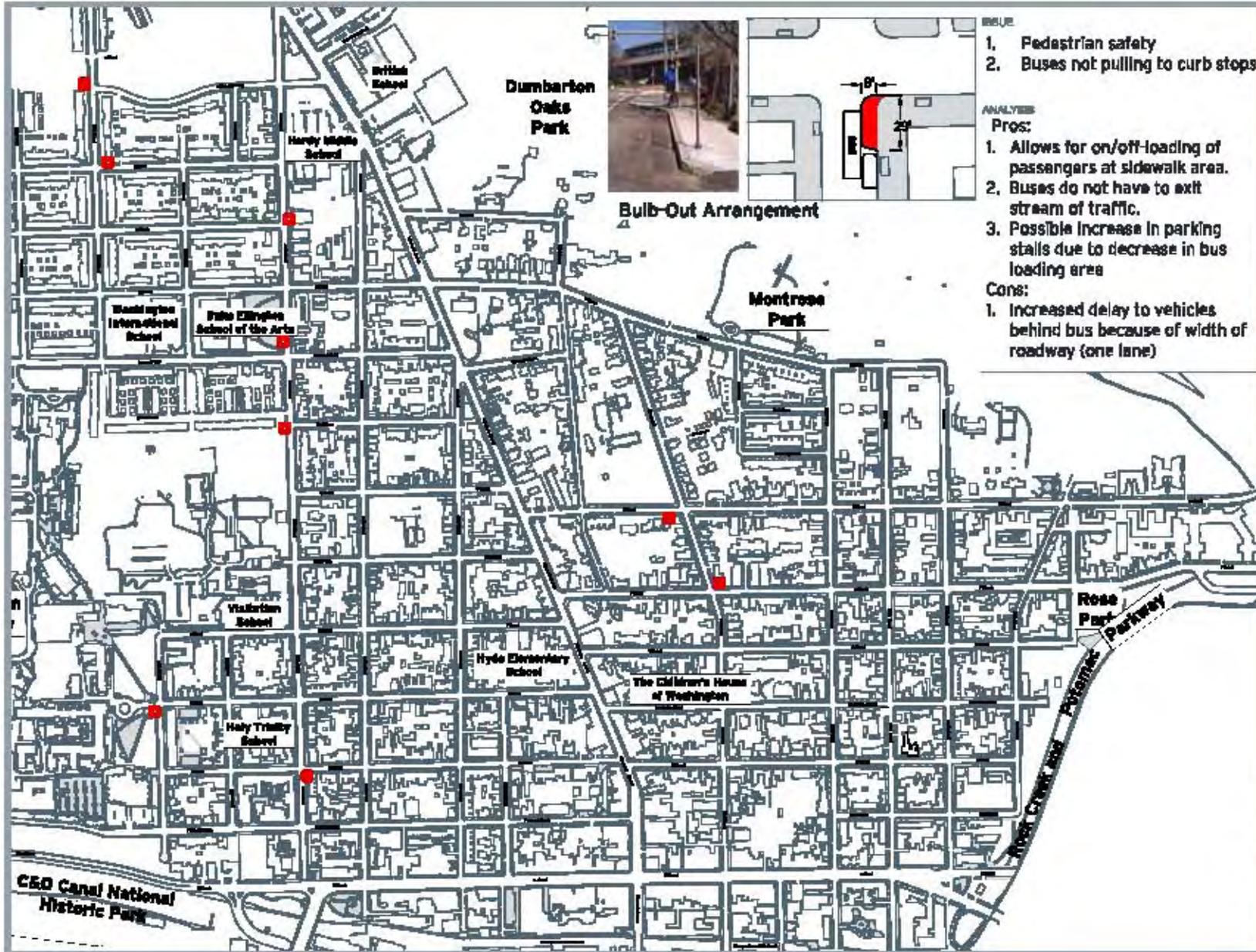
LEGEND/NOTES

- Existing Bus Stop
- Existing Bus Shelter
- Stop Qualified for Shelter without Sufficient Space (Low Priority)
- Stop Qualified for Shelter without Sufficient Space (Mid Priority)
- Stop Qualified for Shelter without Sufficient Space (High Priority)
- Stop Qualified for Shelter with Sufficient Space (Low Priority)
- Stop Qualified for Shelter with Sufficient Space (Mid Priority)
- Stop Qualified for Shelter with Sufficient Space (High Priority)

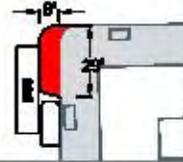
**Georgetown
Transportation Study**



**NOT
RECOMMENDED**



Bulb-Out Arrangement



ISSUE

- 1. Pedestrian safety
- 2. Buses not pulling to curb stops

ANALYSIS

Pros:

- 1. Allows for on/off-loading of passengers at sidewalk area.
- 2. Buses do not have to exit stream of traffic.
- 3. Possible increase in parking stalls due to decrease in bus loading area

Cons:

- 1. Increased delay to vehicles behind bus because of width of roadway (one lane)

**LONG-TERM
OPTIONS CONSIDERED**

LOCATION

Study Area



TITLE Proposed Bus Bulb-out Locations

DRAWING No. LT-2

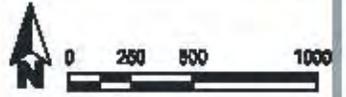
SHEET No. 1 of 1

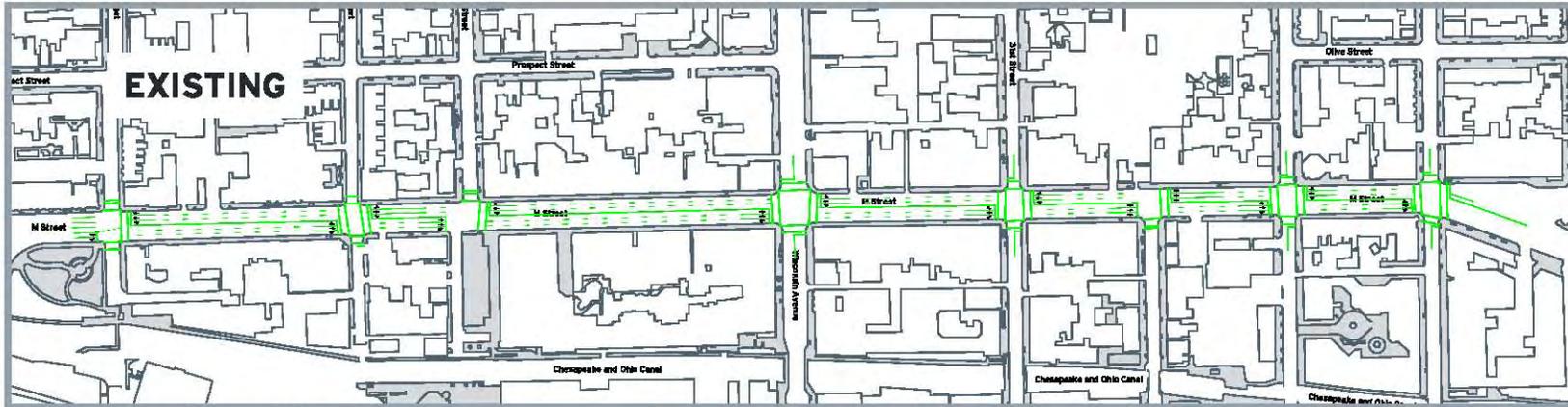
LEGEND/NOTES

Proposed Bus Bulb-out Location

**NOT
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LONG-TERM OPTIONS CONSIDERED



Proposed Conditions

ISSUES

1. Not enough parking on commercial streets
2. Pedestrian safety and sidewalk width

FEATURES/OPTIONS

1. Parking spaces along both sides of M Street (currently non peak hour parking only) converted to 2-hour parking 8AM-6PM all days
2. Curb lanes on both sides of M St marked with parking stall lines where applicable
3. Parking signs on both sides of M St changed to accommodate 2-hour parking 8AM-6PM all days
4. Minimize curb lane to 8 feet to allow for 2 feet of sidewalk width widening on both sides of street

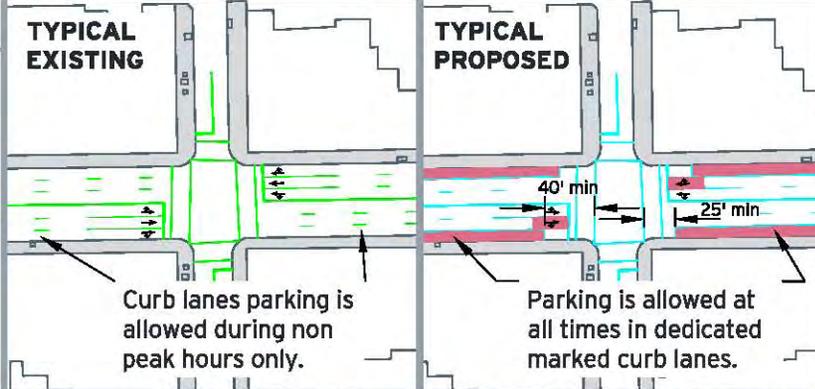
ANALYSIS

PROS

1. Additional width for sidewalk parking provides buffer to pedestrian area

CONS

1. Reduced thru capacity
2. Cost of moving curb, gutter, sidewalk, etc for an extra 2 feet of sidewalk width



TITLE
M Street Parking Modification

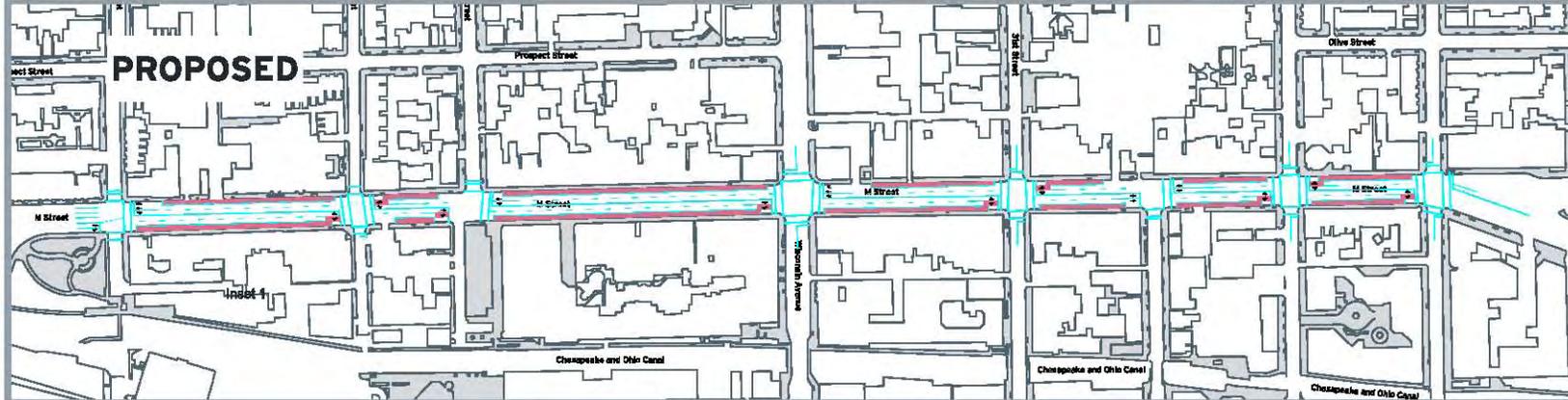
DRAWING No.
LT-5

SHEET No.
1 of 1

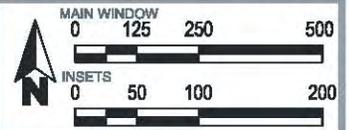
LEGEND/NOTES

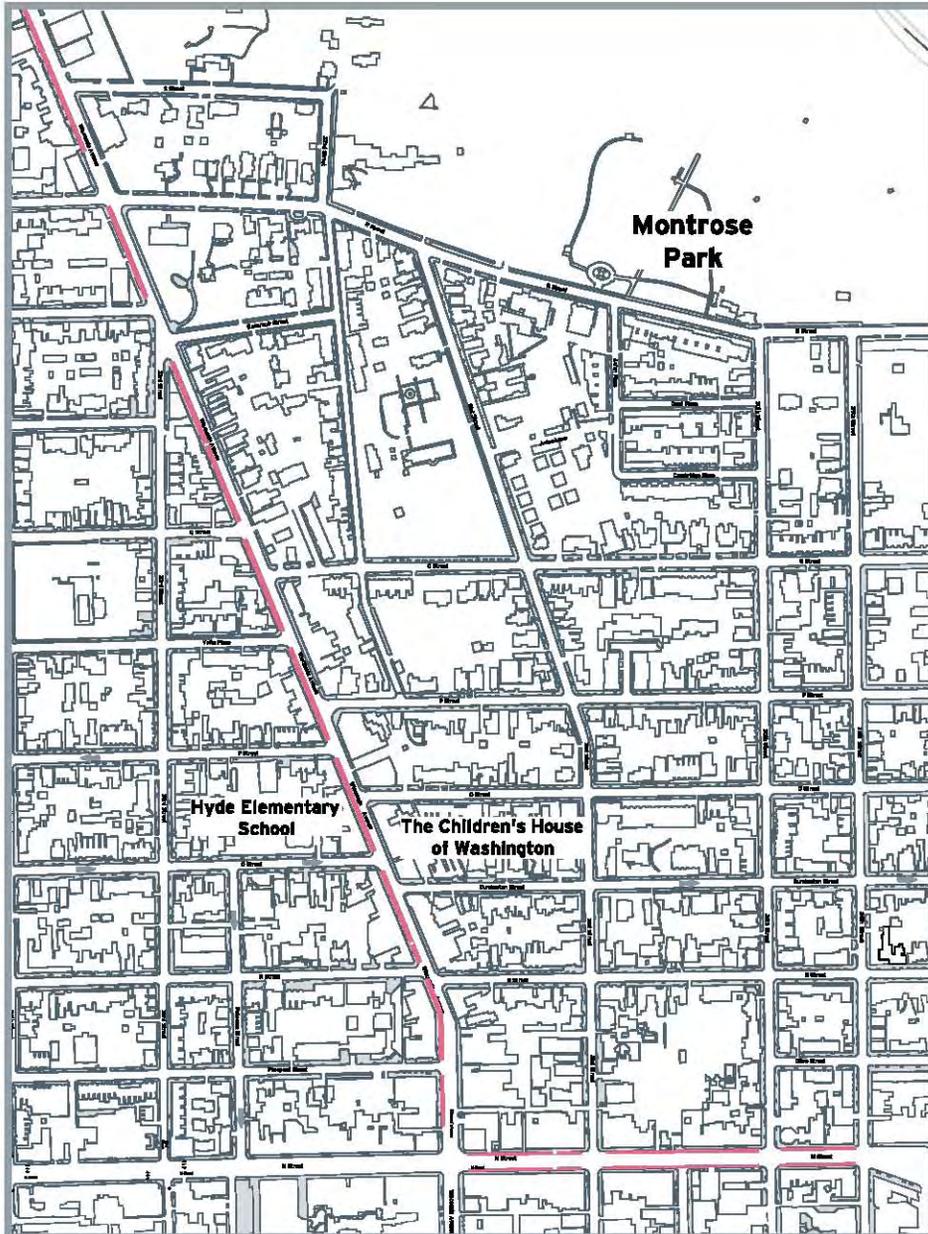
- ← Allowed movements
- Altered from existing

**NOT
RECOMMENDED**



Georgetown Transportation Study





M Street General Arrangement
Existing Conditions

Six lanes ten feet each

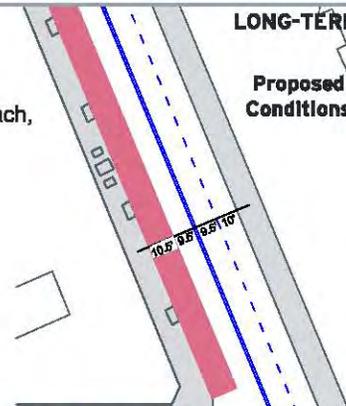
MID-TERM
Proposed Conditions



Wisconsin Avenue General Arrangement
Existing Conditions

Four lanes generally ten feet each, but cross-section varies

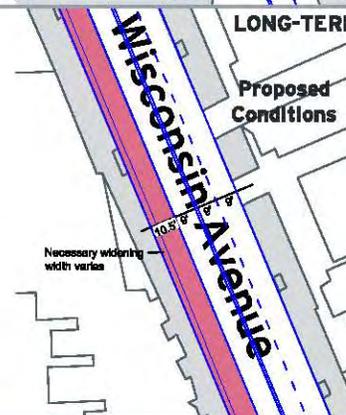
LONG-TERM
Proposed Conditions



Wisconsin Avenue between Q and R Street
Existing Conditions

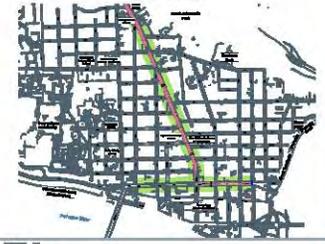
Four lanes in a 34 feet cross-section.

LONG-TERM
Proposed Conditions



MID-TERM & LONG-TERM OPTIONS CONSIDERED

LOCATION
Curb lane East of Wisconsin Ave on M St



TITLE
Transit only Lanes on M Street and Wisconsin Ave

DRAWING No.
LT-7

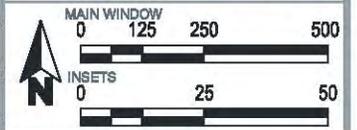
SHEET No.
1 of 1

LEGEND/NOTES

Bus Lane

Bus lane width on M Street will be 11 feet and 10.5 feet on Wisconsin Avenue SB. Other general purpose lanes shall be no less that 9 feet

Georgetown Transportation Study



APPENDIX E – PEDESTRIAN AND BICYCLE RECOMMENDATIONS BACKUP

Specific to the bicycle and pedestrian recommendations, the following has been prepared as backup to the recommendations.

Pedestrian Countdown Signal

For safety reasons, any signalized intersection should include pedestrian countdown signals (shown in the figure to the right) in all directions from which pedestrians are allowed to move through an intersection. Pedestrian signals should be located in line with designated crosswalks and be present in either direction of travel. The pedestrian signal heads usually are installed on existing signal poles.



**Pedestrian Count
Down Signal**

The following signalized intersections within the study area currently have no pedestrian countdown signals:

- 33rd Street and Q Street (Drawing ST-4[1]).
- 28th Street and P Street (Drawing ST-4[2]).
- 30th Street and P Street (Drawing ST-4([2]).
- Wisconsin Avenue and O Street/Dumbarton Street (Southside crosswalk) (Drawing ST-4[4]).

Pedestrian count down signals are designed to begin counting at the beginning of the walk phase with the flashing DON'T WALK during the pedestrian clearance interval. The pedestrian clearance interval is based on the time taken by a pedestrian to traverse a crosswalk at a particular walking speed. The typical walking speed used to calculate pedestrian clearance interval is 3.5 ft/sec.

Table E1 provides results of the analysis conducted for pedestrian clearance interval. The analysis indicates that some of the signalized intersections within the study area do not provide adequate flashing DON'T WALK time to cross the intersection. The study team recommends upgrading existing flashing DON'T WALK time to the required amount of time as shown in the following table:

TABLE E1: PEDESTRIAN SIGNAL TIMING ANALYSIS

Signalized Intersections	Street Name (North-South)	Time in Seconds		Street Name (East-West)	Time in Seconds	
		Suggested FD*	Existing FD*		Suggested FD*	Existing FD*
M St/ Wisconsin Ave	Wisconsin Ave	20	10	M St (ES*)	17	8
				M St (WS)*	17	10
Wisconsin Ave/ Whitehaven Pkwy	Wisconsin Ave	17	10	Whitehaven Parkway	13	6
Wisconsin/ Q St	Wisconsin Ave (NS)	11	5	Q St (ES)*	14	8
	Wisconsin Ave (SS)	13	8	Q St (WS)*	12	4
Wisconsin/R St	Wisconsin Ave	15	13	R St	12	7
Reservoir Rd/G-town Med Center/38 th St	38 th St(NS)	9	2	Reservoir Rd (WS)*	11	3
27 th St & K St / Whitehurst	27 th St	13	10	K St	7	3
28 th St/M St/Pennsylvania Ave	28 th St	11	4	M St	14	12
				Pennsylvania Ave	16	12
34 th St/Q St	34 th St	9	3	Q St	9	3
29 th St/M St	29 th St	17	4	M St	21	14
30 th St/M St	30 th St	10	4	M St	17	11
31 st St/M St	31 st St	9	4	M St	17	11
33 rd St/ M St	33 rd St	8	4	M St	17	9
33 rd St/Reservoir Rd/Wisconsin Ave	Wisconsin Ave	11	8	Reservoir Rd/33 rd St	11	8
34 th St/M St	34 th St	9	5-37	M St	18	10
	34 th St	8	4			
28 th St/Q St	28 th St	9		Q St	9	
34 th St/Reservoir Rd	34 th St	9	4	Reservoir Rd	9	4
35 th St/Wisconsin Ave	35 th St	15	12	Wisconsin Ave	12	8
35 th St/Reservoir Rd	35 th St	15	7	Reservoir Rd (ES)*	9	3
				Reservoir Rd (WS)*	13	6
37 th St/Reservoir Rd	37 th St	10	4	Reservoir Rd	11	5
O St/Wisconsin Ave	Wisconsin Ave	11	9	O St	11	6
Dumbarton St/Wisconsin Ave	Wisconsin Ave	11	-	Dumbarton St	10	15
N St/Wisconsin Ave	Wisconsin Ave	11	9	N St	11	5
				M St	12	9
				M St (dedicated right-turn lanes)	7	2
30 th St/Q St	30 th St	10	5	Q St	9	4
39 th St/Reservoir Rd	39 th St (NS) *	9	3	Reservoir Rd (WS)*	10	5
36 th St/M St	36 th St	11	1	M St	13	6
S St/Wisconsin Ave	Wisconsin Ave	15	12	S St	9	6
Wisconsin Ave/ P St	Wisconsin Ave	13	8	P St	16	7
Prospect St/Wisconsin Ave	Wisconsin Ave	16	10	Prospect St	9	3
M St/Thomas Jefferson St	Thomas Jefferson St	9	7	M St	17	14

*Note: FD- Flashing Don't Walk NS- North Side SS-South Side ES- East Side WS- West Side

School Zone Sign (S5-1 with flashers)

A School Speed Limit assembly sign (S5-1) indicates the speed limit where a reduced speed zone for a school area has been established (in accordance with law based upon an engineering study) or where statute specifies a speed limit for such areas. Place the School Speed Limit assembly or School Speed Limit sign at, or as near as practical to, the point where the reduced speed zone begins. The sign assembly (S5-1) consists of 15 mph school zone with flashing lights (shown in the figure to the right) when the school zone speed limit is in effect. School flashers are nonexistent or outdated at some locations.



School Area Sign S5-1 with Flasher

The study team recommends upgrading the school zone signing as follows:

- 35th Street between R Street and Whitehaven Parkway – Replace the old school flashers with new flashers and update existing signage to conform to the MUTCD by placing an S5-1 sign (Drawing ST-4[1]).
- Reservoir Road between 34th Street and 37th Street – Replace existing school speed limit assembly sign with school area sign S5-1 and flashers (Drawing ST-4[1]).
- O Street between 33rd Street and Potomac Street – Replace existing school speed limit assembly sign with school area sign, S5-1 and flashers (Drawing ST-4[4]).

End School Zone Sign (S5-2)

End School Zone Sign (S5-2) marks the end of an authorized and posted school speed zone with a standard Speed Limit sign showing the speed limit for the section of highway that follows or with an END SCHOOL ZONE sign S5-2 (shown in figure to the right). There is currently no End School Zone signing at some schools.



End School Zone Sign S5-2

The study team recommends posting the End School Zone signing at following locations within the study area:

- Reservoir Road at 34th Street on south side of the street (Drawing ST-4[1]).
- Reservoir Road between 37th Street and 36th street on north side of the street (Drawing ST-4[1]).
- 35th Street at Whitehaven Parkway on east side of the road (Drawing ST-4[1]).
- 35th Street at R Street on west side of the road (Drawing ST-4[1]).
- O Street at Wisconsin Avenue on both sides of the road (Drawing ST-4[3])

School Advance Warning Assembly (S1-1 and W16-7P)

Install the School Advance Warning Assembly (shown in the figure to the right) in advance of locations where school buildings or grounds are adjacent to the highway, except where a physical barrier such as fencing separates school children from the roadway. The School Advance Warning Assembly consists of a School Advance Warning (S1-1) sign supplemented with a plaque with the legend AHEAD (W16-9p). There is no warning sign on Wisconsin Avenue to alert drivers that an elementary school is located one-half block west of the intersection with O Street where students and parents cross.



School Advance Warning Assembly S1-1 and W16-7P

The study team recommends posting a School Advance Warning assembly at:

- Wisconsin Avenue and O Street placed 100 ft in either direction along Wisconsin Avenue (Drawing ST-4[4]).

Enhanced Pedestrian Crossing/Warning Signs (W11-2)

Pedestrian crossing/warning signs (W11-2) inform motorists/pedestrians of unusual or unexpected conditions. This sign also is used at high-volume pedestrian crossing locations to add emphasis to the crosswalk. To help alleviate motorist confusion, install a black-and-yellow diagonally downward pointing arrow sign (W16-7P) to supplement the pedestrian crossing sign (W16-7P) used at crosswalk locations.

Two enhancements to the standard W11-2 sign (shown in the figures to the right) are proposed:

1. W11-2 with Driver Feedback Sign (DFS). The DFS provides visual cue to drivers that they are driving over the legal speed limit.
2. W11-2 with rapid flashers. Rapid flashers are a new technology that is actuated only by the pedestrian. When activated, the rapid flashers alert drivers to pedestrians crossing ahead.



The study team recommends installing enhanced W11-2 signs at the following high-crash, high pedestrian-activity locations within the study area:

Pedestrian Crossing Sign, W11-2 with Driver feedback sign (FS)

Pedestrian Crossing Sign W11-2 with Rapid Flashers

- Reservoir Road, 150 ft east to 38th Street – Install enhanced W11-2 sign with driver feedback sign on the north side (Drawing ST-4[1]).
- Reservoir Road west of Georgetown University Hospital (parking lot) driveway – Replace existing W11-2 sign with enhanced W11-2 sign with driver feedback sign on the south side (Drawing ST-4[1]).
- Reservoir Road midblock pedestrian crossing (west of 39th Street) – Replace existing pedestrian crossing signs with enhanced W11-2 sign with rapid flashers (Drawing ST-4[1]).
- P Street at Rock Creek Parkway on both sides of the street - Install existing pedestrian crossing signs with enhanced W11-2 sign with rapid flashers

The study team also recommends installing pedestrian crossing/warning signs (W11-2 and W16-7P) at following high pedestrian-activity locations within the study area:

- 37th Street at Whitehaven Parkway on north side (W11-2 and W16-7P, Drawing ST-4[1])
- Prospect Street at 34th Street, 35th Street, 36th Street, and 37th Street (W11-2, Drawing ST-4[4]). Recommended as a Mid-term option if high visibility crosswalks fail to reduce the pedestrian/vehicle conflicts.

In-Street Pedestrian Crossing Sign (R1-6a).

In-Street Pedestrian Crossing Signs (R1-6a), shown in the figure to the right) are used at high pedestrian volume unsignalized intersections to remind road users of the D.C law requiring the driver of a vehicle to stop or yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk. These signs, also known as pedestrian pylons, are usually used at those locations adjacent to and along established pedestrian routes to and from a park, school, recreation area, etc.



In-Street Pedestrian Crossing Sign R1-6a

The study team recommends installing the In-Street Pedestrian Crossing Sign (R1-6a) at the following unsignalized intersections identified as high pedestrian activity/deficiency areas:

- Reservoir Road west of 39th Street (In front of the French Embassy, Drawing ST-4[1]).
- R Street at 30th Street.
- P Street at 26th Street (Drawing ST-4[2]).
- P Street at 27th Street (Drawing ST-4[2]).
- P Street at Rock Creek Parkway Ramp (Drawing ST-4[2]).
- K Street at 31st Street (Drawing ST-4[3]).
- K Street at Wisconsin Avenue (Drawing ST-4[3]).
- K Street at 29th Street (Drawing ST-4[3]).

Bicycle Warning Sign (W11-1)

The bicycle warning sign (W11-1, shown in the figures below) is used at locations where there are unexpected entries into the roadway by bicyclists. Bicycle warning signs, when used at the crossing

locations, is supplemented with a diagonal downward pointing arrow (W16-7p plaque). In situations where there is a need to warn motorists to watch for bicyclists traveling along the highway, the SHARE THE ROAD (W16-1) plaque may be used in conjunction with the W11-1 sign.

The study team recommends installing bicycle warning signs at the following high bicycle activity/deficiency locations within the study area:

- Key Bridge at Whitehurst Freeway entrance ramp - W11-1 with W16-7P (Drawing ST-1).
- K Street at Rock Creek Parkway - W11-1 with W16-7P (Drawing ST-1).



Bicycle Warning Sign W11-1 with Plaque W16-7P



Bicycle Warning Sign W11-1 with Plaque W16-7P, W16-13P and Flashers

Adding bicycle activated flashers and the plaque, W16-13P when flashing (shown in the figure above) to the bicycle sign is also recommended as a Mid-term option (Drawing MT-4).

High-Visibility Crosswalk Striping

A crosswalk is a visible indication for both motorists and pedestrians as to where pedestrians may be expected to cross a roadway. Using special markings such as striped longitudinal lines or diagonal crosshatching (shown in the figure to the right) adds visibility and emphasizes the crossing. M Street is a high-activity/deficiency as well as high-crash corridor. Stretches of P Street and Prospect Street are also identified as crash-prone areas.

The study team recommends upgrading the existing crosswalk to a high-visibility crosswalk with imprint paving or thermoplastic striping (as shown in the figures to the right) at the following locations:



Thermoplastic Striping



Imprint paving

- Intersections of Prospect Street from 34th Street to 37th Street – Thermoplastic Striping (Drawing ST-4[4]).
- Intersections of P Street from 28th Street to Wisconsin Avenue – Thermoplastic Striping (Drawing ST-4[2]).
- Intersections of P Street at 26th Street –Thermoplastic Striping (Drawing ST-4[2]).
- Intersections of 34th Street from Q Street to P Street –Thermoplastic Striping (Drawing ST-4[1]).
- Intersections of 33rd Street from Volta Place to P Street – Thermoplastic Striping (Drawing ST-4[1]).
- Along M Street from Whitehurst freeway to 29th Street – Imprint paving (Drawing ST-5).
- Along Wisconsin Avenue from Whitehaven Parkway to M Street – Imprint Paving (Drawing ST-3).

Speed Humps

Speed humps (shown in figure to the right) are raised surfaces on the roadway that are typically 3 to 6 inches high and are placed across the travel lane to reduce vehicle speeds by creating a change in vertical deflection along the roadway. They are usually placed on local streets and midblock sections, and generally are not used on bus routes or primary emergency routes.



Speed Hump

Install a speed hump warning sign (W17-1) in accordance with the MUTCD. The pavement marking designs in the MUTCD Section 3B.27 may be used.

Because of the presence of Rosa Park and high pedestrian activity, the study team recommends installing speed humps at the following locations, as shown in Drawing MT-4:

- 26th Street between P Street and O Street.
- 27th Street between P Street and Dumbarton Street.
- O Street between 28th Street and 26th Street.

Prior to the installation of speed humps, it is recommended that the speed checks be completed, and the Rosa Park affected property owners be consulted.

NOTE: Speed humps have been removed from further consideration by the request of TAC members.

Curb Ramp Recommendations

Curb ramps provide access to wheelchair users, strollers, etc. Curb ramp recommendations comprise both short- and mid-term options, as shown in Drawing ST-5:

Short-term recommendation consists of:

- Construct new curb ramp with detectable warning.

Mid-term recommendations consist of:

- Construct new detectable warnings at curb ramp-only locations, as shown in the figure below.
- Replace curb ramps with brick pattern, as shown in the figure below.



Curb Ramp with Detector



Brick-Patterned Curb Ramp

Sidewalk Recommendations

A good sidewalk (shown in the figure to the right) environment and network is important to all pedestrians, particularly to those with activity limitations. The study team identified the following deficiencies in the existing conditions within the study area, which are required to be rectified. Sidewalk recommendations comprise both short- and mid-term options.



Properly Maintained Brick Sidewalk along M Street

Short-term sidewalk recommendations as shown in Drawing ST-6 consist of:

- Repair broken or cracked sidewalks (Drawing ST-6).
- Repair/Replace elevated sidewalks (Drawing ST-6).

Mid-term recommendations consist of:

- Install new sidewalks (Drawing ST-6).
- Widen sidewalk on M Street from 29th Street to 34th Street on both sides (Drawing MT-12).
- Widen sidewalk on Wisconsin Avenue from P Street to M Street on west side (Drawing MT-12).

Raised Median

Medians (shown in figure to the right) are raised barriers in the center portion of the street or roadway that serve as a refuge for pedestrians who cross a street midblock or at an intersection location. Raised medians also help to reduce the vehicular speeds by narrowing the roadway.



Raised Median

Median islands should have a minimum width of 6-ft to comfortably accommodate pedestrians and should be at least 8- to 12-ft long.

The study team recommends installing raised medians with the unsignalized pedestrian crossing sign R1-6a at the following high pedestrian activity/deficiency locations within the study area, as shown in Drawing MT-13:

- P Street at Rock Creek Parkway Ramp.

- P Street at 26th Street.
- P Street at 27th Street.
- Reservoir Road west of 39th Street (in front of French Embassy).

Bike Trail

The National Park Service is developing the trail system in the southern part of the study area (see **Figure 7**), which will eventually connect the Capital Crescent Trail to the Rock Creek Park Trail and the Kennedy Center. The project is being developed over four phases:

- Phase I - Currently under construction and will extend the Capital Crescent Trail along K Street from 34th Street to Wisconsin Avenue – on-going.
- Phase II - Extends the trail from Wisconsin Avenue to 31st Street along K Street – Mid-term
- Phase III - Connects the waterfront to the Kennedy Center and F Street – Mid-term.
- Phase IV –Connects the trail to Rock Creek Park Trail south of K Street – Long-term.

The study team recommends that the NPS bicycle facility schedule be accelerated. In addition, improvements to the Boardwalk to discourage bicyclists from riding on the Boardwalk should be investigated.

APPENDIX F – PUBLIC INVOLVEMENT PROCESS

Public Involvement Goals

The purpose of the public involvement plan was to provide a series of meaningful exchanges between the public, the District Department of Transportation (DDOT) and the consultant team that were closely integrated with the overall planning process. The public involvement plan provided a variety of communication channels to help the public understand the scope and evolution of the plan. The specific goals were to accomplish the following:

- Inform the community about the project;
- Encourage participation in the planning process;
- Solicit input and feedback from the public as to their specific needs, issues, concerns and recommendations; and
- Create a strategic development plan that reflects consideration and inclusion of the community’s specific needs, issues, concerns and recommendations.

KEY OUTREACH STRATEGIES	TARGETED OUTCOMES
<ul style="list-style-type: none"> • Working with local community groups, key stakeholders and a technical advisory committee to help reach pre-public meeting consensus on specific “success outcomes” • Using the client coordination meetings to help increase agency integration and benefit from public participation • Using extensive and effective pre-and post-public meeting outreach and communication to help increase the public’s level of knowledge participation • Documenting all legitimate input and demonstrate linkages to final recommendations 	<ul style="list-style-type: none"> • Build trust between the District Department of Transportation team and the stakeholders • Develop consensus on Georgetown Transportation Study issues • Foster community support and consensus for the Georgetown Transportation Study and its implementation

Technical Advisory Committee

In collaboration with the consultant team, the District Department of Transportation (DDOT) invited a diverse group of stakeholders that represent various interests within the overall study area to serve on a Technical Advisory Committee (TAC) for the study. The TAC discussed—on an ongoing basis—study related issues and the public involvement program. In the earlier stages of the planning process, DDOT issued a letter of invitation to the TAC members for the September 2007 kickoff meeting. Subsequent meetings were convened at key project milestones and the TAC provided continual guidance to the study team. Generally, the TAC met two weeks prior to each public meeting. These meetings focused on discussion of the project to date and helped to build agendas for the upcoming meeting. Each of the four meetings lasted about two hours.

Public Meetings

All five public meetings were held at the Saint John’s Episcopal Church (Georgetown Parish). The meetings were designed to familiarize participants with the purpose of the study, its context within Ward 2, the existing conditions and issues identified by the design team, and the project goals and objectives. Most importantly, the format was designed to provide a forum for interaction in small groups to solicit the public’s concerns and issues and identify possible solutions. On average, 30 people signed in at each public meeting. The meeting summaries are located in [Appendix G](#).

The consultant team created a mailing list, which included area residents, public agency representatives, and neighborhood and civic associations, that was updated as the project progressed based on registrants at meetings.

PUBLIC WORKSHOPS		
Date	Location	Participants
September 12, 2007	Saint John's Episcopal Church (Georgetown Parish)	48
September 20, 2007	Saint John's Episcopal Church (Georgetown Parish)	12
January 16, 2008	Saint John's Episcopal Church (Georgetown Parish)	31
April 23, 2008	Saint John's Episcopal Church (Georgetown Parish)	31
July 24, 2008	Saint John's Episcopal Church (Georgetown Parish)	25

Outreach and Noticing Materials

The outreach and noticing materials included postcards, print advertisements, community event calendars in local publications, email listservs, e-flyers. In addition, a study brand was created to provide a distinct look for the project.

September 12th & 20th, 2007 Community Meeting

Date & purpose of each mailing:

- September 12th & September 20th Community Meeting Postcard
 - A public meeting to gather input for the Georgetown Transportation Study

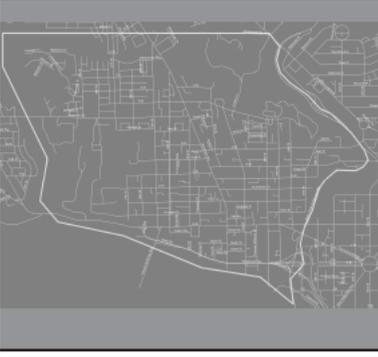
Number of postcards, ads, flyers, etc that were produced and distributed for September 12 Meeting:

- September 12th Community Meeting Postcards
 - Produced 5,623; distributed 5,623
 - Postcards were mailed out a week prior to meeting
 - Mailing list provided by the District Office of Planning (captured addresses within a ¼ mile of study area)
- September 12th Meeting Ad
 - Produced one ad; placed in The Northwest Current, Georgetown Current, Dupont Current, and Foggy Bottom Current
 - Ad published one week prior to meeting
 - Total circulation is 60,151
- September 12th Meeting Email Reminder
 - Email blast to the listservs of the Citizens Association of Georgetown, ANC2E, Georgetown BID, Bike Advisory Committee, Washington Harbor, and the National Park Service
- Number of Participants at September 12th Meeting
 - 48 participants

Number of postcards, ads, flyers, etc. that were produced and distributed for September 20th Meeting:

- September 20th Community Meeting Postcards
 - Produced 5,623; distributed 5,623
 - Postcards were mailed out a 4-5 days prior to meeting
 - Mailing list provided by the District Office of Planning (captured addresses within a ¼ mile of study area)
- September 20th Meeting Email Reminder
 - Email blast to the listservs of the Citizens Association of Georgetown, ANC2E, Georgetown BID, Bike Advisory Committee, Washington Harbor, and the National Park Service
- Number of Participants at September 20th Meeting
 - 12 participants

September 12, 2007 Community Meeting Postcard

<h1 style="margin: 0;">GEORGETOWN</h1> <h2 style="margin: 0;">Transportation Study</h2>	
<p>Join us for the first meeting in a series of community discussions to gather input for the Georgetown Transportation Study. The study will ultimately recommend how to improve streets, sidewalks and transportation in the Georgetown area.</p> <p>Anyone who lives, works or does business in the area and cares about enhancing safety, increasing mobility and reducing congestion is encouraged to attend.</p>	<p>Getting There: Saint John's Episcopal Church is located at the intersection of O Street, NW and Potomac Street, NW, one block west of Wisconsin Avenue. Limited parking is available across the street from the church.</p>
<p>COMMUNITY MEETING Date: Wednesday, September 12, 2007 Time: 6:00–8:00 PM Where: Saint John's Episcopal Church Georgetown Parish 3240 O Street, NW, Washington, DC 20007</p>	

September 12 & 20, 2007 Community Meeting Postcard

<h1 style="margin: 0;">GEORGETOWN</h1> <h2 style="margin: 0;">Transportation Study</h2>	
<p>Join us for the first meeting in a series of community discussions to gather input for the Georgetown Transportation Study. The study will ultimately recommend how to improve streets, sidewalks and transportation in the Georgetown area.</p> <p>Anyone who lives, works or does business in the area and cares about enhancing safety, increasing mobility and reducing congestion is encouraged to attend.</p>	<p>Getting There: Saint John's Episcopal Church is located at the intersection of O Street, NW and Potomac Street, NW, one block west of Wisconsin Avenue. Limited parking is available across the street from the church.</p>
<p>COMMUNITY MEETING Date: Wednesday, September 12, 2007 <u>Thursday, September 20, 2007—ADDITIONAL DATE!</u> Time: 6:00–8:00 PM Where: Saint John's Episcopal Church Georgetown Parish 3240 O Street, NW, Washington, DC 20007</p>	

September 12, 2007 Community Meeting Ad

<h1 style="margin: 0;">GEORGETOWN</h1> <h2 style="margin: 0;">Transportation Study</h2>	
<p>Join us for the first meeting in a series of community discussions to gather input for the Georgetown Transportation Study. The study will ultimately recommend how to improve streets, sidewalks and transportation in the Georgetown area.</p> <p>Anyone who lives, works or does business in the area and cares about enhancing safety, increasing mobility and reducing congestion is encouraged to attend.</p>	<p>Getting There: Saint John's Episcopal Church is located at the intersection of O Street, NW and Potomac Street, NW, one block west of Wisconsin Avenue. Limited parking is available across the street from the church.</p>
<p>COMMUNITY MEETING Date: Wednesday, September 12, 2007 Time: 6:00–8:00 PM Where: Saint John's Episcopal Church Georgetown Parish 3240 O Street, NW, Washington, DC 20007</p> <p>For More Information:</p> <ul style="list-style-type: none"> • www.ddot.dc.gov (see Transportation Planning and Research) • Chris Ziemann, DDOT Georgetown Project Manager Christopher.Ziemann@dc.gov; (202) 671-2555 	

January 16th, 2008 Community Meeting

Date & purpose of each mailing:

- January 16th Community Meeting Postcard
 - A public meeting to discuss the Existing Conditions Report and potential options to consider to address transportation issues

Number of postcards, ads, flyers, etc. that were produced and distributed for January 16th Meeting:

- January 16th Community Meeting Postcard
 - Produced 5,637; distributed 5,637
 - Postcards were mailed out a week prior to meeting
 - Mailing list provided by the District Office of Planning (captured addresses within a ¼ mile of the study area)
- January 16th Meeting Ad
 - Produced one ad; placed in The Northwest Current, Georgetown Current, Dupont Current, and Foggy Bottom Current
 - Ad published one week prior to meeting
 - Total circulation is 60,151
- January 16th Meeting Email Reminder
 - Email blast to over 40 community members including the listservs of the Citizens Association of Georgetown (CAG), the office of Jack Evans, ANC2E, Georgetown BID, Bike Advisory Committee, Washington Harbor, and the National Park Service
- Number of Participants at January 16th Meeting
 - 31 participants

January 16, 2008 Community Meeting Postcard

GEORGETOWN Transportation Study	
<p>Join us for the second meeting in a series of community discussions to gather input for the Georgetown Transportation Study. The study will ultimately recommend how to improve streets, sidewalks and transportation in the Georgetown area.</p> <p>Anyone who lives, works or does business in the area and cares about enhancing safety, increasing mobility and reducing congestion is encouraged to attend.</p>	<p>Getting There: Saint John's Episcopal Church is located at the intersection of O Street, NW and Potomac Street, NW, one block west of Wisconsin Avenue. Limited parking is available across the street from the church. Nearby bus lines include: G2,30,32,34 35,36 and Circulator.</p>
<p>COMMUNITY MEETING Date: Wednesday, January 16, 2008 Time: 6:00-8:00 PM Where: Saint John's Episcopal Church Georgetown Parish 3240 O Street, NW, Washington, DC 20007</p>	<p>COMMUNITY MEETING Date: Wednesday, January 16, 2008 Time: 6:00-8:00 PM Where: Saint John's Episcopal Church Georgetown Parish 3240 O Street, NW, Washington, DC 20007</p>

January 16, 2008 Community Meeting Ad

GEORGETOWN Transportation Study	
<p>Join us for the second meeting in a series of community discussions to gather input for the Georgetown Transportation Study. The study will ultimately recommend how to improve streets, sidewalks and transportation in the Georgetown area.</p> <p>Anyone who lives, works or does business in the area and cares about enhancing safety, increasing mobility and reducing congestion is encouraged to attend.</p>	<p>Getting There: Saint John's Episcopal Church is located at the intersection of O Street, NW and Potomac Street, NW, one block west of Wisconsin Avenue. Limited parking is available across the street from the church. Nearby bus lines include: G2,30,32,34 35,36 and Circulator.</p>
<p>For More Information: • www.georgetowntransportationstudy.com • Chris Ziemann, Ward 2 Planner Christopher.Ziemann@dc.gov; (202) 671-2555</p> <p>Persons with special needs (hearing or sight impairments, non-English speakers, etc.) should call (202) 659-1414 x102 as soon as possible to have their needs accommodated.</p>	<p>For More Information: • www.georgetowntransportationstudy.com • Chris Ziemann, Ward 2 Planner Christopher.Ziemann@dc.gov; (202) 671-2555</p> <p>Persons with special needs (hearing or sight impairments, non-English speakers, etc.) should call (202) 659-1414 x102 as soon as possible to have their needs accommodated.</p>

April 23rd, 2008 Community Meeting

Date & purpose of each mailing:

- April 23rd Community Meeting Postcard
 - A public meeting to present and discuss recommendation options for further analysis to address the transportation issues already identified

Number of postcards, ads, flyers, etc. that were produced and distributed for April 23rd Meeting:

- April 23rd Community Meeting Postcard
 - Produced 5,637; distributed 5,637
 - Postcards were mailed out a week prior to meeting
 - Mailing list provided by the District Office of Planning (captured addresses within a ¼ mile of the study area)
- April 23rd Meeting Ad
 - Produced one ad; placed in The Northwest Current, Georgetown Current, Dupont Current, and Foggy Bottom Current
 - Ad published one week prior to meeting
 - Total circulation is 60,151
- April 23rd Meeting Email Reminder
 - Email blast to over 40 community members including the listservs of the Citizens Association of Georgetown (CAG), the office of Jack Evans, ANC2E, Georgetown BID, Bike Advisory Committee, Washington Harbor, and the National Park Service
- Number of Participants at January 16th Meeting
 - 31 participants

April 23, 2008 Community Meeting Postcard

GEORGETOWN Transportation Study	Come see options to address transportation issues that you raised and enjoy a Q&A session
Join us for the third meeting in a series of community discussions to gather input for the Georgetown Transportation Study. The study will ultimately recommend how to improve streets, sidewalks and transportation in the Georgetown area. Anyone who lives, works or does business in the area and cares about enhancing safety, increasing mobility and reducing congestion is encouraged to attend.	Getting There: Saint John's Episcopal Church is located at the intersection of O Street, NW and Potomac Street, NW, one block west of Wisconsin Avenue (at O Street NW). Limited parking is available across the street from the church. Nearby bus lines include: G2,30,32,34 35,36 and Circulator.
COMMUNITY MEETING Date: Wednesday, April 23, 2008 Time: 6:00-8:00 PM Where: Saint John's Episcopal Church Georgetown Parish 3240 O Street, NW, Washington, DC 20007	

April 23, 2008 Community Meeting Ad

GEORGETOWN Transportation Study	Come see options to address transportation issues that you raised and enjoy a Q&A session
Join us for the third meeting in a series of community discussions to gather input for the Georgetown Transportation Study. The study will ultimately recommend how to improve streets, sidewalks and transportation in the Georgetown area. Anyone who lives, works or does business in the area and cares about enhancing safety, increasing mobility and reducing congestion is encouraged to attend.	Getting There: Saint John's Episcopal Church is located at the intersection of O Street, NW and Potomac Street, NW, one block west of Wisconsin Avenue. Limited parking is available across the street from the church. Nearby bus lines include: G2,30,32,34 35,36 and Circulator.
COMMUNITY MEETING Date: Wednesday, April 23, 2008 Time: 6:00-8:00 PM Where: Saint John's Episcopal Church Georgetown Parish 3240 O Street, NW, Washington, DC 20007 For More Information: <ul style="list-style-type: none"> • Check www.georgetowntransportationstudy.com for updates on April 17th, 2008. • Chris Ziemann, Ward 2 Planner Christopher.Ziemann@dc.gov (202) 671-2555 Persons with special needs (hearing or sight impairments, non-English speakers, etc.) should call (202) 659-1414 x102 as soon as possible to have their needs accommodated.	

July 24th, 2008 Community Meeting

Date & purpose of each mailing:

- July 24th Community Meeting Postcard
 - A public meeting to gather input for the Georgetown Transportation Study

Number of postcards, ads, flyers, etc. that were produced and distributed for July 24th Meeting:

- July 24th Community Meeting Postcard
 - Produced 5,637; distributed 5,637
 - Postcards were mailed out a week prior to meeting
 - Mailing list provided by the District Office of Planning (captured addresses within a ¼ mile of the study area)
- July 24th Meeting Ad
 - Produced one ad; placed in The Northwest Current, Georgetown Current, Dupont Current, and Foggy Bottom Current
 - Ad published one week prior to meeting
 - Total circulation is 60,151
- July 24th Meeting Email Reminder
 - Email blast to over 40 community members including the listservs of the Citizens Association of Georgetown (CAG), the office of Jack Evans, ANC2E, Georgetown BID, Bike Advisory Committee, Washington Harbor, and the National Park Service
- Number of Participants at January 16th Meeting
 - 25 participants

July 24, 2008 Community Meeting Postcard

July 24, 2008 Community Meeting Ad

<p>GEORGETOWN Transportation Study</p> <p>Join us for the final meeting in a series of community discussions to gather input for the Georgetown Transportation Study. The study ultimately recommends how to improve streets, sidewalks and transportation in the Georgetown area.</p> <p>Anyone who lives, works or does business in the area and cares about enhancing safety, increasing mobility and reducing congestion is encouraged to attend.</p>		<p>GEORGETOWN Transportation Study</p> <p>Join us for the final meeting in a series of community discussions to gather input for the Georgetown Transportation Study. The study ultimately recommends how to improve streets, sidewalks and transportation in the Georgetown area.</p> <p>Anyone who lives, works or does business in the area and cares about enhancing safety, increasing mobility and reducing congestion is encouraged to attend.</p>	
<p>COMMUNITY MEETING Date: Thursday, July 24, 2008 Time: 6:00-8:00 PM Where: Saint John's Episcopal Church Georgetown Parish 3240 O Street, NW, Washington, DC 20007</p>	<p>Getting There: Saint John's Episcopal Church is located at the intersection of O Street, NW and Potomac Street, NW, one block west of Wisconsin Avenue (at O Street NW). Limited parking is available across the street from the church. Nearby bus lines include: G2,30,32,34 35,36 and Circulator.</p>	<p>COMMUNITY MEETING Date: Thursday, July 24, 2008 Time: 6:00-8:00 PM Where: Saint John's Episcopal Church Georgetown Parish 3240 O Street, NW Washington, DC 20007</p> <p>For More Information: • Chris Ziemann, Ward 2 Planner Christopher.Ziemann@dc.gov; (202) 671-2555</p> <p>Persons with special needs (hearing or sight impairments, non-English speakers, etc.) should call (202) 659-1414 x102 as soon as possible to have their needs accommodated.</p>	<p>Getting There: Saint John's Episcopal Church is located at the intersection of O Street, NW and Potomac Street, NW, one block west of Wisconsin Avenue (at O Street NW).</p> <p>Nearby bus lines include: G2,30,32,34 35,36 and Circulator.</p>

Comment Cards

Comment cards were distributed at each meeting to solicit input and feedback from the public as to their specific needs, issues, concerns and recommendations. One type of comment card was used in the first two rounds of public meetings to gather specific information from participants, and a second type was used in the last two meetings to allow the public to comment more generally on the study recommendations.

September 12th & 20th, 2007, and January 16th, 2008 Community Meetings:

COMMENT CARD

PLEASE PROVIDE THE FOLLOWING:

Name: _____
 Address: _____
 Phone: _____ (optional)
 E-mail: _____ (optional)

Please submit your written comments today at the sign-in table, or mail this form to the address below

Steve Lee
 CirclePoint
 2029 K Street, NW
 Suite 300
 Washington, DC 20006
 (202) 659-1313 fax
 comment@GeorgetownTransportationStudy.com

What are your top 3 transportation issues or concerns for Georgetown?

.....

In what areas would you like to see transportation in Georgetown improved (i.e. more transit, congestion, bicycle access, etc.)?

.....

Please rank the following issues areas in order of priority (1 is the most important):

Beautification and Streetscape	
Bicycle mobility	
Parking	
Pedestrian mobility	
Safety	
Traffic mobility and Congestion	
Transit:	

Please provide any additional comments or concerns related to the existing conditions that are not addressed in the previous questions:

.....

**April 23rd, 2008 and July 24th, 2008 Community Meetings:
COMMENT CARD**

PLEASE PROVIDE THE FOLLOWING:

Name: _____
Address: _____
Phone: _____ (optional)
E-mail: _____ (optional)

Please submit your written comments today at the sign-in table, or mail this form to the address below

Steve Lee
CirclePoint
2029 K Street, NW
Suite 300
Washington, DC 20006
(202) 659-1313 fax
comment@GeorgetownTransportationStudy.com

Please provide any comments and feedback related to the discussed alternatives and recommendations:

APPENDIX G – PUBLIC COMMENTS AND RESPONSES

Public Meeting #1 – September 12th and 20th, 2007

SUMMARY OF PUBLIC COMMENTS

Round 1: Community Workshops

Meeting Dates: September 12, 2007 & September 20, 2007

Location: Saint John's Episcopal Church, Georgetown Parish
3240 O Street, NW
Washington, DC 20007

Meeting Purpose: To gather input from the community for the Georgetown Transportation Study. The study will ultimately make recommendations for how to improve streets, sidewalks and transportation in the Georgetown area.

Meeting Format: The workshop was an open house format with stations and handouts available. A brief overview presentation was given at 6:00 pm and District Department of Transportation (DDOT) staff and consultants were available at each display area to discuss the project and answer questions.

Comments: Comments for this summary were collected by comment card and given verbally at the two public workshops. Comments were also collected through the website, with 20 comments submitted from September 5, 2007 to September 28, 2007.

Attendees: Approximately 60 community members attended the community workshops. The project staff attending included: Christopher Ziemann (DDOT), Susan Gygi & Abi Lerner (HNTB), Levenson Boodlal & Tintu Abraham (KLS) and Steve Lee, Tosin Durotoye & Kristy Ranieri (CirclePoint).

Transportation Issues or Concerns Identified	RESPONSE
<ul style="list-style-type: none"> • Need to eliminate some one way streets 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Fix O and P Streets NW between Wisconsin Avenue and 35th Street NW 	<ul style="list-style-type: none"> • This is being studied due to the historic nature of the streets. Alternatives include fixing one of the two streets, both, or neither. Options relating to the removal of rails/cobblestones will be dealt with under a separate study.
<ul style="list-style-type: none"> • Need to reduce congestion for the area between M Street and Wisconsin Avenue NW and the Canal; should move double decker sightseeing buses and trolley stops to the waterfront park area. 	<ul style="list-style-type: none"> • Signal timing and lane configurations will be studied. Removal of one-way streets or reversal will be studied.
<ul style="list-style-type: none"> • The intersection of N street and Wisconsin Avenue NW is dangerous 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Future plans should include ideas to discourage driving to and through the neighborhood 	<ul style="list-style-type: none"> • Acknowledged. Wisconsin will be improved where appropriate.
<ul style="list-style-type: none"> • Pave other streets 	<ul style="list-style-type: none"> • Due to the build out of Georgetown, without acquiring new right-of-way, new streets can not be built/paved
<ul style="list-style-type: none"> • Pedestrian safety 	<ul style="list-style-type: none"> • This is a major goal of the study to improve pedestrian safety and mobility through Georgetown
<ul style="list-style-type: none"> • Consider a multi-way stop at M Street and Wisconsin Avenue NW and let all pedestrians go in any direction while no cars are allowed to move 	<ul style="list-style-type: none"> • One of the scenarios is to include an all-pedestrian phase in the current signal timing at this intersection.
<ul style="list-style-type: none"> • Lengthen the traffic light time for pedestrian crossings at main intersections in Georgetown 	<ul style="list-style-type: none"> • Signal timing and phasing will be reviewed.
<ul style="list-style-type: none"> • Bicycle traffic on M Street NW sidewalks and streets 	<ul style="list-style-type: none"> • Acknowledged. The NPS improvements on K Street are anticipated to draw some bicycle traffic currently using M St to K St. The bicycle path will be separate from the street as well as the sidewalk along K St
<ul style="list-style-type: none"> • Need a dedicated bicycle lane on the Whitehurst coming from Virginia 	<ul style="list-style-type: none"> • By providing improvements along K Street, a dedicated bicycle lane on Whitehurst may not be necessary.
<ul style="list-style-type: none"> • More street traffic should be directed to commercial streets 	<ul style="list-style-type: none"> • Acknowledged.

<ul style="list-style-type: none"> Alleviate street traffic on 33rd Street NW and 35th Street NW 	<ul style="list-style-type: none"> Acknowledged. Scenarios have been prepared to slow traffic on these streets or remove some connection points to further dissuade vehicles from traveling down these corridors.
<ul style="list-style-type: none"> The narrow sidewalks on M Street NW and Wisconsin Avenue NW are a problem on Friday and Saturday nights 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Sidewalks in Georgetown are too narrow 	<ul style="list-style-type: none"> Acknowledged. In many areas, the streets would need to be narrowed to widen sidewalks without acquiring further right-of-way from property owners.
<ul style="list-style-type: none"> Vehicles not stopping at four-way stops 	<ul style="list-style-type: none"> Acknowledged. Enforcement of all traffic signs and regulations is being proposed for the study area.
<ul style="list-style-type: none"> Driving above the speed limit especially at 35th Street and Reservoir Roads NW 	<ul style="list-style-type: none"> Acknowledged. Traffic calming devices (speed humps/cushions) are being proposed along 35th Street to decrease speeds of vehicles.
<ul style="list-style-type: none"> Need a Metro stop in Georgetown to accommodate traffic growth 	<ul style="list-style-type: none"> Acknowledged. Due to geotechnical issues within the study area, the construction of a metro stop in Georgetown would be difficult.
<ul style="list-style-type: none"> The Blue Bus should not go to Virginia because it is being paid for by DC tax payers 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Need easy access to the Red, Orange, and Blue Metro lines 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Need smaller buses on residential streets in Georgetown 	<ul style="list-style-type: none"> Acknowledged. Smaller buses (26-foot) produce as much noise and pollution (in certain cases more) as larger 40-foot buses. There was a time when the existing buses were switched to 26-foot, but the citizens didn't like the loud engine noise, loud external stop announcements and loud squealing breaks. Currently, the 40-foot buses have been replaced on certain routes with 30-foot buses that are more equipped to handle the passenger loads, as well as decreasing noise/vibration over the 26-foot versions .
<ul style="list-style-type: none"> Need dedicated bus lanes around Georgetown 	<ul style="list-style-type: none"> Acknowledged. Similar studies have suggested 60 buses per hour replace a congested lane of traffic in total number of people moved.
<ul style="list-style-type: none"> Need better transit option such as reliable buses and maybe street cars 	<ul style="list-style-type: none"> Acknowledged. Metro is completing a study of the 30's lines to determine changes in route and/or timetable. Renewing the streetcar line along O and P St has been discussed but major improvements would be necessary.
<ul style="list-style-type: none"> Reduce parking on major streets including M Street and Wisconsin Avenue NW 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> In Europe, there exists a few centralized parking locations; many which are one way and no way streets 	<ul style="list-style-type: none"> Acknowledged. Due to minimal connection points, it was determined that providing pedestrian malls (areas where cars are not allowed) would not benefit Georgetown as a whole.
<ul style="list-style-type: none"> Too much traffic in the neighborhood 	<ul style="list-style-type: none"> Improvements to Wisconsin as well as installation of traffic calming will result in Wisconsin and M to be more attractive.
<ul style="list-style-type: none"> Need better traffic enforcement as bus and car drivers run red lights and speed while using cell phones 	<ul style="list-style-type: none"> Acknowledged. Increased enforcement is included in the short-term solutions.
<ul style="list-style-type: none"> Parking is too close to street intersections 	<ul style="list-style-type: none"> A review of parking proximity to streets in relation to bus stop locations specifically was completed and recommendations for removal of parking at certain locations for safety were included in the options.
<ul style="list-style-type: none"> Need public transportation on K Street NW at the Washington Harbor 	<ul style="list-style-type: none"> Metro is reviewing the use of K Street for the Circulator route as well as others.
<ul style="list-style-type: none"> Remove the Whitehurst Freeway 	<ul style="list-style-type: none"> DDOT has determined for this project that the Whitehurst should be assumed to be remaining.

<ul style="list-style-type: none"> Whitehurst Freeway and the Expressway need to be taken down 	<ul style="list-style-type: none"> See comment above. Acknowledged
<ul style="list-style-type: none"> Too many tie ups on Key Bridge and M Street NW 	<ul style="list-style-type: none"> Signal timing and phasing as well as changes to the lane structure along M Street are being considered.
<ul style="list-style-type: none"> Reservoir Road intersections are problematic 	<ul style="list-style-type: none"> Signal timing and phasing as well as increased enforcement are being considered.
<ul style="list-style-type: none"> Commuter traffic generated by institutional users is problematic 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Too many cars are using 28th Street NW during rush hour as a throughway 	<ul style="list-style-type: none"> A one-way couplet including 30th and 31st Street is being considered. Other traffic calming devices on neighboring streets may be necessary to make vehicles transition to 30th/31st.
<ul style="list-style-type: none"> Cars are speeding on Wisconsin Avenue NW at P and O Streets NW and Dumbarton Street when walking children to Hyde Elementary School 	<ul style="list-style-type: none"> Signage and enforcement are included in the analysis.
<ul style="list-style-type: none"> Need 'Children Crossing' signage at study area intersections for Hyde Elementary School 	<ul style="list-style-type: none"> Additional pedestrian signage as well as enforcement is included in the analysis.
<ul style="list-style-type: none"> Need better parking options for residents, shoppers, & visitors and intermediate parking for contractors 	<ul style="list-style-type: none"> Acknowledged. Parking changes are being studied separately by the BID/ANC/and DDOT staff
<ul style="list-style-type: none"> Oversized Blue Buses on 35th and T Streets NW damage the structure of the small houses and block traffic when cars are parked on both sides 	<ul style="list-style-type: none"> Acknowledged. 35th and T service the D1, D2, and GUTS Wisconsin Ave Line.
<ul style="list-style-type: none"> The oversized Blue Buses stop at the intersection of 35th and T Streets and are a risk to the safety of students at the Carlos Rosario Junior High School 	<ul style="list-style-type: none"> Acknowledged. This is designated Hardy Middle School on the maps.
Transportation Areas that Need Improvement	
<ul style="list-style-type: none"> More public transit options, speed bumps and cameras and better marked crosswalks 	<ul style="list-style-type: none"> These items are included in the analysis of options
<ul style="list-style-type: none"> Need a Metro stop in Georgetown 	<ul style="list-style-type: none"> Acknowledged. See previous response.
<ul style="list-style-type: none"> More transit options and a focus on pedestrians 	<ul style="list-style-type: none"> One of the goals of the study is to provide increased mobility and safety to pedestrians and bicyclists. Transit is also being looked at in conjunction with WMATA.
<ul style="list-style-type: none"> More transit options 	<ul style="list-style-type: none"> See previous response.
<ul style="list-style-type: none"> Need public transportation on K Street NW at the Washington Harbor 	<ul style="list-style-type: none"> See previous response. WMATA is reviewing the use of K Street as part of the Circulator route.
<ul style="list-style-type: none"> Need more reliable bus transit options 	<ul style="list-style-type: none"> See previous response.
<ul style="list-style-type: none"> Return the smaller bus service at 35th and T Street NW 	<ul style="list-style-type: none"> Smaller buses have resulted in citizen complaints of loud engine noise, loud external stop announcements and loud, squealing brakes. There is no benefit in noise or vibration by using smaller buses.
<ul style="list-style-type: none"> Need the Number 30 buses to stay on schedule 	<ul style="list-style-type: none"> WMATA is currently reviewing the 30 lines for revision. One of the items is to allow for insertion of buses at critical locations when the schedule is not being met due to congestion or accidents.
<ul style="list-style-type: none"> Eliminate buses altogether at 35th and T Street NW 	<ul style="list-style-type: none"> One of the options considered removes buses from T Street to Whitehaven Parkway, NW
<ul style="list-style-type: none"> Restore Blue Bus service to the Foggy Bottom Metro Station 	<ul style="list-style-type: none"> Blue Buses are run by Georgetown University. This request will be passed on.
<ul style="list-style-type: none"> There is a lack of transportation on K Street NW 	<ul style="list-style-type: none"> Acknowledged. WMATA is reviewing the use of K Street for transit service.
<ul style="list-style-type: none"> Need more connector buses 	<ul style="list-style-type: none"> WMATA is reviewing the 30 routes to determine the need to split these routes into smaller segments that would be able to stay on schedule and provide more connection points throughout the system.
<ul style="list-style-type: none"> Congestion needs to be improved around Georgetown 	<ul style="list-style-type: none"> Signal timing and phasing as well as traffic calming devices and lane configurations are being included in the options analysis.

<ul style="list-style-type: none"> Improved bicycle lanes and locking facilities 	<ul style="list-style-type: none"> Providing better access and safety to bicycle facilities is one of the main goals of the study. NPS is constructing a new bicycle lane in association with improvements along K Street. New bicycle racks are being considered at certain locations.
<ul style="list-style-type: none"> Need more bicycle racks 	<ul style="list-style-type: none"> See previous comment.
<ul style="list-style-type: none"> Widen the sidewalks on the corners of M Street and Wisconsin Avenue NW so that pedestrians can move safely 	<ul style="list-style-type: none"> Bus bulbs are being considered at intersections along Wisconsin and M Street to shorten the distance pedestrians are in the vehicle path.
<ul style="list-style-type: none"> Make commuting safer for kids on bicycles and scooters 	<ul style="list-style-type: none"> See previous comment.
<ul style="list-style-type: none"> Make it safer for pedestrians near Hyde Elementary School 	<ul style="list-style-type: none"> See previous comment. Additional signage and enforcement are included in options analysis.
<ul style="list-style-type: none"> Need restrictions on through truck traffic 	<ul style="list-style-type: none"> Restrictions on truck traffic exist on 37th, 34th, 33rd, and portions of P Street, O Street and Potomac Street. Other locations are being considered as part of the options.
<ul style="list-style-type: none"> Motorist and pedestrian laws need stricter enforcement in the Georgetown area 	<ul style="list-style-type: none"> Enforcement is included in the options analysis.
<ul style="list-style-type: none"> Residential parking program needs stricter enforcement 	<ul style="list-style-type: none"> Enforcement is included in the options analysis.
<p>SUMMARY OF WEBSITE AND COMMUNITY MEETING COMMENTS</p>	
<p>Beautification and Streetscape</p>	
<ul style="list-style-type: none"> There are relatively few trees on the commercial streets and more should be planted and maintained there 	<ul style="list-style-type: none"> Acknowledged. It should be noted that the planting of trees decreases the width of the sidewalk area due to the lack of available right-of-way within Georgetown.
<ul style="list-style-type: none"> Bricks on part of the sidewalk were torn up years ago and replaced with asphalt and the bricks have never been replaced 	<ul style="list-style-type: none"> As sidewalks and roadways have maintenance or work completed, bricks will be used for sidewalks where feasible to maintain the historic character.
<ul style="list-style-type: none"> Need to improve the condition of pavement on residential streets which includes the removal of old trolley tracks and better quality cobblestone or imitation cobblestone 	<ul style="list-style-type: none"> The future of O and P Street is being reviewed with relation to historic significance. This study will not suggest changes to the historic cobblestones and tracks along O and P Street.
<ul style="list-style-type: none"> Need better way finding and directional signs around Georgetown 	<ul style="list-style-type: none"> Signage is included in the options analysis.
<ul style="list-style-type: none"> Do not use dinky and small signs; way finding signs for pedestrians should not be used for drivers 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Some residents currently report major problems with rats near restaurants and that problem needs to be remedied 	<ul style="list-style-type: none"> This comment will be forwarded to DDOT personnel.
<ul style="list-style-type: none"> Should widen the sidewalks that have room to be widened 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> The sidewalk in front of Hyde Elementary Public School at O and P streets is only concrete; it needs to be redone in brick to match the other sidewalks 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Would like to see all the Georgetown streets repaved 	<ul style="list-style-type: none"> Acknowledged. Due to monetary constraints of DDOT, this is not possible in the short- or mid-term options.
<ul style="list-style-type: none"> Obstacles on sidewalks such as commercial poster boards and newspaper vending boxes significantly worsen some choke points 	<ul style="list-style-type: none"> Acknowledged. A sidewalk inventory was completed. Sidewalks with less than 4-foot width are proposed for widening to ADA standards.
<ul style="list-style-type: none"> Cobblestones are pretty and add to the character of the neighborhood 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> All District Department of Transportation (DDOT) projects should go through aesthetic design review since they affect the appearance of the Georgetown National Historic Landmarks 	<ul style="list-style-type: none"> Acknowledged.

Bicycle Mobility	
<ul style="list-style-type: none"> It is impossible to ride bikes in most of the Georgetown area due to parking on both sides 	<ul style="list-style-type: none"> Acknowledged. NPS is currently completing Phase I of a 4 phase project to provide separate bicycle facilities (away from pedestrians and vehicles) along K Street. Additional connections are being considered when available in the options analysis.
<ul style="list-style-type: none"> It is impossible to bike on O Street NW due to cobblestones 	<ul style="list-style-type: none"> Bicycles are restricted on O and P St from 35th to Wisconsin Ave due to poor pavement. No Bike signs are location along these routes at all intersections.
<ul style="list-style-type: none"> There are pedestrian/bike conflicts on the proposed bike lane 	<ul style="list-style-type: none"> The NPS bicycle lane along K Street will be separate from sidewalk and vehicle use paths. Minimal interaction between bicycles and pedestrians will occur.
<ul style="list-style-type: none"> Identify parks where kids go after school and make it accessible for kids to ride bikes there 	<ul style="list-style-type: none"> Parks and schools were identified. Further analysis to look at pedestrian facilities in and around these areas was conducted. Improvements to the system are included in the options analysis.
<ul style="list-style-type: none"> Difficult to bike during normal rush hour on K Street NW off ramp due to conflict on K Street NW to southbound Rock Creek Parkway 	<ul style="list-style-type: none"> Acknowledged. When Phase 3 is completed of the NPS project, a new connection from Lowe K Street to Rock Creek Parkway will be constructed removing this conflict area.
<ul style="list-style-type: none"> Reservoir Road NW seems to be good for bicycles 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Southbound approach of 37th Street at Tunlaw Road NW is problematic for bicyclists 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Bike path crosses the entrance to Whitehurst Freeway from Key Bridge 	<ul style="list-style-type: none"> Acknowledged. The short-term options include adding signage to Key Bridge alerting drivers of possible crossings of both pedestrians and bicycles. Long-term options show the inclusion of flashing lights, activated when pedestrians/bicycles are in the crossing area.
<ul style="list-style-type: none"> Everything should be done to encourage bicycling and to reduce the number of cars, but bicyclists must take responsibility for their own safety by being alert 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Bicyclists should be encouraged to use a light and reflectors after dark 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Bicyclists and pedestrians should be encouraged to follow safety laws especially after dark 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Need to raise consciousness about bicyclist and pedestrian safety. 	<ul style="list-style-type: none"> Acknowledged. One of the main goals of this study is to increase safety and mobility for bicyclists and pedestrians.
<ul style="list-style-type: none"> It would be problematic to provide bicycle lanes on many of the narrow streets in Georgetown, but at the least additional bicycle storage should be provided in the commercial areas not only near the river 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Some cities rent bicycles for use from various drop off points and this concept should be considered but applies far beyond Georgetown 	<ul style="list-style-type: none"> Acknowledged. Bicycle rental is usually completed by a resident bicycle shop and not the city itself. International cities have been known to provide free use of "city bikes" available on a first-come, first-serve basis. Due to concerns with maintenance, this was not forwarded as an option for this project.
<ul style="list-style-type: none"> A bicycle path is largely recreational in Georgetown and far less for commuting and I would like to suggest the transportation study emphasis not be recreational, but on nuts and bolts key issues such as parking, good connection to bus -metro modes, etc. 	<ul style="list-style-type: none"> Acknowledged. While this project is looking at the safety and mobility of bicycles and pedestrians, it is also reviewing transit and vehicle use, congestion, parking, and truck traffic.

<ul style="list-style-type: none"> The bike and pedestrian path that comes through Rose Park to the P Street NW ramp onto/off of Rock Creek Parkway ends abruptly at the curb of the P Street ramp which leads to bikes and pedestrians walking over the grass to get to the crosswalk and the lowered curb section, and as a result the grass is all worn down. Can we make a path that connects up to the crosswalk properly? 	<ul style="list-style-type: none"> This path is actually a footpath and therefore can not be widened. A connection point will be studied as part of the options analysis.
<ul style="list-style-type: none"> Recommend that bike route connections be added that would improve bike access and safety coming from Virginia on the Key Bridge 	<ul style="list-style-type: none"> Acknowledged. Signage denoting the presence of bicycles and pedestrians on Key Bridge is included in the short-term options analysis. In the Long Term options analysis detectors will be placed in the bicycle/sidewalk path that when depressed will activate flashers providing an additional level of presence.
<ul style="list-style-type: none"> Bike and pedestrian path in Rose Park between M Street NW and the tennis courts is of very bad quality and needs to be made smooth 	<ul style="list-style-type: none"> Because this path is actually designated a footpath, the acceptability of the surface follows different criteria. Further analysis will be included in the options analysis.
<ul style="list-style-type: none"> Georgetown road surfaces are often very bad and are dangerous for bicyclists. 	<ul style="list-style-type: none"> A qualitative field survey of roadway surfaces did not concur with this comment with the exception of O and P Street from 35th to Wisconsin that are restricted for bicycle use due to poor surface. There were two other areas (Dumbarton from 31st to 30th, and 34th Street north of S Street) that were identified as poor pavement.
<ul style="list-style-type: none"> Bike racks would be useful around Georgetown but they are not a top priority 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> The amount of bicycle commuting is incredible and that is great because it means fewer cars on the roads; however, there is no designated bike path on Water/K Streets NW and bicyclists often ignore rules of the road 	<ul style="list-style-type: none"> With the NPS project along K Street (Phase I completed this year), a separate bicycle path will be constructed.
<ul style="list-style-type: none"> Bicyclists have started dumping into the small park and riding across the Washington Harbor area despite no biking signs prominently in place and this could cause serious injure in the future 	<ul style="list-style-type: none"> Enforcement of no-biking along the waterfront (or bicyclists must dismount in this area) will begin this summer and enforced by NPS.
<ul style="list-style-type: none"> Residents of Georgetown really need a bike lane coupled with enforcement. This should be part of the plan 	<ul style="list-style-type: none"> Acknowledged. See previous responses.
<ul style="list-style-type: none"> Bicycles on the sidewalks are a hazard to pedestrians. Should consider bike licenses and mandatory bells 	<ul style="list-style-type: none"> Acknowledged. Bicycle regulations for the City of DC state that outside the CBD bicycles are allowed to utilize sidewalks.
<ul style="list-style-type: none"> Bicycles should not be permitted on the sidewalks of Georgetown. Should extend the no bikes on the sidewalk rule that is true in certain parts of the District to Georgetown 	<ul style="list-style-type: none"> Acknowledged. If bicycles are not allowed on the sidewalk they will be in the travel lane. In some areas this could be more dangerous than on a sidewalk given vehicles travel at a faster rate and have more tonnage behind them than either bicycles or pedestrians. Further analysis will be included and options assessed if warranted.
<ul style="list-style-type: none"> Bicycle issue might be moot since the cobblestone streets and sidewalks cause tire blowouts and rims being destroyed 	<ul style="list-style-type: none"> Acknowledged. It should be noted that P and O Street (cobblestone streets) are restricted from bicycle use.
Parking	
<ul style="list-style-type: none"> Georgetown University should provide parking for its students 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Consider guest sticker for parking for residential units and provide one extra parking sticker for guests 	<ul style="list-style-type: none"> RPP zoning is being examined. Further, metered parking on residential streets, with RPP exempt, is being examined. Guest sticker parking is not being considered. A committee represented by ANC, BID and DDOT is studying parking provisions in Georgetown

<ul style="list-style-type: none"> • Not enough parking spaces in the area 	<ul style="list-style-type: none"> • Acknowledged. Enforcement of parking regulations is included in the options analysis.
<ul style="list-style-type: none"> • Parents have to find parking spaces to drop children at Hyde Elementary school along O street NW which creates traffic backup 	<ul style="list-style-type: none"> • Along O Street at Hyde Elementary are signed that "parents picking up/dropping off students permitted to park for 10 minutes at all times" Otherwise parking between 8am and 4pm on school days is prohibited. Additional alternatives will be considered in the options analysis.
<ul style="list-style-type: none"> • For residents and those looking for parking, the 3200 block of Reservoir Road is easily accessible by turning onto R Street NW or S Street NW and then onto 32nd Street NW for the right turn to Reservoir Road NW 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Would like to present a proposal for allowing D.C. residents to rent or purchase curbside parking space in residential areas. 	<ul style="list-style-type: none"> • Acknowledged. We will forward this comment along to DDOT. Parking issues are being addressed in a separate study.
<ul style="list-style-type: none"> • In some streets, such as P and Q Street NW, parking should be allowed on both sides as it is presently allowed on Sundays 	<ul style="list-style-type: none"> • Due to the presence of the cobblestones west of Wisconsin on O and P Street, dual parking is not advised. Allowing parking on both sides on Q Street will be reviewed and included in the options as warranted.
<ul style="list-style-type: none"> • Allowing parking on both sides of some streets such as P and Q Street NW would return these streets to a normal residential traffic flow as opposed to the existing "freeway" type commuting traffic which developed some years ago with the closing of Pennsylvania Avenue 	<ul style="list-style-type: none"> • See above comment.
<ul style="list-style-type: none"> • If necessary, converting some streets to one way streets could be considered to allow for parking on both sides 	<ul style="list-style-type: none"> • Acknowledged. This comment is included in the options analysis. We are also looking at restoring two-directional traffic to existing one-way streets.
<ul style="list-style-type: none"> • Several excellent ideas have been developed by the Georgetown BID group and the ANC in regards to parking and I believe these would significantly improve the situation and should have the support of most responsible members of the residential and business communities 	<ul style="list-style-type: none"> • Georgetown BID, ANC, and DDOT are currently reviewing parking solutions. Minimal parking changes are being recommended under this project and are directly related to traffic flow and safety/sight distance issues.
<ul style="list-style-type: none"> • Continue an ongoing "treasure hunt" for parking spaces which are underutilized generally by historical accident 	<ul style="list-style-type: none"> • Wayfinding signs are part of the options analysis.
<ul style="list-style-type: none"> • Provide employee parking in Roslyn in the evenings and over weekends at discounted rates and bring employees to Georgetown by Blue Bus, which provides an economical alternative for employees, enhances parking revenues, and frees up spaces in Georgetown for residents and businesses 	<ul style="list-style-type: none"> • We will pass this suggestion on to DDOT. Because Rosslyn is in Virginia, this would require an agreement with the two localities. This comment will be forwarded to Georgetown BID to possibly encourage business owners to employ this suggestion.
<ul style="list-style-type: none"> • Should better use unused parking capacity below M Street NW 	<ul style="list-style-type: none"> • Wayfinding signs are part of the options analysis
<ul style="list-style-type: none"> • Provide valet parking for business customers 	<ul style="list-style-type: none"> • This comment will be forwarded to Georgetown BID to possibly encourage business owners to employ valet parking.
<ul style="list-style-type: none"> • The Parking in Driveways Initiative is strongly opposed, unwise, and should not be implemented on even a trial basis in Georgetown 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Any evaluation of parking needs to recognize localized conditions in different parts of Georgetown 	<ul style="list-style-type: none"> • Parking evaluation is being reviewed by the ANC, DDOT, and the ANC. Minimal changes to parking are included in this project to combat safety issues.
<ul style="list-style-type: none"> • Should create a parking garage system with signs similar to what they use in Europe to take the most advantage of available spaces 	<ul style="list-style-type: none"> • Wayfinding signs are part of the options analysis. This comment will be forwarded to the Georgetown BID in relation to subsequent parking evaluations currently on-going.

<ul style="list-style-type: none"> The streets are very narrow and there is currently parking allowed on both sides of the street. Many people have their mirrors knocked off the side of their cars which is very costly to replace 	<ul style="list-style-type: none"> Acknowledged. This comment will be forwarded to the BID and the committee formed to look at parking in Georgetown.
<ul style="list-style-type: none"> Should consider only allowing parking on one side of the street, rather than on both sides of the street. For example on 28th Street this would be a good idea. 	<ul style="list-style-type: none"> Acknowledged. There is a consensus that there is NOT enough parking throughout Georgetown. By limiting parking to one side of the street there would be less. This is being analyzed along with other options. This comment will be forwarded to the BID and the committee formed to look at parking in Georgetown.
<ul style="list-style-type: none"> Should extend the parking meter time from the 2 hour parking to 3 hours in order to allow people to do more shopping 	<ul style="list-style-type: none"> Acknowledged. This policy will be forwarded to District of Columbia for review.
<ul style="list-style-type: none"> Congestion is caused by the people circling looking for parking. For example on 31st Street to Wisconsin Ave on a Saturday, the congestion is a real mess 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> The District should not allow parking on both sides of the street when the size of cars on each side reduces the passable space to less width than is allowed for the width of the street 	<ul style="list-style-type: none"> Acknowledged. This comment will be forwarded to the BID and the committee formed to look at parking in Georgetown.
<ul style="list-style-type: none"> Major parking issues for residents living on South Street NW between Wisconsin and Potomac 	<ul style="list-style-type: none"> Acknowledged. This comment will be forwarded to the BID and the committee formed to look at parking in Georgetown.
<ul style="list-style-type: none"> Parking issues on South Street NW between Wisconsin and Potomac have increased because of waterfront construction 	<ul style="list-style-type: none"> Acknowledged. This comment will be forwarded to the BID and the committee formed to look at parking in Georgetown.
<ul style="list-style-type: none"> Need more Zone 2 parking in waterfront area 	<ul style="list-style-type: none"> Acknowledged. This comment will be forwarded to the BID and the committee formed to look at parking in Georgetown.
Pedestrian Mobility	
<ul style="list-style-type: none"> Too many pedestrian crossings in a short distance near the intersection of Reservoir Road and Wisconsin Avenue NW 	<ul style="list-style-type: none"> Acknowledged. Due to the disjointed streets on either side of Wisconsin the number of pedestrian crossings is increased. Removal of some crosswalks will be included in the options analysis.
<ul style="list-style-type: none"> Due to the loading/unloading of commercial delivery trucks, pedestrians at 28th Street and M Street NW are forced to walk into the streets 	<ul style="list-style-type: none"> In multiple field visits this condition was not observed. Additionally, the loading zone could not be located. Truck loading/unloading operations will be considered in the options analysis for Georgetown
<ul style="list-style-type: none"> Vehicles are not paying attention to new traffic signal installed near Blues Alley and creating problems for pedestrians who have no crosswalk 	<ul style="list-style-type: none"> Acknowledged. Signage is part of the options analysis.
<ul style="list-style-type: none"> Need pedestrian/bike facilities and facilities for taking and dropping off children at the new British School of Washington which is set to move to Wisconsin Avenue from 16th Street by January 2008 	<ul style="list-style-type: none"> British School is installing a roundabout behind the school to accommodate drop off and pick up on-site.
<ul style="list-style-type: none"> Intersection of M street and Wisconsin Avenue NW has huge pedestrian problems 	<ul style="list-style-type: none"> Acknowledged. Signal phasing and timing is part of the options analysis
<ul style="list-style-type: none"> There are pedestrian issues associated with the intersection of 35th Street and Reservoir Road NW 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Canal Road trail is the busiest one for pedestrians and bicycles 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> There is quite a bit of pedestrian traffic on the 3200 block of Reservoir Road NW as people cross in between cars after parking their cars 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Please take into account Hyde Elementary School & recognize there is foot traffic through Georgetown in the morning & afternoon from children going to/from school, many of who ride their bikes 	<ul style="list-style-type: none"> Acknowledged. Signage and signal phasing is part of the options analysis. Safety and mobility for pedestrians and bicycles is one of the goals of the study.

<ul style="list-style-type: none"> • The crosswalk on Wisconsin Avenue and O Street NW has bad signage and many parents use this crosswalk with their children in the morning with cars often blasting right through it 	<ul style="list-style-type: none"> • Acknowledged. Signage and signal phasing is part of the options analysis.
<ul style="list-style-type: none"> • Rose Park, Volta Park, and Montrose Park could benefit from additional crosswalks and related signage to ensure the safety of the neighborhood children who walk and bike to them each day 	<ul style="list-style-type: none"> • Acknowledged. Signage and signal phasing is part of the options analysis.
<ul style="list-style-type: none"> • Would love for M Street NW to be pedestrianized except for a trolley line 	<ul style="list-style-type: none"> • Acknowledged. Due to the connection to Key Bridge and other parts of DC, this is unlikely. Pedestrian issues will be reviewed and considered in the options analysis.
<ul style="list-style-type: none"> • Eastside of 31st and M and N Street NW have no curbs and vehicles coming up on the sidewalk end up hitting nearby trees 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Georgetown Hospital exit needs pedestrian measures 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Enforce crosswalks for both pedestrians and vehicles 	<ul style="list-style-type: none"> • Acknowledged. Enforcement is being considered as part of the options analysis.
<ul style="list-style-type: none"> • New street lights have been placed on Wisconsin between M and Water Street NW (near Blues Alley), but there is no pedestrian walkway 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Lots of pedestrians related issues as a result of vehicles not yielding 	<ul style="list-style-type: none"> • Acknowledged. Enforcement is being considered as part of the options analysis.
<ul style="list-style-type: none"> • Would like to see a "square dual" pedestrian crosswalk at Wisconsin Avenue and M Street NW 	<ul style="list-style-type: none"> • Acknowledged. Signal timing and phasing is part of the options analysis.
<p>Safety</p>	
<ul style="list-style-type: none"> • Overgrown tree branches are a safety issue as they block the view of stop signs 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Georgetown has uneven sidewalks which are difficult for seniors to maneuver 	<ul style="list-style-type: none"> • Acknowledged. Sidewalk issues are included in the options analysis.
<ul style="list-style-type: none"> • There is a terrific blind spot at 29th Street and R Street NW when one is traveling north on 29th St NW 	<ul style="list-style-type: none"> • Acknowledged. Alternatives for this intersection are included in the options analysis.
<ul style="list-style-type: none"> • High speed cut-through traffic on the 3200 block of Reservoir Road NW from Wisconsin Avenue which is extremely dangerous 	<ul style="list-style-type: none"> • Acknowledged. Traffic calming devices are part of the options analysis.
<ul style="list-style-type: none"> • The 3200 block of Reservoir Road should be made one-way east to west to prevent dangerous traffic situations 	<ul style="list-style-type: none"> • Acknowledged. Changes to one-way, two-way streets are part of the options analysis.
<ul style="list-style-type: none"> • Concerned about the safety of pedestrians at Reservoir Road NW and 37th and 36th Streets NW where many students are walking and biking to Washington International School, Georgetown University and Duke Ellington 	<ul style="list-style-type: none"> • Acknowledged. Pedestrian safety and mobility are a goal of the project. Signage and signal phasing/timing are part of the options analysis, as is enforcement.
<ul style="list-style-type: none"> • Cars are speeding, running red lights (at Reservoir and 37th) and ignoring pedestrians on a regular basis and this is a DANGEROUS situation. 	<ul style="list-style-type: none"> • Enforcement is part of the options analysis.
<ul style="list-style-type: none"> • Very concerned about bicycle safety 	<ul style="list-style-type: none"> • Acknowledged. Pedestrian and bicycle safety and mobility are a goal of the project.
<ul style="list-style-type: none"> • Drivers seem well aware that there are no consequences from not stopping at stop signs. They routinely drive through them after speeding and place pedestrians at risk 	<ul style="list-style-type: none"> • Enforcement is part of the options analysis.
<ul style="list-style-type: none"> • The intersection at 35th and Volta Street NW is dangerous after the traffic police leave as multiple vehicles drive through without looking for pedestrians. Similarly, 35th and Reservoir St NW are plagued by speeding cars during non peak hours 	<ul style="list-style-type: none"> • Enforcement is part of the options analysis.

<ul style="list-style-type: none"> • There is "No Turn on Red" sign at 33rd and Q Street NW and drivers turning from 33rd Street NW routinely ignore this 	<ul style="list-style-type: none"> • Enforcement is part of the options analysis. Additionally, the removal of the restriction is also being considered.
<ul style="list-style-type: none"> • People frequently drive the wrong way on 33rd Street NW 	<ul style="list-style-type: none"> • Acknowledged. Enforcement is part of the options analysis.
<ul style="list-style-type: none"> • Install speed bumps to slow down vehicles on 28th Street NW 	<ul style="list-style-type: none"> • Speed humps and cushions are being considered as part of the options analysis.
<ul style="list-style-type: none"> • 29th and K Street NW is dangerous for all modes of travel and should be studied carefully 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Cars constantly run red light on Wisconsin between M and Water Street NW while pedestrians continue to cross the street 	<ul style="list-style-type: none"> • Acknowledged. Enforcement is part of the options analysis.
<ul style="list-style-type: none"> • There is no cautionary indication on Wisconsin Avenue NW that there is an elementary school on O and Potomac Street NW 	<ul style="list-style-type: none"> • Acknowledged. Signage and signal phasing/timing are part of the options analysis.
<ul style="list-style-type: none"> • P St and Rock Creek Park intersection is dangerous 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Make the stop sign on Wisconsin Avenue and P Street NW more visible 	<ul style="list-style-type: none"> • Acknowledged. The Study Team did not concur
<ul style="list-style-type: none"> • Intersection of P and Wisconsin Avenue NW has traffic driving south and drivers can not see the traffic light ahead 	<ul style="list-style-type: none"> • In field visits at various times of the day, this was not the case.
<ul style="list-style-type: none"> • Vehicles are moving too fast on residential roads 	<ul style="list-style-type: none"> • Acknowledged. Traffic calming devices are being analyzed for installation throughout Georgetown
<ul style="list-style-type: none"> • Please post 10mph road signs on the four corners of Reservoir Road and 35th Street NW 	<ul style="list-style-type: none"> • A 10mph speed limit is below the acceptable speed limit for either a residential street, or more importantly, a school zone (15 mph). Additional signage and signage at this intersection is included in the options analysis
Traffic Mobility and Congestion	
<ul style="list-style-type: none"> • The traffic signal at Reservoir Road and Wisconsin Avenue NW is not good 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • The traffic signal at Reservoir Road and Wisconsin Avenue NW is timed improperly, primarily during the off-peak hours 	<ul style="list-style-type: none"> • Acknowledged. Signal timing is included in the options analysis
<ul style="list-style-type: none"> • Consider adding right turn lanes by prohibiting parking near the intersection for the westbound approach of Reservoir Road and Wisconsin Ave NW 	<ul style="list-style-type: none"> • Acknowledged. This is being considered in the options analysis.
<ul style="list-style-type: none"> • The box area at the intersection of Reservoir Road and Wisconsin Avenue NW is too big 	<ul style="list-style-type: none"> • The intersection with Reservoir Road east of Wisconsin Avenue includes the intersection of 33rd at this location. Therefore, the box area is expanded for these movements.
<ul style="list-style-type: none"> • Cut through traffic is a problem on Reservoir Road west of Wisconsin Avenue NW 	<ul style="list-style-type: none"> • Acknowledged. Traffic calming devices are under consideration throughout Georgetown.
<ul style="list-style-type: none"> • Would like to see smart lights or sequencing of lights along Wisconsin Avenue and Reservoir Road NW 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Traffic coming from the intersections of 35th Street and T Street NW and Whitehaven Parkway and Wisconsin Avenue NW is backing up R Street NW along both sides 	<ul style="list-style-type: none"> • Acknowledged. Signal timing and traffic calming devices are some of the options being analyzed.
<ul style="list-style-type: none"> • Commercial trucks for delivery to restaurants at N Street NW and Wisconsin Avenue NW block pedestrians and traffic flow in both directions 	<ul style="list-style-type: none"> • Acknowledged. Additional signage at this location is being analyzed.
<ul style="list-style-type: none"> • Take off the No Left-Turn sign from M Street NW to Bank Street NW 	<ul style="list-style-type: none"> • Due to the volume of vehicles along M St WB and the three lanes of traffic located at this intersection, it is not advisable to remove the restriction to Bank Alley without providing a light and/or a left turn lane to this street. There is a possibility that this street would become a thru-street.

<ul style="list-style-type: none"> For the intersection of 33rd Street and M Street NW, shorter cycle length is preferred with more green time for 33rd Street NW 	<ul style="list-style-type: none"> Acknowledged. Signal timing is being analyzed in the options.
<ul style="list-style-type: none"> High speed issue on P street NW ramp going down to Rock Creek parkway 	<ul style="list-style-type: none"> Acknowledged. Enforcement and traffic calming devices are being analyzed throughout Georgetown
<ul style="list-style-type: none"> High speed issue on 35th Street NW and Reservoir Road NW 	<ul style="list-style-type: none"> Acknowledged. Traffic calming devices, enforcement, and signal timing are being analyzed in the options.
<ul style="list-style-type: none"> There is traffic congestion from 33rd Street NW to 35th Street NW towards M Street NW 	<ul style="list-style-type: none"> Acknowledged. Options are being analyzed to reduce and/or better manage traffic in this area.
<ul style="list-style-type: none"> The corner of 29th Street and R Street NW is the only cross street on R Street NW that does not have a stop sign 	<ul style="list-style-type: none"> Field verification does not concur. There is a stop sign on 29th. R Street is allowed free flow through the intersection. An option is being analyzed that would make this intersection all-way stop.
<ul style="list-style-type: none"> When motorists see that Wisconsin Ave is backed up after they have passed R Street, they turn onto Reservoir and speed down it 	<ul style="list-style-type: none"> Acknowledged. Traffic calming measures are being analyzed throughout Georgetown.
<ul style="list-style-type: none"> Motorists ignore the "No Left Turn" sign during the morning rush on Reservoir Road NW 	<ul style="list-style-type: none"> Acknowledged. Enforcement is part of the solutions package being developed.
<ul style="list-style-type: none"> The 3200 block of Reservoir Road NW ends with a stop sign at 32nd Street NW so it is not advancing any of the rush hour traffic very far 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Please install several large green signs that read "NO THRU TRUCKS" on 37th Street NW, from Calvert Street NW to Reservoir Road NW, 	<ul style="list-style-type: none"> Acknowledged. This roadway segment is signed as no thru trucks. Additional signage and enforcement will be analyzed.
<ul style="list-style-type: none"> We look forward to seeing "No Thru Trucks" signs on 37th Street NW from Calvert Street NW to Reservoir Road NW in place very soon 	<ul style="list-style-type: none"> Acknowledged. See above response
<ul style="list-style-type: none"> Streets should be used for residential driving only and not as commuters' throughways to downtown or as bus routes cutting through the middle of a historic village 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Removal of Whitehurst Freeway would only be feasible in terms of mitigating its negative impact if the underground solution is adopted 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> There are no blinking lights, enforcement camera at the red light, crossing guards, or police officers indicating 15mph speed limit due to the school zone at Reservoir Road and 37th Street NW 	<ul style="list-style-type: none"> Acknowledged. Enforcement is being considered in the options analysis.
<ul style="list-style-type: none"> All traffic lights and stops signs should be synchronized to create a safe but manageable speed throughout Georgetown 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Yield signs should be used where appropriate 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> The use of red stop signs needs to be enforced, especially at the entrance to Rock Creek Parkway 	<ul style="list-style-type: none"> Acknowledged. Enforcement is part of the short-term solutions.
<ul style="list-style-type: none"> Hyde Elementary School also creates some traffic congestion during pick-up and drop-off hours when there is not a sufficient pull-off area to accommodate the Hyde School parents who drive into the neighborhood to drop children at the school 	<ul style="list-style-type: none"> Acknowledged. Solutions are being considered.
<ul style="list-style-type: none"> There was a no left turn for southbound traffic on Wisconsin Avenue onto Reservoir Road NW which results in fast traffic on Reservoir Road NW headed to 32nd Street NW and is potentially unsafe 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Would like to suggest a stop sign at Scott Place 	<ul style="list-style-type: none"> Acknowledged. (This stop sign is placed in the short term solutions list.)
<ul style="list-style-type: none"> Traffic vanishes during the day. Should consider regulating the traffic lights by the time of the day 	<ul style="list-style-type: none"> Traffic lights have 7 cycle configurations depending on the day and time. Traffic lights are synchronized differently during each of those 7 cycle configurations.

<ul style="list-style-type: none"> At the intersection of P and Wisconsin Ave traffic backs up on the east side before the hours of 4 pm and 7 pm. Should consider a traffic light that changes during the peak period to regulate traffic 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Tour buses add to the congestion problem 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> There are an inordinate number of tour buses running on P Street NW 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> The M Street and Wisconsin Avenue NW intersection is truly a nightmare 	<ul style="list-style-type: none"> Acknowledged. Multiple options are under consideration as solutions to this intersection including an all-pedestrian phase, providing left turns from M Street to Wisconsin Ave, signal timing, changing the lane configuration, etc.
<ul style="list-style-type: none"> Should reduce the number of buses and commercial vehicles on Q and P Streets NW 	<ul style="list-style-type: none"> Acknowledged. Currently Q Street is utilized by the D1, D2, D3, D6 and the Dupont Circle Line while P Street is utilized for the G2 line. To allow for sufficient access to transit and appropriate headways between buses, at the present time there are no changes to these transit routes suggested.
<ul style="list-style-type: none"> Would like for all the traffic lights to be coordinated rather than having four different designs at a single intersection 	<ul style="list-style-type: none"> Acknowledged. Signal heads are relatively expensive. As DDOT signalizes new intersections, all heads are the same. If an intersection is upgraded or if an additional head is necessary, it is not common practice to upgrade all heads to match.
<ul style="list-style-type: none"> Possible leading vs. trailing left turn arrow for northbound 35th Street traffic turning west 	<ul style="list-style-type: none"> Signal timing is being analyzed.
<ul style="list-style-type: none"> Reconsider timing of Southbound red light on Reservoir and 35th Street NW 	<ul style="list-style-type: none"> Signal timing is being analyzed
<ul style="list-style-type: none"> The situation on M and 33rd Street NW would be relieved to some extent by allowing cars (in addition to trucks & buses) traveling east on M Street NW to turn left up Wisconsin on a green arrow, except during evening rush hour 	<ul style="list-style-type: none"> Acknowledge. This option is being analyzed as part of the options for the M Street corridor.
<ul style="list-style-type: none"> Slow down trucks or restrict truck hours on Wisconsin and M Streets NW 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Change traffic light sequencing at Wisconsin and O St NW to stop backup of cars on eastbound P St NW 	<ul style="list-style-type: none"> Acknowledged. Signal timing is being analyzed.
<ul style="list-style-type: none"> In driving south on Wisconsin Avenue NW, Q Street crosses with a zigzag and while there is a left turn arrow onto Q Street NW, it is frequently blocked. I would like to suggest that the two lanes on Wisconsin Avenue be marked with one left turn only and one thruway only 	<ul style="list-style-type: none"> By striping the two lanes as one left and one thru it would halve the amount of vehicles that can travel through the intersection southbound. Enforcement and signal timing are part of the analysis which may better serve this need.
<ul style="list-style-type: none"> 28th, M and O Streets NW are too narrow for trucks 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Too much traffic going onto N Street NW 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> T Street NW is not wide enough for bus and opposite direction vehicles 	<ul style="list-style-type: none"> Acknowledged. One option under consideration is to move the traffic to Whitehaven
<ul style="list-style-type: none"> Can we ban 18 wheelers from using Reservoir Road NW. 	<ul style="list-style-type: none"> Without designating this roadway as a no truck route 18-wheelers can not be banned from use of Reservoir Road. Because Reservoir Road is classified as a minor arterial in the federal register, this route is a truck route. If the route were to be declassified, federal money could not be sought to upgrade/maintain this roadway.
<p>Transit</p>	
<ul style="list-style-type: none"> Many residents seem to be satisfied with transit services 	<ul style="list-style-type: none"> Acknowledged
<ul style="list-style-type: none"> Would like Georgetown to be serviced by a Metro stop 	<ul style="list-style-type: none"> Acknowledged. The installation of a Metro stop in Georgetown is not on the WMATA 20-year plan
<ul style="list-style-type: none"> Need a Metro/subway stop in Georgetown 	<ul style="list-style-type: none"> See above response

<ul style="list-style-type: none"> • Many Georgetown residents are precluded from using the Metro at Foggy Bottom due to distance and inconvenience getting there 	<ul style="list-style-type: none"> • Acknowledged. WMATA, the Georgetown Metro Connection, and some GUTS routes provide close or direct Metro stop access to Foggy Bottom
<ul style="list-style-type: none"> • Should look into the feasibility of a small vehicle "jitney" service that could run along selected residential streets in east and west Georgetown and offer low-cost access to the Foggy Bottom Metro Station 	<ul style="list-style-type: none"> • "Jitney" service would likely be provided by a private company with rates being set by them. The development of a jitney service in Georgetown would be dependent on need and predictable revenue to the outside company.
<ul style="list-style-type: none"> • Concerned about Georgetown University's Shuttle Bus which are as big, if not bigger than Metro buses and clog up traffic and do not belong in a neighborhood setting (i.e. Reservoir Road) 	<ul style="list-style-type: none"> • GUTS service buses are as large as the WMATA 40-foot buses. GUTS ridership topped 1.5 million passengers last year (June 2006-June 2007). Discussions with Georgetown University Transportation Department relating to re-routing some lines to the south entrance are on-going.
<ul style="list-style-type: none"> • Metrobus stop has seriously damaged and cracked roads at the intersection of Reservoir Road and 35th Street NW, especially on the north side of the street at Reservoir Rd south of Duke Ellington High School 	<ul style="list-style-type: none"> • Acknowledged. Long Term options are being analyzed
<ul style="list-style-type: none"> • Metrobus causes vibrations on the roadways that cause houses to shake on Reservoir Road between 36th and 35th Streets NW 	<ul style="list-style-type: none"> • Acknowledged. Mid and long term options are being analyzed.
<ul style="list-style-type: none"> • Concerned that metrobus vibrations will result in cracked gas lines or water/sewer pipes under the roadway at Reservoir Road and 35th Street NW 	<ul style="list-style-type: none"> • Acknowledged. See above response
<ul style="list-style-type: none"> • Create a new Metro line that begins at Foggy Bottom Metro, runs under Pennsylvania Ave down M St through Georgetown, turns at Wisconsin Ave NW and runs northward to Tenleytown 	<ul style="list-style-type: none"> • The installation of a Metro stop in Georgetown is included in the WMATA 20-year plan.
<ul style="list-style-type: none"> • Light rail should be studied as an alternative to a Metro line, but removal of more parking and heavy traffic will make running light rail difficult 	<ul style="list-style-type: none"> • Acknowledged. This is a long term option
<ul style="list-style-type: none"> • Georgetown residents historically voted out a Metro stop themselves which triggered off a parking dilemma which they brought on themselves and corresponding to this, the shopkeepers directly lost profits by everyone going to Crystal City and other suburban malls well served by Metro stops 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • It would be most useful to hear if there are any user studies of the circulator and the Blue Bus that runs through Georgetown as tourists would love to use this but it's not even on the Metro map (profit loss) 	<ul style="list-style-type: none"> • Acknowledged. Changes to the Blue Bus and Circulator bus are under way. Possible options include better signage and correlation with WMATA website and trip planner.
<ul style="list-style-type: none"> • I have been happy with transportation in Georgetown and use both taxis and bus lines including the Georgetown University bus lines, which are perfectly on time and get me to Metro stops 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Sometimes the Georgetown University Transportation Shuttles (GUTS) do not keep to the designated routes. They should stay on the main streets. Should look at the routes for these buses and manage enforcement. 	<ul style="list-style-type: none"> • Acknowledged. See above response
<ul style="list-style-type: none"> • Bus service such as the circulator are helpful 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Love the Circulator bus 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Bus routes in the area work pretty well 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Considering ridership, metro buses are too large in scale on 35th Street NW (north of Reservoir Road) 	<ul style="list-style-type: none"> • Looking at ridership numbers this is not the case. Please refer to the existing conditions report, Appendix A which shows ridership by route and time of day
<ul style="list-style-type: none"> • If the D2 bus ran more frequently, it would aid in congestion and provide better transit connections 	<ul style="list-style-type: none"> • Acknowledged. WMATA is currently reviewing the headways of the bus routes within Georgetown.

<ul style="list-style-type: none"> Why were the larger sized Blue Buses returned to 35th and T Street NW after it had been agreed upon with Burleith residents that the buses would be eliminated entirely from S Street NW and smaller buses would be used on 35th and T Street NW? 	<ul style="list-style-type: none"> Prior to 1999, these routes were long, cross-town routes. The D2 ran from Glover Park to RFK Stadium. Citizens on S Street from 3500 to 3600 blocks complained of vibrations. The District of Columbia requested from WMATA to buy small buses. Specific routes were split up into neighborhood services. e.g., the D2 route got severed at Dupont Circle, the D6 route was created to serve the remainder of the original route. WMATA began to use small buses in some of the Georgetown routes. The smaller buses were Orion model 2 (26-feet in length). These buses are not built for heavy duty use. Maintenance cost is greater than that of 40-foot buses. The 26-foot buses are louder and therefore create more vibrations than 30-foot/40-foot buses D1 route was made to serve rush hour only on 40-foot buses. In a trade off the D2 buses, running all day, were swapped and 30-foot buses were utilized. Further, the D2 route was moved from S Street to Whitehaven Pkwy The D3 and D6 buses run on 40-foot buses Buses have been widened 6-inches over previous version to accommodate wheelchairs on the bus. Buses are on average 8.5 feet wide plus one foot on either side due to the mirrors
<ul style="list-style-type: none"> Keep the upper Georgetown Circulator at 10 minutes intervals when adding the K Street route 	<ul style="list-style-type: none"> The Circulator Wisconsin section is due to be discontinued in June 2008 when Route 31 will be put into service to replace. The remainder of the route will revert to the previous routing which included utilizing K Street, Wisconsin Ave and M St.
<ul style="list-style-type: none"> Build a metro rail to Georgetown 	<ul style="list-style-type: none"> See response above. This is included in the WMATA 20-year plan.
<ul style="list-style-type: none"> Can we have a smaller bus combined with the trolley tracks? The shakings on O and P Streets NW is horrendous 	<ul style="list-style-type: none"> See above response. The G2 route utilized 40-foot buses. Smaller 30-foot buses could possibly be used. Request has been forwarded to WMATA for review.
<ul style="list-style-type: none"> Use of private multi-passenger vehicle (30 people) on Q & P Streets NW causes congestion and damage to streets 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Check the ridership of the G2 bus as it has very few riders in Georgetown 	<ul style="list-style-type: none"> The ridership of the G2 route has been checked and it has sufficient ridership to continue service. See Appendix A of Existing Conditions Report. WMATA is currently reviewing routes and headways for revisions within Georgetown.
<p>Data Collection</p>	
<ul style="list-style-type: none"> Should account for seasonal variations in data collection. 	<ul style="list-style-type: none"> Acknowledged. Data collection is modified to reflect an average day within the year. Therefore, the data is modified depending on the month taken.
<ul style="list-style-type: none"> Is modeling going to be based on homeland security needs? 	<ul style="list-style-type: none"> Homeland security needs are not part of the modeling process at this time.
<ul style="list-style-type: none"> Rush hour, evening and weekend counts should be included in the data collection. 	<ul style="list-style-type: none"> Acknowledged. Counts were taken in the AM and PM peak hours (3 consecutive hours for each period), as well as a 6-hour Saturday count from 2pm-8pm.
<ul style="list-style-type: none"> It does not seem wise to do the traffic counts on P Street. This street has the trolley tracks so all of the cars avoid driving on it 	<ul style="list-style-type: none"> Counts along P Street were taken at 35th, 34th, 33rd, 32nd, 29th. This allows the consultant to infer to other areas beyond these specific intersections.
<ul style="list-style-type: none"> Existing conditions are important data, but future development needs to be factored in 	<ul style="list-style-type: none"> Future developments are included in the projections
<ul style="list-style-type: none"> The more dense summer weekend night use in Georgetown needs to be captured in the data 	<ul style="list-style-type: none"> Traffic projections are based on an average day. Although the congestion is higher in the summer weekend nights, it is common practice to plan and design for an average condition so as not to over-design

<ul style="list-style-type: none"> Consultants should obtain the "30" buses study recently completed and utilize it in this transportation study 	<ul style="list-style-type: none"> Acknowledged. The 30 bus study has been reviewed and incorporated into the options analysis.
<ul style="list-style-type: none"> Remember to factor in other major proposed infrastructure projects into the Study 	<ul style="list-style-type: none"> Acknowledged. Planned development is included in future year traffic scenarios
<ul style="list-style-type: none"> The Washington Area Transit Authority (WMATA) is doing a study on solving problems on the Route 30 buses and they may have helpful data for this study 	<ul style="list-style-type: none"> Acknowledged. The 30 study has been obtained and reviewed.
<ul style="list-style-type: none"> Talk to the Washington Metropolitan Area Transit Authority (WMATA) about the 30s buses nightmare and their ongoing study on the issue 	<ul style="list-style-type: none"> Acknowledged. See above response.
Other	
<ul style="list-style-type: none"> Overall, I'm pleased with transportation in Georgetown 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Thank you for having a public meeting 	<ul style="list-style-type: none"> Acknowledged
<ul style="list-style-type: none"> It is good that the District is interested in coming directly to the consumer for input 	<ul style="list-style-type: none"> Acknowledged
<ul style="list-style-type: none"> Disgusted by the lack of progress on P Street NW and do not have any confidence in any additional meetings regarding street repair 	<ul style="list-style-type: none"> Acknowledged. This project is not looking only at street repair but at all modes of travel with an emphasis on Bicycle and Pedestrian mobility and safety. Due to the historic nature of P Street, additional study must be completed and permits required to work within the cobblestone area.
<ul style="list-style-type: none"> Will alert Georgetown University regarding the 18 wheeler from their Baltimore cleaners 	<ul style="list-style-type: none"> Georgetown University has been alerted regarding 18 wheelers utilizing residential streets
<ul style="list-style-type: none"> As a resident of the often overlooked but densely populated lower part of Georgetown (i.e. Papermill), I am hopeful that the Transportation Study will take our neighborhood into account as a neighborhood where people live and not just a dumping ground for cars for the commercial sections of the community 	<ul style="list-style-type: none"> The area around the Papermill is included in the study area. All modes of travel are being reviewed.
<ul style="list-style-type: none"> The maps being used at the public meeting do not identify Hyde Elementary School between O and P Streets NW nor does it seem to identify the public parks that are frequently used by children in the neighborhood 	<ul style="list-style-type: none"> Acknowledged. This has been changed to include all schools within the study area.
<ul style="list-style-type: none"> Amend the Study maps so they note the many private schools that also operate in Georgetown 	<ul style="list-style-type: none"> Acknowledged. All schools within the study area are indicated on the maps.
<ul style="list-style-type: none"> The maps used for the project should have the schools added to them as landmarks to help the community better participate 	<ul style="list-style-type: none"> Acknowledged. See comment above.
<ul style="list-style-type: none"> Should encourage more police enforcement of traffic rules 	<ul style="list-style-type: none"> Acknowledged. Enforcement is one of the short term options included in the analysis.
<ul style="list-style-type: none"> Would like the DC Water and Sewer Authority (WASA) to finish the sidewalk restoration after their work is complete 	<ul style="list-style-type: none"> Acknowledged. This comment will be forwarded.
<ul style="list-style-type: none"> WASA is planning a mile-long, 12 foot underground pipe which will require hundreds if not thousands of trucks with dirt along Water Street NW (the tunnel will be north of K Street Bridge) 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Take into account the rebuilding of Addison School and take note of Hyde Elementary School as well 	<ul style="list-style-type: none"> Acknowledged. All schools within the study area are indicated on the maps.

-----End of comments from Public Meeting #1-----

Public Meeting #2 – January 16th, 2008

SUMMARY OF PUBLIC COMMENTS

Round 2: Community Workshops

Meeting Dates: January 16, 2008

Location: Saint John's Episcopal Church, Georgetown Parish
3240 O Street, NW
Washington, DC 20007

Meeting Purpose: To gather input from the community for the Georgetown Transportation Study. The study will ultimately make recommendations for how to improve streets, sidewalks and transportation in the Georgetown area.

Meeting Format: The workshop was an open house format with stations and handouts available. A brief overview presentation was given at 6:00 pm and District Department of Transportation (DDOT) staff and consultants were available at each display area to discuss the project and answer questions.

Comments: Comments for this summary were collected by comment card and given verbally at the public workshop, through the website, and through email.

Attendees: Approximately 32 community members attended the community workshops. The project staff attending included: Christopher Ziemann (DDOT), Susan Gygi & Abi Lerner (HNTB), Levenson Boodlal & Tintu Abraham (KLS) and Robin Roberts & Tosin Durotoye (CirclePoint).

Traffic Control & Calming	RESPONSE
<ul style="list-style-type: none"> The installation of traffic lights at the intersection of Wisconsin Avenue and Reservoir Road NW, Eastbound traffic on Reservoir Road is often backed up for an entire block or more. The back up is caused by traffic waiting to make a left turn onto Wisconsin Avenue NW. I would like to suggest that two separate turn lanes be created for eastbound traffic on Reservoir Road at Wisconsin Ave 	<ul style="list-style-type: none"> Acknowledged. Signal timing, phasing, and lane configuration are included in the options analysis.
<ul style="list-style-type: none"> Evening congestion on 34th and 35th St NW is due to large amount of traffic caused by Maryland and Virginia commuters and congestion on M Street NW 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Elimination of Whitehurst Freeway provided it can be done without exacerbating congestion issues and will not disrupt the new Georgetown Waterfront Park 	<ul style="list-style-type: none"> Acknowledged. For this project DDOT has requested we not consider the removal of the Whitehurst Freeway.
<ul style="list-style-type: none"> East-west traffic on R Street near Wisconsin Avenue NW during rush hour is an issue 	<ul style="list-style-type: none"> Acknowledged. Signal timing and phasing is a part of the options analysis.
<ul style="list-style-type: none"> Allow east bound traffic on M Street NW to turn left up Wisconsin Avenue NW except during evening rush hour 	<ul style="list-style-type: none"> Acknowledged. Signal phasing and lane configuration is part of the options analysis. (See MT-5 and others)
<ul style="list-style-type: none"> I would like to suggest that the pavement be marked with "KEEP CLEAR" inside the box at intersections. This has been done in several cities (i.e. San Diego), with significant improvements in traffic flow 	<ul style="list-style-type: none"> Acknowledged. While not specifically listed in the options analysis, the inclusion of "don't block the box" signage is. Pavement markings could be in association or replace those signs.
<ul style="list-style-type: none"> Regular maintenance schedule is needed to paint the pedestrian crosswalk striping 	<ul style="list-style-type: none"> Acknowledged. This comment will be forwarded to DDOT.
Buses	
<ul style="list-style-type: none"> Buses on M St and Wisconsin Ave are often forced to stop several feet off the sidewalk because cars are parked at the bus stop. This creates hazardous situations for passengers boarding/leaving the bus 	<ul style="list-style-type: none"> Acknowledged. Enforcement is included in the options analysis.
<ul style="list-style-type: none"> Use of residential street routes by Georgetown Univ (GU) & George Washington Univ (GWU) buses to transport students to Dupont Circle Metro stop is an issue. GWU buses from Mount Vernon campus should utilize Foxhall Rd to Canal Rd to M St and avoid residential streets. Similarly, GU buses should use Canal Rd to M St 	<ul style="list-style-type: none"> Acknowledged. Conversations with Georgetown University are on-going.

<ul style="list-style-type: none"> • Maintain Circulator Bus route on Wisconsin Avenue NW 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Circulator Buses are too large and stop for long periods on Wisconsin Avenue NW for no apparent reason 	<ul style="list-style-type: none"> • Acknowledged.
Parking	
<ul style="list-style-type: none"> • No parking on Wisconsin Avenue NW north of R Street during the morning rush hour and the area has become too congested. 	<ul style="list-style-type: none"> • Acknowledged. This is included in the options analysis.
<ul style="list-style-type: none"> • Need better improved parking options 	<ul style="list-style-type: none"> • Acknowledged. THE BID, ANC, and DDOT are currently studying parking options for the Georgetown area. Minimal changes to parking are included in this study.
<ul style="list-style-type: none"> • Need a parking garage north of Wisconsin Ave and N Street NW 	<ul style="list-style-type: none"> • Acknowledged. See above response.
Signalization	
<ul style="list-style-type: none"> • Need better synchronization of traffic signals 	<ul style="list-style-type: none"> • Acknowledged. Signal timing and phasing are included in the options analysis.
<ul style="list-style-type: none"> • There is a horrific traffic light synchronization problem at two consecutive traffic lights at 24th and Pennsylvania Avenue NW and at Washington Circle west of Pennsylvania Avenue NW. When the former light turns green, the latter one turns red. As such, the long lines of cars in the long block on Pennsylvania Avenue NW between 24th and 25th Street NW have nowhere to go. Traffic has been badly backed up every morning 	<ul style="list-style-type: none"> • Acknowledged. This location is outside the study area. The comment has been forwarded to the correct individual at DDOT.
<ul style="list-style-type: none"> • The intersection of 35th and Q Street NW needs flashing red lights and a highly visible stop sign 	<ul style="list-style-type: none"> • Acknowledged. Field visits did not verify this comment. But, traffic calming devices are included within the options analysis that would slow vehicles thus making the sign more visible at slower speeds.
<ul style="list-style-type: none"> • My concern is the stretch of Wisconsin Avenue NW between R and Reservoir Street NW (on the east side). There are two unsynchronized lights and 5 streets that connect with Wisconsin Avenue NW. The area is constantly backed up 	<ul style="list-style-type: none"> • Acknowledged. The options alternatives looks at different scenarios for the intersections in question including signal timing and phasing, lane configuration, removal of one-way designation and switching one way to one-way south on 33rd.
<ul style="list-style-type: none"> • Reservoir Street NW between Wisconsin Avenue and 32nd Street NW is a dangerous cut through and there should be no left turn or one way allowed. Please consider another light to regulate flow and synchronization 	<ul style="list-style-type: none"> • Acknowledged. Signal phasing and timing are included. The installation of another stand alone signal is not warranted at this location but could be tied into either the R Street or Reservoir Road west of Wisconsin signals.
Enforcement	
<ul style="list-style-type: none"> • Lack of restriction on events (i.e. Georgetown Flea Market on Sundays) is causing parking congestion at all times 	<ul style="list-style-type: none"> • Acknowledged. Events bring vitalization to Georgetown and an influx of money. Each event must go through a permit process from DDOT and DC government. NOTE: The flea market has not been held at Hardy Middle School for the past 2 years.
<ul style="list-style-type: none"> • Need stricter enforcement of residential parking program 	<ul style="list-style-type: none"> • Acknowledged. Enforcement is included in the options analysis.
<ul style="list-style-type: none"> • Need a significant increase in enforcement, especially for failure to stop at intersections (e.g. 35th and Q Street NW is very dangerous) 	<ul style="list-style-type: none"> • Acknowledged. Enforcement is included in the options analysis.
<ul style="list-style-type: none"> • Crack down on jaywalking and vehicles blocking intersections 	<ul style="list-style-type: none"> • Acknowledged. Enforcement is included in the options analysis.
<ul style="list-style-type: none"> • The District police have been ticketing left hand turners from Wisconsin onto Reservoir Avenue NW during morning rush hour and I'm happy to see this 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • I would like to suggest that "no parking" regulations be enforced at the bus stops. This is a simple matter of enforcing the law 	<ul style="list-style-type: none"> • Acknowledged. Enforcement is included in the options analysis.

Other	
<u>Transit Service</u>	
<ul style="list-style-type: none"> Restore the Connector Bus routing along K Street NW from downtown 	<ul style="list-style-type: none">
<ul style="list-style-type: none"> Would like to see a Metrorail stop in the Georgetown area 	<ul style="list-style-type: none"> Acknowledged. A metro stop is included in the WMATA 20 year plan.
<u>Trip Generators</u>	
<ul style="list-style-type: none"> Why wasn't the British School vetted with the community? This will cause another rush hour bottleneck on Wisconsin Avenue NW. Public schools need to monitor their traffic the same way private schools do 	<ul style="list-style-type: none"> The British School occupied a building on Wisconsin across from Whitehurst Parkway in January 2008. The building was previously owned and operated as a part of Georgetown University. The land use did not change. Currently there is no parking on Wisconsin in front of the school and all access is off Whitehaven Street NW.
<ul style="list-style-type: none"> Proliferation of schools in the area is causing rush hour and weekend congestion 	<ul style="list-style-type: none"> Acknowledged. NOTE: Location of schools should not affect weekend congestion. Schools in the district operate between 8:45 and 3:15 and do not affect the PM rush hour. The preponderance of students at area schools are from the neighborhood with the exception of Georgetown Univ where many of the students ride the GUTS system.
<u>Other</u>	
<ul style="list-style-type: none"> Eliminate the rails from O and P Streets NW and repair those streets 	<ul style="list-style-type: none"> The rails located in O and P St are part of the historic registration of Georgetown. Due to necessary repairs, there is a separate study underway to determine what can be done to complete that work.
<ul style="list-style-type: none"> Reduction of congestion 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Short, mid, long term options need to focus on development, zoning, events, parking issues (i.e. what goes on in Georgetown) 	<ul style="list-style-type: none"> Future development and zoning in the Georgetown area is included in the options analysis.
<ul style="list-style-type: none"> The road on the 3400 block of Q Street NW needs to be rebuilt 	<ul style="list-style-type: none"> In a field visit, the pavement condition along all roadways in Georgetown was assessed on a qualitative basis. This field visit noted that the north leg of the intersection was in fair condition, while the other four legs were in good condition.
<ul style="list-style-type: none"> Taxis don't pull over to shoulder area when letting customers out 	<ul style="list-style-type: none"> Acknowledged. Enforcement is included in the options analysis.
<ul style="list-style-type: none"> R Street NW near Wisconsin is dangerous 	<ul style="list-style-type: none"> Acknowledged. Signal timing, phasing, and lane configuration are included in the options analysis.
SUMMARY OF WEB SITE AND COMMUNITY MEETING COMMENTS	
Reservoir Road NW	
<u>Reservoir Road & 32nd Street NW</u>	
<ul style="list-style-type: none"> The 3200 block of Reservoir (east of Wisconsin). This is a one-block street with parking on both sides of the street and a stop sign at 32nd Street. It is also a dangerous cut-through situation where cars, trying to avoid the Wisconsin back up, turn at high speed to try and find a back way through. There are many pedestrians parking and getting out of their cars on this street and the high volume of cut through traffic is very dangerous. The street is much too narrow for two-way traffic of this nature. Although there is a no-left-turn sign for the morning rush hour, many motorists ignore it. DC police have lately been out ticketing those people, I am happy to see 	<ul style="list-style-type: none"> Acknowledged. Enforcement is included in the options analysis. Additionally, lane configuration, signal timing and signal phasing are also included in the options analysis.

<ul style="list-style-type: none"> In terms of the 3200 block of Reservoir (east side), I truly believe a terrible accident is in the offing unless something more radical is done to stop this high-speed cut-through traffic. I believe this street should be a No Left Turn from Wisconsin or a Do Not Enter at all times. Residents and those looking for parking can easily turn down S or R Street (much wider streets that are less congested with traffic) and then turn right onto 32nd, right on Reservoir (that's what I do now rather than risk my life on that stretch of Wisconsin!) 	<ul style="list-style-type: none"> Acknowledged. As stated above, the left turn from SB Wisconsin is prohibited in the AM peak. The options analysis includes changes to lane configuration along 32nd Street. Traffic calming devices and enforcement are also part of the options analysis.
<p><u>Reservoir Road & 35th Street NW</u></p>	
<ul style="list-style-type: none"> Traveling N. on 35th St. at the intersection with Reservoir Rd (light) during afternoon Rush Hour: One of two things should be done to facilitate traffic attempting to go straight up 35th St at this intersection. a) Move the protected Left turn light to the beginning of the cycle so that left turners clear out of the way of cars going straight. b) reduce parking even further back on 35th St. to allow cars going straight to get around the line of left turners that forms 	<ul style="list-style-type: none"> Acknowledged. Signal timing and phasing are included in the options analysis. Parking along this roadway was reviewed in relation to safety of pedestrians, bicyclists and motorists.
<ul style="list-style-type: none"> Repaving: Particularly North of Reservoir Road on 35th St. North. Cars are bouncing around the road due to unacceptable asphalt damage. This is causing unnecessary maintenance issues for residents' cars 	<ul style="list-style-type: none"> During a field visit the pavement condition along all roadways in Georgetown was assessed on a qualitative basis. This field visit noted that north of Reservoir Road 35th Street pavement is average-fair.
<p>Wisconsin Avenue NW</p>	
<p><u>Wisconsin Avenue NW</u></p>	
<ul style="list-style-type: none"> Make the streets parallel to Wisconsin (on the east side of Wisconsin) one way. Cars are so much wider now that you virtually have to stop if a car is coming in the other direction to insure you do not sideswipe parked cars or the oncoming car. In addition, most residents who park their cars on those side streets complain that their mirrors are frequently ripped off by passing cars. The one-way streets seem to work on the other side of Wisconsin. I think it would improve the flow of traffic 	<ul style="list-style-type: none"> Acknowledged. A one way pair east of Wisconsin for 31st (SB) / 30th (NB) is included in the options analysis.
<ul style="list-style-type: none"> Synchronize the lights along Wisconsin so that they stay green longer and at the same time 	<ul style="list-style-type: none"> Acknowledged. Signal timing and phasing is included in the options analysis.
<p><u>Wisconsin Avenue and R Street NW</u></p>	
<ul style="list-style-type: none"> The stretch of Wisconsin south of R Street and north of the eastern side of Reservoir is a hazardous bottleneck all day long. First, traffic heading into Georgetown is usually backed up along here. Second, traffic backs up heading north too because the new light at Wisconsin and Reservoir (west) remains red even when the light at R St has turned green. In addition, cars (and many GUTS buses) are turning left from Wisconsin onto Reservoir and there is no arrow there so that backs things up too. Third, cars attempting to turn left from 33rd Street onto Wisconsin or trying to continue straight onto Reservoir (east) have a difficult time with this intersection usually blocked. Fourth, there are two crosswalks putting pedestrians in great danger because one can tell if oncoming cars see you because of the backups 	<ul style="list-style-type: none"> Acknowledged. Signal timing and phasing as well as additional pedestrian crossing signs and other pedestrian safety measurers are included in the options analysis.
<ul style="list-style-type: none"> Put a turning arrow for cars turning from Wisconsin onto Reservoir (west); this would help with the back up heading north on Wisconsin. Or prohibit turning there at all and put a turning arrow on R Street from Wisconsin going west (the turning arrow in the other direction from Wisconsin turning left onto R Street helps to keep traffic flowing there) 	<ul style="list-style-type: none"> Acknowledged. Signal timing and phasing are included in the options analysis.

<ul style="list-style-type: none"> One more thing in terms of maintenance and beautification. My house faces the back of the library and a large private residence that stretch from R to Reservoir. Neither is ever cleaned along the sidewalk/street on Reservoir so it is often a mess, mostly with trash. I often pick up the garbage along that stretch and I don't mind but I was wondering what the responsibility is along these lines 	<ul style="list-style-type: none"> This comment has been forwarded on to DDOT
<p><u>Wisconsin Avenue and 33rd Street NW</u></p>	
<ul style="list-style-type: none"> Put at stop sign on Wisconsin at 33rd streets to allow cars to get through that intersection from 33rd Street or install a flashing pedestrian signal 	<ul style="list-style-type: none"> Acknowledged. Multiple options for this intersection are included in the analysis.
<p><u>Wisconsin Avenue & P Street NW</u></p>	
<ul style="list-style-type: none"> At the intersection of P Street NW and Wisconsin "Don't Block the Box" signs are needed 	<ul style="list-style-type: none"> Acknowledged
<p>M Street</p>	
<p><u>M & 33rd & Streets NW</u></p>	
<ul style="list-style-type: none"> Traveling along M St. (east) from the Key Bridge and attempting to turn Left onto 33rd St during afternoon Rush Hour: I absolutely disagree that DDOT should allow left turns onto Bank St. during rush hour. Cars that stop to turn here simply cause greater back-up onto the Key Bridge and allow cars in the right lane to speed around the line of cars patiently waiting to turn left at 33rd. The signage that prohibits left turns on Bank is poorly placed in front of the intersection. Better signage may help; however, the only thing that will really stop selfish drivers is penalties in the form of tickets for those who turn left during afternoon rush hour. Additionally, assuming cars are turning onto 33rd (via the protected green left turn light), it may help to put in a light at Prospect and 33rd, which would be timed "green" in accordance with the left turns from M St./33rd gets backed up due to the stop sign at Prospect and prevents maximum flow of cars off of M St (and consequently the Key Bridge) 	<ul style="list-style-type: none"> Bank Street is signed no left turns during both the AM and PM peak hours. Enforcement is included in the options analysis.
<p><u>M & 34th-35th Streets NW</u></p>	
<ul style="list-style-type: none"> As noted in the Existing Conditions Report: Enforcement for running stop signs is greatly needed along 34th and 35th Streets (heading south to M St.) 	<ul style="list-style-type: none"> Enforcement is included in the options analysis.
<p>Q Street & 30th Street/31st Street NW</p>	
<ul style="list-style-type: none"> Among the reasons the vehicles can build up speed on Q Street is that when the street was repaved some years ago, the traffic signals on some of the corners were removed. The signal at 30th and Q was one of them. 	<ul style="list-style-type: none"> Acknowledged. Enforcement is included in the options analysis.
<ul style="list-style-type: none"> Speeding on Q Street between 30th and 31st is an issue. This comment is prompted by a recent accident just before Christmas near the front of our house. In this instance, a speeding bus sideswiped a car going in the opposite direction and then preceded on to swipe two other buses. The block is particularly long and speeding is a common and increasingly dangerous problem, particularly after 4 pm. By the time cars are mid-block you'd think some are competing in the Indy 500. I frequently see cars passing each other and running the stop sign at 31st and Q; you feel like you are risking your life sometimes when you want to use the cross walk there. (There are a lot of children on this street.) Buses are particularly bad. I wonder if we could get a couple of speed bumps in the road. Or perhaps even a traffic signal, or a speeding camera light on the block? 	<ul style="list-style-type: none"> Acknowledged. Enforcement is included in the options analysis. One option for both 30th and 31st is to convert them to a one-way couplet which would remove conflicts with on-coming traffic. A speed camera is proposed on Q Street between 32nd and 30th.

<p>T Street & 35th Streets NW</p> <ul style="list-style-type: none"> Traffic congestion at the intersection of 35th and T (Hardy Middle School) and traffic restriction to a one-way traffic on T Street when a large D1 or D2 metro bus enters T Street. Although the problem was reported at the first meeting, I regret that there were not enough study funds to collect data on the traffic at 35th St. and T St. because of the congestion already created at peak hours by large D1 and D2 metro buses, which, in addition, turn T street into a one way street when they enter the street because of the cars parked on both sides of T St. The current congestion will most likely worsen when the renovated/expanded Hardy Middle School opens up again and add traffic at this intersection. To mitigate such concerns, here are 3 issues that I would like to raise: 1-Why has WMATA reintroduced large buses on the D1 and D2 routes and will they agree to go back to smaller buses since the D1 and D2 buses travel the Q-T section of 35th St pretty empty? 2-If WMATA disagrees with the reintroduction of smaller buses, will it agree instead to keep the large D1 and D2 buses on Wisconsin Avenue and Whitehaven Pkwy on the way to and back from 37th St.? 3-Will Georgetown University agree to keep its Wisconsin Avenue Bus Line on Wisconsin Avenue until Reservoir Street / Reservoir Road? 	<ul style="list-style-type: none"> Acknowledged. Locations where traffic counts were taken will allow interpolation to all streets within the study area. WMATA went from the 40-foot to a 24-foot bus. There were many complaints. The 24-foot bus is actually louder hence more vibrations and noise. Boarding's/Alightings on D1/D2 show sufficient numbers to utilize 30 and 40-foot buses. WMATA would prefer to maintain neighborhood presence to accommodate its customers. Wisconsin is well served by transit. The relocation of the bus route to utilize Whitehaven and not 37th is included in the options analysis. Conversations with Georgetown Univ are ongoing.
<ul style="list-style-type: none"> Damages to our homes from vibrations caused by traffic of heavy vehicles such as: (a) large metro buses (D1 and D2) and Georgetown University buses (Wisconsin Avenue Line) which cut across Whitehaven Pkwy and 35th to reach Reservoir Rd and the University rather than continue on Wisconsin until Reservoir Street; (b) trucks, both heavy and light, which cut across 35th Street rather than follow Wisconsin Avenue and M St., on their way to Key Bridge (35th St. is not restricted to trucks while 34th St. is); and c) school buses, for Hardy Middle School, whose number is still limited at present but which will expand when the renovation/expansion of the school is completed 	<ul style="list-style-type: none"> Long term options to mitigate this issue are included in the options analysis.
<p>SUMMARY OF OPEN HOUSE COMMENTS</p>	
<p>Pennsylvania Avenue NW & 25th Street NW</p>	
<ul style="list-style-type: none"> At 25th Street and Pennsylvania Avenue, traffic from TR Bridge sits at the traffic light for 15 seconds after light on cross street turns red. Why? There is very little traffic on 25th Street, and this entry to Georgetown reduces traffic to K Street or to M Street via Whitehurst Freeway 	<ul style="list-style-type: none"> This location is outside the study area. The comment has been forwarded to the appropriate Ward Planner at DDOT.
<p>Reservoir Road NW</p>	
<p><u>Reservoir Road NW</u></p>	
<ul style="list-style-type: none"> Please make sure that the D3 and D6 buses do travel on Reservoir Road. The resident who provided the comment thought that the buses no longer operate on Reservoir Road 	<ul style="list-style-type: none"> Acknowledged. D3 and D6 buses travel on Reservoir Road.
<ul style="list-style-type: none"> Heavy vehicular use of Reservoir Road between Wisconsin Avenue and 32nd Street NW 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Traffic signals on Wisconsin Avenue in the vicinity of Reservoir Road appear not be properly coordinated 	<ul style="list-style-type: none"> Acknowledged. Signal timing and phasing are included in the options analysis.
<ul style="list-style-type: none"> Cut through traffic on Reservoir Road 	<ul style="list-style-type: none"> Acknowledged. Traffic calming devices are in options analysis.

<u>Reservoir Road & Wisconsin Avenue NW</u>	
<ul style="list-style-type: none"> • Currently no left turn allowed from southbound Wisconsin Avenue to eastbound Reservoir Road during the AM peak hours. Consider prohibiting left turns all day 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Several problems exist on the stretch of Wisconsin Avenue between Reservoir Road and R Street. Two traffic lights cause traffic to back up, making it dangerous to turn or cut through 	<ul style="list-style-type: none"> • Acknowledged. Signal timing and phasing are included in the options analysis.
<u>Reservoir Road & 35th Street NW</u>	
<ul style="list-style-type: none"> • A resident would like Reservoir Road between 35th Street and Wisconsin Avenue made into a no-truck route. It is believed that "No Trucks" signs used to be present in this location, but they do not currently exist. Residents would like the signs brought back 	<ul style="list-style-type: none"> • 35th is functionally classified as a minor arterial and therefore, can not be restricted from truck use. Reclassifying the roadway to restrict trucks would greatly decrease the federal funding available for improvements to Reservoir Road in the future.
Wisconsin Avenue NW	
<u>Wisconsin Avenue NW</u>	
<ul style="list-style-type: none"> • The mirrors on the circulator buses on Wisconsin Avenue are impeding into the pedestrian safety zone. Tall pedestrians are in danger of being sideswiped by these large mirrors 	<ul style="list-style-type: none"> • Acknowledged. This comment has been forwarded to WMATA.
<ul style="list-style-type: none"> • New stoplight at Wisconsin Ave and Reservoir Road has significantly deteriorated conditions on Reservoir Road. In particular, many more commercial and industrial vehicles are exploiting Reservoir Road as a main route now that it is easier to turn onto Wisconsin Ave 	<ul style="list-style-type: none"> • Acknowledged. Reservoir Rd is classified as a Minor Arterial, and the only east/west Minor Arterial west of Wisconsin Ave in the study area. By definition, Reservoir Road should be used by trucks thereby keeping them off other roadways in the area.
<ul style="list-style-type: none"> • Pedestrians crossing Wisconsin Avenue are intimidated by Wisconsin Avenue traffic as most cars fail to acknowledge pedestrians 	<ul style="list-style-type: none"> • Acknowledged. Pedestrian safety and mobility are a main goal of the study and improvements are included in the options analysis
<ul style="list-style-type: none"> • High pedestrian flow on Wisconsin Avenue 	<ul style="list-style-type: none"> • Acknowledged.
<u>Wisconsin Avenue & M Street NW</u>	
<ul style="list-style-type: none"> • Traffic signals, especially on Wisconsin and M Streets, can and should be better synchronized. It is simply absurd to have a situation where a light turns green just as the light in the next block turns red, or vice versa. 	<ul style="list-style-type: none"> • Acknowledged. Signal timing and phasing are included in the options analysis.
<u>Wisconsin Avenue & P Street NW</u>	
<ul style="list-style-type: none"> • At P Street and Wisconsin Avenue, the traffic light favors Wisconsin Avenue, causing P Street to back up. In rush hour, Wisconsin northbound is severely congested and westbound traffic on P Street turning left on Wisconsin Avenue can not move 	<ul style="list-style-type: none"> • Acknowledged. Signal timing and phasing are included in the options analysis.
<u>Wisconsin Avenue & R Street NW</u>	
<ul style="list-style-type: none"> • The flea market at the Hardy Middle School near the intersection of Wisconsin Avenue and R Street creates traffic problems on Sundays. One resident who heard this comment noted that he is very much in favor of having the Flea Market on Sundays and pointed out that the Flea Market has not been held in the last two years 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • The British School near the intersection of R Street NW and Wisconsin Avenue is going to start operations in the near future. The school will have 300 students. This will create operational problems on Wisconsin Avenue. The Georgetown Transportation Study should look into this issue 	<ul style="list-style-type: none"> • Acknowledged. Traffic to/from the British school is included in the future traffic operations and analysis
<ul style="list-style-type: none"> • Drivers after dropping their children at some of the schools on R Street NW drive at fast speeds on R Street towards Wisconsin Avenue 	<ul style="list-style-type: none"> • Acknowledged. Traffic calming devices as well as signal timing and phasing are included in the options analysis.
<ul style="list-style-type: none"> • A suggestion was made to eliminate on-street parking on Wisconsin Avenue between R Street and the Safeway to free up lane space for AM traffic 	<ul style="list-style-type: none"> • Acknowledged. This is included in the options analysis.

<u>Wisconsin Avenue & 33rd Street, NW</u>	
<ul style="list-style-type: none"> The crosswalk at 33rd Street NW and Wisconsin is dangerous to cross 	<ul style="list-style-type: none"> Acknowledged. Options are included in the analysis for this intersection.
<u>Wisconsin Avenue & 34th Street NW</u>	
<ul style="list-style-type: none"> The new traffic light at Reservoir Road and 34th Street needs to be adjusted. At rush hour, traffic backs up on Reservoir Road for blocks and causes big problems. 	<ul style="list-style-type: none"> Acknowledged. Signal timing and phasing are included in the options analysis.
K Street NW	
<u>K & 29th Streets NW</u>	
<ul style="list-style-type: none"> The 29th Street and K Street area is very unsafe for pedestrians 	<ul style="list-style-type: none"> Acknowledged. Pedestrian improvements are included in the options analysis.
M Street NW	
<u>M Street NW</u>	
<ul style="list-style-type: none"> The prohibition of right turn on red for traffic from the Key Bridge destined to M Street helped traffic operations significantly 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> At eastbound M Street at Bank Alley NW, the "No Left Turns" rule was eliminated. Now this intersection needs a "Do Not Block Intersection" sign for westbound traffic on M Street 	<ul style="list-style-type: none"> Field visits show this comment to not be correct. Left turns are restricted during the peak hours.
<ul style="list-style-type: none"> Left turns from M Street NW to Bank Alley create traffic problems. Consider prohibiting the left turns 	<ul style="list-style-type: none"> Left turns are prohibited from M to Bank Alley during peak hours.
<ul style="list-style-type: none"> Sidewalk needs to be widened along M Street (Canal Road) in front of Georgetown University. 	<ul style="list-style-type: none"> Acknowledged. Pedestrian improvements are included in the options analysis.
<u>M & 28th Streets NW</u>	
<ul style="list-style-type: none"> 28th Street between M Street and Olive Avenue is too narrow for trucks, and there is too much traffic going north 	<ul style="list-style-type: none"> Acknowledged.
<u>M & 33rd Streets NW</u>	
<ul style="list-style-type: none"> The left turn prohibition from eastbound M Street to northbound Wisconsin Ave forces vehicles to use 33rd St. Allowing left turns from eastbound M St to northbound Wisconsin Ave, except during PM and evening peak hours, should be assessed by the Georgetown Transportation Study 	<ul style="list-style-type: none"> Acknowledged. Allowing left turns from M to Wisconsin is included in the options analysis.
<u>M & 34th Streets NW</u>	
<ul style="list-style-type: none"> The operations at 34th Street NW and M Street NW are very poor due to the proximity of this intersection to the intersection of M Street NW and the Key Bridge. Vehicles block the box at the intersection of M Street NW and 34th St 	<ul style="list-style-type: none"> Acknowledged. Modifications to this intersection are included in the options analysis.
<ul style="list-style-type: none"> The timing for eastbound traffic on M Street NW at 34th Street NW does not provide enough green time for the eastbound movement to help flush out westbound traffic coming from Canal Road 	<ul style="list-style-type: none"> Acknowledged. Signal timing and phasing are included in the options analysis.
<ul style="list-style-type: none"> Add "Do Not Block Intersection" at 34th Street and M Street 	<ul style="list-style-type: none"> Acknowledged. Installation of "Do not block the intersection" signs are included in the options analysis.
<ul style="list-style-type: none"> 34th and M Street- Pedestrian signal timing off 	<ul style="list-style-type: none"> Acknowledged. Signal timing and phasing are included in the options analysis.
O Street NW & 28th Street NW	
<ul style="list-style-type: none"> Requests for holes filled on the 2800 block of O Street (by the alley) are unheeded 	<ul style="list-style-type: none"> Acknowledged. This comment has been forwarded to DDOT
<ul style="list-style-type: none"> Cars coming out of the dead end alley on the 2800 block of O Street NW hit their bumpers on a big hole next to the curb in front of house #2804 	<ul style="list-style-type: none"> Acknowledged. This comment has been forwarded to DDOT.

P Street NW & 34th Street NW	
<ul style="list-style-type: none"> The existing conditions report shows LOS A at 34th Street and P Street in the PM peak period. The validity of this measurement was questioned by a resident 	<ul style="list-style-type: none"> Acknowledged. The volumes at this intersection were spot checked during an additional PM peak hour with similar results.
Q Street NW	
Q & 31 Streets NW	
<ul style="list-style-type: none"> Stop signs at 31st Street and Q Street are not visible (stop signs on Q Street) 	<ul style="list-style-type: none"> Acknowledged.
Q & 34th NW	
<ul style="list-style-type: none"> A resident near 34th Street and Q Street wanted to know whether the George Washington University buses from the Mount Vernon campus were using Reservoir Road, and if so, whether they could use another route 	<ul style="list-style-type: none"> George Washington University does use Reservoir Road as part of their shuttle bus service route. Conversations with GW are ongoing.
Q & 35th Streets NW	
<ul style="list-style-type: none"> Need to regularly maintain crosswalk striping at stop-controlled intersections, increase enforcement at these intersections, and use much more visible stop signs. At very dangerous intersections, such as at 35th Stand Q St flashing red lights should be added 	<ul style="list-style-type: none"> Acknowledged. Pedestrian mobility and safety are a goal of the project. With that in mind, signage, signal phasing and timing, and enforcement are all included in the options analysis.
R Street NW	
<ul style="list-style-type: none"> Parking is currently allowed on the rightmost lane of northbound Wisconsin Ave in the vicinity of R St during the AM peak hour. Because of all the activity related to schools in this area, it may be beneficial to prohibit parking during the AM peak hour in this area and use the additional capacity to help improve traffic operations 	<ul style="list-style-type: none"> Acknowledged. The options analysis includes the removal of parking at this location.
<ul style="list-style-type: none"> Belgium block intersections (or similar) should be implemented on R Street to aid in traffic calming 	<ul style="list-style-type: none"> Acknowledged. Traffic calming devices are included in the options analysis.
<ul style="list-style-type: none"> Need designated bike crossing on R Street – yield to bikes on R Street 	<ul style="list-style-type: none"> Acknowledged.
T Street NW	
<ul style="list-style-type: none"> There is a conflict on T Street near Hardy Middle School between buses and parked cars. There is also a conflict between the buses and the traffic from parents dropping their children off at school when the school is in session. Finally, residents of T Street complain of vibrations from the buses operating on their street 	<ul style="list-style-type: none"> Acknowledged. See responses above related to vibrations/noise. Traffic calming devices are included in the options analysis.
28th-31st Streets NW	
<ul style="list-style-type: none"> Make 28th – 31st Streets one-way only 	<ul style="list-style-type: none"> One of the options includes providing a one-way couplet utilizing 31st and 30th Street.
33rd Street NW	
<ul style="list-style-type: none"> There is inconsistency between the bus and truck restriction graphic and the transportation Issues graphic with respect to bus and truck restrictions on 33rd Street. The resident who provided the comment indicated that the restriction on 33rd Street is for both buses and trucks 	<ul style="list-style-type: none"> Acknowledged. This has been checked and revisions have been made as necessary.
34th Street NW	
<ul style="list-style-type: none"> Much stricter enforcement of the Residential Parking Program is needed. 	<ul style="list-style-type: none"> Acknowledged. Enforcement is included in the options analysis
<ul style="list-style-type: none"> 34th Street is being used as a major thoroughfare due to the large number of vehicles destined to the Key Bridge. 34th Street is extremely congested from 3:30 PM to 7:00 PM 	<ul style="list-style-type: none"> Acknowledged. Options relating to this intersection are included in the analysis.
<ul style="list-style-type: none"> 34th Street has an exceptional volume of cars headed to Virginia – is it a main thoroughfare? 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> 34th Street from R Street to M Street is a parking lot in the late afternoon 	<ul style="list-style-type: none"> Acknowledged. Options relating to this intersection are included in the analysis.

<ul style="list-style-type: none"> Intersection of 34th St and Dent Place needs to be more distinct. It is currently a stop-controlled intersection between two signalized intersections. The intersection/crosswalks need to be more clearly marked, and perhaps speed bumps added 	<ul style="list-style-type: none"> Acknowledged. Traffic calming devices are included in the options analysis. Based on speeds in the area, speed bumps are not warranted. Crosswalks are clearly placed.
Buses	
<ul style="list-style-type: none"> Metro does not allow shopping carts on its buses. Residents (particularly the elderly) who don't own cars find it difficult to transfer groceries and other shopping items back to their homes without the use of buses 	<ul style="list-style-type: none"> WMATA (METRO) personnel have stated that the only thing that are not allowed on Metro buses are open strollers.
<ul style="list-style-type: none"> The #30 buses on Wisconsin Avenue are often seen with "Not in Service" signs, however they appear to be carrying passengers. Why are these buses not in service if they are obviously carrying passengers? 	<ul style="list-style-type: none"> WMATA (Metro) personnel stated One possibility is the destination sign is broken. For the 30 buses in the AM, the last scheduled stop is 31st/M St. Drivers often allow passengers to continue on the bus to P Street because that is the route the bus is traveling. With the changes to the 30 bus line, this will not be a problem in the future.
<ul style="list-style-type: none"> The circulator buses stop/wait on Wisconsin Avenue for long periods of time 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Need to restrict Georgetown University and George Washington University buses on routes to/from Dupont Circle from running through residential areas. It would be preferable for them to use Canal Road to M Street to Pennsylvania Avenue to Dupont Circle 	<ul style="list-style-type: none"> Acknowledged. Discussions with Georgetown and GW universities are on-going.
<ul style="list-style-type: none"> WMATA needs to have buses use the curb lane and not block traffic 	<ul style="list-style-type: none"> Acknowledged. WMATA personnel stated bus drivers are supposed to pull to the curb (SOP); however, drivers avoid pulling to the curb because they can not get back into traffic during peak periods. Further, there are often illegally parked vehicles in the bus zone. Enforcement is included in the options analysis.
<ul style="list-style-type: none"> Check over D3/D6 bus routes shown on map 	<ul style="list-style-type: none"> Completed.
<ul style="list-style-type: none"> My experience when riding the metro buses is that they frequently speed. I don't know whether that is an issue of them being disciplined for being late with their schedules or a failure of Metro to monitor the drivers. Whichever it is Metro needs to take action. 	<ul style="list-style-type: none"> WMATA concedes there is some validity to this statement. There is a street supervisory force that utilizes radar guns to monitor speeds of buses if complaints are logged on a route. Drivers often complain there is not enough time built into the schedule to stay on time (necessitate speeding). WMATA periodically reviews/modified bus schedules
Process	
<ul style="list-style-type: none"> I'm disappointed in this presentation in quite a few respects. First, a great deal of time was set aside for existing conditions documentation, but a disproportionately small amount of time and residential input (was) put towards the solutions. That's a recipe for it sitting on a shelf. 	<ul style="list-style-type: none"> The 2nd public meeting was set out to provide a second look at existing conditions as well as beginning the discussion of options. The third public meeting will look at specific issues and options for solutions and obtain public input on individual options.
<ul style="list-style-type: none"> Both comments that I emailed to Chris Ziemann were not reflected in the reports or even the comments, which I read in detail on the Web. This included a major concern about transit (that the cross town D1, D2, and D6 service is not frequent enough to keep people from taking their cars for a simple trip within Georgetown, and neighbors have told me they would take the D1/D2 if they could count on it every 5-8 minutes). Finally, there is nowhere to see the issues regarding transit. This seems to reflect a bias in favor of SOV solutions. It doesn't begin to identify ways in which the Georgetown congestion problems could be greatly improved through increased use of transit 	<ul style="list-style-type: none"> Both comments were included in the overall transportation issues for the 2nd public meeting and included as part of the PowerPoint presentation and existing conditions report. The issues regarding transit are included in the existing conditions report, were specifically labeled on the transportation issues map as well as labeled in the generic and specific issues by mode. Transit is an integral component of the project.

Other	
<ul style="list-style-type: none"> The board labeled "Possible Short-, Mid-, and Long-Term Solutions to Transportation Issues" is not useful and confusing. It is too generic and should be changed to relate more to Georgetown's problems. It should say "...Solutions to Roadway Problems" because it doesn't address the majority of transit and bike issues 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Is there a way to prohibit bikes on certain sidewalks? (e.g. Prospect Street) 	<ul style="list-style-type: none"> Bicycle regulations prohibit bicycles on all sidewalks within the CBD. Bicyclists must walk bicycles in presence of pedestrians. Prohibition of bicycles on sidewalk would require legislation from the District.
<ul style="list-style-type: none"> On narrow roads where the sidewalk is adjacent to the roadway, large commercial vehicles create a hazard to pedestrians 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> A correction is needed with respect to the path through Rose Park. On page 9 and in Figure 7 this is referred to as an "existing bike trail." This is inaccurate. It is a path approximately 4' in width and should be referred to as a "footpath" 	<ul style="list-style-type: none"> Acknowledged. Text and graphics have been changed to reflect.
<ul style="list-style-type: none"> The Citizens Association of Georgetown (CAG) supports the Resolution passed by unanimous vote by the ANC2E on December 7, 2006 and the footpath through Rose Park should be rehabilitated but not widened. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Advisory Neighborhood Commission 2E strongly urges that the Circulator route along Wisconsin Avenue north of M Street NW be continued 	<ul style="list-style-type: none"> Acknowledged. WMATA proposes a new route (Route 31) to replace the circulator route on Wisconsin Ave.
<ul style="list-style-type: none"> Item #44 on the Sidewalk Deficiencies board is in very poor condition and urgently needs repair because of heavy foot traffic 	<ul style="list-style-type: none"> Acknowledged.

-----End of comments from Public Meeting #2-----

Public Meeting #3 – April 23rd, 2008

SUMMARY OF PUBLIC COMMENTS

Round 3: Community Workshops

Meeting Dates: April 23, 2008

Location: Saint John's Episcopal Church, Georgetown Parish
3240 O Street, NW
Washington, DC 20007

Meeting Purpose: To gather input from the community for the Georgetown Transportation Study. The study will ultimately make recommendations for how to improve streets, sidewalks and transportation in the Georgetown area.

Meeting Format: The workshop was an open house format with stations and handouts available. A brief overview presentation detailing issues and possible solutions was given at 6:00 p.m. and followed by a question and answer session for the remainder of the meeting

Comments: Comments for this summary were collected by comment card, in a facilitated discussion and in the open house. Comments were also collected through the Web site.

Attendees: Approximately 31 community members attended the community workshop. The project staff attending included: Christopher Ziemann (DDOT), Susan Gygi & Abi Lerner (HNTB), Levenson Boodlal & Tintu Abraham (KLS) and Steve Lee & Tosin Durotoye (CirclePoint).

ISSUE	RESPONSE
<ul style="list-style-type: none"> Support for pedestrians and left turn improvements at Wisconsin Ave/ M St 	<ul style="list-style-type: none"> Acknowledged
<ul style="list-style-type: none"> Priority of local traffic on 33rd St is good 	<ul style="list-style-type: none"> Acknowledged
<ul style="list-style-type: none"> Making 33rd St SB is transferring backup from 34th 	<ul style="list-style-type: none"> Revising 33rd St SB will tend to draw traffic that is operating on 34th St currently. To some extent this is a transferring of the problem; however, by making 33rd St SB and severing the connection to M St from 34th St the distance between the heavy right turn movement (SB to WB) and the weaving of vehicles to access Key Bridge is significantly increased. This change will allow queuing on M Street through the existing 34th St Intersection, improve operation and hence reduce the impact on the residential street – in this case 33rd and 34th St
<ul style="list-style-type: none"> A left turn only lane into 33rd St is encouraging more traffic to use 33rd – a residential street 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Exiting from University on 34th St rather than using alternative exit causing traffic issues 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Need to improve transit access for residents. More weekend Circulator service and a Metro-shuttle system 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Terrible idea to stop Circulator on Wisconsin Ave which reduces options for Georgetown residents 	<ul style="list-style-type: none"> Acknowledged. Will remain.
<ul style="list-style-type: none"> Circulator is important to Georgetown as it connects GT to the Convention Centre and Union Station. Replacing the Circulator bus with the 31 bus is not a good idea. Changing the frequency of the D2 bus makes it run slower and adding a transfer to the Circulator will doom ridership, increasing car usage. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> The claim that service on the Circulator bus is being discontinued due to low ridership is false since it fails to consider the increase in ridership once the newly re-located British School and Hardy School double in size 	<ul style="list-style-type: none"> Acknowledged. Will remain.
<ul style="list-style-type: none"> Circulator bottlenecks is on M between 28th and Wisconsin Ave 	<ul style="list-style-type: none"> Acknowledged

<ul style="list-style-type: none"> • Circulator has moved people from cars to buses because of its unique identity 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Circulator stop at K Street for 5 minutes does not improve service 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • 31 route buses are too infrequent. Circulator is cheaper and better. 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • It seems counterintuitive that buses in and around Georgetown run less frequently during the weekends when more commuters need them 	<ul style="list-style-type: none"> • Acknowledged. Actually on average, bus usage on weekends is lower than on weekdays.
<ul style="list-style-type: none"> • Ridership on the D2 bus could increase dramatically if it were much more frequent and reliable 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Rapid bus transit-Bus only lanes on Wisconsin Ave should be considered 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • More transit 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • There should be a designated bus lane on M Street NW to allow quicker and easier bus flow through the area. There needs to be exclusive bus lanes along Wisconsin Avenue NW during rush hour. 	<ul style="list-style-type: none"> • Acknowledged. Bus lanes on M Street and Wisconsin Avenue are part of the recommendations.
<ul style="list-style-type: none"> • At M St and 33rd St the NB arm has a green time greater than the number of vehicles – timing should be revisited 	<ul style="list-style-type: none"> • Although the green time for the NB movements at that intersection are greater than the number of vehicles require, pedestrian clearance time remains the same and in this case is controlling the overall timing. The green times cannot be reduced without adversely affecting pedestrian accessibility
<ul style="list-style-type: none"> • First, thank you all (administrators) and consultants. I see no data cross-referenced on (i) Pedestrian-car accidents, (ii) Speeding fix locations, (iii) Parking fix locations. Many traffic situations related to accidents and tickets issued 	<ul style="list-style-type: none"> • Data is included in the existing conditions report available on-line and will be included in the Final Report. Accident data only reflects reported accidents. Speeding and parking locations are included within the MPD database but not reported
<ul style="list-style-type: none"> • GU traffic heads east on Prospect to get to Key Bridge via 34th St and then M St. Instead, GU traffic should go <u>west</u> thru garage to Canal Rd, turn left on Canal at the stoplight there. That would relieve M St/34th St and make better use of Canal 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • With the Hardy School set to open and the British School in operation, the Circulator is vital for transportation options 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Left turn at Wisconsin Ave will not input WB traffic, and benefits businesses by directing more traffic past the shops on Wisconsin Avenue NW 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Left turn at Bank Alley in peak hours provides alternative NB exit from M St 	<ul style="list-style-type: none"> • Acknowledged but at the present time, this movement is restricted for safety reasons.
<ul style="list-style-type: none"> • If commuters can turn left at all times onto Bank Alley, this will reduce congestion at the light on M Street and 33rd Street NW 	<ul style="list-style-type: none"> • Acknowledged but at the present time, this movement is restricted for safety reasons.
<ul style="list-style-type: none"> • There is a lot of congestion that occurs as a result of commuters turning left onto Bank Alley 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Left turn at Bank Alley happens despite restriction 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • NB exit from 33rd to Wisconsin Ave : Low traffic yet stops Wisconsin 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Of 13 bus stops in Georgetown only 3 are consistently not blocked. Enforcement. 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Cars can often be found parked in bus lanes and at bus stops and this contributes to roadway congestion 	<ul style="list-style-type: none"> • Acknowledged

<ul style="list-style-type: none"> • 34th and M St impacted by signal timing 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Coordination with VDOT/DDOT re: traffic on Key Bridge 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Pedestrian crossing at non-crosswalk location impact traffic on M St 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • How do we get TCO in Georgetown? Criteria? Enforcement of regulations? 	<ul style="list-style-type: none"> • Currently the TCO charter allows for TCO's to write tickets but it is not utilized at this time. One recommendation of the study is to utilize this authority. Currently, the contract states that TCO's are available M-F, one recommendation of this study will be to extend hours of operation to Saturday.
<ul style="list-style-type: none"> • WB traffic is it being addressed? 	<ul style="list-style-type: none"> • Yes, WB traffic is being addressed along M Street and various other roadways.
<ul style="list-style-type: none"> • Need four things in Georgetown: Metro Stop, Connection from K St thru to Canal, Considerations for Trucks to VA, and utilization of parking space with connection to M Street 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • How do we stop pedestrians impacting? How is pedestrian safety on side streets being addressed? 	<ul style="list-style-type: none"> • Pedestrian impacts and safety are core issues of this project. Pedestrian safety is addressed through sidewalk and intersection improvements, signage, and enforcement.
<ul style="list-style-type: none"> • No side walk on P & 28th 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Stress issues to DDOT that are outside study 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Parking Issues Please look more into the parking issue in and around Georgetown 	<ul style="list-style-type: none"> • Parking issues are being addressed under a separate committee with representatives from DDDOT, ANC, and BID.
<ul style="list-style-type: none"> • BRT hindered by not being able to dedicate bus only lanes 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Bus only lanes in peak hour in parking lane 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Trolley trucks on O and P are impacting safety 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Allow left turn from M St NB on Bank Alley. Stop WB traffic from blocking 	<ul style="list-style-type: none"> • Currently this is restricted. Due to the distance between Bank Alley and 34th Street, it is not beneficial to allow EB left turns to Bank Alley.
<ul style="list-style-type: none"> • Bus stop consolidation 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Safety issues for pedestrians due to autos. How is this addressed 	<ul style="list-style-type: none"> • Pedestrian impacts and safety are core issues of this project. Pedestrian safety is addressed through sidewalk and intersection improvements, speed humps, signage, and enforcement.
<ul style="list-style-type: none"> • At Wisconsin & Q – some concessions to allow thru traffic on Q to use curb lane 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Bus stop on Q St between 33rd and Wisconsin Ave. Check boardings and alightings. Because of the length of the block, the stop causes backups 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Suters Lane (off Q Street) is not a thru street. Sign is in need of maintenance/replacement. Sign needs to be more visible. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Remove bike path as shown along Waterfront since bikes aren't allowed to ride there. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • One route through Georgetown to Virginia is inviting trouble. Need the redundancy that K St provides. But K St doesn't lead to Virginia, the Whitehurst does. Georgetown residents can't use the Whitehurst. Thus, the removal of Whitehurst, replaced by a boulevard would greatly relieve traffic on M Street NW 	<ul style="list-style-type: none"> • A separate study to remove the Whitehurst Freeway was completed prior to this study. For this study, the Whitehurst Freeway is anticipated to remain in its current form.

<ul style="list-style-type: none"> • The meeting tonight was lively with the project being presented in its entirety and consultants, police staff, and DDOT staff present to respond to neighborhood residents 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Would have been helpful if the project illustrated specific intersections or streets with high numbers of traffic speeding tickets, pedestrian-car injuries, and parking violations. Highlighting such areas could help inform strategy and recommendations 	<ul style="list-style-type: none"> • Pedestrian/vehicle and bicycle/vehicle accidents are shown in the existing conditions report. Traffic speeding ticket areas were not collected for this project. Field visits to determine speeds on certain streets and citizen input aided in development of areas where enforcement is needed.
<ul style="list-style-type: none"> • Need a stop sign at the intersection of Wisconsin and M Street NW 	<ul style="list-style-type: none"> • This is a signalized intersection. Stop signs are not placed at this intersection.
<ul style="list-style-type: none"> • Need a "Yield for Pedestrians" sign on the crosswalk at Wisconsin Avenue and P Street NW 	<ul style="list-style-type: none"> • Pedestrian signage is being proposed on Wisconsin at P and O Streets due to the large number of pedestrians and the existence of Hyde Elementary School on O Street west of Wisconsin.
<ul style="list-style-type: none"> • Forcing traffic up residential streets should be avoided 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Key Bridge leading to I-66 becomes a parking lot as traffic goes in and out of DC. Are there thoughts to work with the State of Virginia to coordinate efforts to alleviate this traffic? 	<ul style="list-style-type: none"> • Discussions with VDOT are on-going.
<ul style="list-style-type: none"> • 33rd Street and Wisconsin Avenue NW is an extremely dysfunctional intersection 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Does any portion of the transportation study assess residents' access to public transportation 	<ul style="list-style-type: none"> • Yes, transit issues are addressed as well as congestion on streets which affect transit.
<ul style="list-style-type: none"> • Would like to see the WMATA board support rapid transit 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • While traffic recommendations sound good, I don't believe they will make a strong impact in Georgetown. Instead, I'd like to recommend that the focus be on securing a metro line to the area, opening up K Street NW to Key Bridge and Canal, controlling truck traffic going south to Virginia, and better utilizing parking spaces south of M Street NW 	<ul style="list-style-type: none"> • Acknowledged. A metro stop in Georgetown is included in the recommendations of the project as well as in the most recent Vision 2030 from WMATA. • Issues related to opening Key Bridge to K Street have been addressed in the Whitehurst Freeway Deconstruction Feasibility Study. • See above responses related to truck traffic and parking.
<ul style="list-style-type: none"> • There doesn't seem to be an analysis of light sequencing. The study does not analyze whether traffic would improve on residential streets if lights synchronized/stop signs removed/signals replaced stop signs 	<ul style="list-style-type: none"> • This is not correct; all analysis scenarios include the synchronization of lights within the M Street and Wisconsin Avenue corridors. Analysis on streets within the area all included the synchronization of lights. • Removal of stop signs and/or replacement of stop signs with signals requires warrants be met. Warrants were checked at some locations for safety reasons and recommendations given. No removal of stop signs was recommended. No replacement of stop signs with signals was warranted.

-----End of comments from Public Meeting #3-----

Public Meeting #4 – July 24th, 2008

SUMMARY OF PUBLIC COMMENTS

Round 4: Community Workshops

Meeting Dates: July 24, 2008

Location: Saint John's Episcopal Church, Georgetown Parish
3240 O Street, NW
Washington, DC 20007

Meeting Purpose: To gather input from the community for the Georgetown Transportation Study. The study will ultimately make recommendations for how to improve streets, sidewalks and transportation in the Georgetown area.

Meeting Format: The workshop was an open house format with stations and handouts available. A brief overview presentation detailing issues and possible solutions was given at 6:00 p.m. and followed by a question and answer session for the remainder of the meeting.

Comments: Comments for this summary were collected by comment card, in a facilitated discussion and in the open house. Comments were also collected through the Web site.

Attendees: Approximately 25 community members attended the community workshop. The project staff attending included: Christopher Ziemann (DDOT), Susan Gygi & Abi Lerner (HNTB), Levenson Boodlal & Tintu Abraham (KLS) and Steve Lee & Tosin Durotoye (CirclePoint).

ISSUE	RESPONSE
<ul style="list-style-type: none"> Traffic calming measure needs to be taken at 34th and Wisconsin, for traffic turning onto 34th. Traffic is currently "calmed" by the large potholes that resulted from the multi-year renovation of the Hardy School. Once renovation is complete and the road is repaired, the road adjacent to the school needs traffic calming such as cobblestones or speed bumps. 	<ul style="list-style-type: none"> Acknowledged. Traffic calming measures as suggested are highly controversial in Georgetown. The intersection of 34th and Wisconsin will include pedestrian and school crossing signs and flashing lights.
<ul style="list-style-type: none"> A bicycle-friendly way to get from upper Wisconsin Ave to the bike trails near the waterfront is needed. Suggest adding bike lanes on 34th St between Wisc and M, R St between 28th and 38th, 30th St between R and K, and 29th St between R and K. 	<ul style="list-style-type: none"> At the present time bike lanes are not recommended on these routes. Although riding on the roadways is not always the safest place for bicyclist, the narrow lanes and high volumes of vehicles restrict the installation of bicycle lanes in the area.
<ul style="list-style-type: none"> Concern about traffic volume on 33rd St, even with addition of left-turn from M St to Wisconsin Ave. Traffic may continue to use 33rd St as a bypass to avoid delays and signals on M St and Wisconsin Ave. Consider eliminating the left-turn from M St to 33rd St. 	<ul style="list-style-type: none"> Acknowledged. Traffic will still utilize 33rd Street. But by providing an additional left turn location, the left turns at 33rd Street will be relieved (not replaced).
Bus Service	
<ul style="list-style-type: none"> Bus conductors should be made to encourage passengers to use the rear bus door when exiting. This allows passengers to board quickly. 	<ul style="list-style-type: none"> Acknowledged. Will pass recommendation on to WMATA.
<ul style="list-style-type: none"> The various buses traveling through Georgetown are too large as they cause a lot of noise and vibrations. 	<ul style="list-style-type: none"> Looking at the number of people moved for the bus routes in Georgetown, smaller buses are not feasible and do not decrease noise or vibration.
<ul style="list-style-type: none"> The Circulator bus is more reliable than the 30 buses and other buses should be eliminated so that Georgetown residents will rely only on the Circulator buses. 	<ul style="list-style-type: none"> The 30's line was restructured in June 2008. The Circulator bus like any bus route covers a specific area and would not be able to replace the 30's line.
<ul style="list-style-type: none"> If other buses, except for the Circulator, are eliminated, will there be enough bus service to meet the needs of residents? 	<ul style="list-style-type: none"> Disagree. The number of passengers using the buses running in Georgetown would exceed Circulator capacity. See Appendix A.
<ul style="list-style-type: none"> Safeguards for authority/enforcement on buses – photographing car and location needs to be monitored. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Buses would be less likely to back up traffic if passengers where able to enter and exit the bus at a quicker pace. 	<ul style="list-style-type: none"> Acknowledged. Will pass recommendation on to WMATA.

<ul style="list-style-type: none"> • Would like to suggest that passengers possess a paid ticket prior to getting on buses, bus doors be widened, the distance of the bus door from the ground should be lessened and ticket machines should be available at all bus stops so passengers can pre-pay before the bus arrives. 	<ul style="list-style-type: none"> • Acknowledged. Will pass recommendation on to WMATA.
<ul style="list-style-type: none"> • I have noticed that there are very few passengers on the Wisconsin Avenue Circulator buses, but there are many more passengers on the 30 buses. 	<ul style="list-style-type: none"> • The end of the Circulator route is Wisconsin (hence the lower number of passengers at the end/beginning of the route). See Appendix A for passenger counts.
Parking	
<ul style="list-style-type: none"> • What recommendations were made to improve parking in the Georgetown area? 	<ul style="list-style-type: none"> • No improvements to parking were included in this report. A separate study with members of DDOT, the ANC, BID, CAG and GBA is underway
<ul style="list-style-type: none"> • Where did the suggestion for diagonal parking on 35th Street come from? 	<ul style="list-style-type: none"> • The short term recommendation for diagonal parking is from the Glover Park Transportation Study currently underway. The border between Glover Park and Georgetown is the middle of Wisconsin and the middle of 35th with the diagonal parking on the Glover Park side.
<ul style="list-style-type: none"> • Parking interferes with flow of traffic on Reservoir Street and 35th Street NW. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • The parking is already quite far back from the intersection of Reservoir Road and 35th Street NW and therefore we would not recommend the removal of more parking. 	<ul style="list-style-type: none"> • Acknowledged. To allow for an additional turning lane at this location, parking is to be removed.
Pedestrian Safety	
<ul style="list-style-type: none"> • Pedestrians are concerned for their safety when bikers ride their bicycles on the sidewalk. 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Would like to suggest a pedestrian survey to better assess the needs of Georgetown residents. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Pedestrians are piling up at the intersection of M Street Eastbound and Wisconsin Avenue NW. 	<ul style="list-style-type: none"> • Acknowledged
<ul style="list-style-type: none"> • Sidewalks with 2 curb cuts on either side are potential dangers to pedestrians. 	<ul style="list-style-type: none"> • Incorrect. The Americans with Disabilities Act states that curb cuts if directional should be in both directions. Otherwise, a wider curb cut at the apex of the curb is to be installed.
<ul style="list-style-type: none"> • There are major pedestrian issues on Prospect Street and 35th Street NW, Prospect Street and 34th Street NW, and 34th and N Street NW. Motorists often ignore pedestrians' right-of-way on these streets. What recommendations are included in final plan to address this issue? 	<ul style="list-style-type: none"> • Additional signage is proposed as well as zebra striped crosswalks and high visibility crosswalks.
<ul style="list-style-type: none"> • The sidewalk along Water Street NW and Wisconsin Avenue NW is less than 4' wide and is therefore quite narrow. Does this comply with the American with Disabilities Act (ADA)? 	<ul style="list-style-type: none"> • ADA requires a minimum of 4-feet in width but prefers 5-feet. Because of the historic nature of Georgetown and the minimal width available along Water Street, a 4-foot existing sidewalk complies.
Traffic Safety	
<ul style="list-style-type: none"> • The road is wider above P Street NW and could lead to speeding. 	<ul style="list-style-type: none"> • We were unable to ascertain which road was meant by this comment and therefore it was disregarded
<ul style="list-style-type: none"> • Stop signs at 29th and R Street NW are a good idea. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Have speed bump proposals been removed from the study? 	<ul style="list-style-type: none"> • Speed bump proposals were removed at the request of ANC commissioners within the TAC committee
<ul style="list-style-type: none"> • Concerned about narrowing the right turn at 35th and Wisconsin. Will motorists turn at a safe speed? 	<ul style="list-style-type: none"> • With the narrowing of the turn, safer speeds will be required to make the turn. At the present time, the turn can be made at high speeds.

Street Reversal	
<ul style="list-style-type: none"> • I object to 31st Street and 30th Street NW being turned into one-way streets. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Recommend that 31st Street NW be made Northbound and 30th Street NW be made Southbound. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • R Street NW conflicts with a one-way proposal. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Turning 31st Street into Northbound and 30th Street into Southbound are proposals worth exploring. However, residents should be the ones to decide because they are being affected. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Turning 30th and 31st Streets NW into one-way will increase speeding in residential areas and make it inconvenient for those on Cambridge Place and other one-way intersecting streets. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Dissatisfied with the DDOT notice sent to Georgetown residents stating that the reversal of one-way traffic on 33rd Street and 34th Street NW was being removed from consideration. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • The turn on M Street to 33rd Street NW will continue in association with the additional option of a left turn on M Street to Wisconsin Avenue NW. 	<ul style="list-style-type: none"> • Yes, this is what is proposed.
Transit	
<ul style="list-style-type: none"> • Would like to know more about the long-range plan for a trolley running through the K Street corridor. 	<ul style="list-style-type: none"> • Acknowledged. For more information on the K Street transitway please see: www.ddot.dc.gov under Mass Transit, Current Projects.
<ul style="list-style-type: none"> • Would like to suggest that the proposed Trolley service be free for commuters going outbound, but paid for those commuting into the service area. I believe this would encourage greater use. 	<ul style="list-style-type: none"> • Acknowledged. Will pass recommendation on to DDOT Mass Transit Department.
Traffic and Congestion	
<ul style="list-style-type: none"> • How can traffic congestion be eased while increasing travel speeds down Wisconsin Avenue? 	<ul style="list-style-type: none"> • The answer to this comment is by platooning vehicles through the use of signal timing.
<ul style="list-style-type: none"> • With dedicated bus lanes, will cars or pedestrians move more freely? Would like to recommend a fail-safe backup plan in case this doesn't work. 	<ul style="list-style-type: none"> • The fail-safe is the dissolution of the bus-lane if it is not utilized. At the present time, there is limited capacity. It can be used to move vehicles or passengers. It was a goal of the study to move passengers.
<ul style="list-style-type: none"> • In considering the needs of business owners, it is important to note that dedicated Bus lanes may take away easy access to Georgetown. 	<ul style="list-style-type: none"> • Acknowledged but disagree. Bus lanes are only to be utilized in peak hours when parking is not allowed in the lane.
<ul style="list-style-type: none"> • Would like to endorse the dedicated bus lanes on M Street and Wisconsin Avenue NW. 	<ul style="list-style-type: none"> • Acknowledged.
Transportation Law Enforcement	
<ul style="list-style-type: none"> • Enforcement cameras on buses may be difficult to actually enforce. 	<ul style="list-style-type: none"> • Acknowledged but not true. Other cities within the US and abroad have installed enforcement cameras on buses with great success.
<ul style="list-style-type: none"> • Would like to request a written statement that states that the District Department of Transportation (DDOT) would be in charge of any traffic enforcement. 	<ul style="list-style-type: none"> • Currently, Traffic Control Officers are empowered with traffic enforcement authority but do not exercise it.
<ul style="list-style-type: none"> • There should be stricter law enforcement to prevent parked cars from blocking traffic 	<ul style="list-style-type: none"> • Acknowledged.
Other	
<ul style="list-style-type: none"> • Would like to suggest that DDOT explore additional proposals that will limit driving within residential areas. 	<ul style="list-style-type: none"> • Acknowledged.
<ul style="list-style-type: none"> • Has the Georgetown University Transportation Plan been looked at to ensure that efforts aren't being duplicated? 	<ul style="list-style-type: none"> • Yes, conversations are on-going with Georgetown University regarding transit and access to/from GU.

Miscellaneous	
<ul style="list-style-type: none"> Most of the community is dissatisfied with the through-traffic, which tends to be insensitive to the pedestrian/neighborhood nature of 34th Street NW in Georgetown. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Would like to suggest that there be some kind of effort to prevent through traffic from going through the residential streets. For instance, for one block, reverse the direction of 34th Street NW only in the block where it meets Wisconsin Avenue (at Hardy Middle School) as this is not a very safe intersection to begin with. 	<ul style="list-style-type: none"> Acknowledged. One-block one-way streets are not efficient and cause undue headaches for those living on the one-block. Traffic will find the fastest way through an area. This study attempts to utilize signal timing and other enhancements to entice motorists to use certain roadways instead of neighborhoods.
<ul style="list-style-type: none"> I think that if there is any serious consideration of reversing 33rd Street NW, it should only come along with the complete reversal of 34th Street NW. This would have the added benefit of allowing traffic toward Georgetown Hospital or Burleith to get all the way to Reservoir Road NW without having to turn onto and back off of Wisconsin Avenue NW.. 	<ul style="list-style-type: none"> Acknowledged. The reversal in traffic flow on 33rd St and 34th St was removed from consideration earlier in the process (see Table 7).
<ul style="list-style-type: none"> Attempting to force all Northbound traffic onto Wisconsin Avenue NW is unlikely to work as drivers are more likely to find hidden routes such as Bank Street NW than they are to comply with that restriction. 	<ul style="list-style-type: none"> Acknowledged. Enforcement will be utilized to minimize the use of Bank Street. Other routes will be utilized (33rd, 34th, etc.).
<ul style="list-style-type: none"> The intersection of Wisconsin Avenue and M Street NW is terribly dangerous from a pedestrian point of view already. Thus, we should hardly try to make that intersection busier or complicated than it currently is. 	<ul style="list-style-type: none"> By providing an all-ped phase it allows all pedestrians to utilize the entire intersection while also allowing for better movement of vehicles during the other phases.
<ul style="list-style-type: none"> I'm not at all convinced the community has a "strong desire to leave these streets as they are" as Christopher Ziemann says. 	<ul style="list-style-type: none"> Acknowledged. Certain recommendations were removed from further consideration by TAC committee members and the public at large.
<ul style="list-style-type: none"> I see that one of the suggestions in your study is to consolidate bus stops. I strongly believe that the bus stop at 33rd Street and Q Street NW should be consolidated with the stop at Q Street and Wisconsin Avenue NW less than one block away. These may be the two closest bus stops in the city and are completely duplicative of each other. Especially during rush hour, buses stopping at the 33rd Street and Q Street NW stop back up traffic. There really is no need for both of these stops. 	<ul style="list-style-type: none"> These two bus stops provide access to different routes and should not be consolidated. If consolidated, the stop on Wisconsin would remain. Buses making the turn on Wisconsin can not physically make the turn and then stop at the stop location. The turning radius of a bus is larger than provided at this location. See previous response to this issue for more specifics.
<ul style="list-style-type: none"> I would ask you to consider turning the traffic light on 33rd Street and Q Street NW into a flashing red stop light during non-rush hour times. The effect of the traffic light (especially at night and in the morning when there is no traffic) is that cars and especially buses use Q Street NW between Wisconsin and 35th Street NW as a high speed freeway. Not only is this unsafe, but it creates noise and vibrations. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> I think you should consider routing the D line buses (D1, D2, D3 and D6) off of Q Street between Wisconsin Avenue and 35th Street NW. Instead of turning onto Q Street, and then going right onto 35th Street and left onto Reservoir Road NW, it would make more sense to have the buses stay on Wisconsin Street NW and then turn directly left onto Reservoir Road NW. I would assume that there would be resistance from the residents on Reservoir. But, it would make more sense for the buses to take that route which is more direct. 	<ul style="list-style-type: none"> WMATA has decided that providing access to the neighborhood residents in this area is their priority.

<ul style="list-style-type: none"> I write to vehemently oppose the proposed change to the direction of traffic on 33rd Street NW (or even worse a proposed two way operation of this road) as it would unfairly and adversely effect my property as we already live on one of the busiest intersections in Georgetown, with a constant flow of traffic going both ways on Q Street NW. Adding additional traffic to 33rd Street in a southern direction would further congest that intersection. Second, there is a traffic light at the intersection. Currently, at a red light, traffic waits on the southern portion of 33rd Street NW for the light to change. 	<ul style="list-style-type: none"> Acknowledged. The reversal in traffic flow on 33rd St and 34th St was removed from consideration earlier in the process (see Table 7).
<ul style="list-style-type: none"> Something needs to be done to address the bus issue on Q Street NW. For some reason this does not appear in the study at all. During the day when there is traffic, this is not as much of an issue. However, early in the morning and at night when there are few cars on Q Street, buses (both city buses and Georgetown University buses) use Q Street between Wisconsin Avenue and 34th Street NW as a speedway. 	<ul style="list-style-type: none"> Acknowledged. This has been brought to WMATA's attention.
<ul style="list-style-type: none"> You really need to focus on the buses on Wisconsin Avenue, NW. There are far too many. Especially considering that the Connector buses, which are mostly empty and block the entire avenue from above R Street NW all the way down to M Street NW. 	<ul style="list-style-type: none"> The Circulator bus begins/ends along upper Wisconsin resulting in lower passenger counts. This area is of great importance to provide service and connects areas not connected by WMATA buses. WMATA revised its routing of the 30's line(s) through Georgetown in June 2008.
<ul style="list-style-type: none"> I would suggest that the major underlying problem is volume - leading to traffic, congestion and pedestrian issues. To this end I suggest your study consider ways to address the base issue- which is how to reduce volume. To this end I suggest the study consider a fast lane toll system for Key Bridge. This would raise city revenues, reduce volume and encourage use of public transportation. Such a plan would also yield environmental and health benefits by reducing emissions and smog. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> I have been following the debate over the proposed reversing of 33rd Street NW. I did not realize that DDOT was also considering making 30th and 31th Streets NW one way (northbound for 30th and southbound for 31st) and I am strongly against this proposal. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Making 30th and 31st Streets NW one-way will turn them even more into drag strips. While it may save a few side mirrors, it will only be a matter of time before someone gets killed. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> To discourage people from turning up 31street from M Street NW, make 31st Street one-way southbound between M Street and N Street NW, but don't do it all the way up to R Street NW. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> I have felt the scope of this project was flawed from the beginning in that it did not address transit in any meaningful way at all. A survey of these travelers could reveal whether they had another option than driving, and what would induce them to choose that other option. That could identify new transit routes and improvements that should be explored and funded. 	<ul style="list-style-type: none"> This recommendation was forwarded to WMATA.

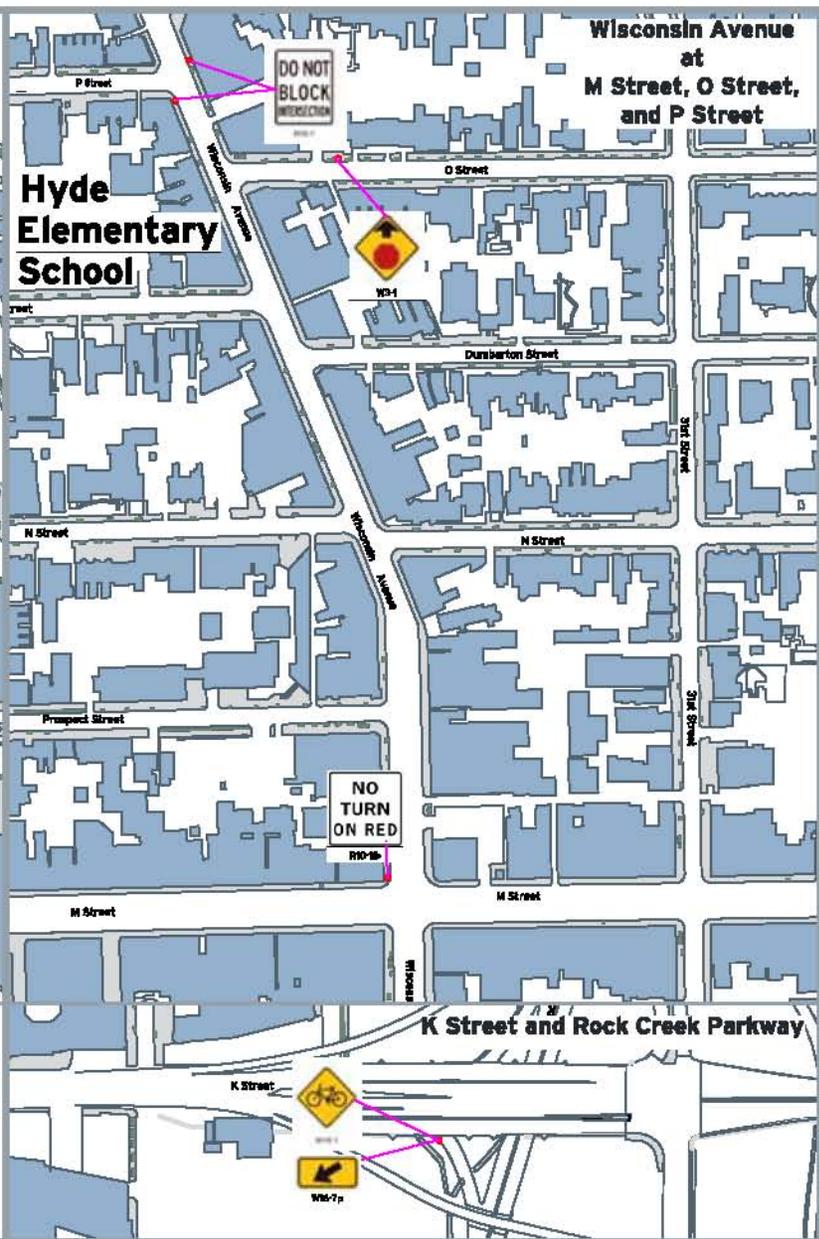
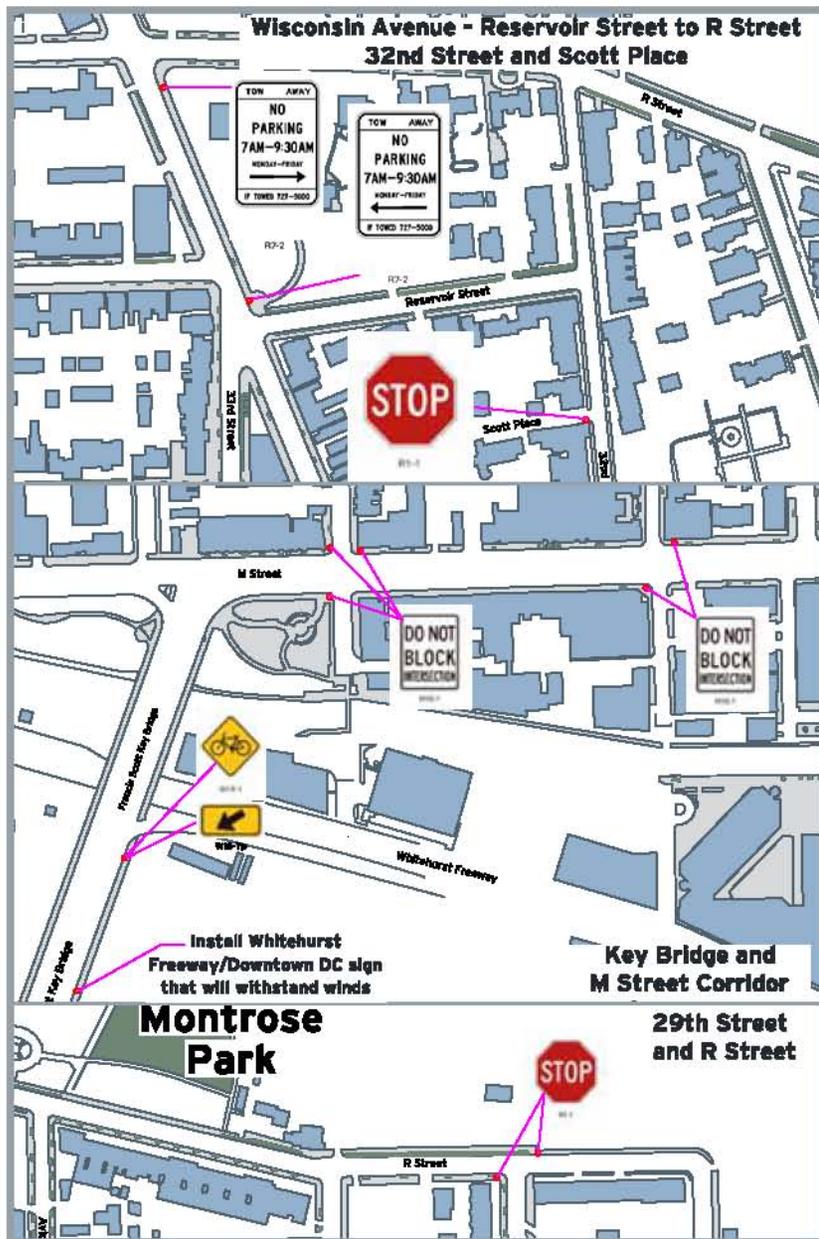
<ul style="list-style-type: none"> Have the consultants thought about how residents at the bottom of 33rd Street NW are to get to upper Georgetown and points north? Seems they will have to turn left out of 33rd Street NW and drive along M Street NW, turn left at Wisconsin Avenue NW and thereby cause more traffic congestion on M Street and Wisconsin Avenue NW. 	<ul style="list-style-type: none"> Acknowledged. The reversal in traffic flow on 33rd St and 34th St was removed from consideration earlier in the process (see Table 7).
<ul style="list-style-type: none"> As a business owner located on the tail end of where 33rd Street and Wisconsin Avenue NW meet, I have major concerns about what will surely be more traffic delays and congestion for all the residents and business owners. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> As it is, it is virtually impossible to cross at the marked cross-walks, because cars do not stop. This is especially a problem with cars coming down the hill, and particularly in the morning rush hour. That would be exacerbated if 33rd Street were a one-way thoroughfare downtown. 	<ul style="list-style-type: none"> Acknowledged. The reversal in traffic flow on 33rd St and 34th St was removed from consideration earlier in the process (see Table 7).
<ul style="list-style-type: none"> A pylon was briefly put on the south side of the intersection warning of pedestrian rights, but after a couple of weeks that pylon was either knocked off by cars or removed by vandals. The last time I looked the pylon resided in the bushes in Book Hill Park. 	<ul style="list-style-type: none"> We were unable to ascertain which road was being referred to; therefore, this comment was disregarded.
<ul style="list-style-type: none"> The new traffic light at the upper intersection of westbound Reservoir Road NW has made the traffic problem worse - both in terms of pedestrian safety (drivers race through the light or accelerate hard after it changes) and in terms of congestion at the intersection. If the light were at the lower intersection of 33rd and eastbound Reservoir NW or, better yet, if there were two traffic lights, then both of these problems would be somewhat ameliorated. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Georgetowners suffer enough as it is from living on what have become commuter thruways. We should not suffer more just to make it more convenient for non-taxpaying suburbanites. 	<ul style="list-style-type: none"> Acknowledged. All efforts to improve transportation in Georgetown are for the benefit of residents, business owners, and non-residents alike.
<ul style="list-style-type: none"> I live on 34th street between N Street and O Street NW with my family. This is supposed to be a residential street and has the same width as other narrow one-way Georgetown streets. Unfortunately, commuters often zoom through our street at speeds that are dangerous and life threatening. 	<ul style="list-style-type: none"> Acknowledged
<ul style="list-style-type: none"> I would promote traffic lockout to M Street NW during the morning and evening hours for 34th Street NW. To do so otherwise, continues to destroy our tranquil neighborhood and makes our streets more congested, polluted and dangerous. 	<ul style="list-style-type: none"> Essentially this option was proposed in the reversal of traffic flow on 33rd and 34th Streets. This option was removed from consideration earlier in the process (See Table 7) due to citizen comments.
<ul style="list-style-type: none"> I live at 3616 Prospect Street, NW. As a resident, I am opposed to changing the traffic flow on 33rd Street NW. If I come from Key Bridge to my home during rush hour, I would have to go past Wisconsin Avenue to 31st Street NW before I could make a left off M Street NW. This is such an unnecessary burden. 	<ul style="list-style-type: none"> Acknowledged. The reversal in traffic flow on 33rd St and 34th St was removed from consideration earlier in the process (see Table 7).
<ul style="list-style-type: none"> All Georgetown University Buses should use the Canal Road gate. Many of the Georgetown University drivers are unable to maneuver the narrow streets of Georgetown anyway. 	<ul style="list-style-type: none"> Acknowledged. This is one of the short-term recommendations included in this study.

<ul style="list-style-type: none"> We appreciate very much the efforts to relieve the Georgetown traffic congestion as well as address pedestrian and bicyclist concerns. However, we are very concerned that in the effort to relieve congestion for those commuters/nonresidents driving through Georgetown that the Georgetown residents themselves will be further adversely impacted. 	<ul style="list-style-type: none"> Acknowledged. All congestion relieving efforts are for the benefit of Georgetown residents and non-residents alike.
<ul style="list-style-type: none"> I would like to suggest that in preparing the solution options, you should assume that any traffic flow changes will only be on the existing major transportation routes, such as on Key Bridge, M and K Streets NW and Wisconsin Avenue and Whitehurst Freeway. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> I would like to suggest that directional changes be made to the major thoroughfares depending on the time of day, much like Connecticut Avenue. In addition, Georgetown traffic should be limited to local traffic only and lastly, toll/surcharge should be charged for transiting through Georgetown, much like in London. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> Please consider posting the sign "school children crossing" on Wisconsin Avenue NW near Hyde elementary school sooner rather than later. 	<ul style="list-style-type: none"> Acknowledged. This signage is included in the Short-term recommendations.
<ul style="list-style-type: none"> The current Circulator bus route should be maintained up Wisconsin Avenue NW in Georgetown to facilitate pickup and drop off at Hyde elementary school. 	<ul style="list-style-type: none"> Acknowledged.
<ul style="list-style-type: none"> I would absolutely support the rapid bus transit system in Georgetown. 	<ul style="list-style-type: none"> Acknowledged
<ul style="list-style-type: none"> While we very much appreciate the concerns of the DC Government's Georgetown Transportation Study, we are very much opposed to the proposed change of direction of 33rd Street NW. 	<ul style="list-style-type: none"> Acknowledged. The reversal in traffic flow on 33rd St and 34th St was removed from consideration earlier in the process (see Table 7).
<ul style="list-style-type: none"> Tonight's public meeting was interesting and lively. This program was presented completely, with consultants, police staff, and Department of Transportation staff present to respond to neighborhood residents/Georgetown. 	<ul style="list-style-type: none"> Acknowledged
<ul style="list-style-type: none"> Thank you for your continued hard work at responding to the Georgetown community. 	<ul style="list-style-type: none"> Acknowledged
<ul style="list-style-type: none"> I use the Georgetown University transit (Guts) bus lines, which are excellent. When I use the D-lines, and the G2, I have found them to be fine. Please keep the paper Schedules posted at the bus stops as they are useful! 	<ul style="list-style-type: none"> Acknowledged

-----End of comments from Public Meeting #4-----

APPENDIX H – RECOMMENDED IMPROVEMENTS

Below are the recommended improvements as outlined in [Table 7](#) of the report. Please note: While all options considered were presented in [Appendix D](#), only those options recommended are included here.



SHORT-TERM OPTIONS RECOMMENDED	
LOCATION	Study Area
TITLE	Vehicle Signing
DRAWING No.	ST-1
SHEET No.	1 of 1
LEGEND/NOTES	
MUTCD Citation	
R1-1 STOP Sign: Sections 2B.04, .05, .06	
R7-2 No Parking Sign: Section 2B.39	
R10-7 Traffic Signal Signs: Section 2B.45	
W3-1 Stop Ahead; Section 2C.29	
W11-1 Vehicular Traffic Signs: Section 2C.40	
W16-7p Supplemental Arrow Plaque	
R10-11b No Turn On Red: Section 2B.45	
Georgetown Transportation Study	

Wisconsin Avenue & R Street

ISSUE:
 Left turns from Wisconsin Ave NB to R Street WB delay through movement
 Left turns from R St EB to Wisconsin Ave. are difficult.

- OPTIONS:**
1. Provide NB Wisconsin Ave a leading left turn phase
 2. Provide NB Wisconsin Ave a lagging left turn phase
 3. Extend green time for Wisconsin Ave
 4. Provide EB R St a leading left turn phase
 5. Remove 3 parking stalls EB on R St to allow for left and thru right

Analysis:
 For leading or lagging left turn lane on R St EB, parking on the south side of the intersection needs to be removed to allow for a left turn storage area as well as movement in the thru and right directions.



Wisconsin Avenue & R Street	Existing Configuration		Opt 1: Leading NB Left Turn		Opt 2: Lagging NB Left Turn		Opt 3: Extra Green Time for WI Ave		Opt 4: Leading EB Left Turn		
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
AM	2007	21.2	C	20	B	30.1	C	29	C	19.7	B
	2015	24.6	C	21.4	C	29.6	C	37.2	C	19.6	B
PM	2007	228.3	F	24.7	C	28.2	C	450.1	F	33	C
	2015	175.3	F	26	C	29.3	C	274.5	C	33.2	C
Sat	2007	15.3	B	12.5	B	12.8	B	12.1	B	14.6	B
	2015	24.0	C	13.0	B	12.6	B	20.8	C	13.6	B

Wisconsin Avenue & M Street

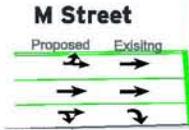
ISSUE:

1. Pedestrian volumes impact turning vehicles and hence reduce capacity
2. Queues at 33rd St due to left turns

- OPTIONS:**
1. Phasing changes to include all-ped phase. Diagonal crosswalks (shown in red) will improve efficiency; diagonal ped heads to be installed in mid-term
 2. Phasing changes for split phase all approaches with an all pedestrian phase included
 3. Allow left turns from M St to Wisconsin Ave (restripe EB M St to through-right)

Analysis:
 1. For both the signal timing/phasing scenarios, overall delay increases due to the conversion of a thru lane to thru-left.

Analysis:
 1. IF ALL-PED phase is adopted. Install Signage, Pedestrian heads, and pavement marking to alert pedestrians of diagonal crossings



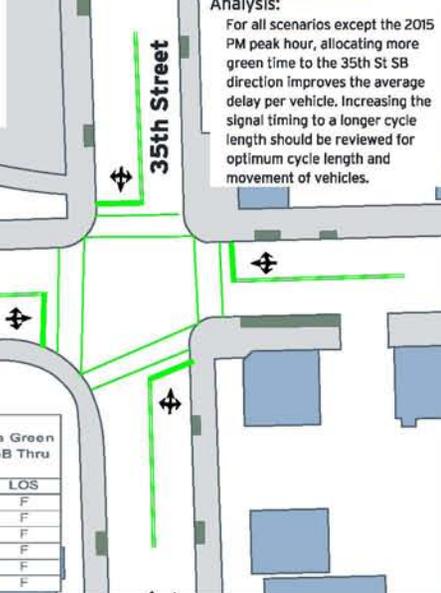
M Street & Wisconsin Avenue	Existing Configuration		Opt 1: All-Ped Phase		Opt 2: Split Phase		
	Delay	LOS	Delay	LOS	Delay	LOS	
AM	2007	118.9	F	255.4	F	187.2	F
	2015	161.6	F	425.3	F	339.3	F
PM	2007	106.1	F	262	F	254.2	F
	2015	238.8	F	408.8	F	385	F
Sat	2007	103.9	F	350.8	F	250.8	F
	2015	123.4	F	392.4	F	283.7	F

35th Street & Reservoir Road

ISSUE:
 1. SB 35th S traffic doesn't get enough green time

- OPTIONS:**
1. Extend green time for SB 35th St

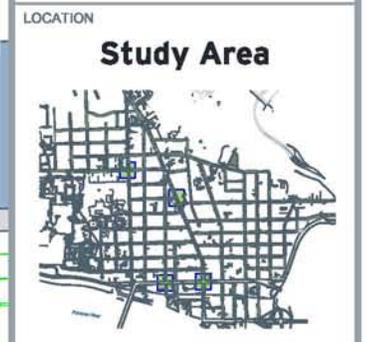
Analysis:
 For all scenarios except the 2015 PM peak hour, allocating more green time to the 35th St SB direction improves the average delay per vehicle. Increasing the signal timing to a longer cycle length should be reviewed for optimum cycle length and movement of vehicles.



35th Street & Reservoir Road	Existing Configuration (includes leading left turn)				Opt 1: Extra Green Time for SB Thru	
	Delay	LOS	Delay	LOS	Delay	LOS
AM	2007	267.8	F	254.5	F	
	2015	624.6	F	531	F	
PM	2007	230.8	F	220.4	F	
	2015	638.6	F	666.3	F	
Sat	2007	122.4	F	67.7	F	
	2015	205.0	F	146.9	F	

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SHORT-TERM OPTIONS RECOMMENDED



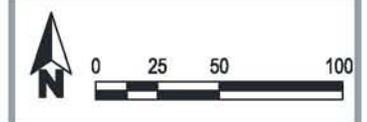
TITLE **Signal Modifications**

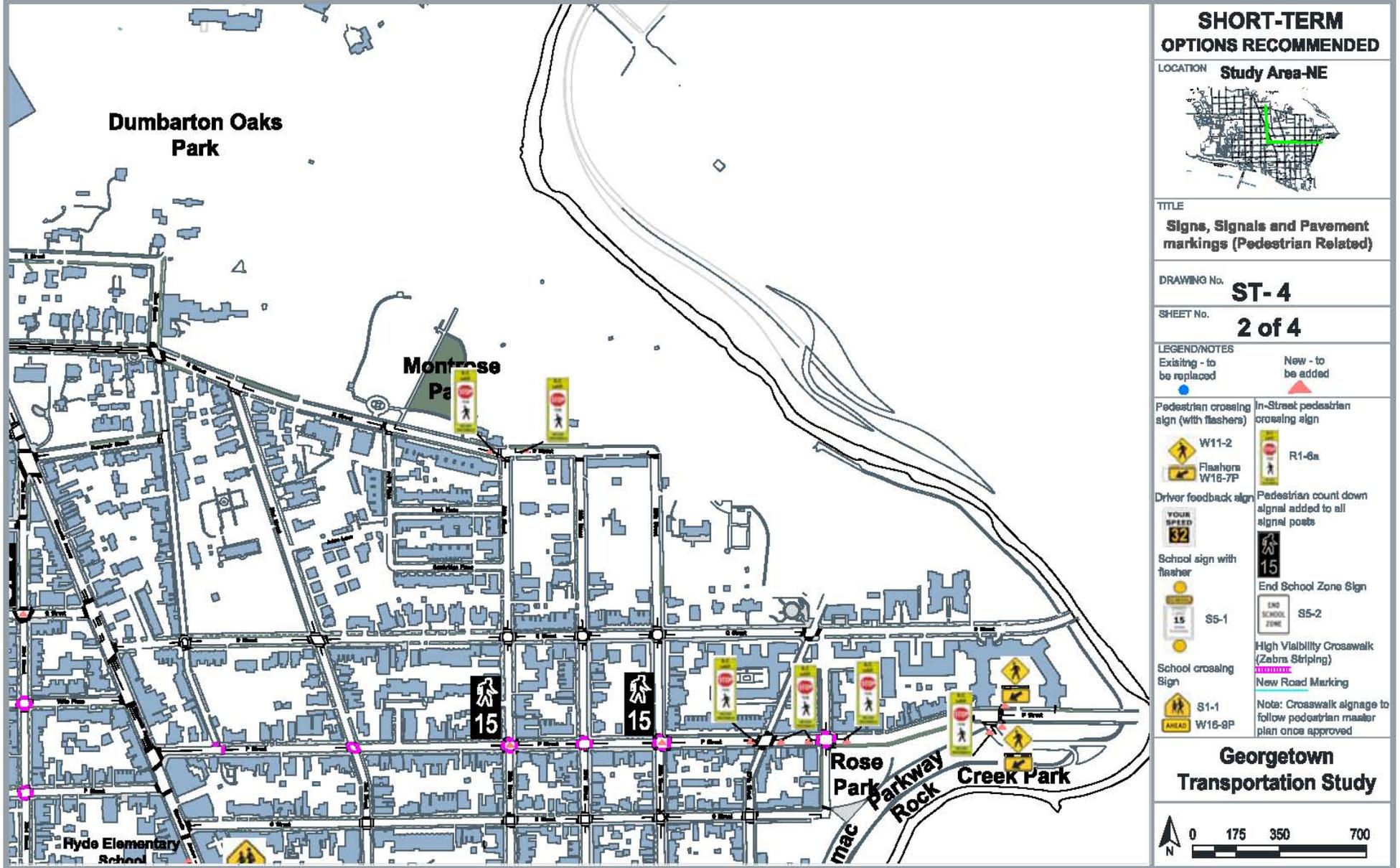
DRAWING No. **ST-2**

SHEET No. **1 of 1**

LEGEND/NOTES

Georgetown Transportation Study





**SHORT-TERM
OPTIONS RECOMMENDED**

LOCATION **Study Area-NE**

TITLE
Signs, Signals and Pavement markings (Pedestrian Related)

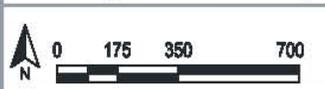
DRAWING No. **ST-4**

SHEET No. **2 of 4**

LEGEND/NOTES
Existing - to be replaced (blue circle)
New - to be added (red triangle)

- | | |
|--|--|
| Pedestrian crossing sign (with flashers)
W11-2
Flashers W16-7P | In-Street pedestrian crossing sign
R1-8a |
| Driver feedback sign
YOUR SPEED 32 | Pedestrian count down signal added to all signal posts
15 |
| School sign with flasher
S5-1 | End School Zone Sign
S5-2 |
| School crossing sign
S1-1
W16-8P | High Visibility Crosswalk (Zebra Striping)
New Road Marking |
- Note: Crosswalk signage to follow pedestrian master plan once approved

**Georgetown
Transportation Study**





**SHORT-TERM
OPTIONS RECOMMENDED**

LOCATION **Study Area-SW**



TITLE
Signs, Signals and Pavement markings (Pedestrian Related)

DRAWING No. **ST-4**

SHEET No. **3 of 4**

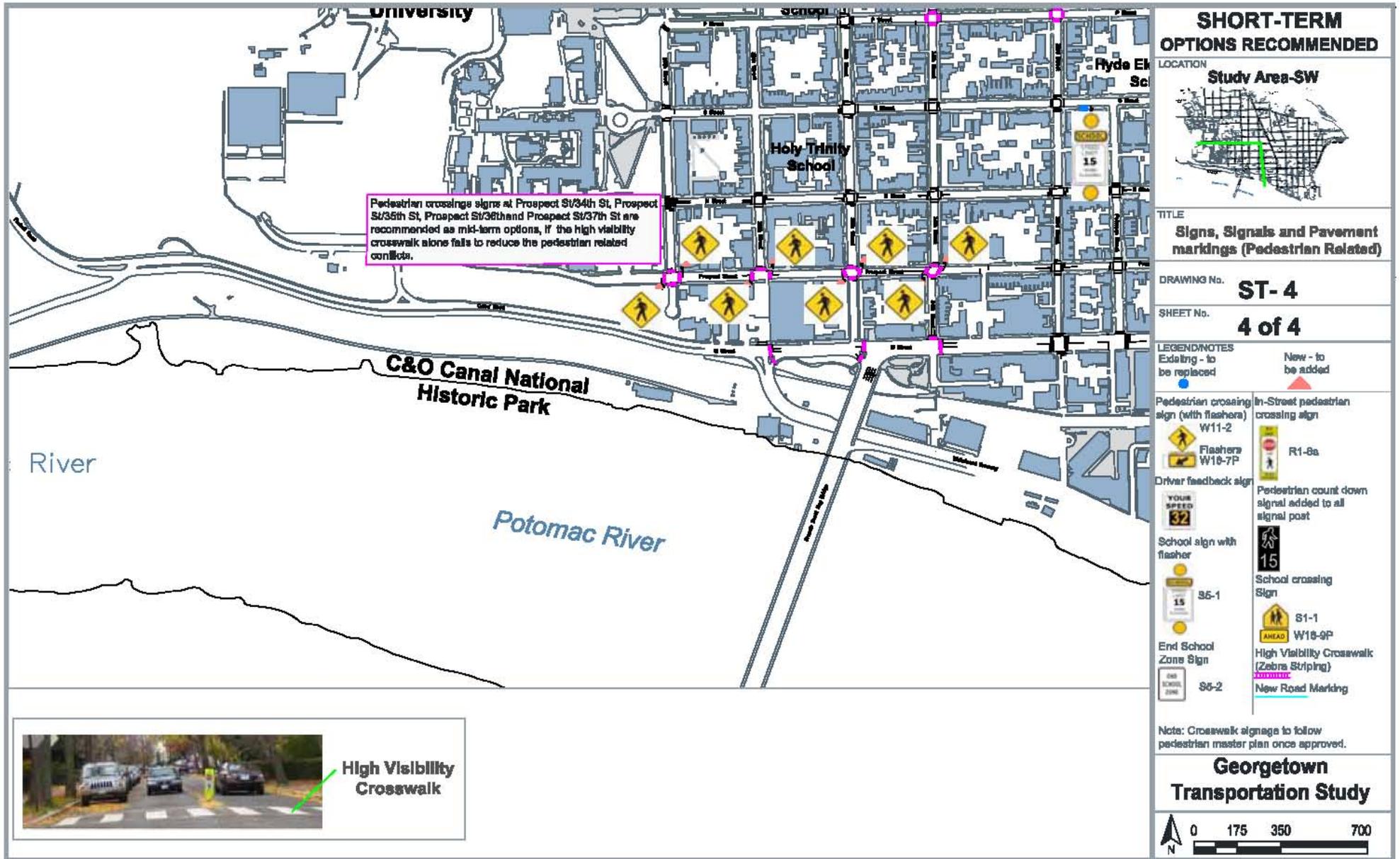
LEGEND/NOTES
 Existing - to be replaced ● New - to be added ▲

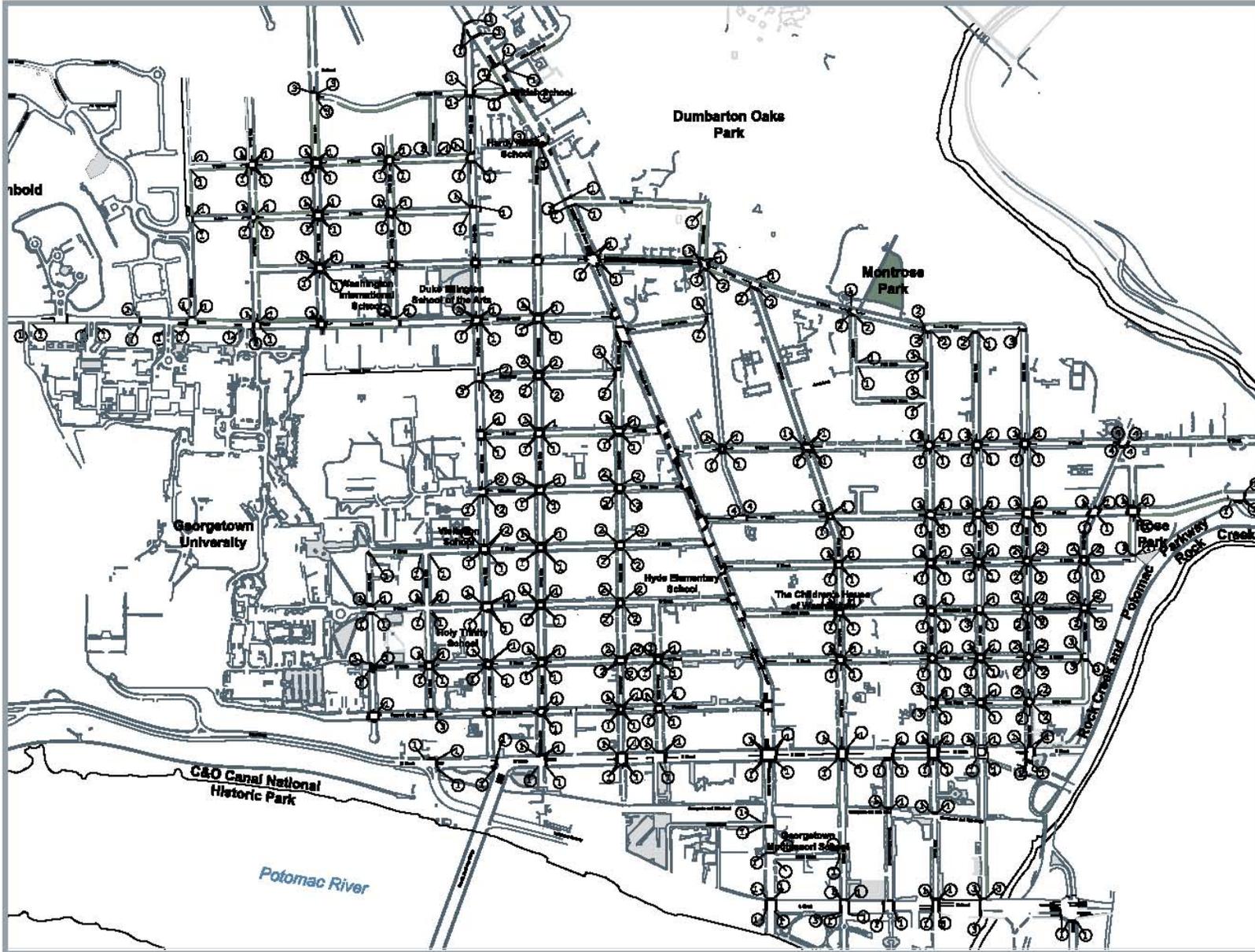
- | | |
|---|--|
| Pedestrian crossing sign (with flashers)
W11-2
Flasher W16-7P | In-Street pedestrian crossing sign
R1-8a |
| Driver feedback sign
YOUR SPEED 32 | Pedestrian count down signal added to all signal posts
15 |
| School sign with flasher
S6-1 | End School Zone Sign
S6-2 |
| School crossing sign
S1-1
AHEAD W16-9P | High Visibility Crosswalk (Zebra Striping)

New Road Marking
Note: Crosswalk signage to follow pedestrian master plan once approved |

**Georgetown
Transportation Study**







**SHORT-, MID-TERM
OPTIONS RECOMMENDED**

LOCATION **Study Area**



TITLE
**Curb Ramp
Recommendations**

DRAWING No. **ST-5**

SHEET No. **1 of 1**

LEGEND/NOTES

- ① Detachable Warnings Required-
Mid Term



- ② Curb Ramp to be Replaced-
Mid Term



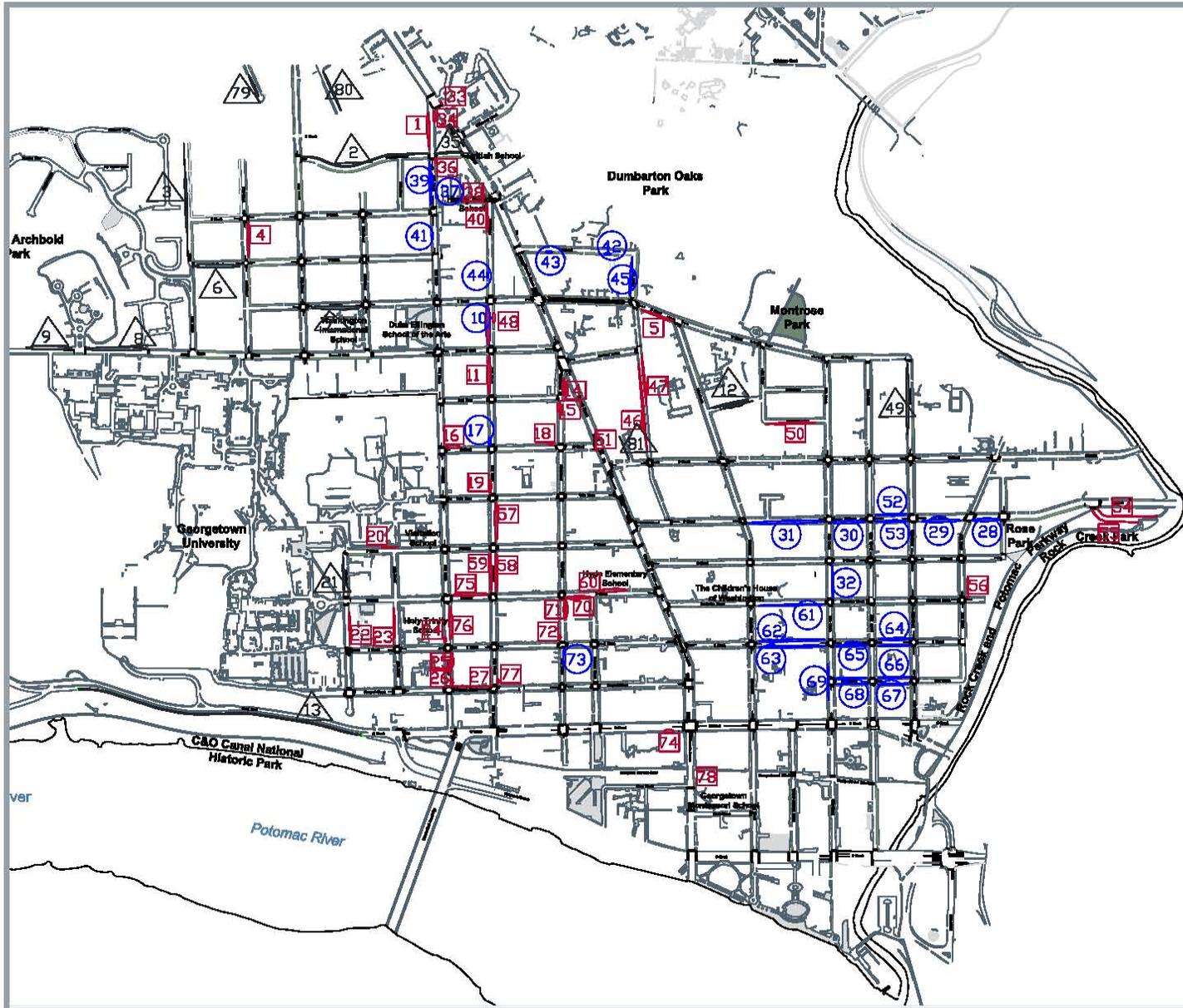
- ③ Curb Ramp Required-
Short Term



Note: Ok! Georgetown Board of Fine Arts
Commission to be advised of the proposed
design of curbs.

**Georgetown
Transportation Study**





SIDEWALKS TO BE REPLACED

- 1 5' X 300'
- 4 6' X 150'
- 6 4' X 320'
- 11 4' X 320'
- 14 6' X 120'
- 15 4' X 70'
- 16 4' X 70'
- 18 4' X 10'
- 19 4' X 25'
- 20 4' X 180'
- 24 6' X 8'
- 25 4' X 8'
- 26 4' X 36'
- 27 4' X 320'
- 33 6' X 15'
- 34 6' X 60'
- 36 6' X 4'
- 38 3' X 15'
- 40 6' X 220'
- 46 6' X 60'
- 47 4' X 300'
- 48 6' X 300'
- 60 6' X 300'
- 61 4' X 10'
- 54 4' X 400'
- 65 6' X 400'
- 66 3' X 5'
- 57 4' X 320'
- 58 4' X 320'
- 69 4' X 320'
- 90 4' X 140'
- 70 6' X 125'
- 71 6' X 30'
- 72 3' X 8'
- 74 6' X 8'
- 75 4' X 320'
- 76 4' X 320'
- 77 3' X 10'
- 78 5' X 1000'

SIDEWALKS TO BE REPAIRED

- 10 5' X 320'
- 22 6' X 320'
- 23 6' X 320'
- 26 6' X 180'
- 29 6' X 320'
- 30 6' X 200'
- 31 6' X 650'
- 32 6' X 240'
- 37 3' X 3'
- 39 7' X 350'
- 41 6' X 6'
- 42 5' X 10'
- 43 5' X 10'
- 44 5' X 10'
- 45 6' X 220'
- 52 6' X 220'
- 63 6' X 220'
- 61 6' X 525'
- 62 6' X 525'
- 64 6' X 525'
- 65 6' X 525'
- 66 6' X 225'
- 68 6' X 225'
- 69 6' X 280'
- 71 6' X 280'
- 72 6' X 225'
- 73 6' X 240'
- 74 3' X 6'

NEW SIDEWALKS

- 2 1000'
- 3 850'
- 6 350'
- 7 400'
- 8 325'
- 9 600'
- 12 300'
- 13 2000'
- 21 320'
- 35 175'
- 48 350'
- 79 170'
- 80 300'
- 81 180'

SHORT-, MID-TERM OPTIONS RECOMMENDED

LOCATION

Study Area

TITLE

Sidewalk Recommendations

DRAWING No. **ST-6**

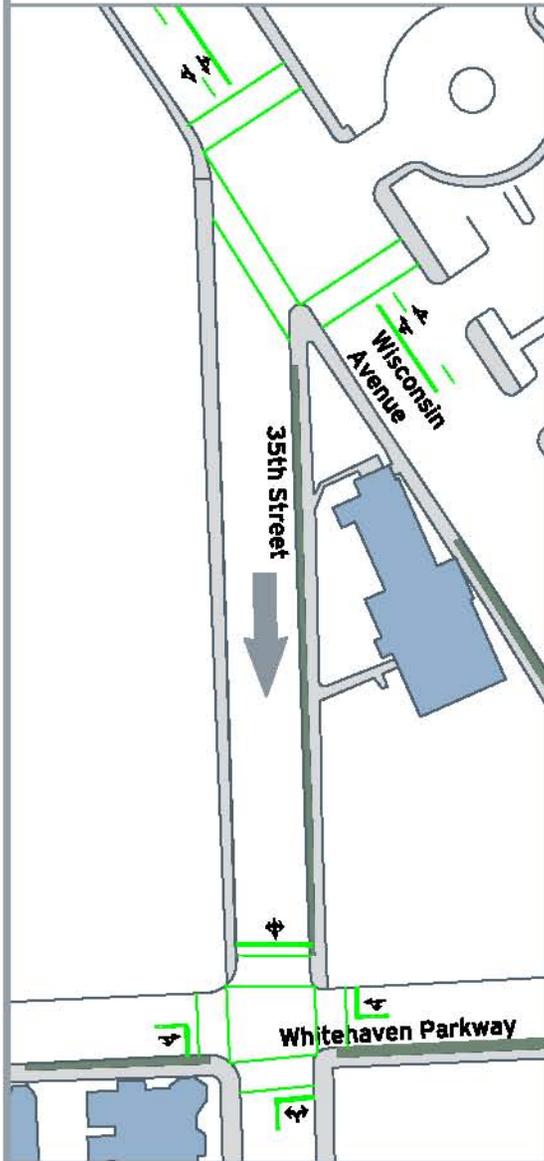
SHEET No. **1 of 1**

LEGEND/NOTES

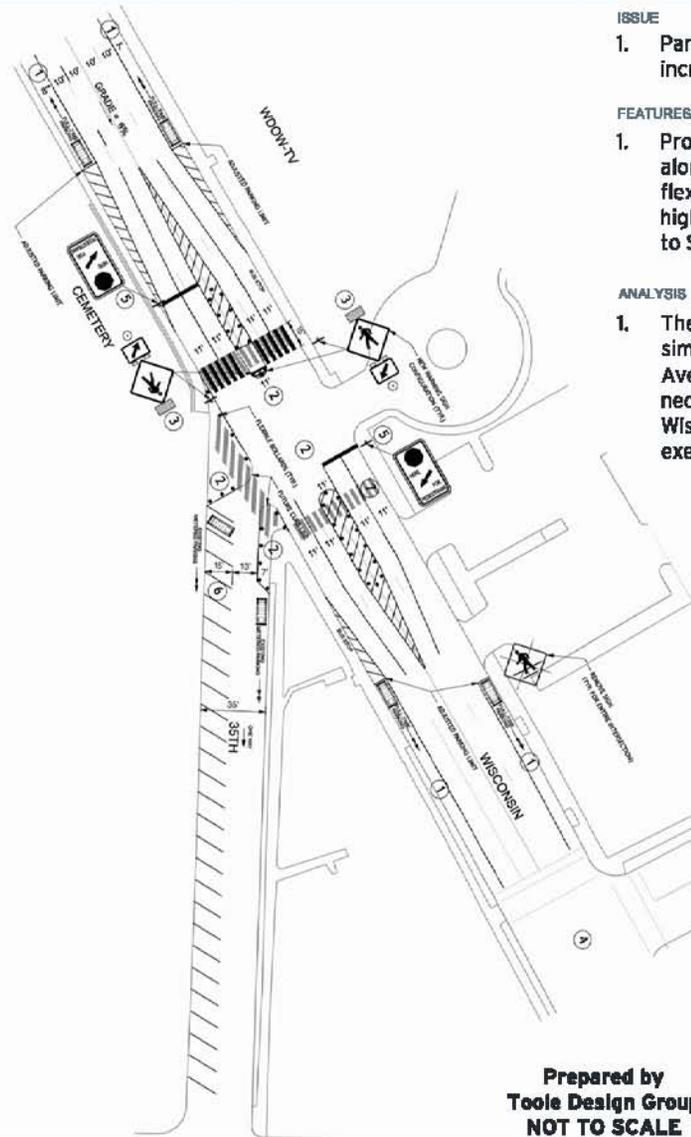
- Sidewalk to be Replaced-Short Term
- Sidewalk to be Repaired-Short Term
- New Sidewalk-Mid Term

Georgetown Transportation Study

Existing Configuration



Glover Park Transportation Study Alternative



Prepared by
Toole Design Group
NOT TO SCALE

SHORT-TERM OPTIONS RECOMMENDED

LOCATION

35th Street between Whitehaven Parkway and Wisconsin Avenue



TITLE **Intersection Improvements
Wisconsin Avenue & 35th Street**

DRAWING No.

ST-9

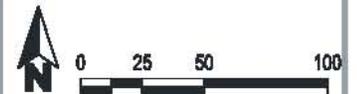
SHEET No.

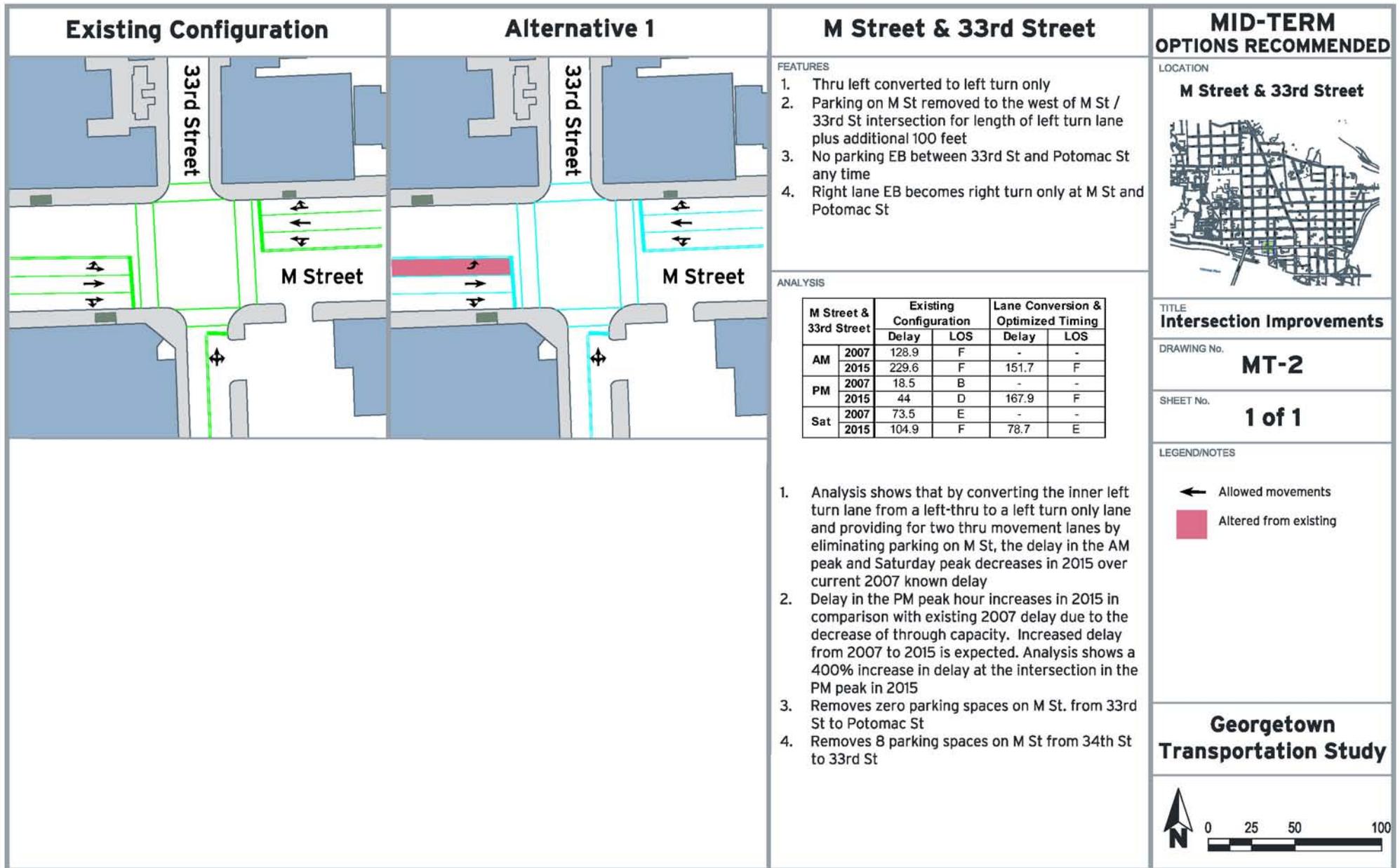
1 of 1

LEGEND/NOTES

- Allowed movements
- Existing One-way Street

**Georgetown
Transportation Study**





Existing Configuration

Alternative 1

M Street & 33rd Street

**MID-TERM
OPTIONS RECOMMENDED**

FEATURES

1. Thru left converted to left turn only
2. Parking on M St removed to the west of M St / 33rd St intersection for length of left turn lane plus additional 100 feet
3. No parking EB between 33rd St and Potomac St any time
4. Right lane EB becomes right turn only at M St and Potomac St

LOCATION

M Street & 33rd Street



ANALYSIS

M Street & 33rd Street		Existing Configuration		Lane Conversion & Optimized Timing	
		Delay	LOS	Delay	LOS
AM	2007	128.9	F	-	-
	2015	229.6	F	151.7	F
PM	2007	18.5	B	-	-
	2015	44	D	167.9	F
Sat	2007	73.5	E	-	-
	2015	104.9	F	78.7	E

TITLE

Intersection Improvements

DRAWING No.

MT-2

SHEET No.

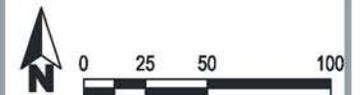
1 of 1

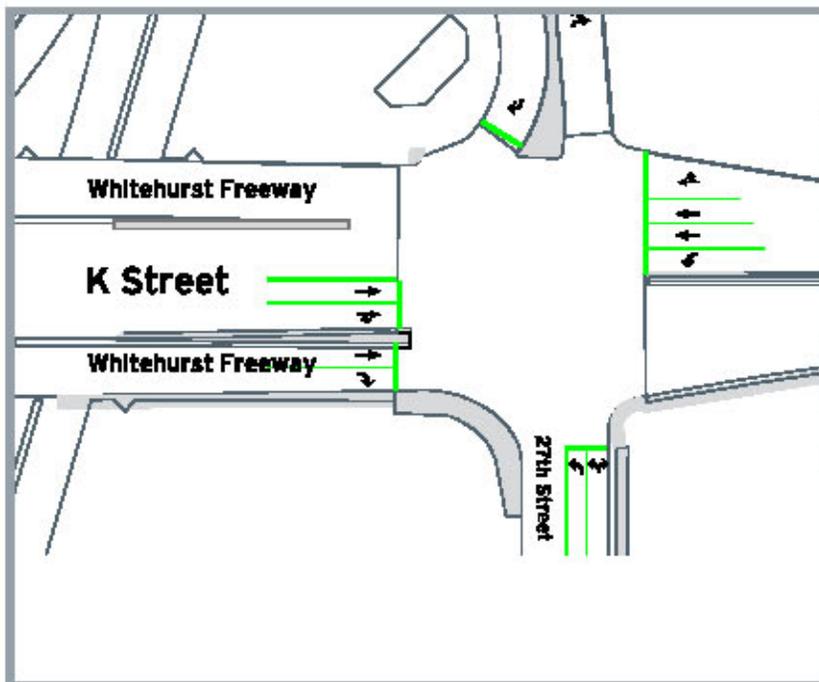
LEGEND/NOTES

- ← Allowed movements
- Altered from existing

1. Analysis shows that by converting the inner left turn lane from a left-thru to a left turn only lane and providing for two thru movement lanes by eliminating parking on M St, the delay in the AM peak and Saturday peak decreases in 2015 over current 2007 known delay
2. Delay in the PM peak hour increases in 2015 in comparison with existing 2007 delay due to the decrease of through capacity. Increased delay from 2007 to 2015 is expected. Analysis shows a 400% increase in delay at the intersection in the PM peak in 2015
3. Removes zero parking spaces on M St. from 33rd St to Potomac St
4. Removes 8 parking spaces on M St from 34th St to 33rd St

**Georgetown
Transportation Study**



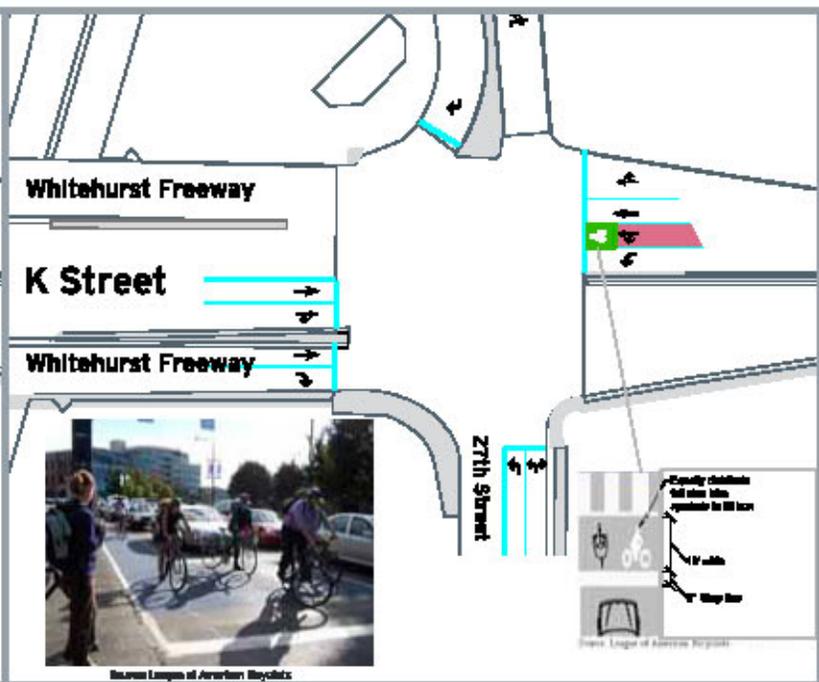


Existing Configuration

- ANALYSIS**
- Pros**
- Additional capacity for left turning vehicles from K St. to 27th St.
- Cons**
- Increased bicycle/pedestrian/vehicle conflict area on 27th St SB
 - Moves merge area from existing location at 27th St to the south approx 200-feet.
 - Additional traffic to contend with for bicycles traveling through on K St. Currently they straddle the shaded and 2nd thru lane. Possible increase in bicycle/vehicle conflicts

	K St. & 27th St & Whitehurst	Existing Configuration		Creation of Through Left Lane	
		Delay	LOS	Delay	LOS
AM	2007	242	F	-	-
	2015	265	F	224	F
PM	2007	243.8	F	-	-
	2015	391	F	187.9	F
Sat	2007	67	E	-	-
	2015	68.8	E	65.5	E

1. Alternative 1 results in decreased delays in all analysis periods for the 2015 traffic volumes
 2. Analysis of a fully actuated signal was not conducted, it is projected that delay would remain constant compared with existing conditions or Alternative 1 during the AM, PM and Saturday peak hours due to the fact that the number of vehicles in each direction is already optimized for these scenarios.
- Improvement in delay would be seen in the off-peak hours when minimum green time would be associated with all movements and only activated when vehicles are present



Alternative 1

- FEATURES**
1. Thru-left created in existing thru only lane WB on K St
 2. Create bike box to accommodate bikes in shaded lane.
 - 2.1 Dimensions: Box length: 10 feet
 - 2.2 Distance to the Stop bar: 2 feet
 3. SB 27th St to be restriped for two lanes
 4. Signal phasing change to include a split-phase fully actuated signal

Alternative 2

- FEATURES**
1. Numbers 1-3 under Alternative 1
 2. Install fully actuated traffic signals

MID-TERM OPTIONS RECOMMENDED

LOCATION
K Street, Whitehurst Freeway & 27th Street

TITLE Intersection Improvements
27th St, K St & Whitehurst Fwy

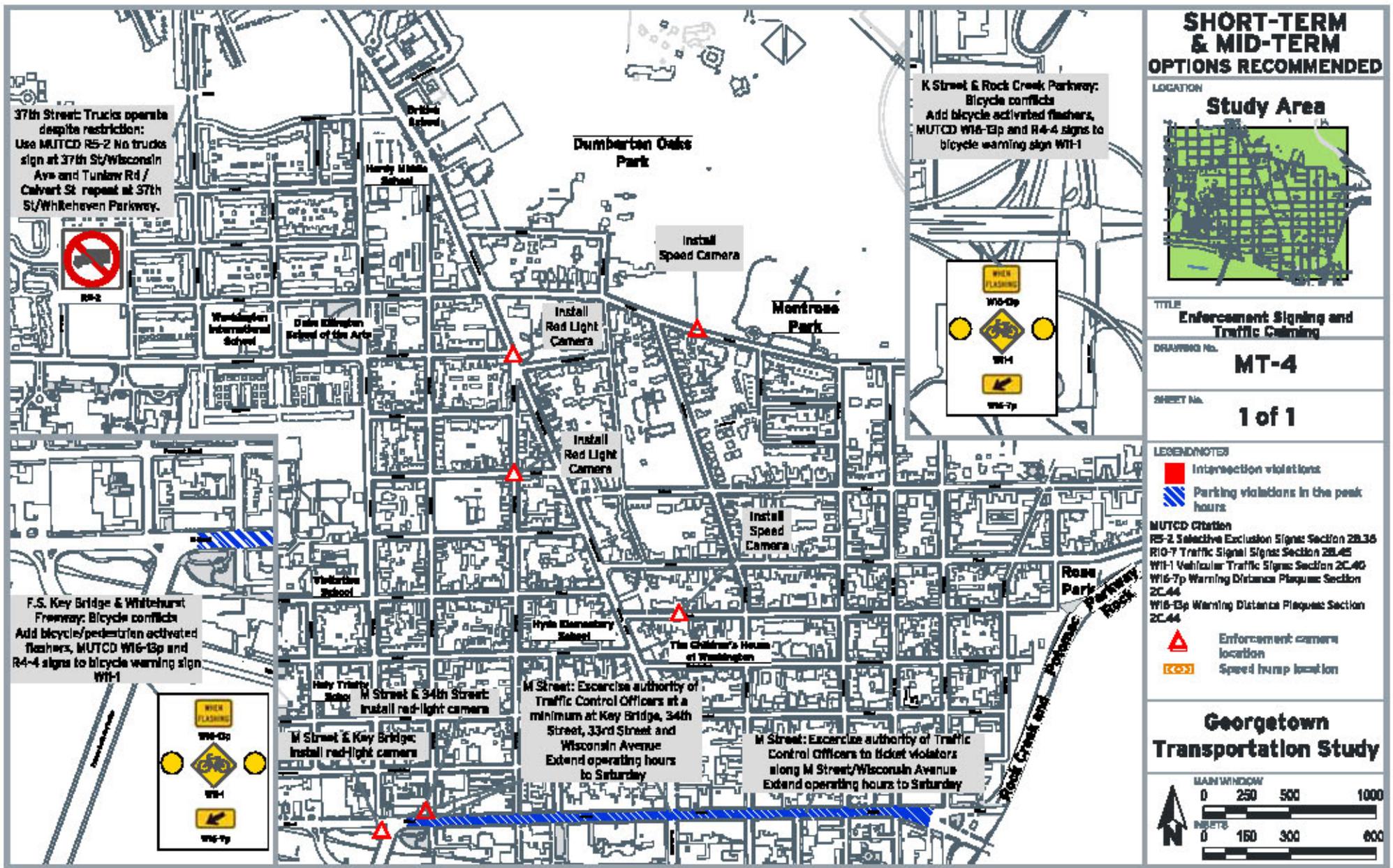
DRAWING No.
MT-3

SHEET No.
1 of 1

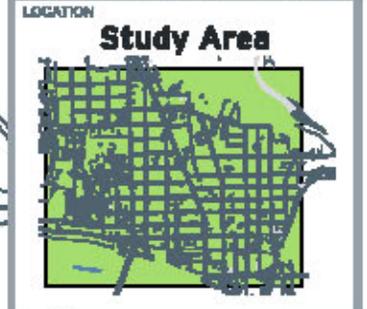
LEGEND/NOTES

- ← Allowed movements
- Altered from existing

Georgetown Transportation Study



SHORT-TERM & MID-TERM OPTIONS RECOMMENDED



TITLE

Enforcement Signing and Traffic Calming

DRAWING NO.

MT-4

SHEET NO.

1 of 1

LEGENDNOTES

- Intersection violations
- Parking violations in the peak hours

MUTCD Citation

- R5-2 Selective Exclusion Signs Section 2B.36
- R10-7 Traffic Signal Signs Section 2B.45
- W11-1 Vehicular Traffic Signs Section 2C.40
- W16-7p Warning Distance Plaques Section 2C.44
- W16-13p Warning Distance Plaques Section 2C.44

- ▲ Enforcement camera location
- [CCSS] Speed hump location

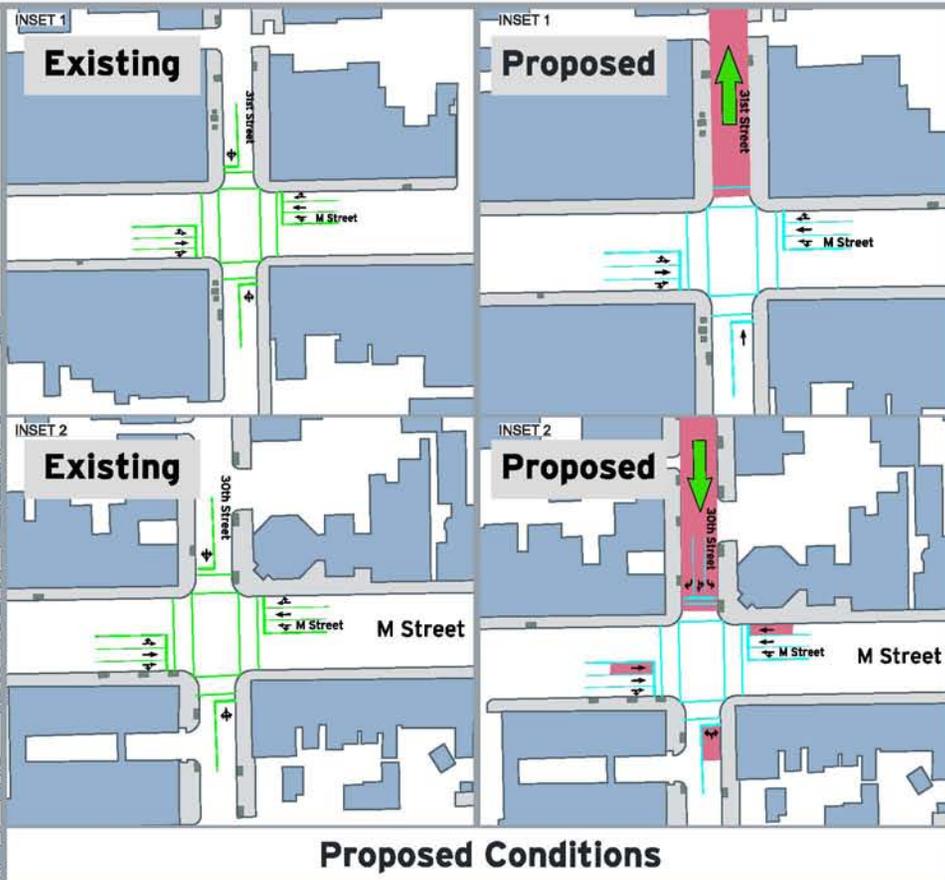
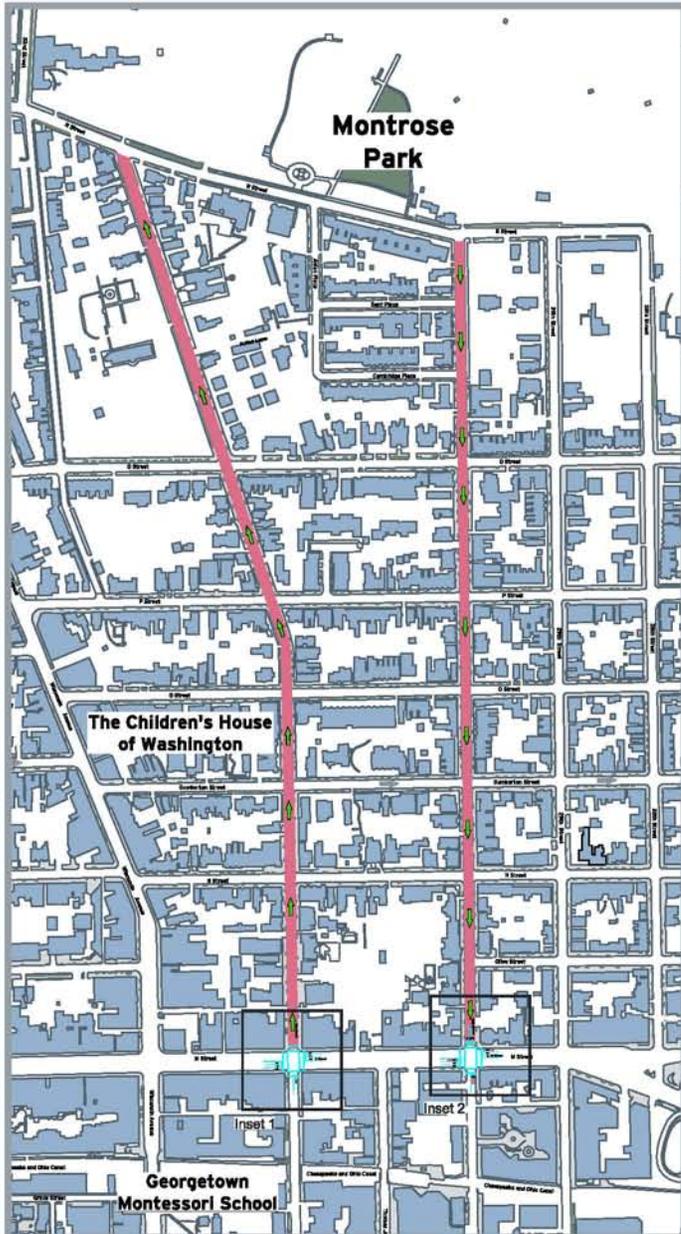
Georgetown Transportation Study

MAIN WINDOW

0 250 500 1000

INSETS

0 150 300 600



- Proposed Conditions**
- FEATURES/OPTIONS
- 30th St currently two-way converted to one-way SB
 - 31st St currently two-way converted to one-way NB
 - Lane configuration changes at all intersections on 30th St and 31st St inclusive of R St and M St to accommodate proposed alterations in operation

ANALYSIS

**MID-TERM
OPTIONS RECOMMENDED**

LOCATION
30th Street and 31st Street

TITLE
One-Way Pair East of Wisconsin Avenue

DRAWING No.
MT-6

SHEET No.
1 of 1

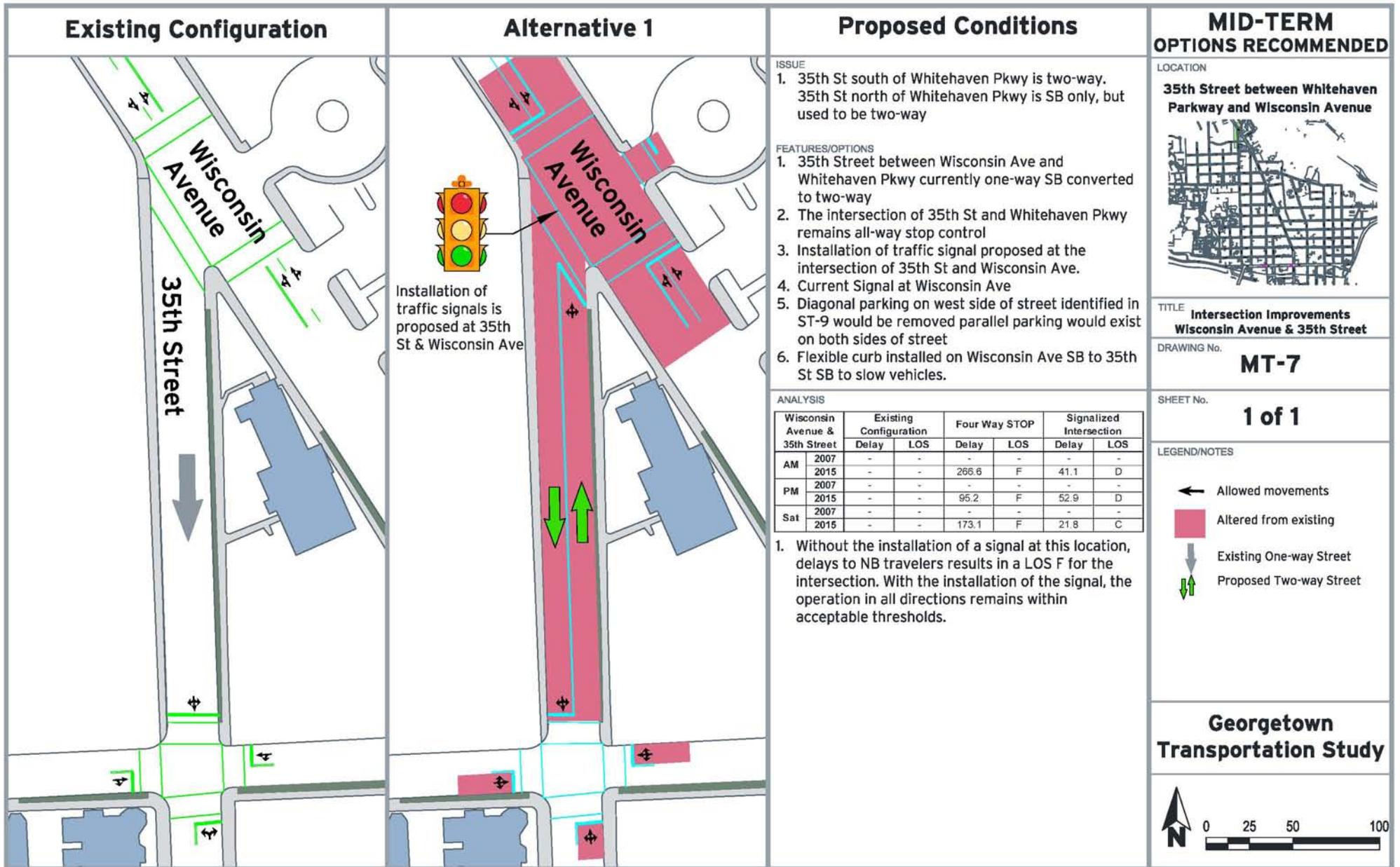
LEGEND/NOTES

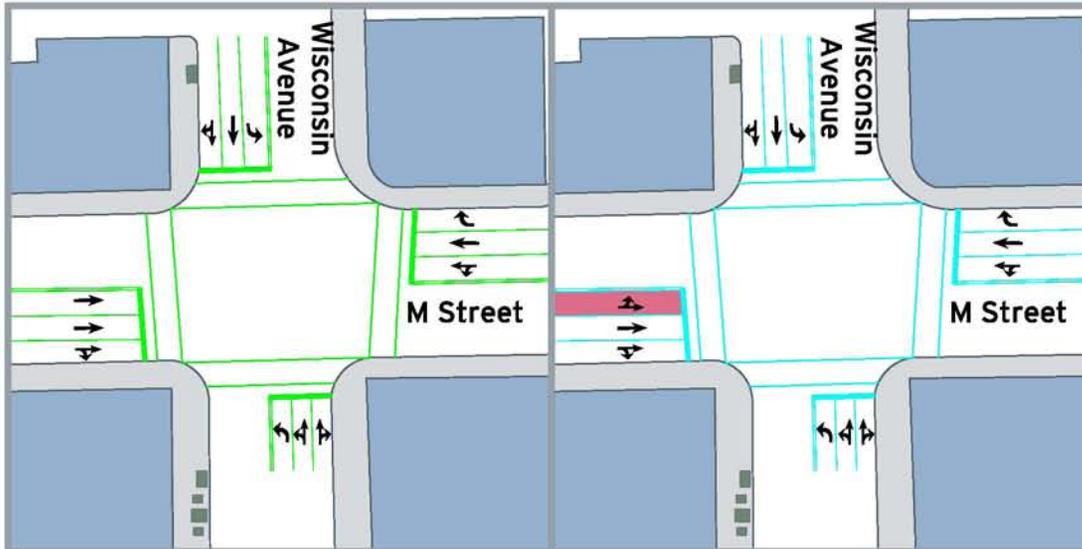
- ← Allowed movements
- Altered from existing
- ↑ Proposed One-way Street

**Georgetown
Transportation Study**

MAIN WINDOW
0 200 400 800

INSETS
0 50 100 200





Existing Configuration

Alternative 1 SHORT-TERM

Intentionally
Left Blank

FEATURES

No Change

FEATURES/OPTIONS

1. Allows left turns from M St EB to Wisconsin Ave NB as an alternative to 33rd St (residential street) for travel NB from M St
2. EB left most lane converted to a thru-left lane for all traffic
3. Signal timing changed to allow leading EB movement or split phase

ANALYSIS

M Street & Wisconsin Avenue		Existing Configuration		Through Left		Left Lane Only	
		Delay	LOS	Delay	LOS	Delay	LOS
AM	2007	118.9	F	-	-	-	-
	2015	161.6	F	336.3	F	317.8	F
PM	2007	100	F	-	-	-	-
	2015	232	F	249.5	F	297.6	F
Sat	2007	103.9	F	-	-	-	-
	2015	123.4	F	227.7	F	221	F

Alternative 1

PROS:

1. Provides an alternative to 33rd St (residential street) to travel NB from M St
2. While the delay is high in the 2015 year timeframe, allowing left turns at this intersection does not significantly increase the delay for the PM peak

CONS:

1. With the ability to turn left on Wisconsin Ave from M St in the peak hours, the delay at the intersection per vehicle doubles in the AM and Saturday peaks
2. Providing an all-pedestrian phase increases delay to vehicles at this intersection, but improves safety for pedestrians and vehicles while allowing better movement of vehicles during cycle without pedestrian conflicts

Alternative 2

PROS:

1. Provides an alternative to 33rd St (residential street) to travel NB from M St
2. While the delay is high in the 2015 year timeframe, allowing left turns at this intersection does not significantly increase the delay for the PM peak

CONS:

1. With the ability to turn left on Wisconsin Ave from M St in the peak hours, the delay at the intersection per vehicle doubles in the AM and Saturday peaks
2. Providing an all-pedestrian phase increases delay to vehicles at this intersection, but improves safety for pedestrians and vehicles while allowing better movement of vehicles during cycle without pedestrian conflicts
3. Would remove 24 parking stalls available in non-peak hours on M St

SHORT-TERM & MID-TERM OPTIONS RECOMMENDED

LOCATION
M Street & Wisconsin Avenue



TITLE
Intersection Improvements
M Street and Wisconsin Avenue

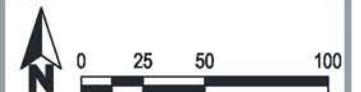
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MT-10

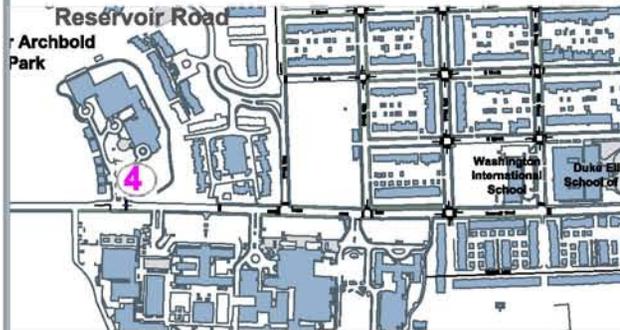
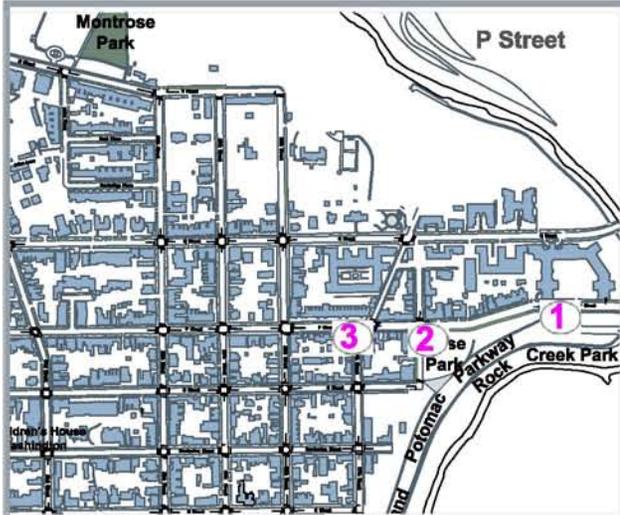
SHEET No.
1 of 1

LEGEND/NOTES

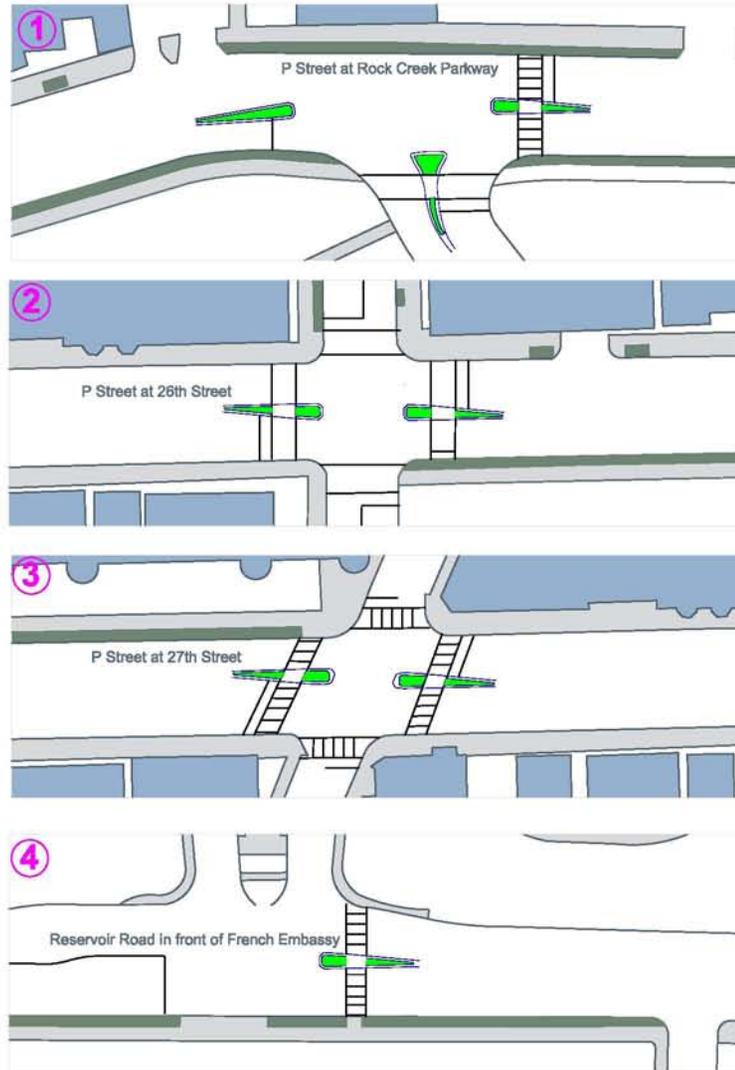
- ← Allowed movements
- Altered from existing

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Raised median at intersection



MID-TERM OPTIONS RECOMMENDED

LOCATION

P Street, Reservoir Road



TITLE

**Median and Pedestrian
Refuge**

DRAWING No.

MT - 13

SHEET No.

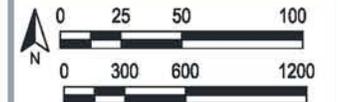
1 of 1

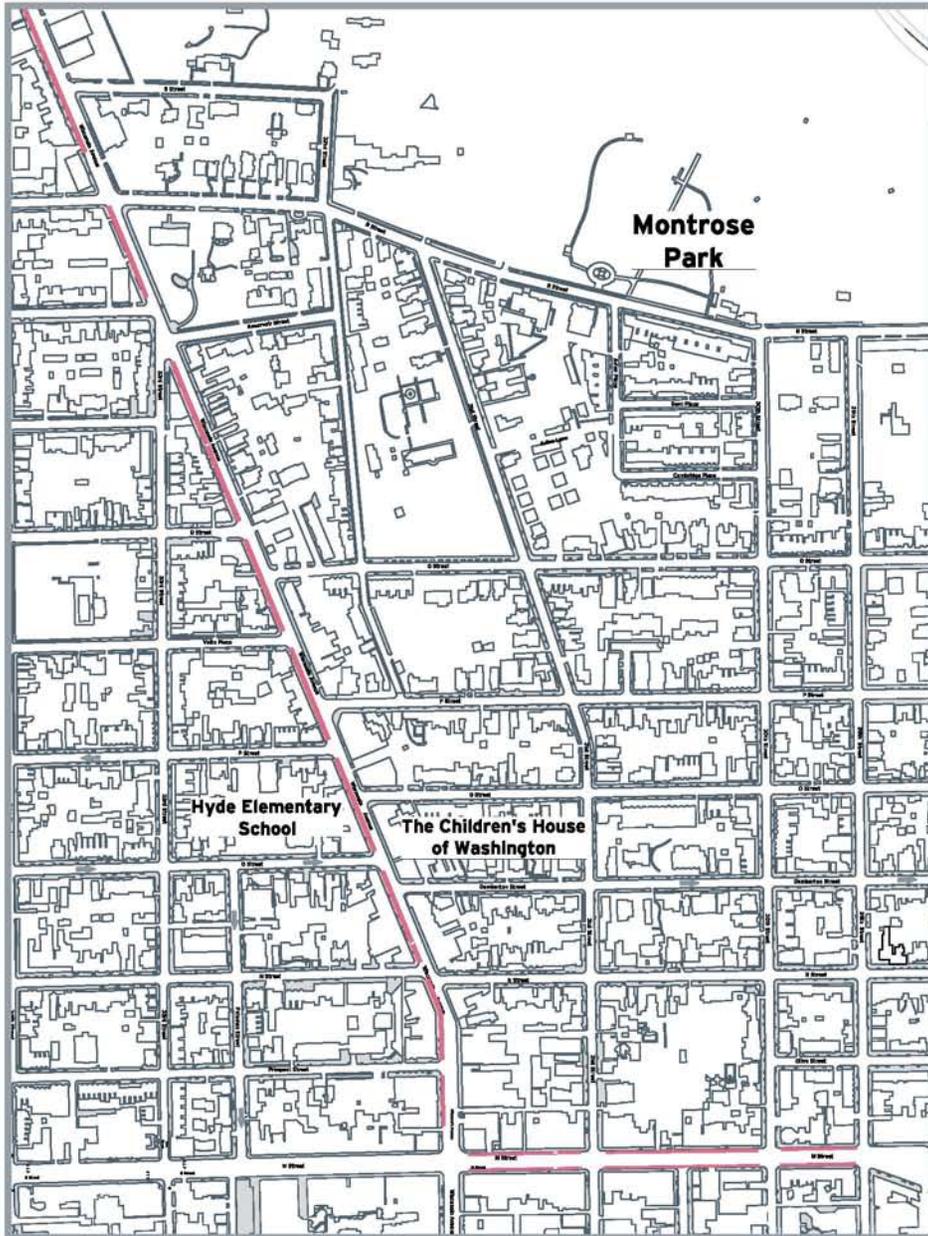
LEGEND/NOTES

 Raised median

Note: Obtain Old Georgetown Board approval of design

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Transportation Study**

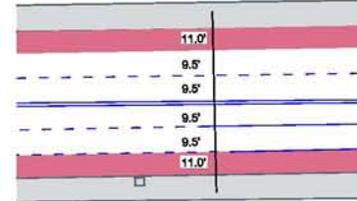




M Street General Arrangement
Existing Conditions

Six lanes ten feet each

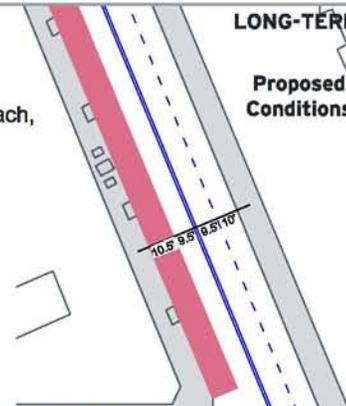
MID-TERM
Proposed Conditions



Wisconsin Avenue General Arrangement
Existing Conditions

Four lanes generally ten feet each, but cross-section varies

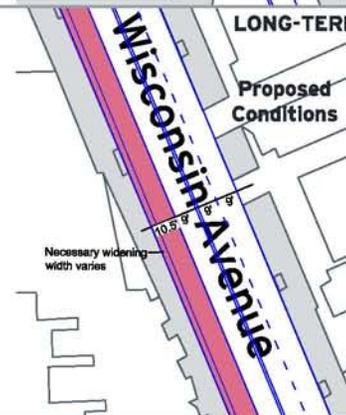
LONG-TERM
Proposed Conditions



Wisconsin Avenue between Q and R Street
Existing Conditions

Four lanes in a 34 feet cross-section.

LONG-TERM
Proposed Conditions



MID-TERM & LONG-TERM OPTIONS RECOMMENDED

LOCATION
Curb lane East of Wisconsin Ave on M St



TITLE
Transit only Lanes on M Street and Wisconsin Ave

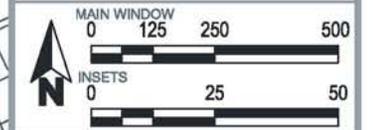
DRAWING No.
LT-7

SHEET No.
1 of 1

LEGEND/NOTES

Bus Lane
Bus lane width on M Street will be 11 feet and 10.5 feet on Wisconsin Avenue SB. Other general purpose lanes shall be no less than 9 feet

Georgetown Transportation Study



APPENDIX I – PLANNING LEVEL IMPLEMENTATION COSTS

A planning level analysis of costs associated with the recommendations as outlined in the report are listed below.

TABLE I1: PLANNING LEVEL QUANTITIES AND ESTIMATES

June, 2008

	BOX ID	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE*	TOTAL	NOTE
SHORT TERM	1	PLACE ON MPD WATCH LIST	EACH	1	\$-	\$-	
	3	INSTALL SCHOOL FLASHER WITH SCHOOL ZONE AND SPEED LIMIT SIGN	EACH	1	\$5,000	\$5,000	
	4	INSTALL PEDESTRIAN CROSSWALK AND FLASHERS	INT	1	\$60,000	\$60,000	**
	5	PLACE ON MPD WATCH LIST	EACH	1	\$-	\$-	
	5	INSTALL SCHOOL FLASHER WITH SCHOOL ZONE AND SPEED LIMIT SIGN	EACH	2	\$5,000	\$10,000	
	6, 13, 16, 21	TRAFFIC SIGNAL MODIFICATION AND INTERSECTION RESTRIPIING	INT	1	\$200,000	\$200,000	**
	7	CHANGE TO 30-FOOT BUS OPERATION	LS	1	\$-	\$-	
	7	PLACE ON MPD WATCH LIST	EACH	1	\$-	\$-	
	8	INSTALL ZEBRA STRIPING CROSSWALKS	EACH	6	\$750	\$4,500	
	8, OVERALL	INSTALL IMPRINTED CROSSWALKS	EACH	40	\$8,000	\$320,000	
	9	INSTALL RED LIGHT CAMERA	EACH	1	\$60,000	\$60,000	
	9	INSTALL COUNT DOWN TYPE PEDESTRIAN SIGNAL HEAD	INT	1	\$6,000	\$6,000	
	10	INSTALL "DO NOT BLOCK INTERSECTION" SIGN	EACH	5	\$260	\$1,300	
	10, 16	PROVIDE TCO OFFICER	EACH/YR	4	\$51,480	\$205,920	
	10	INSTALL RED LIGHT CAMERA	EACH	2	\$60,000	\$120,000	
	11	INSTALL BICYCLE WARNING SIGN	EACH	2	\$260	\$520	
	14	INSTALL PEDESTRIAN CROSSING SIGN	EACH	2	\$260	\$520	
	14	INSTALL SCHOOL FLASHER WITH SCHOOL ZONE AND SPEED LIMIT SIGN	EACH	1	\$5,000	\$5,000	
	14	INSTALL COUNT DOWN TYPE PEDESTRIAN SIGNAL HEAD	INT	1	\$6,000	\$6,000	
	14	RETIMING TRAFFIC SIGNAL	INT	1	\$1,000	\$1,000	
	16	PLACE ON MPD WATCH LIST	EACH	1	\$-	\$-	
	17	INSTALL PEDESTRIAN CROSSING PYLON	EACH	6	\$400	\$2,400	
	18	INSTALL BICYCLE WARNING SIGN	EACH	2	\$260	\$520	
	21	PLACE ON MPD WATCH LIST	EACH	1	\$-	\$-	
	23	INSTALL COUNT DOWN TYPE PEDESTRIAN SIGNAL HEAD	INT	1	\$6,000	\$6,000	
	24	REPLACE/REPAIR PEDESTRIAN SIDEWALK	LF	19,810	\$100	\$1,981,000	
	26	INSTALL COUNT DOWN TYPE PEDESTRIAN SIGNAL HEAD	INT	1	\$6,000	\$6,000	
	27	INSTALL STOP SIGN	EACH	2	\$350	\$700	
	28	INSTALL STOP SIGN	EACH	3	\$350	\$1,050	
	31	INSTALL PARKING RESTRICTION SIGN	EACH	2	\$160	\$320	
	31	TRAFFIC SIGNAL MODIFICATION AND INTERSECTION RESTRIPIING	INT	1	\$200,000	\$200,000	**
	33	PLACE ON MPD WATCH LIST	EACH	1	\$-	\$-	
	34	INSTALL SCHOOL FLASHER WITH SCHOOL ZONE AND SPEED LIMIT SIGN	EACH	1	\$5,000	\$5,000	
	41	INSTALL "DO NOT BLOCK INTERSECTION" SIGN	EACH	1	\$260	\$260	
	42	INSTALL FLEXIBLE CURB BULB-OUT	EACH	2	\$4,000	\$8,000	***

TABLE 11: PLANNING LEVEL IMPLEMENTATION COSTS (CONTINUED)

June, 2008

	BOX ID	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE*	TOTAL	NOTE
	42	RESTRIPE PARKING SPACE	EACH	26	\$100	\$2,600	***
	42	INSTALL COUNT DOWN TYPE PEDESTRIAN SIGNAL HEAD	INT	1	\$6,000	\$6,000	***
	43	PLACE ON MPD WATCH LIST	EACH	1	\$-	\$-	
	OVERALL	INSTALL ZEBRA STRIPING CROSSWALKS	EACH	46	\$750	\$34,500	
	OVERALL	INSTALL WHITEHURST FWY/DOWNTOWN SIGN WITH ARROW SIGN	EACH	1	\$400	\$400	
MID TERM	4	INSTALL PEDESTRIAN REFUGE MEDIAN	EACH	1	\$3,500	\$3,500	
	4, 5	INSTALL DRIVER SPEED FEEDBACK SIGNS	EACH	2	\$7,000	\$14,000	
	8	INSTALL PEDESTRIAN CROSSING SIGN	EACH	8	\$260	\$2,080	
	11	INSTALL BICYCLE/PEDESTRIAN DETECTION AND WARNING FLASHER	INT	1	\$60,000	\$60,000	**
	18	INSTALL BICYCLE/PEDESTRIAN DETECTION AND WARNING FLASHER	INT	1	\$60,000	\$60,000	**
	19	TRAFFIC SIGNAL MODIFICATION AND INTERSECTION RESTRIPIING	INT	1	\$200,000	\$200,000	**
	29	CONVERT TO ONE-WAY STREET WITH RESTRIPIING AND NEW SIGNAGE	LS	1	\$20,000	\$20,000	
	44	CONVERT TO TWO-WAY STREET	LS	1	\$20,000	\$20,000	****
	44	TRAFFIC SIGNAL MODIFICATION AND INTERSECTION RESTRIPIING	INT	1	\$200,000	\$200,000	**/****
	44	REMOVE TRAFFIC SIGNAL EQUIPMENT	INT	1	\$1,500	\$1,500	****
	44	INSTALL FLEXIBLE CURB BULB-OUT	EACH	1	\$4,000	\$4,000	****
	OVERALL	INSTALL PEDESTRIAN REFUGE MEDIAN	EACH	3	\$3,500	\$10,500	
	OVERALL	INSTALL RED LIGHT CAMERA	EACH	3	\$60,000	\$180,000	
	OVERALL	INSTALL SPEED ENFORCEMENT CAMERA	EACH	2	\$60,000	\$120,000	
	OVERALL	INSTALL PARKING ENFORCEMENT CAMERA ON BUS	EACH	80	\$5,000	\$400,000	
	OVERALL	RESTRIPE BUS LANE	LF	3200	\$4.50	\$14,400	
OVERALL	INSTALL "BUS ONLY" AND DIAMOND PAVEMENT MARKING SYMBOL	EACH	32	\$350	\$11,200		
OVERALL	INSTALL BUS LANE SIGNAGE – M ST	EACH	10	\$350	\$3,500		
LONG TERM	36	REPAVE ROADWAY	LF	400	\$1,000	\$400,000	
	38	REPAVE ROADWAY	LF	3700	\$1,000	\$3,700,000	
	OVERALL	RESTRIPE BUS LANE – WISCONSIN AVE	LF	4800	\$4.50	\$21,600	
	OVERALL	INSTALL "BUS ONLY" AND DIAMOND PAVEMENT MARKING SYMBOL – WISCONSIN AVE	EACH	48	\$350	\$16,800	
	OVERALL	INSTALL BUS LANE SIGNAGE – WISCONSIN AVE	EACH	18	\$350	\$6,300	
TOTAL:						\$8,730,000	
CONTINGENCY (15%):						\$1,309,000	
GRAND TOTAL:						\$10,000,000	

* : Labor included.

** : Maximum price with full replacement/installation of equipment; price could be less if utilizing existing equipment.

*** : Glover Park Transportation Study recommendation.

**** : Potential only if short term recommendation not utilized.

NOTE: Sidewalk Replacement/Repair (Item 24 above) is for all replacement/repair for short-, mid-, and long-term recommendations. Calculations show brick sidewalk replacement/repair (in contrast to concrete sidewalk) to be approximately 12,036 lineal feet resulting in approximately \$1,612,000 of the total reported above.

d.

DISTRICT DEPARTMENT OF TRANSPORTATION



HNTB