



GOVERNMENT OF THE DISTRICT OF COLUMBIA

## Advisory Neighborhood Commission 2E

Representing the communities of Burleith, Georgetown, and Hillandale

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January 28, 2023

Ms. Sandra Marks  
Chief Project Delivery Officer  
District Department of Transportation  
250 M Street SE  
Washington, DC 20003  
[sandra.marks@dc.gov](mailto:sandra.marks@dc.gov)

### RE: Crosswalk Needs in the Neighborhood

Dear Ms. Marks,

On January 9, 2023 ANC 2E held its regularly scheduled public meeting, which was properly noticed and attended by eight commissioners, constituting a quorum. At this meeting the Commission adopted the following resolution by a vote of (8-0-0) with regard to the above-referenced matter:

**Strong Support of Crosswalks:** ANC 2E supports the District Department of Transportation's (DDOT) goal to reduce traffic fatalities and transportation-related injuries. Visible crosswalks at our city's intersections are essential components of safety for pedestrians, personal mobility riders (bikes, e-bikes, scooters, etc.), and those driving traditional vehicles. In Georgetown's residential and commercial areas, crosswalks exist at almost all intersections, whether the intersections have stop signs or traffic lights. Both the ANC's primary and side roads are in constant use, so our crosswalks also are always in use. However, many of the crosswalks in our neighborhood need updating to meet DDOT's citywide crosswalk regulations or to ensure that all streets at an intersection are properly marked.

**Type of Crosswalk and Accessibility:** Per city regulations, all crosswalks in DC, whether in residential or commercial areas, should be high visibility crosswalks (ladder design) rather than a traditional parallel crosswalk. Using high visibility crosswalks is especially important in Georgetown. Many of ANC 2E's residential streets are narrow. Thus, when at an intersection, one cannot always see if there is another traveler at the other parts of the intersection. Being cautious in such instances will become more critical due to the new "Safer Streets Amendment Act of 2022" that was passed by the DC Council and has now been enacted into law. This act allows personal mobility riders to treat stop signs as yield signs and roll through intersections, and cars will no longer be

#### COMMISSIONERS:

Kishan Putta, District 1    Topher Mathews, District 2    Paul Maysak, District 3  
Joe Massaua, District 4    Mimsy Lindner, District 5    Gwendolyn Lohse, District 6  
Elizabeth Miller, District 7    John DiPierri, District 8

able to take right turns on red. High visibility crosswalks are good reminders to stop and to look. Many of the crosswalks around Georgetown must be updated from parallel crosswalks to high visibility crosswalks. Also, unless not allowed per DDOT policy, all four sides of four-way stops in the residential area should have crosswalks. Moreover, the ANC also understands that ADA accessibility ramps will be added to all crosswalks, which the ANC fully supports. The ANC assumes, if at all possible, that the materials for these ramps will be in keeping with the historic character of Georgetown.

**Existing Crosswalks Needing Maintenance:** Please see the below List A for an initial inventory of where crosswalk maintenance is needed. This is not an exhaustive list but a list of some high priority locations. It should be noted that some of the missing crosswalks listed in List A were reported in the 3-1-1 system between 2020 and 2022, however the 3-1-1 system communicated to the submitters “work completed”, yet the crosswalk fixes remain undone. For example, 3-1-1 request #20-00061719 was submitted on February 18, 2020 and was communicated as completed on June 23, 2021. This location is on north side of the intersection of 29th Street NW and Dumbarton Street NW and no crosswalk was added, while the other three parts of this four-way intersection have crosswalks. This intersection is busy, as it is used as a north-south cut-through by many travelling by car through Georgetown. Should DDOT believe that crosswalks are not needed in the locations in List A, ANC 2E requests that DDOT formally responds to the ANC stating such.

**New Crosswalks Needed in Commercial Area:** Beyond updating and repairing the crosswalks in List A, ANC 2E additionally supports two newly proposed crosswalks at what are extremely busy commercial intersections on M Street NW in Georgetown. Please see List B for the two locations for which the ANC supports new crosswalks, one of which has an active Notice of Intent (NOI #22-284-TESD). Based on dialog with the Georgetown Business Improvement District (BID), it is the ANC’s understanding that these new crosswalks will result in minimal new street clutter signage given that DDOT can use existing infrastructure to accommodate crosswalk-related signage. Should DDOT find that new infrastructure is needed to create these crosswalks, the ANC asks that DDOT consults with the ANC and the Georgetown BID about what is required.

ANC 2E welcomes the ability to partner with DDOT on our community’s crosswalk needs. The ANC stands ready to assist the agency as it considers how to address our request for ensuring our community’s crosswalks are updated and ample. Finally, beyond the immediate needs noted here, there is significant construction and infrastructure work occurring in many parts of Georgetown's commercial area. The ANC requests that DDOT informs the ANC about how to best prioritize any crosswalk maintenance work left incomplete once a large construction and infrastructure project is complete.

List A: Residential Intersections with Crosswalk Repair / Completion Needs

- Olive Street NW

- and 28th Street NW (no crosswalks on north and west sides of intersection; needs high visibility)
- N Street NW
  - and 28th Street NW (needs high visibility on north side)
  - and 30th Street NW (needs high visibility; currently all sides parallel)
- Dumbarton Street NW
  - and 28th Street NW (no crosswalk on north side; needs high visibility)
  - and 29th Street NW (no crosswalk on north side where market is located; needs high visibility)
- O Street NW
  - and 27th Street NW (busy intersection needing high visibility crosswalks)
  - and 28th Street NW (on east side, no crosswalk exists as roadwork done and crosswalk was not replaced)
  - and 30th Street NW (west, north, and south are parallel, while east is only high visibility)
  - and Potomac Street NW (school crossing area; no crosswalk on this section of O Street NW, which is cobblestones)
- P Street NW
  - and 27th Street NW (busy intersection needing high visibility on all four sides; currently parallel)
  - and 30th Street NW (high visibility needed on all four sides; currently just parallel or missing)
  - and 32nd Street NW (busy intersection; high visibility crosswalks needed on P Street NW)
- Q Street NW
  - and 28th Street NW (busy intersection; needs high visibility crosswalks)
  - and 34th Street NW (north and south sides are both missing crosswalks)
- R Street NW
  - and 28th Street NW (needs high visibility crosswalk)
- Wisconsin Avenue NW
  - and Grace Street NW (needs updated high visibility crosswalk)

List B: New High Visibility Crosswalks Needed on M Street NW, Georgetown's Commercial District

Note: DDOT has already sent the Georgetown BID a proposal for both of these crosswalks.

- Mid-block crosswalk on the 3200 block of M Street NW / M Street NW between Potomac Street NW and Wisconsin Avenue NW
  - NOI #22-284-TESD
- West side of M Street NW and Thomas Jefferson Street NW

Commissioners Gwendolyn Lohse ([2E06@anc.dc.gov](mailto:2E06@anc.dc.gov)) and Elizabeth Miller ([2E07@anc.dc.gov](mailto:2E07@anc.dc.gov)) are the Commission's representatives in this matter.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Elizabeth Miller', with a small asterisk above the 'i'.

Elizabeth Miller  
Chair, ANC 2E

CC: Joe Sternlieb, CEO and President, Georgetown BID  
Tara Sakraida Parker, President, Citizens Association of Georgetown  
Grace Reeder, Mayor's Office of Community Relations and Services  
Brian Romanowski, Councilmember Brooke Pinto's Office  
Donovan Boyd, Ward 2 Community Engagement Specialist, DDOT