

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 injury 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.
Safety	
<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.
Transit	
<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.
Data Collection	
<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.
<u>Reservoir Road & 35th Street NW</u>	
<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.
<u>Wisconsin Avenue NW</u>	
<u>Wisconsin Avenue NW</u>	
<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.
<u>Wisconsin Avenue and R Street NW</u>	
<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 measures 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
<u>Wisconsin Avenue and 33rd Street NW</u>	
<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.
<u>Wisconsin Avenue & P Street NW</u>	
<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
M Street	
<u>M & 33rd & Streets NW</u>	
<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.
<u>M & 34th-35th Streets NW</u>	
<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.
Q Street & 30th Street/31st Street NW	
<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.

T Street & 35th Streets NW	
<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: <ol style="list-style-type: none"> 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.
SUMMARY OF OPEN HOUSE COMMENTS	
Pennsylvania Avenue NW & 25th Street NW	
<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.
Reservoir Road NW	
<u>Reservoir Road NW</u>	
<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 <i>Roadway Problems</i>" 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 stripped 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 31st Street 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.

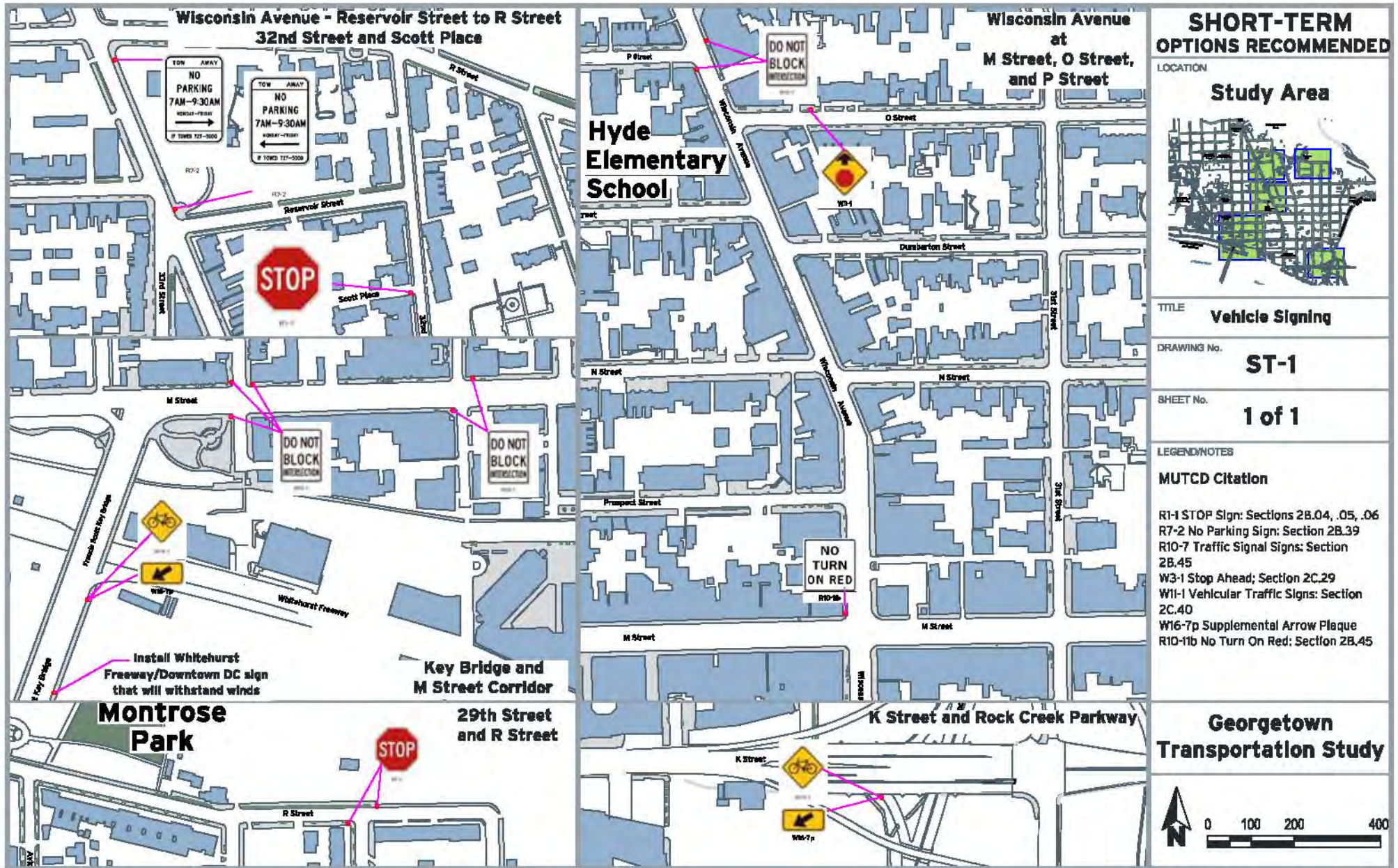
<ul style="list-style-type: none"> Have the consultants thought about how residents at the bottom of 33rd Street NW are to get to upper Georgetown and points north? Seems they will have to turn left out of 33rd Street NW and drive along M Street NW, turn left at Wisconsin Avenue NW and thereby cause 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.



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	274.6	C	33.2	C
Sat	2007	15.3	B	12.5	B	12.5	B	12.1	B	14.6	B
	2015	24.6	C	12.5	B	12.6	B	20.9	C	13.6	B

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
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	205.6	F	146.9	F

Wisconsin Avenue & M Street

ISSUE:

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

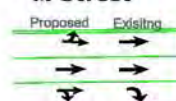
OPTIONS:

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

M Street



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	108.1	F	262	F	254.2	F
	2015	238.8	F	408.6	F	385	F
Sat	2007	103.9	F	350.6	F	250.8	F
	2015	123.4	F	392.4	F	283.7	F

Analysis:

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

SHORT-TERM OPTIONS RECOMMENDED

LOCATION

Study Area



TITLE

Signal Modifications

DRAWING No.

ST-2

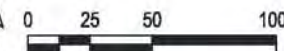
SHEET No.

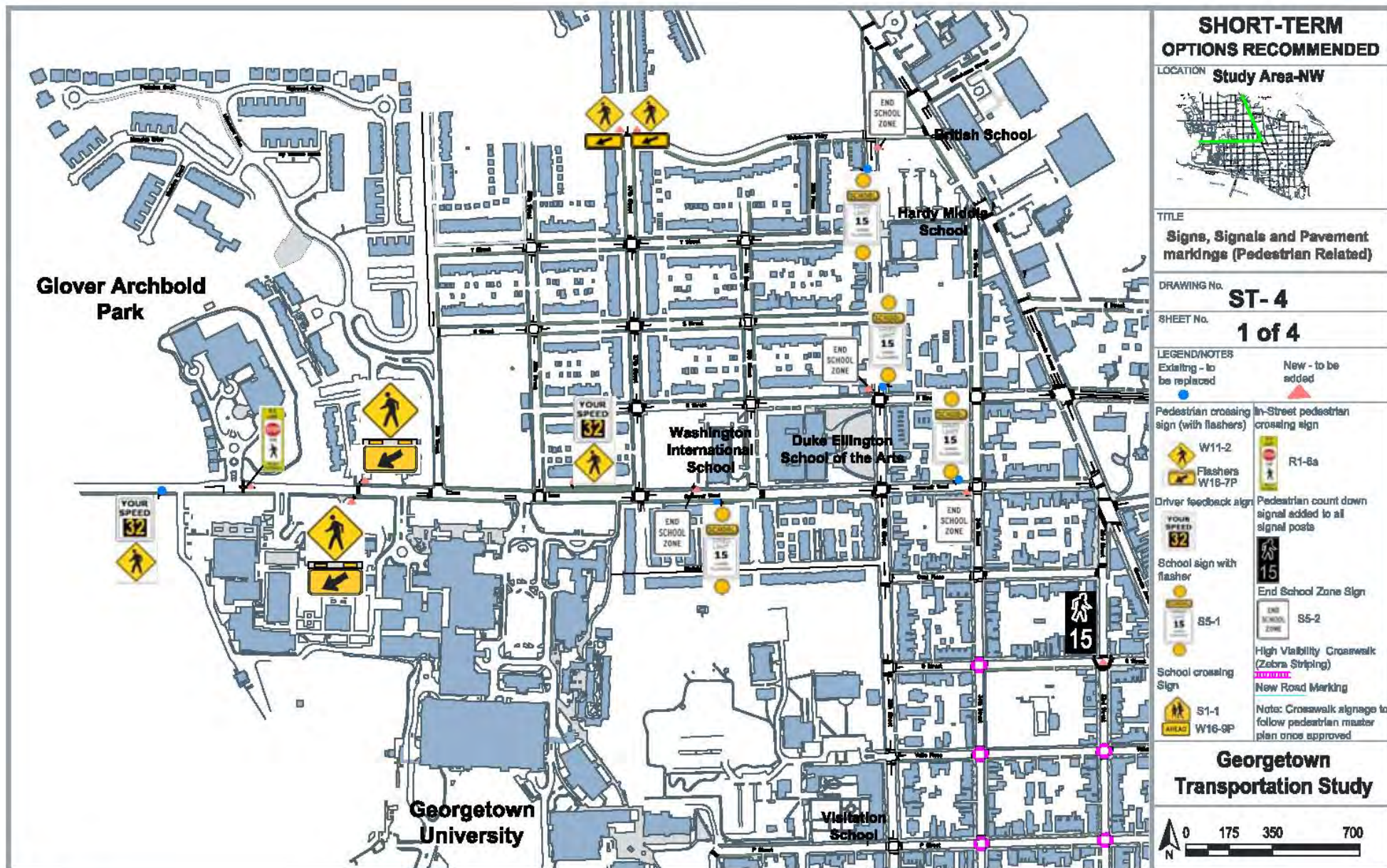
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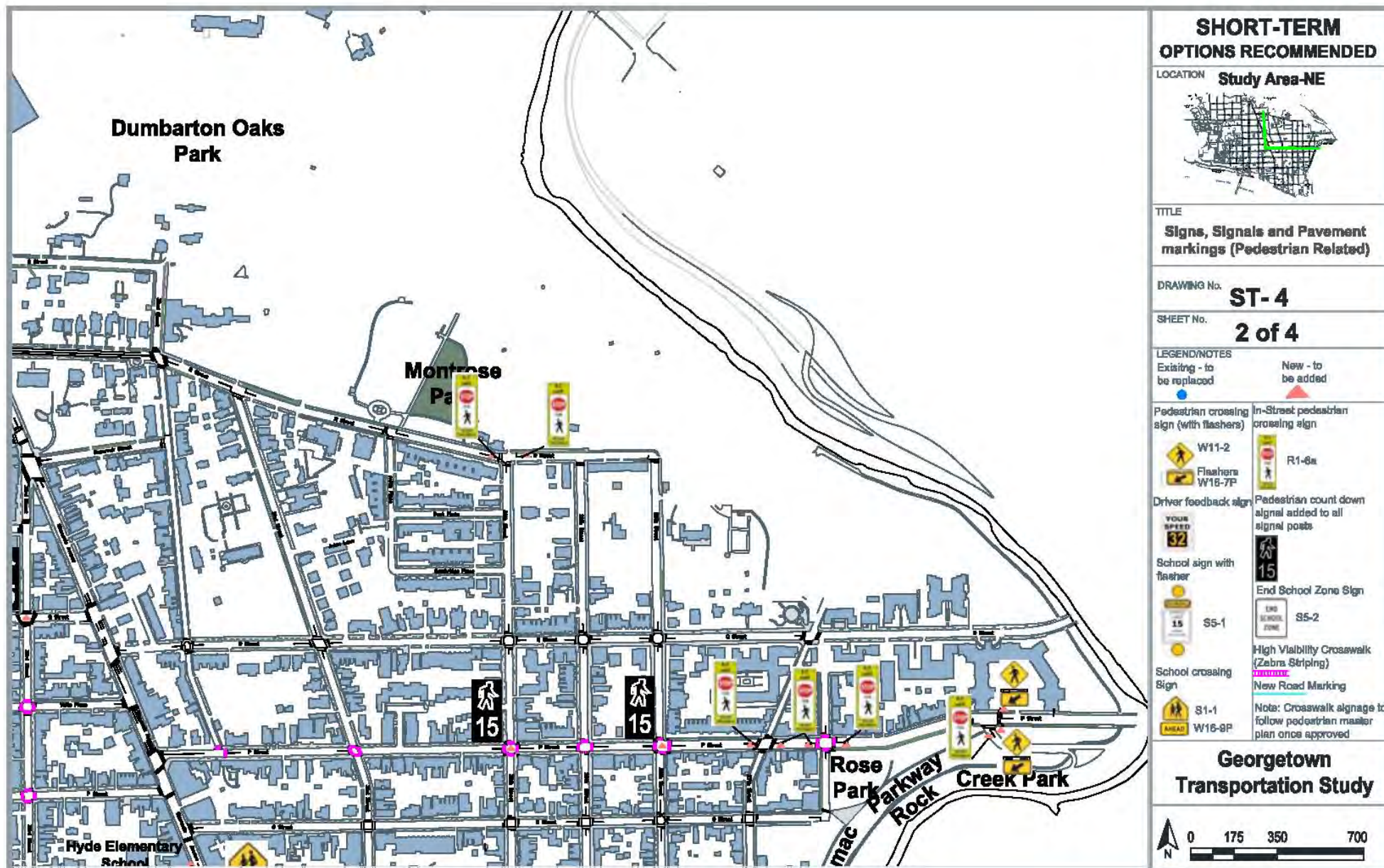
LEGEND/NOTES

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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)



In-Street pedestrian
crossing sign



Driver feedback sign



Pedestrian count down
signal added to all
signal posts



School sign with
flasher



End School Zone Sign



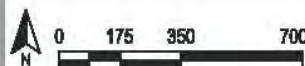
School crossing
Sign

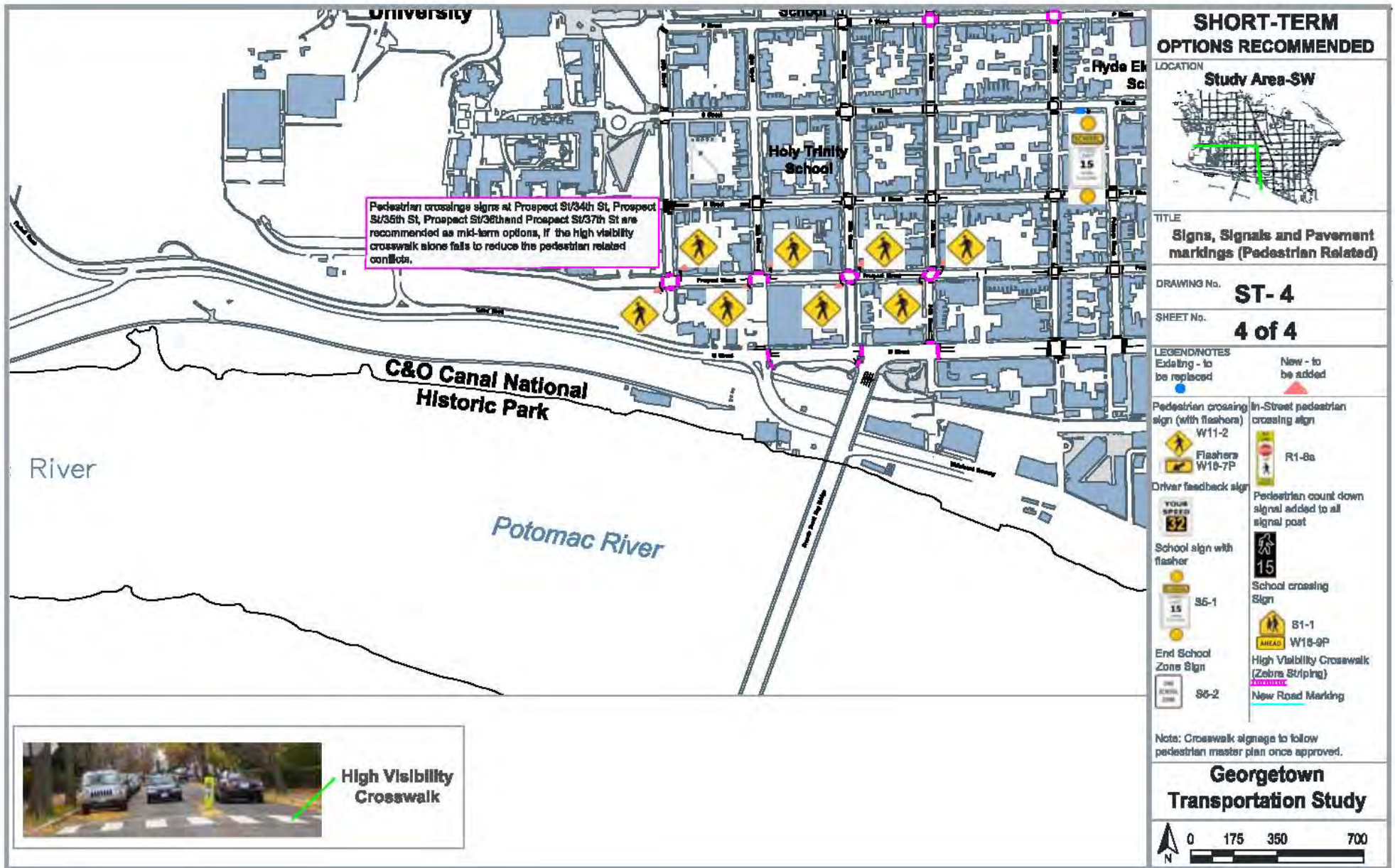


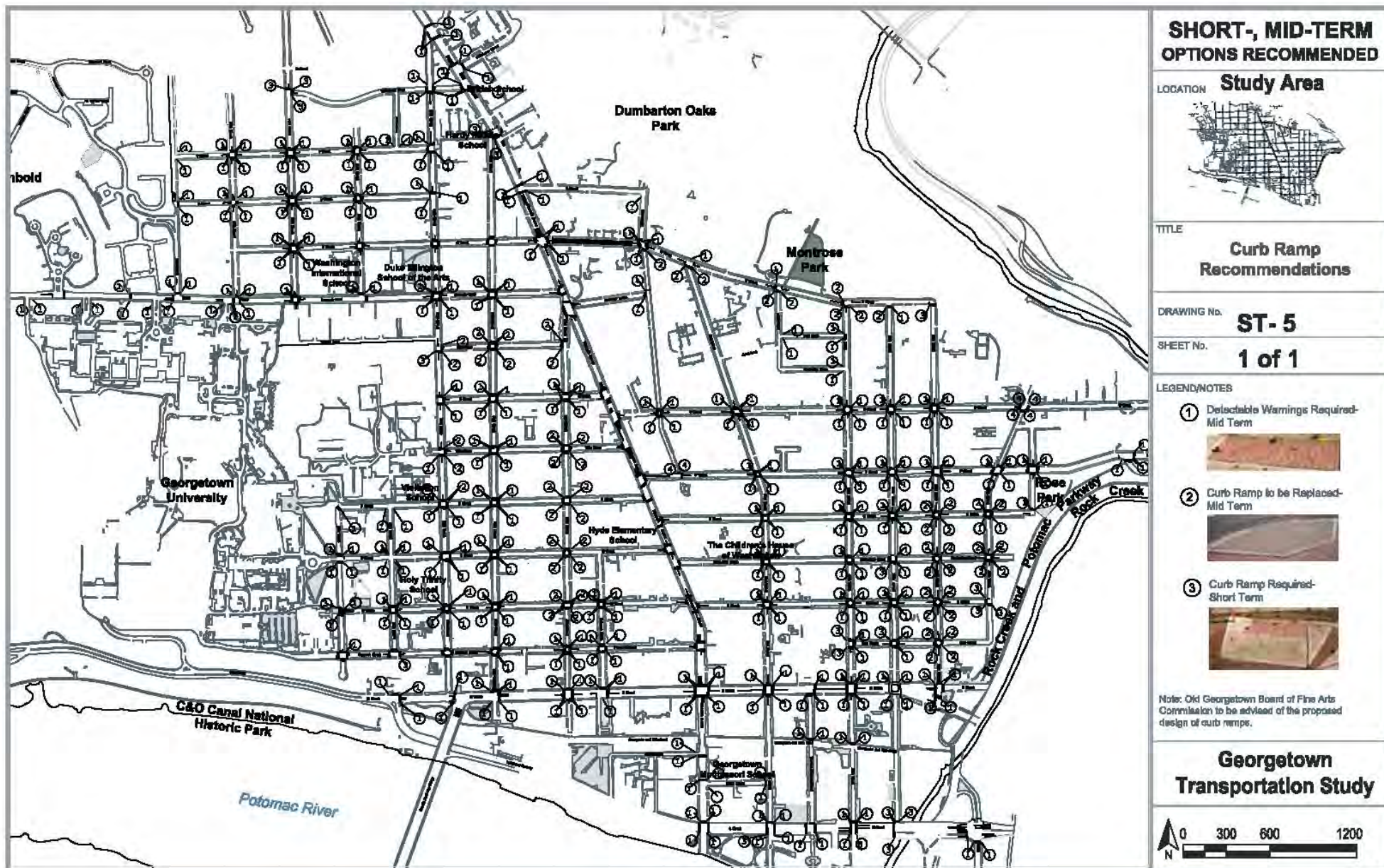
High Visibility Crosswalk
(Zebra Striping)

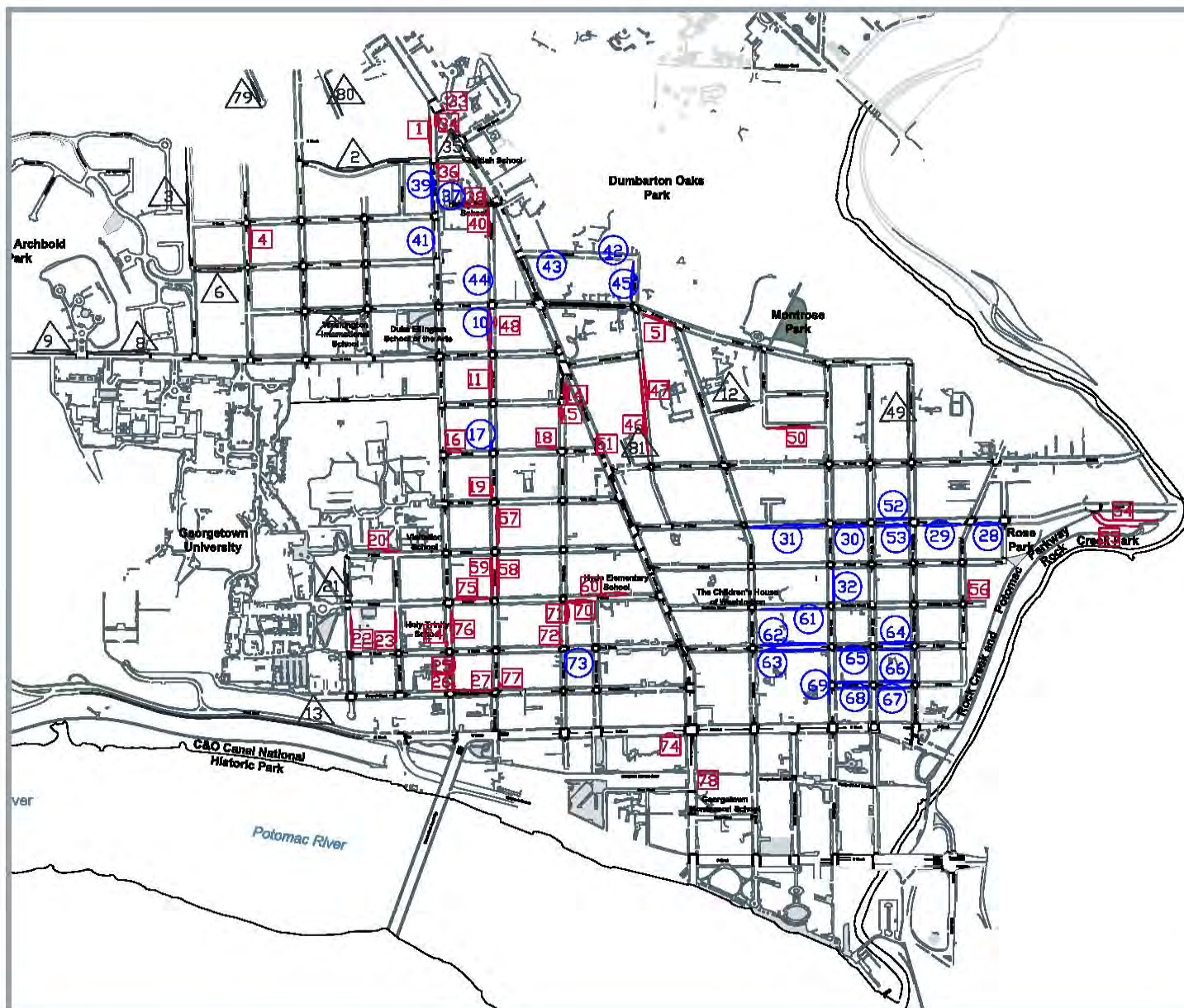
New Road Marking

Note: Crosswalk signage to
follow pedestrian master
plan once approved









SIDEWALKS TO BE REPLACED

- 1 5' X 300'
- 4 5' X 150'
- 5 4' X 320'
- 11 4' X 320'
- 14 5' X 120'
- 15 4' X 70'
- 16 4' X 70'
- 18 4' X 10'
- 19 4' X 25'
- 20 4' X 180'
- 24 5' X 5'
- 25 5' X 87'
- 26 4' X 36'
- 27 4' X 320'
- 33 5' X 15'
- 34 5' X 50'
- 36 5' X 4'
- 38 5' X 15'
- 40 5' X 200'
- 46 5' X 50'
- 47 4' X 300'
- 48 5' X 300'
- 50 5' X 300'
- 51 4' X 10'
- 54 4' X 400'
- 55 4' X 400'
- 56 3' X 5'
- 57 4' X 320'
- 58 4' X 320'
- 59 4' X 320'
- 60 4' X 140'
- 70 5' X 125'
- 71 5' X 90'
- 72 3' X 5'
- 74 5' X 5'
- 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 5' X 320'
- 23 5' X 320'
- 25 5' X 180'
- 29 5' X 320'
- 30 5' X 200'
- 31 5' X 650'
- 32 5' X 240'
- 37 3' X 3'
- 39 7' X 350'
- 41 5' X 6'
- 42 5' X 10'
- 43 5' X 10'
- 44 5' X 10'
- 45 5' X 220'
- 52 5' X 220'
- 53 5' X 220'
- 51 5' X 525'
- 52 5' X 525'
- 53 5' X 525'
- 54 5' X 225'
- 55 5' X 225'
- 56 5' X 280'
- 57 5' X 280'
- 58 5' X 225'
- 59 5' X 540'
- 73 3' X 5'

NEW SIDEWALKS

- 2 1000'
- 3 850'
- 6 350'
- 7 400'
- 8 325'
- 9 500'
- 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

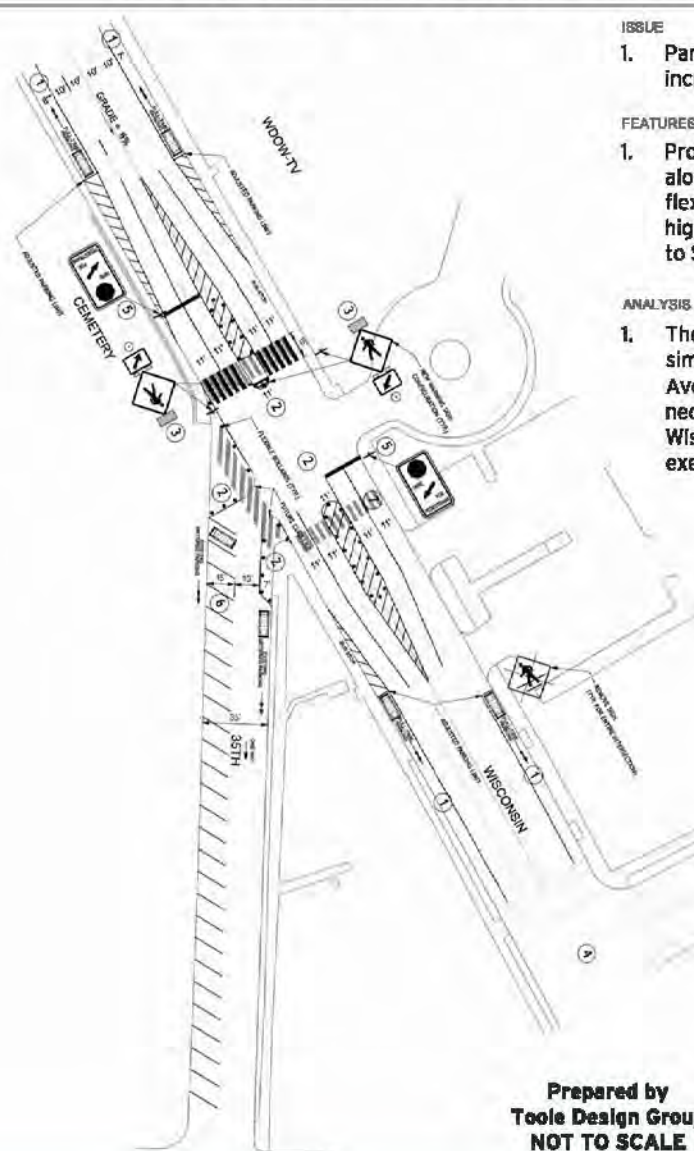
**Georgetown
Transportation Study**



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.

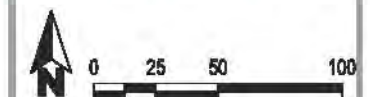
ST-9

SHEET No.

1 of 1

LEGEND/NOTES

- ← Allowed movements
- ↓ Existing One-way Street





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

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

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

LOCATION

M Street & 33rd Street



TITLE	
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Intersection Improvements

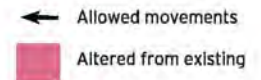
DRAWING No.

MT-2

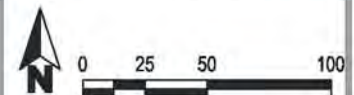
SHEET No.

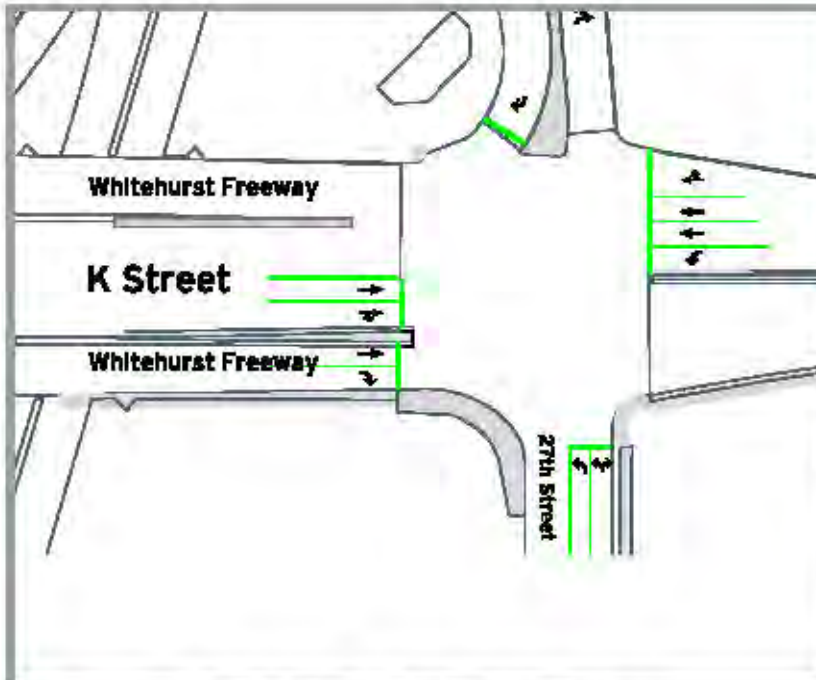
1 of 1

LEGEND/NOTES



Georgetown Transportation Study





Existing Configuration

ANALYSIS

Pros

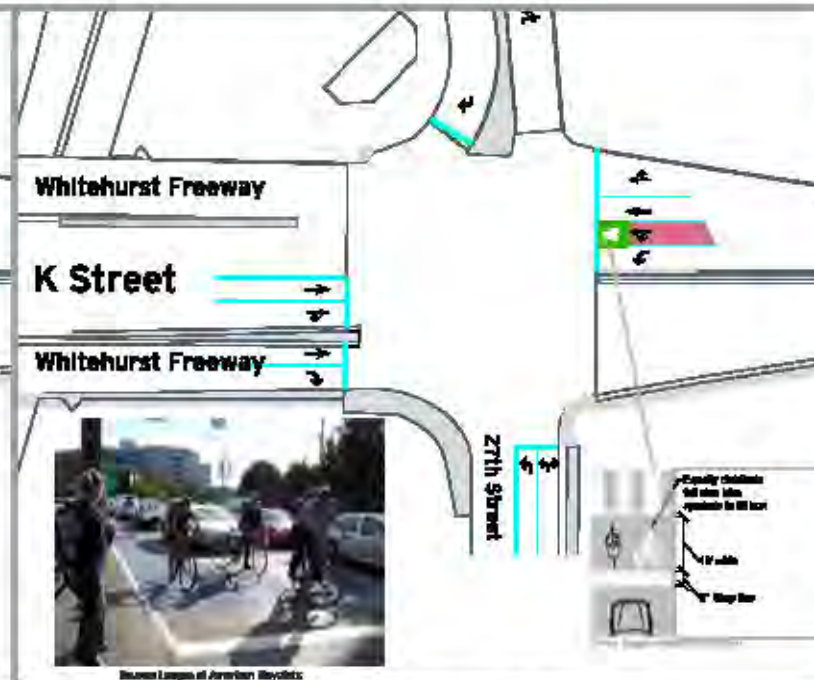
- Additional capacity for left turning vehicles from K St to 27th St

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

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

	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	351	F	167.9	F
Sat	2007	67	E	-	-
	2015	68.8	E	65.5	E



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 Freeway

DRAWING No.

MT-3

SHEET No.

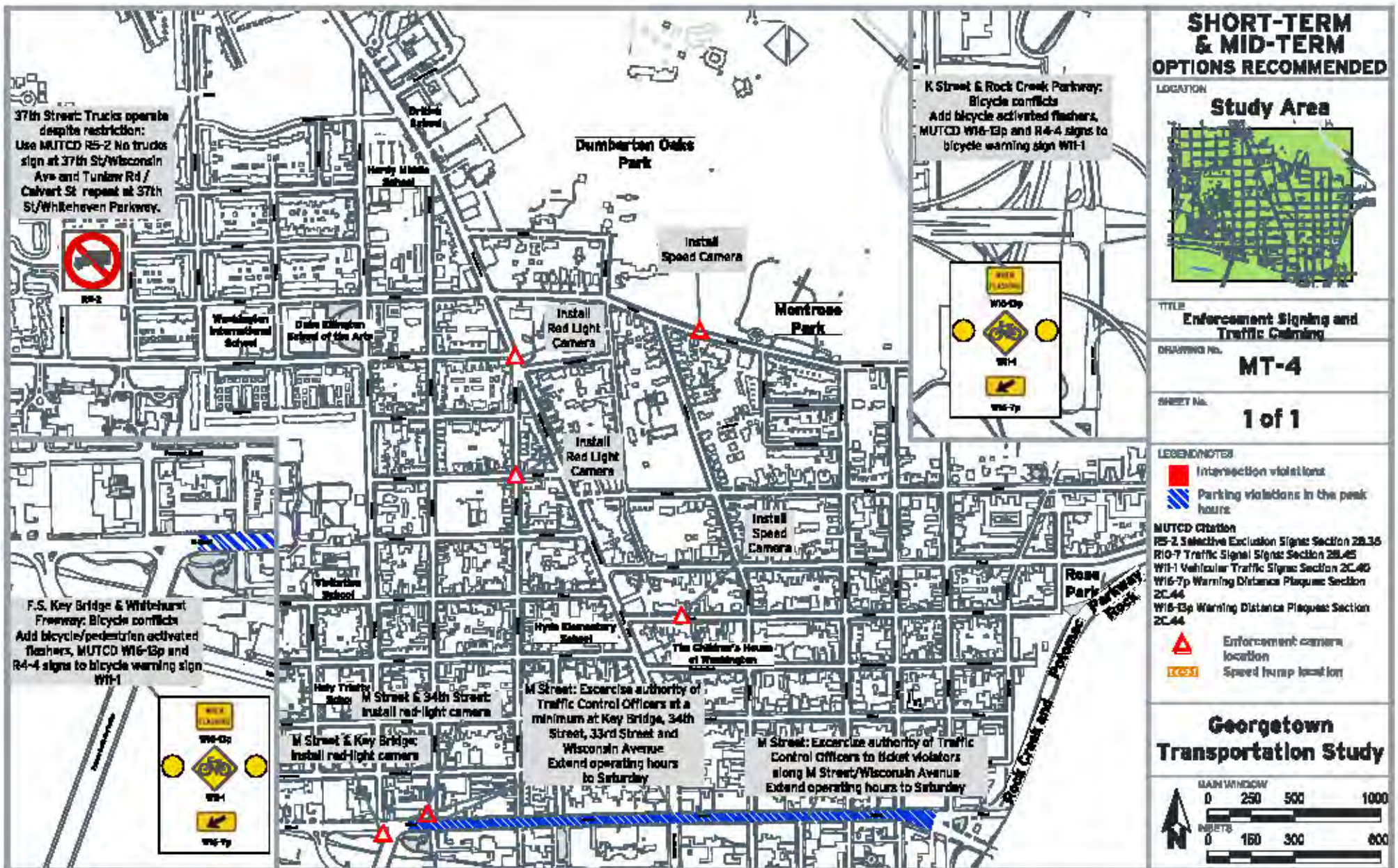
1 of 1

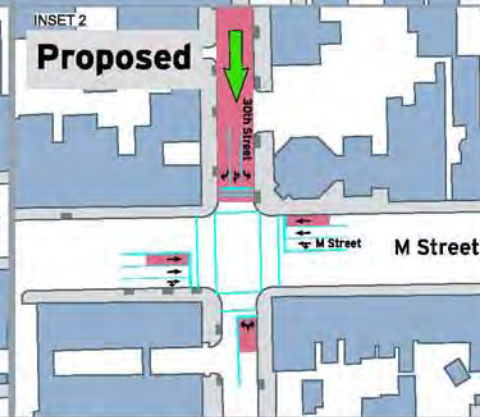
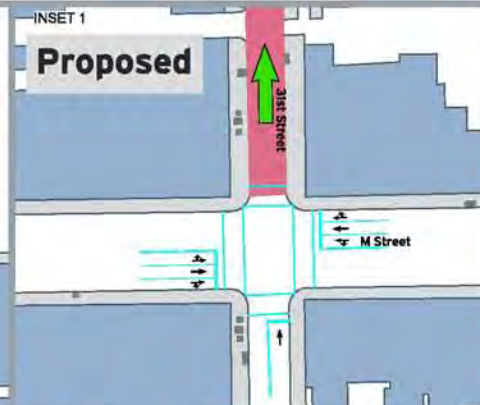
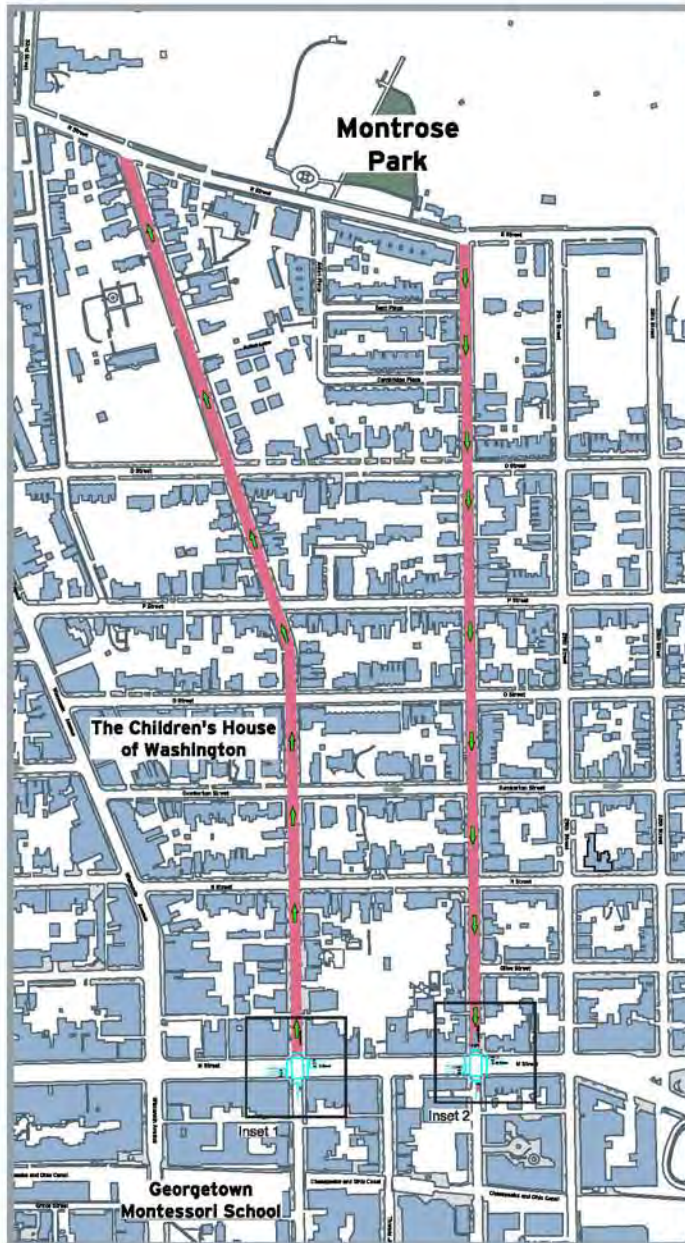
LEGEND/NOTES

- ← Allowed movements
- Altered from existing

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

MID-TERM OPTIONS RECOMMENDED

LOCATION

30th Street and 31st Street



TITLE

One-Way Pair East of Wisconsin Avenue

DRAWING No.

MT-6

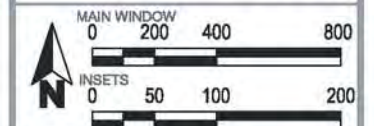
SHEET No.

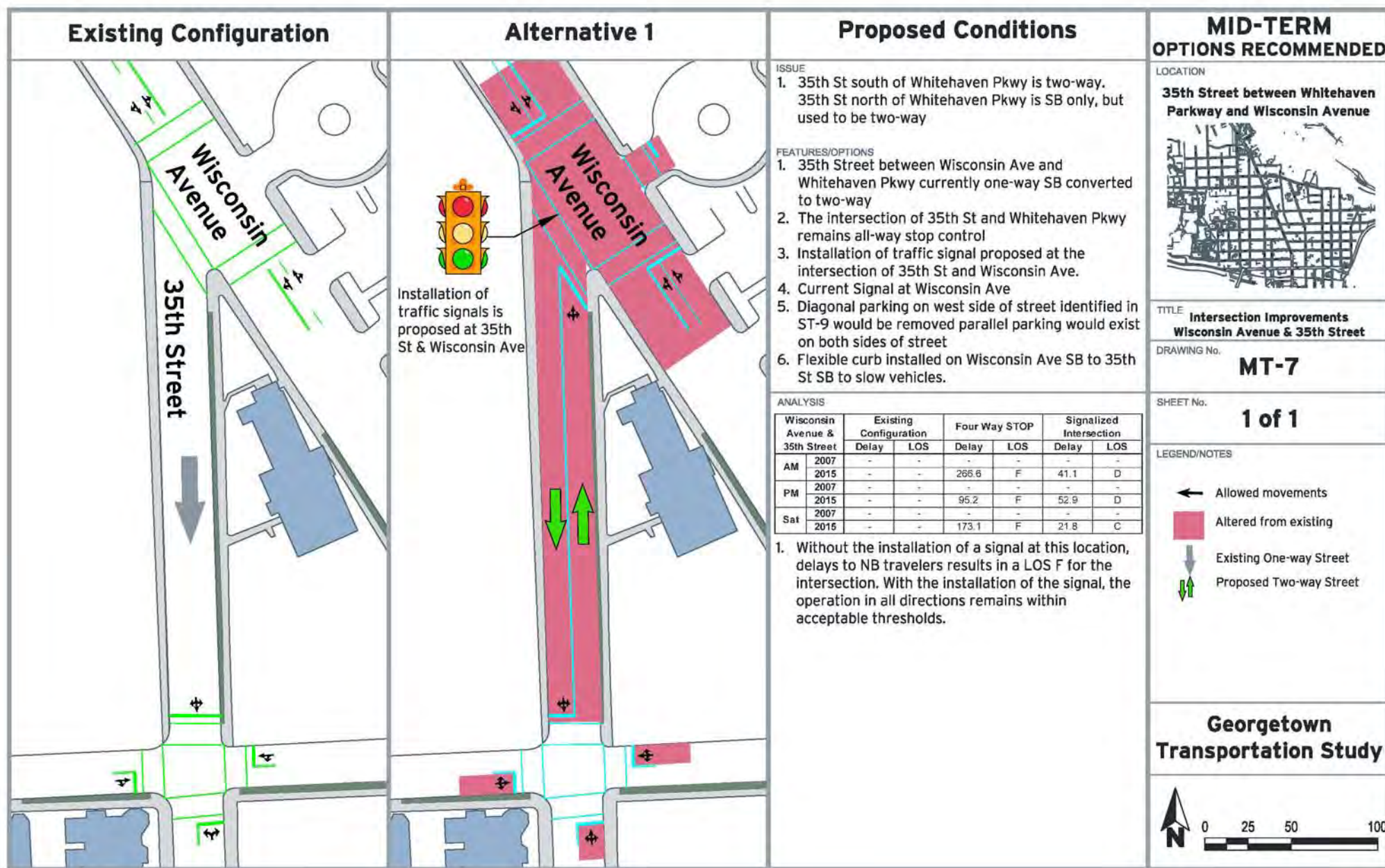
1 of 1

LEGEND/NOTES

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

Georgetown Transportation Study







Existing Configuration

Alternative 1 SHORT-TERM

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

Intentionally Left Blank

SHORT-TERM & MID-TERM OPTIONS RECOMMENDED

LOCATION

M Street & Wisconsin Avenue



TITLE

Intersection Improvements
M Street and Wisconsin Avenue

DRAWING No.

MT-10

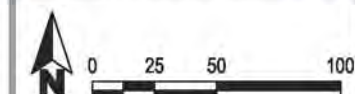
SHEET No.

1 of 1

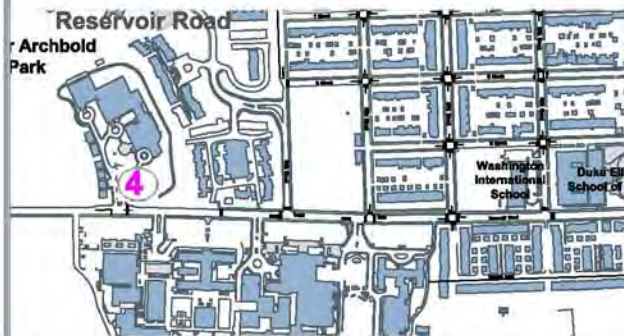
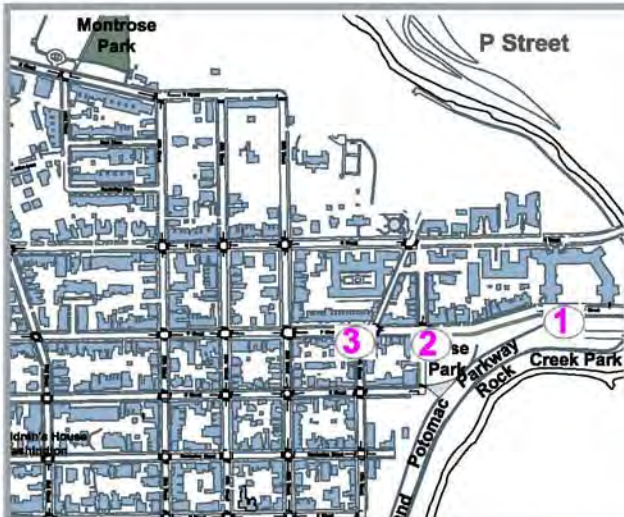
LEGEND/NOTES

← Allowed movements

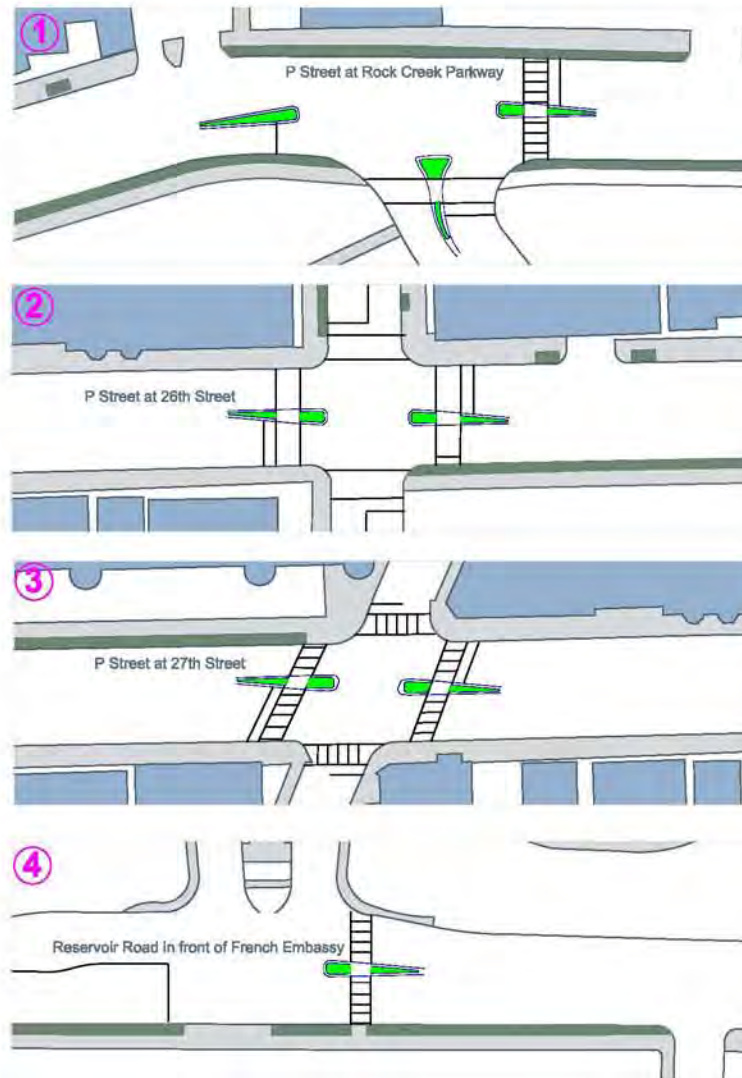
Altered from existing



Georgetown
Transportation Study



Raised median at intersection



MID-TERM OPTIONS RECOMMENDED

LOCATION

P Street, Reservoir Road



TITLE

Median and Pedestrian
Refuge

DRAWING No.

MT - 13

SHEET No.

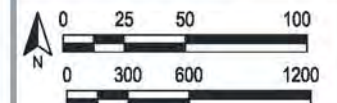
1 of 1

LEGEND/NOTES

 Raised median

Note: Obtain Old Georgetown Board
approval of design

**Georgetown
Transportation Study**





M Street General Arrangement Existing Conditions

Six lanes ten feet each

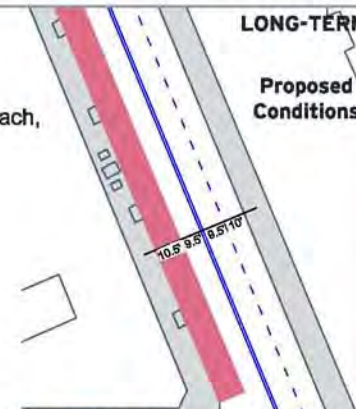
MID-TERM Proposed Conditions



Wisconsin Avenue General Arrangement Existing Conditions

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

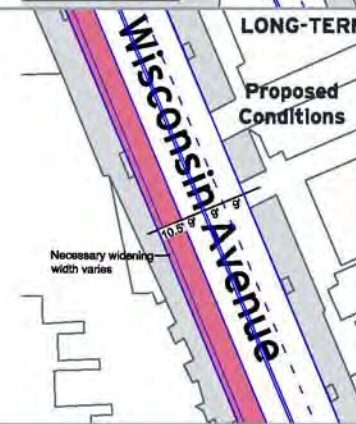
LONG-TERM Proposed Conditions



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 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

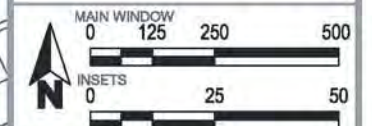
LEGEND/NOTES



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 that 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:						<u>\$10,000,000</u>	

* : 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 Relacement/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