



# Advisory Neighborhood Commission 2A

*“Serving the Foggy Bottom and West End communities of Washington, D.C.”*

April 28, 2025

To: [Parkwayparkplanning.nps.gov/rockcreekparkway](https://parkwayparkplanning.nps.gov/rockcreekparkway)

Bryan Joyner; Superintendent, National Park Service, Rock Creek Park

Sharon Kershbaum; Director and Neelima Ghanta; Chief Traffic Safety Engineer

DC Department of Transportation

Charles Allen, Chair; DC Council Committee on Transportation and the Environment

Re: RCCP Multimodal Improvements Plan

Dear Superintendent Joyner, Sharon Kershbaum, Neelima Ghanta, and Charles Allen,

At its regular meeting on April 15, 2025, Advisory Neighborhood Commission 2A (“ANC 2A” or “Commission”) considered the above-referenced matter. With all six commissioners present, a quorum at a duly-noticed public meeting, the Commission, after a motion made by Commissioner Comer and seconded by Commissioner DiCapo, adopted the following resolution by unanimous consent:

**WHEREAS**, On April 2, 2025, the Park Planning Department of the National Park Service (NPS) held a public scoping meeting addressing plans to eliminate one-way rush hour traffic zones on Rock Creek Parkway (RCP) and institute various improvements intended to promote safety and adjust to the elimination of the one-way traffic pattern. Comments are due on May 2, 2025.

**WHEREAS**, This proposal will have a direct impact on the safety of vehicles and pedestrians in ANC2A at the intersections of RCP with Virginia Ave. NW as well as 27<sup>th</sup> St. NW and the western end of the Potomac Freeway (“the Freeway”), an area that is already lacking in safety measures.

**WHEREAS**, This proposal will also affect the eastern junction of RCP and the Potomac Freeway just north of the Lincoln Memorial and near the Volleyball Courts (the “Ohio Drive” section).

**WHEREAS**, If NPS limits the northbound traffic on RCP to only one lane at the southern intersection of RCP and the Freeway (as suggested in Ohio Drive options) this is likely to divert more traffic to the Freeway and increase congestion at the other end of the Freeway and on Virginia Ave, particularly for vehicles wanting to continue north on RCP.



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**WHEREAS**, NPS has recognized that changes at Virginia Ave. NW will affect pedestrian and traffic safety and congestion not only on Virginia Avenue, but also on 27<sup>th</sup> St. NW, the western entrances and exits of the Potomac Freeway and on K St. NW as it enters the Whitehurst Freeway and intersects with RCP.

**WHEREAS**, NPS has requested the DC Department of Transportation (DDOT) to study and coordinate with NPS on addressing any issue which may result from changes to the traffic patterns on RCP.

**WHEREAS**, Council Member Pinto has recently proposed funding to study and possibly build a bus/vehicle parking lot west of the affected block of 27<sup>th</sup> Street. Since this lot could only feasibly be accessed from 27<sup>th</sup> St., it could add to traffic congestion and confusion there.

**WHEREAS**, the affected areas of RCP/Virginia Ave./27<sup>th</sup> St/Potomac Freeway/K Street are currently extremely unsafe for vehicles and pedestrians, resulting in much confusion, horn honking and back-ups. The contributing factors include: ,

(i) there is no light, yield or stop sign at the western exit of the Freeway (where construction was “temporarily” stopped decades ago);

(ii) signage directing traffic from VA Ave to the Freeway was damaged and removed about a year ago and has not been replaced; See Picture 1-3 of signs that have been removed and not been replaced.

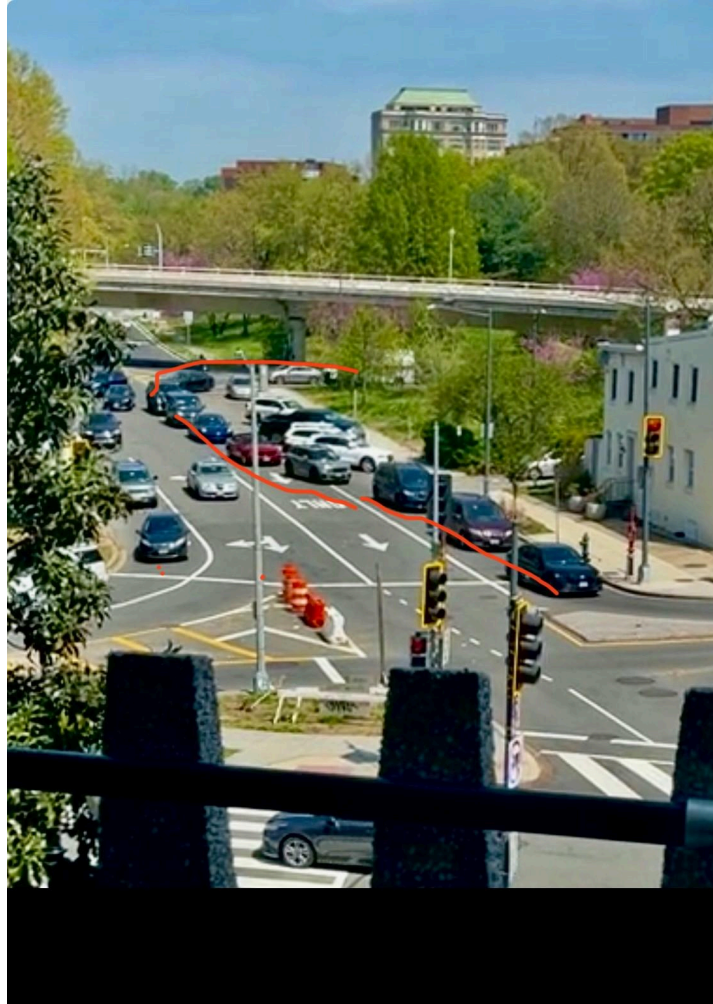




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(iii) signage for a turn lane allowing continuous left turns from 27<sup>th</sup> St south into the Freeway is poorly placed and traffic often backs up there, possibly because the traffic light has no left turn signal. This causes congestion, honking and noise.



(iv) 27<sup>th</sup> St lanes are poorly marked and clear signage is lacking; and

(v) there is no safe pedestrian access along 27<sup>th</sup> Street from K Street NW to cross Virginia Avenue and access to the Riverfront area and no safe pedestrian access to 3 residential buildings at 27<sup>th</sup> and I.

**WHEREAS,** If the proposal is implemented, southbound RCP traffic entering the Freeway on the I Street ramp will have to cross northbound Virginia Ave. traffic at an intersection that lacks any traffic signal, lacks proper traffic signs and lacks room for many vehicles to wait through a traffic



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light cycle at the neighboring intersections, creating further congestion, noise from honking horns, and safety problems.

**WHEREAS**, the last study of traffic congestion in this area is in the NPS record and was conducted by the Volpe Center<sup>1</sup> before the pandemic for only a few short spring days and does not reflect the current usage and congestion that occurs there every day. Nor does it reflect the current NPS proposal to reduce the southern entrance from Ohio Drive to RCP to one lane, which will likely send more traffic to the Freeway. We are aware of no study of the traffic impact of any proposal to build a new bus parking lot with entrances on 27<sup>th</sup> St.

**WHEREAS**, ANC 2A believes that some aspects of the NPS proposal would enhance safety whether or not the one-way traffic pattern is eliminated, including (1) addition of more lanes to RCP going south to facilitate more left turns onto Virginia Avenue, (2) addition of a protective median between north- and south-going traffic on RCP between approximately P Street and Virginia Ave NW and (3) widening of the pedestrian/bike trail between Virginia Ave and P Street NW.

**WHEREAS**, ANC2A has concerns that the proposed options for the southern junction of RCP and the Freeway (i.e. Ohio Drive) are insufficient for many options that appear to reduce the entry to RCP going north from two lanes to one lane.

**THEREFORE, BE IT RESOLVED THAT ANC2A REQUESTS THAT NPS:**

- (1) give careful consideration to this Resolution and to the Comments based on this Resolution that ANC2A will file by May 2, 2025,
- (2) coordinate very closely with DDOT to study the implications of the various potential changes to traffic on RCP, with particular attention to the downstream impacts on safety and congestion of this changes on nearby roads, including Virginia Ave, 27<sup>th</sup> St, K St and the Potomac Freeway NW, and
- (3) consider using a traffic circle as an option for managing the Southern junction of RCP and the Freeway and retaining 2 lanes on RCP going north.

**THEREFORE, BE IT FURTHER RESOLVED THAT ANC2A REQUESTS THAT THE DC DEPARTMENT OF TRANSPORTATION:**



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1. Review the current configuration of the Freeway, 27<sup>th</sup> St, K Street and Virginia Avenue, and of the potential impacts of the NPS proposal to eliminate rush hour one-way traffic on RCP with and without a new parking lot on the block of 27<sup>th</sup> St. NW opposite the western Freeway exit, and
2. Propose alternative options for the management of traffic in this area so as to reduce the congestion and promote greater safety for vehicles and pedestrians and provide those options to ANC2A and the community for comment.
3. Include an option that would allow northbound traffic on 27<sup>th</sup> St to cross K Street to enter RCP through an existing ramp as a means of reducing congestion at Virginia Ave.

**THEREFORE, BE IT FURTHER RESOLVED THAT ANC2A** further requests DDOT, after obtaining feedback from the ANC and the community to quickly add needed traffic controls, signage, and pedestrian crosswalks, improve lane designations and take other measures needed to improve safety and reduce congestion in this area.

We are decades past the time that the "temporary" treatment of the western end of the Potomac Freeway deserves a safer exit point for vehicles to access other major roads and safer crossings for pedestrians.

Commissioners Edward Comer (2A04@anc.dc.gov) and Trupti Patel (2A03@anc.dc.gov) are the Commission's representatives in this matter. ON BEHALF OF THE COMMISSION.

Sincerely,

Chairperson Trupti J Patel (she/her)  
Chair, Advisory Neighborhood Commission 2A  
Historic Foggy Bottom  
Single Member District 2A03

Edward Comer  
Secretary, Advisory Neighborhood Commission 2A  
Single Member District 2A04





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CC: Matt Marcou, Chief of Staff Ddot  
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