



July 10, 2024

Mayor Muriel Bowser  
1350 Pennsylvania Avenue NW  
Washington, DC 20004

Acting Director Sharon Kershbaum  
District Department of Transportation  
250 M Street SE  
Washington, DC 20003

**Re: Making Foxhall Road Safer for Pedestrians**

Dear Mayor Bowser and Director Kershbaum:

As we believe you are aware, on June 13, 2024, a pedestrian was killed by a driver while crossing Foxhall Road at the Q Street intersection. She was in the crosswalk in accordance with the pedestrian walk signal.

We are aware that you are conducting an investigation on this matter, and we have been pleased to talk with Christine Earhart Mayeur of DDOT about it. To assist DDOT, ANC3D is recommending in this letter several measures that DDOT can take to prevent such a collision from occurring again.

While it is now clear that serious pedestrian hazards at this intersection and nearby areas of Foxhall Road should have been identified and remedied BEFORE this unnecessary and tragic death, it is now incumbent for all of us to take a hard look at the pedestrian safety infrastructure in this area near Hardy Park, and take corrective actions. Certainly, nearby residents are now acutely aware, if they were not previously, of the pedestrian dangers in this area and we are confident are being more vigilant for themselves and their family members, especially their children who cross Foxhall Road there, especially to access Hardy Park. However, these precautions are not sufficient.

In the weeks since this fatal collision, ANC3D has consulted with neighbors and conducted a survey to help identify structural deficiencies and to solicit support for their correction using ANC3D's new community engagement software platform, [www.3Dconversations.org](http://www.3Dconversations.org).

On the basis of our own focused observations at this section of Foxhall Road and the responses of neighbors who are most familiar with this area and the hazards it poses to pedestrians,

ANC3D asks that the Department strongly consider the following corrections to the pedestrian infrastructure at this location:

**For immediate action, even if temporary, while longer-term actions are being considered:**

1. **Crosswalk timing at crossing of Foxhall at Q Street:** Increase the 3-second leading pedestrian interval to six or more seconds and extend the crossing time to ensure even persons with decreased mobility can get across safely.
2. **Longer Green traffic signal for cars exiting Q Street:** Q Street is a major cut-through for commuting traffic. Currently cars exiting Q street during rush hour turning to go north on Foxhall Road are speeding around the corner in order not to have to wait for another cycle. The green signal should be lengthened in order to allow the waiting drivers to get through the light while turning safely during the green phase.
3. **Curb extensions at Q Street Intersection:** Curb extensions (and until they can be installed, flexposts) would slow down vehicles turning out of Q Street and at the same time would provide a shorter time in the crosswalk for pedestrians. Lines painted on the street could also help keep the vehicles in one lane.
4. **Curb extensions at Volta Place:** The Volta Place crosswalk to Hardy Park is unsignalized, and yet is a common crossing location for children and others headed to Hardy Park which is directly across the street. Curb extensions (and in the meantime, flexposts) would limit drivers to one lane (which is the normal condition for this section of Foxhall) and provide greater protection for pedestrians.
5. **Design Improvements at Reservoir Road Intersection:** This intersection should undergo a comprehensive redesign to improve safety for all users, including elimination of slip lanes and better channelization of vehicles to avoid conflicts between drivers using incorrect lanes. Until a comprehensive redesign is possible, we request the installation of flexposts adjacent to the Foxhall Road median south of Reservoir, if not a “hard” widening of the median. The crosswalk at Reservoir is extraordinarily lengthy and allows an unnecessary two lane entrance into the rest of one-lane Foxhall Road, often used by drivers going straight from the southbound left-turn-only lane on Foxhall Road. Not only would flexposts provide more protection for pedestrians by shortening the walk, but also slow down traffic entering the next section of Foxhall which includes Q Street and Volta Place. (We have attached an illustration of what we envision.)
6. **Install additional roadway markings and more visible signs to the southbound approach on Foxhall towards Reservoir for the left turn only lane.** At a minimum, DDOT should install an additional “left lane must turn left” sign at the Reservoir Rd. intersection (e.g., in the concrete median) and it should add additional painted left turn only arrows further north on Foxhall Rd. approaching Reservoir. This would reduce the number of cars in the left turn lane who intend to proceed straight. Drivers often speed through to push their way in front of the cars proceeding legally. This illegal maneuver is very frequent, as evidenced by the large number of traffic tickets issued for this offense. Drivers engaging in this aggressive action often maintain the high speed they used to cut

over as they proceed down Foxhall Road. Our suggestion of flexposts in Item 5 would also help to prevent this dangerous maneuver.

**Longer term changes that should be subjected to analysis by the Department:**

7. **Flashing Pedestrian Signals at Volta Place:** As an unsignalized crosswalk directly across from Hardy Park from the large residential neighborhood of Foxhall Village, Volta Place needs more than the flexposts/curb extensions recommended above. Over 50 residents have signed a petition asking for a flashing pedestrian signal, similar to the ones on MacArthur Blvd.
8. **Speed Camera:** Residents are repeatedly pointing out the speeding vehicles on Foxhall Road. A speed camera would emphasize for motorists that this is a residential street, and not a commuter highway.
9. **Red light Camera at Q street:** Because Q Street is such a natural cut-through for commuter traffic because of the geographic and street pattern of the neighborhood, the intersection at Q Street and Foxhall is especially subject to red-light running as drivers turn north onto Foxhall Road. A Red light camera would quickly change this dangerous behavior at this intersection.
10. **“Barnes dance” pedestrian crossing at Q Street:** Because so many children use these crosswalks to get across Foxhall Road, we recommend that DDOT consider instituting a Barnes dance configuration of the walk opportunity so that all pedestrians can cross in any direction without the danger of turning cars.
11. **Bike Lane:** A number of our respondents recommended the installation of a bike lane not only to facilitate safer biking on Foxhall but also as a traffic calming measure.

Our requests and recommendations above are focused on concerns identified in the vicinity of the recent fatal collision. We have in the past identified concerns with other segments of Foxhall Road and proposed safety measures, including installation of crosswalks at several intersections between W Street and Nebraska Avenue. We hope that DDOT will not lose sight of these and other safety improvements it identified in its Rock Creek Far West study and that ANC3D specifically supported.<sup>1</sup>

Pedestrian safety on Foxhall Road should be a priority for DDOT. We can anticipate that there may be an inclination for the Department to tell us that Foxhall Road is not a High Incident roadway and therefore does not rank high in the Department’s priorities. If that were the Department’s response, we would find that answer unsatisfactory. The recent fatal collision demonstrates the dangers that are present, and the measures that we have suggested are not expensive. The neighbors are awaiting your response to this recent pedestrian death. We look forward to your reply.

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<sup>1</sup> See, e.g., [ANC3D Recommendations to DDOT for FY 2023 Work Plan Priorities](#) (Mar. 2, 2022), Appendix 2, p. 5.

Sincerely,

*Bruce Horn*

Vice Chair

cc: Councilmember Matt Frumin  
Councilmember Charles Allen

Illustration of Median Widening

