



**ADVISORY NEIGHBORHOOD COMMISSION 3C**  
GOVERNMENT OF THE DISTRICT OF COLUMBIA  
CLEVELAND PARK • MASSACHUSETTS AVENUE HEIGHTS •  
WOODLAND-NORMANSTONE • WOODLEY PARK

*Single Member District Commissioners*  
01-Hayden Gise; 02-Adam Prinzo; 03-Janell Pagats  
04-Roric McCorristin; 05-Sauleh Siddiqui; 06-Tammy Gordon  
07-Gawain Kripke; 08-Rick Nash

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**ANC3C Resolution 2023-CONSENT**  
**Resolution Requesting Safety Improvements and Traffic Calming Measures on the**  
**2900 to 3100 Blocks of Garfield Street NW**

WHEREAS residents on and near Garfield Street have observed an increase in dangerous, speeding, illegal driving along Garfield Street and cutting through the adjacent alleys, particularly during morning and evening rush hours;

WHEREAS the section of Garfield Street between 29th Street and 32nd Street is [classified](#) as a “local street.” According to the [District of Columbia Design Manual](#): “The primary role of local roads is to provide access to adjacent land uses, with ideally a very limited role in terms of traffic mobility.” Thus, the purpose of this section of Garfield street, and the adjacent alleys, is to provide access to residents, rather than through traffic;

WHEREAS the affected area is residential, with significant pedestrian and bicycle traffic, including students, parents, and staff of the Maret School;

WHEREAS the sidewalk on the north side of Garfield ends at 31st and Garfield Streets, and does not extend to the Maret School back entrance, which creates a hazard for pedestrians, including those traveling to and from the Maret School. Pedestrians are often observed crossing Garfield Street mid-block to reach the sidewalk on the south side of the street with no safe accommodation. Moreover, the safety issues are not confined to Maret: a significant number of people are using Garfield Street to drive, walk and bike to Oyster School, the Cathedral schools (Beauvoir, NCS, and St. Albans), and to go to and from Washington International School. Hence, speeding and other unlawful conduct by motorists presents a safety issue for staff, parents and students from multiple schools;

WHEREAS residents report that cars parked on Garfield Street are frequently subjects of hit-and-run crashes. Parked cars have incurred major damage by hit-and-run drivers while parked on Garfield, including shearing off a door on one, seriously sideswiping two other cars resulting in extensive damage, and totaling at least one other car. Residents report that drivers routinely ignore the all-way stop signs on Garfield Street at 31st Street;

WHEREAS representatives of the Maret School agree with residents on the safety concerns on Garfield Street and have no objection to additional traffic calming measures. Some students are dropped off on Garfield Street in the morning and many of them exit campus onto Garfield Street in the afternoon. The Maret School has repeatedly communicated to students, families, and staff the importance of obeying traffic rules and prioritizing safety on Garfield Street, and not to cut through adjacent alleys;

WHEREAS residents have suggested a number of safety improvements and traffic calming measures, including:

- Speed humps or bumps in the 3100 block of Garfield,
- Posting more visible 20 mph speed-limit signage in the 3100 block of Garfield Street, including eastbound at its junction with Cleveland Avenue and westbound at 31st Street,
- Posting “Slow School” signage along Garfield near the Maret School entrance in both directions,
- Posting MPD traffic enforcement personnel at Garfield and 31st Streets during the morning rush hour, to ticket motorists who routinely and flagrantly violate the existing DO NOT ENTER 7-9:30 am restriction (signage is already in place),
- Speed bumps in the north-south alley connecting the 3100 blocks of Garfield Street to Hawthorne Street, and then to Cathedral Avenue,
- Speed camera for westbound Garfield Street traffic, to ticket motorists who routinely exceed 45 mph when trying to beat the changing signal at Garfield St. and Cleveland Avenue,
- Enforcement of the existing NO THRU TRUCKS AND BUSES restriction, which is routinely ignored by commercial vehicles (signage is already in place) on the aforementioned blocks of Garfield Street;

WHEREAS traffic safety input (TSI) requests have been submitted to the Department of Transportation and are currently pending (reference numbers 23-00336752, as submitted by Garfield Street residents; 23-00091895; 22-00467158; and 23-00076545);

THEREFORE BE IT RESOLVED that ANC 3C calls on the District of Columbia Department of Transportation to collect data and conduct a timely review of the outstanding requests related to traffic safety issues along the 2900 to 3100 blocks of Garfield Street NW;

BE IT FURTHER RESOLVED that ANC 3C recognizes the community support for speed humps and/or bumps and other safety improvements and traffic calming measures along the 2900 to 3100 blocks of Garfield Street NW, and calls on the District Department of Transportation to promptly take action;

BE IT FURTHER RESOLVED that ANC 3C considers the aforementioned actions to be of the utmost importance to the safety and well-being of the residents and others who live on and utilize this Local street.

BE IT FURTHER RESOLVED that ANC 3C authorizes the Chair and the Commissioner for 3C07 to represent Commission in this matter.

**Attested by**



Janell Pagats  
Chair, on July 17, 2023

*This resolution was approved by voice vote on July 17, 2023, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 8 commissioners) was present.*