



**Government of the District of Columbia**  
**ADVISORY NEIGHBORHOOD COMMISSION 3/4G**

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**ANC 3/4G Resolution Regarding DDOT's  
Connecticut Avenue Reversible Lane Study  
Supporting Concept C**

1. The U.S. Department of Transportation (USDOT) implemented a Vision Zero “Mayor’s Challenge” initiative for Safer People/Safer Streets across the United States;
2. Safety is the top priority of the USDOT and many of the USDOT operating administrations play a role in improving safety for pedestrians and bicyclists<sup>1</sup>;
3. Vision Zero is a part of Mayor Bowser’s response to the USDOT’s Mayor’s Challenge for Safer People and Safer Streets, which aims to improve pedestrian and bicycle transportation safety by showcasing effective local actions, empowering local leaders to take action, and promoting partnerships to advance pedestrian and bicycle safety. The alarming increase in deaths (37 people were killed last year, a 40% increase over the 2015 baseline)<sup>2</sup> indicate that the city needs to more aggressively implement road redesign and other safety measures.
4. The Mayor, working with the Washington District of Columbia Department of Transportation (DDOT) has set an objective to reach zero fatalities and serious injuries to travelers using the

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<sup>1</sup> Available at: <https://www.transportation.gov/pedestrian-bicycle-safety#:~:text=Safety%20is%20the%20top%20priority,safety%20for%20pedestrians%20and%20bicyclists>

<sup>2</sup> <https://ggwash.org/view/81085/after-six-years-of-failure-its-time-to-start-over-on-vision-zero>

city's transportation infrastructure by the year 2024 through more effective use of data, education, enforcement, and engineering in its Vision Zero initiative<sup>3</sup>;

5. Connecticut Avenue and Wisconsin Avenue are identified as Vision Zero high crash corridors<sup>4</sup>;
6. Road traffic crashes are a leading cause of death in the United States for people aged 1–54.<sup>5</sup> Of the 1,089 bicyclist deaths in 2019, 712 died in motor-vehicle crashes according to National Center for Health Statistics mortality data<sup>6</sup>;
7. From 2015-2019, Connecticut Avenue had 1507 crashes, 44% of which occurred during reversible lane operation<sup>7</sup>:
  - 21 caused disabling injuries;
  - 68 involved pedestrians; and
  - 10 involved cyclists.
8. The findings of the 2003 DDOT study on Connecticut Avenue, indicate that there has been community interest in reviewing the reversible lane system and exploring concepts for other mobility options such as bike lanes for nearly two decades;
9. A 2011 Institute of Transportation Engineers study said that crashes are associated with reversible lane operations on Connecticut Avenue;
10. Mayor Muriel Bowser committed the District of Columbia to become carbon-neutral by 2050 at the Inaugural North American Climate Summit in 2017, by reducing emissions from transportation and making our streets safer and more accessible;
11. Approximately 28% of United States Greenhouse Gas Emissions come from the Transportation Sector, 59% of which are from light-duty vehicles<sup>8</sup>;

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<sup>3</sup> [https://537e5b33-8029-41a1-b34a-7bab56c2a301.filesusr.com/ugd/1604df\\_94d0be3108a9486794428332c47bf947.pdf](https://537e5b33-8029-41a1-b34a-7bab56c2a301.filesusr.com/ugd/1604df_94d0be3108a9486794428332c47bf947.pdf)

<sup>4</sup> DC Vision Zero Plan. Available at: [https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page\\_content/attachments/VZActionPlan\\_forWebsite\\_FINAL-UPDATED\\_Part1.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/VZActionPlan_forWebsite_FINAL-UPDATED_Part1.pdf)

<sup>5</sup> DC Vision Zero Plan. Available at: [https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page\\_content/attachments/VZActionPlan\\_forWebsite\\_FINAL-UPDATED\\_Part1.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/VZActionPlan_forWebsite_FINAL-UPDATED_Part1.pdf)

<sup>5</sup> Data from 2019 from the CDC: <https://www.cdc.gov/injury/features/global-road-safety/index.html>

<sup>6</sup> <https://injuryfacts.nsc.org/home-and-community/safety-topics/bicycle-deaths/>

<sup>7</sup> Our ANC repeatedly has asked for more stratified reversible lane crash data. We again request that DDOT provide us the requested data. That said, we understand that the absence of this data does not directly implicate nor undermine our support for bike lanes on Connecticut Avenue.

<sup>8</sup> Data from 2018 from the EPA: <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

12. Shifting away from passenger vehicle use to alternative modes of transportation such as walking, biking, and public transit, will reduce GHG emissions by more than 1 million MTCO<sub>2e</sub> per year by 2050<sup>9</sup>;
13. The Sustainable DC 2.0 plan targets reducing commuter trips made by car to 25% by the year 2032;
14. A 2011 Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit study outlined concerns for pedestrians<sup>10</sup>;
15. MoveDC 2014 identified Connecticut Avenue as an opportunity to achieve a vision of a world-class transportation system with exceptional travel choices for the District<sup>11</sup>;
16. On October 22, 2018, ANC 3/4G passed a resolution requesting the DDOT conduct a comprehensive study of current Connecticut Avenue traffic patterns and potential changes. In its resolution ANC 3/4G requested that DDOT’s broadly evaluate the potential consequences of any changes in policy and also considers a wide range of potential changes that could be made, including but not limited to changes in the rush hour reversible lanes policy, adjusting the timing of stop lights, establishing dedicated bicycle lanes, and creating other dedicated lane options<sup>12</sup>.
17. The DDOT-led Connecticut Avenue Reversible Lane Operations and Safety Study (“Safety Study”) is ongoing, with the key project goals of reducing vehicle crashes, improving safety for all modes of transit, considering a Protected Bicycle Lane, and assessing the feasibility of removing the Reversible Lane Operation;
18. The “guiding principles” of the Safety Study include:
  - Accommodating the needs of people of all ages who live, work, and recreate within the Connecticut Avenue corridor;
  - Prioritizing the needs of corridor residents and businesses;
  - Providing sustainable, resilient, and equitable transportation options for all modes;
  - Reducing the number of crashes and fatalities;
  - Incorporating “Complete Streets” principles to reduce vehicle speeds along the corridor;
  - Mitigating significant traffic impacts, to the extent feasible, when considering alternatives;
  - Understanding traffic diversion impacts and mitigating them, where possible;
  - Retaining some parking and loading spaces in commercial areas (including during rush hours if the Reversible Lane Operation is removed);
  - Integrating pedestrian safety improvements into each alternative concept developed;

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<sup>9</sup> Retrieved from: <https://storymaps.arcgis.com/stories/034104405ef9462f8e02a49f2bd84fd9>

<sup>10</sup> [https://anc3g.org/wp-content/uploads/2020/07/Conn-Ave-Rev-Lane\\_ANC-3-4-G-Briefing\\_07132020.REV\\_.pdf](https://anc3g.org/wp-content/uploads/2020/07/Conn-Ave-Rev-Lane_ANC-3-4-G-Briefing_07132020.REV_.pdf)

<sup>11</sup> <https://movedc-dcgis.hub.arcgis.com/pages/implementing-movedc-2014>

<sup>12</sup> As indicated in footnote 5 above, the ANC is still waiting on more stratified crash data from DDOT.

- Including protected bicycle lane options;
  - Including bus transit operational improvements;
  - Developing options that can be implemented within the 60-foot “curb-to-curb” cross-section of the avenue;
21. DDOT initiated Data Collection and Analysis of Existing Conditions during Winter-Spring 2020 and Phase 1 of the Public Engagement Timeline began with the April 30, 2020 Community Advisory Committee Kickoff Meeting;
  22. DDOT conducted a number of meetings with community stakeholders throughout 2020-2021, including ANC 3/4G on July 13, 2020 and February 22, 2021;
  23. DDOT maintained a public website with ongoing updates on the status of the study and held two public meetings to solicit feedback on the various re-design concepts under consideration on March 30 and April 1, 2021;
  24. As set forth below, the ANC believes that Concept C is the best option for the protection of our community<sup>13</sup>;
  25. It is the view of the ANC that the addition of protected bicycle lanes on Connecticut Avenue will provide safe infrastructure for the community beyond just bicyclists. DDOT estimates that there would be over 3,000 bicycle trips per day on Connecticut Avenue with the installation of protected bike lanes. The addition of protected bicycle lanes will improve driver safety by separating bicyclists from drivers, and will also improve pedestrian safety by reducing the number of bicycles and scooters on sidewalks;
  26. It is the view of the ANC that given the number of schools along the Connecticut Avenue corridor, adding a protected bicycle facility gives older children the opportunity to bike to school safely;
  27. On January 28, 2019, ANC 3/4G passed a resolution requesting that DDOT prioritize a Capital Bikeshare station at Lafayette Elementary School. In its resolution, ANC 3/4G acknowledged the integral part biking plays in reducing the number of vehicular trips, thereby reducing congestion and emission of greenhouse gases. ANC 3/4G expressly recognized the potential positive impacts biking can have on school communities, including commuting patterns and access to local businesses and neighborhoods, specifically Van Ness, Tenleytown, and Friendship Heights.

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<sup>13</sup> <https://ddot.dc.gov/page/connecticut-avenue-nw-reversible-lane-safety-and-operations-study>

28. While commuting habits after the pandemic have yet to be established, it is possible that people will continue for work from home or travel to work via means other than a private vehicle. During the pandemic, peak hour traffic on Connecticut Avenue was reduced by around 45%.<sup>14</sup> It is the view of the ANC that regardless of post-pandemic traffic volumes, the addition of protected bicycle lanes on Connecticut Avenue is in the best interests of our residential and business community;
27. A protected bike lane on Connecticut Avenue will be a critical component of a larger connected bicycle network in Ward 3 and beyond;
28. Numerous research studies<sup>15,16</sup> have shown that adding bike lanes do not harm businesses and may be helpful, even when parking is removed as a result;
29. The addition of 24-hour parking and loading and unloading zones in our business district provides Connecticut Avenue business with an option that currently does not exist and is not possible other than with Concept C;
30. Among the options set forth by DDOT Concept C provides for an option of a 24-hour parking lane and loading and unloading zones in business districts brings as close to the ideal of a Complete Street, “a policy by which streets are designed, operated, and maintained to accommodate safe and convenient access and mobility for all users of the District’s transportation system, including pedestrians, bicyclists, users of mass transit, motorists, emergency responders, and persons of all ages and abilities” (DC Code § 50–2381);
31. DDOT’s analysis of Concept C identifies significant potential safety benefits, including the following:
- Removing reversible lanes - Estimated 36% reduction of peak hour crashes (17% overall);
  - Adding protected bicycle lanes – Expected decrease in crashes, protects cyclists mid-block;
  - Adding turn lanes at selected intersections – Estimated 27% reduction of crashes at intersections with turn lanes;
  - Removing parking – Estimated 20% reduction of crashes where implemented;
  - Adding pedestrian refuge islands – Estimated 26% reduction of crashes at intersections with refuge islands;

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<sup>14</sup> DDOT Public Meeting on March 30th, 2021

<sup>15</sup> Arancibia, D., Farber, S., Savan, B., Verlinden, Y., Smith Lea, N., Allen, J., & Vernich, L. (2019). Measuring the Local Economic Impacts of Replacing On-Street Parking With Bike Lanes: A Toronto (Canada) Case Study. *Journal of the American Planning Association*, 85(4), 463-481.

<sup>16</sup> Poirier, J. A. (2018). Bicycle lanes and business success: A San Francisco examination. *Transportation research record*, 2672(7), 47-57.

37. The DDOT Safety Study<sup>17</sup> identified a series of “Potential Corridor Safety Improvements” that could be adopted across all Build Concepts, including:
- Reducing the speed limit from 30 to 25 mph to reduce fatal crashes and promote safety;
  - Adding protected bicycle lanes and pedestrian refuge islands (assuming removal of the Reversible Lane Operation);
  - Adding left turn lanes at selected intersections (assuming removal of the Reversible Lane Operation);
  - Installing dynamic speed feedback signs (to provide drivers with visual speed warnings);
  - Installing speed enforcement cameras and red light enforcement cameras;
  - Adding Pedestrian Hybrid Beacons/HAWK signals;
  - Adding curb extensions (which shortens the time a pedestrian is in a crosswalk);
  - Enhancing signal visibility;
  - Adding left-turn restrictions and left-turn calming treatments (to slow down left-turning vehicles and reduce conflicts with pedestrians);
  - Improving intersection geometry at selected intersections (including removal of channelized right-turn lanes); and
  - Improving corner driveway and alley intersection clearances (to create better visibility and minimize crashes).
38. Among options proposed by DDOT, Concept C removes the Reversible Lane Operation, includes protected bicycle lanes on both sides of the street, and preserves parking/loading in commercial areas.
39. Both concepts B and C are projected to cause modest increases in traffic volumes on Reno Road, Western Avenue, Wisconsin Avenue, Nebraska Avenue and Massachusetts Avenue the majority of which are within or bordering on ANC 3/4G. DDOT projects a worsening in the Level of Service at only one intersection within ANC 3/4G at Nebraska Avenue and Broad Branch Road during the AM rush hour. DDOT further projects a worsening in the Level of Service at only one intersection within ANC 3/4G at Nebraska Avenue and Connecticut Avenue during the PM rush hour. It is important to note that this intersection operates at decreased Level of Service under ANY condition, No-Build, Concept B, or Concept C<sup>18</sup>;
40. ANC3/4 has received comments for and against Concept C (as well as other Concepts), this resolution seeks to balance and address the varying views of its constituents and stakeholders; and
41. All other ANCs (3C, 3F, and 3E) bordering the affected area have voted to adopt Concept C. During their most recent April 2021 meetings, ANCs 3C, 3E, and 3F each passed resolutions that were in support of DDOT’s adoption of Concept C as the preferred alternative for the Connecticut Avenue Reversible Lane Study. The combined vote tallies were 17 in favor, 1 against, and 1 abstention, indicating resounding support for Concept C.

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<sup>17</sup> <https://ddot.dc.gov/page/connecticut-avenue-nw-reversible-lane-safety-and-operations-study>

<sup>18</sup> The ANC and DDOT need to work on better traffic management conditions at this intersection as well as the intersection of Connecticut Ave and Military Road.

42. Councilmember Mary Cheh expressed support for Concept C at the Performance Oversight Hearing by the Committee on Transportation & the Environment on February 26, 2021;

**THEREFORE BE IT RESOLVED:**

43. ANC 3/4G supports Concept C because it appears to best meet the diverse residential and business needs of our community.

35. ANC 3/4 further supports the implementation of Concept C because, of all the “Build Concepts” under consideration, it appears to be most consistent with the Guiding Principles of the Safety Study, the overall improvement of the quality of life for persons of all ages who live, work, and recreate along the corridor, and the goals of Vision Zero and Complete Streets principles.

36. While ANC 3/4G supports Concept C, it has serious concerns about the safety impacts of diversion/cut-through traffic in neighborhoods adjacent to Connecticut Avenue and therefore requests that DDOT take concrete steps to mitigate the likelihood and impact of diversion traffic simultaneous with implementing Concept C, including prohibited entry during rush hour on certain streets, speed bumps, speed cameras, and other proven measures that ensure the safety and walkability of neighborhood streets around Connecticut Avenue.

37. ANC3/4G strongly urges DDOT to immediately implement traffic calming and pedestrian/bicycle safety interventions on both Connecticut Avenue, as well as in the adjacent communities east and west of the corridor immediately, to mitigate speeding and other safety issues that exist today and which could be exacerbated by implementation of Concept C without DDOT action.

38. ANC 3/4G urges parking to be prioritized for people who need it the most, including the disabled and elderly members of our community<sup>19, 20</sup>;

39. ANC 3/4G will continue to work with the community to provide comments to the DDOT project team and to develop further recommendations to improve the livability of the Connecticut Avenue corridor.

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<sup>19</sup> On July 9, 2018, ANC 3/4G adopted a resolution establishing a Parking Task Force. On August 6, 2018, the task force issued a report which analyzed the full inventory of 13 business and the community center/library parking lots along the Connecticut Avenue corridor. The report identified 377 parking spaces in these lots. The ANC should collaboratively engage the business community to pursue the potential use of these spaces to offset any parking spaces lost in the re-design process.

<sup>20</sup> On April 21, 2021, Andrew Trueblood, Director, Office of Planning, confirmed that the issue of parking along the Connecticut Avenue corridor can be addressed in the Chevy Chase Small Area Plan process.

40. ANC 3/4G expects DDOT to be responsive to any changes in traffic patterns within ANC 3/4G and assign resources and make changes as required to mitigate any impacts from diverted traffic as DDOT and ANC 3/4G become aware of such impacts; and

**BE IT FURTHER RESOLVED:**

41. ANC 3/4G urges DDOT to be sure that there are sufficient funds for final design and construction allocated for Concept C in their budget for FY2022.
42. ANC 3/4G strongly encourages DDOT to immediately end the reversible lane configuration, impose a 25-mph speed limit on Connecticut Avenue and undertake other traffic calming measures that will be actively enforced.
43. ANC 3/4G, in its ongoing commitment to ensuring the safety of our community, particularly children, supports Concept C.
44. ANC 3/4G expects DDOT to ensure that the final design of Concept C in conjunction with other traffic calming measure on Connecticut Avenue and the surrounding side streets will provide a safe bicycling route for children to and from all area schools.
45. ANC 3/4G encourages DDOT to investigate installing enhanced traffic calming measures on school streets (especially during school hours) to protect the safety of our community's children.

**BE IT FURTHER RESOLVED:**

That the Commission designates the Commission Chair, Randy Speck, ANC 3/4G-03, Commissioner Lisa R. Gore, ANC 3/4G-01, and Commissioner Michael Zeldin, ANC 3/4G-04 to represent the Commission in all matters relating to this Resolution.

**ADOPTED** at a regular public meeting notice of which was properly given, and at which a quorum of XX (XX) of seven (7) members was present on April 26, 2021, by a vote of **XX** yes, **XX** no, **XX** abstentions.

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Randy Speck, Chair

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Lisa R. Gore, Secretary