

# Connecticut Avenue Reversible Lanes and Multimodal Safety Improvement Project

ANC 3-4G

*November 14, 2022*

# Meeting Agenda

1. Project Background
2. What is the Project?
3. Project Timeline
4. Community Engagement
5. Next Steps
6. Questions and Comments

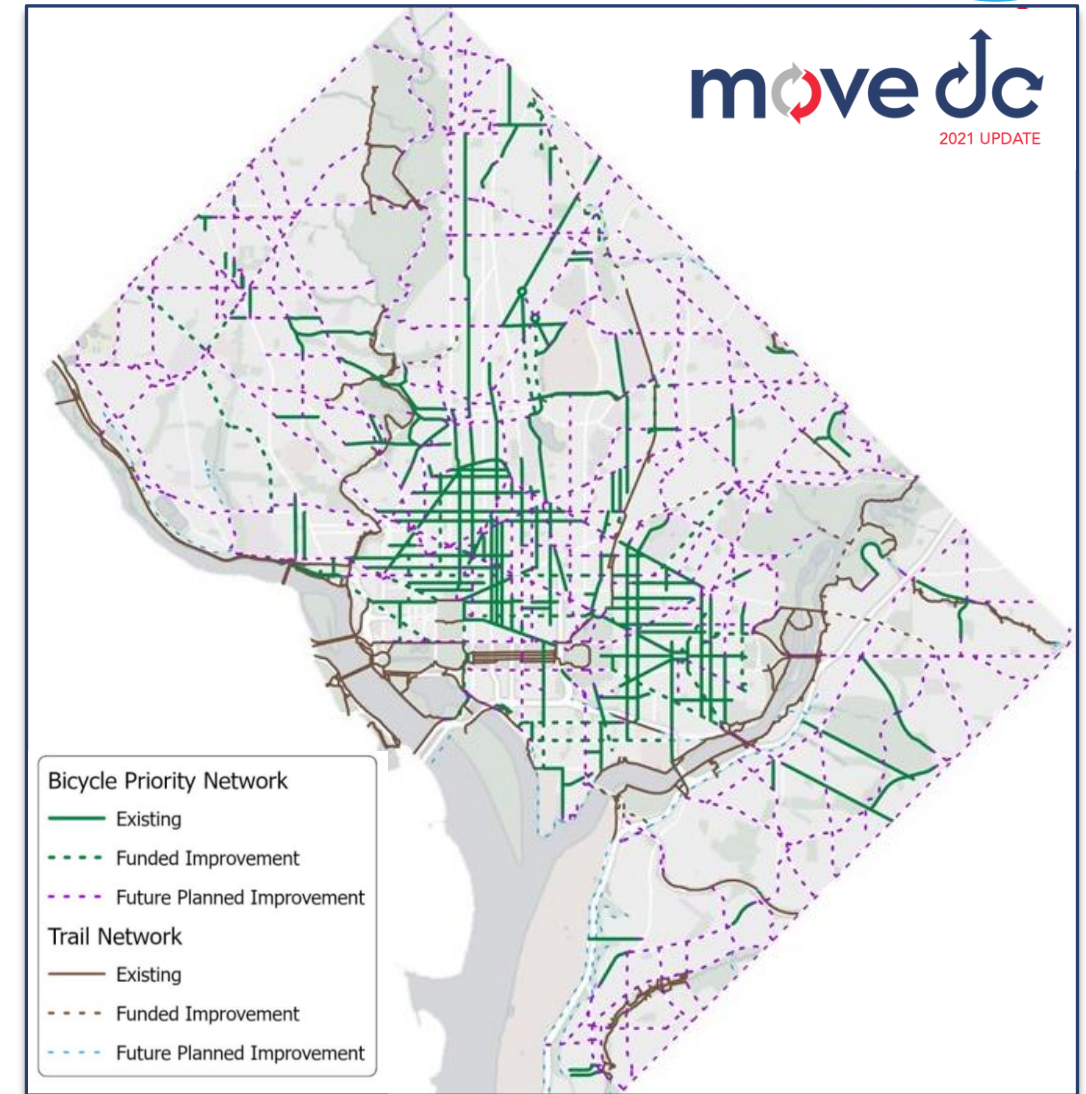
1.

# Project Background

# Background

1.

- 2014 moveDC and 2021 moveDC Update  
Connecticut Avenue identified as a Bike Priority Corridor in moveDC
  - *Note: Connecticut Avenue is NOT identified as a transit priority corridor in moveDC.*
- Connecticut Avenue, NW Corridor Crosswalk Safety Project, (February 2015), ANC 3/4 G
- Cleveland Park Bicycle Analysis (2016)
- 2018 ANC Resolutions Requesting Study  
ANC 3C (May 21, 2018)  
ANC 3F (March 20, 2018)  
ANC 3 /4 G (October 22, 2018)
- Community involvement in shaping RFQ



# ANC 3-4G Resolutions, Meetings and Community Helping to Develop the Study



**Government of the District of Columbia**  
**ADVISORY NEIGHBORHOOD COMMISSION 3/4G**  
 CHEVY CHASE, BARNABY WOODS, HAWTHORNE


**COMMISSIONERS**

3/4 G-01 - Abraham Clayman	5601 Connecticut Avenue N.W.
3/4 G-02 - Chanda Tuck-Garfield, Treasurer	P.O. Box 6252 Washington, D.C. 20015
3/4 G-03 - Randy Speck, Chair	Chevy Chase 3/4G@verizon.net
3/4 G-04 - Rebecca Maydak, Secretary	<a href="http://www.anc3g.org">http://www.anc3g.org</a>
3/4 G-05 - Gerald Maltz	YouTube: ANC3G
3/4 G-06 - Dan Bradfield	202.363.5803
3/4 G-07 - Christopher Fromboloti, Vice-Chair	

**ANC 3/4G Resolution Requesting  
 That DDOT Conduct a Comprehensive  
 Study of Current Connecticut Avenue Traffic  
 Patterns and Potential Changes**

1. The District Department of Transportation (DDOT) has studied portions of the Connecticut Avenue corridor in Van Ness (2003) and Cleveland Park (2013) but has not comprehensively examined the entire corridor, particularly the pros and cons of the current reversible rush hour lanes between Calvert Street and Military Road.
2. ANCs 3C and 3F have passed resolutions asking DDOT to research and analyze changes that could be made to Connecticut Avenue, including the elimination of reversible lanes during rush hour and steps to increase walkability, safety, and parking.
3. Any changes to the current traffic patterns on Connecticut Avenue may have ramifications in ANC 3/4G — e.g., for the portion of Connecticut Avenue that currently has reversible lanes from Nebraska Avenue to Military Road, for the portion of Connecticut Avenue that does not currently have reversible lanes north of Military Road, and for neighborhood streets like Reno Road, Nebraska Avenue, Military Road, Nevada Avenue, and Chevy Chase Parkway that may receive additional traffic from any changes made on Connecticut Avenue.
4. The intersections of Connecticut Avenue and Nebraska Avenue and Connecticut Avenue and Military Road are particular concerns because the timing and sequencing of the stop lights during rush hours causes substantial backups at Nebraska Avenue, and Military Road.

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**ADVISORY NEIGHBORHOOD COMMISSION 3/4G**  
 Chevy Chase, Barnaby Woods, Hawthorne  
 5601 Connecticut Avenue N.W. P.O. Box 6252 Washington, D.C. 20015  
 3G@anc.dc.gov <http://www.anc3g.org> YouTube: ANC3G Office: 202.363.5803

**COMMISSIONERS**

3/4G-01 - Lisa R. Gore, Secretary	3/4G-02 - John K. Higgins, Treasurer
3/4G-03 - Randy Speck, Chair	3/4G-04 - Michael Zeldin
3/4G-05 - Connie K. N. Chang	3/4G-06 - Peter Gosselin
3/4G-07 - Chris Fromboloti, Vice-Chair	

**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

<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>

1

*Community Participated in the Development and  
 Evaluation of the Study*

# Project Goals

1.



Reduce vehicle crashes; improve safety for all modes



Consider a Protected Bicycle Lane



Assess the feasibility of removing reversible lane operation



CONNECTICUT AVENUE NW

*“The District Department of Transportation is studying the feasibility of removing the reversible lane system as part of the District of Columbia’s Vision Zero initiative, which aims to eliminate traffic deaths and serious injuries by 2024. The purpose of the Connecticut Avenue NW Reversible Lane Safety and Operations Study is to assess the multimodal (vehicular, transit, bicycle, and pedestrian) operational and safety impacts associated with removing or maintaining/improving the existing reversible lane system.”*





# Safety is the #1 Reason for making Connecticut Avenue Improvements

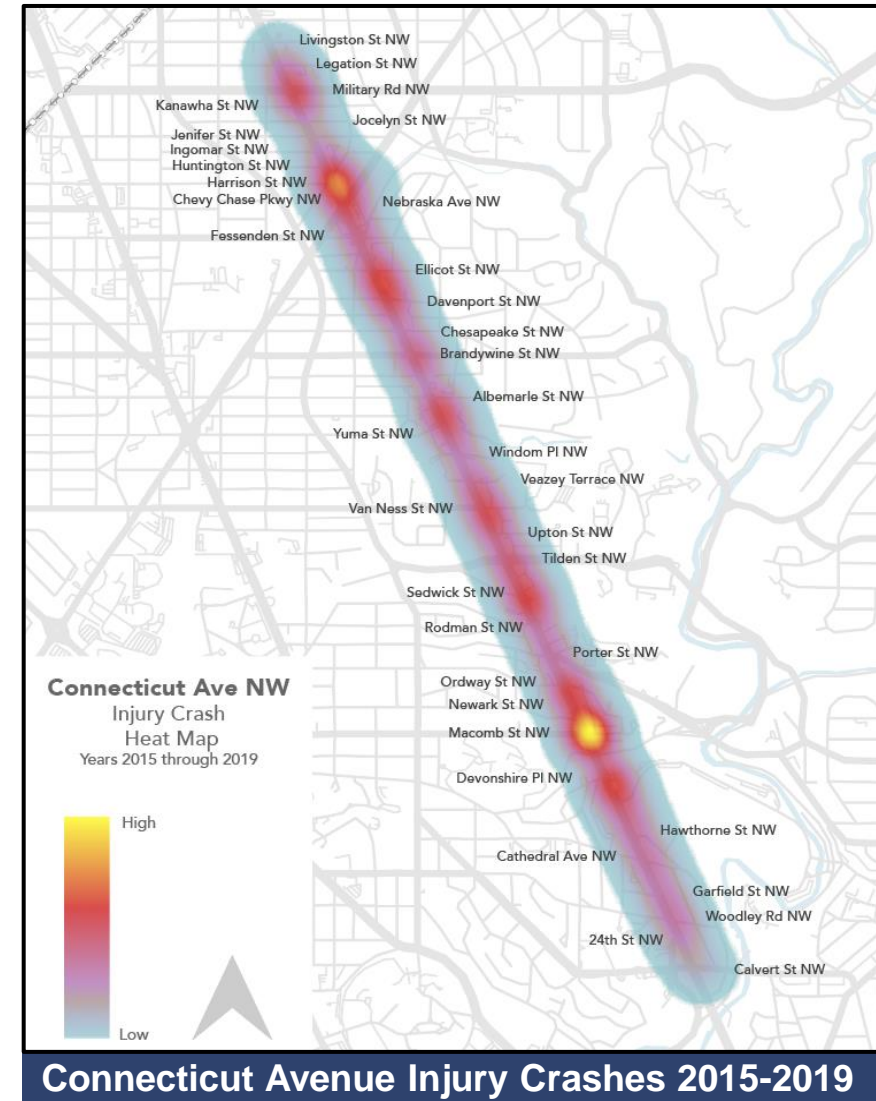
1.

**1,507 police-reported crashes occurred during the five-year study period (2015-2019):**

401 Vehicle Crashes Resulted in Injury (177 during reversible lane hours)

64 Involved Pedestrians (20 during reversible lane hours)

39 Involved Bicycles (11 during reversible lanes hours)



# Connecticut Avenue NW –Characteristics Prior to Start of Pandemic 1.

Speed Limit: 30 mph

Right-of-Way: Varies from 100' to 140'

Curb-to-Curb: 60' Width includes Six (6) 10' lanes

Daily Volumes: 23,600 (~ Calvert St) – 31,800 (~ Porter St)

AM and PM Peak Period Traffic Operations (Pre-COVID)

- 2.7 Mile Two (2) Lane Reversible Lane System

- Four (4) Peak and Two (2) Off-Peak Direction Traffic Lanes

- Lane Usage: Approx. 70% of motorists use two (2) of the four (4) peak direction lanes.



*Connecticut Avenue NW Reversible Lanes – Circa 1970*



*Connecticut Avenue NW Reversible Lanes – 2021*

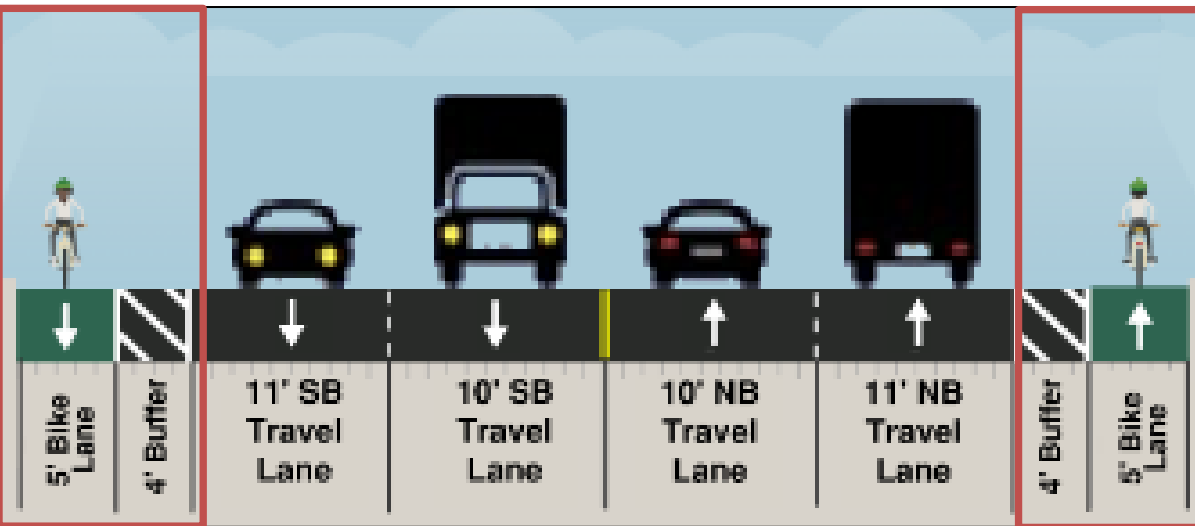


2.

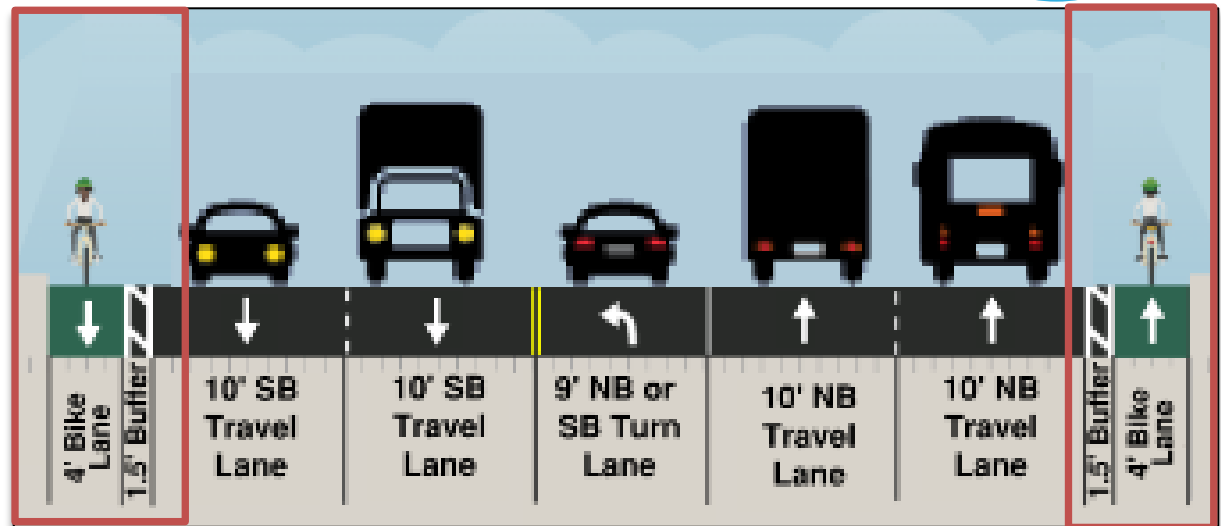
# What is the Project?

# CONCEPT C ELEMENTS

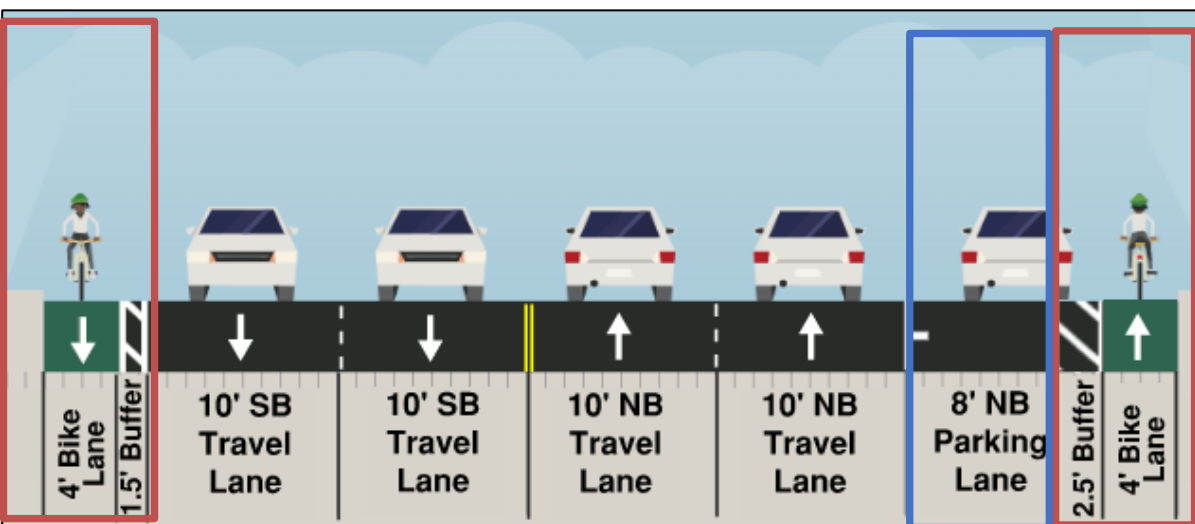
*Mainline Option: All Periods*



*With Left-turn Pocket: All Periods*



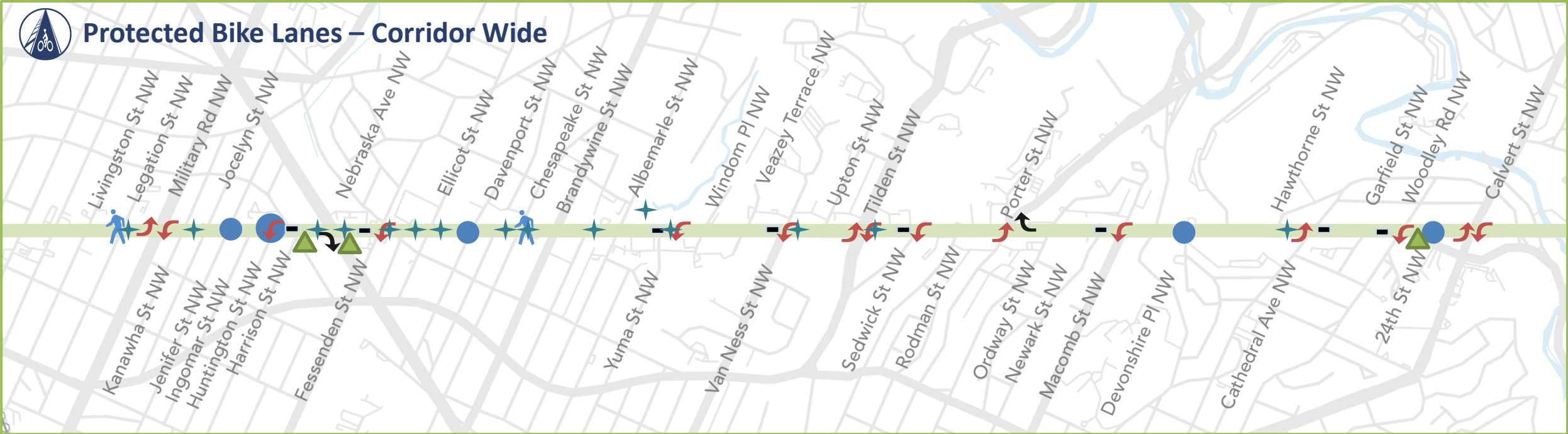
*Option: Where there is a NB or SB Parking & Loading Lane*



- Reduce Connecticut Avenue posted speed limit from 30 mph to 25 mph
- Provide speed enforcement cameras
- Install dynamic speed feedback signs to provide drivers with visual speed warnings
- Bus Stop relocations. Consider far-side location/designs.

# Concept C - Potential Safety and Mobility Improvements

2.



- Left Turn Lane ( up to 17)
- Right Turn Lane, (up to 5)
- HAWK Signal (2, requires additional study)
- No Right Turn on Red (5)
- Pedestrian Refuge Island (8)
- Analyze intersection for approach realignment (3)
- Parking Clearance

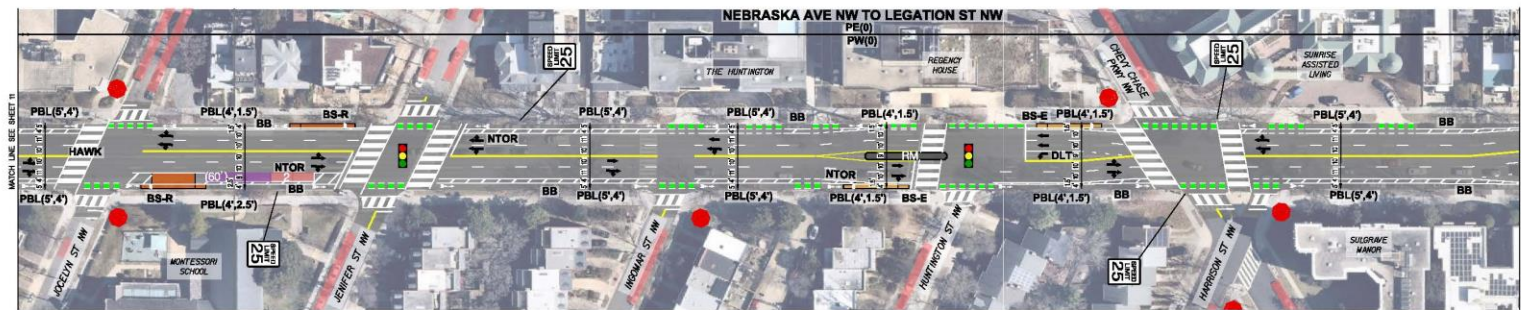
# Concept Map 10- Nebraska Avenue NW to Jocelyn Street NW

2.

## 10 - NEBRASKA AVE TO JOCELYN ST



EXISTING CONDITION



PROPOSED CONDITION

**LEGEND**

SIGNALIZED INTERSECTION

PEDESTRIAN CROSSING WITH EXISTING HAWK BEACON

EXISTING BUS STOP LOCATION (CANDIDATE FOR CONSOLIDATION)

PROPOSED BUS STOP - EXISTING LOCATION

PROPOSED BUS STOP - RELOCATED LOCATION

HATCHED MEDIAN FOR PEDESTRIAN REFUGE

GREEN BIKE LANE HATCH MARKS ACROSS INTERSECTIONS & DRIVEWAYS

NON-METER OR RESIDENTIAL PERMIT PARKING SPACES - NUMBER OF EXISTING SPACES WHERE INDICATED

METER PARKING SPACES - NUMBER OF EXISTING SPACES WHERE INDICATED

PICK UP & DROP OFF (LOADING/LOADING AREA LENGTH IN FEET)

AM AND/OR PM PEAK RESTRICTED PARKING

BB

NTOR

DLT

DRT

HAWK

IB

QB

PRRO

GE-1

GE-2

GE-3

BIKESHIP BUFFER TO INCLUDE REFLECTIONS AND HATCHED BLOCKS WITH 15' SPACING

IMPLEMENT NO TURN ON RED

ADD DEDICATED LEFT TURN LANE

ADD DEDICATED RIGHT TURN LANE

EVALUATE PEDESTRIAN CROSSING FOR HAWK INSTALLATION

ADD INTERSECTION BICYCLE BOX

ADD TWO-STAGE TURN CIRCLE BOX

DRIVEWAY CANDIDATE FOR RIGHT-IN-RIGHT-OUT

PROPOSED INTERSECTION REALIGNMENT AT CONNECTICUT AVE AND JOCELYN ST (SHORTENS PEDESTRIAN CROSSING AND PREVENTS VEHICLES FROM PARKING IN CROSSWALK)

PROPOSED INTERSECTION REALIGNMENT AT CONNECTICUT AVE AND NEBRASKA AVE (REMOVES SLIP LANE)

EX(0)

PBL(5',4')

1

TOTAL NUMBER OF SPACES

1

WIDTH (IN FEET) OF BUFFER

1

WIDTH (IN FEET) OF BIKE LANE

1

PROTECTED BICYCLE LANE

CONCEPT FOR  
PUBLIC REVIEW  
PRINTED JUNE 28, 2022



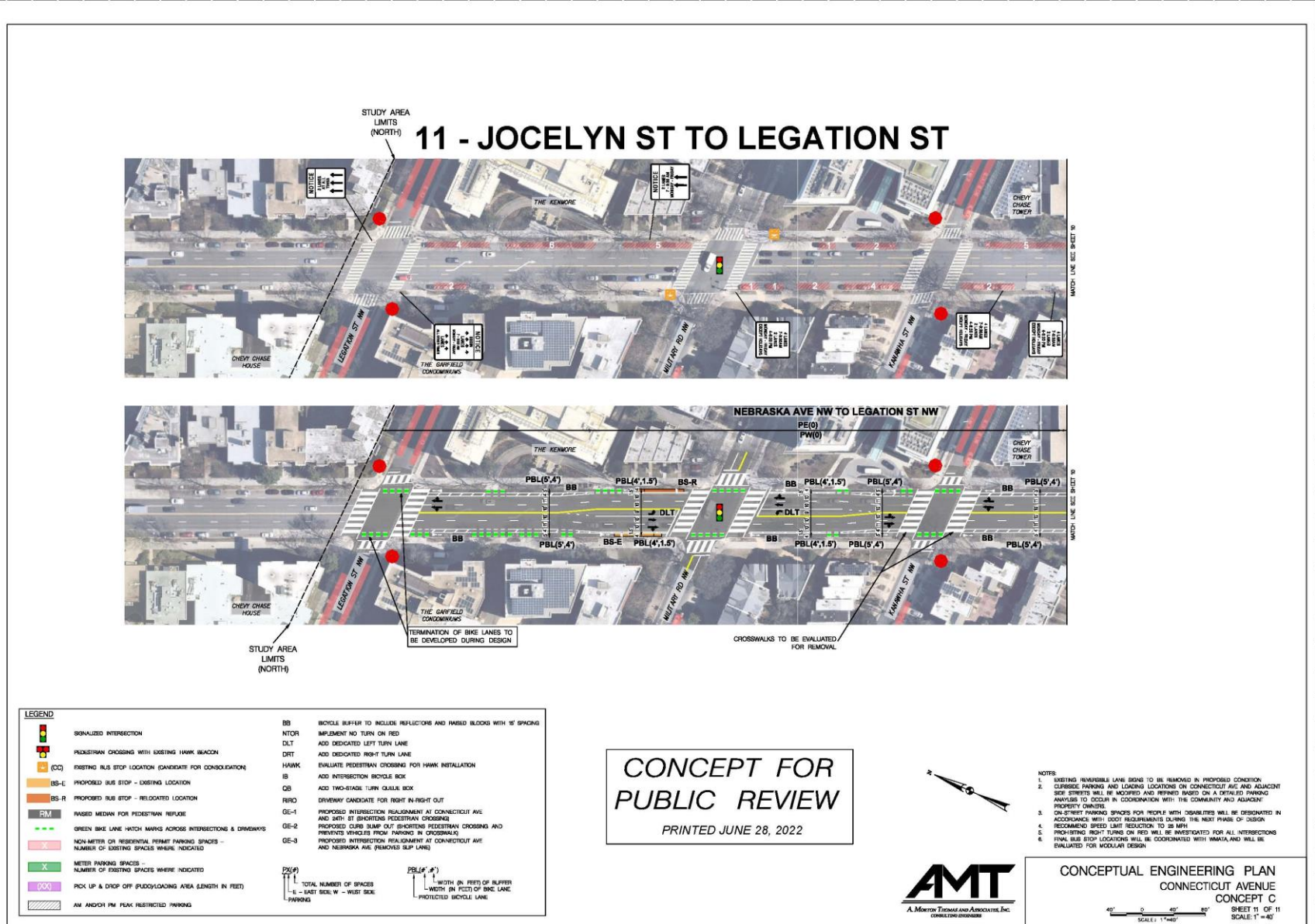
- NOTES:
- EXISTING REPAIRABLE LANE SIGNS TO BE REMOVED IN PROPOSED CONDITION
  - CURBSIDE PARKING AND LOADING LOCATIONS ON CONNECTICUT AVE AND ADJACENT SIDE STREETS WILL BE ACQUIRED AND REFINISHED BASED ON A DETAILED PARKING ANALYSIS TO OCCUR IN COORDINATION WITH THE COMMUNITY AND ADJACENT PROPERTY OWNERS
  - ON-STREET PARKING SPACES FOR PEOPLE WITH DISABILITIES WILL BE DESIGNATED IN ACCORDANCE WITH 2001 REQUIREMENTS DURING THE NEXT PHASE OF DESIGN
  - RECOMMEND SPEED LIMIT REDUCTION TO 25 MPH
  - PROHIBITING RIGHT TURN ON RED WILL BE INVESTIGATED FOR ALL INTERSECTIONS
  - PARK BUS STOP LOCATIONS WILL BE COORDINATED WITH WMAA AND WILL BE EVALUATED FOR MODULAR DESIGN

CONCEPTUAL ENGINEERING PLAN  
CONNECTICUT AVENUE  
CONCEPT C  
SHEET 10 OF 11  
SCALE: 1" = 40'

To be revised  
based on your  
June 28/29 and  
October 2022  
Parking and  
Loading  
Walkthrough  
comments



# Concept Map 11- Jocelyn Street NW to Legation Street NW



To be revised based on your June 28/29 and October 2022 Parking and Loading Walkthrough comments



# Sample Comments for Concept Maps 10-11

2.

Concept Map No.	Content
10	Concern about left turns proposed at Huntington to cause cut-through traffic. Could left turns be restricted here and at other locations.
10	Signalized crosswalk at Huntington sees significant senior utilization at bus stops; long pedestrian crossing.
10	Unsignalized pedestrian crossing at Chevy Chase Parkway is dangerous. Seniors, disabled persons and students use crossing. Can a signal be considered here and/or consolidated with Huntington?
10	Unsignalized crosswalk at Jocelyn is problematic for some users. Consider a HAWK here.
10	Regency House senior housing requires Metro Access curbside usage.
10	Wesley UMC and Montessori school need PUDOs. Need parking for staff and church events.
10	Consider Sunrise senior housing employee parking.
10	CT at Jocelyn: A concrete bulb-out would help slow cars on CT Avenue
10	CT at Harrison: consider signal/HAWK, eliminate slip lane, add raised median.
10	CT at Kanawha: Consider full signal or HAWK at this location.
10	More Pick-Up, Drop-Off (PUDO) needed along the corridor.
11	Reconsider parking on CT from Chevy Chase Parkway south to Livingston
11	Military Road backs up and people cut through Kanawha.

# Sample Comments for Concept Maps 10-11

2.

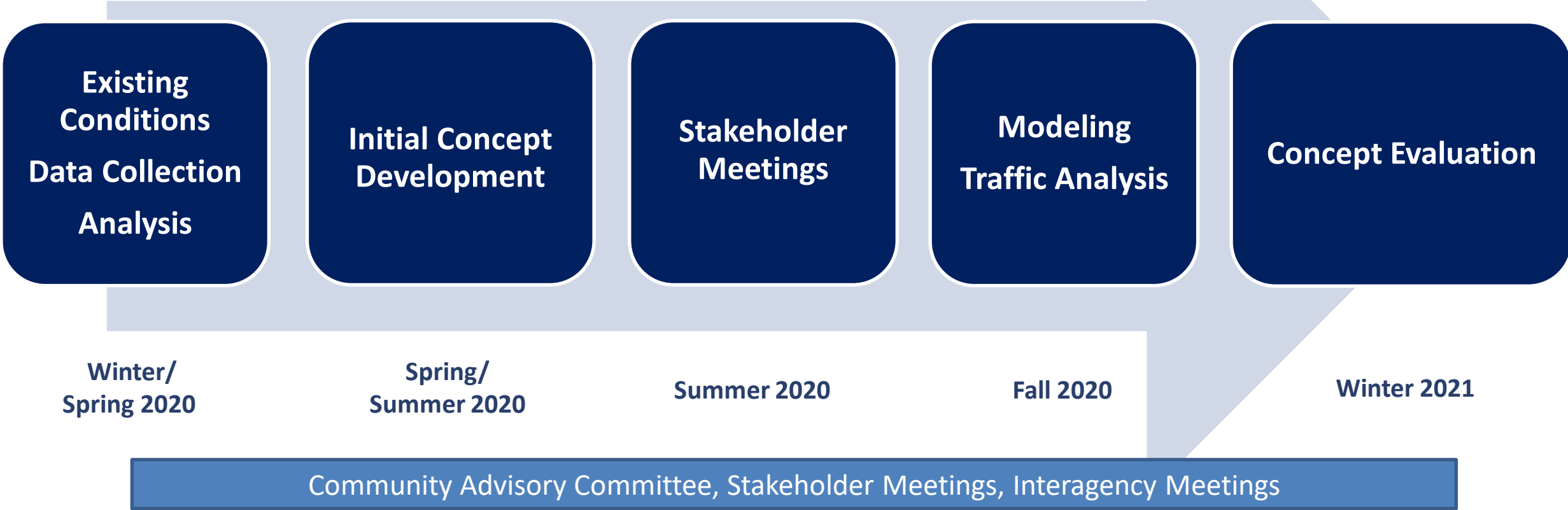
Concept Map No.	Content
11	Senior housing, Chevy Chase House, ambulances stop here several times a week.
11	Chevy Chase Tower, SE corner of CT/Kanawha: residents don't pay for parking because its too expensive. Parking on Kanawha is difficult. Can this street be signed to eliminate cut-through traffic to Nevada.
11	Many circular driveways don't allow for traffic to bypass stopped vehicles. Many circular driveways are infrequently used.
11	CT at Legation: Dangerous to cross. Add median. Consider HAWK signal. Intersection is sandwiched between two signalized intersections- cars pick up speed due to vertical geometry and desire to make the next green light. Turns are difficult.
11	After Legation, bicycles could go to Chevy Chase or 39 <sup>th</sup>
11	Consider transition from bike lanes to sharrows
11	Parking on Kanawha Street is difficult. Can street be signed to eliminate cut-through traffic to Nevada because this is very narrow.
11	Are there changes proposed to RPP policies as a result of this project?

3.

# Project Timeline

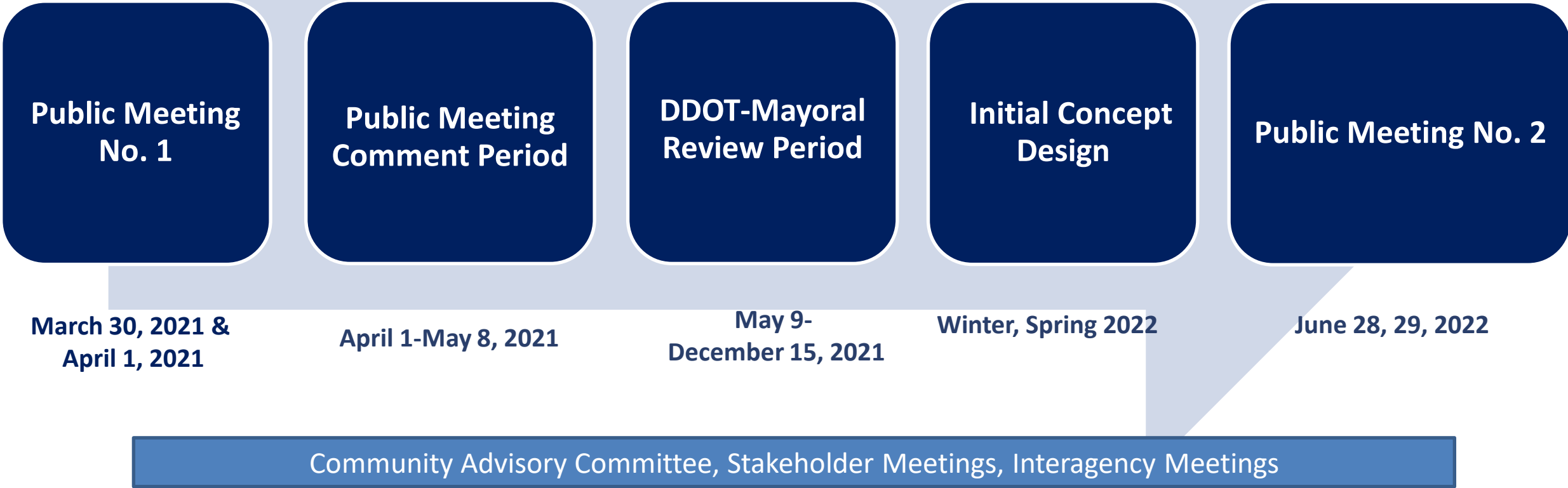
# Activities Performed to Date

3.



# Activities Performed to Date

3.





# Implemented 2 Project Recommendations

3.



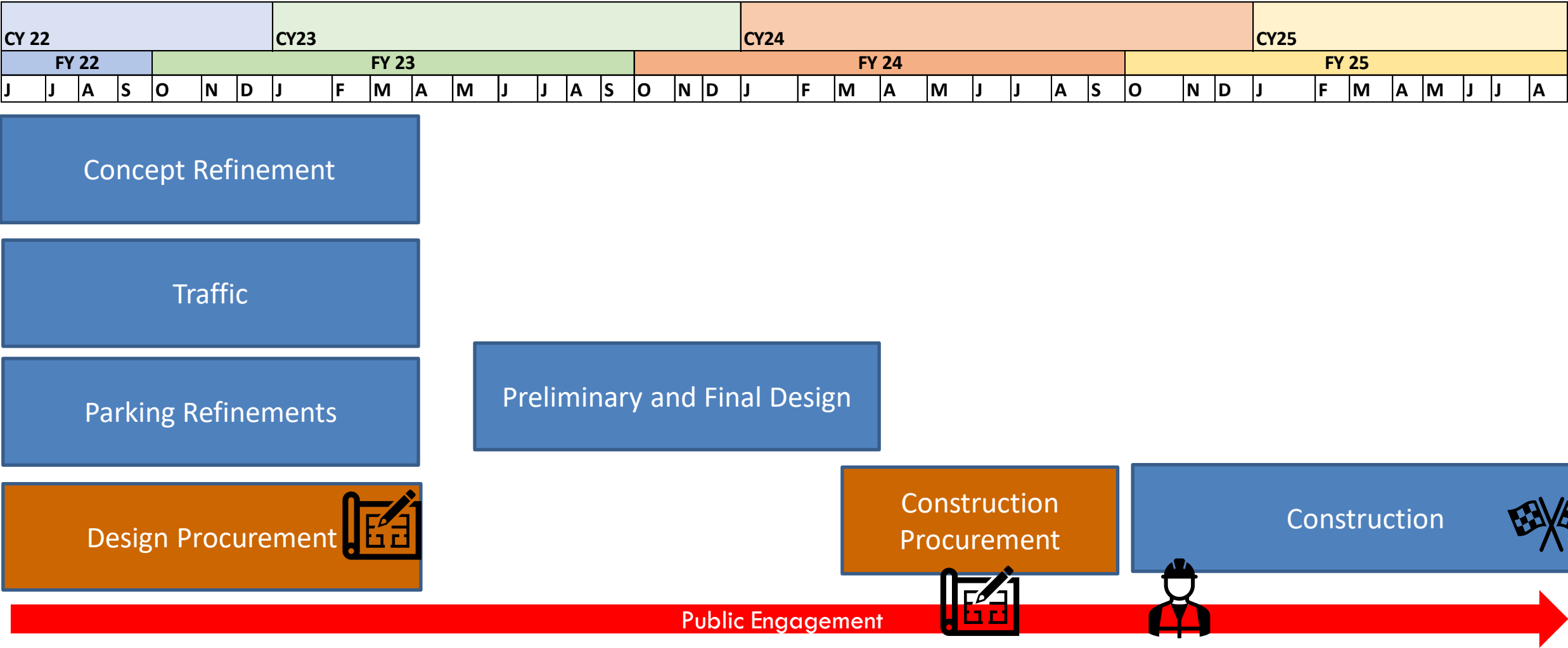
Reversible Lane Signs and  
Pavement Markings Removal



Speed Limit  
Reduced to 25 mph

# Design and Construction Timeline

3.



4.

# Community Engagement

# Community, Stakeholder and Agency Engagement

4.

Community Advisory Committee (CAC) & Advisory Neighborhood Commissions (ANCs)

Stakeholder Meetings

Interagency Meetings

Public Meetings

Website



## COMMUNITY ADVISORY COMMITTEE (CAC) MEMBERS (NEW) (Rotated Off)

Chas Cadwell, ANC 3G07

Connie Chang, ANC 3G05

David Cristeal, ANC 3F01

Robert Deyling, Chair, ANC 3F Streets and Sidewalks Committee

Beau Finley, ANC 3C04

~~Chris Fromboluti, ANC 3G07~~

Eileen McCarthy, Pedestrian Advisory Council (PAC) Representative

Lee Brian Reba, ANC 3C01

Josh Rising, W3BA

Steve Seelig, W3BA

~~Randy Speck, ANC 3G03~~

Sauleh Siddiqui, ANC 3C05

Tom Quinn, ANC 3E04

*With changes in ANC Commissioners, there is an opportunity to modify CAC membership.*

# Stakeholder/Organization Meetings/Key Events

<u>ORGANIZATION</u>	<u>DATE</u>	<u>ORGANIZATION</u>	<u>DATE</u>
Montgomery County, MD Meeting	03-05-2020	Curbside Survey Update- Main Streets	09-17-2020
CAC Meeting No.1	04-30-2020	DPW	09-19-2020
CAC Meeting No. 2	06-11-2020	Cleveland Park Smart Growth (Alt E)	09-28-2020
Ward 3 Vision	06-22-2020	CAC Meeting No. 3	10-01-2020
Cleveland Park Main Street	06-25-2020	Woodley Park Main Street	11-12-2020
W3BA	06-29-2020	Van Ness Main Street	11-18-2020
ANC 3/4G	07-13-2020	WABA (ALT D-2) Meeting	12-02-2020
ANC 3E	07-16-2020	WABA and W3BA (Joint Meeting)	12-08-2020
Van Ness Main Street	07-17-2020	CFA	01-08-2021
ANC 3C	07-20-2020	CAC Meeting #4	01-13-2021
ANC 3F	07-21-2020	Smithsonian Zoo	01-21-2021
Interagency Meeting	07-22-2020	UDC	02-03-2021
Woodley Park Community Association	07-23-2020	ANC 3E	02-11-2021
Cleveland Park Citizens Association	07-29-2020	Combined Main Streets Presentation	02-16-2021
D.C. Office of Planning & DOEE	07-29-2020	SHPO/Andrew Lewis	02-17-2021
HSEMA, MOCRs	07-30-2020	ANC 3-4G	02-22-2021
Curbside Survey Meeting-Main Streets	08-21-2020	ANC 3C, Woodland-Normanstone, CPSG, CPCA	02-23-2021
Smithsonian Zoo	09-02-2020	Residential/Property Management	02-23-2021
Howard University School of Law	09-03-2020	ANC 3F	02-24-2021
		Woodley Park Citizens Association	02-25-2021



# Additional Meetings/Key Events

4.

<u>Meeting/Key Event</u>	<u>Date</u>
Public Meeting No. 1 (Day 1)	03-30-2021
Public Meeting No. 1 (Day 2)	04-01-2021
Eaton Elementary School	04-27-2021
DDOT-EOM/Office of Racial Equity Meeting	01-06-2022
CAC Meeting No. 5	03-01-2022
Distribute: Speed Limit NOI (ANC 3C, 3F, 3-4/G)	03-24-2022
CAC Meeting No. 6	04-06-2022
Due Date: Speed Limit NOI (ANC 3C, 3F, 3-4/G)	04-07-2022
Interagency Meeting No. 3	04-19-2022
Reversible Lane Eradication	06-30-2022
ANC 3-4/G Presentation	06-13-2022
ANC 3E Presentation	06-14-2022
ANC 3C Presentation	06-22-2022
ANC 3F Presentation	06-22-2022
MOCRS-Council Presentation	06-23-2022
Posting of Public Meeting	06-2022
Public Meeting No. 2 (Virtual, Morning)	06-28-2022
Public Meeting No. 2 (In-Person, Evening)	06-29-2022
CAC Meeting No. 7	09-14-2022

# Additional Meetings/Key Events

<u>Meeting/Key Event</u>	<u>Date</u>
Parking/Loading Community Walk for Concept Maps 1, 2, 3 and 4	10-03-2022
Parking/Loading Community Walk for Concept Maps 5, 6, 7 and 8	10-11-2022
Parking/Loading Community Walk for Concept Maps 9, 10, and 11	10-17-2022
ANC 3F Presentation	10-18-2022
ANC 3C/Cleveland Park Citizen Association (planning session for meeting)	10-28-2022
Smithsonian Zoo	11-02-2022
ANC 3-4G Presentation	11-14-2022

# Public Meeting No. 2

4.



- Public Meeting No. 2
  - June 28<sup>th</sup> Virtual Meeting
  - June 29<sup>th</sup> In-Person meeting at UDC
  - Received comments, for and against project
  - Received over 150 design and operational suggestions
- Next Steps
  - Review and develop dispositions
  - Items that are deemed possible may be carried forward into subsequent design phases



# Parking/Loading Community Walks

- Purpose is to refine June 2022 concept plans
- Conducted on October 3, 11<sup>th</sup> and 17<sup>th</sup> 2022
- Community feedback to be incorporated into next set of concept plans



# Parking and Loading Community Walkthroughs October 3, 11 and 17, 2022

Chart 1: Registrant Zip Codes

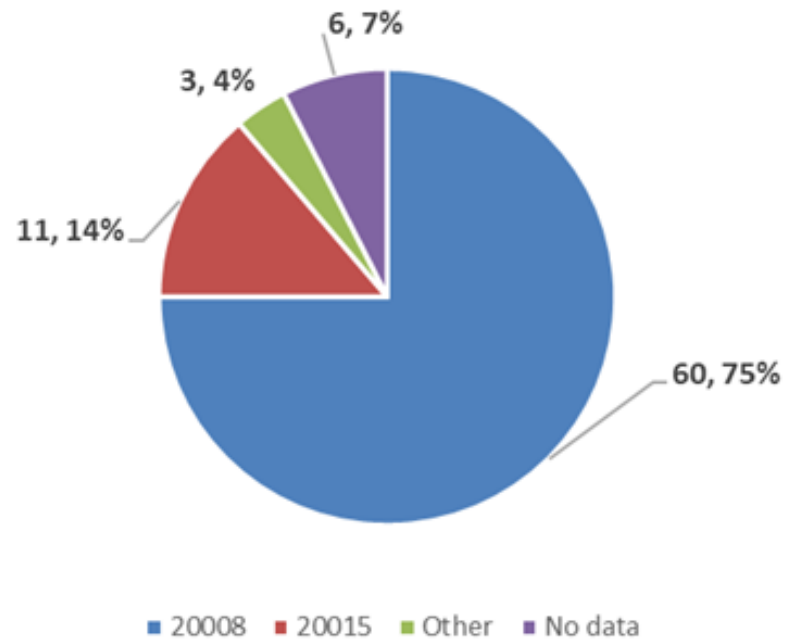
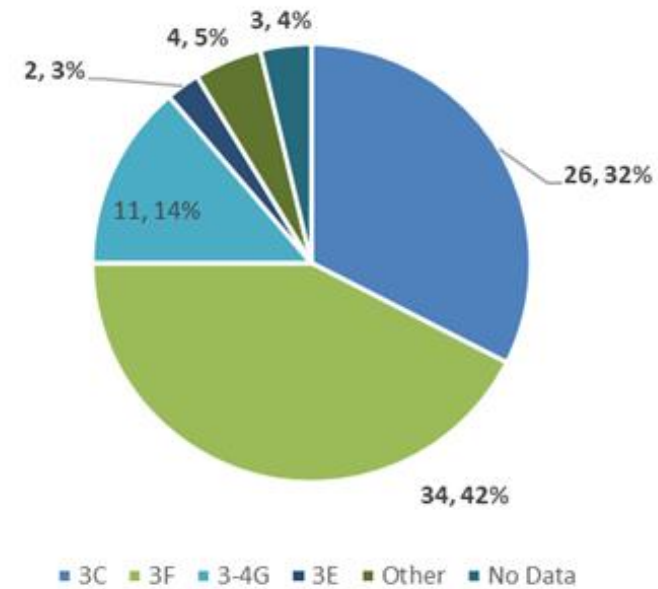


Chart 2: Community Walkthrough Registrant  
ANC's





# Parking and Loading Community Walkthroughs

## October 3, 11 and 17, 2022

Chart 3: Age Distribution of Walkthrough Registrants

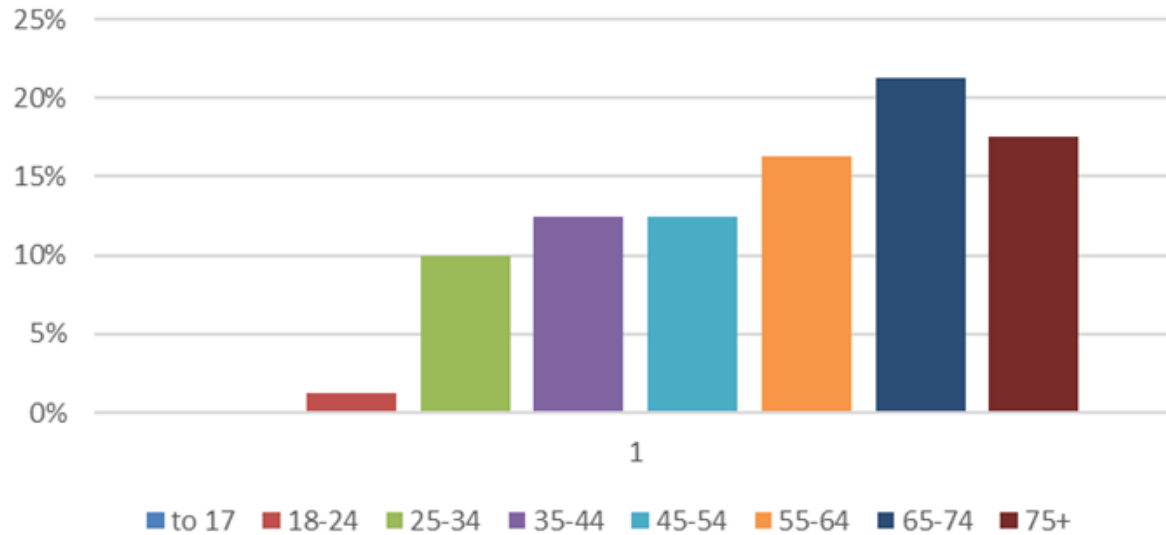


Table 1: Racial Distribution of Walkthrough Registrants				
Race	Walkthrough Percentage	Walkthrough Number	Corridor Percentage	All of DC Percentage
White	83.8%	67	81%	41%
Black or African American	2.5%	2	9%	46%
Asian or Asian American	3.8%	3	7%	4%
Hispanic or Latino	1.3%	1	13%	11%
American Indian or Alaskan Native	1.3%	1	0.2%	0.3%
Native Hawaiian or other Pacific Islander	1.3%	1	0.1%	0.1%
Mixed	1.3%	1		
Other	2.5%	2		
No data	2.5%	2		
	100%	80		

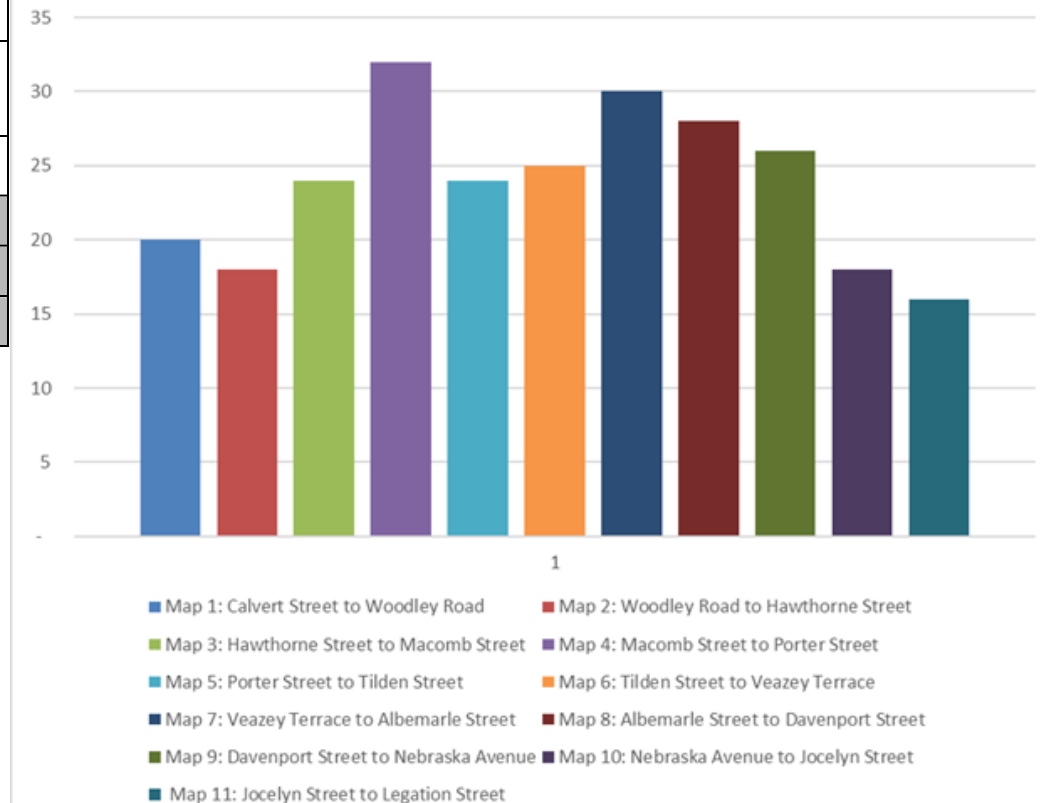
# Parking and Loading Community Walkthroughs

## October 3, 11 and 17, 2022

Table 2: Disability Status of Community Walkthrough Residents, Connecticut Avenue Corridor, and all of District of Columbia

	Walkthrough Percentage	Walkthrough Number	Corridor Percentage	All of DC Percentage
Disability	10.0%	8	8.4%	11%
No Disability	82.5%	66		
No Answer	7.5%	6		
	100.0%	80		

Chart 6: Community Walkthrough Registrations by Concept Map



# Plans for Future Engagement

1. Continuation of Community Advisory Committee
  - *Review CAC members given ANC changes*
2. ANC Meetings
3. Stakeholder Meetings
4. Public Meetings at strategic points in the design and construction process
5. Update Project Website (**Goal for updates is by 01-31-2023**)
6. Quarterly Project Status Report (on website)

5.

## Next Steps





# Potential Traffic Calming Review Locations

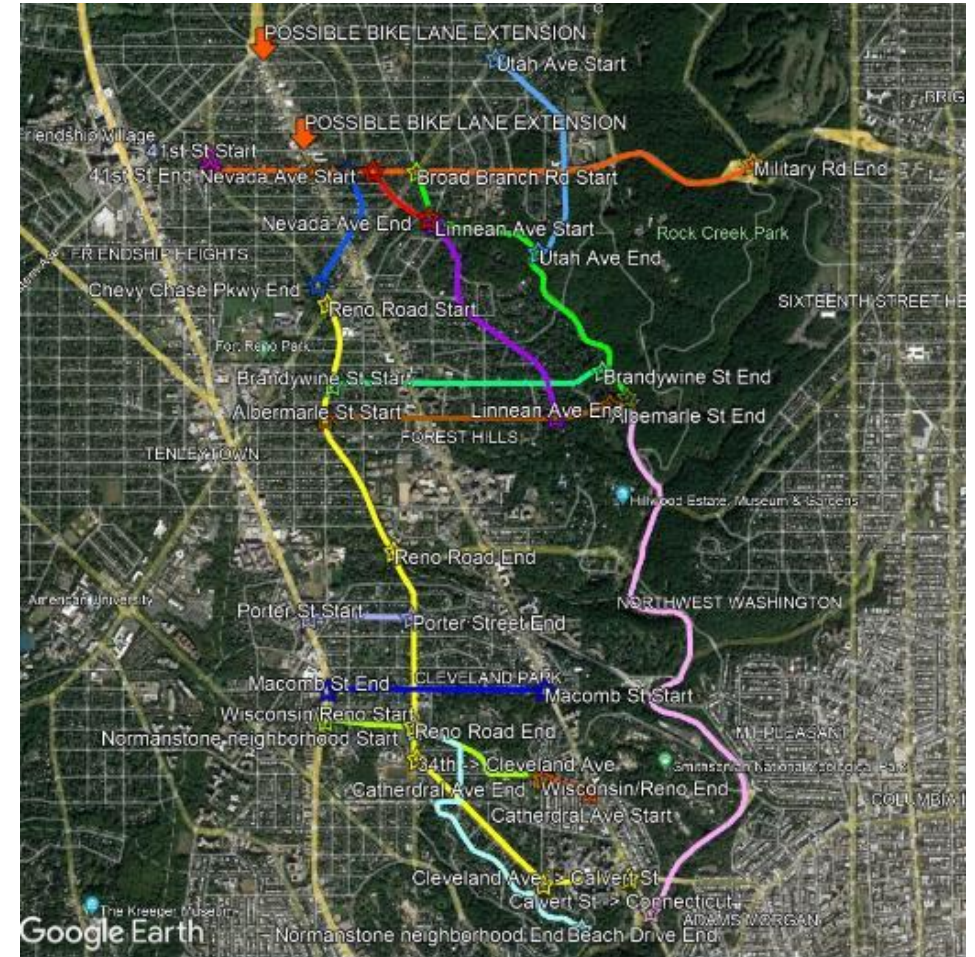
5.

## Potential Locations

- Reno Road @ 41st Street
- 41st Street to Tilden Street
- Tilden Street to Cleveland to Calvert
- Chevy Chase Parkway (CCP)/CCP & Military Road
- Nevada Avenue
- Utah Avenue
- Military Road
- Broad Branch Road/Beach Drive
- Linnean Avenue (Nevada to Albemarle)
- Fulton/Normanstone Drive
- Albemarle (Reno to Broad Branch)
- Brandywine (Reno to Broad Branch)
- Macomb Street
- Other areas as identified by community members

## Select locations based on technical criteria

- What is already in pipeline
- Traffic volumes
- Functional classification
- Crashes
- Other

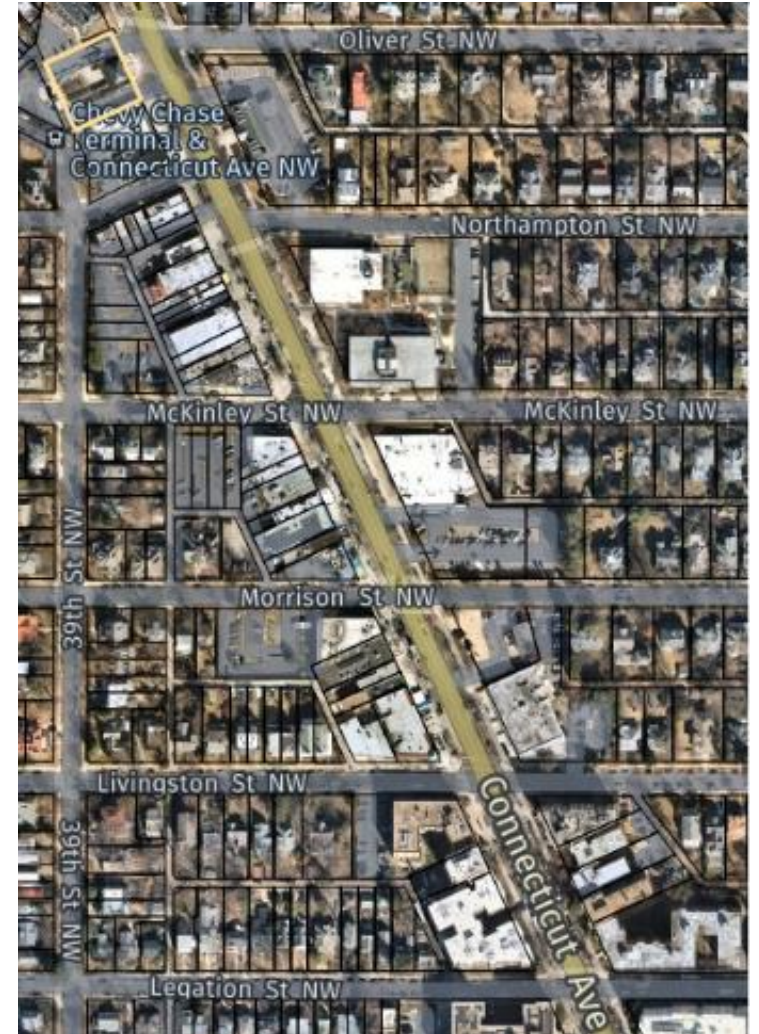




# Potential PBL Extension from Legation Street to south of Chevy Chase Circle

5.

- Original northern project limits were set because the limits of the RLs ended at Legation Street
- Suggestions by the public to extend the PBLs
- Analyze traffic, safety, parking, multimodal and environmental conditions
- DDOT will make a recommendation on whether to include, or not to include, the PBL extension in the project.
- DDOT will engage the community including residents, businesses, the ANCs, and other organizations throughout the study period.



# Project Elements to be Included over the next 18 months of concept/preliminary design

5.

1. ADA parking spaces including provisions for wheelchair access
2. Bus Stop locations
3. Intersection redesign
  - Slip lane removal
  - Left and right turn lane design
  - Traffic signal operations including pedestrian crossing times
  - Implement No Turn on Reds (NTOR)
4. Provisions for safe boarding of buses including platforms at the same level of sidewalks
5. Potential revisions to parking, loading and pick-up, drop-off (PUDO) allocations
6. Changes in parking durations, time-of-day usage and side street use recommendations

# Project Elements to be Included over the next 18 months of concept/preliminary design

5.

- 7. Design of new pedestrian refuge islands, medians and curb extensions
- 8. Integration with existing projects such as the Van Ness Streetscape project, and the Cleveland Park Streetscape and Drainage project.
- 8. Types of buffers and materials to be used for protected bicycle lanes
- 9. Pedestrian signals such as HAWKS
- 10. Signage design
- 11. Traffic signal operational changes
- 12. Implementation of traffic calming improvements at various locations

# DDOT's Commitment: Designing Protected Bike Lanes for Pedestrian Safety

5.

The project will adopt a design approach that will bolster pedestrian safety by:

1. Implementing marked crosswalks at bicycle lanes at key locations, using high visibility markings.
2. Utilizing strategic signage to alert cyclists to the presence of pedestrians.
3. Ensuring clear sight lines at accessible parking spaces by meeting ADA aisle width requirements.
4. Using bicycle traffic calming techniques at targeted locations.



6.

## Questions and Comments





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# District Department of Transportation

**250 M St SE | Washington, DC 20003 | 202.673.6813**