



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

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ANC 3/4G Resolution Supporting the Extension of the Connecticut Ave. NW Reversible Lane Removal and Protected Bicycle Lane Project from Legation Street to Chevy Chase Circle
March 13, 2023

BACKGROUND & RATIONALE:

- 1) The current plan by DDOT to end the protected bike lanes (PBLs) and other traffic safety improvements at Legation Street is an arbitrary legacy consequence of its original decision to redesign the motor vehicle reversible lanes of Connecticut Ave, which ended on Legation Street. This end point of these improvements is unrelated to the safety of cyclists, pedestrians and motorists, which is the primary purpose of the Connecticut Ave. redesign.
- 2) As DDOT has stated, extending the project to Chevy Chase Circle will improve pedestrian and motor vehicle safety in the following ways:
 - a. Left and right turn lanes may be installed;
 - b. Relocating near-side bus stops to the far side of an intersection;
 - c. Adding pedestrian refuge island and curb extensions;
 - d. Prohibiting turn on red;
 - e. Removing parking at some intersections to increase visibility and reduce crashes;

- f. Reducing the speed limit from 30 mph to 25 mph including the installation of automatic enforcement cameras;
- 3) Cyclists who wish to end or begin their use of PBLs at Legation Street do not have the protection of traffic lights if they wish to cross Connecticut Ave. This is a frightening and dangerous situation especially for young and elderly cyclists. On May 8, 2022, a pedestrian was killed by a motorist in the 5300 block of Connecticut Avenue, very close to Legation Street.
- 4) If the PBLs end at Legation Street, southbound motor vehicle commuters' lanes during rush hour will be reduced from three to two at Legation Street. The possible ensuing bottleneck may result in some commuters exiting Connecticut Ave. at Legation Street and trying to use local streets to reach their destination.
- 5) This extension would involve placing PBLs in the Chevy Chase business district. There is plenty of solid evidence that safe bicycling infrastructure benefits business: <https://bikeleague.org/sites/default/files/Bicycling%20Benefits%20Business.pdf> And [https://www.sciencedaily.com/releases/2020/04/200422151318.htm#:~:text=FULL%20STORY-,Despite%20longstanding%20popular%20belief%2C%20bicycle%20lanes%20can%20actually%20improve%20business,and%20Education%20Center%20\(TREC\)](https://www.sciencedaily.com/releases/2020/04/200422151318.htm#:~:text=FULL%20STORY-,Despite%20longstanding%20popular%20belief%2C%20bicycle%20lanes%20can%20actually%20improve%20business,and%20Education%20Center%20(TREC))
- 6) The DDOT design also allows for 24/7 parking in commercial areas. In addition, this ANC previously compiled a complete report about parking availability Chevy Chase Parking Task Force 7-8-18 and discovered there are 353 off-street parking places, 20 of which are for handicapped users.
- 7) DDOT will need to act quickly to approve this extension to assure that the design and construction will be bid out at the same time as the rest of the corridor. This ANC is concerned that any delay in including this portion of Connecticut Avenue will result in the extension not happening until sometime in the distant future.

RESOLVED:

ANC 3/4G Supports the extension of the Connecticut Avenue NW Reversible Lane Removal and Protected Bike Lane Project from Legation Street to Chevy Chase Circle.

BE IT FURTHER RESOLVED:

That the Commission designates Commissioners Zachary Ferguson, ANC 3/4G-07 and James Nash, 3/4G-03, to represent the Commission in all matters relating to this Resolution.

APPROVED at a regular public meeting, notice of which was properly given and at which a quorum of four (4) or seven (7) members was present on March 13, 2023, by a vote of X yes, X no, X abstentions.

Lisa R. Gore, Chair

James L. Nash, Secretary