



**ADVISORY NEIGHBORHOOD COMMISSION 3C**  
**GOVERNMENT OF THE DISTRICT OF COLUMBIA**

*CATHEDRAL HEIGHTS • CLEVELAND PARK*  
*MASSACHUSETTS AVENUE HEIGHTS*  
*McLEAN GARDENS • WOODLEY PARK*

*Single Member District Commissioners*

01-Lee Brian Reba; 02-Jason Fink; 03-Janell Pagats  
04-Beau Finley; 05-Sauleh Siddiqui; 06-Adam Hoyt  
07- Maureen Kinlan Boucher; 08-Vicki Gersten; 09-Nancy MacWood

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**ANC3C Resolution 2021-005**  
**Regarding ANC-3C Support of Concept C presented by DDOT as part of the**  
**Connecticut Avenue NW Reversible Lane Safety and Operations Study**

WHEREAS, the U.S. Department of Transportation (USDOT) implemented a Vision Zero “Mayor’s Challenge” initiative for Safer People / Safer Streets across the United States;

WHEREAS, 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>

WHEREAS, Vision Zero is a part of Mayor Bowser’s response to the U.S. Department of Transportation’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;

WHEREAS, the Washington District of Columbia Department of Transportation (DDOT) has set an objective to reach zero fatalities and serious injuries to travelers using the city’s transportation infrastructure by the year 2024 through more effective use of data, education, enforcement, and engineering in its Vision Zero initiative;

WHEREAS, Connecticut Avenue and Wisconsin Avenue are identified as Vision Zero high crash corridors;<sup>2</sup>

WHEREAS, road traffic crashes are a leading cause of death in the United States for people aged 1-54;<sup>3</sup>

WHEREAS, from 2015-2019, Connecticut Avenue had 1507 crashes, 44% of which occurred during reversible lane operation;

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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> 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>3</sup> Data from 2019 from the CDC: <https://www.cdc.gov/injury/features/global-road-safety/index.html>

WHEREAS, 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;

WHEREAS, approximately 28% of United States Greenhouse Gas Emissions come from the Transportation Sector, 59% of which are from light-duty vehicles;<sup>4</sup>

WHEREAS, 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>5</sup>

WHEREAS, the Sustainable DC 2.0 plan targets reducing commuter trips made by car to 25% by the year 2032;

WHEREAS, per the findings of the 2003 DDOT study on Connecticut Avenue, there is renewed community interest in reviewing the reversible lane system and exploring concepts for other mobility options such as bike lanes;

WHEREAS, a 2011 Institute of Transportation Engineers study said that crashes are associated with reversible lane operations on Connecticut Avenue<sup>6</sup>;

WHEREAS, a 2011 Connecticut Avenue Pedestrian Action (CAPA) Pedestrian Safety Audit study outlined concerns for pedestrians;

WHEREAS, 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; and

WHEREAS, a 2016 Cleveland Park Bicycle Analysis provided recommendations for bicycle improvement along the Connecticut Avenue Corridor;

WHEREAS, on May 21, 2018, ANC-3C at a scheduled and noticed public meeting passed a DDOT resolution (#2018-020) requesting that DDOT conduct a comprehensive study of Connecticut Avenue Traffic Patterns and Potential Changes - including the elimination of reversible lanes during rush hour as well as to include evaluation of parking in the non-rush hour right lane, bicycle lanes along the corridor and a rapid transit lane. Note, ANC-3F passed a similar resolution;

WHEREAS, ANC-3C Resolution 2018-020 requested DDOT to conduct a comprehensive

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<sup>4</sup> Data from 2018 from the EPA: <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

<sup>5</sup> Retrieved from: <https://storymaps.arcgis.com/stories/034104405ef9462f8e02a49f2bd84fd9>

<sup>6</sup> Jianming Ma PHD, P. E., & Aden, Y. (2011). Reversible lane operation for arterial roadways: The Washington, DC, USA experience. *Institute of Transportation Engineers. ITE Journal*, 81(5), 26.

study of current Connecticut Avenue traffic patterns to broadly evaluate the potential consequences of any changes in policy and also considers a wide range of potential improvements or changes that could be made, including but not limited to changing the rush hour reversible lanes policy, establishing dedicated bicycle lanes, and creating other dedicated lane options;

WHEREAS, ANC-3C Resolution 2018-020 stressed the overall goals of the study should be to enhance pedestrian, cyclist, and vehicular safety, walkability, the environment, and overall economic vitality of the affected neighborhoods, and make improvements to traffic management on Connecticut Avenue and surrounding streets;

WHEREAS, on Tuesday, February 26, 2019, DDOT launched the Rock Creek Far West Livability Study to evaluate the transportation network in the study area from a system perspective and look for opportunities for a safer and more accessible multimodal network. DDOT will work with members of the community and key stakeholders to identify specific opportunities to improve accommodations for people walking, biking, using a wheelchair, riding the bus, and driving. At the end of the study, DDOT will provide recommendations addressing such issues as:

- Enhancing transportation safety,
- Improving pedestrian crossings and sidewalks,
- Improving the bicycle network,
- Making intersections safer,
- Improving driver signage,
- Making bus stops more accessible, and
- Incorporating milestones consistent with Vision Zero;

WHEREAS, ANC-3C fully supports the launch of the Rock Creek Far West Livability Study to enhance the community quality of life through improvements to transportation safety and connections to destinations for ALL modes, including cyclists;

WHEREAS, 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;

WHEREAS, DDOT conducted a number of meetings with community stakeholders, including ANC-3C on July 20, 2020 and February 23, 2021 along with the Cleveland Park Citizens Association, Cleveland Park Smart Growth, and the Woodland Normanstone Neighborhood Association;

WHEREAS, DDOT will be briefing the John Eaton Elementary School community four days prior to the deadline for the public comment period and DDOT predicts that traffic will be diverted to 34th St./Reno Rd. based on Concept B or C, and that roadway abuts the school;

WHEREAS, the addition of protected bicycle lanes on Connecticut Avenue will provide safe infrastructure for the community beyond just bicyclists, and 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;

WHEREAS, given the number of schools along the Connecticut Avenue corridor, adding a protected bicycle facility gives older children the opportunity to bike to school;

WHEREAS, commuting habits post-pandemic have yet to be established, however, there is an opportunity for people to commute to work via other means than a personal vehicle, with reductions of peak hour traffic on Connecticut Avenue estimated to be around 45%;<sup>7</sup>

WHEREAS, a protected bike lane on Connecticut Avenue will be a critical component of a larger connected bicycle network within Ward 3 and beyond;

WHEREAS, numerous research studies<sup>8,9</sup> have shown that adding bike lanes is good for business, even when parking is removed as a result;

WHEREAS, the addition of 24-hour parking and loading and unloading zones in our business district provides Connecticut Avenue businesses with an option that currently does not exist and is not possible with other Concepts put forward by DDOT;

WHEREAS, Concept C presented by DDOT with 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);

WHEREAS, Concept C is the safest out of all of the options considered by DDOT for users of the Connecticut Avenue corridor;<sup>10</sup>

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

WHEREAS, Concept C provides an estimated 27% reduction of crashes at intersections with turn lanes due to the addition of left-turn pockets not present in other Concepts presented by DDOT;

WHEREAS, Concept C provides a minor increase in traffic on the adjacent side streets of Connecticut Avenue, and in some cases a decrease in traffic;

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<sup>7</sup> DDOT Public Meeting on March 30th, 2021

<sup>8</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>9</sup> Poirier, J. A. (2018). Bicycle lanes and business success: A San Francisco examination. *Transportation research record*, 2672(7), 47-57.

<sup>10</sup> DDOT Public Meeting on March 30th, 2021

THEREFORE BE IT RESOLVED, ANC-3C supports Concept C presented by DDOT as part of the Connecticut Avenue NW Reversible Lane Safety and Operations Study.

BE IT FURTHER RESOLVED, ANC-3C urges parking to be prioritized for constituents in need, including, Individuals with Disabilities as well as elderly members of our community.

BE IT FURTHER RESOLVED, ANC-3C supports the implementation of safe infrastructure with all Complete Street principles throughout ANC-3C, with priority focus on Connecticut Avenue, Wisconsin Avenue, and Massachusetts Avenue.

BE IT FURTHER RESOLVED, ANC-3C strongly encourages D.C. Department of Transportation to continue to conduct studies of the composition of traffic, the volume of traffic, origins and destinations, time of day and time of week considerations, accident reports, and intersection-specific traffic flows and diversion patterns and volumes when considering biking infrastructure changes.

BE IT FURTHER RESOLVED, ANC-3C urges DDOT to ensure there are sufficient funds allocated within their FY22 design and construction budget for Concept C.

BE IT FURTHER RESOLVED, ANC-3C strongly encourages DDOT to immediately end the reversible lane configuration and impose a 25-mph speed limit along the Connecticut Avenue corridor that will actively be enforced.

BE IT FURTHER RESOLVED, ANC-3C urges DDOT to extend the public comment period from May 1, 2021 to May 8, 2021 to permit John Eaton Elementary School community to comment after the Tuesday, April 27, 2021 meeting between both parties.

BE IT FURTHER RESOLVED, ANC-3C, in its ongoing commitment to ensuring the safety of our community, particularly children, supports Concept C.

BE IT FURTHER RESOLVED, ANC-3C expects DDOT to ensure that Concept C will provide a safe bicycling route for children en route to school.

BE IT FURTHER RESOLVED, ANC-3C encourages DDOT to investigate whether installing traffic calming measures on school streets to protect the safety of our community's children.

BE IT FURTHER RESOLVED, the National Zoo welcomes over 2 million visitors per year, which include families with young children and older film members, who arrive via various modes of transportation (*including personal vehicles, bicycles, scooters, ride shares, buses and METRO*), and therefore, DDOT needs to address how each Concept will impact the safety of these visitors as well as the flow of traffic along Connecticut Avenue and the “main entrance.”

BE IT FURTHER RESOLVED, ANC-3C authorizes the Chair, Commissioners 3C01, 3C05, and 3C06 to represent the Commission on this matter.

**Attested by**

A handwritten signature in cursive script that reads "Beau Finley". The signature is written in dark ink on a white background.

**Beau Finley  
Chair, on April 19, 2021**

*This resolution was approved by a voice vote on April 19, 2021 at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.*