



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-Vacant; 09-Nancy MacWood

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ANC3C Resolution 2022-CONSENT
Regarding Immediate Safety Improvements on Connecticut Avenue

Whereas, on April 19th, 2021, ANC3C passed 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” which supported the implementation of safe infrastructure with all Complete Street principles throughout ANC-3C;

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 is identified as a Vision Zero high crash corridor to be studied¹;

Whereas, from 2015-2019, Connecticut Avenue had 1507 crashes;

Whereas, on March 11th 2022, a driver crashed into people on the sidewalk on Connecticut Avenue, resulting in at least two deaths and nine injuries²;

Whereas, before COVID-19 traffic restrictions, during morning rush hour there were two lanes of traffic going north on Connecticut Avenue NW and during evening rush hour there were two lanes of traffic going south on Connecticut Ave NW;

Whereas, currently Connecticut Avenue NW has three lanes of traffic going north and south during rush hour, except for certain points on Connecticut Avenue where there are two lanes of traffic, which causes confusion and dangerous driving conditions;

Whereas, six lanes of traffic with a speed limit higher than 25 mph on Connecticut Avenue NW is dangerous for pedestrians and residents who live, work, and play along the Connecticut Ave NW Corridor;

¹https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/VZActionPlan_forWebsite_FINAL-UPDATED_Part1.pdf

² <https://www.washingtonpost.com/dc-md-va/2022/03/11/chevy-chase-crash-parthenon/>

Whereas, the reversible lanes on Connecticut Avenue NW have been discontinued and there are no plans on bringing them back but the signage associated with the reversible lanes remains on Connecticut Avenue NW;

Whereas, at the August 11th, 2021 meeting of the ANC3C Safe, Sustainable, and Equitable Transportation Committee, the ANC3C Commissioners and members of the community brought up issues relating to lack of rush hour parking, loading/unloading, and pick-up/drop-off zones on Connecticut Avenue;

Whereas, on September 20th, 2021, ANC3C passed Resolution 2021-013 “Regarding parking, loading, and pick-up/drop-off on Connecticut Avenue,” which supported immediately removing all rush-hour parking restrictions on Connecticut Avenue NW, not re-implementing reversible lanes, and consistent signage;

Whereas, the need for pick-up/drop-off zones for restaurants, dry cleaners, and other businesses on Connecticut Avenue NW has increased; and

Whereas, construction in the Cleveland Park Business District, including the service lane, is estimated to last for at least 18 months with the Streetscape and Drainage Project and apartments on the west side Connecticut Ave NW, impacting pedestrian space, parking availability, and business viability.

Therefore be It Resolved that ANC3C calls on the District Department of Transportation (DDOT) to immediately remove all rush-hour parking restrictions on Connecticut Avenue NW;

Be it further Resolved that ANC 3C calls on DDOT to immediately implement a 25 mph speed limit on Connecticut Avenue NW as described in DDOT’s Corridor Safety Improvements for Connecticut Ave NW;

Be it further Resolved that ANC 3C calls on DDOT to immediately remove all signs associated with reversible lane operations on Connecticut Avenue NW as described in DDOT’s Corridor Safety Improvements for Connecticut Ave NW;

Be it further Resolved that ANC 3C calls on DDOT to immediately implement other strategies in DDOT’s Corridor Safety Improvements for Connecticut Ave NW, including installing dynamic speed feedback signs (to provide drivers with visual speed warnings), installing speed enforcement cameras and red light enforcement cameras, and adding Pedestrian Hybrid Beacons/HAWK signals;

Be it further Resolved that ANC 3C urges DDOT to improve multimodal transportation options for the Cleveland Park Business District, ensuring the bikeshare stations are optimally stocked;

Be It Resolved that the ANC authorizes the Chair and the Commissioners for 3C04 and 3C05 to represent the Commission on this matter.

Attested by

A handwritten signature in black ink that reads "Beau Finley". The signature is written in a cursive, flowing style.

Beau Finley
Chair, on March 21, 2022

This resolution was approved by voice vote on March 21, 2022, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.