



ADVISORY NEIGHBORHOOD COMMISSION 3C
GOVERNMENT OF THE DISTRICT OF COLUMBIA
CLEVELAND PARK • MASSACHUSETTS AVENUE HEIGHTS •
WOODLAND-NORMANSTONE • WOODLEY PARK

Single Member District Commissioners
01-Hayden Gise; 02-Adam Prinzo; 03-Janell Pagats
04-Roric McCorristin; 05-Sauleh Siddiqui; 06-Tammy Gordon
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ANC3C Resolution 2023-011
Resolution Regarding the 'Service Lane' along the East Side of the 3300-3400
block of Connecticut Avenue NW between Macomb and Ordway Streets NW

WHEREAS the east side of the 3300-3400 block of Connecticut Avenue NW between Macomb and Ordway Streets NW, hereafter referred to as the “Service Lane”, has had a mixed-use space for one lane of traffic along with parking and a sidewalk;

WHEREAS this configuration of this block was implemented in the 1960s and was not the original design or intent of the sidewalk;

WHEREAS DDOT’s 2013 DDOT traffic and parking study showed the relative inefficiency of the service lane when it was needed most for parking, showing at peak PM hour an average availability of 20 spaces per hour within the service lane with 69 cars attempting to park during that hour, while 535 pedestrians were navigating the service lane block during the same PM peak hour¹;

WHEREAS two independent studies, one post-pandemic (page 17²) and one pre-pandemic (slide 5³) have shown that approximately 80% of all people who come to our business district do so by walking, biking, or transit, and a Cleveland Park Community Association survey conducted in April, 2023 also corroborated this fact (slide 6⁴), and showed that 90% of all member survey respondents who do their primary household shopping at the grocery markets on the Service Lane say they walk “Most of the time” (slide 5⁵);

WHEREAS The Cleveland Park Streetscape and Drainage Improvement Project along Connecticut Avenue from Macomb Street NW to Quebec Street NW is designed to improve drainage throughout the corridor and improve pedestrian safety and implement several green infrastructure improvements including:

- Improving drainage along the project corridor
- Modifying drainage structures
- Improving vehicular and pedestrian safety, access, and visibility
- Installing necessary street furnishings and gathering area signage
- Improving streetscapes along the Connecticut Avenue corridor with features including native tree plantings and permeable pavers

¹ <https://anc3c.org/wp-content/uploads/2023/05/Appendix-A-Data-Collection-Summary.pdf>

² <https://publicinput.com/Customer/File/Full/f65db967-e6f2-4fdd-8673-e71079849c30>

³ <https://anc3c.org/wp-content/uploads/2023/05/CP-Market-Survey-03-09-19.pdf>

⁴ <https://anc3c.org/wp-content/uploads/2023/05/CPCA-Service-Lane-Survey--Results--0523.pdf>

⁵ <https://anc3c.org/wp-content/uploads/2023/05/CPCA-Service-Lane-Survey--Results--0523.pdf>

- Installing curb extensions, crosswalk striping, and street furnishings including bicycle racks, trash cans, and tree boxes
- Upgrading curb ramps to meet American with Disabilities Act (ADA) standards

WHEREAS by 2018 DDOT was planning the Cleveland Park Streetscape and Drainage Improvement Project that would involve major changes to the Connecticut Avenue streetscape;

WHEREAS during the COVID-19 pandemic on April 22, 2020,⁶ DDOT announced that as part of the Sidewalk Extension Plan,⁷ there would be full closure of the Connecticut Ave NW Service Lane between Macomb St NW and Ordway St NW;

WHEREAS the Sidewalk Extension Plan allowed public space that aided in social distancing and outdoor dining, including hosting the Cleveland Park Farmer's Market in the Service Lane;

WHEREAS at the conclusion of the Sidewalk Extension Plan, the Service Lane has remained closed to cars to allow for construction related to Cleveland Park Streetscape and Drainage Improvement Project;

WHEREAS the Cleveland Park Streetscape and Drainage Improvement Project finally began in spring 2022 and is scheduled for completion in fall 2023;

WHEREAS the most recent published DDOT plans for the Cleveland Park Streetscape and Drainage Improvement Project, from March 2022, show the Service Lane open for car travel and parking;⁸

WHEREAS a mixed-use area with motorized vehicles, parking, and pedestrians generates conflict which decreases pedestrian safety;

WHEREAS the sidewalk next to the Service Lane is not wide enough to accommodate more than one wheelchair or stroller;

WHEREAS ANC3C has received 139 emails, 102 of which would like the Service Lane permanently closed to cars and parking, 13 of which would like a hybrid option where the Service Lane is open for parking on Weekdays from 8am to 5pm but closed to cars at other times, and 24 of which would like parking be made available 24 hours a day and 7 days a week;

WHEREAS ANC3C has received emails from 6 businesses requesting the Service Lane have a hybrid or full option for parking;

WHEREAS ANC3C has received a petition from 4 businesses signed by over 929 people, of which 564 (61%) live in ANC3C and 711 (77%) live in Ward 3 that the Service Lane be permanently closed to cars;

WHEREAS ANC3C has received a member survey from the Cleveland Park Community Association of 110 member respondents which indicated that 50% would like the service lane closed to automobile traffic, 34.5% would not like it closed, and 15.5% are unsure (slide 9⁹);

⁶ <https://twitter.com/DDOTDC/status/1253079010155913216?s=20>

⁷ <https://ddot.dc.gov/page/sidewalk-extension-plan-support-social-distancing-near-essential-businesses>

⁸ Retrieved from: https://www.clevelandparkstreetscape.com/_files/ugd/89dbce_6bece3bc47d248a6a1fdf1c520893c17.df

⁹ <https://anc3c.org/wp-content/uploads/2023/05/CPCA-Service-Lane-Survey--Results--0523.pdf>

WHEREAS the Cleveland Park business district has insufficient designated loading areas, which results in double parking in the Cleveland Park business district on Connecticut Ave NW;

WHEREAS loading for businesses was never allowed in the Service Lane and will not be allowed in the future even if the Service Lane is reopened to cars;

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

WHEREAS the side streets on Ordway St. NW and Macomb St. NW on both sides of Connecticut Avenue NW and Newark St NW adjacent to the Library, provide opportunities for increased parking, pickup/dropoff, handicapped parking, and, where consistent with current street usage, loading zones.

WHEREAS a hybrid option disadvantages and discourages restaurants that do not have easily-movable outdoor seating or storage for outdoor equipment;

WHEREAS a hybrid option would be unlikely to provide parking or pick-up/drop-off spaces in the evening hours when they are needed most;

WHEREAS a hybrid option reverts to a mixed-use area with motorized vehicles, parking, and pedestrians generates conflict which decreases pedestrian safety;

THEREFORE BE IT RESOLVED that ANC3C calls on the District Department of Transportation (DDOT) and the Executive Office of the Mayor (EOM) to keep exclusive use of the service lane restored sidewalk for pedestrians and other non-vehicular activities such as farmers market, pop-up retail, place making and stateries, and not for parking, private vehicle storage, or vehicle throughput.

BE IT FURTHER RESOLVED that ANC3C urges DDOT to not wait for the Connecticut Avenue redesign and immediately implement pedestrian safety and parking options on Connecticut Avenue and side streets.

BE IT FURTHER RESOLVED that ANC3C urges DDOT to work with ANC3C to immediately identify and implement, pick-up and drop-off, handicapped, and short-term (limited to 30 minutes) parking on the side streets on Ordway St. NW and Macomb St. NW on both sides of Connecticut Avenue NW and Newark St NW adjacent to the Library, provide opportunities for increased parking, pickup/dropoff, and, where consistent with current street usage, loading zones..

BE IT FURTHER RESOLVED that ANC3C requests DDOT install aesthetic and functional barriers and visual markers, including but not limited to retractable bollards, letting drivers know the service lane is closed to cars.

BE IT FURTHER RESOLVED that ANC3C requests DDOT collect data of increase in pedestrian and customer use of the service lane post-implementation to provide valuable information for pedestrianization of public space.

BE IT RESOLVED that the ANC authorizes the Chair and the Commissioners for 3C06 and 3C05 to represent the Commission on this matter.

Attested by

A handwritten signature in black ink, appearing to read "Janell Pagats". The signature is fluid and cursive, with the first name being more prominent.

Janell Pagats
Chair, on May 22, 2023

This resolution was approved by voice vote on May 22, 2023, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 8 commissioners) was present.