

Government of the District of Columbia
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RESOLUTION REGARDING Connecticut Avenue Reversible Lane Operations and Safety Study

March 16, 2020 DRAFT

Whereas both the ANC 3F Streets and Sidewalks Committee, and ANC 3F, adopted resolutions in March 2018 requesting a comprehensive study of the Connecticut Avenue corridor, with the overall goals to enhance pedestrian safety, walkability, and economic vitality of the affected neighborhoods, to make improvements to traffic management on Connecticut Avenue and surrounding streets, and to consider establishing dedicated bicycle lanes, and;

Whereas two other ANCs in the affected corridor, ANC 3C and ANC 3/4G also adopted resolutions requesting a comprehensive study of these issues in 2018, and;

Whereas the DDOT-led Connecticut Avenue Reversible Lane Operations and Safety Study (“Safety Study”) is ongoing, with the key project goals of reducing vehicle crashes, improving safety for all modes of transit, considering a Protected Bicycle Lane, and assessing the feasibility of removing the Reversible Lane Operation, and;

Whereas the “guiding principles” of the Safety Study include:

- Accommodating the needs of people of all ages who live, work, and recreate within the Connecticut Avenue corridor;
- Prioritizing the needs of corridor residents and businesses;
- Providing sustainable, resilient, and equitable transportation options for all modes;
- Reducing the number of crashes and fatalities;
- Incorporating “Complete Streets” principles to reduce vehicle speeds along the corridor;
- Mitigating significant traffic impacts, to the extent feasible, when considering alternatives;
- Understanding traffic diversion impacts and mitigating them, where possible;
- Retaining some parking and loading spaces in commercial areas (including during rush hours if the Reversible Lane Operation is removed);
- Integrating pedestrian safety improvements into each alternative concept developed;

- Including protected bicycle lane options;
- Including bus transit operational improvements;
- Developing options that can be implemented within the 60-foot “curb-to-curb” cross-section of the avenue, and;

Whereas the DDOT Safety Study is being conducted in the context of the District of Columbia’s Vision Zero initiative, which aims to eliminate traffic deaths and serious injuries by 2024, and the Carbon Free DC commitment to make the City carbon neutral and climate resilient by 2050, and;

Whereas Complete Streets “means 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), and;

Whereas DDOT’s “existing conditions” report for the Safety Study finds that the Reversible Lane Operation is a significant safety concern, with 44% of total crashes occurring during the 15% of the day that the reversible lane is in operation, and;

Whereas the DDOT Safety Study has developed a series of “concept” alternatives that have been presented to the community in numerous public meetings, including presentations to ANC 3F and two community-wide public meetings, and DDOT is collecting input from all affected members of the community and posts extensive information about the Safety Study on its project website at <https://ddot.dc.gov/page/connecticut-avenue-nw-reversible-lane-safety-and-operations-study>, and;

Whereas the Safety Study has developed and evaluated a series of “Build Concepts,” including several that involve removing the Reversible Lane Operation, and one (Concept C) that involves both removing the Reversible Lane Operation and installing a protected bicycle lane while also including parking and loading in commercial areas (24 hours, all days), and;

Whereas the Safety Study has evaluated the Build Concepts based on criteria including traffic safety and operations, bicycle accessibility and comfort, transit accessibility and operations, parking/loading and pick-up/drop-off needs, and constructability/implementation, and;

Whereas DDOT’s analysis of “Build Concept C” (which removes the Reversible Lane Operation, includes protected bicycle lanes on both sides of the street, and preserves parking/loading in commercial areas) identifies significant potential safety benefits, including the following:

- Removing reversible lanes - Estimated 36% reduction of peak hour crashes (17%

overall);

- Adding protected bicycle lanes – Expected decrease in crashes, protects cyclists mid-block;
- Adding turn lanes at selected intersections – Estimated 27% reduction of crashes at intersections with turn lanes;
- Removing parking – Estimated 20% reduction of crashes where implemented;
- Adding pedestrian refuge islands – Estimated 26% reduction of crashes at intersections with refuge islands, and;

Whereas the DDOT Safety Study has also identified a series of “Potential Corridor Safety Improvements” that could be adopted across all Build Concepts, including:

- Reducing the speed limit from 30 to 25 mph to reduce fatal crashes and promote safety;
- Adding protected bicycle lanes and pedestrian refuge islands (assuming removal of the Reversible Lane Operation);
- Adding left turn lanes at selected intersections (assuming removal of the Reversible Lane Operation);
- Installing dynamic speed feedback signs (to provide drivers with visual speed warnings);
- Installing speed enforcement cameras and red light enforcement cameras;
- Adding Pedestrian Hybrid Beacons/HAWK signals;
- Adding curb extensions (which shortens the time a pedestrian is in a crosswalk);
- Enhancing signal visibility;
- Adding left-turn restrictions and left-turn calming treatments (to slow down left-turning vehicles and reduce conflicts with pedestrians);
- Improving intersection geometry at selected intersections (including removal of channelized right-turn lanes); and
- Improving corner driveway and alley intersection clearances (to create better visibility and minimize crashes).

Be it therefore resolved, that ANC 3F will continue to work with the community to provide comments to the DDOT project team, and to develop further recommendations to improve the livability of the Connecticut Avenue corridor;

Be it further resolved that, considering the significant safety benefits of the “Corridor Safety Improvements,” the ANC strongly urges DDOT to implement them as soon as possible, consistent with the goals of the Safety Study and Vision Zero and Complete Streets principles;

Be it further resolved that the ANC urges DDOT to permanently remove the Reversible Lane Operation, and;

Be it further resolved that ANC 3F supports the implementation of “Build Concept C” because, of the five Build Concepts under consideration, it appears to be most consistent with the

Guiding Principles of the Safety Study, the overall improvement of the quality of life for persons of all ages who live, work, and recreate along the corridor, and the goals of Vision Zero and Complete Streets principles;

Be it further resolved that ANC 3F authorizes Commissioners ---- and ---- to speak on behalf of the Commissioners on this subject with the Mayor’s Office and cabinet, the Council and DDOT.

This resolution was passed by the ANC 3F by a vote of (___ - ___ - ___) at the regularly scheduled meeting held by Zoom on [date], 2020.

[chair, ANC 3F]

Copies of this resolution will be sent to [list here]

Sources used:

Vision Zero - <https://www.dcvisionzero.com>

Complete Streets - District of Columbia Code § 50–2381

Carbon Free DC by 2050 - <https://doee.dc.gov/service/climate-change>

Connecticut Avenue Reversible Lane and Operations Safety Study - <https://ddot.dc.gov/page/connecticut-avenue-nw-reversible-lane-safety-and-operations-study>