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4401-A Connecticut Ave, N.W.
Box 244, Washington, D.C. 20008
commissioners@anc3f.com
www.anc3f.com

**RESOLUTION REGARDING Expedited Implementation of Connecticut Avenue Corridor
Safety Improvements**

February 15, 2022

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 the District Department of Transportation (“DDOT”) in December 2019 began conducting the Connecticut Avenue Reversible Lane Operations and Safety Study (“DDOT Safety Study”), 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 DDOT Safety Study was 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 ANC 3F in April 2021 adopted a resolution in support of the DDOT Safety Study’s “Build Concept C,” which removes the reversible lane, includes protected bicycle lanes on both sides of the street, preserves parking and loading in commercial areas, and identifies significant potential safety benefits, and;

Whereas the DDOT Safety Study also identified a series of potential “Corridor Safety Improvements” that could be adopted across all redesign 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);
- Prohibiting right turns on red lights at certain intersections;
- Improving corner driveway and alley intersection clearances (to create better visibility and minimize crashes); and

Whereas the ANC 3F April 2021 resolution strongly urged DDOT to implement the identified “Corridor Safety Improvements” as soon as possible, considering their significant safety benefits, and consistent with the goals of the DDOT Safety Study and Vision Zero and Complete Streets principles - see attached article on national strategy from [The Washington Post](#) of Sunday, January 30, 2022¹ and

Whereas on December 15, 2021, Mayor Muriel Bowser and DDOT announced the selection of Build Concept C as the preferred redesign concept for Connecticut Avenue NW that removes the reversible rush hour lanes and adds one-way, protected bicycle lanes on the east and west sides of the roadway; and

Whereas completion of final design is expected to take 18 months, plus additional time for implementation; and

Whereas the city has issued more than 2 million automated traffic enforcement fines that remain unpaid, as reported by the *Washington Post* in December 2021, and Mayor Muriel Bowser issued on October 5, 2021 a “Report On Reciprocity for Non-Moving and Automated Traffic Enforcement Fines” concerning this issue; and

Whereas other potential corridor safety improvements may also merit further consideration, including, for example, raised crosswalks or continuous sidewalks at intersections to promote pedestrian visibility, thus further enhancing pedestrian safety, and aligning with the USDOT National Roadway Safety Strategy.

Be it therefore resolved that, considering the significant near-term safety benefits of many of the “Corridor Safety Improvements” identified in the DDOT Safety Study, including several that do not appear to require significant redesign elements, ANC 3F again strongly urges DDOT to implement them as soon as possible;

¹ <https://www.washingtonpost.com/transportation/2022/01/27/buttigieg-road-deaths/>

Be it further resolved that, during the implementation phase of the Safety Study, DDOT is encouraged to identify and implement additional corridor safety improvements; and

Be it further resolved that DDOT and other city agencies, as appropriate, are encouraged to identify and implement strategies to ensure the effectiveness of automated traffic enforcement, including payment of outstanding fines; and

Be it further 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 ANC 3F authorizes Commissioners Wall and Cristeal 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 (7 - 0 - 0) at the regularly scheduled meeting held by Zoom on February 15, 2022.



Claudette David, Chair, ANC 3F

Copies of this resolution will be sent to DDOT & MPD

Sources used:

- 1) Connecticut Avenue Reversible Lane and Operations Safety Study - <https://ddot.dc.gov/page/connecticut-avenue-nw-reversible-lane-safety-and-operations-study>
- 2) Mayor Bowser Chooses New Design for Connecticut Avenue NW, Repurposing Reversible Rush-Hour Lanes with New Protected Bike Lanes
<https://mayor.dc.gov/release/mayor-bowser-chooses-new-design-connecticut-avenue-nw-repurposing-reversible-rush-hour-lanes>
- 3) Vision Zero - <https://www.dcvisionzero.com>
- 4) Complete Streets - District of Columbia Code § 50–2381
- 5) Carbon Free DC by 2050 - <https://doee.dc.gov/service/climate-change>
- 6) Report On Reciprocity for Non-Moving and Automated Traffic Enforcement Fines, October 5, 2021, <https://lims.dccouncil.us/Legislation/RC24-0078>
- 7) "Maryland, Virginia drivers speeding through D.C. are ignoring the city's tickets," <https://www.washingtonpost.com/transportation/2021/12/28/dc-virginia-maryland-ticket-reciprocity/>