



Connecticut Avenue NW

Reversible Lane and Multimodal Safety Project

ANC 3F Briefing

June 22, 2022

Tonight's Meeting Objectives

- To provide the ANC members with a briefing on the agenda for the upcoming June 2022 Public Meetings on the project.
- To request the ANC to help distribute the Public Meeting Notices and posters, to get the word out to all constituencies within your ANC (including seniors and persons with disabilities).
- *Note: We will not be reviewing the concept design for the project in this meeting.*
 - We will do that at the Public Meeting and throughout the Summer/Fall with stakeholder groups.

Connecticut Avenue Public Meeting Notice

Connecticut Avenue NW Reversible Lanes and Multimodal Safety Project Public Meeting

Virtual Public Meeting

- **Tuesday, June 28, 2022. Attendee Meeting Link:** rebrand.ly/ConnAveRevStudy, Webinar #2313 486 8372
Webinar Password: June28!
- **General Meeting:** 9:00 a.m.-11:00 a.m.

In-Person Public Meeting

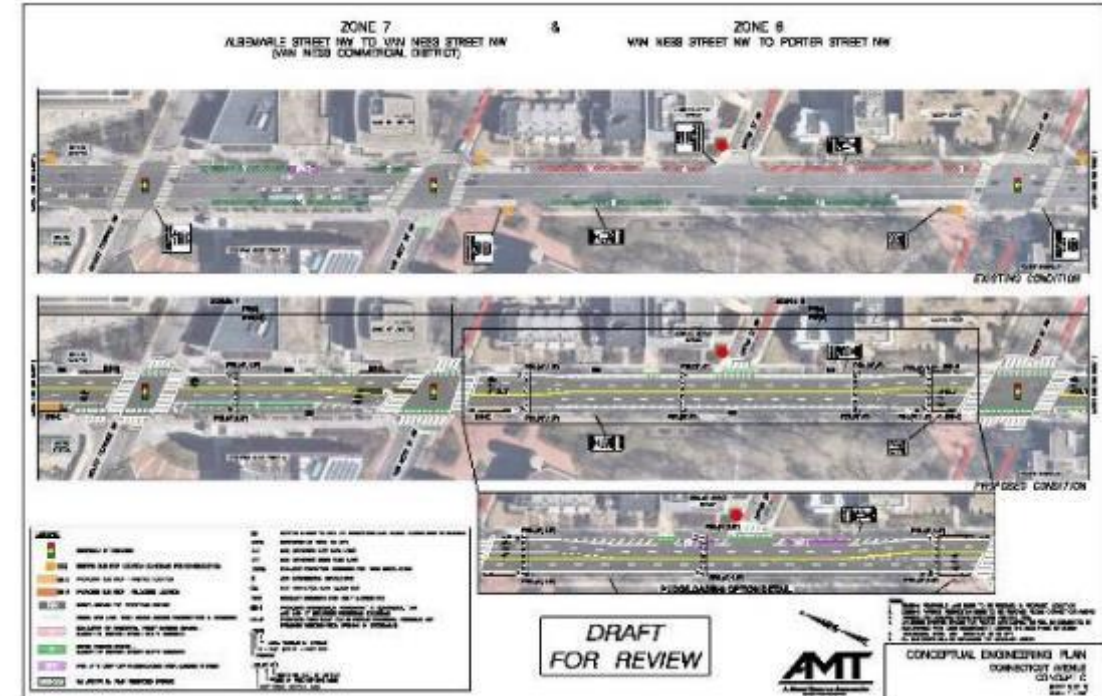
- **Wednesday, June 29, 2022**
- **General Meeting:** 6 p.m.-8 p.m.
- University of the District of Columbia (U.D.C.), 4200 Connecticut Avenue, NW, Student Center Building, 3rd Floor Ballroom

The Link below provides access to the official public meeting notice:

<https://ddot.dc.gov/release/public-meeting-notice%C2%A0connecticut-avenue-nw-reversible-lanes-and-multimodal-safety-project>

Public Meeting Objectives

- To update the public on the status of the Project.
- To “walk-through” the first iteration of the concept design plans.
 - Review corridor maps starting at the south terminus of the Corridor (Calvert Street) and proceed north to Legation Street
- To advise the public on the project’s next steps



December 15, 2021: Project Decision

Mayor Bowser Chooses New Design for Connecticut Avenue NW, Repurposing Reversible Rush-Hour Lanes with New Protected Bike Lanes

Permanent Removal of the Reversible Lane System Increases Roadway Safety for Pedestrians and Advances District's Sustainability Goals

(WASHINGTON, DC) – Today, Mayor Muriel Bowser and the District Department of Transportation (DDOT) announced the selection of a 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.

"After considering several options, it was clear that this design best meets the needs of our city and moves us closer to a greener DC, a safer DC, and a DC that is less reliant on cars," said Mayor Bowser. *"We're going to continue working closely with the community to update our infrastructure so that it is not only safer, but better aligned with the ways people are moving around our city and the future of transportation in DC."*

The preferred "Concept C" comes out of the Connecticut Avenue Reversible Operations and Safety Study. When the reversible lanes were in operation before the pandemic, 1,500 crashes were reported over a three-year review period. It was estimated that eliminating the reversible lanes would decrease crashes there by about 17 percent. The addition of protected bicycle lanes also helps to reduce the speed of vehicular traffic, reducing crash severity and making the area safer for pedestrians.

Concept C had broad support in the community, with multiple Advisory Neighborhood Commissions (ANCs) passing resolutions in support of the plan, including [ANC 3C](#), [ANC 3E](#), [ANC 3F](#), and [ANC 3/4G](#).

"Today's announcement that DDOT will be pursuing a reengineered Connecticut Avenue—including a protected bike lane—is Vision Zero in action," said Ward 3 Councilmember and Chair of the Committee on Transportation and the Environment Mary Cheh. "This decision marks a critical step in making the corridor a safer place for everyone, but, more importantly, it demonstrates the type of bold infrastructure planning that is needed across the District."

"After two years of extensive stakeholder engagement and review of design options, we are very pleased in having the Mayor's support with choosing Concept C," said Acting DDOT Director Everett Lott. "This choice represents a true compromise in mitigating both the traffic and parking impacts within the corridor."

The Connecticut Avenue NW Reversible Lane Operations and Safety Study was initiated in December 2019. DDOT held approximately 40 stakeholder and agency meetings as well as an extensive public comment period. The selection of this design supports moveDC sustainability

- Concept C selected
- Allows DDOT staff
 - To continue planning and concept development activities
 - To begin design procurement
 - To complete environmental documentation
- Mayor requested:
 - DDOT/Office of Racial Equity to conduct an Equity Impact Analysis

Project Elements

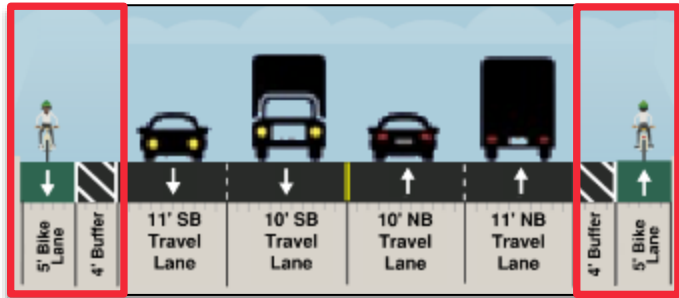
This project supports the District's commitment to the Vision Zero initiative, which aims to eliminate traffic deaths and serious injuries by 2024.



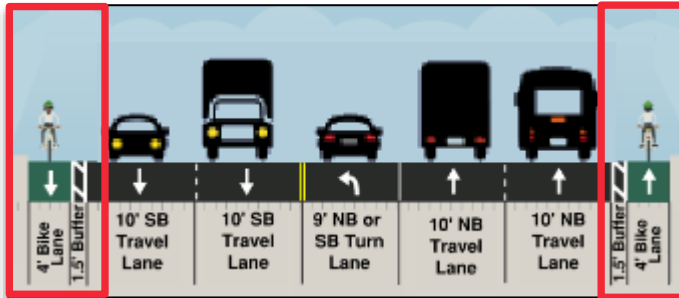
- Remove Reversible Lanes
- Protected Bicycle Lanes on east and west sides of Connecticut Avenue
- Intersection left turn and right turn lanes
- Reduction of posted speed limit from 30 mph to 25 mph
- Pedestrian refuge islands
- Curb extensions
- Intersection Realignment
- Holistic review of bus stop locations and potential bus platforms, where appropriate
- Consideration of HAWK signals
- No Turn on Red (NTOR)

Concept C Highlights

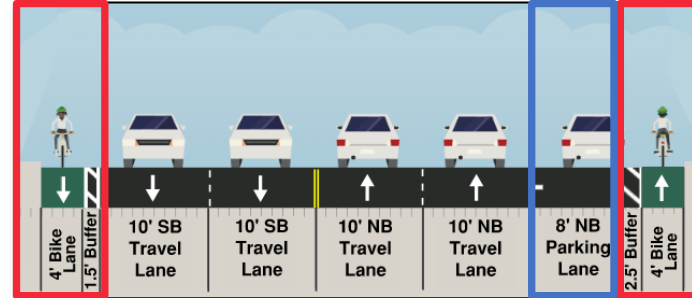
Mainline: All Periods



With Left-turn Pocket: All Periods



Option: NB or SB Parking & Loading Lane



- Removes Reversible Lane System
- Peak Period/Off-Peak Period Traffic Operations
 - Two (2) northbound travel lanes
 - Two (2) southbound travel lanes
- One-way Protected Bicycle Lanes:
 - Located on east and west sides of Connecticut Avenue
 - Left turn lanes or parking/loading lanes in areas with reduced bicycle buffer areas
 - Parking to be located on one side of the street in commercial areas



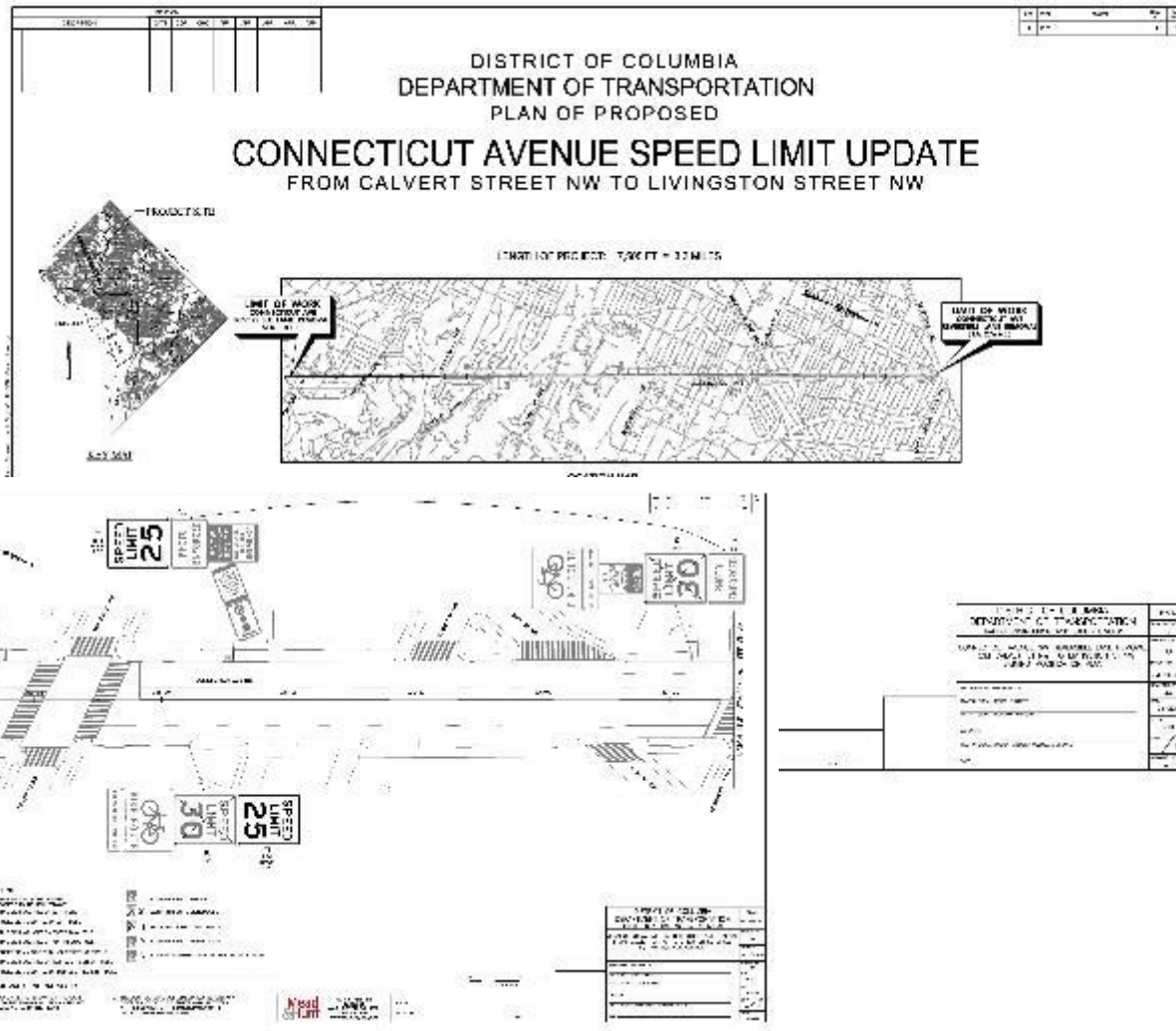
Our Work Since January 2022

Reversible Lanes (RL) Sign Removals & Pavement Marking Eradication



- **RL Sign Removal**
 - Static signs removed March 2022
 - Electronic Signs (black-out) to be removed during construction phase
- **Eradication of the Reversible Lane Pavement Markings**
 - Started in April 2022
 - Estimated completion in June 2022

Reduce Speed Limit from 30 mph to 25 mph



- Notice-of-Intent (NOIs) distributed to ANC 3C, 3F and 3-4/G on March 24, 2022. The 10-day comment period concluded on April 7, 2022.
- Sign replacement complete by end of summer 2022

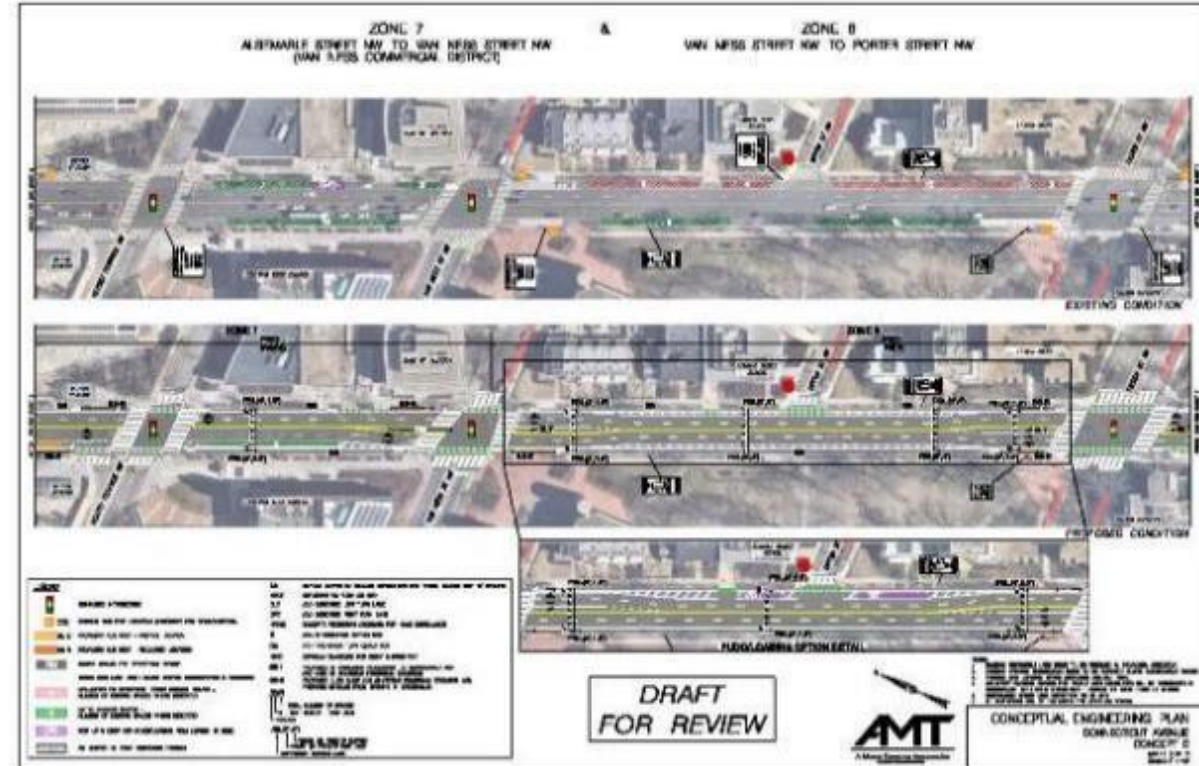
Racial Equity Impact Analysis (REIA)



- Mayor's Office of Racial Equity (ORE) is conducting a Racial Equity Impact Analysis for the Project
- Results expected later this summer
- Include project elements to minimize inequities such as parking for persons with disabilities, older persons and others.

Other Items

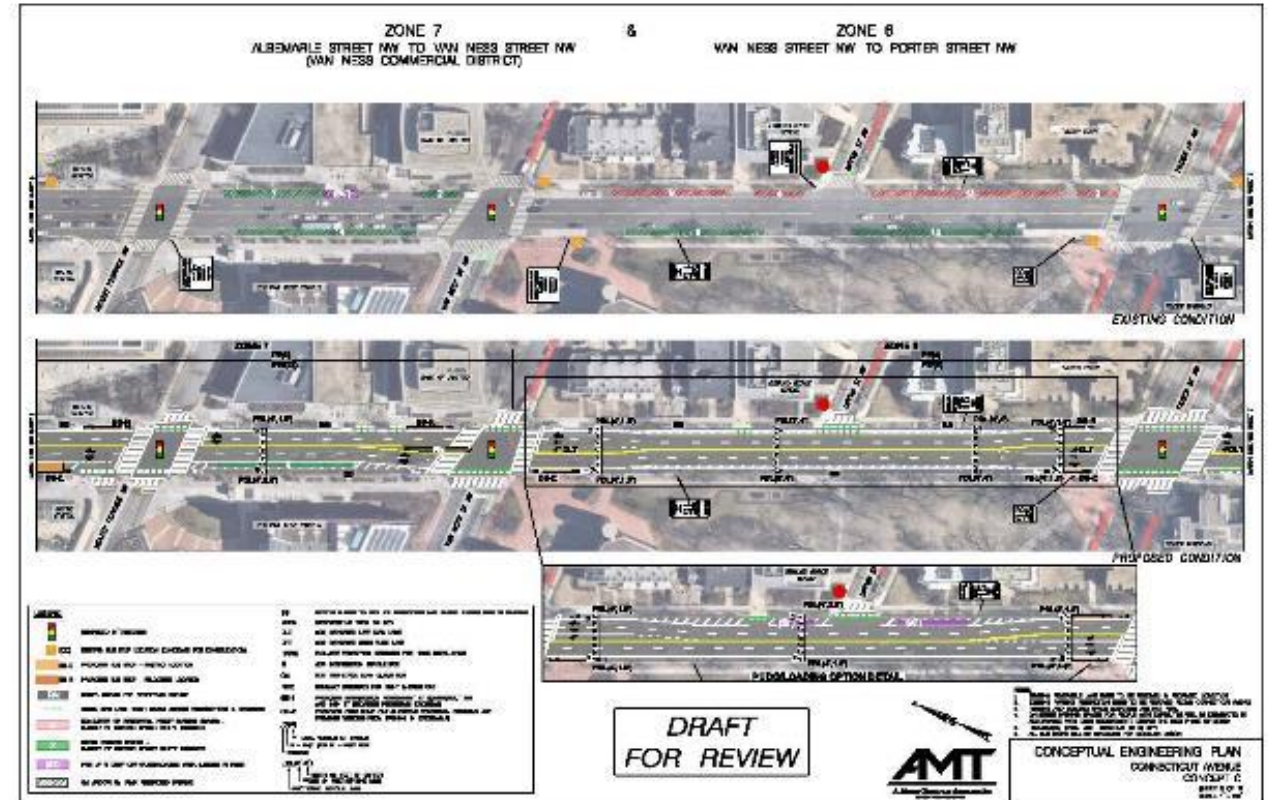
- Preparing Schedules
- Identify funding
- Working on scopes of work and procurements
- Developing first iteration of the concept plans
- Meeting with the project's Citizen Advisory Committee and Interagency Group



Immediate Next Steps Summer 2022 to Winter 2023

Concept Plan Refinements

- Refine the concept plans between summer 2022 and winter 2023 prior to starting the design phase.
- Holistic review of bus stop locations, spacing and types (e.g., curb, platform)



Traffic Calming Review

- Requested at last year's public meeting
 - Review and identify current traffic issues that may lend themselves to traffic calming solutions based on observations of cut-through traffic, speeding and non-compliance with traffic control devices.
- Sample Locations
 - Chevy Chase Parkway (CCP)/CCP & Military Road
 - Nevada Avenue
 - Utah Avenue
 - Broad Branch Road
 - Linnean Avenue
 - Reno Road, Reno Road@ 41 Street
 - Woodland Normanstone neighborhood



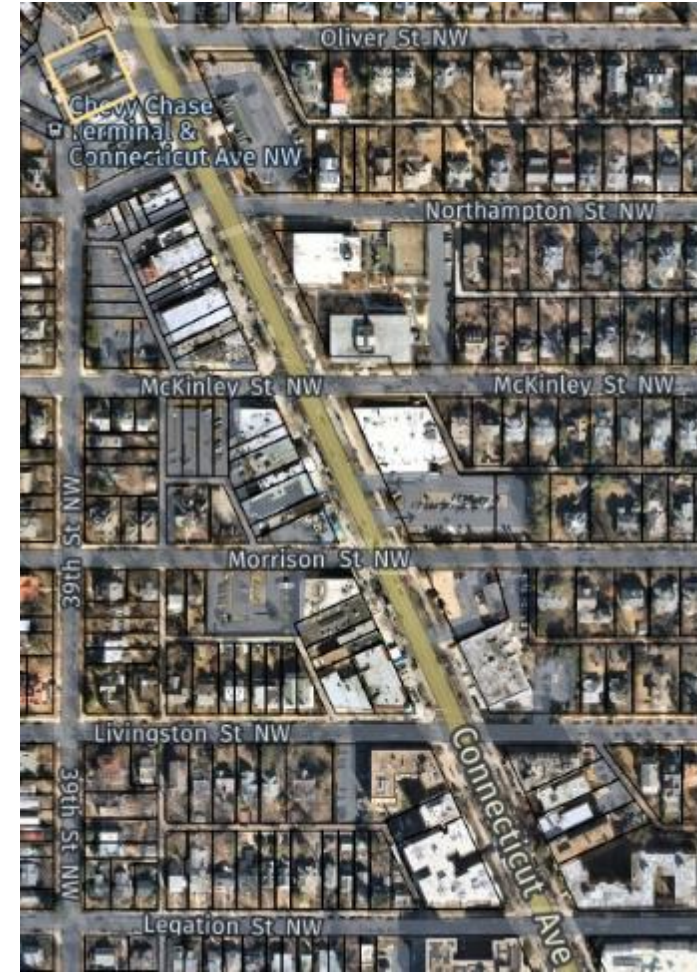
Parking and Loading

- 11 Corridor section maps from Calvert Street to Legation Street
- Set up mini task forces comprised of representatives of various ANC Single Member Districts
- Goal. To obtain input on parking and loading plans (locations, allocations and durations) given that parking will be on one side of the street in commercial districts and limited parking in other areas of the corridor.”
- Consider changes such as:
 - Side street use
 - Changes in Residential Parking designations
 - Changes in time-of-day usage
 - Changes in maximum duration for parking (e.g., establishing short-term, high turnover spaces and Pick-Up/Drop-Off areas



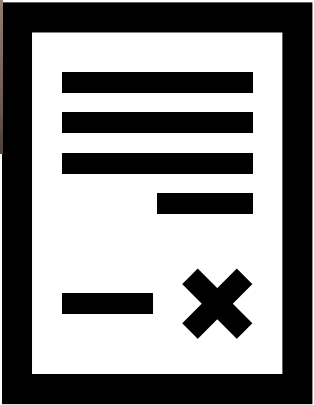
Potential PBL Extension from Legation Street to south of Chevy Chase Circle

- Original northern project limits were set because the limits of the RLs ended at Legation Street
- Suggestions by the public to extend the PBLs
- Analyze traffic, safety, parking, multimodal and environmental data
- DDOT will make a recommendation on whether to include, or not to include, the PBL extension in the project.
- DDOT will engage the community including residents, businesses, the ANCs, and other organizations.



CONTINUE DESIGN PROCUREMENT

Between June 2022 and January 2023



Design and Construction Timeline

CY 22				CY23								CY24								CY25																		
FY 22				FY 23								FY 24								FY 25																		
J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A

Concept Refinement

Traffic

Parking Refinements

Design Procurement

Preliminary and Final Design

Construction Procurement

Construction



Public Engagement

DDOT Project Staff

Concept Development/Planning Phase

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Engagement
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Project Website

<https://ddot.dc.gov/page/connecticut-avenue-nw-reversible-lane-safety-and-operations-study>

QUESTIONS AND COMMENTS

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