



**District of Columbia Department of Transportation**  
**Connecticut Avenue, NW Safety Project**  
**Minutes from Community Advisory Committee Meeting No. 5**  
Tuesday, March 1, 2022, 5:00-6:30 p.m.

**ATTENDEES**

DDOT Project Team

Ed Stollof, Project Manager with the Project Planning Branch - Planning & Sustainability Division  
Cynthia Lin, Deputy Project Manager with the Project Planning Branch - Planning & Sustainability Division  
Theodore VanHouten, Planning & Sustainability Division  
Yvonne Thelwell, Supervisory Civil Engineer  
Christian Pineiro, Ward 3 Community Engagement Representative

Community Advisory Committee Members

Chas Cadwell, ANC 3G, SMD, 3G07  
Connie Chang, ANC 3G, SMD, 3G05  
Robert Deyling, Chair of the ANC 3F Streets & Sidewalks Committee  
Beau Finley, ANC 3C, SMD 3C04  
Eileen McCarthy, Past Chair of the Pedestrian Advisory Council (PAC)  
Tom Quinn, ANC 3E, SMD 3E04  
Lee Brian Reba, ANC 3C, SMD 3C01  
Sauleh Siddiqui, W3BA, Alternate

Community Advisory Committee Members Not In Attendance

David Cristeal, ANC 3F01  
Josh Rising, ANC W3BA

**I. Call to Order**

Ed Stollof called the fifth (5<sup>th</sup>) meeting of the Community Advisory Council (CAC) to order at 5:03 p.m. on Tuesday, March 1, 2022. The meeting was convened via Microsoft Teams.

## II. Introduction

### a. Agenda

Mr. Stolof welcomed all CAC members-members that have previously served on the CAC and new members. Mr. Stolof reviewed the agenda with the CAC members. The agenda is included in the minutes as **Attachment A**. A PowerPoint presentation was provided to the CAC members and is included in the meeting minutes as **Attachment B**.

### b. Meeting Purpose. Mr. Stolof enumerated the purposes of the tonight's meeting. They include:

- To initiate Connecticut Avenue Phase II (design) CAC meetings
- To introduce key DDOT staff working on the project and current and new CAC members
- To review and agree on the CAC charter
- To review the project activities performed to date (including public engagement)
- To illustrate major components of Concept C, Preferred Concept
- To understand the types of public comments received obtained just prior to and five weeks after the Spring 2021 public meetings
- To briefly review the Preferred Concept (Concept C)
- To discuss the next steps for the Project
- To set the next meeting date and potential topics for discussion

### c. Staff and CAC Member Introductions. DDOT staff introduced themselves to the CAC members. The CAC members introduced themselves to the entire group.

## III. CAC Charter

Mr. Stolof presented the Draft CAC Charter to the CAC members. The Draft Charter is included as **Attachment C** to the minutes. The Charter is substantially the same as it was during the first phase of the Study (CAC Meetings 1 to 4) with one exception. During the first CAC phase, CAC members were the only persons attending the meetings. CAC members would like to have a "soft notification" to the public that a CAC meeting is taking place. The purposes of the CAC meetings are to "roll up our sleeves," do deep dives into issues and potential solutions, to critique and debate and to solve problems so that the best project can be designed. Ideas were discussed that included: (1) posting meeting the agenda and meeting link on the project website in advance of the meetings; (2) either allow a 10 or 15-minute time for non-CAC member comments at the end or allow non-CAC members to provide comments in the chat-box during online meetings. Mr. Stolof emphasized that DDOT will gladly hold individual stakeholder meetings, present to ANCs, community associations and other groups, and hold the larger-style Public Meetings for entire community during specific phases of the study. The CAC meetings are focused on diving into the project details before a final design can be developed.

CAC Member comments included:

1. **Connie Chang** wanted to know if Microsoft Teams can allow us to unmute CAC members and mute non-CAC members. Mr. Stolof responded that he did not know how the Teams technology can do this.

Action: Mr. Stolof will meet with the DDOT IT Department to discuss how this can be accomplished.

2. **Sauleh Siddiqui** wanted to know if we could potentially place the CAC meeting recordings on the project website.
3. **Chas Cadwell** said that he would like a way to explain to his constituents what has happened with the project and what the next steps are.
4. **Connie Chang** noted that residents have good ideas. We need to have a way for the public to present good ideas to us and help us to solve problems. We don't want to relitigate two years of the project history, but we do want have residents to be involved in decisions and designs that will affect them.

Action: **Yvonne Thelwell** noted that as the project proceeds into design, we will continue the public involvement process.

5. **Lee Brian Reba** wanted to make sure that the agencies/organizations along the Connecticut Avenue corridor can carry the message to the public. ANC commissioners should link the DDOT project website to their own ANC websites. There should be a page that outlines the Phase 2 (design) timeline. We want to make sure that there is not misinformation. We want to make sure that communities feel like they are included in the project's design progress.
6. **Tom Quinn** discussed two points: (1) neighborhoods are fantastic at identifying problems, but not so good at identifying solutions; we need to get input on issues so we can get things solved and (2) we get overrepresentation at [ANC] meetings for people who own homes and underrepresentation at meetings for people who live in apartment buildings. Keep in mind that meeting attendees may not represent the entire neighborhood.

Action: **Mr. Stolof** will identify and implement technical solutions for online non-CAC member meeting attendance.

#### IV. Activities Performed to Date

The *Connecticut Avenue Reversible Lane Operations and Safety Study* was initiated in December 2019. Data analysis, concept development and evaluation, traffic forecasts and operations analysis were conducted between Spring 2020 and Fall 2020. Throughout 2020 and early 2021, approximately 40 stakeholder and agency presentations took place prior to Public Meeting No. 1 that occurred on March 30th and April 1, 2021. The DDOT/Mayoral review period for the project concluded on December 15, 2021, with a decision to go forward with Concept C.

## V. Summary of Comments from Public Meeting No.1 (March 20 and April 1, 2021)

Mr. Stolof presented several slides that illustrated: (1) stated preferences for the Connecticut Avenue concepts based on comments received just prior to the public meeting and through five weeks after the public meeting; (2) a list of organizations supporting Concept C; (3) a list of organizations/individuals that do not support Concept C or concerns noted; and (4) key issues identified from individuals and organizations (including traffic diversion and design issues). Mr. Stolof also presented slides of pre-Covid and more current traffic counts along Connecticut Avenue and Reno Road.

CAC Member comments included:

1. **Steve Selig** wanted to know the capacity of Reno Road. Are we at capacity now? Mr. Stolof noted that we would get back to CAC on the answer to this question.
2. **Eileen McCarthy** wanted to know if traffic volume counts contain speed. Mr. Stolof indicated that the counts themselves represent 24-hour average daily volume counts. Mr. Stolof will review the data to see if any speeds were collected.

Highlights: Mr. Stolof noted that on Connecticut Avenue, traffic volume counts taken in December 2021 and December 2020, respectively traffic counts were at 90 percent and 65 percent, respectively, of what they were during the pre-COVID condition.

## VI. Preferred Alternate, Concept C

Mr. Stolof noted that Mayor Bowser and DDOT selected Concept C as the preferred concept. This allows DDOT staff to continue planning and concept development activities and to begin design procurement and to complete environmental documentation. The Mayor has requested an Equity Impact Analysis (EIA) for the project. The Mayor's Office of Racial Equity is currently conducting the EIA. A draft should be completed by late spring or early summer. Mr. Stolof explained that the analysis will look at several equity indicators such as income, race, older and younger people, persons with disabilities and persons with Low English Proficiency (LEP). The analysis will seek to identify any disproportionate impacts to certain groups. The final part of the EIA will potentially identify project elements that could potentially be included in the project that may ameliorate disproportionate impacts.

CAC Member comments included:

1. **Eileen McCarthy** wanted to know if the Office of Racial Equity could present their report to the CAC when completed. Ms. McCarthy wanted to ensure that we look at elderly and disabled individuals and pedestrian signal timing equity.
2. **Tom Quinn** said that we need to plan for Uber and Lyft type companies that will not be going away. We need to plan for these transportation modes in our project.
3. **Sauleh Siddiqui** wanted us to define those elements of the project that we can do right now. For example, reducing the speed limit. Mr. Stolof noted that DDOT has already initiated work on several items.

Mr. Stolof enumerated the highlights of Concept C as illustrated below:

- Removes Reversible Lanes
- Addition of protected bicycle lanes east and west sides of Connecticut Avenue
- 24/7 parking allowed on one side of the street in commercial areas; no other parking allowed
- Addition of left turn and right turn lanes
- Reduction of posted speed limit
- Addition of pedestrian refuge islands
- Bus stop relocations and the addition of bus platforms where appropriate, and
- Consideration of HAWK signals, No Right Turn on Red, curb extensions and intersection realignments (based on further studies).

The basic cross sections of Concept C are provided in the **Attachment B** PowerPoint presentation.

### **Sample Detailed Concept Plan for Concept C**

Ms. Cynthia Lin presented a detailed sample concept plan for the Connecticut Avenue corridor from Calvert Street to Woodley Road NW (**Attachment D**). A key to the map was also presented that provided concept plan elements with letters so that everyone can refer to specific items on the map easily (**Attachment E**). There will be similar concept plans developed for the entirety of the Connecticut Avenue corridor. Ms. Lin noted that the detailed concept plan for Calvert Street to Woodley Road NW is only a draft as of 03/01/2022. The parking shown on these plans are for illustration plans only. DDOT intends to work with the CAC and the ANCs individually to develop the most efficient and equitable plan for curbside uses.

CAC Member comments included:

1. **Steve Seelig** stated that Woodley Place NW is a bicycle route. He encouraged DDOT to think about signage that might direct people to use that bicycle route as a better way to access Calvert Street. We need to think about how cyclists will manage their turns onto Calvert Street. Mr. Selig stated that he liked the idea of having a green box (next to item J3 on key sheet) that could lead people to Rock Creek Park. We need to think about where people are going to and how to get them there, comfortably.
2. **Lee Brian Reba**. 24<sup>th</sup> Street and Connecticut Avenue. Those traveling northbound on Connecticut Avenue should not be allowed to make a left turn onto 24<sup>th</sup> street. There are two No Left Turn signs. The painted double yellow lines stop south of the crosswalk right before 24<sup>th</sup> Street. These double yellow lines were included north of the crosswalk prior to some DDOT maintenance. However, these double yellow lines were not put back in. There needs to be another double yellow line painted north of the intersection so drivers understand that they cannot make the left turn at 24<sup>th</sup> Street. The break in the double yellow line implies that drivers can make the left turn from northbound Connecticut Avenue to westbound 24<sup>th</sup> Street. DDOT needs to review the location of the northbound stop bar as well.

3. **Eileen McCarthy. 24<sup>th</sup> Street and Connecticut Avenue.** A police officer pointed out to me that signal visibility at this location is a problem. There's a point when drivers pull past a certain point, they cannot see the signal. Also, there is a legal unmarked crosswalk that starts from the northwest corner of 24<sup>th</sup> Street NW crossing Connecticut Avenue to approximately 2653 Connecticut Avenue. This crosswalk should be marked. In addition, when crossing 24th Street on the west side of the intersection, there is an island between the northbound and southbound lanes of 24th and timing of pedestrian signals forces people walking to wait on the island. It's uncomfortable to stand on the island with the way the signals are timed. It's unpleasant from a pedestrian standpoint

**Yvonne Thelwell** noted that DDOT will continue to address safety concerns along Connecticut Avenue. We are not going to wait until construction is complete on this project.

## **VII. Next Steps and Project Timeline**

Mr. Stolof presented a series of slides that discussed DDOT's next steps for continuing concept development and planning activities as well as efforts to begin the project design. A Gantt chart was presented that shows a draft project timeline. This is included in the PowerPoint presentation (Attachment B). The following activities are noted below:

### **Planning/Conceptual Development Tasks** (anticipated dates)

- Equity Analysis (spring 2022)
- Environmental Documentation (Oct 22)
- Traffic and Parking Refinements (Oct 22)
- CAC Meetings (as required)
- Concept Plan Refinement (Dec 22)
- Concept Development Report (Jul 22)
- Public Meeting No. 2 (Spring?)
- Interagency review meetings
- Public Engagement/technical work for potentially extending protected bicycle lanes to south of Chevy Chase Circle
- Develop plans to remove reversible lane infrastructure

### **Design and Construction**

- Design procurement
- Secure funds for construction
- Construction procurement
- Construction

Mr. Stolof discussed the possibility of a public meeting later this spring. The public meeting would include such topics as noting the agency decision, providing some background on the

study, summarizing comments received prior to and after Public Meeting No. 1, the project timeline and next steps, and removal of the reversible lane infrastructure. The CAC members were generally in favor of providing an opportunity to the public to understand the project's next steps.

CAC Member comments included:

1. **Steve Seelig** stated that we absolutely need to show the detailed concept plans to the public when they are completed. Mr. Seelig wanted to if the project is funded for construction now. Mr. Stolof responded that we do not have construction funding; we have design funding at this time. We will look at the FY 23 DDOT budget when it is finalized by the end of September 2022 to identify if construction has been funded.
2. **Lee Brian Reba** reminded the CAC members that they should be linking their organization's websites to the DDOT Connecticut Avenue project website.
3. **Tom Quinn** inquired as to how and when a decision will be made about extending the protected bicycle lanes to south of Chevy Chase Circle. Mr. Stolof responded that DDOT will be doing our due diligence with respect to understanding and analyzing the traffic and parking context in the area. Mr. Stolof noted that we did not meet with the ANCs, community and business organizations and other stakeholders in that area since this proposed extension was not part of the original project. During the next six months, DDOT will begin the analysis. We will evaluate the potential PBL extension based on effects on traffic operations, safety, pedestrian, bicycle and transit modes, and other factors. Based on the evaluation, DDOT will make a recommendation on whether to include the PBL extension in the project. We will meet with the stakeholders within this Connecticut Avenue section to listen and understand their concerns.
4. **Connie Chang** followed up on Commissioner Quinn's question by asking why the original project ended south of Legation Street. Ed responded that the reversible lanes started there and what precipitated the consideration for an extension to south of Chevy Chase Circle. She noted that she needs to be able to clearly communicate to her constituents how and why DDOT will make the recommendation to include or not to include the PBL extension in the Connecticut Avenue project.
5. **Steve Seelig** noted that part of the argument in favor of having the PBL extension to Chevy Chase Circle has to do with where traffic backups may occur. We should study the traffic issue from at least south of Military Road.
6. Connie Chang emphasized the need for the District to employ technology to help drivers locate metered (and unmetered) parking spaces, to build public parking lots since 400 parking spaces are expected to be removed (e.g., Montgomery County Public Parking in Bethesda), to put clear wayfaring signs to direct drivers to public parking, and signage for trucks to unload their goods.
7. Steve Seelig. Connie. This will and should be a role that the ANC's help with. I know that 3F authorized funds for the Van Ness Main Street to provide those wayfaring signs

within their own area. I would hope other ANCs follow their lead. But completely agree that DDOT should do the inventory to enable those next steps

#### **Additional Chat Comments**

- Seelig, Steven. Mr. Seelig requested detailed analyses of the existing versus future parking that includes off-street parking and parking within 2 blocks of the Avenue.
- Quinn, Tom (SMD 3E04). People trying to get to the 15th Street PBL will take the diagonal shortcut via Woodley Road.
- Connie K. N. Chang. As for unloading of goods for businesses, this is of critical concerns for the businesses along upper CT Ave (north of Legation). We need to figure that out.

#### **VIII. Administration and Adjournment**

The CAC agreed to meet next month (April 2022). Mr. Stolof will get out a Doodle Poll to gain a consensus meeting date for next month's meeting. The March 1, 2022, CAC meeting was adjourned at 6:35 p.m.



# ATTACHMENT A: AGENDA

# Government of the District of Columbia

## Department of Transportation



**Connecticut Avenue  
Reversible Lane Removal and Protected Bicycle Lane Project  
Community Advisory Committee Meeting No. 5**

**March 1, 2022, 5:00 PM to 6:30 PM**

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### Microsoft Teams meeting

**Join on your computer or mobile app**

[Click here to join the meeting](#)

#### Agenda Items

1. Welcome and Meeting Purpose (5 min)
2. Introductions (10 min)
3. Community Advisory Committee Charter (10 min)
4. Activities Performed to Date (10 min)
5. Summary comments from Public Meetings (March 30<sup>th</sup> & April 1, 2021 (15 min)
6. Preferred Alternate, Concept C (15 min)
7. Project Next Steps (15 min)
8. Administration and Adjournment (10 min)

## ATTACHMENT B: PowerPoint Presentation



# Connecticut Avenue NW Reversible Lanes Removal and Safety Improvements

Community Advisory Committee  
(CAC) Meeting  
March 1, 2022



# Agenda

1. Welcome and Meeting Purpose (5 min)
  - Project Goals
  - Study Area
2. Introductions (10 mins)
3. Community Advisory Committee Charter (10 min)
4. Activities performed to date (10 mins)
5. Summary comments from Public Meetings on March 30<sup>th</sup> and April 1, 2021 (10 min)
6. Preferred Alternate (Concept C) (15 min)
7. Project Next Steps (15 min)
8. Administration and Adjournment (5 min)

# Project Goals



Reduce vehicle crashes; improve safety for all modes



Consider a Protected Bicycle Lane



Assess the feasibility of removing reversible lane operation



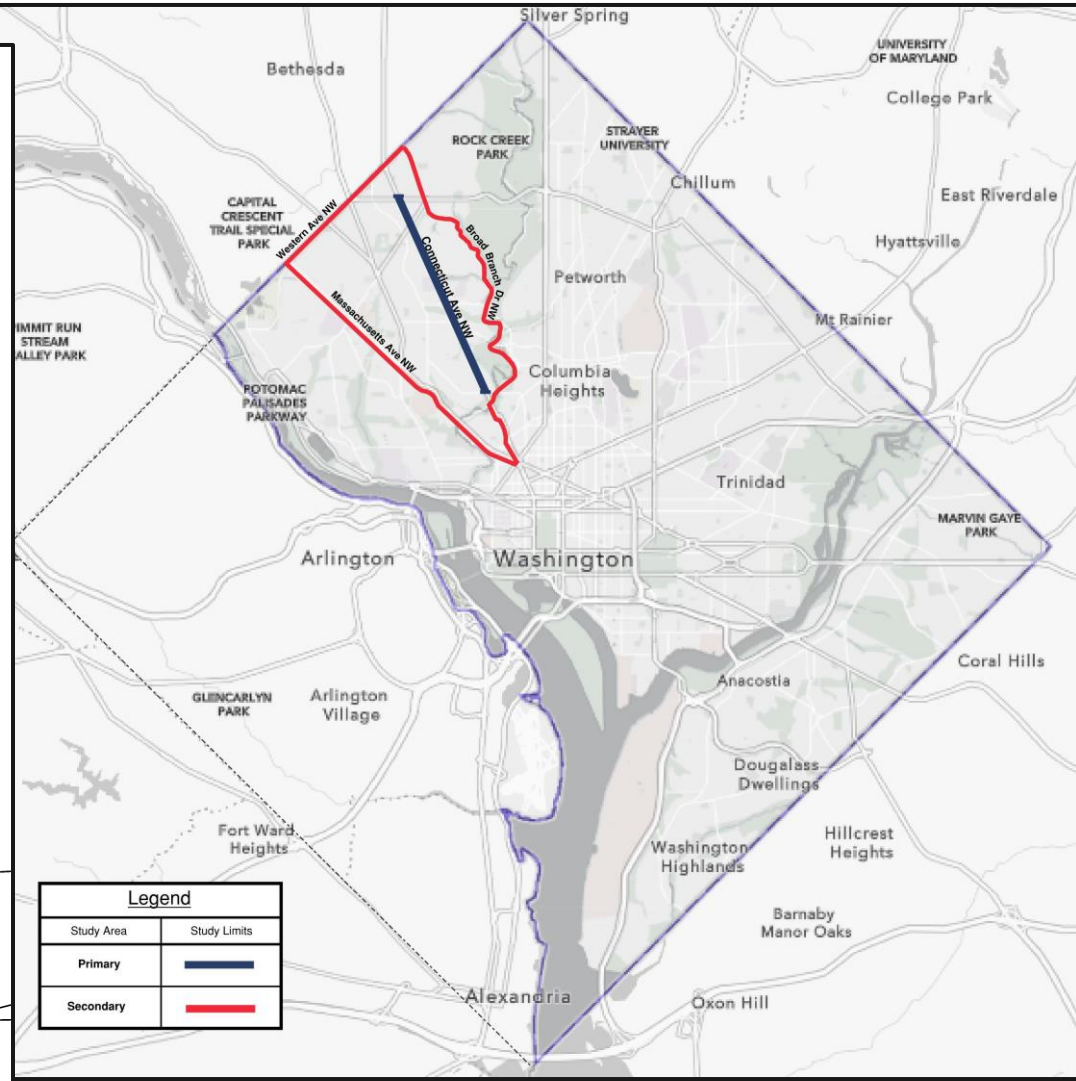
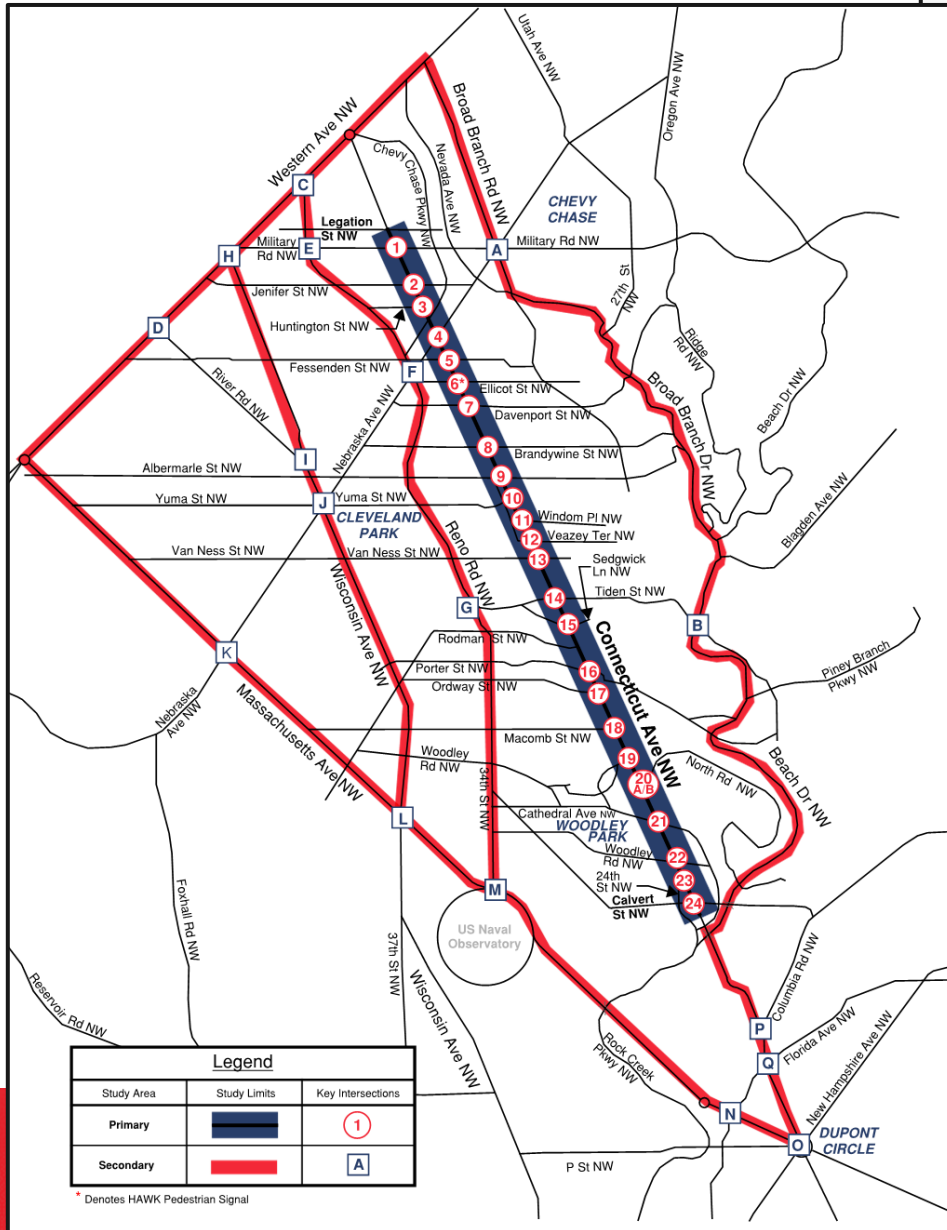
CONNECTICUT AVENUE NW

*“The District Department of Transportation is studying the feasibility of removing the reversible lane system as part of the District of Columbia’s Vision Zero initiative, which aims to eliminate traffic deaths and serious injuries by 2024. The purpose of the Connecticut Avenue NW Reversible Lane Safety and Operations Study is to assess the multimodal (vehicular, transit, bicycle, and pedestrian) operational and safety impacts associated with removing or maintaining/improving the existing reversible lane system.”*





# Primary and Secondary Study Area and Connecticut Avenue Regional Context



Legend	
Study Area	Study Limits
Primary	
Secondary	

# Meeting Purpose

1

- **To initiate Connecticut Avenue Phase II (design) CAC meetings**
- **To introduce key DDOT staff working on the project and current and new CAC members**
- **To review and agree on the CAC charter**
- **To review the project activities performed to date (including public engagement)**
- **To illustrate major components of Concept C, Preferred Concept**
- **To understand the types of public comments received obtained just prior to and five weeks after the Spring 2021 public meetings**
- **To briefly review the Preferred Concept (Concept C)**
- **To discuss the next steps for the Project**
- **To set the next meeting date and potential topics for discussion**



# DDOT Project Staff

2

## Concept Development/Planning Phase

### **Ed Stolof, Project Manager**

Manager, Project Planning Branch  
Planning and Sustainability Division

[Edward.Stolof@dc.gov](mailto:Edward.Stolof@dc.gov)

### **Cynthia Lin, Deputy Project Manager**

Project Planning Branch  
Planning and Sustainability Division

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### **Jamee Ernst, Transportation Planner**

Project Planning Branch  
Planning and Sustainability Division

[Jamee.Ernst@dc.gov](mailto:Jamee.Ernst@dc.gov)

## Design Phase

### **Yvonne Thelwell, PE**

Supervisory Civil Engineer  
Infrastructure Project Management Division  
IPMD, Team 2, Wards 3 &4

[Yvonne.Thelwell@dc.gov](mailto:Yvonne.Thelwell@dc.gov)

### **Ghirmay Tesfamichael , Civil Engineer**

Team 2  
Infrastructure Project Management Division

[Ghirmay.tesfamichael@dc.gov](mailto:Ghirmay.tesfamichael@dc.gov)

### **Christian Pineiro, Community Engagement Ward 3**

Community Engagement  
Office of External Affairs

[christian.pineiro@dc.gov](mailto:christian.pineiro@dc.gov)

# Introductions: Community Advisory Committee (CAC) Members

- Chas Cadwell                    ANC 3G (SMD 3G07)
- Connie Chang                    ANC 3G (SMD 3G05)
- David Cristeal                    ANC 3F (SMD 3F01)
- Robert Deyling                    Chair, ANC 3F Streets and Sidewalks Committee
  
- Beau Finley                    ANC 3C (SMD 3C04)
- Eileen McCarthy                    Pedestrian Advisory Council, Past Chair
  
- Tom Quinn                    ANC 3E (SMD 3E04)
- Lee Brian Reba                    ANC 3C (SMD 3C01)
- Josh Rising                    W3BA
- Sauleh Siddiqui                    ANC 3C, SMD 3C05
- Steven Seelig                    W3BA, Alternate

- Name
- Representation
- Your goals/interests for serving on CAC



# CAC Charter Sections

- A. Background
- B. Purpose of Committee Charter & Committee
- C. Composition and Alternatives
- D. Key Duties and Responsibilities
  - Roles and Responsibilities
  - Operating Guidelines
- E. Community Engagement
  - CAC
  - Community Stakeholder/Roundtables
  - ANC and Neighborhood Meetings
  - Interagency Committee
  - Operating Guidelines
- F. Decision Making
- G. Duration and Schedule
- H. Agreement with Charter Provisions (*please send an email stating your agreement*)

## Non-CAC Members

- Welcome to attend CAC meetings;
- May provide comments during an agenda item for the final 10 or 15 minutes of CAC meeting;
- Will be muted for the entire meeting, except when called upon to provide comments during the comment session;
- Agendas with meeting link to be posted approximately one-week prior to CAC meeting.

# Activities Performed to Date



Winter/  
Spring 2020

Spring/  
Summer 2020

Summer 2020

Fall 2020

Winter 2021

Community Advisory Committee, Stakeholder Meetings, Interagency Meetings

# Activities Performed to Date

Public Meeting

March 30, 2021 &  
April 1, 2021

*Public Meeting  
Comment Period*

April 1-  
May 1, 2021

DDOT-Mayoral Review  
Period

April 1-  
December 15, 2021

DDOT Internal Team  
"Regroup"

January  
2022

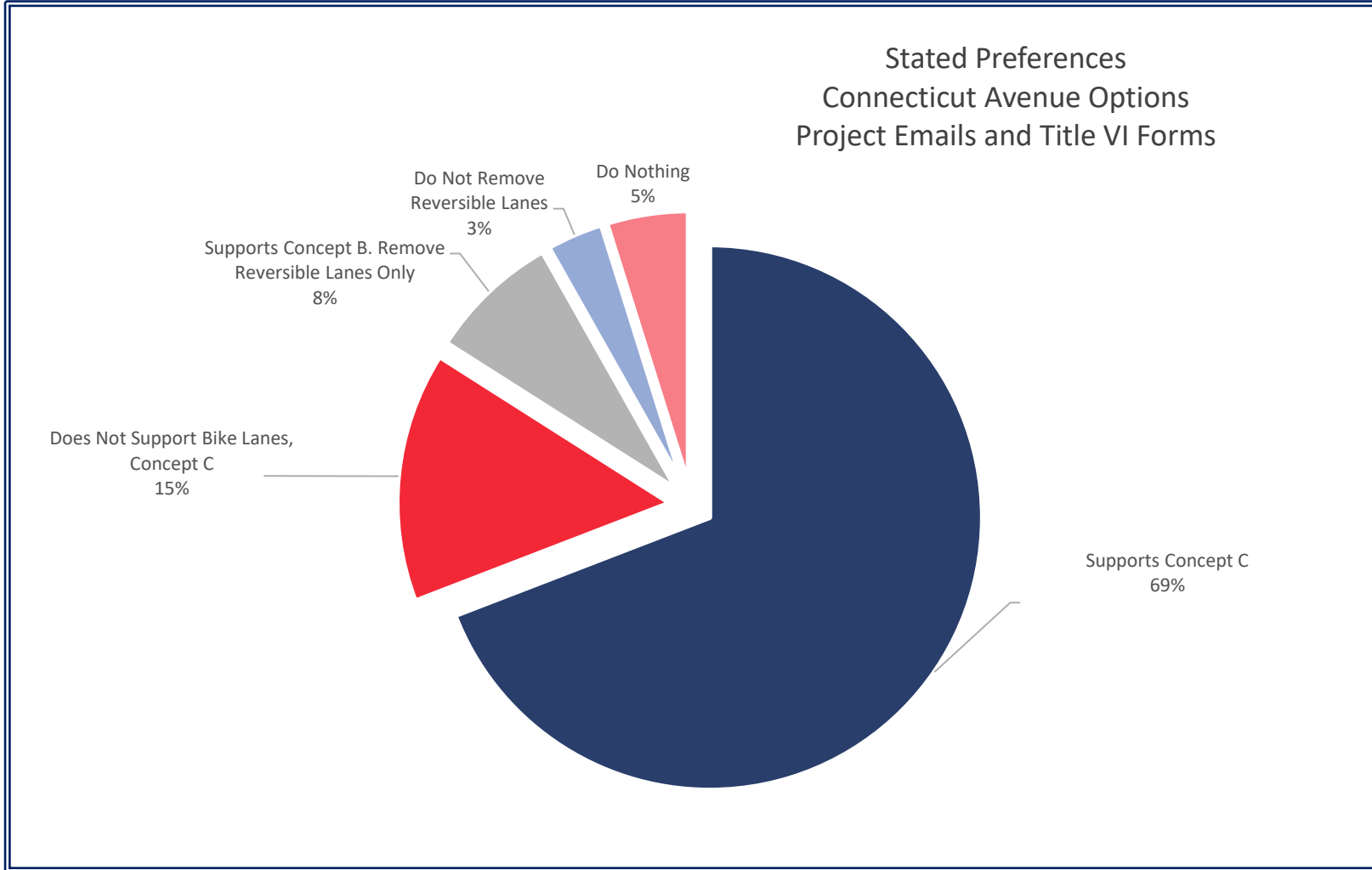
# Stakeholder Meetings Held

<u>ORGANIZATION</u>	<u>DATE</u>	<u>ORGANIZATION</u>	<u>DATE</u>
Montgomery County, MD Meeting	03-05-2020	Curbside Survey Update- Main Streets	09-17-2020
CAC Meeting No.1	04-30-2020	DPW	09-19-2020
CAC Meeting No. 2	06-11-2020	Cleveland Park Smart Growth (Alt E)	09-28-2020
Ward 3 Vision	06-22-2020	CAC Meeting No. 3	10-01-2020
Cleveland Park Main Street	06-25-2020	Woodley Park Main Street	11-12-2020
W3BA	06-29-2020	Van Ness Main Street	11-18-2020
ANC 3/4G	07-13-2020	WABA (ALT D-2) Meeting	12-02-2020
ANC 3E	07-16-2020	WABA and W3BA (Joint Meeting)	12-08-2020
Van Ness Main Street	07-17-2020	CFA	01-08-2021
ANC 3C	07-20-2020	CAC Meeting #4	01-13-2021
ANC 3F	07-21-2020	Smithsonian Zoo	01-21-2021
Interagency Meeting	07-22-2020	UDC	02-03-2021
Woodley Park Community Association	07-23-2020	ANC 3E	02-11-2021
Cleveland Park Citizens Association	07-29-2020	Combined Main Streets Presentation	02-16-2021
D.C. Office of Planning & DOEE	07-29-2020	SHPO/Andrew Lewis	02-17-2021
HSEMA, MOCRs	07-30-2020	ANC 3-4G	02-22-2021
Curbside Survey Meeting-Main Streets	08-21-2020	ANC 3C, Woodland-Normanstone, CPSG, CPCA	02-23-2021
Smithsonian Zoo	09-02-2020	Residential/Property Management	02-23-2021
Howard University School of Law	09-03-2020	ANC 3F	02-24-2021
		Woodley Park Citizens Association	02-25-2021

# Summary of Comments from Public Meeting No. 1 (March 31 and April 1, 2021)



# Stated Preferences for Connecticut Avenue Design Options



# Organizations Supporting Concept C

5

- ANCs 3C, 3E, 3F, and 3/4G (22 for, 2 against & 2 abstentions)
- Council Member Mary Cheh provided a letter of support for Concept C, dated, April 27, 2021
- Ward 3 Bicycle Advocates
- Washington Area Bicycle Association
- DC Sustainable Transportation Coalition
- Greater Greater Washington
- Rock Creek Conservancy
- Potomac Peddlers Touring Club
- DC Families for Safe Streets
- Potomac Touring Club
- Cleveland Park Smart Growth (conducted a survey of 566 respondents. Most residents desire a multimodal street design)
- Sierra Club
- DC Multimodal Advisory Council
- DC Bicycle Advisory Council
- Individual Businesses- Letter to Everett Lott
  - Aidan Montessori School
  - Baked by Yael
  - Child's Play Toys and Books
  - Foundation Fitness of Cleveland Park
  - Core 72
  - Indique
  - QuistMD
  - SakuSaku

# Organizations/Individuals not Supporting Concept C or Concerns Noted

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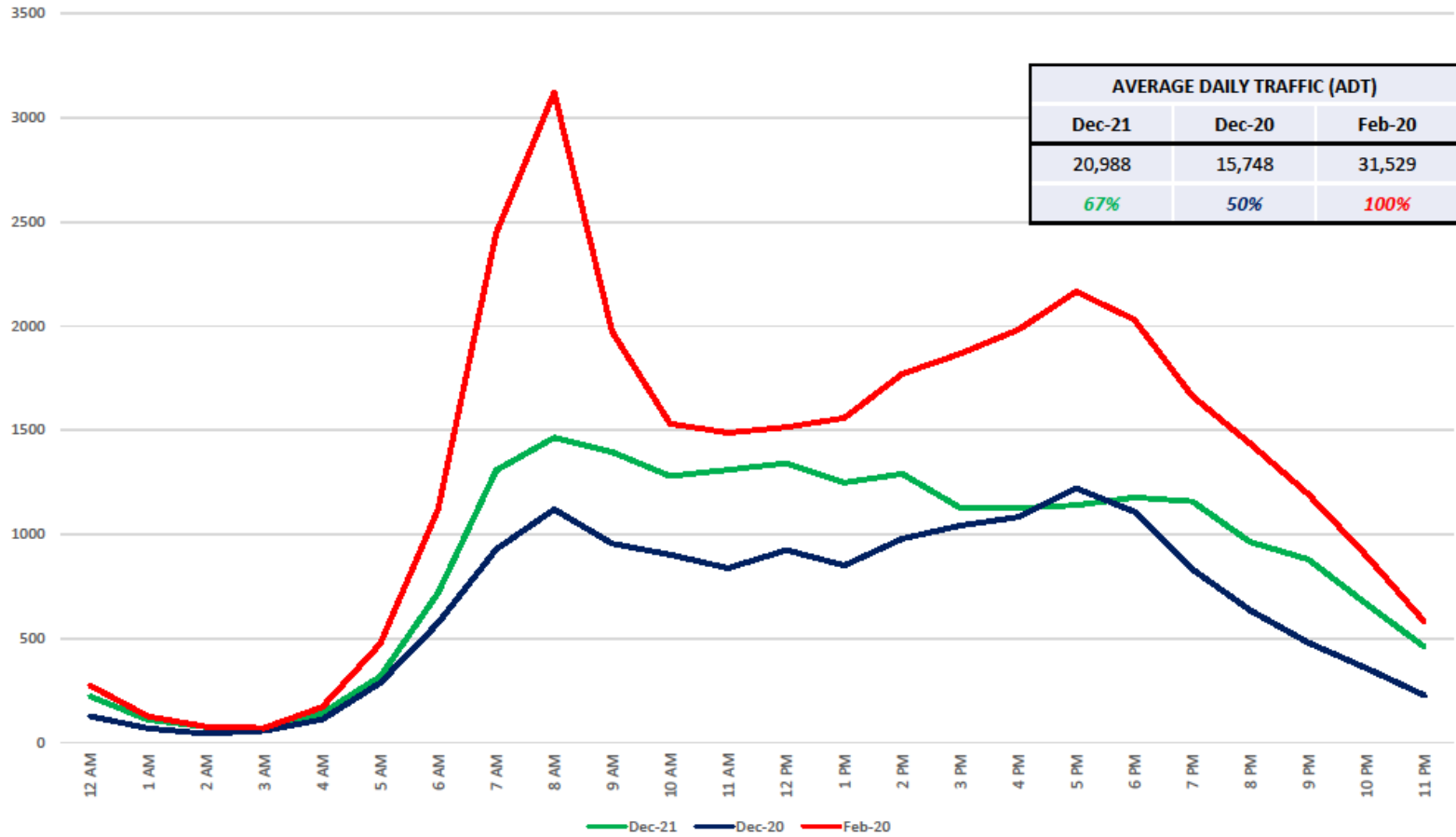
- **Woodland-Normanstone (WN) Neighborhood Association**
  - Supports removal of reversible lanes
  - Concerns about parking and traffic diversion
  - Concerns about business vitality
  - Conduct the project in a phased approach since we are in a pandemic
- **Eaton Elementary School and Surrounding Residences**
  - Existing concerns about the safety of children needing to use 34<sup>th</sup> Street/Reno Road/Cleveland Avenue
  - Would like to see a PBL along 33<sup>rd</sup> Place between Lowell Street and Woodley Road
  - Desires traffic calming along Macomb Street to reduce cut-through traffic
  - Potential traffic diversion of the Connecticut Avenue project
  - Wanted assurances that there are no plans to eliminate parking and travel lanes on Wisconsin Avenue
  - Desires a pedestrian and bicycle friendly neighborhood for school children and residents

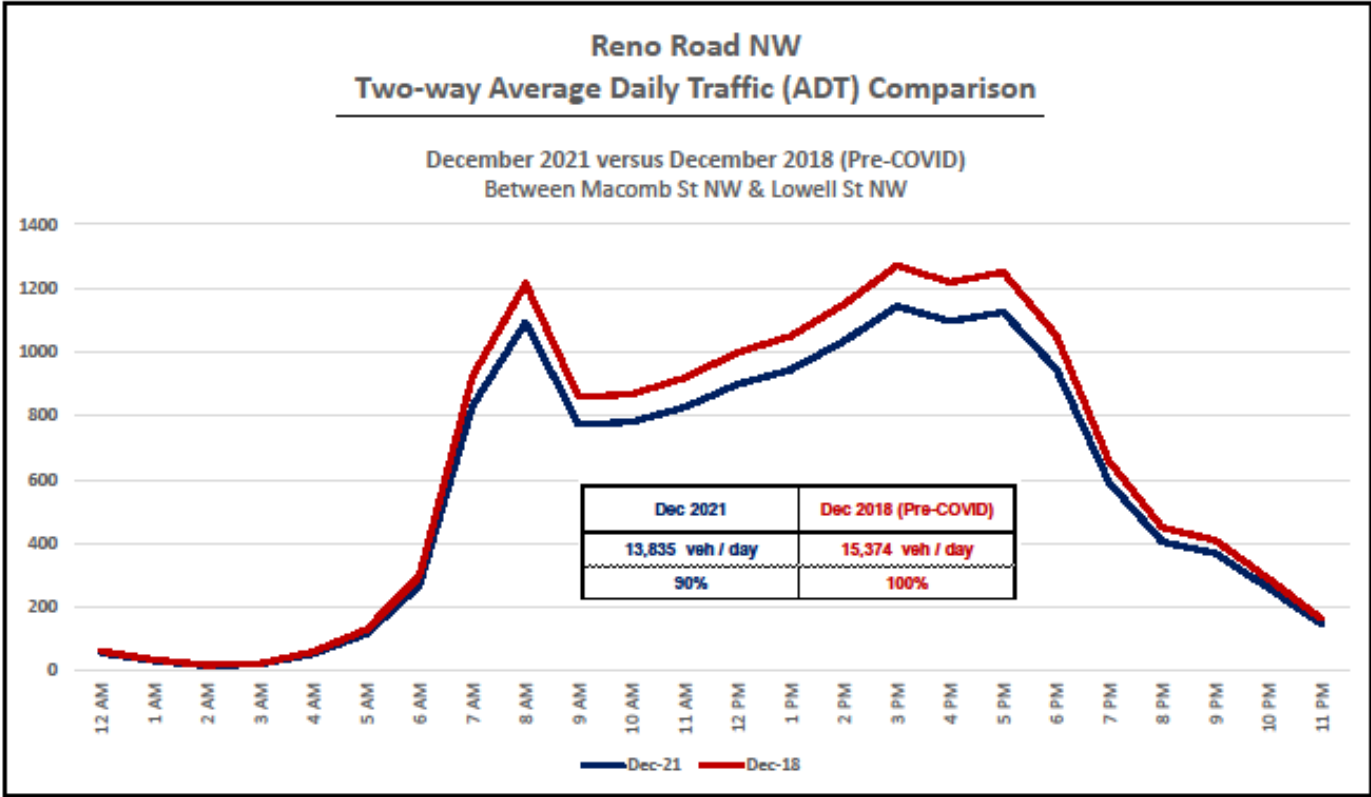
# Key Issues from Individuals/Organizations

- Data
  - Crash data
  - Bicycle forecasts
  - **Pandemic traffic volumes/traffic analysis**
- Parking
  - 400+ spaces to be removed
  - Business concerns/vitality
  - Loading/double parking
  - Elderly/disabled persons
- Traffic Operations
  - School traffic safety
  - Need traffic calming
  - Worsening congestion
  - **Traffic diversion (traffic pattern changes)**
- Transit Operations (additional time required for buses)
- Unanticipated consequences
- Adam Schaffer petition (October 2020), *“Businesses Against Parking Removal on Connecticut Avenue”* (70+/- businesses along the corridor signed this petition)

# CONNECTICUT AVENUE NW 24-HOUR TWO-WAY VOLUME COMPARISON

December 2021 vs December 2020 vs February 2020 (Pre-COVID)





# Key Issues: Traffic Diversion

- Roadways of concern:
  - Chevy Chase Parkway
  - Military Road
  - Nevada Avenue
  - Utah Avenue
  - Broad Branch Road
  - Linnean Avenue
  - Reno Road
  - Reno Road @ 41<sup>st</sup> Street

# Design Issues Raised during Public Engagement

- Smithsonian Zoo Parking and Access
- Operations of floating bus islands
- Width of bicycle lanes and buffers and degree of protection
- Coordination with Office of Planning Comprehensive Plan
- Coordination with Chevy Chase Small Area Plan
- Block-by-block review of individual driveways
- Extend Protected Bicycle Lane to south of Chevy Chase Circle (currently ends of Legation Street)



# Preferred Alternate, Concept C

## 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."

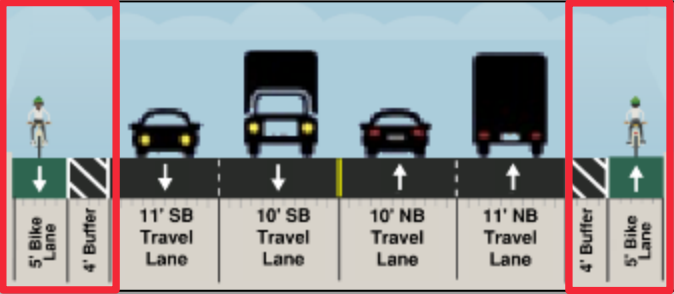
The Connecticut Avenue NW Reversible Lane Operations and Safety Study was initiated in December 2019. DDOT held approximately 40 stakeholder and agency meetings as well as an extensive public comment period. The selection of this design supports moveDC sustainability

- 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

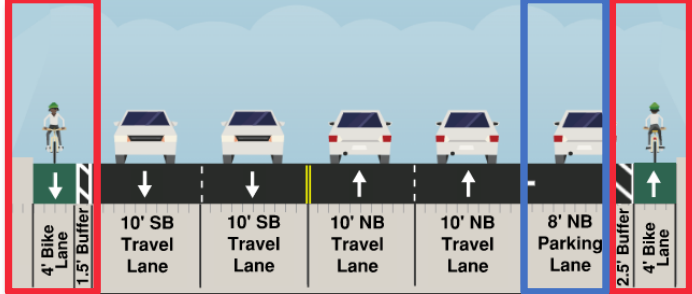
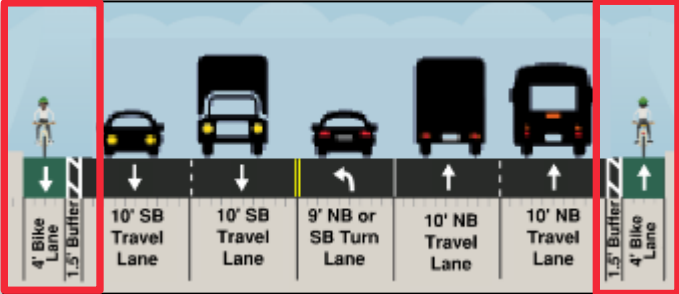
- **Removes Reversible Lanes**
- **Addition of protected bicycle lanes east and west sides of Connecticut Avenue**
- **24/7 parking allowed on one side of the street in commercial areas; no other parking allowed**
- **Addition of left turn and right turn lanes**
- **Reduction of posted speed limit**
- **Addition of pedestrian refuge islands**
- **Bus stop relocations and the addition of bus platforms where appropriate**
- **Consideration of HAWK signals, NTOR, curb extensions and intersection realignments based on further studies**

Option #1: NB or SB Parking & Loading Lane

Mainline: All Periods



With Left-turn Pocket: All Periods



- 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
  - Reduced buffers for options that include left turn lane or parking/loading lane

Go to PDF for Sample Concept Development Details

## NEXT STEPS AND PROJECT TIMELINE

# Next Steps (in no specific order)

- **Planning/Conceptual Development Tasks**

- **Equity Analysis (spring 2022)**
- **Environmental Documentation (Oct 22)**
- **Traffic and Parking Refinements (Oct 22)**
- **CAC Meetings (as required)**
- **Concept Plan Refinement (Dec 22)**
- **Concept Development Report (Jul 22)**
- **Public Meeting No. 2 (May 22 ?)**

- **Interagency review meetings (as required)**
- **Public Engagement/Technical work for extending PBLs to Northampton Street (Dec 22)**
- **Develop Plans/Remove reversible lane infrastructure (Jan 23)**

- **Design Procurement (Apr 22-Dec 22)**
- **Secure funds for construction (Sep 22)**
- **Construction Procurement (Jun 23-Mar 24)**
- **Construction (Apr 24-May 25)**

# Public Meeting No. 2 (?)

7

- When: May (?)
- Potential Topics
  - Noting the agency/decision
  - Brief background (e.g., study area, goals, safety, traffic, multimodal)
  - Traffic counts on Connecticut Avenue (and Reno?) pre- and after start of pandemic
  - General comments received prior to and after Public Meeting No. 1
  - Project Timeline and Next Steps
  - Concept Development Plans- Show corridor samples
  - Removal of reversible lane infrastructure
  - Other



# Draft Project Timeline

Timeline continued on next page

Connecticut Avenue: Project Timeline																								
	CY 22												CY 23											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Existing Consultant (No Cost-Extension)																								
Funding for remaining planning activities																								
Design Procurement																								
Design																								
Planning																								
Continued Community Engagement (General)																								
Remove reversible lanes infrastructure																								
Equity Analysis																								
Traffic/Parking Details																								
Environmental Documentation																								
Concept Plan Refinements																								
Concept Development Report																								
Extension to Northampton Street: Technical																								
Extension to Northampton Street: Com Eng																								
<i>CT Ave must be in budget/construction dollars** (In FY 23 Budget)</i>																								
Develop Construction/CM Procurement**																								

Need to have budget in place prior to procurement

Draft  
Project  
Timeline

Connecticut Avenue: Project Timeline (Continued)																									
	CY24												CY25										FY 26		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Develop Construction/CM Procurement**	█	█	█																						
Construction (12-15 mo)				█	█	█	█	█	█	█	█	█	█	█	█	█	█	█							
Project Complete																	*								

\*\* Construction procurement timeline is dependent upon securing funding

# ADMINISTRATION AND ADJOURNMENT

- **Administration**
  - Set next meeting date/time
  - Meeting minutes (within 2 weeks of meeting date; distributed and comments requested)
  - Final CAC Member comments prior to adjourning
- **Adjournment**
- **Thank you for attending!**

d.

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District Department of Transportation

# ATTACHMENT C: CHARTER

# Government of the District of Columbia

## Department of Transportation



### Connecticut Avenue Reversible Lane Removal and Protected Bicycle Lane Project Community Advisory Committee Charter Phase II March 22, 2022

#### A. **Background.**

A Community Advisory Committee (CAC) was formed at the beginning of the project to provide guidance, comments, and critique on various elements of the study prior to public distribution and to assist in the dissemination of study materials to various constituencies. Members of the Advisory Committee include representatives from ANC 3C, 3E, 3F and ANC 3/4 G, Pedestrian Advisory Council, and Ward 3 Bicycle Advocates. The CAC has been an essential part of the study team from identifying issues on the corridor through concept development and selection. CAC meetings were held on April 30, 2020, June 11, 2020, October 1, 2020, and January 13, 2021. DDOT conducted online public meetings on March 31, 2021, and April 1, 2021. During each meeting, DDOT presented an overview of the project, discussed concept alternatives, and provided time for questions and answers. Mayor Bowser announced a decision on the selection of a preferred concept (Concept C) on December 15, 2021.

#### B. **Purpose of Committee Charter & Committee:**

The purpose of this Committee Charter is to provide guidelines for the CAC as it assists DDOT in obtaining integrated community input during the performance of the project. The CAC is created for the purpose of advising DDOT on matters directly related to the project. The CAC will function as a sounding board to DDOT. The committee will advise, support and assist DDOT's staff, the project consultant team, and other project partners to provide feedback regarding existing challenges and proposed solutions. The committee shall have no legal responsibilities and is formed only in an advisory capacity.

#### C. **Composition and Alternates.** The CAC shall have a maximum of 10 members, including ANCs representatives from ANC 3C, 3E, 3F, and 3/4G and members of the pedestrian and bicycle councils. From time to time, the CAC membership may be amended should the current members' schedule or other factors not allow them to continue their work on the CAC.

- a. Composition of Advisory Committee
  - i. Chase Cadwell (ANC 3G (SMD 3G07))
  - ii. Connie Chang (ANC 3G (SMD 3G05))

- iii. David Cristeal (ANC 3F (SMD 3F01)
- iv. Robert Deyling (Chair, ANC 3F Streets and Sidewalks Committee
- v. Beau Finley (ANC 3C (SMD 3C04)
- vi. Eileen McCarthy (Pedestrian Advisory Council, Past Chair)
- vii. Tom Quinn (ANC 3E (SMD 3E04)
- viii. Lee Brian Reba (ANC 3C (SMD 3C01)
- ix. Josh Rising (W3BA)
- x. Sauleh Siddiqui (W3BA, Alternate)

**D. Key Duties and Responsibilities:**

The CAC will work collaboratively to (1) identify key issues, (2) generate and evaluate ideas to address the issues identified; and (3) ensure that study area stakeholders are involved in the project process and that meaningful public engagement continues to take place. Specific roles and responsibilities of the CAC shall include:

- a. Attend CAC Meetings,
- b. Report back to ANCs regarding the project progress,
- c. Discuss and respond to information and analysis prepared by the project team by providing input, skills, and knowledge to help assess the viability of detailed designs as they are developed,
- d. Bring community perspective to all discussion,
- e. Preview public meeting agendas and offer feedback,
- f. Help disseminate public meeting notices and invites to constituents,
- g. Attend and participate in the Project's public meetings
- h. Communicate to the public during public and stakeholder meetings regarding how DDOT arrived at decisions, and
- i. Help engage other community members/ organizations in the process.

**Operating Guidelines:**

- a. All members will receive pertinent project materials during CAC meetings and when appropriate, prior to CAC meetings,
- b. CAC meeting agendas and meeting minutes will be placed on the project website,
- c. Members will come to meetings prepared to discuss items on the agenda,
- d. Members will honor one another by communicating honestly and respectfully; everyone will have an opportunity to speak,
- e. The DDOT facilitator may limit the time period for individual CAC member commentary to provide an opportunity for other members to speak,
- f. Meetings will begin and end at the scheduled times,



- g. Non-CAC members:
  - 1. Non-CAC members will be welcome to attend the CAC meetings.
  - 2. Non-CAC members may provide commentary as a final agenda item for a duration of 10 to 15 minutes.
  - 3. Non-CAC members will be muted during the duration of the entire meeting except if they are called upon to provide comments during a non-CAC comment session. Non-CAC comment sessions may or may not occur during a meeting based on the requirements of each meeting. Non-CAC members will have the ability to provide chat comments or questions during virtual meetings.
  - 4. CAC agendas will be posted one week prior to a CAC meeting. The CAC agenda will contain a link to the meeting.
- h. Once project decisions are made, the committee will work to honor those decisions and avoid reopening issues that have already been resolved. Recommendations and/or decisions will be documented and distributed to the CAC members. Opposing opinions and rationales will also be documented and,
- i. Committee ideas, suggested actions, recommendations and rationales, as well as other pertinent information will be documented by the project team after each meeting.

**E. Decision Making**

The CAC and community stakeholders will provide feedback to DDOT Project Managers. The CAC may provide recommendations on various project elements which may be included in DDOT's documentation and briefings to the agency's management and leadership. DDOT leadership will ultimately make a final decision on the project design and construction.

- F. **Duration and Schedule.** The CAC will meet approximately every six (6) to eight (8) weeks starting in the first quarter of CY 2022. The CAC will be retained through the design phase of the project. A decision will be made regarding the continuation of the CAC once design is complete and when construction is anticipated to begin.

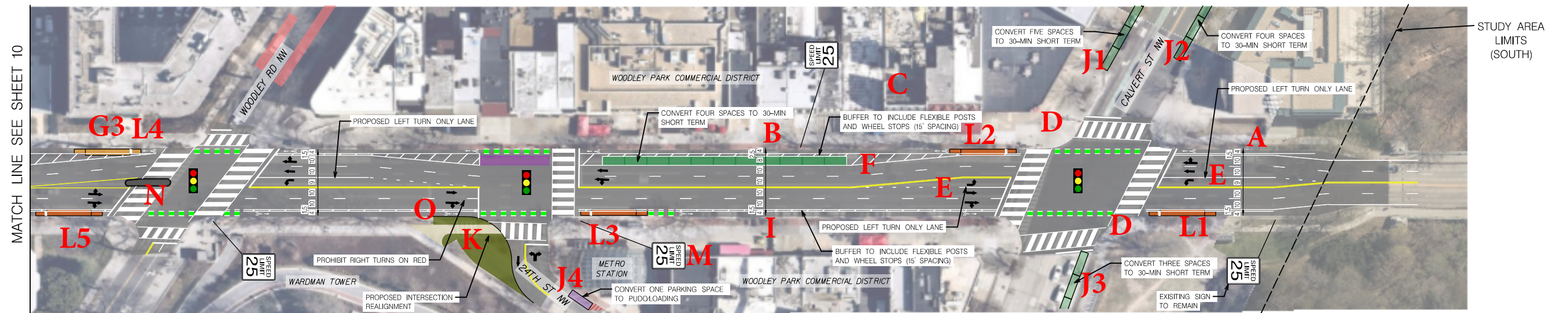
- G. **Agreement with Charter Provisions.** CAC members will send a communication (email) to the DDOT Project Manager that indicates agreement to all provisions of the Charter.

ATTACHMENT D:  
Draft Concept Plans  
Calvert Street NW to Woodley Road NW

# Connecticut Avenue NW between Calvert Street NW and Woodley Road NW



EXISTING CONDITION












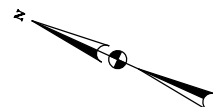
PROPOSED CONDITION

\* Detailed Concept Plans are in progress and do not represent final designs. Plans are current as of 03/01/2022.

\*\* Side-street and mainline Connecticut Avenue parking regulatory changes are concepts only. DDOT will work with ANCs and CAC to finalize on-street parking recommendations.

LEGEND

-  SIGNALIZED INTERSECTION
-  EXISTING BUS STOP LOCATION
-  PROPOSED MODULAR BUS STOP - EXISTING LOCATION
-  PROPOSED MODULAR BUS STOP - RELOCATED LOCATION
-  PROPOSED PEDESTRIAN REFUGE ISLAND
-  5 NON-METER OR RESIDENTIAL PERMIT PARKING SPACES
-  5 METER PARKING SPACES
-  PICK UP & DROP OFF (PUDO)/LOADING AREA
-  AM AND/OR PM PEAK RESTRICTED PARKING



- NOTES:
1. EXISTING REVERSIBLE LANE SIGNS TO BE REMOVED IN PROPOSED CONDITION
  2. EXISTING PARKING RESTRICTION SIGNS TO BE REMOVED ALONG CONNECTICUT AVENUE
  3. ON-STREET PARKING SPACES FOR PEOPLE WITH DISABILITIES WILL BE DESIGNATED IN ACCORDANCE WITH DDOT REQUIREMENTS DURING THE NEXT PHASE OF DESIGN.

CONNECTICUT AVENUE PARKING SUMMARY	
NON-METER OR RESIDENTIAL PERMIT PARKING SPACES REMOVED	4
RESIDENTIAL PERMIT PARKING SPACES RETAINED	0
2 HR/3.5 HR METER PARKING SPACES REMOVED	12
2 HR/3.5 HR METER PARKING SPACES RETAINED	7
30-MIN. METER PARKING SPACES ADDED	4
LOADING PARKING SPACES REMOVED	1
LOADING PARKING SPACES RETAINED	0
PUDO/LOADING PARKING SPACES ADDED	0

SIDE STREET PARKING SUMMARY	
RESIDENTIAL PERMIT PARKING SPACES REMOVED	1
2 HR/3.5 HR METER PARKING SPACES REMOVED	12
30-MIN. METER PARKING SPACES ADDED	12
LOADING PARKING SPACES REMOVED	0
PUDO/LOADING PARKING SPACES ADDED	1



CONCEPTUAL ENGINEERING PLAN  
CONNECTICUT AVENUE  
CONCEPT C  
SHEET 11 OF 11  
SCALE: 1" = 100'

ATTACHMENT E:  
Key to  
Draft Concept Plans  
Calvert Street NW to Woodley Road NW

## Draft Concept Development Plans

As of March 1, 2022

### Location: Calvert Street NW to Woodley Road NW

#### Protected Bicycle Lane

- A. Dimensions: 4' Bike lane-1.5'- buffer-2 travel lanes in each direction (40') and one 9'-left turn lane
- B. **Transition North of Calvert Street NW:** Dimensions: 4' Bike lane-8' parking lane-2.5'-buffer
- C. Protected Bicycle lanes to use flex posts and wheelstops with 15" spacing
- D. Green bike lane hatch marks across the intersection on the east and west sides of the street

#### Roadway Geometry

- E. Add northbound to westbound and southbound to eastbound left turn at Calvert Street
- F. *Transitions:* Yes. East side of Connecticut Avenue just north of Calvert Street

#### Parking

- G.1 Total east side of Connecticut Avenue parking spaces between Calvert and Woodley: (3+11,14), 29'+80' loading.
- G.2 Total westside parking spaces between Calvert and Woodley: (6, 58' loading)
- G.3 Total east side of Connecticut Avenue parking spaces just north of Calvert Street NW (@2704 CT): 4 spaces (to be removed),
- H. 11 spaces on the east side of Connecticut Avenue between Calvert and Woodley. These spaces will be 24-7. "x" of these spaces can be converted to short-term, loading, etc. Ideas only at this point; DDOT wants to work with the community to understand other concepts to increase parking efficiency.
- I. Remove westside parking spaces between Calvert and Woodley: (6, 58' loading)
- J.1 Idea. North side of Calvert Street (northeast quadrant of Connecticut and Calvert): Convert 5, Two (2)-hour spaces to 30-minute spaces); or a portion for loading.
- J.2 Idea. South side of Calvert Street (southeast quadrant of Connecticut and Calvert): Convert 4, Two (2)-hour spaces to 30-minute spaces); or a portion for loading.
- J.3 Idea. South side of Calvert Street (southwest quadrant of Connecticut and Calvert): Convert 3, Two-hour spaces to 30-minute spaces); or a portion for loading.



- J.4 Idea. South side of 24<sup>th</sup> Street NW (by Metro Station entrance): Convert one (1) parking space to a PUDO or loading area.

\*\*\* ADA spaces will be part of the final design; these spaces are not yet programmed.  
DDOT will work with the community to identify the location(s) and quantity of spaces.

- K. Proposed intersection realignment at Connecticut Avenue and 24<sup>th</sup> Street NW. Shortens pedestrian crossing.

### **Bus Stops**

- L.1 Existing bus stop on west side of Connecticut Avenue, south of Calvert Street remains in same location. Evaluate bus stop for modular design. (Location 1)
- L.2 Existing bus stop on **east side of Connecticut Avenue**, north of Calvert Street remains in same location. Evaluate bus stop for modular design. (Location 2)
- L.3 Existing bus stop on west side of Connecticut Avenue, just south of 24<sup>th</sup> Street NW (in front of Metro Station) remains in same location. Evaluate bus stop for modular design. (Location 3)
- L.4 Existing bus stop on **east side of Connecticut Avenue**, just south of Woodley Street NW, to be relocated to the far side of the intersection (north of Woodley Street NW). Evaluate bus stop for modular design. (Location 4)
- L.5 Existing bus stop on **west side of Connecticut Avenue**, just north of Woodley Street NW remains in the same location. Evaluate bus stop for modular design. (Location5)

### **Speed Limit**

- M. Reduce speed limit from 30 mph to 25 mph

### **Pedestrian Refuge Island**

- N. Add pedestrian refuge island at Woodley Road

### **No Turns on Red**

- O. Prohibit Right Turns on Red.