April 1, 2021

Welcome! Thank you for joining us.

We will be getting started shortly…

5:00 PM LEARNING ROOM: CONCEPT REVIEW & EVALUATION

Connecticut Avenue NW

Reversible Lane Operations and Safety Study

Public Meeting No. 1

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

WEBEX LOGISTICS

Welcome to our Virtual Learning Room!

WEBEX LOGISTICS

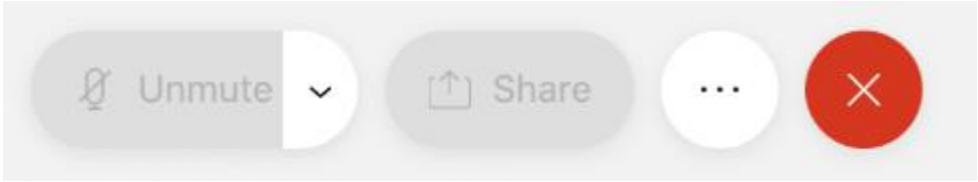
- We're all learning how to conduct virtual public meetings in this format, so please be patient with us.
- To begin, we will review some basic controls to help you participate on this platform.

Please Note: This is an open meeting and as required by DC Code 2-578, this meeting is being recorded, and the recording will be made available to the public.

  - The video file (with both audio and video) will be shared on the project team's website at *https://ddot.dc.gov/page/connecticut-avenue-nw-reversible-lane-safety-and-operations-study* within 14 business days after the final meeting has ended.
  - If you do not wish to have your voice recorded, please do not ask to speak. You may enter any questions or comments in the Q&A, which we will review in the next few slides.

If you need technical support during this meeting, please call **202-705-7859**

Using Webex – Audio & Video



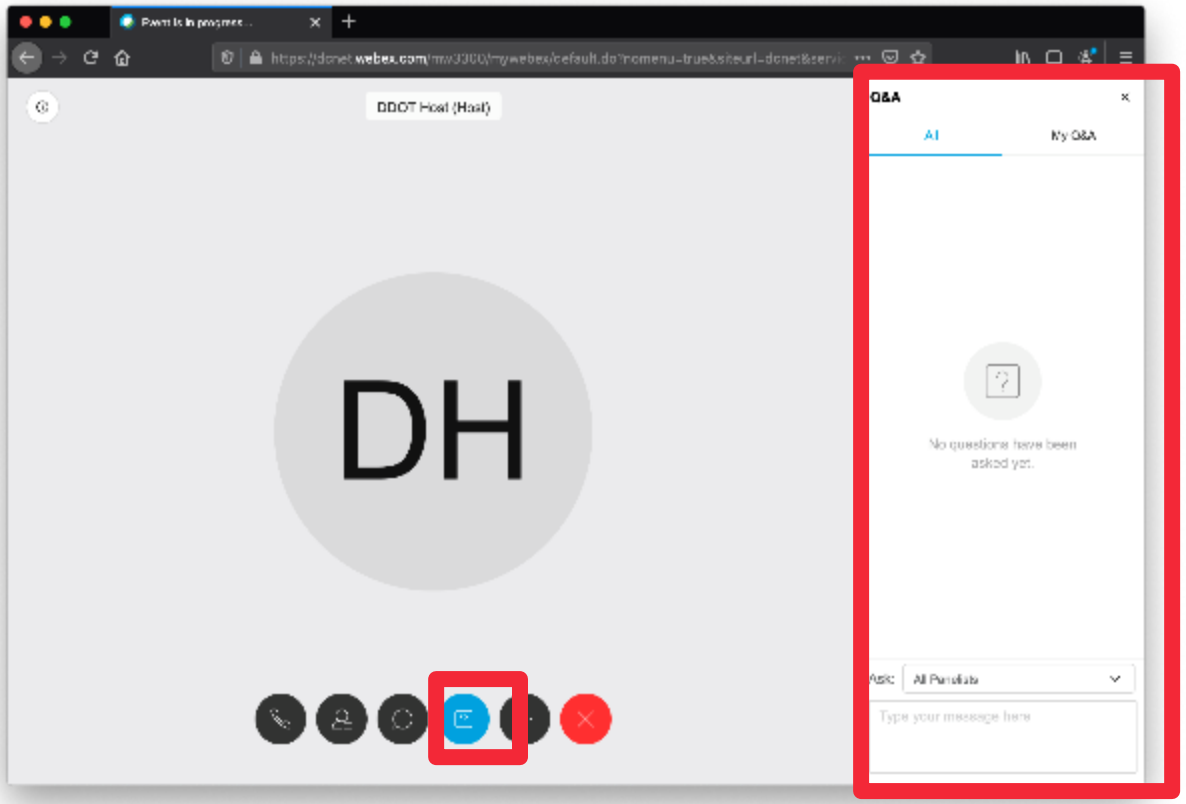
Audio/Muting

- Everyone is on mute. You cannot unmute yourself. We can unmute you during the Q&A and Comment period. This helps ensure the meeting runs smoothly and there are no auditory disruptions during the presentation.
- To request to speak, you will need to use the **Raise Hand** feature, which we will cover shortly.

Video

- Your video camera is off by default and you will not be able to share video. To reduce the bandwidth of the meeting, only the Project Team will be sharing video to improve the overall meeting quality for all participants.

Using Webex – Q&A via Browser



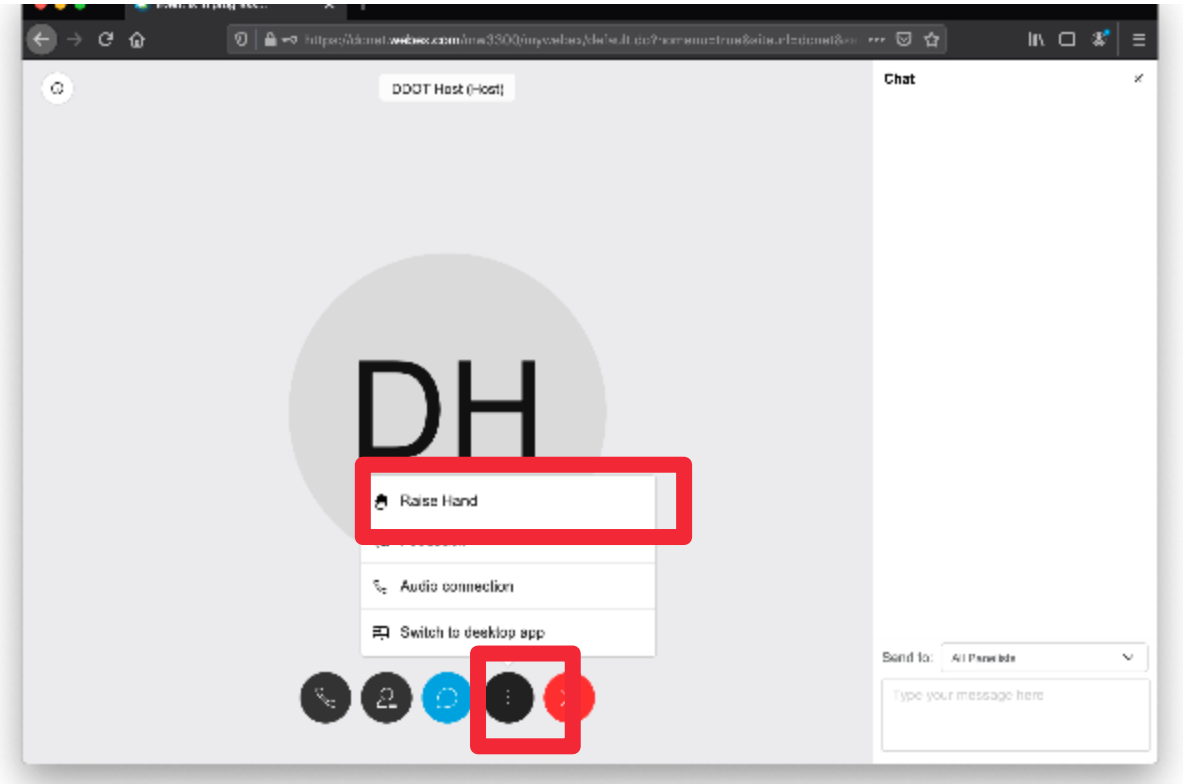
If you have a question during the presentation, send it via the Q&A feature.

Note: If you have called in by telephone, you cannot access the Q&A.

To Send a Question:

- Click the "**question mark icon**" from the controls at the bottom of the browser window.
- A new panel will appear. In the "**Ask**" field, select **All Panelists**.
- Click the text box to type your question and press the Enter key to send it.

Using Webex – Raise Hand via Browser



If you have called in and you have a question/comment, please use the **Raise Hand** option on your phone. This indicates to the Project Team that you would like to speak.

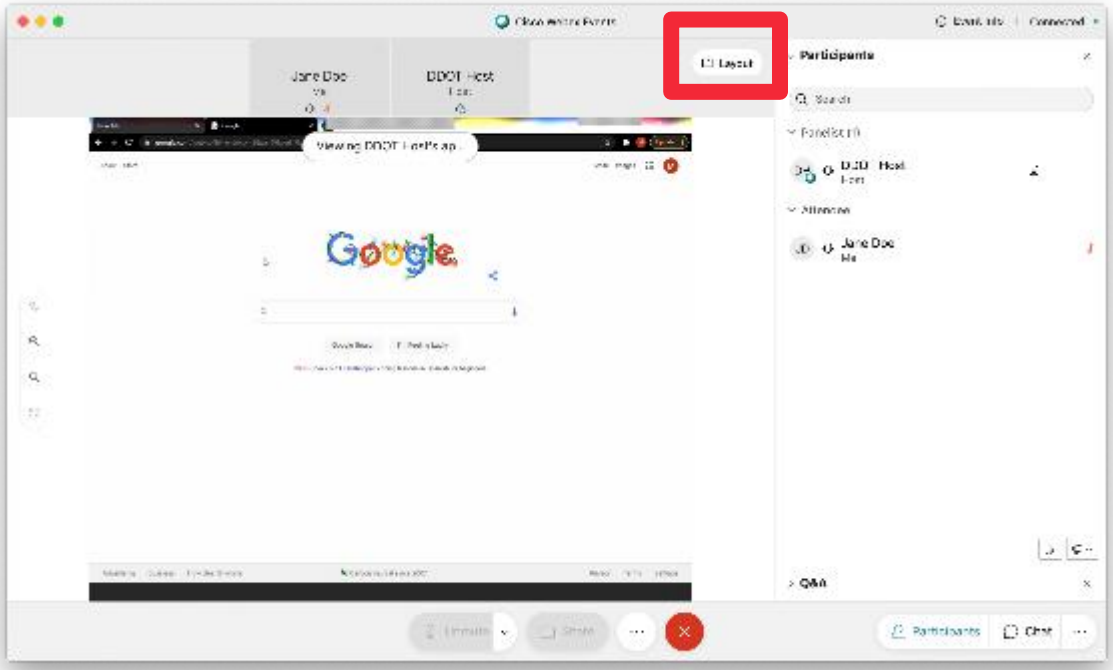
- **Dial *3** to use the Raise Hand function.
- To virtually raise your hand, click the **"three dot icon**" from the controls at the bottom of the browser window. Select the **Raise Hand** option.

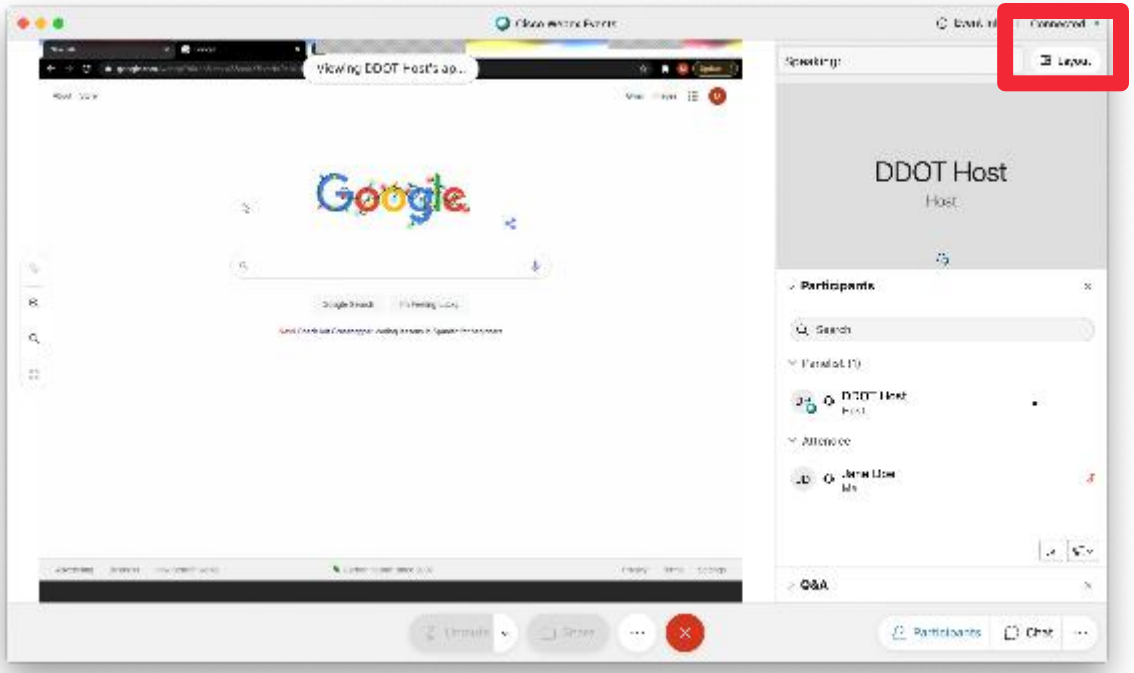
Using Webex – ASL Interpretation

We recommend changing your view from the **Stack** view to the **Side-by-side** view.

To Change your View:

- Click the **Layout icon** located on the upper right side of the main window.
- The default view is **Stack**, and the second view is **Side-by-side** view, which moves the video to the right panel next to the shared content. The ASL Interpreter will be in the larger box on the panel.





INTRODUCTION

1.

Project Team Introduction

- **Ed Stollof:** DDOT Project Manager
- **Cynthia Lin:** DDOT Deputy Project Manager
- **Michael Glickman:** AMT, Consultant Project Manager
- **Charlotte Ducksworth/Ian Swain:** Public Involvement Consultant, Commun-ET
- **Anne-Marie Turner:** Safety, Sam Schwartz Engineering
- **DDOT Subject Matter Experts:**
  - Traffic Engineering: Zu-xuan Deng, Yi Zhao (TESD)
  - Active Transportation: George Branyan, Mike Goodno, Will Handsfield
  - Parking: David Lipscomb (PGTD)
  - Loading/Freight: Laura MacNeil
  - Transit Priority: Megan Kanagy and Yohannes Bennehoff (TDD)
  - Ward 3 Planning and Sustainability Representative: Ted VanHouten

How Does this Learning Room Relate to the Entire Public Meeting?

- You are in the *Concept Review & Evaluation* Learning Room.
- We will be here from 5:00 PM to 6:00 PM.
- At 6:00 PM, we will start the *Traffic Analysis & Parking Learning Room*
- You may attend both learning rooms.
- The content includes slides that will be shown in the *Public Meeting* starting at 7:00 PM.
- The Learning Rooms provide participants with an opportunity to ask questions related to the specific content area.

Meeting Agenda

1. Introduction
2. Project Overview & Existing Conditions
3. Alternatives Development
4. First-Level Evaluation: *All Concepts*
5. Second-Level Evaluation – Concepts B and C: *Safety and Mobility*
6. Questions and Answers
7. Closing

Learning Room Objectives

- Identify study goals and potential concepts that may fulfill the goals
- Understand why the study is being completed
- Identify tradeoffs, benefits and technical issues associated with each Concept
- Show why Concepts B and C have "risen to the top“
- Safety and Multimodal Improvements

Are there feasible design alternatives/solutions that you believe DDOT may not have considered given the goals and guiding principles of the study? Please let us know.

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

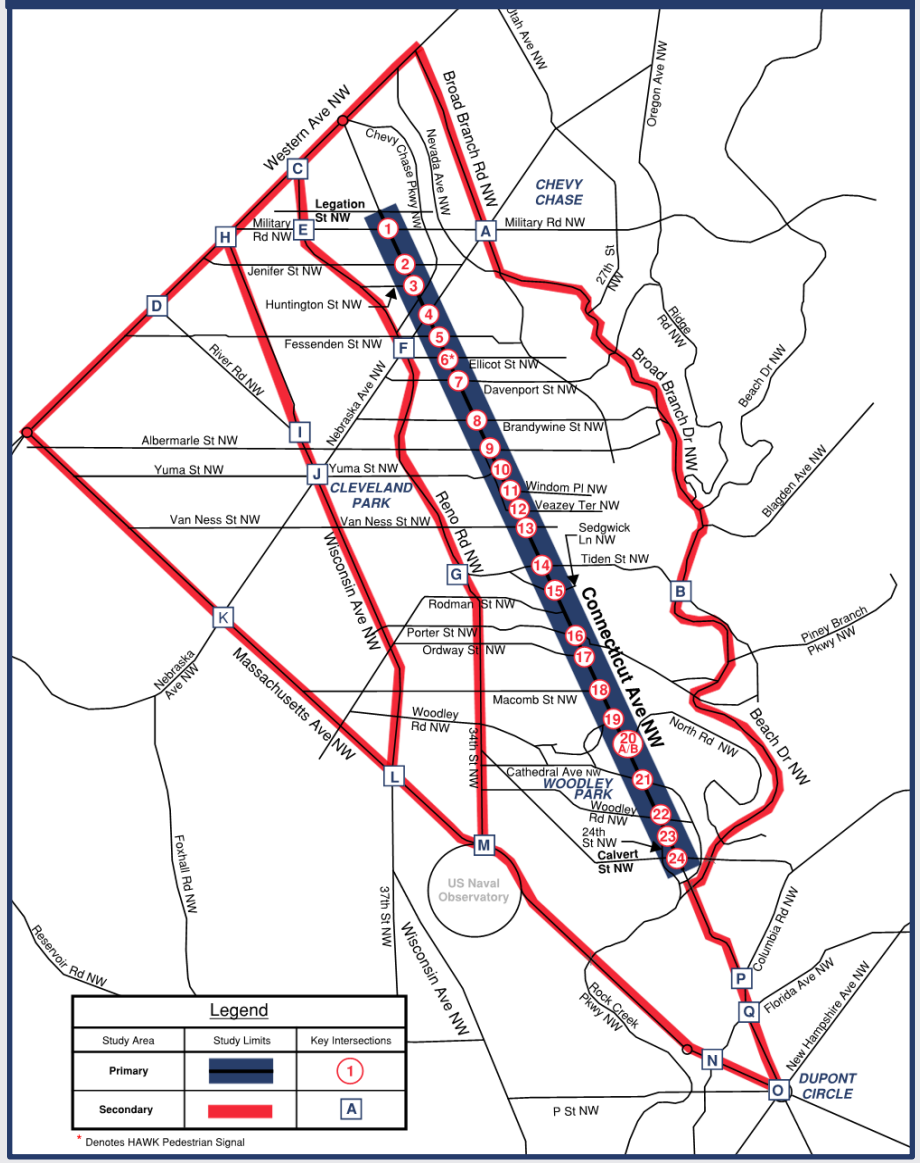
"The District Department of Transportation is studying the feasibility of removing the reversible lane system as part of the District of Columbia's Vision Zero initiative, which aims to eliminate traffic deaths and serious injuries by 2024. The purpose of the Connecticut Avenue NW Reversible Lane Safety 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."

PROJECT OVERVIEW & EXISTING CONDITIONS

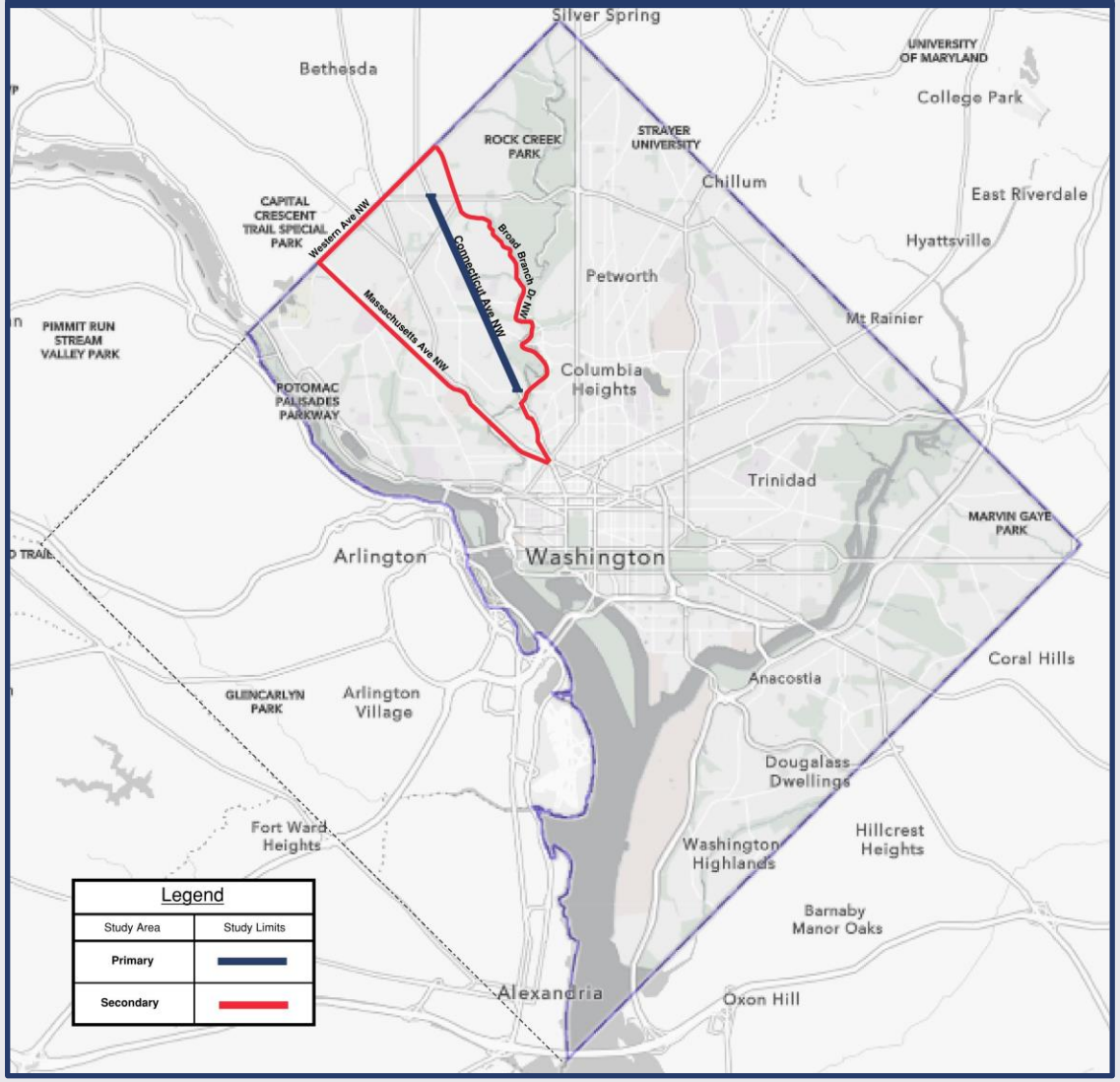
2.

Primary and Secondary Study Areas

STUDY AREA INTERSECTIONS



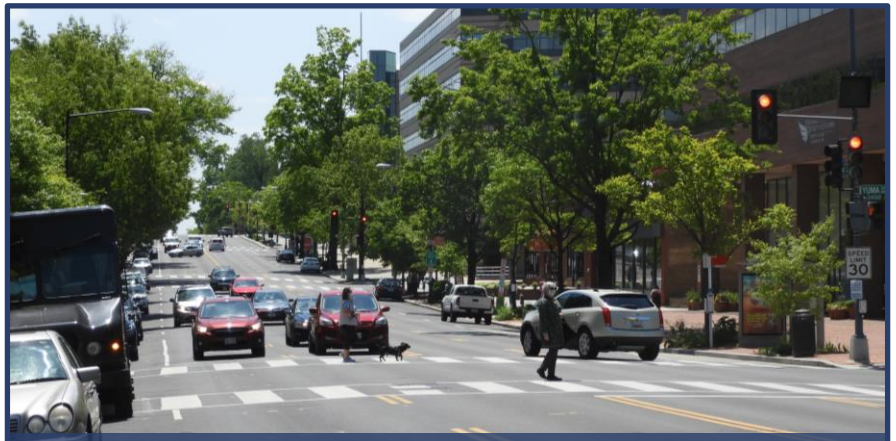
REGIONAL CONTEXT



Connecticut Avenue NW – Existing Characteristics

- Roadway Classification: Principal Arterial
- Speed Limit: 30 mph
- Right-of-Way: Varies from 100’ to 140’
- Curb-to-Curb: 60’ Width includes Six (6) 10’ lanes
- Daily Volumes: 23,600 (~ Calvert St) – 31,800 (~ Porter St)
- AM and PM Peak Period Traffic Operations (Pre-COVID)
  - 2.7 Mile Two (2) Lane Reversible Lane System
  - Four (4) Peak and Two (2) Off-Peak Direction Traffic Lanes
  - Lane Usage: Approx. 70% of motorists use two (2) of the four (4) peak direction lanes.

Connecticut Avenue NW Reversible Lanes – Circa 1970



Connecticut Avenue NW Reversible Lanes – 2021

ALTERNATIVES DEVELOPMENT

3.

Guiding Principles

Quality of Life	• Accommodate the needs of people who live, work, and recreate within the Connecticut Avenue corridor. • Prioritize the needs of corridor residents/businesses. • Provide sustainable, resilient, and equitable transportation options for all modes.
Safety and Vision Zero	• Reduce the number of crashes and fatalities. • Incorporate Complete Streets principles to reduce vehicle speeds along the corridor.
Traffic Operations	• Mitigate significant traffic impacts, to the extent feasible, when considering alternative concepts. • Understand diversion impacts and mitigate, where possible.
Parking and Loading	• Retain some parking and loading in Commercial areas.
Pedestrians	• Integrate pedestrian improvements into each alternative concept.
Bicycles	• Include protected bicycle lane concept(s).
Transit	• Include bus transit operational improvements.
ROW/ Construction	• The alternative must be constructed within the 60-foot curb-to-curb cross-section.

Alternatives Development Overview

- Started with four (4) DDOT Build Concepts (A, B, C and D-0) plus No-Build Concept.
- Received potential concepts from Public/CAC (Concepts D-1, D-2 and Concept E).
- No-Build, Concept A, and Concept D-0 would require MUTCD-compliant overhead signage and signals; not supported by CFA and SHPO.
- Alternatives B and C "rising to the top" in terms of potential viability.
- Alternative B removes the Reversible Lanes; no Protected Bicycle Facilities.
- Alternative C includes One-Way Protected Bicycle Lanes and removes reversible lanes.
- All Alternatives:
  - Include elements to improve safety and mobility including far-side bus stop relocations.
  - Posted speed limit reduction along Connecticut Avenue from 30 mph to 25 mph

Alternative Development Findings

- Difficult to meet full Purpose and Need.

- If we remove the reversible lanes, accommodate some parking/loading, and accommodate PBLs, PBL widths/buffers have reduced dimensions.

- If we provide for only removal of the reversible lanes (Concept B), we are not accommodating multimodal safety and accessibility goals.

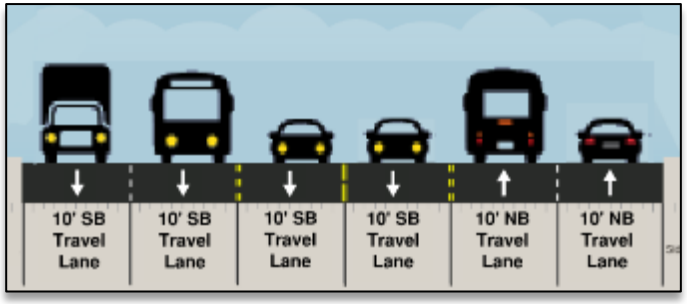
- No-Build Management Option:
  - Does not appear to meet Purpose and Need
  - Does not reduce crashes
  - Retains the Reversible Lanes
  - Does not meet the multimodal safety and accessibility goals
  - Requires overhead signage/signals to be MUTCD-compliant; not supported by CFA.

FIRST-LEVEL EVALUATION: ALL CONCEPTS

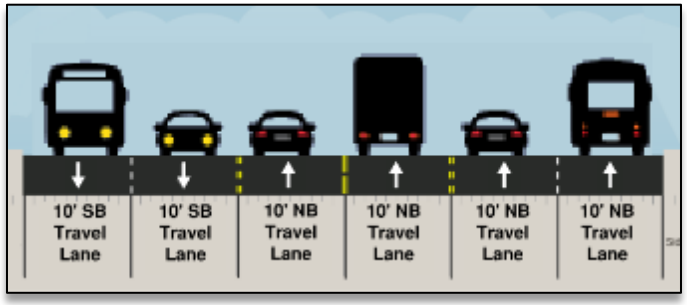
4.

No-Build Management Option

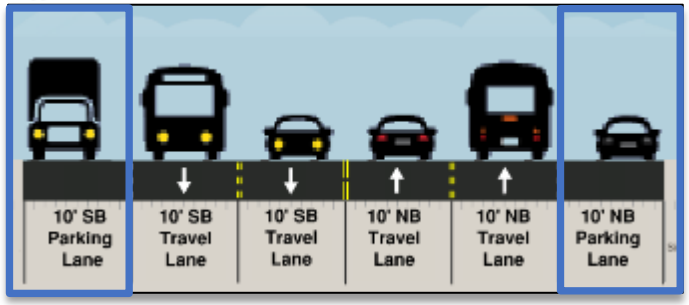
AM Peak Period



PM Peak Period



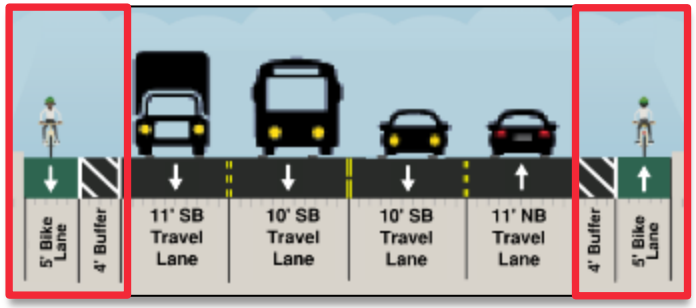
Off-Peak Periods



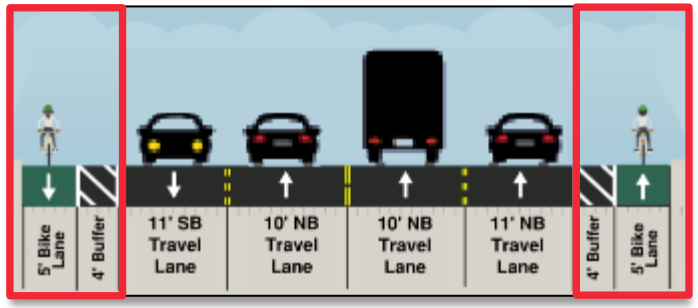
- Retains two (2) lane Reversible Lane System
- No upgrades to overhead signs/signals as required by MUTCD (not supported by CFA)
- Peak Period/Non-Peak Period Lane Operations- no change from Pre-COVID conditions
  - AM four (4) lanes inbound; two (2) lanes outbound; reverse in PM
  - Off-Peak Periods: two (2) travel lanes each direction; parking lane on the east and west sides of Connecticut Avenue
- May include intersection improvements to enhance pedestrian accessibility and safety
- Traffic Forecasts for No-Build Option developed as a baseline to measure the impacts of concepts that change Corridor number of lanes.

Concept A

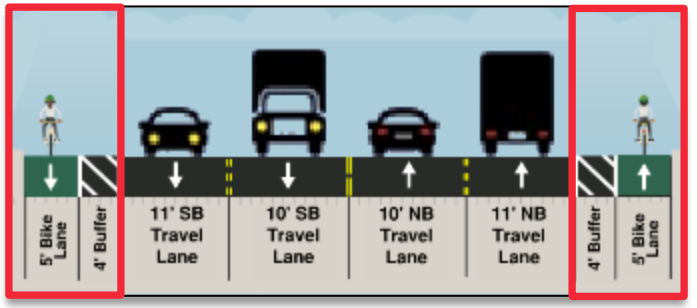
AM Peak Period



PM Peak Period



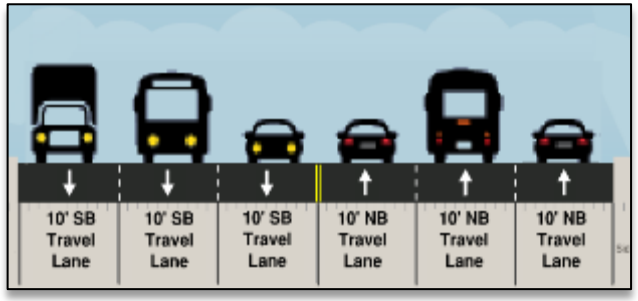
Off-Peak Periods



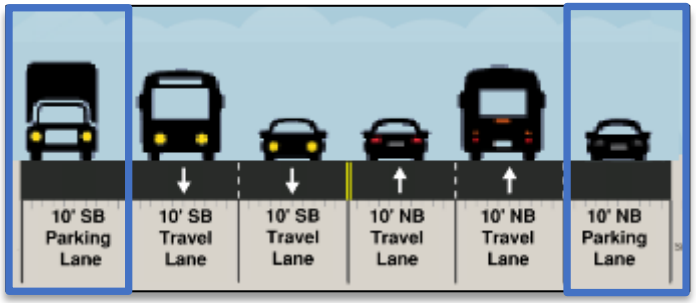
- Retains 2-lane Reversible Lane System.
- Requires upgrade of Reversible Lane System to include overhead lane-use signs and signals.
- Peak Hour Lane Operations:
  - Three (3) peak direction travel lanes/One (1) off-peak direction travel lane.
- Off-Peak Period Traffic Operations:
  - Two (2) northbound and two (2) southbound lanes.
- One-way Protected Bicycle Lanes:
  - Located on east and west sides of Connecticut Avenue.
  - Includes 5’ bike lane and 4’ buffers.
  - All parking along Connecticut Avenue to be removed.

Concept B

AM Peak & PM Peak Periods



Off-Peak Periods



- Removes Reversible Lane System
- Peak Hour Traffic Operations:
  - Three (3) northbound lanes and three (3) southbound lanes during peak hours
- Off-Peak Period Traffic Operations:
  - Two (2) northbound and two (2) southbound lanes
  - Parking/loading provided on the northbound and southbound sides of Connecticut Avenue
- No Protected Bicycle Lanes
- Parking /Loading
  - No Parking removed in this Concept
  - As in Pre-COVID conditions, parking would not be permitted during peak hours.

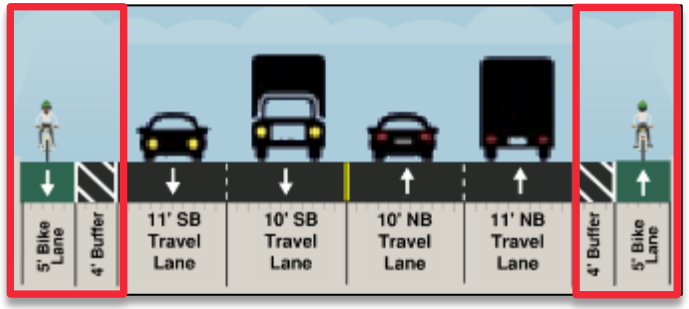
Concept B – Illustrative Rendering

Concept B – Illustrative Rendering

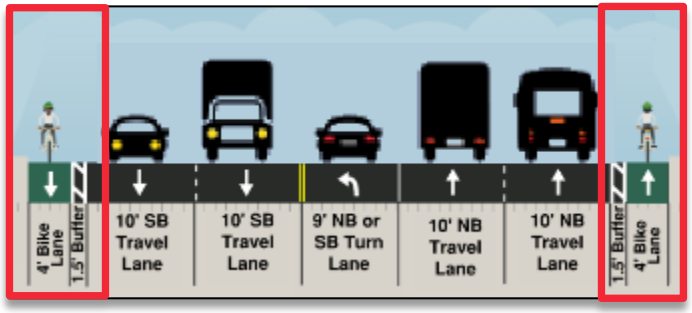
Example 6-Lane Section

Concept C

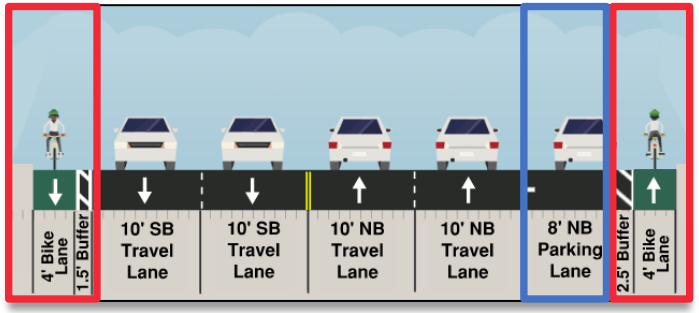
Mainline: All Periods



With Left-turn Pocket: All Periods



Option #1: NB or SB Parking & Loading Lane



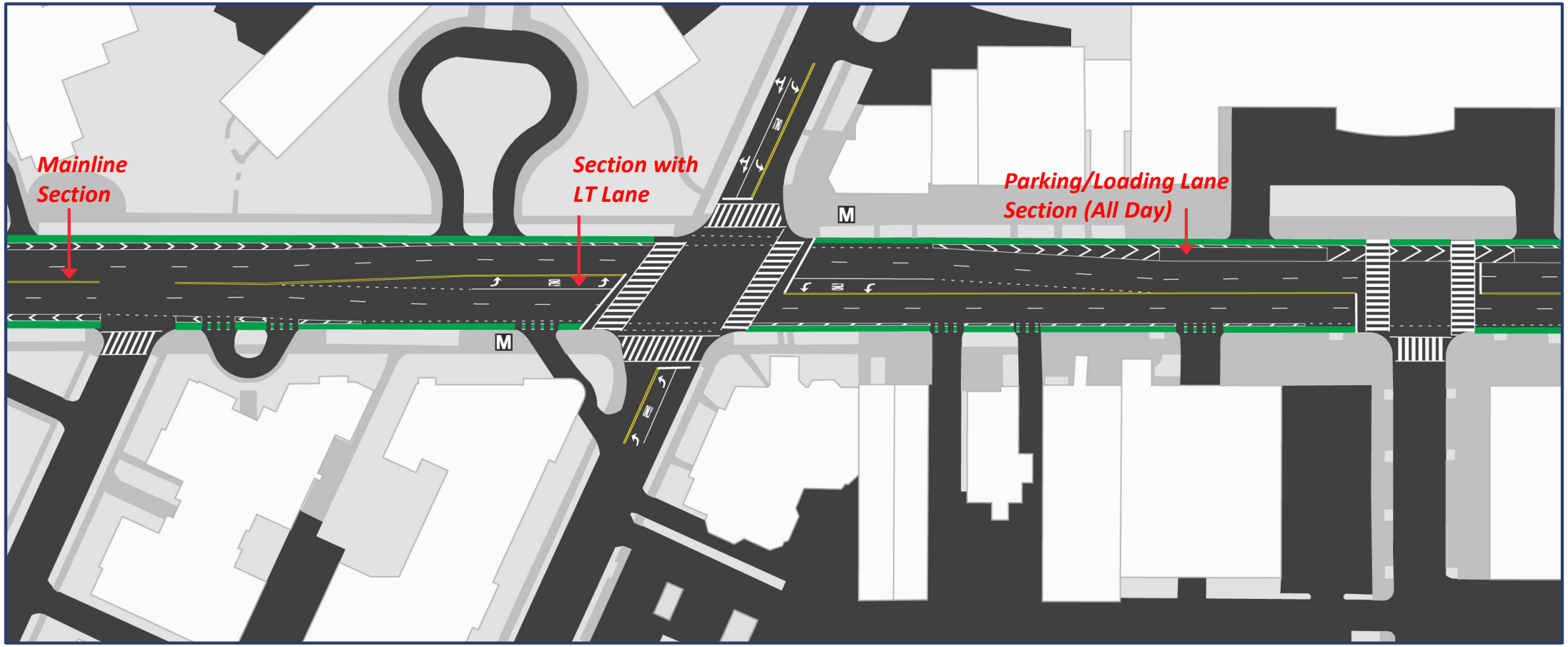
- Removes Reversible Lane System
- Peak Period/Off-Peak Period Traffic Operations:
  - Two (2) northbound travel lanes
  - Two (2) southbound travel lanes
- One-way Protected Bicycle Lanes:
  - Located on east and west sides of Connecticut Avenue
  - Reduced buffers for options that include left turn lane or parking/loading lane

Concept C – Illustrative Rendering

Concept C – Illustrative Rendering

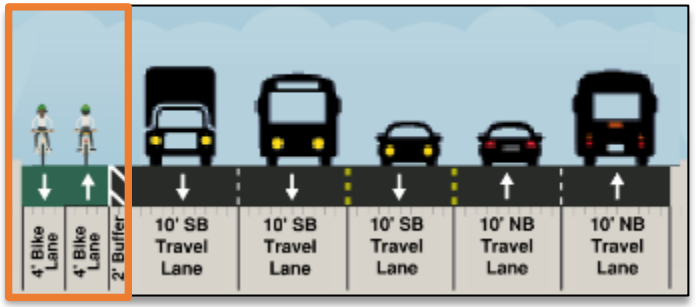
Example of Protected Bike Lane

Concept C – Typical Layout

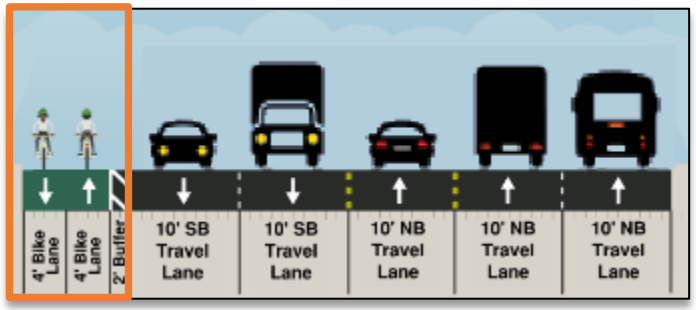


Concept D-0

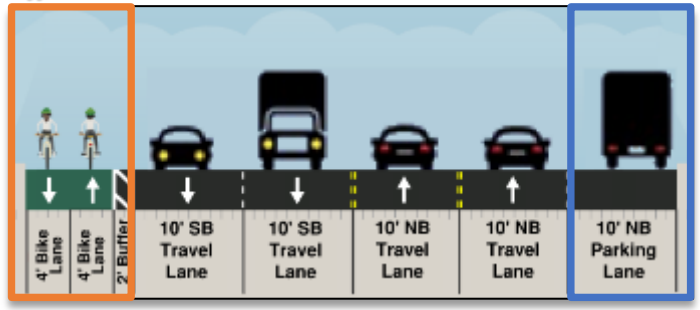
AM Peak Period



PM Peak Period



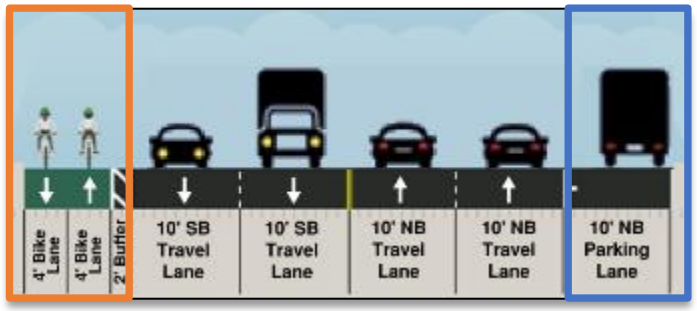
Off-Peak Period



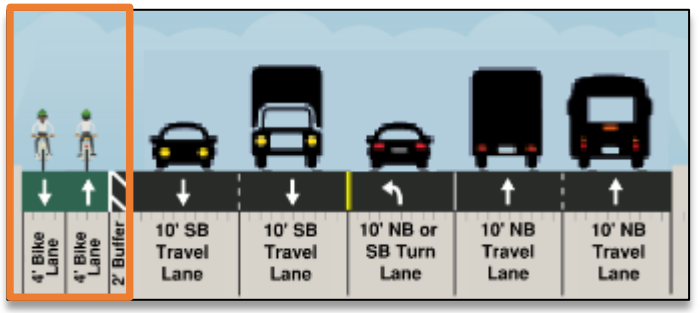
- Retains one (1) lane Reversible Lane
- Requires upgrade of Reversible Lane System per MUTCD Standard (CFA and SHPO do not support)
- Peak Hour Traffic Operations
  - Three (3) peak direction/ two (2) off-peak direction travel lanes
- Off-Peak Period Traffic Operations
  - Two (2) NB and two (2) SB travel lanes with NB Parking/Loading lane
- Two-way protected cycle track:
  - Two (2) 4-foot bike lanes and a 2-foot buffer.
- Left-turn pockets with "protected only" phasing, as required by DDOT's *Bicycle Facility Design Guide*
  - Not constructible due to Reversible Lanes.

Concept D-1 (by others)

All Periods



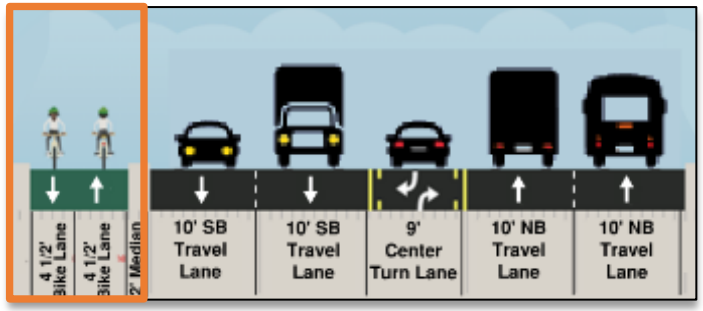
Option: Based on need for NB/SB Left-turn pockets



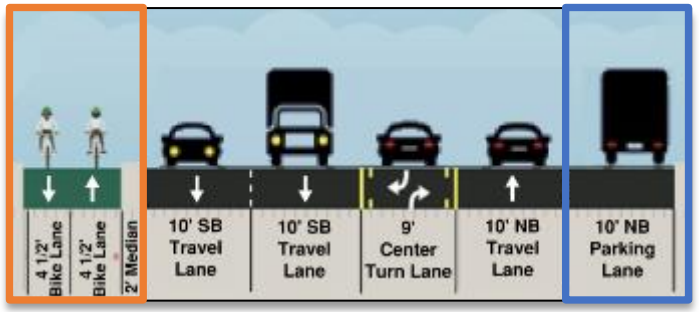
- Removes Reversible Lane System
- Traffic Operations, All Day:
  - Two (2) northbound and two (2) southbound lanes
- Two options (based on locational needs within Corridor):
  - Northbound (NB) parking/loading lane, or NB/SB left-turn pocket
- Two-way protected cycle track:
  - Two (2) 4-foot bike lanes and a 2-foot buffer
- Left-turn pockets with "protected only" phasing required for all intersections per DDOT's *Bicycle Facility Design Guide.*
  - NB/SB left turns may block left lane leaving only one lane for through movement.
  - Left-turn pockets required for two-way cycle track preclude parking.

Concept D-2 (by others)

AM and PM Peak Periods



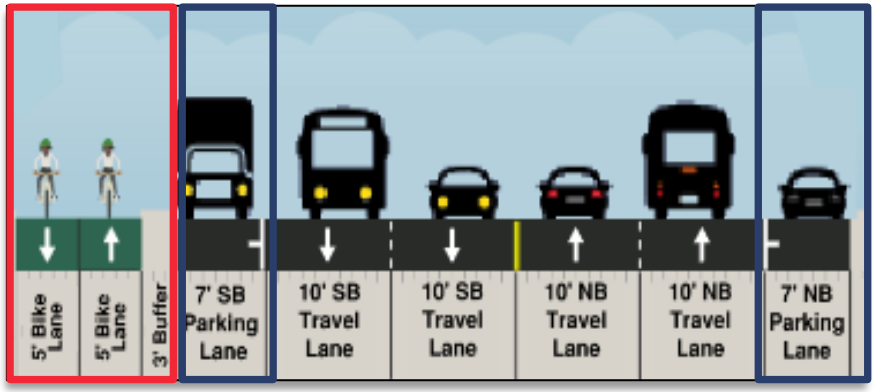
Off-Peak Period



- Removes Reversible Lane System
- Peak Period Traffic Operations:
  - Two (2) northbound and two (2) southbound lanes; two-way center left-turn lane
- Off-Peak Period Traffic Operations:
  - One (1) northbound and two (2) southbound lanes; Two-way center left-turn lane
  - Northbound parking/loading lane
- Two-way protected cycle track:
  - Two (2) 4-foot bike lanes and a 2-foot buffer
- Left-turn pockets with "protected only" phasing required for all intersections per DDOT's *Bicycle Facility Design Guide.*
  - NB/SB left turns may block left lane leaving only one lane for through movement.
  - Left-turn pockets required for two-way cycle track preclude parking.

Concept E (by others)

All Periods



- Removes Reversible Lane System
- Peak Period/Off-Peak Period Traffic Operations:
  - Two (2) northbound and two (2) southbound lanes
  - Northbound and southbound Connecticut Avenue Parking/Loading Lanes
- Two-way Protected Cycle Track on the west side of Connecticut Avenue:
  - Two (2) 5’ bike lanes and a 3’ buffer
- ROW/Construction required to accommodate 67’ cross-section (60-foot existing curb-to-curb). *Does not conform to DDOT Guiding Principles*
- Cleveland Park Streetscape Project design impact.

Concept Evaluation Criteria

- **Traffic Safety**
- **Traffic Operations**
- **Bicycle Accessibility and Comfort**
- **Pedestrian Accessibility and Comfort**
- **Transit Accessibility and Operations**
- **Parking, Loading and Pick-Up/Drop-Off**
- **Constructability/Implementation**

Embedded within the Evaluation Criteria - Consistency with District of Columbia Plans:

- moveDC
- Bicycle Master Plan
- Vision Zero
- Sustainable DC 2.0 Plan
- Bicycle and Pedestrian Safety Amendment Act of 2016

Concept Evaluation Criteria

- Developed Evaluation Matrix
- Screen 1: Is the Alternative within 60-foot Curb-to-curb width?
- Screen 2: Considered the Attributes, Pros and Cons
- Developed relative scoring/adjectival rating
- Desirable (+2), More Desirable (+1)
- Neutral (0)
- Less Desirable (-1), Not Desirable (-2)

Concept Evaluation Matrix

First-Level Evaluation

Scoring		Not Desirable -2	Less Desirable -1	Neutral 0	More Desirable +1	Desirable +2
EVALUATION CRITERIA	1. Traffic Safety	- *Retains Reversible Lane System.* - *Concept precludes left turn lanes for safety.*	- *N/A*	- *N/A*	- *Removes Reversible Lane System.* - *Concept precludes left turn lanes for safety.*	- *Removes Reversible Lane System.* - *Includes left turn lanes to improve safety.*
	2. Traffic Operations	- *Significant impacts to LOS and intersection capacity.* - *Does not meet turn lane Standards for bike lanes.*	- *Manageable diversion, LOS and intersection capacity.* - *Does not meet turn lane Standards for bike lanes.*		- *Manageable diversion, LOS and intersection capacity.* - *Meets turn lane Standards for bike lanes (if applicable).*	- *Maintains existing lanes/ capacity* - *No traffic diversions.*
	3. Bicycle Accessibility & Comfort	- *Does not include bike lane facilities.*	- *N/A*	- *N/A*	- *Includes bike lanes.* - *Bike lane and buffer widths do not meet Standards.*	- *Includes bike lanes* - *Bike lane and buffer widths meet Standards.*
	4. Pedestrian Accessibility & Comfort	- *N/A*	- *N/A*	- *Spot improvements.* - *Bikes remain on sidewalks or added conflicts crossing two (2) way cycle track.*	- *Spot improvements.* - *Bikes removed from sidewalks; includes one (1) way bike lanes.*	- *N/A*
	5. Transit Accessibility & Operations	- *N/A*	- *Operational impacts to travel times/routing in peak or off-peak periods.*	- *Minimal impacts to travel times/routing in peak and off-peak periods.*	- *Transit operations/travel times not reduced from existing conditions.*	- *N/A*
	6. Parking, Loading & Pick-up/Drop-off (PUDO)	- *Removes all existing parking/loading spaces from corridor.*	- *Removes parking/loading from corridor except in commercial areas (i.e. on east or west sides).*	- *N/A*	- *Retains existing parking/loading spaces on one (1) side along entire corridor.*	- *Retains existing parking/loading spaces along entire corridor.*
	7. Constructability & Implementation	- *Requires Reversible Lane System signal upgrades.* - ***Concept not constructible per typical section.***	- *N/A*	- *Concept constructible per typical section.* - *Some lane reconfiguration required along corridor.*	- *Concept constructible per typical section.* - *Requires revised signing & pavement markings only.*	- *N/A*

Concept Evaluation Matrix

First-Level Evaluation

			No-Build Option	Concept A	Concept B	Concept C	Concept D^0	Provided by Others *		
PROJECT PURPOSE		➢ Improve Safety and Operations along the Corridor ➢ Improve Multi-modal Accessibility						Concept D^1	Concept D^2	Concept E
Screen 1	FATAL FLAW ANALYSIS	➢ Requires Additional ROW (existing 60' curb-to-curb width)	*NO*	*NO*	*NO*	*NO*	*NO*	*NO*	*NO*	*YES*
Screen 2	EVALUATION CRITERIA ASSESSMENT	1. Traffic Safety	-2	-2	+1	+2	-2	+2	+2	
		2. Traffic Operations	+2	-1	+1	+1	-1	-1	-2	
		3. Bicycle Accessibility & Comfort	-2	+2	-2	+1	+1	+1	+1	
		4. Pedestrian Accessibility & Comfort	0	+1	0	+1	0	0	0	
		5. Transit Accessibility & Operations	+1	-1	+1	0	0	0	-1	
		6. Parking, Loading & Pick-up/Drop-off (PUDO)	+2	-2	+2	-1	+1	-1	+1	
		7. Constructability & Implementation	-2	-2	+1	0	-2	-2	-2	
Scoring			*-1*	*-5*	***+4***	***+4***	*-3*	*-1*	*-1*	*N/A*

KEY				
Not Desirable	***Less Desirable***	***Neutral***	***More Desirable***	***Desirable***
-2	*-1*	0	*+1*	+2

SECOND-LEVEL EVALUATION:
CONCEPTS B & C

5.

SAFETY AND MOBILITY

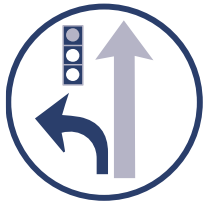
Potential Safety Benefits of Concepts B & C

Remove Reversible Lanes - Estimated 36% reduction of crashes during peak hours (17% overall) (Concept B, C)

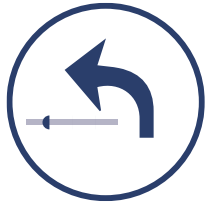
Remove Parking for 25’ Corner Visibility – Estimated up to 20% reduction of crashes

Add Protected Bicycle Lanes – Expected decrease in vehicular crashes, protects cyclists mid-block (Concept C)

Pedestrian Refuge Island – Estimated 26% reduction of crashes at intersections with refuge islands



Add Turn Lanes at selected intersections – Estimated 27% reduction of crashes at intersections with turn lanes (Concept C)



Left-Turn Calming Treatments – Slows left turning vehicles, reducing conflicts with pedestrians (Concept B)

Concept B - Potential Safety and Mobility Improvements

Second-Level Evaluation

- Left Turn Calming
- Analyze intersection for approach realignment (Simplify approach or shorten side street crossing distance)
- HAWK Signal (requires additional study)
- No Right Turn on Red (requires additional study)
- Parking Clearance

Concept C - Potential Safety and Mobility Improvements

Second-Level Evaluation

- Left Turn Lane
- Right Turn Lane
- HAWK Signal (requires additional study)
- No Right Turn on Red
- Pedestrian Refuge Island
- Analyze intersection for approach realignment (Simplify approach or shorten side street crossing distance)
- Parking Clearance

Illustrative Bus Stop Relocations and Elimination

Second-Level Evaluation

Far Side Bus Stops

- Increase pedestrian visibility and situate pedestrians to cross behind the bus.
- They reduce conflicts with right-turning vehicles, which may try to pass a stopped bus.
- Far-side bus stop times may be faster for transit service as compared to near-side locations.

QUESTIONS AND COMMENTS

6.

Closing

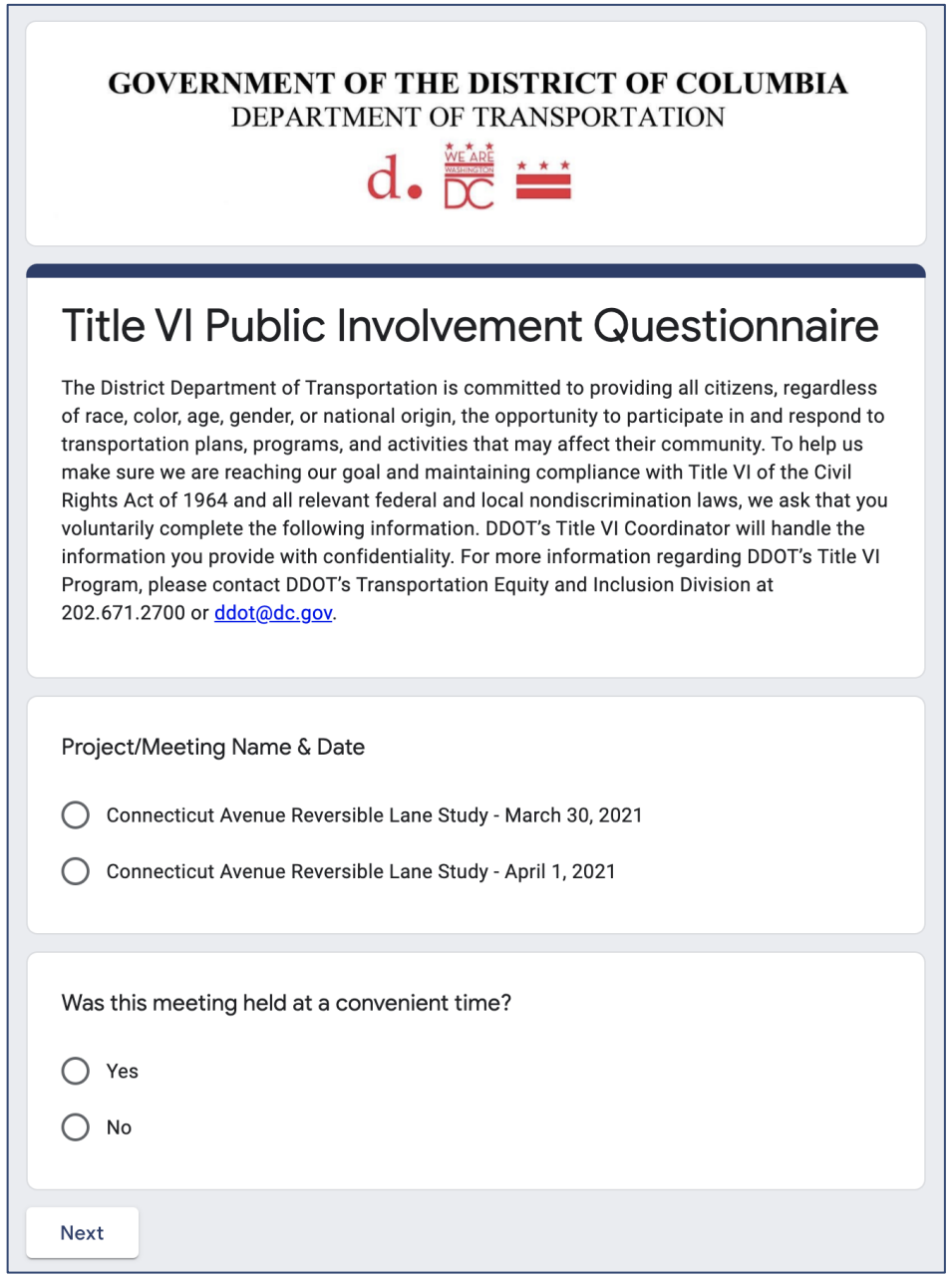
7.

Your Comments

- **30 Day Comment Period: We will collect your formal comments over the next 30 days.**
- **Please send your comments through the Title VI Form for documentation. This form is one of the key avenues through which DDOT documents your formal comments.**
  - ***The Title VI form will be automatically provided when you exit either the Webex General Public Meeting or the Topic Specific Learning Rooms.***
  - *Please Click "continue" at the close of the meeting when the pop-up window appears, it will take you to the Title VI Form.*
  - *DDOT will also email the Title VI Form after the meeting; You can also access the Title VI form at rebrand.ly/ctave-titlevi*
- **Q&A during this Meeting:** We will keep a record of the Questions & Answers noted during the Public Meeting and will publish them to the project website.

Title VI – rebrand.ly/CtAve-TitleVI

WEBEX LOGISTICS



GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

Title VI Public Involvement Questionnaire

The District Department of Transportation is committed to providing all citizens, regardless of race, color, age, gender, or national origin, the opportunity to participate in and respond to transportation plans, programs, and activities that may affect their community. To help us make sure we are reaching our goal and maintaining compliance with Title VI of the Civil Rights Act of 1964 and all relevant federal and local nondiscrimination laws, we ask that you voluntarily complete the following information. DDOT's Title VI Coordinator will handle the information you provide with confidentiality. For more information regarding DDOT's Title VI Program, please contact DDOT's Transportation Equity and Inclusion Division at 202.671.2700 or ddot@dc.gov.

Project/Meeting Name & Date

- ○ Connecticut Avenue Reversible Lane Study - March 30, 2021
- ○ Connecticut Avenue Reversible Lane Study - April 1, 2021

Was this meeting held at a convenient time?

- ○ Yes
- ○ No

Next

As a recipient of Federal assistance, DDOT must ensure that all of its programs, activities and public meetings are conducted in compliance with Title VI of the Civil Rights Act of 1964. This Act ensures nondiscrimination based on race, color or national origin. The Title VI Public Meeting Participant Questionnaire is used to help DDOT ensure that we are informing the public and conducting our meetings in a nondiscriminatory manner, in compliance with Title VI.

Project comments and/or concerns should be submitted through this form after the Public Meeting for documentation. We appreciate anyone who is willing to complete the form.

Thank you for your participation.

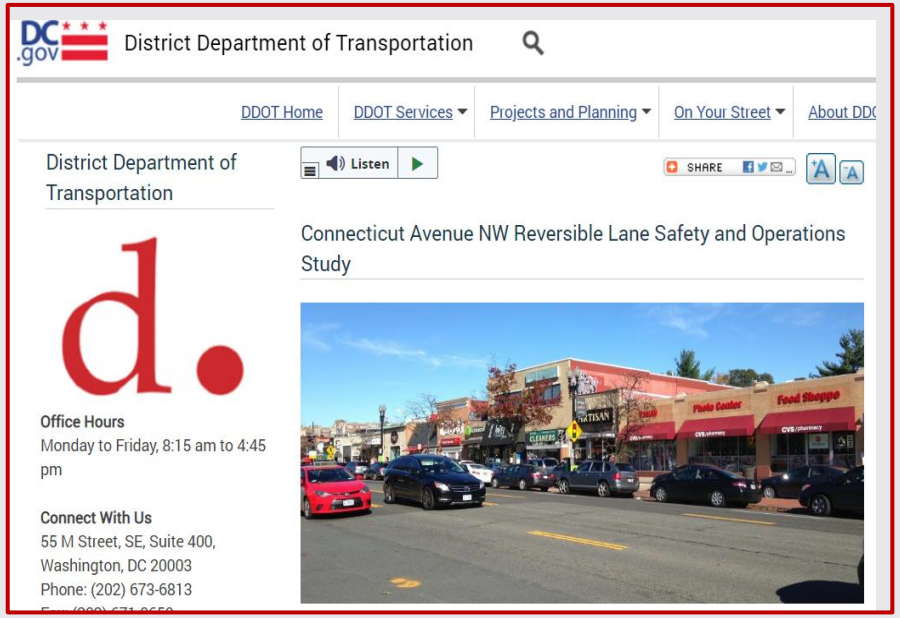
What Happens Next?

- We will now be Transitioning into the *Traffic Analysis & Parking Learning Room starting*.
- The next presentation will start at approximately 6:00 PM.
- If you would like to the attend the *Traffic Analysis & Parking Learning Room*, you will be directed to the next learning room automatically.
- If you have technical difficulties accessing the next learning room, please call **202-705-7859**

Contact Information

Project Email
Conn-Ave-revstudy@dc.gov

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



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Email: Iswain@commun-et.com

Thank You!

Traffic & Parking Learning Room to Follow