April 1, 2021

Welcome! Thank you for joining us.

We will be getting started shortly…

6:00 PM LEARNING ROOM: TRAFFIC ANALYSIS & PARKING

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

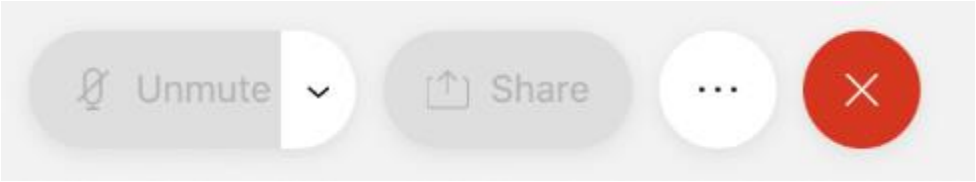
- We're all learning how to conduct virtual public meetings in this format, so please be patient with us.
- To begin, we will review some basic controls to help you participate on this platform.

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



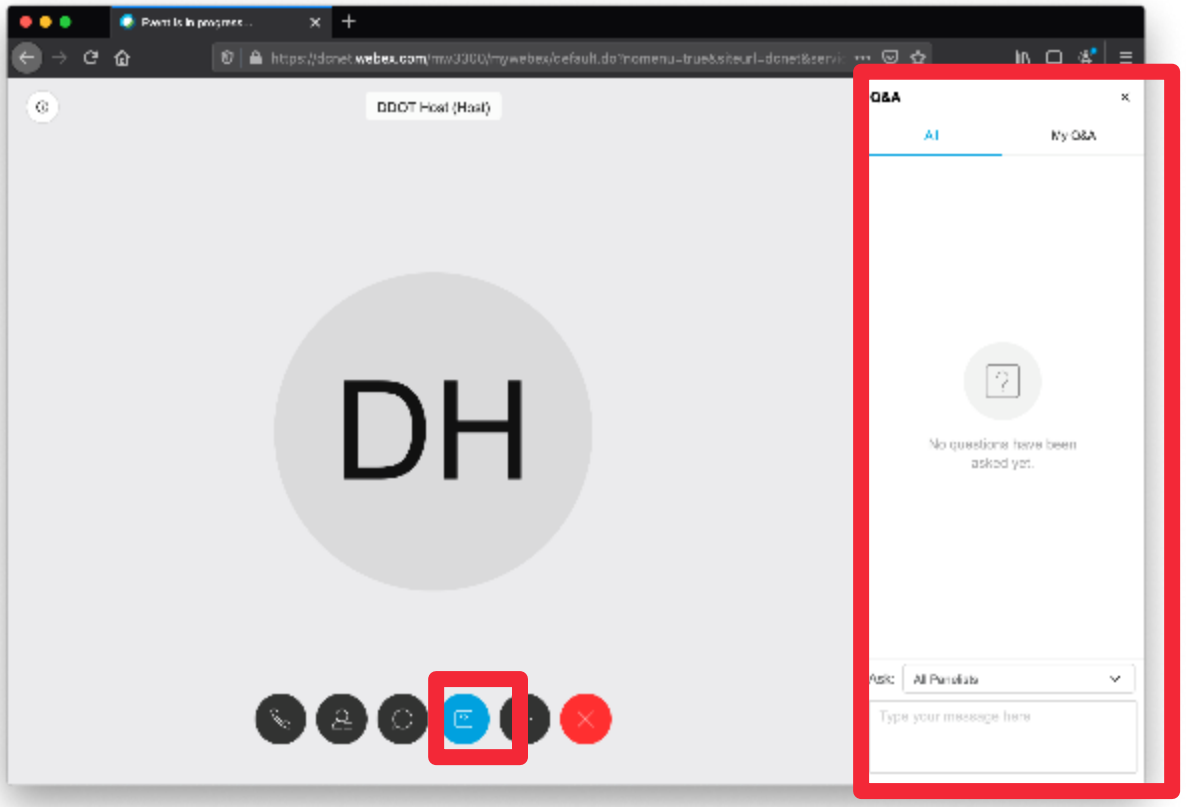
Audio/Muting

- 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



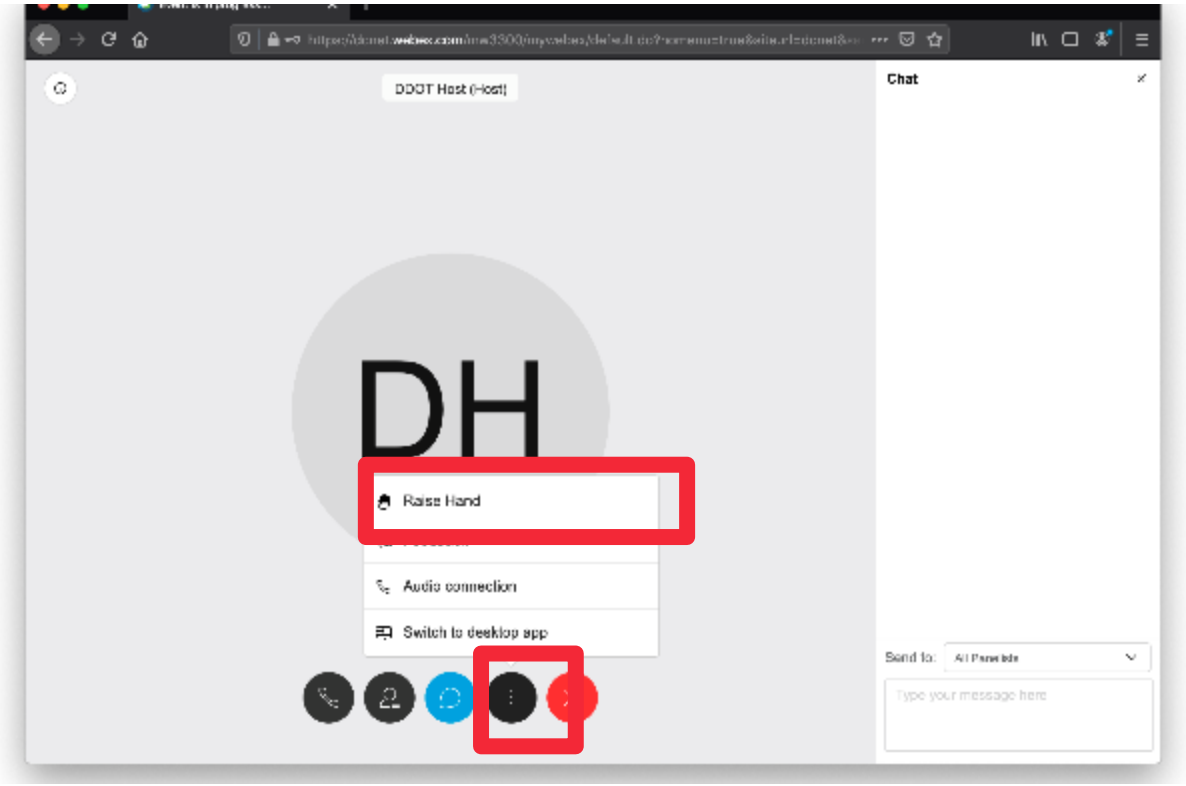
If you have a question during the presentation, send it via the Q&A feature.

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.

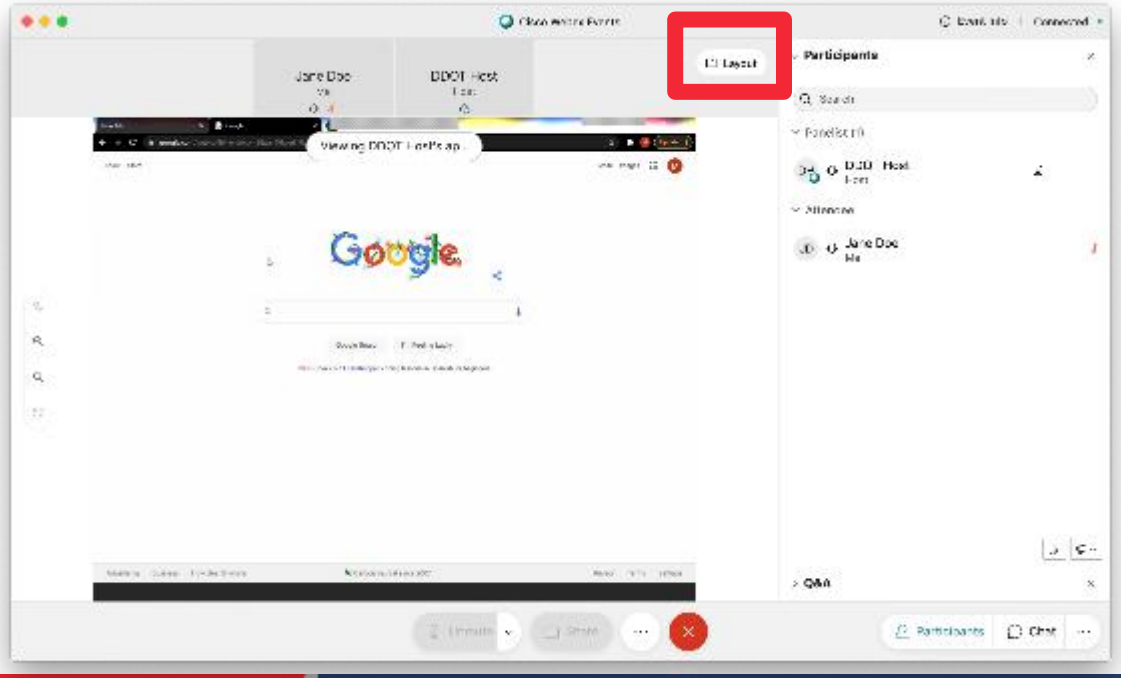
- **Dial *3** to use the Raise Hand function.
- To virtually raise your hand, click the **"three dot icon**" from the controls at the bottom of the browser window. Select the **Raise Hand** option.

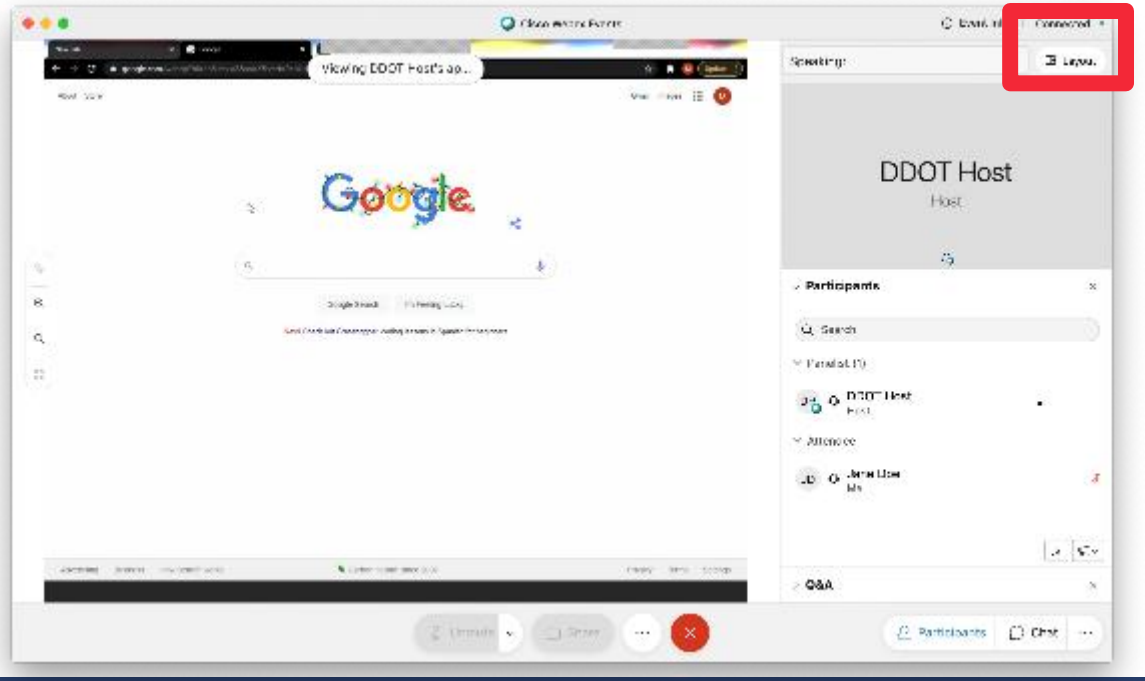
Using Webex – ASL Interpretation

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 Public Meeting?

- You are in the *Traffic Analysis & Parking Learning Room*.
- We will be here from 6:00 to 7:00 PM.
- 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 additional questions related to the specific content area.

Meeting Agenda

1. Introduction
2. Project Overview & Existing Conditions
3. Second-Level Evaluation – Concepts B and C:
    a. Parking and Loading
    b. Modeling
    c. Traffic Diversions
    d. Traffic Levels of Service
4. Questions and Answers
5. Closing

Learning Room Objectives

- Identify study goals and potential concepts that may fulfill the goals
- Understand why the study is being completed
- Review Technical Analysis for No-Build, Concept B and Concept C
  - Parking and Loading: Spaces Removed and Retained
  - Modeling: Travel-Demand Forecasting, Origin-Destination Data, Projected Volumes
  - Traffic Diversions: Assumptions, Impacts to Primary and Secondary Study Areas
  - Traffic Analysis: Methodology, Levels of Service Results, Conclusions.

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

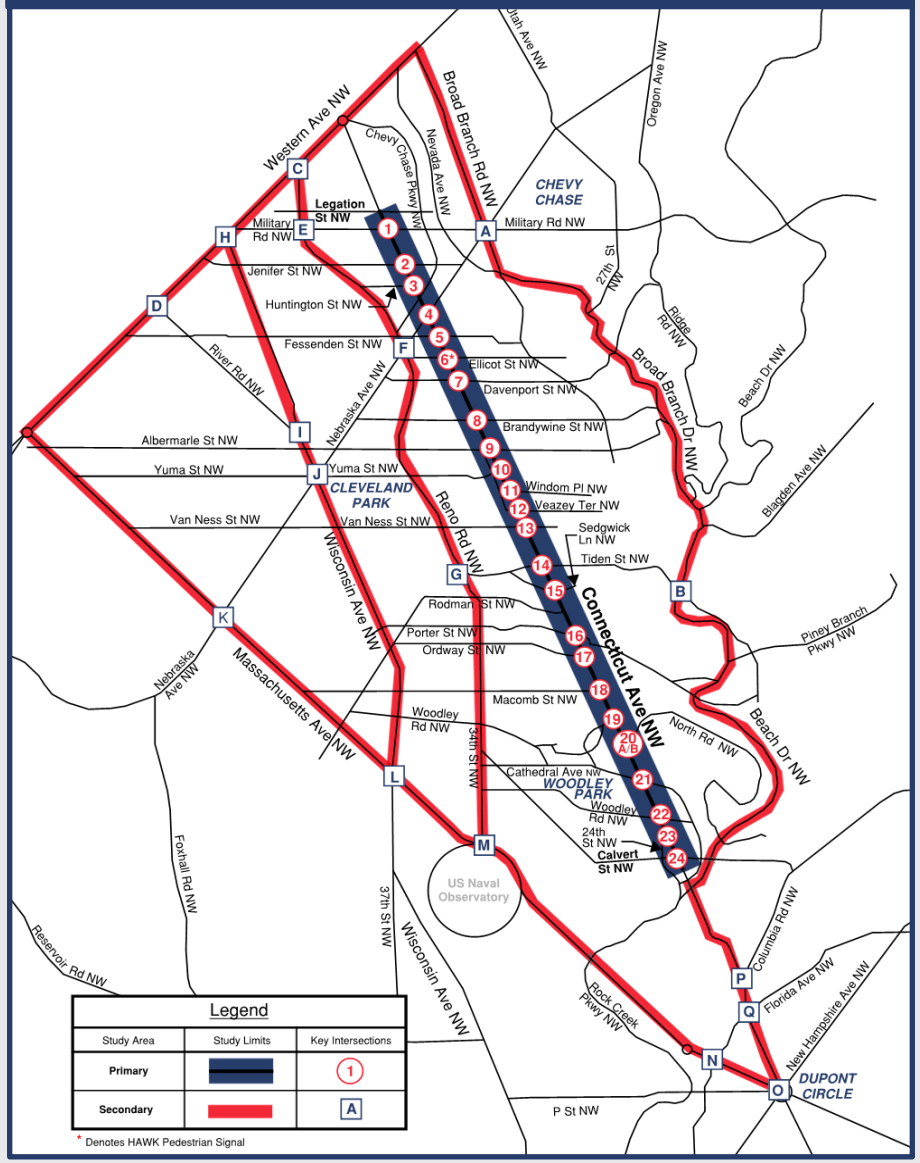
"The District Department of Transportation is studying the feasibility of removing the reversible lane system as part of the District of Columbia's Vision Zero initiative, which aims to eliminate traffic deaths and serious injuries by 2024. The purpose of the Connecticut Avenue NW Reversible Lane Safety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

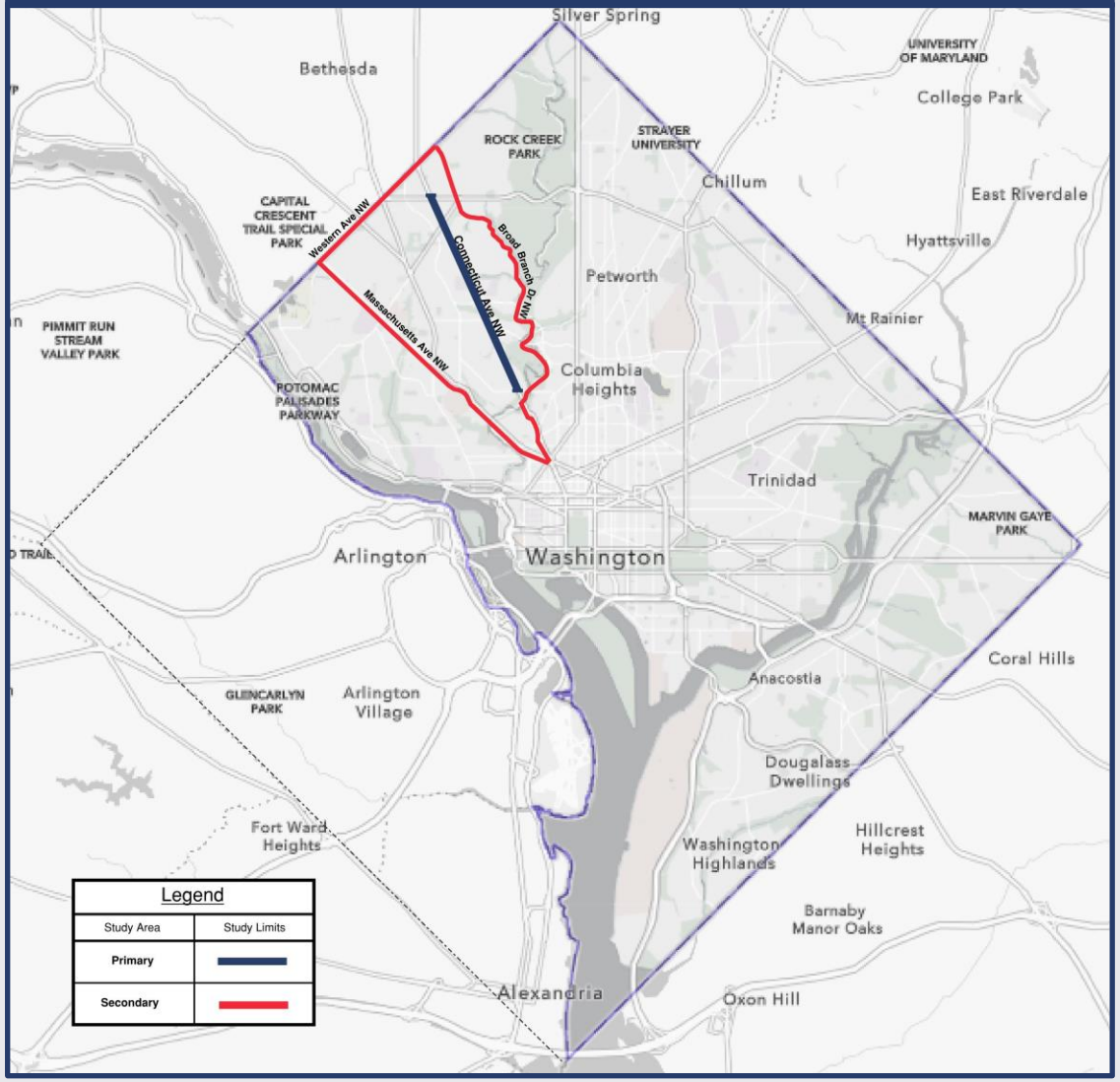
2.

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

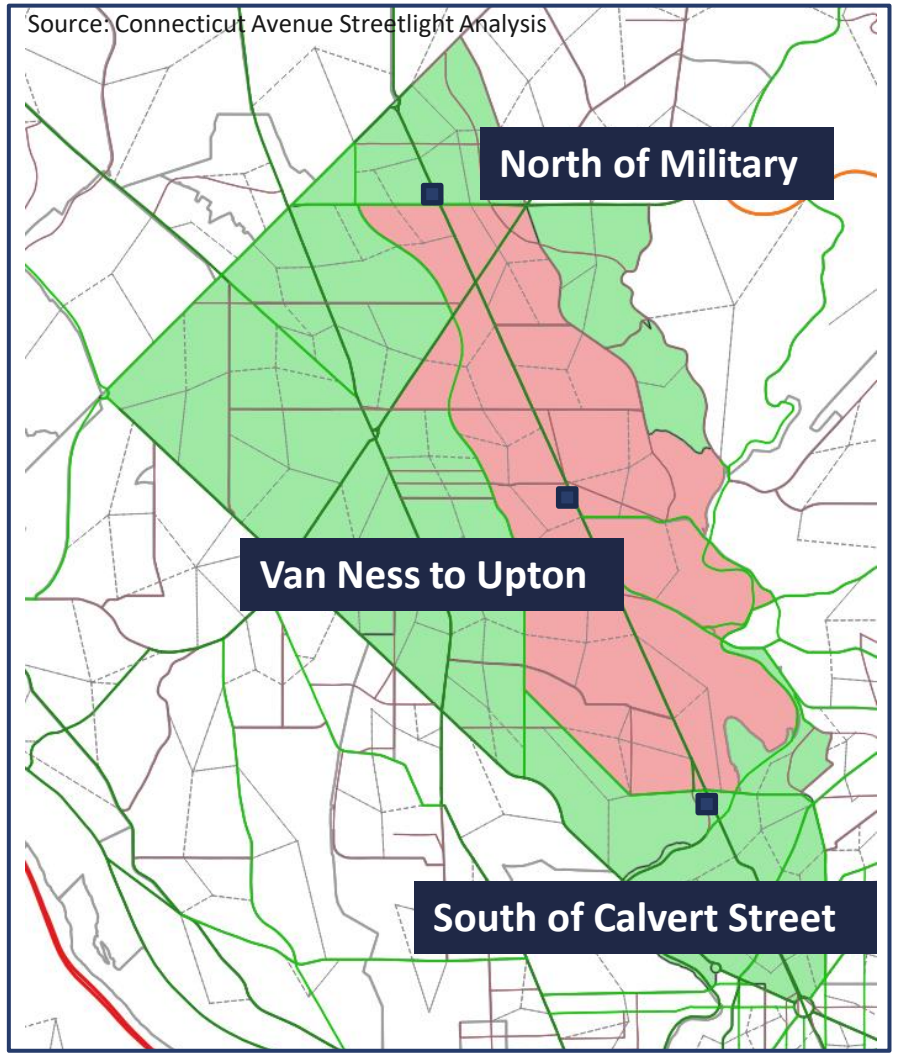
Connecticut Avenue NW Reversible Lanes – 2021

Parking Regulations and Supply

- **Existing Parking Inventory:** 609 spaces (309 northbound, 300 southbound)
- **Existing Loading Inventory:** 577 feet ~ 24 Spaces (14 northbound, 10 southbound)

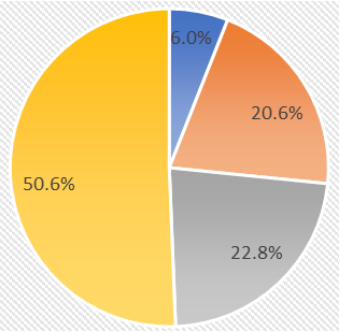
Parking Regulation	Description	Supply
Unregulated Parking	Parking allowed at all times and days. No parking during AM and/or PM peak hours	274 spaces
2-Hour Parking	2 Hour time limited parking (9:30am-4:00pm). No parking during AM and PM peak hours	150 spaces
2-Hour & 3 ½ Hour Metered Parking	Time limited paid parking ($2.30/hr.), No parking during AM and PM peak hours	185 spaces
Loading Zone	Signed, on street metered zones exclusively for commercial vehicles for up to two hours at a time during off peak periods	577'/24 spaces

Origins and Destinations - Connecticut Avenue NW



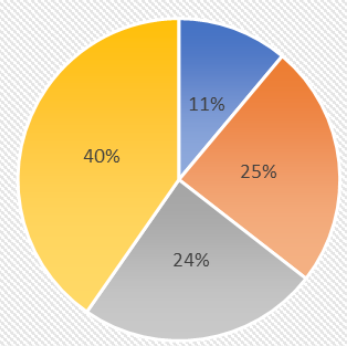
North of Military

	%
From/to Study Area	6.0%
From Study Area to Region	20.6%
From Region to Study Area	22.8%
Through Study Area (to/from Region)	50.6%
Total	100.0%



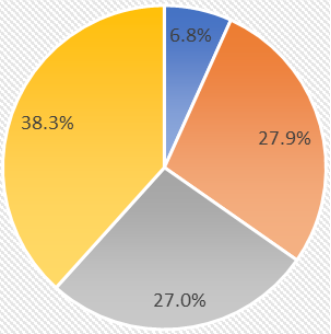
Van Ness to Upton

	%
From/to Study Area	11.1%
From Study Area to Region	24.4%
From Region to Study Area	24.2%
Through Study Area (to/from Region)	40.3%
Total	100.0%



South of Calvert Street

	%
From/to Study Area	6.8%
From Study Area to Region	27.9%
From Region to Study Area	27.0%
Through Study Area (to/from Region)	38.3%
Total	100.0%

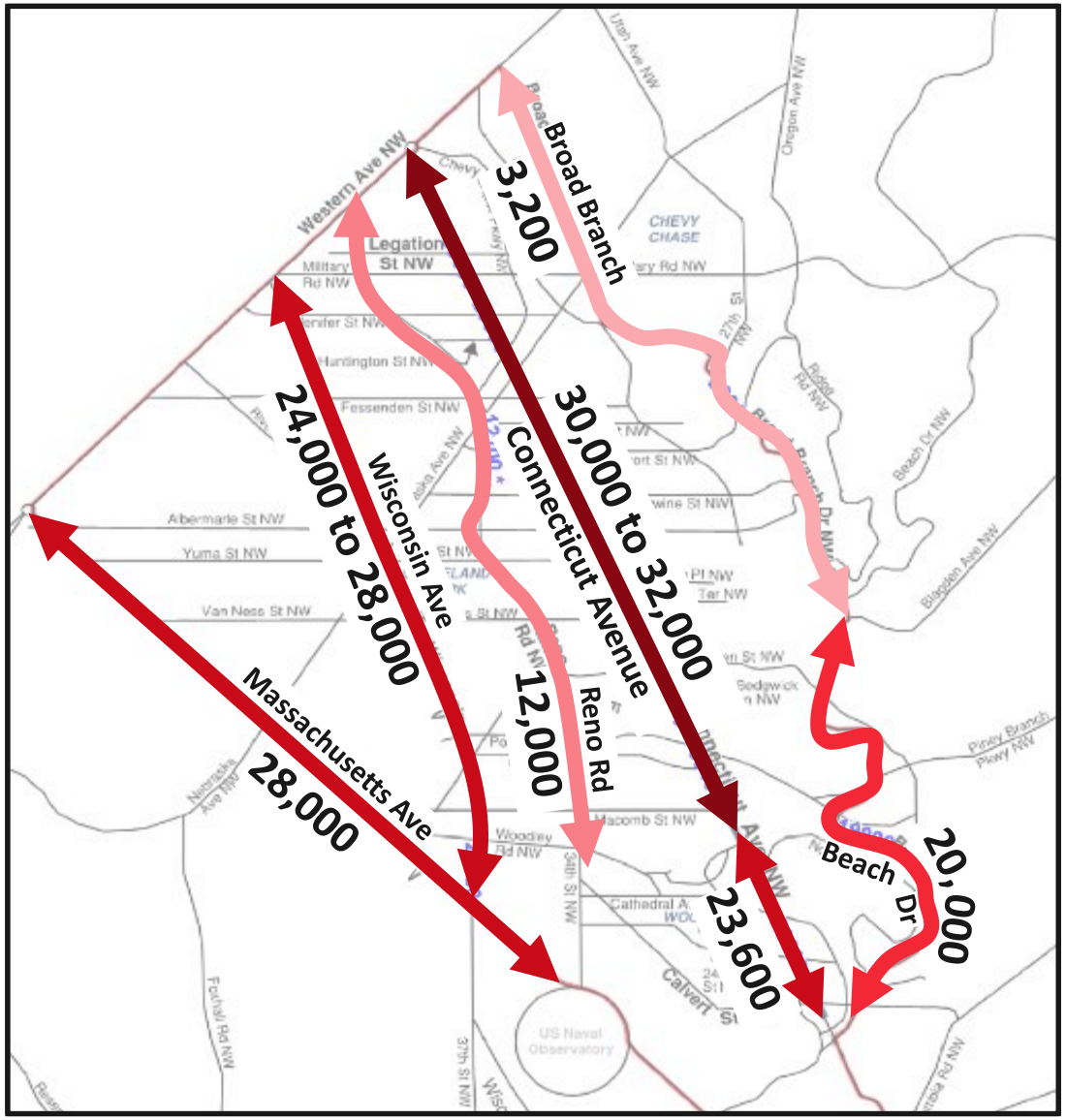


- From/to Study Area
- From Study Area to Region
- From Region to Study Area
- Through Study Area (to/from Region)

Existing (2019) Average Daily Traffic (ADT) Volumes

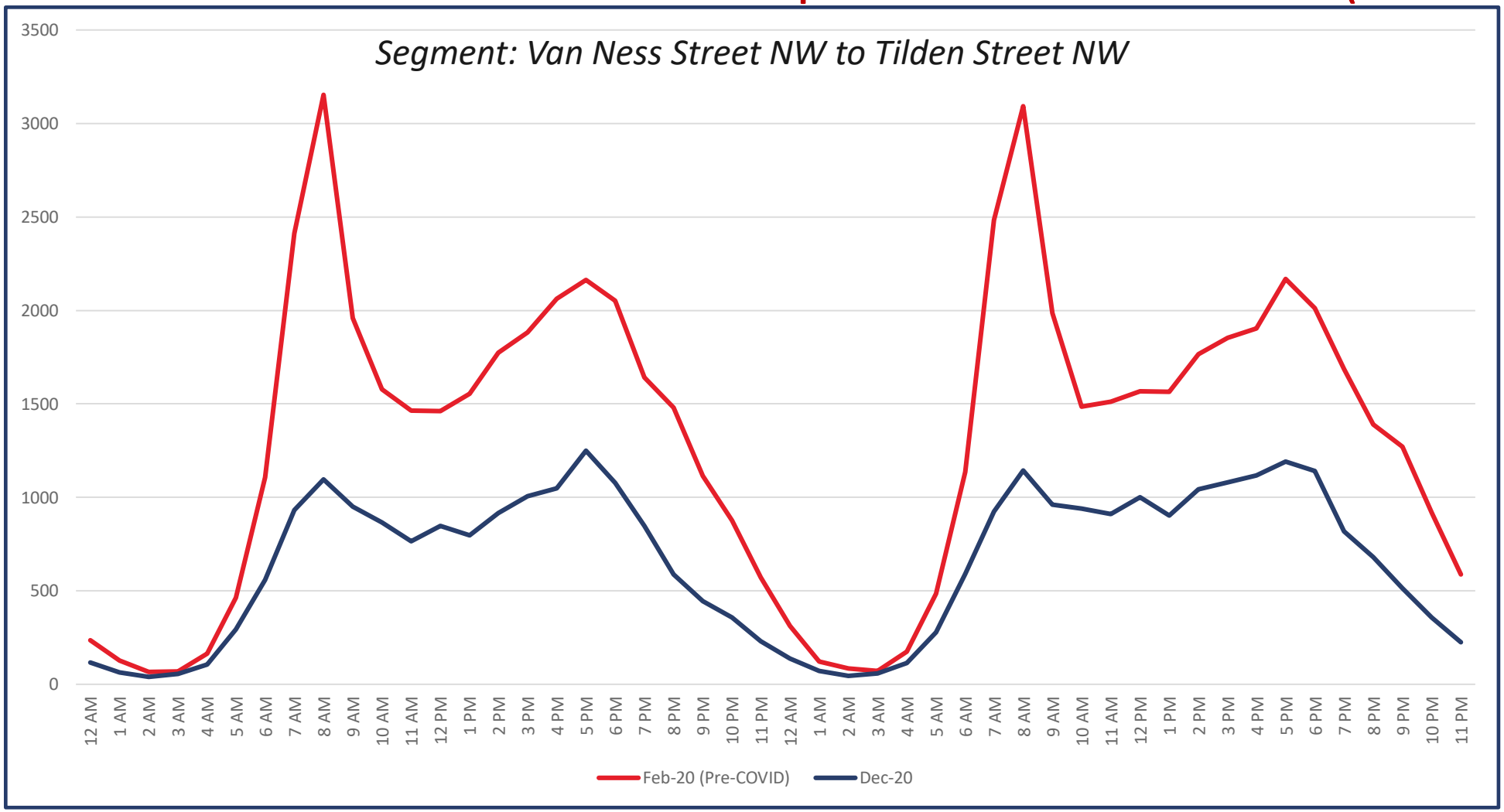
Pre-COVID Conditions

- **Connecticut Avenue NW ADTs:**
  - Western Avenue to Tilden Street: 30,000 to 32,000 vehicles per day (VPD)
  - Cathedral Avenue to Calvert Street: 23,600 VPD
- **Secondary Study Area ADTs:**
  - Wisconsin Avenue: 23,600 to 28,100 VPD
  - Reno Road: 12,100 VPD
  - Massachusetts Avenue: 28,400 VPD
  - Broad Branch Road: 3,200 VPD
  - Beach Drive: 19,900 VPD



December 2020/COVID-19 Sample Traffic Counts

Connecticut Avenue NW 48-Hour Volume Comparison - Dec 2020 vs. Feb 2020 (Pre-COVID)



Overall, 45-49% Reduction in daily traffic volumes between Pre-COVID and COVID conditions.

SECOND-LEVEL EVALUATION:
CONCEPTS B & C

PARKING & LOADING

3a.

Parking & Loading Evaluation

Connecticut Avenue NW: Legation Street NW to Calvert Street NW

- **Concept B:**
  - Removes minimal parking - 21 spaces to achieve 25’ visibility at crosswalks.
- **Concept C:**
  - Parking/loading on one side of Connecticut Avenue would be removed;
    - May alternate between northbound and southbound sides to maximize use – *to be finalized during next phase of design.*
  - Illustrative scenario
    - 288 parking spaces retained; 321 parking spaces removed.
    - 447’ (~18 spaces) of loading retained; 130’ (~6 spaces) of loading would be removed

Parking & Loading Evaluation

Possible Solutions for Concept C to Increase Parking & Loading

- Parking and Loading spaces would be signed for “All Day” use.
  - Provides a “gain” of 17.5% in weekly availability of parking space hours where there are currently parking restrictions.
- Modify the existing mix of parking spaces, pick-up/drop-off (PUDO) spaces and loading spaces by time-of-day.
  - Converting Residential Parking Permit (RPP) spaces to short-term PUDO or loading spaces.
  - Converting 2-hour metered parking spaces to short-term PUDO or loading spaces.
  - Utilization of midblock spaces on either side of mid-block crosswalks for loading.
- Understanding current alley access and loading opportunities and constraints.

Corridor Segment 1: Legation St to Jenifer St

Second-Level Evaluation

(5420-5235 CONNECTICUT AVE. NW)

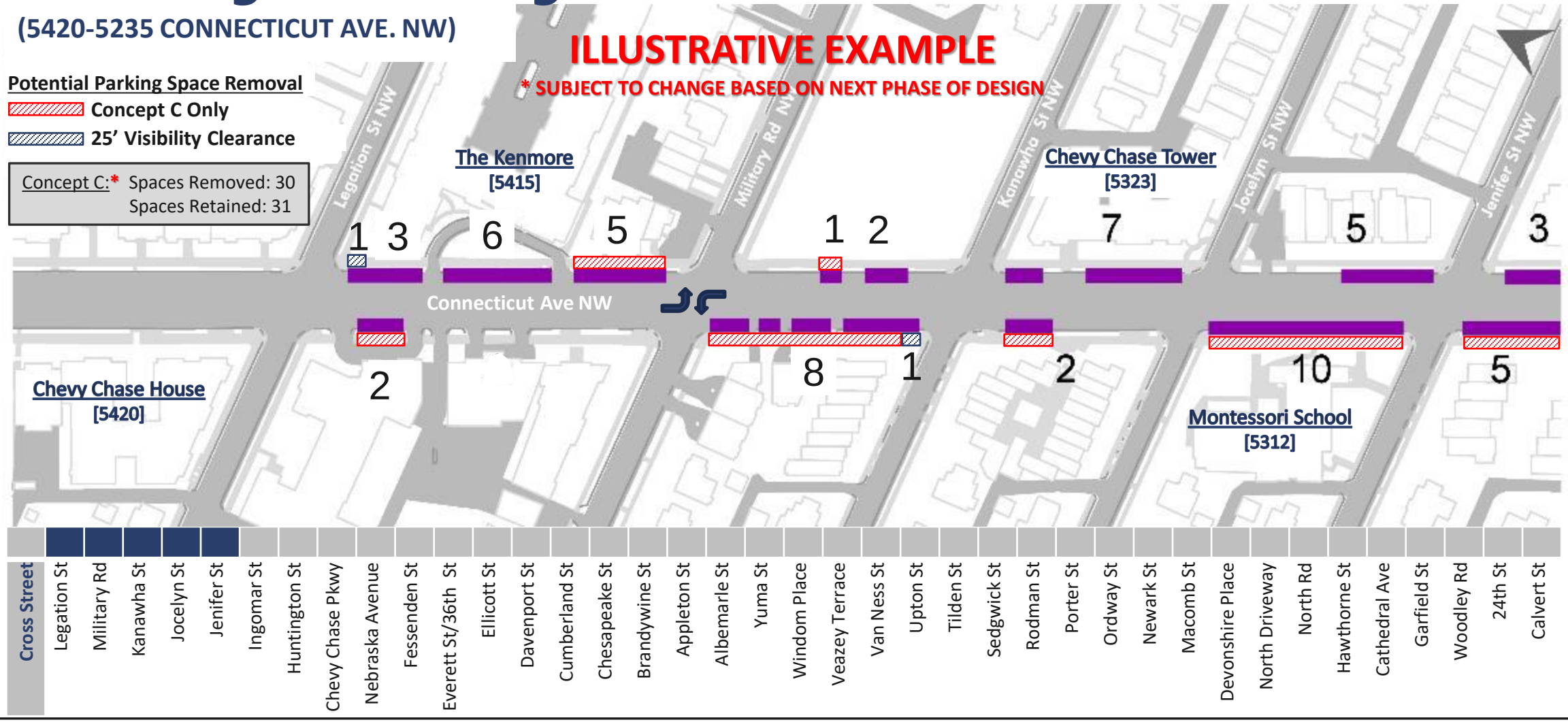
ILLUSTRATIVE EXAMPLE

* SUBJECT TO CHANGE BASED ON NEXT PHASE OF DESIGN

Potential Parking Space Removal

- Concept C Only
- 25' Visibility Clearance

Concept C:* Spaces Removed: 30
Spaces Retained: 31



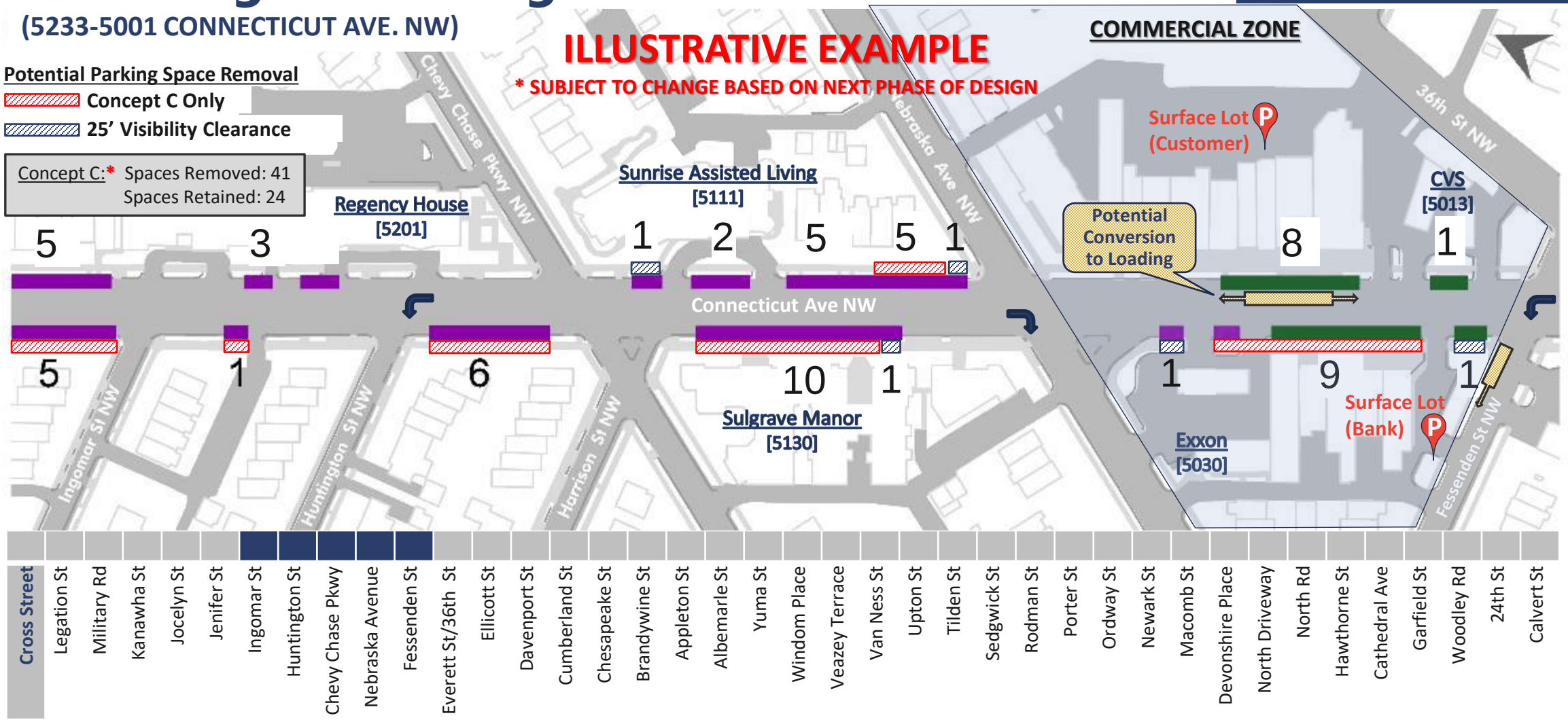
Metered Parking
Non-Metered Parking
Loading
Taxicab
Diplomat Parking
Proposed Turn Lane
XX # of Parking Spaces
XX FT Loading Zone Length

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Corridor Segment 2: Ingomar St to Fessenden St

Second-Level Evaluation

(5233-5001 CONNECTICUT AVE. NW)



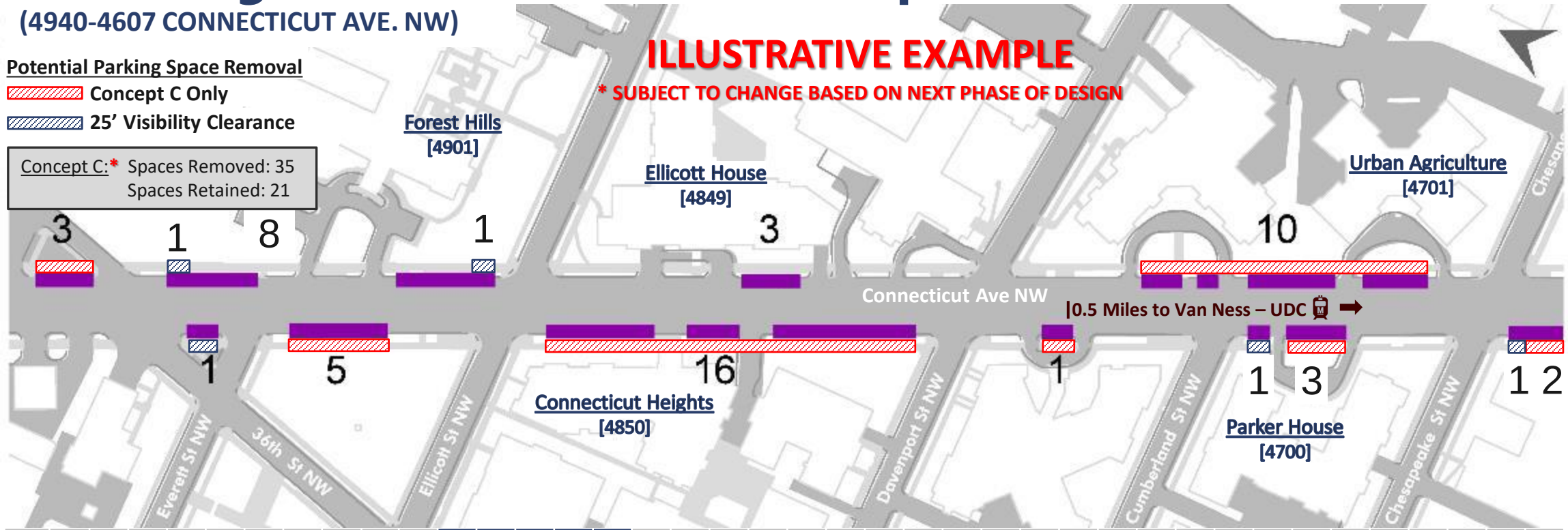
Metered Parking
Non-Metered Parking
Loading
Taxicab
Diplomat Parking
Proposed Turn Lane
XX # of Parking Spaces
XX FT Loading Zone Length

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Corridor Segment 3: 36th St to Chesapeake St

Second-Level Evaluation

(4940-4607 CONNECTICUT AVE. NW)



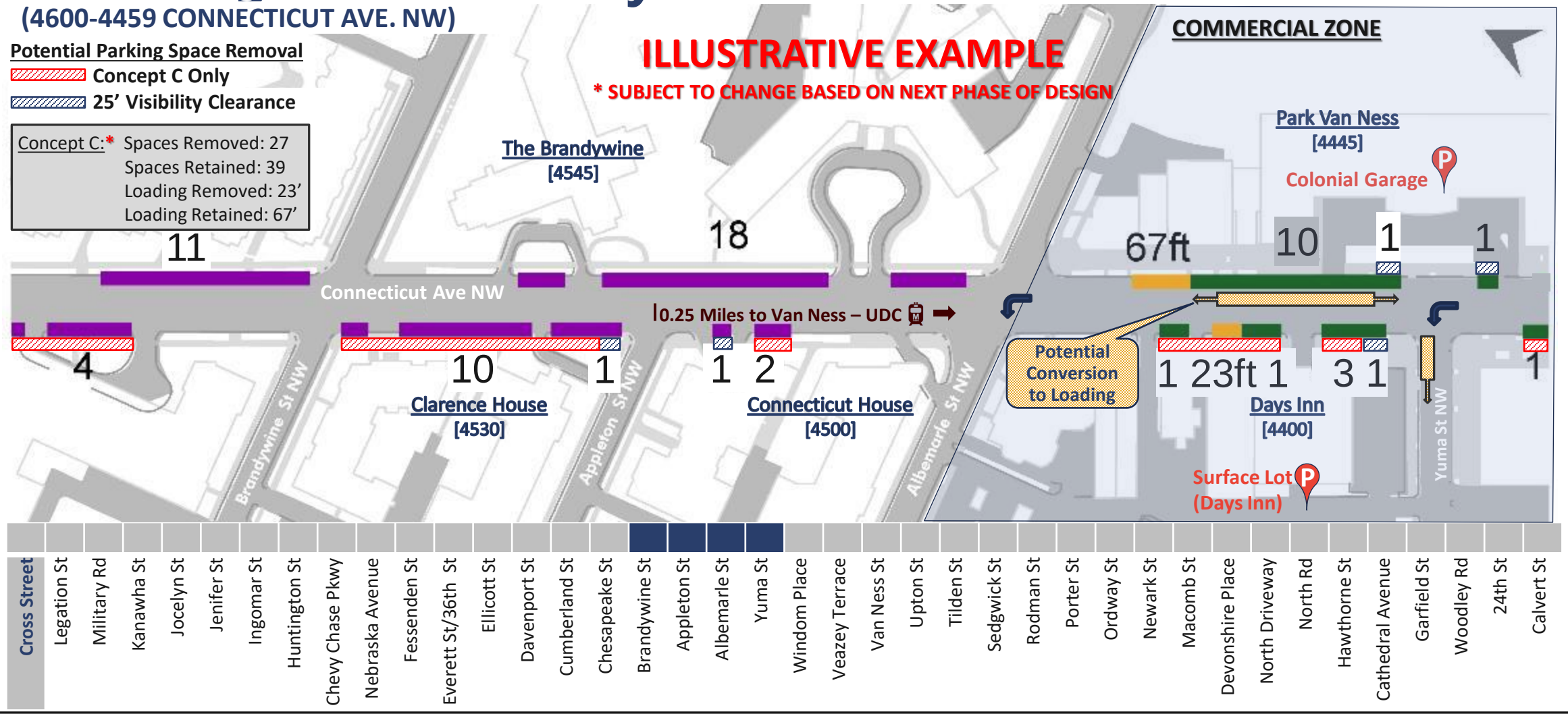
Cross Street	Legation St	Military Rd	Kanawha St	Jocelyn St	Jenifer St	Ingomar St	Huntington St	Chevy Chase Pkwy	Nebraska Avenue	Fessenden St	Everett St/36th St	Ellicott St	Davenport St	Cumberland St	Chesapeake St	Brandywine St	Appleton St	Albemarle St	Yuma St	Windom Place	Veazey Terrace	Van Ness St	Upton St	Tilden St	Sedgwick St	Rodman St	Porter St	Ordway St	Newark St	Macomb St	Devonshire Place	North Driveway	North Rd	Hawthorne St	Cathedral Avenue	Garfield St	Woodley Rd	24th St	Calvert St

Metered Parking
Non-Metered Parking
Loading
Taxicab
Diplomat Parking
Proposed Turn Lane
XX # of Parking Spaces
XX FT Loading Zone Length

Corridor Segment 4: Brandywine St to Yuma St

(4600-4459 CONNECTICUT AVE. NW)

Second-Level Evaluation

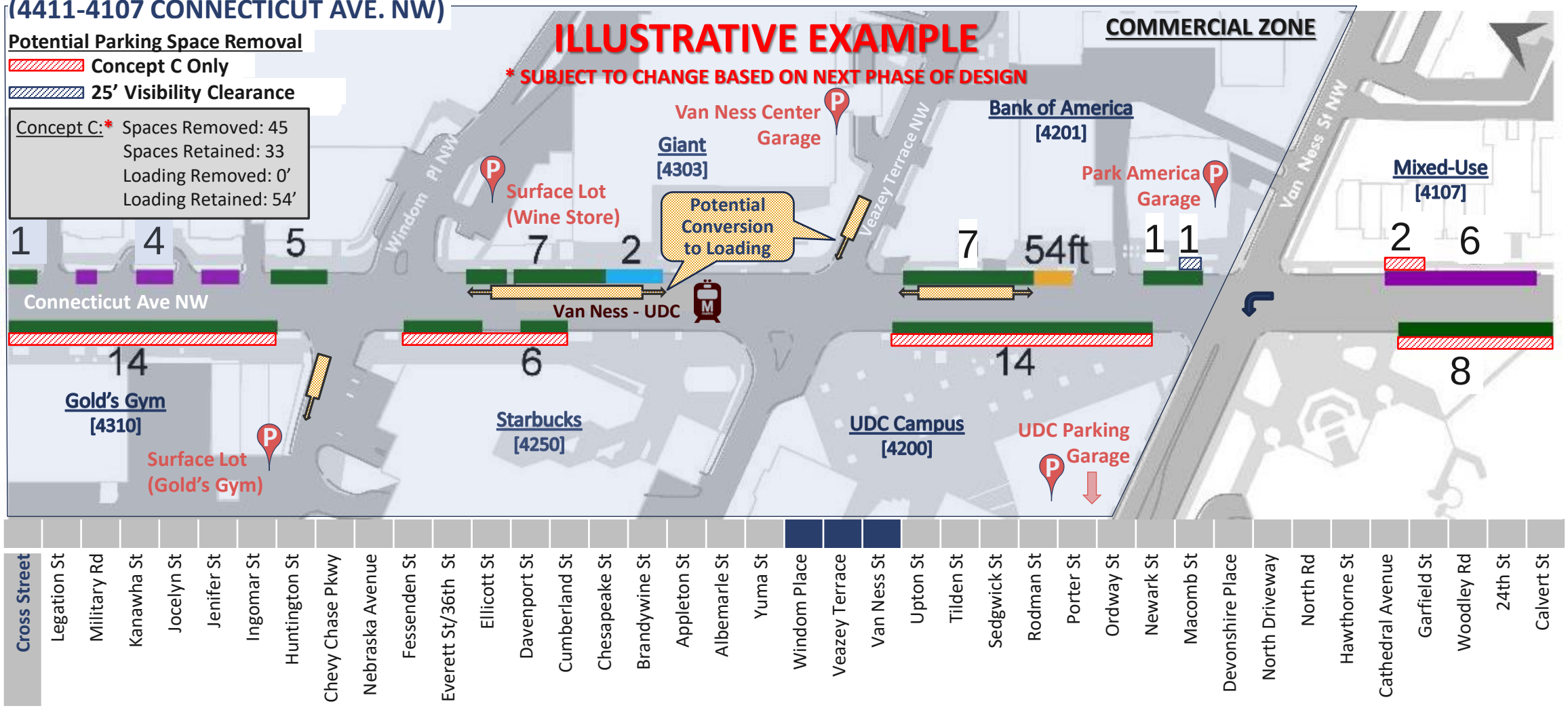


Metered Parking
Non-Metered Parking
Loading
Taxicab
Diplomat Parking
Proposed Turn Lane
XX # of Parking Spaces
XX FT Loading Zone Length

Corridor Segment 5: Windom Pl to Van Ness St

Second-Level Evaluation

(4411-4107 CONNECTICUT AVE. NW)



Cross Street	
Legation St	
Military Rd	
Kanawha St	
Jocelyn St	
Jenifer St	
Ingomar St	
Huntington St	
Chevy Chase Pkwy	
Nebraska Avenue	
Fessenden St	
Everett St/36th St	
Ellicott St	
Davenport St	
Cumberland St	
Chesapeake St	
Brandywine St	
Appleton St	
Albemarle St	
Yuma St	
Windom Place	
Veazey Terrace	
Van Ness St	
Upton St	
Tilden St	
Sedgwick St	
Rodman St	
Porter St	
Ordway St	
Newark St	
Macomb St	
Devonshire Place	
North Driveway	
North Rd	
Hawthorne St	
Cathedral Avenue	
Garfield St	
Woodley Rd	
24th St	
Calvert St	

Metered Parking
Non-Metered Parking
Loading
Taxicab
Diplomat Parking
Proposed Turn Lane
XX # of Parking Spaces
XX FT Loading Zone Length

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Corridor Segment 6: Upton St to Rodman St

(4101-3701 CONNECTICUT AVE. NW)

Second-Level Evaluation

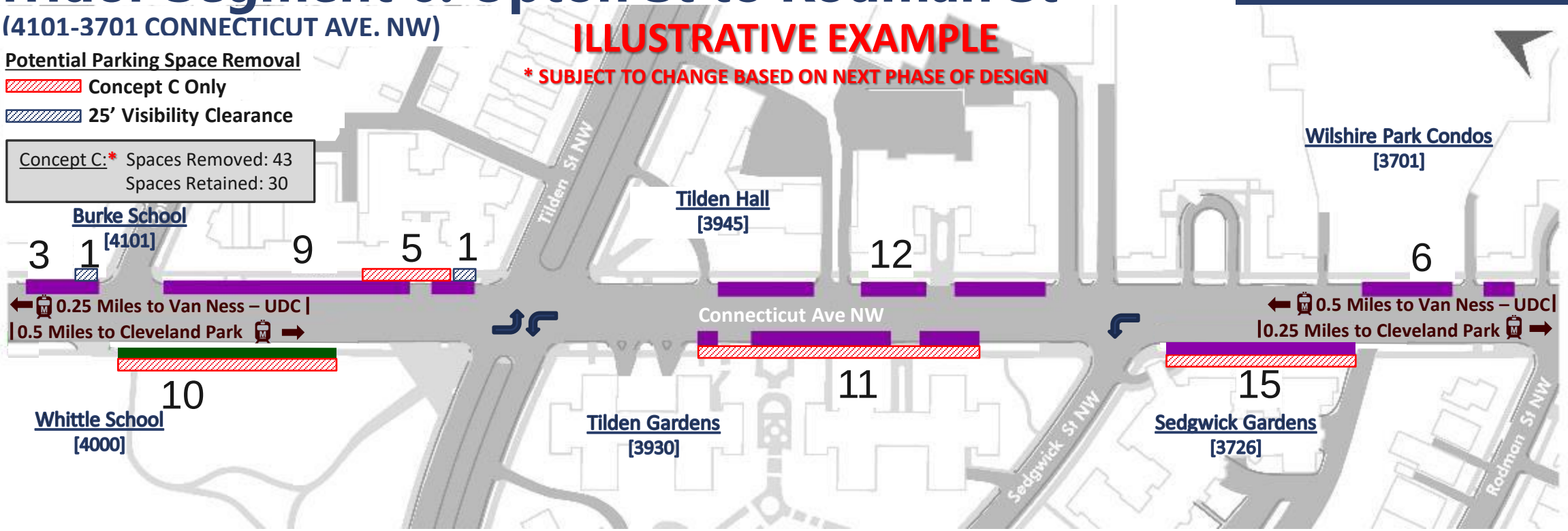
ILLUSTRATIVE EXAMPLE

* SUBJECT TO CHANGE BASED ON NEXT PHASE OF DESIGN

Potential Parking Space Removal

- Concept C Only
- 25' Visibility Clearance

Concept C:* Spaces Removed: 43
Spaces Retained: 30



Cross Street	Legation St	Military Rd	Kanawha St	Jocelyn St	Jenifer St	Ingomar St	Huntington St	Chevy Chase Pkwy	Nebraska Avenue	Fessenden St	Everett St/36th St	Ellicott St	Davenport St	Cumberland St	Chesapeake St	Brandywine St	Appleton St	Albemarle St	Yuma St	Windom Place	Veazey Terrace	Van Ness St	Upton St	Tilden St	Sedgwick St	Rodman St	Porter St	Ordway St	Newark St	Macomb St	Devonshire Place	North Driveway	North Rd	Hawthorne St	Cathedral Avenue	Garfield St	Woodley Rd	24th St	Calvert St

- Metered Parking
- Non-Metered Parking
- Loading
- Taxicab
- Diplomat Parking
- Proposed Turn Lane
- XX # of Parking Spaces
- XX FT Loading Zone Length

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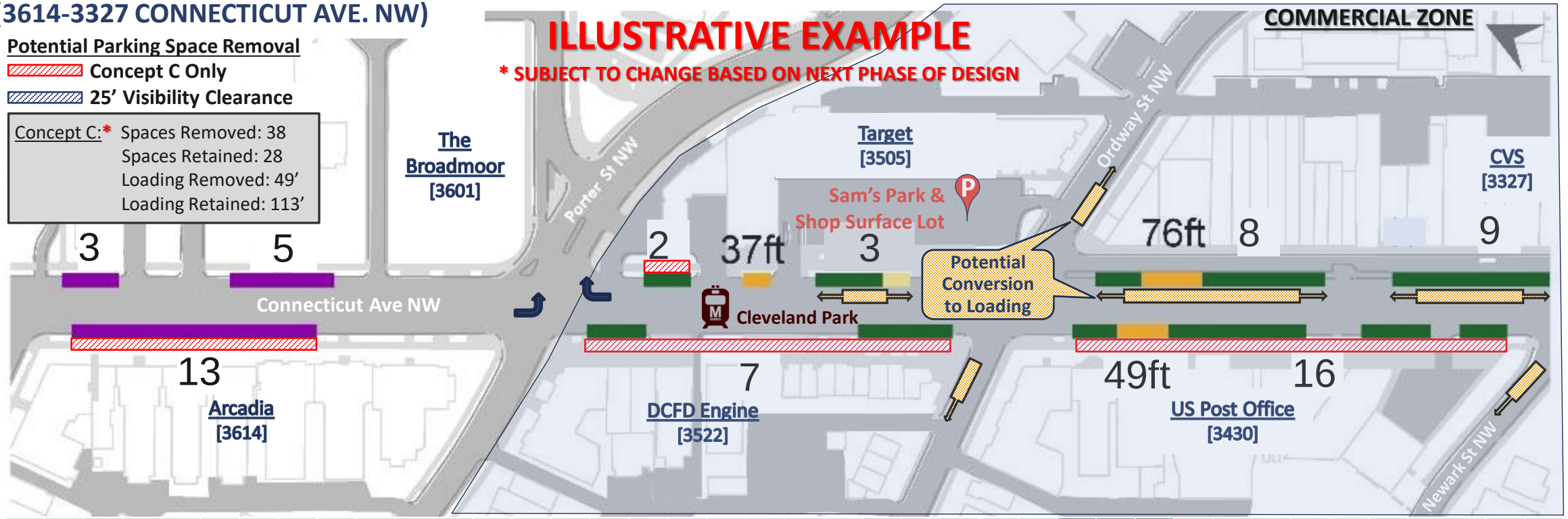
Corridor Segment 7: Porter St to Newark St

(3614-3327 CONNECTICUT AVE. NW)

Second-Level Evaluation



Cross Street	
Legation St	
Military Rd	
Kanawha St	
Jocelyn St	
Jenifer St	
Ingomar St	
Huntington St	
Chevy Chase Pkwy	
Nebraska Avenue	
Fessenden St	
Everett St/36th St	
Ellicott St	
Davenport St	
Cumberland St	
Chesapeake St	
Brandywine St	
Appleton St	
Albemarle St	
Yuma St	
Windom Place	
Veazey Terrace	
Van Ness St	
Upton St	
Tilden St	
Sedgwick St	
Rodman St	
Porter St	
Ordway St	
Newark St	
Macomb St	
Devonshire Place	
North Driveway	
North Rd	
Hawthorne St	
Cathedral Avenue	
Garfield St	
Woodley Rd	
24th St	
Calvert St	

Metered Parking
Non-Metered Parking
Loading
Taxicab
Diplomat Parking
Proposed Turn Lane
XX # of Parking Spaces
XX FT Loading Zone Length

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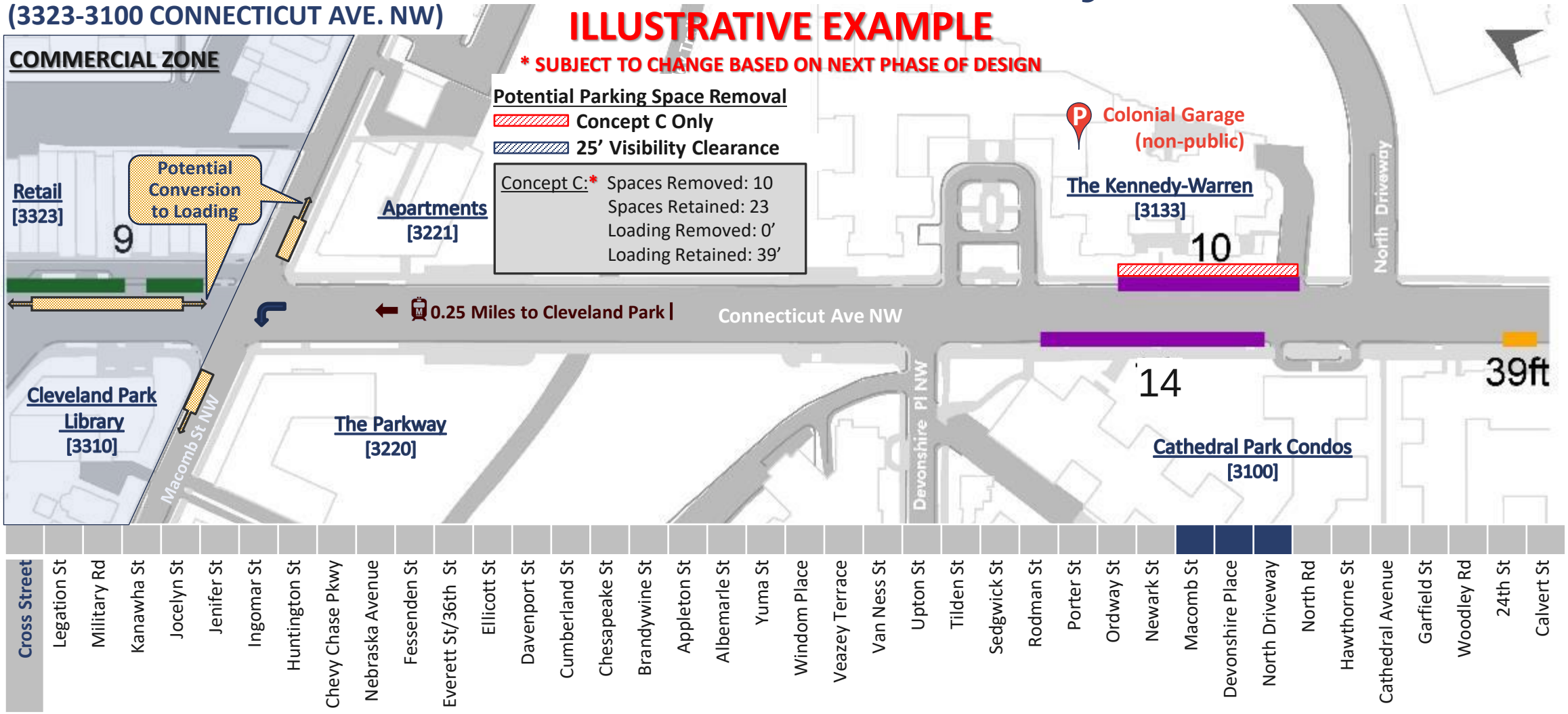
Corridor Segment 8: Macomb St to North Dwy

Second-Level Evaluation

(3323-3100 CONNECTICUT AVE. NW)



Metered Parking
Non-Metered Parking
Loading
Taxicab
Diplomat Parking
Proposed Turn Lane
XX # of Parking Spaces
XX FT Loading Zone Length

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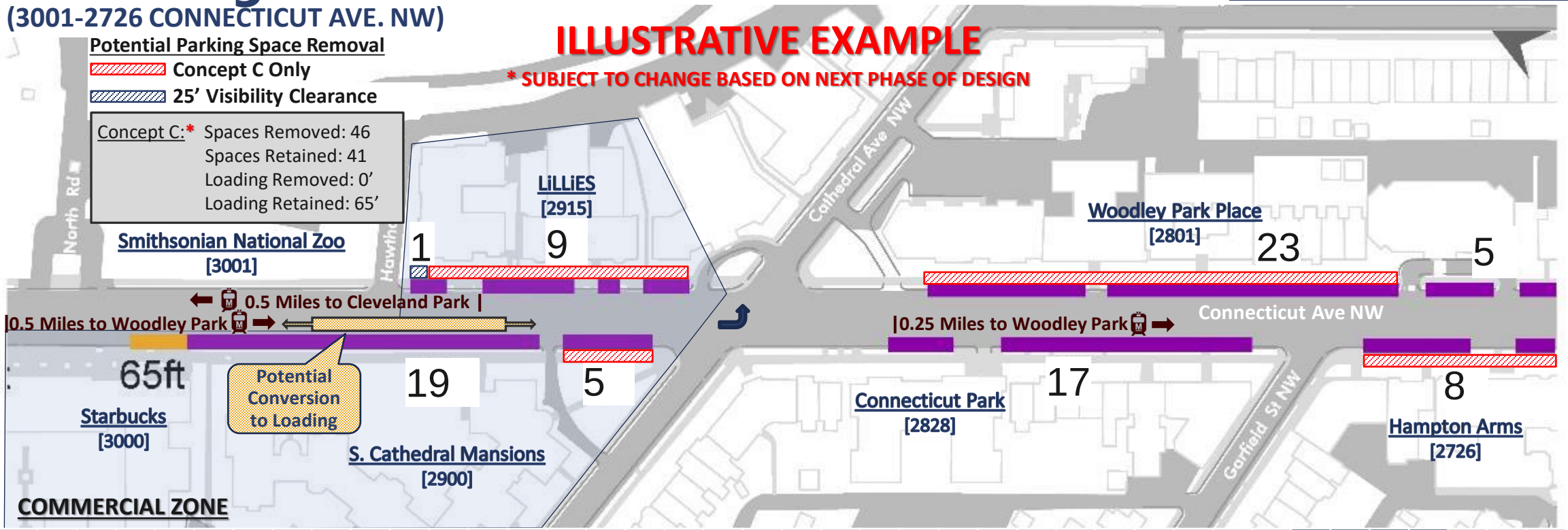
MURIEL BOWSER, MAYOR

Corridor Segment 9: North Rd to Garfield St

(3001-2726 CONNECTICUT AVE. NW)

Second-Level Evaluation



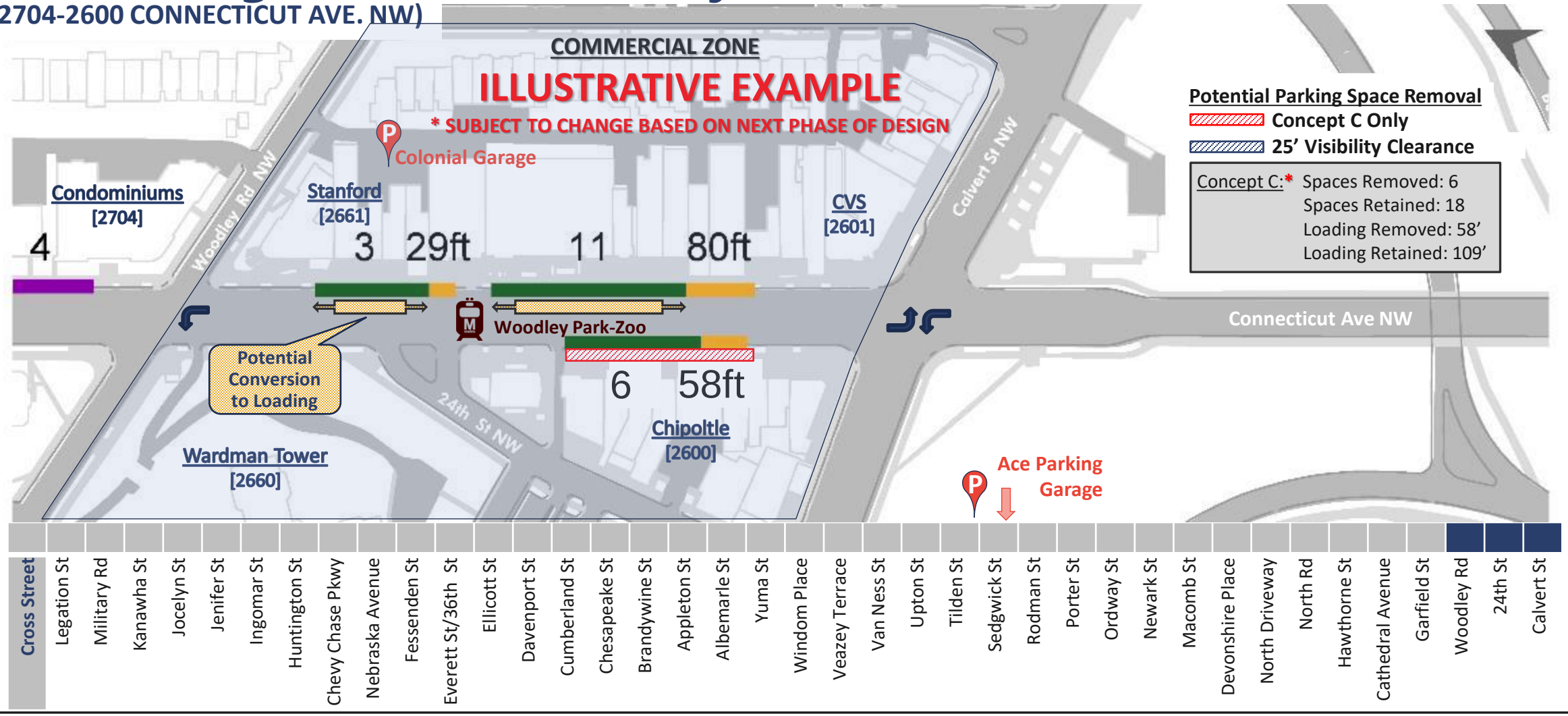
Cross Street	Legation St	Military Rd	Kanawha St	Jocelyn St	Jenifer St	Ingomar St	Huntington St	Chevy Chase Pkwy	Nebraska Avenue	Fessenden St	Everett St/36th St	Ellicott St	Davenport St	Cumberland St	Chesapeake St	Brandywine St	Appleton St	Albemarle St	Yuma St	Windom Place	Veazey Terrace	Van Ness St	Upton St	Tilden St	Sedgwick St	Rodman St	Porter St	Ordway St	Newark St	Macomb St	Devonshire Place	North Driveway	North Rd	Hawthorne St	Cathedral Avenue	Garfield St	Woodley Rd	24th St	Calvert St

Metered Parking
Non-Metered Parking
Loading
Taxicab
Diplomat Parking
Proposed Turn Lane
XX # of Parking Spaces
XX FT Loading Zone Length

Corridor Segment 10: Woodley Rd to Calvert St

(2704-2600 CONNECTICUT AVE. NW)

Second-Level Evaluation



Metered Parking
Non-Metered Parking
Loading
Taxicab
Diplomat Parking
Proposed Turn Lane
XX # of Parking Spaces
XX FT Loading Zone Length

GOVERNMENT OF THE DISTRICT OF COLUMBIA
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Potential Parking Scenario – Concepts B & C

Second-Level Evaluation

Connecticut Avenue NW Parking & Loading *Existing Conditions*		*Total Available*
➢ Total Parking Spaces		*609*
➢ Total Parking Spaces by Roadway Segment	*1) Legation St to Jennifer St*	*61*
	2) Jennifer St to Fessenden St	*65*
	3) Fessenden St to Chesapeake St	*56*
	4) Chesapeake St to Yuma St	*66*
	5) Yuma St to Upton St	*78*
	6) Upton St to Rodman St	*73*
	7) Rodman St to Newark St	*66*
	8) Newark St to North Rd	*33*
	9) North Rd to Woodley Rd	*87*
	10) Woodley Rd to Calvert St	*24*
➢ Total Loading Area		*577 feet (~24 Spaces)*

Connecticut Avenue NW Parking & Loading *Potential Scenario for Concepts B and C* *		Concept B	Concept C
➢ Total Potential Parking Spaces Removed along the Corridor **		*21*	*321*
➢ Total Potential Parking Spaces Removed by Connecticut Avenue NW Roadway Segment	*1) Legation St to Jennifer St*	*2*	*30*
	2) Jennifer St to Fessenden St	*5*	*41*
	3) Fessenden St to Chesapeake St	*5*	*35*
	4) Chesapeake St to Yuma St	*5*	*27*
	5) Yuma St to Upton St	*1*	*45*
	6) Upton St to Rodman St	*2*	*43*
	7) Rodman St to Newark St	*0*	*38*
	8) Newark St to North Rd	*0*	*10*
	9) North Rd to Woodley Rd	*1*	*46*
	10) Woodley Rd to Calvert St	*0*	*6*
➢ Total Potential Parking Spaces Retained		*588*	*288*
➢ Total Potential Loading Area Retained along the Corridor		*577 feet (~24 Spaces)*	*447' (~18 spaces)*

* Subject To Change Based On Next Phase Of Design

** Includes removal of 21 spaces to achieve 25' visibility clearance required at Intersections.

SECOND-LEVEL EVALUATION:
CONCEPTS B & C

MODELING

3b.

Travel Demand Forecasting

Pre-Covid Existing Traffic Counts → Calibrate Model to Existing Conditions → Use 2045 MWCOG Land Use/Population data to prepare No-Build Traffic Volumes → Modify Number of Lanes in Network → Prepare 2045 Build Forecasts → Conduct Evaluation- Diversion, Level of Service, Travel Time

- **Traffic modeling and analysis consisted of the following:**
  - Preparing 2045 traffic volume forecasts consistent with land use, employment and population estimates from DC, MWCOG
  - Modifying the number of lanes
  - Estimating traffic diversions
  - Conducting level of service/capacity analyses
  - Comparing relative travel time differences between Concepts

Limitations/Assumptions in Traffic Model

- Focus on Concepts B and C since traffic model is sensitive to changes in number of lanes.
- Models are good at forecasting traffic on higher volume roads than on lower volume roads.
- Model does not consider potential mode shifts that may occur in the study area such as additional transit or Metro ridership.
- Model does not consider potential changes such as more people working from home as a direct result of dynamics created by pandemic conditions.
- The study considers a Year 2045 Planning horizon and does not consider changes in traffic volumes on a year-to-year basis.

SECOND-LEVEL EVALUATION:
CONCEPTS B & C

3c.

TRAFFIC DIVERSIONS

Traffic Diversion: General Principles

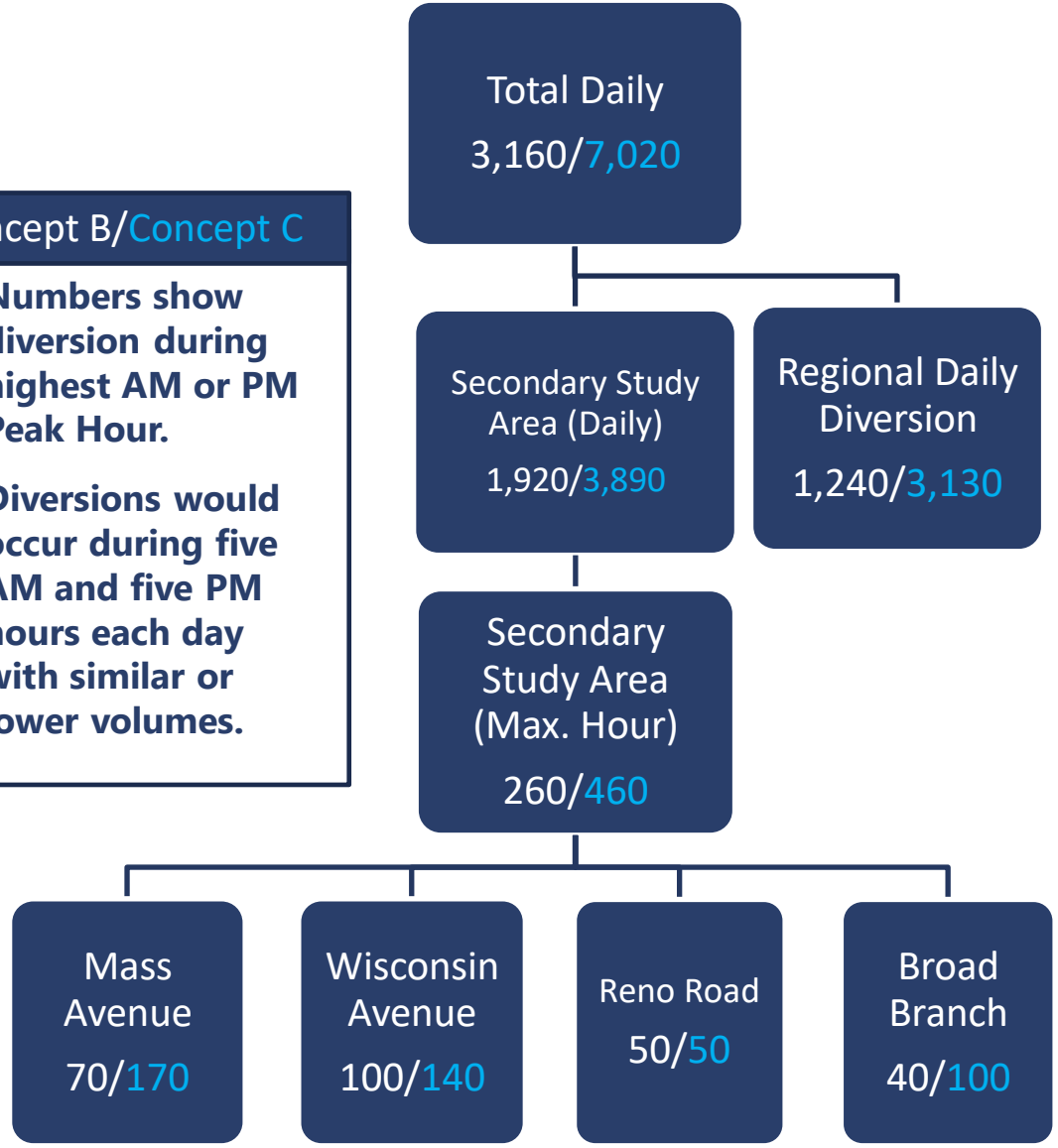
- Modeled Traffic Diversions for No-Build and Concepts B and C.
- Developed a Daily (24-Hour) Diversion volume.
- Some diversions will occur within our Secondary Study Area and on Regional Roadways.
- Model only considers potential mode shifts at the regional level and is not sensitive to local changes that may occur in the study area such as additional transit or Metro ridership.
- Distributed Daily Diversion volumes to Secondary Study Area over five (5) hours in the AM Peak Period and five (5) hours in the PM Peak Period.
- Diversions are not expected to occur during 14 of 24 hours of the day (i.e., during the off-peak periods).

Secondary Study Area and Regional Diversions

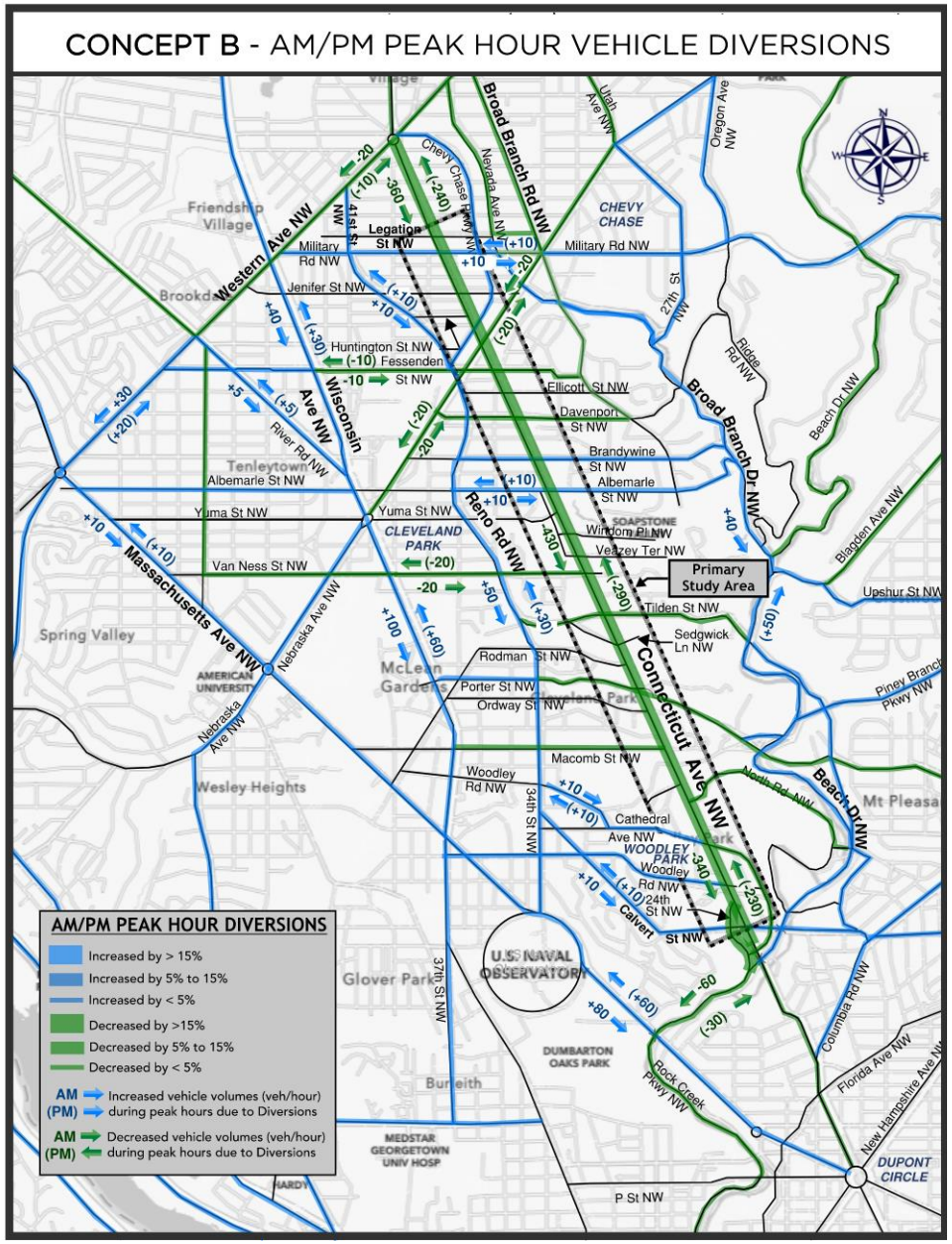
- 55-60% of traffic diversions will occur within the secondary study area, while 40-45% of people will travel on regional roadways
- Regional "diversion" roadways include Georgia Ave, Clara Barton Pkwy/ Canal Road, I-495, MacArthur Blvd, and George Washington Pkwy.
- Concept B
  - Total Daily Diversions: 3,160
  - Secondary Study Area Daily Diversions: 1,920
  - Regional Diversions: 1,240
- Concept C
  - Total Daily Diversions: 7,020
  - Secondary Study Area Daily Diversions: 3,890
  - Regional Daily Diversions: 3,130

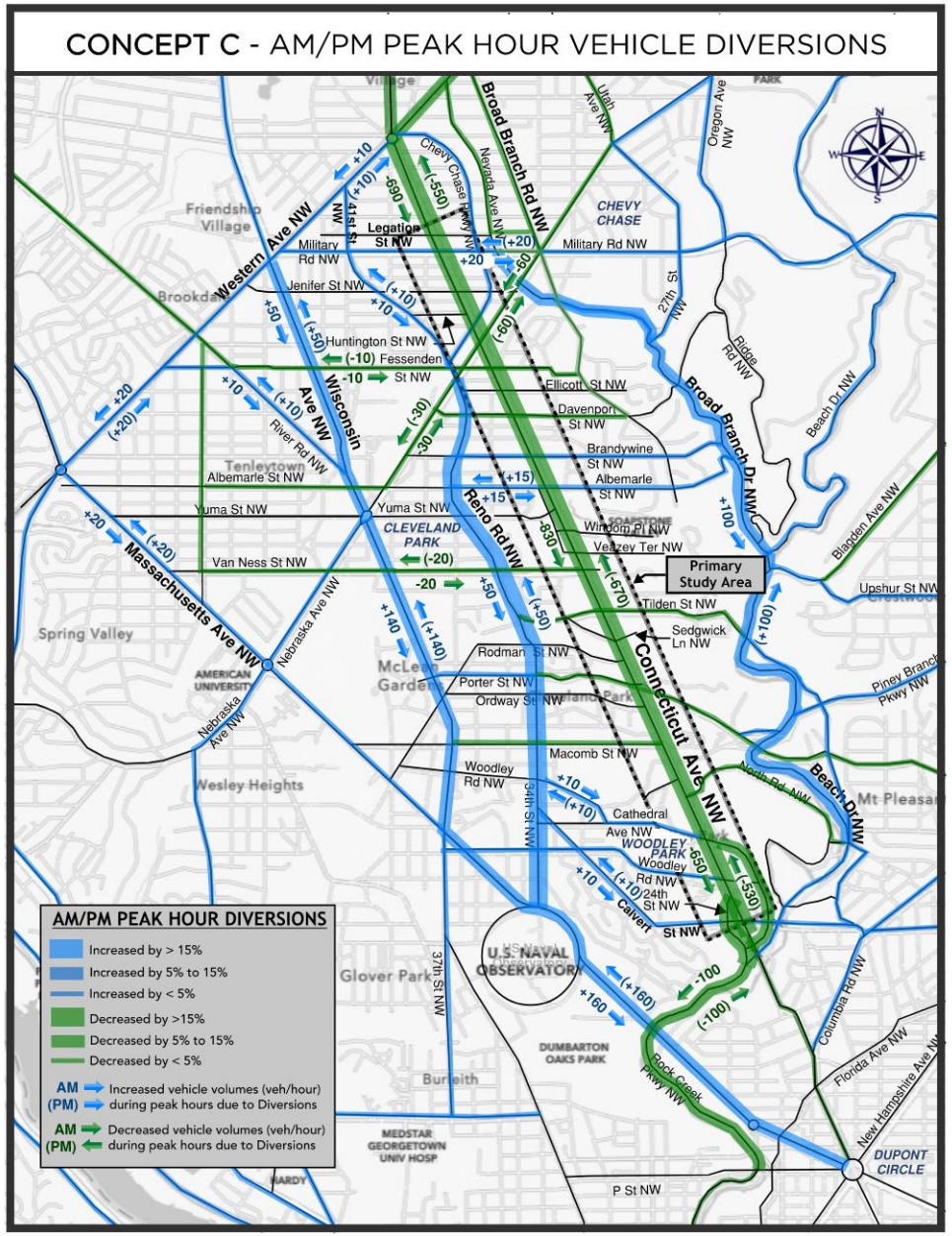
Concept B/Concept C

- **Numbers show diversion during highest AM or PM Peak Hour.**
- **Diversions would occur during five AM and five PM hours each day with similar or lower volumes.**



Concepts B and C Traffic Diversions



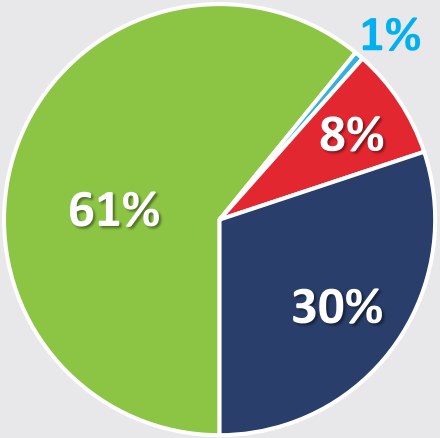


GREEN shows relative decreases in peak hour traffic volumes compared to 2045 No-Build condition.

BLUE shows relative increases in peak hour traffic volumes compared to 2045 No-Build condition.

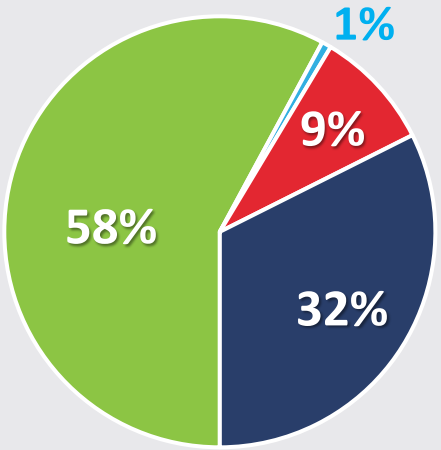
Connecticut Avenue NW - Multimodal Volumes

No-Build



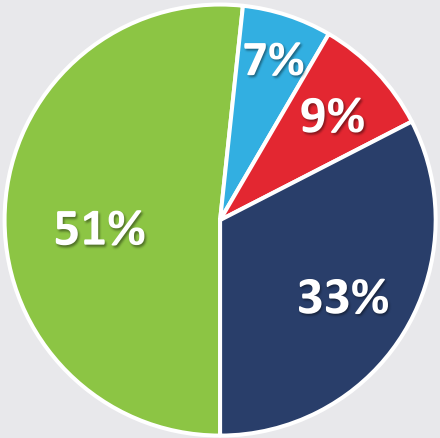
Cars – 31,350
Metrorail – 15,500
Bicycles – 300
Buses – 4,300

Concept B



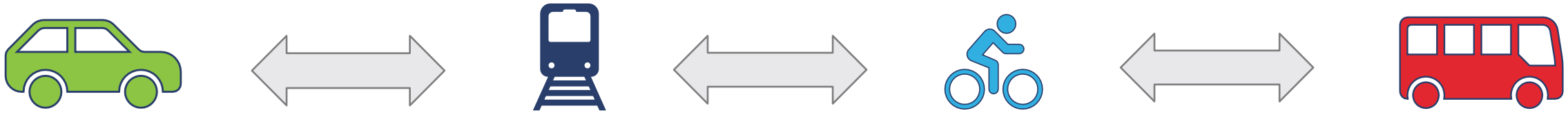
Cars – 28,250
Metrorail – 15,500
Bicycles – 300
Buses – 4,300

Concept C



Cars – 24,610
Metrorail – 15,800*
Bicycles – 3,200
Buses – 4,400*

*Includes 2% Modal Shift



SECOND-LEVEL EVALUATION:
CONCEPTS B & C

TRAFFIC LEVELS OF SERVICE & DELAY

3d.

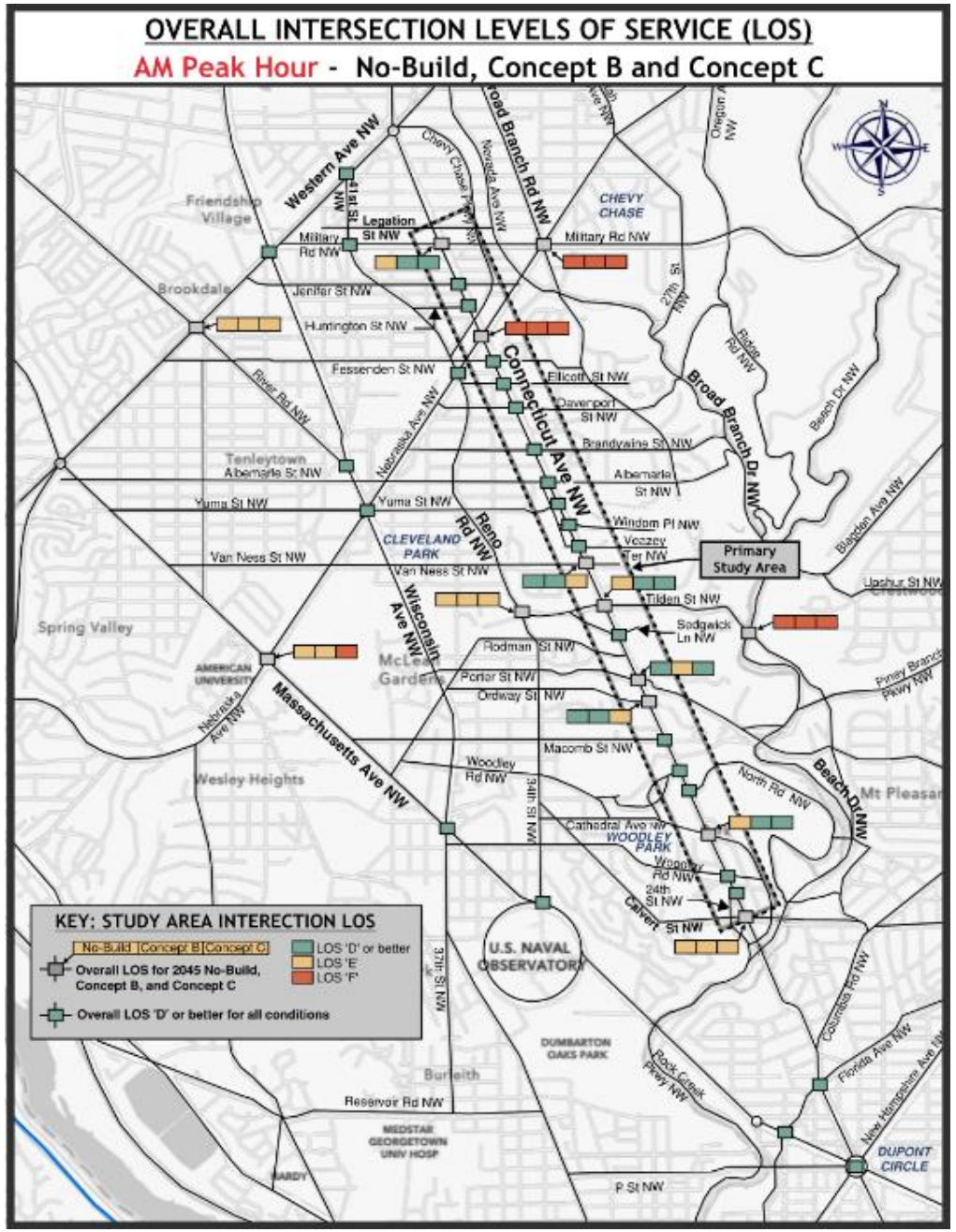
Intersection Level of Service and Delay

- Level of Service (LOS) and Delay, were reported and assessed at each of the study area intersections.
- LOS and Delay
  - See Grading System, LOS "A" to LOS "F"
  - Overall signalized LOS: Average total vehicle delay of all movements through an intersection
- LOS and Delay reported is for the highest one peak hour in the morning and the highest one peak hour in the evening.
- An intersection will likely operate better than what is reported during the balance of the day (approximately 20-22 hours).

LOS	Control Delay per vehicle (seconds per vehicle)
A	≤ 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

AM Peak Hour Level of Service (LOS) Results

Second-Level Evaluation



Primary & Secondary Study Areas - No-Build, Concepts B & C

AM PEAK HOUR	PRIMARY & SECONDARY STUDY AREAS		
	NO-BUILD	CONCEPT B	CONCEPT C*
# of Intersections with Overall LOS "F" (Total # of Study Area Intersections)	3 (44)	3 (44)	4 (44)

**Traffic demands are different under Concepts B and C due to capacity constraints along Connecticut Avenue*

Intersections Operating at LOS "F" under 2045 No-Build, Concept B or Concept C conditions:

Primary

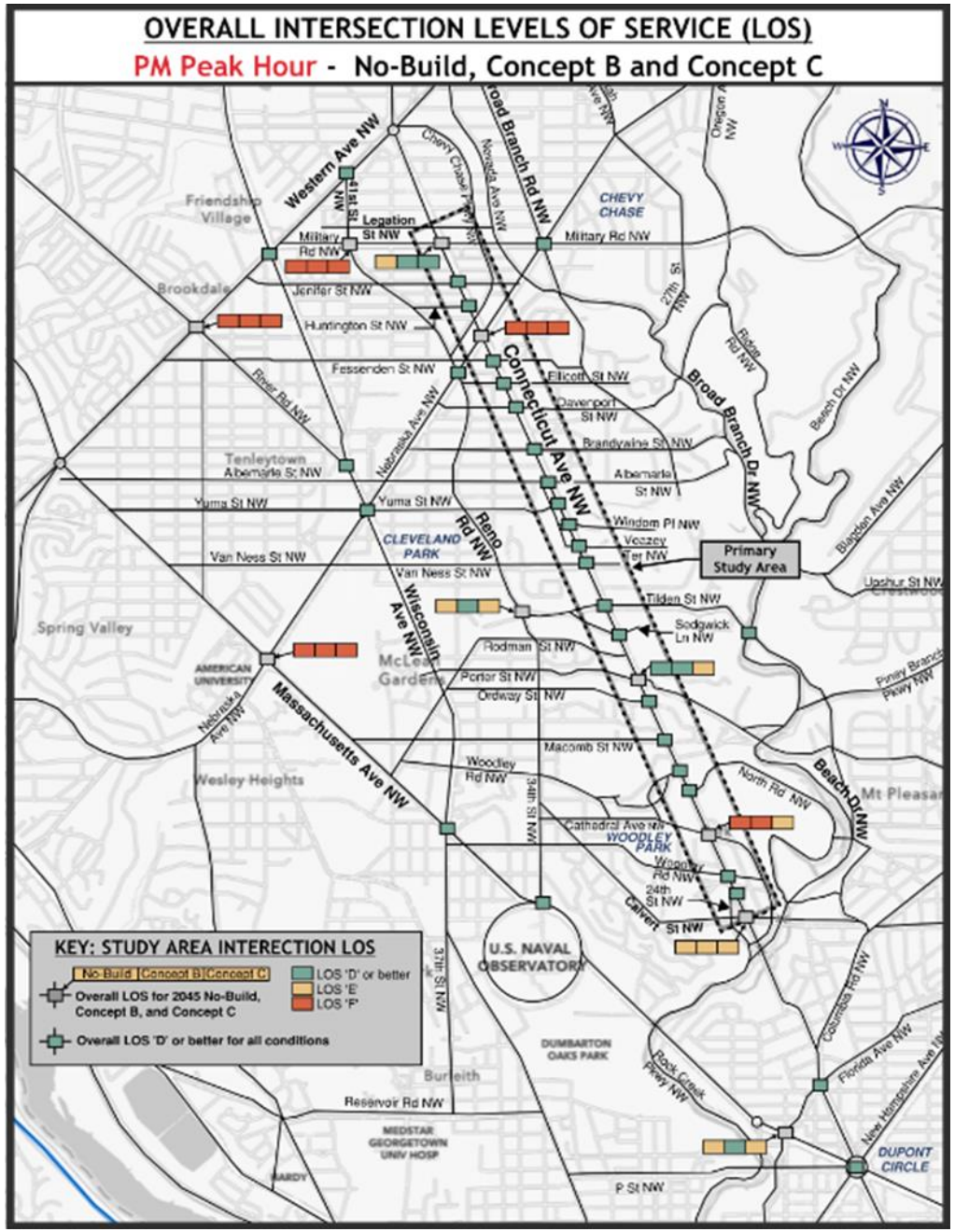
- Nebraska Ave & Connecticut Ave (All Conditions)

Secondary Study Area

- Nebraska Ave & Broad Branch Rd (All Conditions)
- Beach Dr & Park Rd/Tilden St (All Conditions)
- Nebraska Ave & Ward Circle N. ("E" to "F" - Concept C)

PM Peak Hour Level of Service (LOS) Results

Second-Level Evaluation



Primary & Secondary Study Areas - No-Build, Concepts B & C

PM PEAK HOUR	PRIMARY & SECONDARY STUDY AREAS		
	NO-BUILD	CONCEPT B	CONCEPT C*
# of Intersections with Overall LOS "F" (Total # of Study Area Intersections)	5 (44)	5 (44)	4 (44)

**Traffic demands are different under Concepts B and C due to capacity constraints along Connecticut Avenue*

Intersections Operating at LOS "F" under 2045 No-Build, Concept B or Concept C conditions:

Primary

- Nebraska Avenue & Connecticut Avenue (All Conditions)
- Cathedral Ave & Connecticut Ave ("F" to "E" - Concept C)

Secondary Study Area

- Western Ave & River Rd (All Conditions)
- Reno Rd & Military Rd (All Conditions)
- Nebraska Ave & Ward Circle N. (All Conditions)

Traffic Analysis Conclusions

- Levels of service (i.e., capacity and delay) for Concepts B and C include diversions to secondary study area and regional roadways.
- Concept C diverts more traffic than Concept B due to one (1) less travel lane.
- Study Area intersections with LOS "F" during highest *AM and PM Peak* hours:
  - 2045 No-Build: *AM/[PM]: 3/[5] of 44*
  - Concept B: *AM/[PM]: 3/[5] of 44*
  - Concept C: *AM/[PM]: 4/[4] of 44*
- Delays would result for the overall intersection as well as for individual intersection approaches.
- Modeled diversions must occur for traffic operations to operate at acceptable levels of service for some intersections along Connecticut Avenue.

Traffic Analysis Conclusions: Travel Time

- Estimated Travel Times along Connecticut Avenue (i.e., Peak Direction/Peak Hour)
  - AM Peak Hour (Southbound)
    - Concept B/ [C]: +3 minutes/[+7 minutes] compared to 2045 No-Build
  - PM Peak Hour (Northbound)
    - Concept B/ [C]: +4 minutes/[+8 minutes] compared to 2045 No-Build

Traffic Analysis – "What-if" Assessment

- What-if the magnitude of AM and PM Peak Period diversions are less then modeled?
  - Intersection delay would increase; Level of Service (LOS) "F" conditions may not be mitigated by signal timing adjustments.
  - Corridor travel times would be longer.
  - Modal shifts and behavioral changes (e.g., more teleworking) would need to occur.
- What-if Concept B and C (Year 2045) traffic volumes are 10-20% lower than modeled due to modal shifts or behavioral changes such as increased teleworking?
  - Intersections LOS would improve.
  - Corridor travel times would improve.
  - Less diversion would occur.

QUESTIONS AND COMMENTS

4.

Closing

5.

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

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?

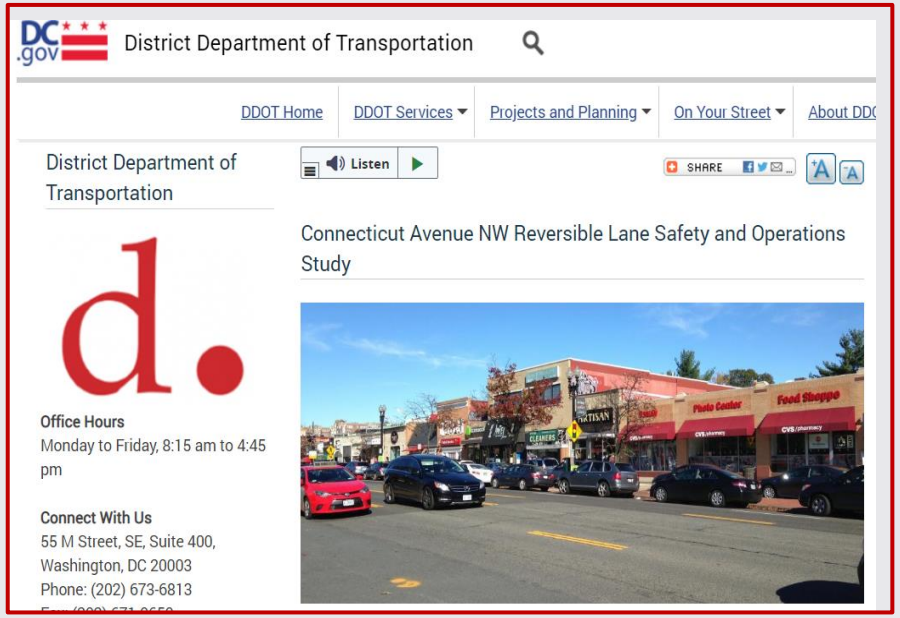
Closing

- Thank you for your attendance during the Learning Rooms today.
- We will now be Transitioning into the *General Public Meeting Presentation.*
- The next presentation will start at approximately 7:00 PM.
- If you would like to the attend the *General Public Meeting*, you will be directed automatically.
- If you have technical difficulties, 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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Thank You!

General Public Meeting Presentation to Follow