Single Member District Commissioners
01-Lee Brian Reba; 02-Jason Fink; 03-Janell Pagats
04-Beau Finley; 05-Sauleh Siddiqui; 06-Adam Hoyt
07- Maureen Kinlan Boucher; 08-Jocelyn Dyer; 09-Nancy MacWood

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ANC3C Resolution 2022-014
Supporting a Safer Connecticut Avenue Redesign and Reiterating ANC 3C Support of Concept C presented by DDOT as part of the Connecticut Avenue NW Reversible Lane Safety and Operations Study

WHEREAS on April 19th, 2021, ANC 3C passed Resolution 2021-005 "Regarding ANC-3C Support of Concept C presented by DDOT as part of the Connecticut Avenue NW Reversible Lane Safety and Operations Study" in support of Concept C[1] presented by DDOT as part of the Connecticut Avenue NW Reversible Lane Safety and Operations Study;

WHEREAS Mayor Bowser choose Concept C as a design for Connecticut Avenue NW, repurposing reversible rush-hour lanes with new protected bike lanes on December 15, 2021;

WHEREAS there have been at least 35 crashes and at least three people killed by drivers on Connecticut Avenue since the Mayor's announcement;

WHEREAS, The Residential Disability Permit Parking (RDPP) program allows only residents with disabilities who live in a single-family dwelling and meet certain other requirements to have on-street parking spaces reserved for them.[2]

WHEREAS, District Department of Transportation (DDOT) organized over 58 public and stakeholder meetings in the last two and a half years, including many in collaboration with ANC 3C, and continues to organize in-person and online meetings for public information and input; and

WHEREAS, on September 20, 2021, ANC 3C reiterated its support of Concept C in Resolution 2021-013 "Regarding parking, loading, and pick-up/drop-off on Connecticut Avenue."[3]

THEREFORE BE IT RESOLVED, ANC 3C continues to and reiterates support of Concept C presented by DDOT as part of the Connecticut Avenue NW Reversible Lane Safety and Operations Study.

BE IT FURTHER RESOLVED, ANC 3C urges DDOT to prioritize public space access, including parking and loading zones, for constituents in need, including, individuals with disabilities as well as children and elderly members of our community in the design process.

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[1] https://anc3c.org/wp-content/uploads/2021/04/ANC3C-Resolution-2021-005-Regarding-ANC 3C-Support-of-Concept-C-presented-by-DDOT-as-part-of-the-Connecticut-Avenue-NW-Reversible-Lane-Safety-and-Operations-Study.pdf
[2] https://www.parkdc.com/pages/residential#residential_disability_parking_permit
[3] https://anc3c.org/wp-content/uploads/2021/10/ANC3C-Resolution-2021-013-Regarding-parking-loading-and-pick-up-drop-off-on-Connecticut-Avenue.pdf

BE IT FURTHER RESOLVED, ANC 3C urges DDOT to expand the Residential Parking Permit (RPP) Program in the surrounding affected residential areas to increase available spaces reserved for residents, reduce the time period they are unrestricted to non-residents, reserve the majority of this parking for residents for 24/7 use, and eliminate the petition required to implement it immediately.[4]

BE IT FURTHER RESOLVED, ANC 3C urges DDOT to expand The Residential Disability Permit Parking (RDPP) program to include street parking for eligible residents of multi-family buildings immediately, especially those where occupancy does not otherwise confer Residential Permit Parking.[5]

BE IT FURTHER RESOLVED, ANC 3C calls on DDOT to immediately implement other strategies in DDOT's Corridor Safety Improvements for Connecticut Ave NW, including installing dynamic speed feedback signs (to provide drivers with visual speed warnings), installing speed enforcement cameras and red light enforcement cameras, and adding Pedestrian Hybrid Beacons/HAWK signals, and audible crossing signals.

BE IT FURTHER RESOLVED, ANC 3C urges DDOT to implement traffic calming on side streets in ANC 3C, including, but not limited to, speed humps, raised crosswalks, speed cameras and continue analysis of cut through traffic on these side streets.

BE IT FURTHER RESOLVED, ANC 3C requests DDOT to ensure loading and parking zones be long enough for cars and trucks to easily load and unload, be considered in residential streets side streets adjacent to Connecticut Ave NW, and be designed to minimize conflict between people, bicycles, and motorized vehicles.

BE IT FURTHER RESOLVED, ANC 3C requests DDOT to work with WMATA to prioritize far side or midblock bus stops, bus priority traffic signals, and improving bus service along Connecticut Avenue NW with lower headways, bus lanes and queue jump lanes, and supplemental bus routes with fewer stops along the avenue.

BE IT FURTHER RESOLVED, ANC 3C requests DDOT work with all stakeholders, including the National Zoo, post office, and businesses and large multi-family buildings to ensure the redesign meets their needs and maximizes safety.

BE IT FURTHER RESOLVED, ANC 3C requests DDOT implement ancillary safety measures for pedestrians and bicyclists with signage and extra space along intersections.

BE IT FURTHER RESOLVED, ANC3C calls on DDOT to immediately remove all rush-hour parking restrictions on Connecticut Avenue NW.

BE IT FURTHER RESOLVED, ANC3C calls on the District of Columbia Executive Branch to make further efforts on ticket reciprocity with Maryland and Virginia.

BE IT FURTHER RESOLVED, ANC 3C authorizes the Chair, Commissioners 3C03, 3C04, and 3C05 to represent the Commission on this matter.

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[4] https://dcgov.app.box.com/v/rpp-petition
[5] https://www.parkdc.com/pages/residential#residential_disability_parking_permit

Attested by

Beau Finley
Chair, on September 19, 2022

This resolution was approved by voice vote on September 19, 2022, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.