

# The Save Connecticut Ave Story



**Founded January  
2022**



**While we are in  
favor of making  
Connecticut  
Avenue safer, bike  
lanes will make  
Connecticut  
Avenue less safe**



**We are an all  
volunteer,  
grassroots, non-  
profit organization**



**Our mission is to  
inform residents  
and businesses of  
DDOT's plan**



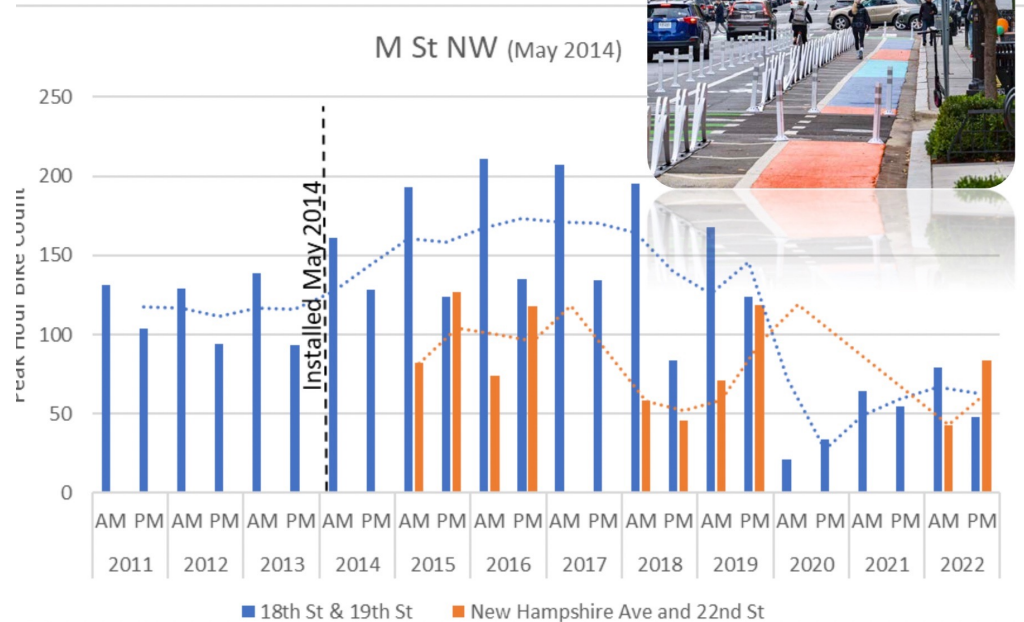
**Our goal is to stop  
bike lanes from  
being built on  
Connecticut Ave**

Conn Ave is the  
wrong location for  
a protected bike  
route AND

DDOT's bike plan  
assumptions are  
outdated and  
don't reflect  
current conditions

# Cycling in DC Keeps Declining – Since 2017

## M Street, NW



- US Bureau of Transportation Statistics say cycling in DC has fallen every year since 2017 and is now 2% of commutes, down from 5% or a **decline of 60%**
- According to DDOT data, protected bike lanes are not attracting new riders
- DDOT assumes cycle ridership on Conn Ave will go from 100 to 3,500 in 5 years-- unmoored from reality in DC
- **Bike lanes will not move the needle on our green goals**

# Traffic Congestion

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- Traffic congestion will discourage workers from returning to downtown offices.
- Pollution from idling cars and buses will negate any benefits bike lanes might provide.
- Bus service will become slower and more unreliable.
- Buses will stop and go in one lane of traffic leaving only one “through” lane.



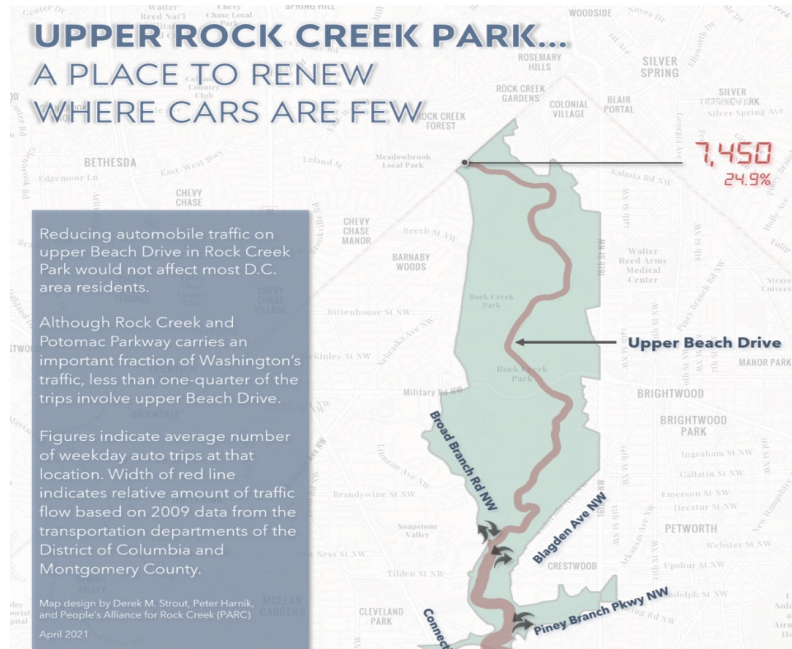




## Emergency Response Times Will Increase Resulting in Loss of Life

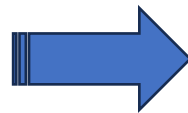
- DDOT acknowledges that major traffic congestion will occur.
- Response times will increase for police, ambulance and fire/EMS as they try to maneuver thru bumper-to-bumper traffic.
- Access to apartment buildings for rescue will be blocked by barricades and will be moved out further from sidewalk.
- There are multiple senior centers on Conn Ave that get daily visits from ambulances and fire/EMS.

# Beach Drive Closure And Other Changes



A Graphic from WABA

- The closure of upper Beach Drive has rerouted 7,450 vehicles daily and overwhelmed the local road network
- Reversible lanes on Conn Ave have been removed, resulting in significantly more congestion and more vehicles diverting to alternate routes



**Underlying assumptions of the Conn Ave bike plan's impact are no longer valid and neighborhood streets cannot bear any more diversions**



# Disabled and Seniors

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- Devastating for disabled persons who require access to the curb.
- Metro Access will have to block a lane of traffic to pick up residents or park around the block.
- Callous treatment of a large section of population who cannot cycle.
- Works against “aging in place” and retaining older DC residents.



# Case Study: K Street NW, the flawed DDOT Model for Conn Ave

We visited the bike lane on K St and recorded candid interviews with residents there. What you see will shock you. Watch the video here—



To access the curb, wheelchairs need to ride through the bike lane to the nearest curb cut. Because the lanes are protected by concrete or other barriers people cannot be dropped off directly at the curb.



DDOT's design for Conn Ave will feature what they call "floating bus stops" like this one on K Street. To board a bus you must cross into the bike lane. During our visit we recorded a cyclist curse at a man in a wheelchair at the bus stop, telling him to get out of the bike lane. Residents said this happens all the time and they feel intimidated, especially the elderly. In one two-hour visit we saw it happen three times.



# Our Community Petition

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- More than 3,000 signatures of DC residents to date
- Calls for stop to Conn Ave bike plan
- Signers live in DC both west and east of the park
- Effects of Conn Ave bike plan will be felt **across the city**. **Conn Ave is important to the entire city, not just Ward 3.**





# Business and Commerce

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- Bike lanes remove 469 curbside parking spaces (79% of all parking).
- Over 42% of loading zones will be eliminated. DDOT proposes to move loading zones to quiet side streets.
- Restaurants, who rely on curbside pick up and delivery, will go out of business.



# Our Business Petition

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- 121 Connecticut Ave businesses have signed to date.
- DDOT did not make any meaningful effort to consult businesses. Most were unaware of the proposed bike lanes.
- Most small business owners view the bike plan as not survivable.







## Safer Choices for Cyclists

- Use the bike racks on the L2 bus on Conn Ave
- Ride on quiet side streets
- Use the dedicated bike trail on Beach Drive/Rock Creek Parkway
- Walk or take Metro

# Disparate Racial Impact

- 88% of DC cyclists are white
- Whites are 3.7 times more likely to use bikes than are Blacks
- 47% of DC Black residents drive to work, 25% take the bus
- The disaster of K Street is a case study in disparate impact and prioritization of affluent, young white voters.
- ***Ward 3 does not own Conn Ave, the city does***

