



**Government of the District of Columbia**  
**ADVISORY NEIGHBORHOOD COMMISSION 3/4G**

Chevy Chase, Barnaby Woods, Hawthorne

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**Resolution in Opposition to Ending the Reversible Lanes Policy  
on Rock Creek Park Parkway**

**WHEREAS:**

- The National Park Service has sought public comments on its proposed [Multimodal Safety and Operational Improvements Plan](#), which, among other measures, would end reversible lanes on Rock Creek Park Parkway (RCP) for safety and other reasons.
- ANC 3/4G heard from Rock Creek Park (RCP) Superintendent Brian Joyner and Chief Ranger Nick Bartolomeo on the plan at the ANC's April 7 meeting, focusing on the reversible lanes policy. (Their presentation with Q&A is available [here](#), 47:03-1:22:20.)
- Superintendent Joyner and chief ranger Bartolomeo cited the rationale for ending RCP reversible lanes contained in NPS's commissioned study, [Elimination of Reversible Operations Along Rock Creek & Potomac Parkway: Transportation Impact Assessment](#), namely:
  - *The existing one-way reversible operations do not conform to modern federal traffic standards and present unusual challenges for drivers to safely navigate.*
  - *Enacting and enforcing one-way reversible operations requires United States Park Police (USPP) staff time and places officers in vulnerable positions on the roadway.*
  - *The rate of crashes that occur during one-way reversible operations is disproportionately higher than the rate of crashes that occur during bidirectional travel.*
- The District Department of Transportation has responded to NPS's proposals, offering the department's views on reversible lanes, excerpted as follows:
  - *Traditional two-way traffic reversible lanes, with one or two lanes switching directions at peak times (such as those eliminated from Connecticut Avenue), generally have more crashes*

*than roads without the peak-hour lane switch. However, traditional reversible lane operations are different from the RCPP's one-way reversible operations. In the case of the RCPP, the entire parkway operates one-way south during morning commute hours and one-way north during evening commute hours. Because of this essential difference, **RCPP one-way operations do not have the same safety concerns as traditional reversible lane operations** (emphasis in original).*

- ANC 3/4G is concerned about the safety of USPP staff and understands there are technology-aided traffic control measures that could serve to manage the daily conversion from two-way to one-way vehicular flows without exposing USPP staff to undue safety risks.
- ANC 3/4G has surveyed the Chevy Chase community to ascertain resident views on ending the reversible lanes policy and has received some 185 responses, including 122 individual comments, with 85% citing opposition to NPS's plan. (Survey results are available [here](#).)
- With respect to traffic diversions resulting from ending the reversible lanes policy, NPS's impact assessment asserts:
  - *Should NPS eliminate one-way reversible operations, some users travelling in the predominant direction of commuter travel would shift to parallel corridors while reverse commuters would shift to using RCPP. More vehicular traffic is expected to divert to the RCPP corridor than divert away from the RCPP corridor.*
  - *Eliminating the reversible operations along the RCPP corridor is expected to align with the adjacent Connecticut Avenue project ... By eliminating reversible operations along both routes, those commuters will likely choose alternate modes of transportation or rely on the regional highway network instead of cutting through neighborhoods.*
- While NPS speculates as to likely impacts, survey respondents relate their lived experiences. They cite significant, increased volumes on RCPP now with existing reversible lanes in place, attributed to back-to-work mandates and the permanent closure of Beach Drive in 2022. Given this, many say they cannot see but how their daily commutes would become significantly, even intolerably, long if the reversible lanes were ended.
- Neighbors further cite routine delays on Connecticut Avenue following the ending of reversible lanes there due also to increased traffic volumes as well as unenforced parking violations, resulting in blocked travel lanes, and frequent turns, causing slowdowns. They are skeptical Connecticut Avenue could handle additional vehicular loads without exacerbating existing delays.
- All told, many neighbors express concern, some in passionate terms, about the hardships they will experience if reversible lanes end on RCPP as well. At the same time, many note that choosing alternate modes of transportation is not an option for them given their destinations and family schedules.
- ANC 3/4G is not addressing other aspects of the plan, including trail and pathway improvements for increased pedestrian and bicyclist safety, but rather is concerned here only with the reversible lanes policy.

**THEREFORE, BE IT RESOLVED:**


- ANC 3/4G, on behalf of its constituent neighbors, urges the National Park Service NOT to end the reversible lanes on Rock Creek Park Parkway.
- ANC 3/4G recommends NPS look at the many options available, including automated signage, arms, or retractable bollards (as suggested by DDOT) to eliminate the safety risk to US Park Police officers in executing the daily conversions from two-way to one-way traffic flows.

**BE IT FURTHER RESOLVED:**

- ANC 3/4G authorizes Commissioners Sherman, Gore, and Grunewald to represent the commission on all future matters related to this resolution

**This resolution was adopted at a duly noticed public meeting on May 12, 2025, with a quorum of Commissioners present, voting: 7 Yes, 0 No, and 0 abstain.**

**Lisa R. Gore, Chair**

  
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**Elizabeth A. Nagy, Secretary**

  
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May 14, 2025

**Date**