



## **ADVISORY NEIGHBORHOOD COMMISSION 3E**

**TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS**  
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[www.anc3e.org](http://www.anc3e.org)

### **Resolution Regarding DDOT Notice of Intent 15-223-PPSA regarding the installation of a bicycle lane on 39<sup>th</sup> Street NW between Van Ness and Albemarle Streets NW**

**Whereas**, the [Sustainable DC](#) plan seeks to reduce reliance on automobiles and seeks to expand provisions of safe, secure infrastructure for cyclists and pedestrians with the goal to increase biking and walking to 25% of all commuter trips, and

**Whereas**, the Washington Metropolitan Area Transit Agency [set a goal in 2011](#) of increasing bicycle mode share accessing Metro Stations of 2.1% by 2020 and 3.5% by 2030 but according to the 2012 Metrorail Passenger survey the mode share had only increased to 1% up from .7% in 2007, and

**Whereas**, ANC 3E has previously supported the installation of additional Capital Bikeshare (CABI) stations in Ward 3 including a station on 39<sup>th</sup> Street & Veazey as well as already installed bike boulevards on 41<sup>st</sup> and Jenifer Streets NW and a bike lane on Van Ness Street NW between Wisconsin and Nebraska Avenues, and

**Whereas**, the 41<sup>st</sup> Street bike boulevard currently includes a one block southbound contraflow lane between Davenport and Chesapeake Streets NW and ANC 3E is not aware of any complaints about that lane, and

**Whereas**, recently polls conducted by the [Metropolitan Washington Council of Governments](#) and [the Washington Post](#) both show strong local support for additional bike infrastructure as did [a national poll](#) conducted by Princeton Survey Research Associates, and

**Whereas**, The District of Columbia Department of Transportation (DDOT) has given notice of its intention to add a southbound contraflow bicycle lane on the west side of 39<sup>th</sup> Street NW between Van Ness and Albemarle Streets NW, and

**Whereas**, the Tenleytown commercial area with its Metro Station, 3 public schools and 3 private schools as well as the future American University Law School is a congested area that would seem ripe for a great increase in bicycling particularly from students from American Universities main campus and bicycle facilities on 39<sup>th</sup> Street NW would be an important means of encouraging additional bicycling, and

**Whereas**, the DDOT proposal for adding a contraflow bike lane to 39<sup>th</sup> Street NW between Van Ness and Albemarle Streets does not require the removal of any parking spaces or traffic travel lanes, and

**Whereas**, while sharrows are not considered optimal bicycle infrastructure [a 2010 FHWA study](#) nonetheless showed that sharrows do increase motorist awareness of bicycles and hence increase safety for cyclists.

**Therefore be it resolved** that ANC 3E supports the proposal to add a southbound contraflow bike lane to the west side of 39<sup>th</sup> Street NW between Van Ness and Albemarle Streets with the additional suggestions that DDOT consider adding sharrows to the east side of the street and also to connect the proposed bike lane with the existing bike lane on Van Ness Street between Wisconsin and Nebraska Avenues.

**Be it further resolved** that ANC 3E urges DDOT to investigate whether adding an all-way stop sign at the intersection of 39<sup>th</sup> and Windom and further pushing back the no-parking zones away from the intersection to improve sight lines would make the intersection safer.

ANC 3E approved this resolution at its meeting on November 12, 2015, which was properly noticed and at which a quorum was present. The resolution was approved by a vote of 5-0-0. Commissioners Jonathan Bender, Amy Hall, Jonathan McHugh, Tom Quinn and Anne Wallace were present.

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ANC 3E  
By Jonathan Bender, Chairperson