



ADVISORY NEIGHBORHOOD COMMISSION 3E

TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS
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Resolution Regarding DDOT Notice of Intent 13-87-PPSA regarding the installation of Neighborhood Bikeways on Jenifer Street NW and 41st Street NW

Whereas, Mayor Gray's [Sustainable DC](#) plan which seeks to reduce reliance on automobiles 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, residents of Upper NW residing in Advisory Neighborhood Commissions (ANC) 3E, 3F and 3/4G live only a short distance from Rock Creek Park and the recreational amenities therein and specifically the multi-use trail which provides direct bicycle access to points south including Mt Pleasant/Columbia Heights, Woodley Park, Dupont Circle, the West End and Georgetown as well as access to downtown DC but such residents don't currently have a safe separated way to access Rock Creek Park on bicycle, and

Whereas, ANC 3E has previously supported the installation of additional Capital Bikeshare (CABI) stations in Ward 3 and proposals and possibilities for additional bicycle infrastructure in and adjacent to ANC 3E and Ward 3 include but are not limited to a widened sidewalk to accommodate bikes on Nebraska Avenue NW between Ward Circle and Tenleytown, additional bicycle parking and an additional sidewalk on Wisconsin Avenue connecting Friendship Heights and Bethesda, and

Whereas, Capital Bikeshare recently installed new bikeshare stations at 39th & Veazey Streets NW, Wisconsin Avenue & Fessenden Streets NW and Connecticut & Nebraska Avenues NW and has announced plans to install stations at Massachusetts Avenue and Yuma Street NW and Wisconsin Avenue and Jenifer Street NW and Montgomery County has also announced plans to install multiple Capital Bikeshare stations in Friendship Heights MD and downtown Bethesda,

Whereas, early ridership numbers from these new Capital Bikeshare stations have been strong, particularly considering they are outpost stations located far from downtown DC where most stations are located, suggesting that Upper NW is fertile ground for additional bicycle infrastructure, 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.

Whereas, Advisory Neighborhood Commission 3D recently supported the installation of a combination of bike lanes and sharrows on Tunlaw Street and New Mexico Avenue NW, and

Whereas, currently there is no on-street bicycle infrastructure in the District of Columbia north of Albemarle Street NW, and

Whereas, The District of Columbia Department of Transportation (DDOT) has given notice of its intention to make Jenifer Street NW between Western Avenue NW and Nebraska Avenue NW and 41st Street NW between Western Avenue NW and Wisconsin Avenue NW into Neighborhood Bikeways which will primarily consist of signage and sharrows and a couple of short stretches of bike lanes and also have proposed adding sharrows to the 4000 Block of Chesapeake Street and a combination of sharrows and bike lanes to the 4500 hundred block of 40th Street NW and Fort Drive NW, and

Whereas, the DDOT proposal for a bikeway on 41st Street was originally contained in the [DC Bicycle Master Facilities Plan](#) which was the result of an open and public process and the DDOT proposal for a bikeway on Jenifer Street was originally contained in the [Rock Creek West II Livability Study](#) which included participation and input from all three of the impacted ANC's, 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 and the proposed 41st Street Bikeway would be an important means of encouraging additional bicycling, and

Whereas, the Friendship Heights commercial area would also be well served by such a bikeway connecting the Metro station and commercial district there with District residents to the east and ideally Rock Creek Park via the proposed Jenifer Street bikeway,

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 and traffic volumes are light enough on most of Jenifer and 41st Streets NW that combined with the fact that both streets have all way stop signs at all intersections that are not signalized sharrows should be an adequate improvement in bicycle infrastructure while also not taking any on-street residential parking spaces away. Nonetheless ANC 3E hopes that this is a step on the way to a more optimal network of dedicated bike lanes.

Therefore be it resolved that ANC 3E supports the proposal to make both Jenifer Street and 41st Street Bikeways to support additional and safer bicycling in our community but ANC 3E urges DDOT to consider the following tweaks before moving forward:

- 1) Page 4 – we believe it would be useful to have better signage at the entry point to the bikeway at Western and Jenifer Street. We also urge DDOT to look at whether Jenifer Street between Western Avenue and Wisconsin Avenue is wide enough for a bike lane on the north side of the street as well.

- 2) Page 5 - add right turn on red restrictions for eastbound movements on Jenifer Street at Wisconsin Avenue to slow down vehicles and minimize the opportunity for conflicts between drivers and cyclists and pedestrians. We also urge DDOT to consider removing the loading zone parking spaces on the south side of this block to disincentivize illegal parking which will block both the bike lane and the queue lane for vehicles.
- 3) Page 6 - at the intersection of Jenifer and 43rd Street we urge DDOT to remove the traffic island just to the west of the intersection – this island causes very awkward turn movements and U-turns and leaving it there will pose a hazard to cyclists moving through this area. We also believe the traffic diverter should have two openings for cyclists on each end rather than one in the middle and we also urge DDOT to make cosmetic improvements to the diverter such as added landscaping. The distance sign to the nearest CABI station here is inaccurate – the proposed station at Jenifer and Wisconsin will be right around the corner just a couple of hundred feet away and there will be 3 additional CABI stations on the Maryland side of the line also in Friendship Heights that should be referenced as well.
- 4) Page 8 – should the signage at 41st and Jenifer Streets indicate the distance to the CABI stations in Friendship Heights and Tenleytown?
- 5) Page 15 – on the signage Woodrow Wilson High School is actually on that block and not 1.5 blocks away. There is also a small bike lane on the access road in front of Wilson High School that does not seem to be referenced or connected to the bike lane proposed for northbound 40th Street.
- 6) Page 17 – we urge DDOT to extend the bike lane on the east side of 41st Street all the way to Brandywine Street.
- 7) Pages 18 & 19 – parking is prohibited on the west side of 41st Street between Davenport and Ellicott Street and we urge DDOT to extend the bike lane one additional block north creating a two block stretch of southbound bike lane between Ellicott and Chesapeake Streets which is particularly important because of the hill as you head south.
- 8) Page 20 – the intersection of Fessenden and 41st Street is a high volume 4 way stop sign controlled intersection – in order to make this intersection safer for cyclists we urge DDOT to look at raised crosswalks or bulb outs to calm traffic here.
- 9) Page 24 – the listed distance to the proposed Friendship Heights bike share station is too far – and again optimally might also reference the proposed stations in Montgomery County.
- 10) 41st Street between Western Avenue and Military Road has no parking on the west side of the street and should be wide enough to add a bike lane for southbound bicycles and we urge DDOT to add such a lane.

ANC 3E approved this resolution at its meeting on August 29, 2013, 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, Matthew Frumin, Tom Quinn, Sam Serebin and Kathryn Tinker were present.

ANC 3E
By Jonathan Bender, Chairperson