



ADVISORY NEIGHBORHOOD COMMISSION 3E

TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS
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www.anc3e.org

Resolution Regarding DDOT plans to install a bike lane on the 5200 block of 44th Street NW and modifications to the traffic diverter at 44th and Harrison Streets NW

Whereas, the [Sustainable DC](#) plan seeks to reduce reliance on automobiles and to expand provision 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, 18% of households in the DC area have at least one person who rides a bike for transportation "in a typical week," according to the Census Bureau's 2013 American Housing Survey, and

Whereas, ANC 3E has previously supported:

- Installation of additional Capital Bikeshare (CABI) stations in Ward 3;
- Creation of bike boulevards on 41st and Jenifer Streets NW;
- Creation of a bike lane on Van Ness Street NW between Wisconsin Avenue and 42nd Street; and
- Additional 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 and adding a bike lane to Broad Branch Road NW, 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 installed multiple Capital Bikeshare stations in Friendship Heights MD and downtown Bethesda in September of 2013, and

Whereas, early ridership numbers from these 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, The District of Columbia Department of Transportation (DDOT) has shared with ANC 3E drawings of a proposed bike lane in the 5200 block of 44th Street as well as drawings of modifications of the traffic diverter at 44th and Harrison, and

Whereas, the DDOT proposal for a bike lane on the 5200 block of 44th Street would not result in the removal of any parking spaces or travel lanes and could connect with the existing bike lane on the 4300 and 4400 blocks of Jenifer Street NW, and

Whereas, the proposed modifications to the diverter at 44th and Harrison Streets NW would be done in conjunction with proposed modifications to the diverter at 43rd and Jenifer Streets NW that ANC 3E unanimously approved on August 29, 2013 and is the last remaining piece of the 41st and Jenifer Streets NW bike boulevards to be implemented, which DDOT has determined to be the safest manner for cyclists to traverse these diverters, and

Whereas, the Friendship Heights commercial area would be well served by better cycling connections and a bike lane on 44th and cut throughs on the diverter would help to accomplish that, and

WHEREAS, ANC 3E has received feedback from neighbors living near the 44th and Harrison Streets traffic diverter concerned about cars attempting to drive over the diverter by jumping the curb with one set of wheels being required to go over the curb, while other neighbors have expressed concerns about loss of greenery and the necessity of providing the cut at all for cyclists in light of adjacent ADA ramps connecting the sidewalk on both sides of the diverter, and

WHEREAS, ANC 3E believes that design changes can be made in DDOT's proposal that will mostly eliminate any attractiveness a channel might have to auto drivers seeking unlawfully to cross the diverter.

Therefore be it resolved that ANC 3E supports the proposal to add a bike lane on the 5200 block of 44th Street NW and also supports adding 2 cuts to the traffic diverter at 44th and Harrison Streets NW To minimize illegal use by cars, the cuts should be placed between vegetation and/or signs, such that a motorist who tried to use the lane as an aid to crossing over the diverter would risk serious damage to their car's undercarriage. The cut should also be smaller than the width of a smart car.

We urge DDOT to place additional landscaping on and around the modified diverter, in conjunction with neighbors, so that the modified diverter will be more attractive than the unmodified diverter.

We urge the following regarding both proposals:

- 1) As to the westernmost proposed curb cut, we urge DDOT to move it further to the west to directly align with the proposed bike lane on 44th Street, to the extent that DDOT agrees this modification will make it more difficult for a car to drive illegally over the diverter because the diverter is widest on the western edge.
- 2) As to the easternmost cut, we urge DDOT to move it further east to better align with the likely travel path of northbound bikes, to the extent that DDOT agrees this modification will make it more difficult for a car to drive illegally over the diverter to the wider part of the diverter adjacent to the east edge of the diverter.
- 3) We also urge DDOT to landscape the updated diverter in a manner similar to how it is currently landscaped or permit the ANC to expend funds to install similar landscaping.
- 4) As to the bike lane, we recommend making the lane lines solid adjacent to the disused curb cut to the Lord and Taylor parking lot (the 2nd southernmost curb cut on the western side of 44th) and also urge DDOT to close this curb cut in order to add additional on-street parking spaces.
- 5) We also urge DDOT to connect the 44th Street bike lane to the existing bike lane on the west side of the 4400 block of Jenifer Street.

ANC 3E approved this resolution at its meeting on April 8, 2015, which was properly noticed and at which a quorum was present. The resolution was approved by a vote of 4-0-1. Commissioners Jonathan Bender, Amy Hall, Jonathan McHugh, Tom Quinn and Anne Wallace were present.

ANC 3E
By Jonathan Bender, Chairperson