



ADVISORY NEIGHBORHOOD COMMISSION 3E

TENLEYTOWN

AMERICAN UNIVERSITY PARK

FRIENDSHIP HEIGHTS

CHEVY CHASE

WAKEFIELD

FORT GAINES

c/o Lisner-Louise-Dickson-Hurt Home 5425 Western Avenue, NW Washington, DC 20015

<https://anc3e.org>

RENO ROAD SAFETY RESOLUTION

WHEREAS on October 23, 2023, ANC3C sent a letter to Sharon Kershbaum, Interim Director, District of Columbia Department of Transportation (DDOT), requesting traffic calming and other measures on Reno Road/34th Streets NW to address “community fears that the current configuration of the road and continuing increase in traffic and reckless driving makes this stretch of the site a tragedy waiting to happen”;

WHEREAS ANC3E, specifically SMDs ANC3E04 and ANC3E05, abuts and includes Reno Road from Van Ness St., NW, north to Military Road, NW, where it becomes 41st St., NW, ending at Western Ave. at the Maryland border, and is designated as a minor arterial road;

WHEREAS, per Metropolitan Council’s [definition](#), minor arterial roads such as Reno Road are critical as they supplement the Metropolitan Highway System in urban areas with an emphasis on mobility connecting cities and towns inside and outside the region; as such, they are intended for commuter and commercial traffic including rush hours and manage regular heavy vehicular traffic;

WHEREAS ANC3E constituents who live on or near Reno Road or rely on the road for their daily and family needs however they use it, have reasons to share the safety concerns expressed by the ANC3C letter. In ANC3E, these concerns may include hazards to children attending Murch Elementary School, Sheridan School, Alice Deal Middle School and Jackson-Reed High School, and to other pedestrians and cyclists as well. Traffic congestion on Reno Road also endangers the climate with CO2 emissions and residential neighborhoods as frustrated motorists may speed and drive recklessly to avoid traffic delays;

WHEREAS, as ANC3C indicated regarding its stretch of Reno Road/34th Street, ANC3E’s stretch also includes crosswalks without any other traffic calming such as traffic lights, stop signs or raised/narrowed crosswalks, resulting in drivers not stopping for pedestrians in crosswalks, giving pedestrians a false sense of security. Other safety issues include traffic observed to exceed the posted speed during non-rush hours, and when traffic is heavy, some drivers behaving aggressively or seeking alternative routes on intersecting local streets;

WHEREAS, ANC 3E believes that automatic traffic enforcement cameras should be deployed around all the schools in the corridor to improve compliance with speed limits and traffic signals;

WHEREAS, as ANC3C also indicated, that as the region’s population has grown in recent years, so have traffic and safety challenges. Traffic issues may continue to increase as Mayor Muriel

Bowser's DC Office of Planning would allow for around 10,000 new housing units in Rock Creek West to help relieve the city's housing shortage, which ANC3E supports;

WHEREAS, the current heavy and hazardous vehicular traffic on Reno Road potentially could increase significantly given DDOT's estimated 3,900 vehicles per day that may be diverted to other local routes (including Reno Road and Wisconsin and Massachusetts Aves., NW) under the current proposed Concept C of the Connecticut Avenue Multimodal Safety Improvement Project including an estimated increase of 50 additional cars per hour on Reno Road NW during the AM and PM travel peak;

WHEREAS, consistent with addressing ANC3C and ANC3E's concerns over the safety of school children, other pedestrians, and cyclists under *existing* heavy Reno Road vehicular traffic volumes, DDOT would need to consider and remedy additional hazards from potential *increased* vehicular traffic volumes on Reno Road in any design and implementation of Concept C;

WHEREAS, we note that a great deal of DDOT's traffic calming efforts appear to be devoted to installing speed humps on local streets, often with little analysis to support the installation of speed humps on one street rather than another, even though greater hazards often exist on arterial streets, such as Reno Road, and collector streets;

WHEREAS, ANC3E agrees with ANC3C that DDOT needs to focus on Reno Road holistically, factoring future traffic configurations and impacts not only on our constituents, but on residents and communities in the entire Ward 3 as well as the District of Columbia.

BE IT THEREFORE RESOLVED:

That ANC3E supports the October 23, 2023, ANC 3C letter to DDOT calling on the agency to address safety hazards on Reno Road/34th St., NW, and extending the near- and long-term focus and remedies beyond the ANC3C boundaries to include the rest of Reno Road NW.

The resolution passed by a vote of 7-0-0 at a properly noticed meeting held on March 14, 2024, at which a quorum was present, with Commissioners Bender, Carney, Cohen, Denny, Ghosh, Hall and Quinn in attendance.

ANC 3E

by Jonathan Bender
Chairperson