ADVISORY NEIGHBORHOOD COMMISSION 3E

TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS
WAKEFIELD CHEVY CHASE FORT GAINES
c/o Lisner-Louise-Dickson-Hurt Home 5425 Western Avenue, NW Washington, DC 20015
www.anc3e.org

Resolution Requesting the District Department of Transportation (DDOT) study adding protected bike lanes to River Road NW

Whereas, ANC 3E has a long history of advocating for the improved walkability and bikeability of neighborhoods and improved safety for pedestrians and bicyclists;

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;

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;

Whereas, the Tenleytown Metrorail station has no publicly available commuter parking;

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;

Whereas, ANC 3E has previously supported:

- Installation of additional Capital Bikeshare (CABI) stations in Ward 3[1];
- Creation of bike boulevards on 41st and Jenifer Streets NW[2];
- Creation of a bike lane on Van Ness Street NW between Wisconsin Avenue and 42nd Street[3];
- Creation of a bike lane on 39th Street between Van Ness and Albermarle Streets[4];
- Additional bike racks[5];
- Creation of a bike lane on the 5200 block of 44th Street between Jenifer and Harrison Streets[6];
- Adding protected bike lanes to Connecticut Avenue[7];

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[1] https://anc3e.org/wp-content/uploads/15-11-12-ANC-3ECABI-Stations-Resolution-1.pdf
[2] https://anc3e.org/bike-boulevards-resolution/
[3] https://anc3e.org/van-ness-resolution/
[4] https://anc3e.org/wp-content/uploads/15-11-12-ANC-3E-39th-Street-Bike-Lane-Resolution-1.pdf
[5] https://anc3e.org/resolution-bike-rack-locations/;
[6] https://anc3e.org/wp-content/uploads/ANC-3E-Resolution-Re-Bike-Infrastructure-in-Vicinity-of-44th-and-Harrison-1.pdf

- 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[8];

Whereas, in January of 2022 the U.S. Department of Transportation (USDOT) announced a National Roadway Safety Strategy which set a long term goal of getting to zero roadway fatalities in the United States[9];

Whereas, safety is the top priority of the USDOT and many of the USDOT operating administrations play a role in improving safety for pedestrians and bicyclists[10];

Whereas, in December of 2015 DC Mayor Muriel Bowser set a "Vision Zero" goal to get the District of Columbia down to zero roadway fatalities by 2024[11];

Whereas, DDOT has sought to reach this the objective of zero fatalities and serious injuries to travelers using the city's transportation infrastructure by the year 2024 through more effective use of data, education, enforcement, and engineering in its Vision Zero initiative;

Whereas, in 2021 the District of Columbia instead trended in the wrong direction with 40 total roadway deaths including 17 pedestrians and 3 bicyclists and among the pedestrian and bicyclist deaths were two children[12];

Whereas, in 2022 the District of Columbia modestly trended in the right direction with 35 total roadway deaths[13] but in 2023 the District had 53 roadway deaths[14] which was a 16 year high and the District is on pace for a similar number of roadway deaths in 2024 meaning the District is not reaching its goal of zero roadway deaths in 2024;

Whereas, the District Department of the Environment's *Climate Ready DC*[15] plan among other things predicts warmer average temperatures in the District of Columbia; up to 2-3 times as many dangerously hot days; larger, hotter and more frequent heat waves; more frequent and intense heavy rain events and higher tides as a result of rising sea levels. The plan in section NC 14.0 recommends:

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[7] https://anc3e.org/connecticut-avenue-reversible-lane-study-resolution-april-2021/
[8] https://anc3e.org/wp-content/uploads/BroadBranchRoadResolution.pdf
[9] https://www.transportation.gov/NRSS
[10] Available at: https://www.transportation.gov/pedestrian-bicycle-safety#:~:text=Safety%20is%20the%20top%20priority,safety%20for%20pedestrians%20and%20bicyclists
[11] https://wtop.com/dc/2015/12/mayor-bowser-unveils-plan-to-make-d-c-streets-safer/
[12] https://dcist.com/story/22/01/07/2021-deadliest-year-dc-roads/
[13] https://mpdc.dc.gov/page/traffic-data
[14] https://www.washingtonpost.com/dc-md-va/2024/08/23/vision-zero-dc-traffic-deaths/
[15] https://doee.dc.gov/sites/default/files/dc/sites/ddoe/service_content/attachments/CRDC-Report-FINAL-Web.pdf

Assess walkability, bikeability, and public transit access in the District in order to reduce the dependence on personal cars and diversify transportation and evacuation options in the event of an emergency. Use Walk Score or Walkability Index as a tool to evaluate priority planning areas and their dependency on transit systems that may be at greater risk due to climate impacts. Prioritize improvement of walkability and connectivity to those areas as part of the update to the Comprehensive Plan;

Whereas, in November of 2019 DDOT announced a policy goal to construct 20 miles of protected bike lanes in the District of Columbia by the end of 2022[16] and in December of 2021 the new Move DC[17] plan again articulated a goal to build 20 protected bike lanes by the end of 2022 and in February of 2022 DDOT announced a goal to build 10 miles new of protected bikes lanes in the District by the end of 2022[18];

Whereas, at its September 2021 publicly noticed meeting ANC 3E heard from DDOT about the possibility of adding bike lanes to Western Avenue between Westmoreland Circle and Harrison Street NW. Protected bike lanes on Western Avenue are also identified as a goal in MoveDC;

Whereas, as of September 23, 2024, Ward 3 lags behind the rest of Washington DC for safe facilities for safe facilities for those who wish to travel by bicycle. Although DDOT is studying the addition of protected bicycle lanes on Jenifer, 44th and Western, there are no projects in the queue once those are completed.;

Whereas, River Road between Western Avenue and Wisconsin Avenue borders on Georgetown Day school and terminates in close proximity to the Tenleytown Metro Station, Tenleytown Library, Janney Elementary School, Deal Middle School, Jackson-Reed High School, Fort Reno Park and the American University Tenley Campus.

Now therefore be it resolved, ANC 3E believes that a protected bike lane on River Road NW that connects to the proposed protected bike lane on Western Avenue and the existing lane on 42nd Street will provide critical safe passage to the Tenleytown commercial area and the numerous institutions therein and enable an increase in non-automobile access to this important and congested area while adding badly needed protected bike infrastructure in Ward 3 and ANC 3E while supporting citywide goals identified in MoveDC, Sustainable DC, Climate Ready DC and Vision Zero and building out a comprehensive neighborhood and citywide network of safe spaces for biking.

Be it further resolved, ANC 3E respectfully requests that DDOT study the feasibility of adding protected bike lanes on River Road NW between Western Avenue and Wisconsin Avenue.

ANC 3E approved this resolution at its meeting on September 23, 2024 which was properly noticed and at which a quorum was present. The resolution was approved by a vote of 0-0-0. Commissioners Jonathan Bender, Diego Carney, Matthew Cohen, Jeffrey Denny, Rohin Ghosh, Ali Gianinno, Amy Hall and Tom Quinn were present.

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[16] https://www.washingtonpost.com/local/trafficandcommuting/dc-vows-to-create-20-more-miles-of-protected-bike-lanes-by-2022/2019/11/23/d8b7e614-0ae2-11ea-8397-a955cd542d00_story.html

[17] https://app.box.com/s/wbdrv81v8jm8resysl73w3nne2j3qhvq

[18] https://www.washingtonpost.com/transportation/2022/02/03/dc-protected-bike-lanes/

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ANC 3E
By Jonathan Bender, Chairperson