



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 Regarding the District Department of Transportation (DDOT) Notice of Intent 23-70 regarding installing protected bike lanes to 44th and Jenifer Streets 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, on March 9, 2022 ANC 3E unanimously passed a resolution¹ requesting DDOT study the feasibility of adding protected bike lanes on Jenifer Street NW between Western Avenue and 43rd Street and on 44th Street NW between Harrison Street and Western Avenue;

Whereas, on April 5, 2023 ANC 3E received notice of intent 23-70 from DDOT that DDOT intends to install protected bike lanes on 44th Street NW between Harrison Street NW and Jenifer Street NW and on Jenifer Street NW between Western Avenue and 43rd Street 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;

Whereas, neither the Friendship Heights nor Tenleytown Metrorail stations have publicly available commuter parking;

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, 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 3²;
- Creation of bike boulevards on 41st and Jenifer Streets NW³;
- Creation of a bike lane on Van Ness Street NW between Wisconsin Avenue and 42nd Street⁴;

¹ <https://anc3e.org/bike-lane-resolutions-march-2022/>

² <https://anc3e.org/wp-content/uploads/15-11-12-ANC-3ECABI-Stations-Resolution-1.pdf>

³ <https://anc3e.org/bike-boulevards-resolution/>

- Creation of a bike lane on 39th Street between Van Ness and Albermarle Streets⁵;
- Additional bike racks⁶;
- Creation of a bike lane on the 5200 block of 44th Street between Jenifer and Harrison Streets⁷;
- Adding protected bike lanes to Connecticut Avenue⁸;
- A Widened sidewalk to accommodate bikes on Nebraska Avenue NW between Ward Circle⁹;

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 States¹⁰;

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 bicyclists¹¹;

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 2024¹²;

Whereas, DDOT has sought to reach this 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 children¹³;

Whereas, in 2022 the District of Columbia modestly trended in the right direction with 35 total roadway deaths¹⁴ but the District's goal of reaching zero roadway deaths by 2024 appears to be completely out of reach;

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 2022¹⁵ and in December of 2021

⁴ <https://anc3e.org/van-ness-resolution/>

⁵ <https://anc3e.org/wp-content/uploads/15-11-12-ANC-3E-39th-Street-Bike-Lane-Resolution-1.pdf>

⁶ <https://anc3e.org/resolution-bike-rack-locations/>;

⁷ <https://anc3e.org/wp-content/uploads/ANC-3E-Resolution-Re-Bike-Infrastructure-in-Vicinity-of-44th-and-Harrison-1.pdf>

⁸ <https://anc3e.org/connecticut-avenue-reversible-lane-study-resolution-april-2021/>

⁹ <https://anc3e.org/ddot-sidewalk-widening-of-nebraska-ave-between-van-ness-st-and-new-mexico-ave/>

¹⁰ <https://www.transportation.gov/NRSS>

¹¹ Available at: <https://www.transportation.gov/pedestrian-bicycle-safety#:~:text=Safety%20is%20the%20top%20priority,safety%20for%20pedestrians%20and%20bicyclists>

¹² <https://wtop.com/dc/2015/12/mayor-bowser-unveils-plan-to-make-d-c-streets-safer/>

¹³ <https://dcist.com/story/22/01/07/2021-deadliest-year-dc-roads/>

¹⁴ <https://mpdc.dc.gov/page/traffic-data>

and among the transportation improvements the study recommended improving the existing bicycle infrastructure on both 44th and Jenifer Streets NW²⁰;

Whereas, in the last year ANC 3E has supported²¹ a proposal to re-develop the Fox 5 building at 5151 Wisconsin Avenue into a mixed use residential project and has also supported²² a proposal to redevelop 5333 Wisconsin Avenue NW and been briefed on plans to re-develop the Mazza Gallerie site at 5300 Wisconsin Avenue;

Whereas, there have long been traffic diverters at 43rd and Jenifer Street NW and 44th and Harrison Street NW both of which serve to reduce through traffic in the neighborhood and separate commercial traffic from residential traffic;

Whereas, DDOT proposes to create a two way protected cycle track on the north side of Jenifer Street between Western Avenue and 43rd Street and a two way protected cycle track on the west side of 44th Street between Harrison and Jenifer Streets.

Now therefore be it resolved, ANC 3E believes the reduction in retail and the increase in residential density in the Friendship Heights commercial area creates a ripe opportunity to create badly needed protected bike infrastructure in Ward 3 and ANC 3E and supports this proposal to add to a network of protected bike lanes with the additions to 44th and Jenifer Streets.

Be it further resolved, ANC 3E believes that the imminent demolition of Mazza Galleria and the construction of its replacement make construction of the bike lanes in 2023 less likely. ANC 3E urges DDOT to develop a design that maximizes connectivity to both existing and planned bike lanes, and to minimize conflict with driveways, turning movements, and pedestrians to the greatest extent feasible. In further refinement of the design ANC 3E requests that DDOT:

- Work with Montgomery County to extend the protected bike lane across Western Avenue into Montgomery County onto Friendship Boulevard to at least reach Willard Avenue optimally on the same side of the street.
- Coordinate with WMATA on the egress and ingress plans for the potential relocation of the Western Bus Garage to the Lord and Taylor site and finalize the design plans for Western Avenue so the Jenifer Street Bike lane is seamlessly integrated with it.

ANC 3E approved this resolution at its meeting on April 13, 2023, which was properly noticed and at which a quorum was present. The resolution was approved by a vote of 8-0-0. Commissioners Jonathan Bender, Diego Carney, Matthew Cohen, Jeffrey Denny, Ali Gianinno Rohin Ghosh, Amy Hall and Tom Quinn were present.

²⁰ <https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/sites/15/2021/08/Friendship-Heights-TAP-Final.pdf>

²¹ <https://anc3e.org/5151-wisconsin-ave-development-proposal-fall-2021/>

²² <https://anc3e.org/pud-5333-wisconsin-ave/>

ANC 3E

By Jonathan Bender, Chairperson