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
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Resolution Regarding the District Department of Transportation (DDOT) Notice of Intent 24-185-PSD regarding installing protected bike lanes on 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 resolution[1] 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, on April 13, 2023 ANC 3E unanimously passed a resolution[2] supporting NOI 23-70;

Whereas, on August 30, 2024 ANC 3E received NOI 24-185-PSD also regarding protected bike lanes on Jenifer Street NW between Western Avenue and 43rd Street and on 44th Street NW between Harrison Street and Western Avenue along with updated 90% plans;

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;

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[1] https://anc3e.org/bike-lane-resolutions-march-2022/
[2] https://anc3e.org/wp-content/uploads/Resolution-Regarding-DDOT-NOI-23-70-44th-and-Jenifer-Streets-NW-Protected-Bike-Lanes-Final.pdf

Whereas, ANC 3E has previously supported:

- Installation of additional Capital Bikeshare (CABI) stations in Ward 3[3];
- Creation of bike boulevards on 41st and Jenifer Streets NW[4];
- Creation of a bike lane on Van Ness Street NW between Wisconsin Avenue and 42nd Street[5];
- Creation of a bike lane on 39th Street between Van Ness and Albermarle Streets[6];
- Additional bike racks[7];
- Creation of a bike lane on the 5200 block of 44th Street between Jenifer and Harrison Streets[8];
- Adding protected bike lanes to Connecticut Avenue[9];
- A Widened sidewalk to accommodate bikes on Nebraska Avenue NW between Ward Circle and 42nd Street[10];

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[11];

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[12];

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[13];

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 children[14];

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[3] https://anc3e.org/wp-content/uploads/15-11-12-ANC-3ECABI-Stations-Resolution-1.pdf
[4] https://anc3e.org/bike-boulevards-resolution/
[5] https://anc3e.org/van-ness-resolution/
[6] https://anc3e.org/wp-content/uploads/15-11-12-ANC-3E-39th-Street-Bike-Lane-Resolution-1.pdf
[7] https://anc3e.org/resolution-bike-rack-locations/;
[8] https://anc3e.org/wp-content/uploads/ANC-3E-Resolution-Re-Bike-Infrastructure-in-Vicinity-of-44th-and-Harrison-1.pdf
[9] https://anc3e.org/connecticut-avenue-reversible-lane-study-resolution-april-2021/
[10] https://anc3e.org/ddot-sidewalk-widening-of-nebraska-ave-between-van-ness-st-and-new-mexico-ave/
[11] https://www.transportation.gov/NRSS
[12] Available at: https://www.transportation.gov/pedestrian-bicycle-safety#:~:text=Safety%20is%20the%20top%20priority,safety%20for%20pedestrians%20and%20bicyclists
[13] https://wtop.com/dc/2015/12/mayor-bowser-unveils-plan-to-make-d-c-streets-safer/
[14] https://dcist.com/story/22/01/07/2021-deadliest-year-dc-roads/

Whereas, in 2022 the District of Columbia modestly trended in the right direction with 35 total roadway deaths[15] but in 2023 the District had 53 roadway deaths[16] 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, 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[17] and in December of 2021 the new Move DC[18] 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[19];

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;

Whereas, as of September 23, 2024 there are only 2 blocks of protected bike lanes in the entirety of ANC 3E and those two blocks on 42nd Street between Chesapeake and Ellicott Streets NW were privately funded and secured as a result of efforts made by ANC 3E[20];

Whereas, in the last 5 years numerous retailers in the Friendship Heights commercial area have closed including anchor retailers Lord & Taylor and Neiman Marcus resulting in the highest retail vacancy rate in the region[21];

Whereas, in the spring of 2021 the Urban Land Institute undertook a study looking at the struggles of the Friendship Heights commercial area and the opportunities to improve the area and among the transportation improvements the study recommended improving the existing bicycle infrastructure on both 44th and Jenifer Streets NW[22];

Whereas, when Jenifer Street crosses Western Avenue into Montgomery County it becomes Friendship Boulevard. Both Friendship Boulevard and Willard Avenue are proposed as future separated bike lanes in the Montgomery County Bicycle Master Plan[23];

Whereas, in the last year ANC 3E has supported[24] a proposal to re-develop the Fox 5 building at 5151 Wisconsin Avenue into a mixed use residential project and has also supported[25] a proposal

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[15] https://mpdc.dc.gov/page/traffic-data
[16] https://www.washingtonpost.com/dc-md-va/2024/08/23/vision-zero-dc-traffic-deaths/
[17] 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
[18] https://app.box.com/s/wbdrv81v8jm8resysl73w3nne2j3qhvq
[19] https://www.washingtonpost.com/transportation/2022/02/03/dc-protected-bike-lanes/
[20] https://anc3e.org/resolution-supporting-gds-public-space-may-2019/
[21] https://www.bizjournals.com/washington/news/2021/12/13/chevy-chase-area-leads-region-for-retail-vacancies.html
[22] https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/sites/15/2021/08/Friendship-Heights-TAP-Final.pdf
[23] https://mcatlas.org/bikeplan/
[24] https://anc3e.org/5151-wisconsin-ave-development-proposal-fall-2021/
[25] https://anc3e.org/pud-5333-wisconsin-ave/

to redevelop 5333 Wisconsin Avenue NW and the Mazza Gallerie site at 5300 Wisconsin Avenue is currently being redeveloped into housing;

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 south 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 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 respectfully requests that DDOT:

1. Eliminate conflicts between turning cars and pedestrians and bicyclists at the SW Corner of Jennifer and Wisconsin by adding a red/green traffic signal to manage cars going from eastbound Jenifer to southbound Wisconsin Avenue. This light would cycle in tandem with the left turn signal for cars turning left from Wisconsin onto westbound Jenifer Street.
2. Add some kind of traffic calming measures on the neighborhood side of the two traffic diverters as well as some sort of signs or pavement markings guiding bicyclists from the neighborhood side of the diverters to the protected bike lanes on the other sides.
3. To better demark the protected bike lane where only utility and trash access is needed, add zebra dividers at 3 locations where there are curb cuts:
    i. On 44th Street adjacent to the National Capital bank,
    ii. On Jenifer Street adjacent to the WMATA bus garage curb cut that is only used to access dumpsters and
    iii. On Jenifer Street behind 5225 Wisconsin Avenue NW, between the two curb cuts for the underground parking garage.
4. To protect the bike queue area from turning vehicles, particularly buses, Jenifer Street and 44th Street should be a protected intersection to ensure cyclists are protected from turning buses. This should include, but not be limited to, a jersey barrier on the southwest corner of 44th and Jenifer and proper street markings for turning cars and for cyclists proceeding in all directions through that intersection.
5. There are too many dangerous car/bike conflicts from the Lord & Taylor property that is now owned by WMATA and is used for employee parking.
    i. The Jenifer Street curb cuts should be closed.
    ii. The curb cut on Western Avenue should be the sole method for all egress and ingress.

iii. The 44th Street curb cut that is now fenced off should not have a break in the protected bike lane for that curb cut

6. The Jenifer Street/Western Avenue intersection must be reconfigured in a manner that will be safe for cyclists and pedestrians. DDOT needs to clarify:
   i. The bus turning radii should be checked using *Autoturn*[26] or a similar software at Jenifer and Western Avenue to ensure they are sufficient and the location of the protected bike lane and the stop bars for cars are both correct.
   ii. Similarly, the barrier of the bike lane at Western Avenue should be hardened to prevent cyclists waiting at the light from being struck by a bus making the turn from Western Avenue to Jenifer Street.
   iii. Make it clear with street markings and signage how bicyclists headed northbound on Jenifer Street will continue across Western Avenue to Friendship Boulevard. 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.
7. Repave Jenifer Street between 43rd Street and Western Avenue before installing protected bike lanes

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, Ali Gianinno Rohin Ghosh, Amy Hall and Tom Quinn were present.

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ANC 3E
By Jonathan Bender, Chairperson

[26] https://www.transoftsolutions.com/civil-and-transportation/software/swept-path-analysis/autoturn/