



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 Responding to the District Department of Transportation (DDOT) letter regarding widening the sidewalk on Nebraska Avenue between Van Ness Street and New Mexico Avenue

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, 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, the Tenleytown Metrorail station lacks 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, and

Whereas, ANC 3E has previously supported:

- Installation of additional Capital Bikeshare (CABI) stations in Ward 3¹;
- Creation of bike boulevards on 41st and Jenifer Streets NW²;
- Creation of a bike lane on Van Ness Street NW between Wisconsin Avenue and 42nd Street³;
- Creation of a bike lane on 39th Street between Van Ness and Albermarle Streets⁴;
- Additional bike racks⁵;
- Creation of a bike lane on the 5200 block of 44th Street between Jenifer and Harrison Streets⁶;

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>

- Adding protected bike lanes to Connecticut Avenue⁷;
- 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 NW⁸, and

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 States⁹;

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 bicyclists¹⁰;

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 2024¹¹;

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 children¹²;

Whereas, the District Department of the Environment's *Climate Ready DC*¹³ 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:

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;

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://doee.dc.gov/sites/default/files/dc/sites/ddoe/service_content/attachments/CRDC-Report-FINAL-Web.pdf

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 2022¹⁴ and in December of 2021 the new Move DC¹⁵ plan again articulated a goal to build 20 miles of 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 2022¹⁶;

Whereas, on December 15, 2021 Mayor Bowser announced¹⁷ that DDOT was selecting Concept C from the Connecticut Avenue Reversible Lane study which would include adding protected bike lanes on Connecticut Avenue; ANC 3E unanimously voted to support Concept C at its April 2021 meeting. DDOT is currently designing the Connecticut Avenue protected bike lanes and expects to complete construction in 2025;

Whereas, DDOT has also announced its intention to construct bi-directional protected bike lanes on New Mexico Avenue and Tunlaw Road between Nebraska Avenue and Calvert Street with construction expected to be completed in the fall of 2022;

Whereas, DDOT is also currently studying several options to add protected bike lanes to Arizona Avenue between Loughboro Road and MacArthur Boulevard;

Whereas, on March 15, 2022 DDOT sent out a letter advising that it intends to widen the sidewalk on the north side of Nebraska Avenue between Van Ness Street and New Mexico Avenue by up to 4 feet to create a 10 foot wide multi-use trail that can safely accommodate both bicyclists and pedestrians. DDOT stated in the letter that adding an on-street bicycle facility might impact traffic and parking on Nebraska Avenue. About half of the area of proposed sidewalk widening is within the boundaries of ANC 3E while the remainder is withing ANC 3D. The entirety of this construction would occur in the public right of way and would not entail any construction on private property.

Now therefore be it resolved, ANC 3E supports the widening of the sidewalk on Nebraska Avenue and believes upgrading the sidewalk to a multi-use trail that can safely accommodate pedestrians and bicyclists can connect the soon to be constructed New Mexico Avenue protected bike lane to the Tenleytown commercial area and Metrorail station and eventually can connect to the protected bike lanes on Connecticut Avenue as well giving Ward 3 a viable network of safe places for biking.

Be it further resolved, ANC 3E also requests that DDOT incorporate the following suggestions submitted by the Washington Area Bicyclists Association (WABA) to improve this project:

1. Wayfinding and trail markings - it should be obvious to passers-by that this wide sidewalk is intended as a multi-use trail, that it makes useful connections, and that drivers should be on alert at intersections and driveways.

¹⁴ 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

¹⁵ <https://movedc-dcgis.hub.arcgis.com/>

¹⁶ <https://www.washingtonpost.com/transportation/2022/02/03/dc-protected-bike-lanes/>

¹⁷ <https://www.washingtonpost.com/transportation/2021/12/15/connecticut-avenue-bike-lanes/>

2. Use wider 8-10' curb ramps at intersections to maintain the trail width throughout the project - wider ramps allow for comfortable 2-way movements and better communicate the continuity of the sidepath. Wider curb ramps are especially needed at the Ward Circle north crossing, where the ramps need to clear larger groups of queued bikes during a short signal phase.
3. Minimize sharp bending and weaving at intersections for greater bicyclist comfort & safety - eg. at 42nd St, the proposed shorter crossing requires a sharp 90' bend onto the widened 42nd St. sidewalk. Most bicyclists will probably take the straighter path and use the driveway curb cut. Consider curb extensions or a raised crossing here to slow 42nd St. drivers so that the expected trail movement has good visibility and lower risk of high-speed crash.
4. Plan a seamless connection into planned New Mexico Ave PBL - this intersection needs a wider curb ramp lined up with the proposed protected bike lane, a convenient area (off the trail to continue west) to queue up while waiting for the signal, and, if required, a convenient push-button on the right side of the curb ramp or automatic detection.
5. Plan extensions north and south to Loughborough Rd, Warren St, through Tenley Circle, and eventually to Connecticut Avenue or beyond - Nebraska Ave will be key to Ward 3's future low-stress bike network whether or not it continues to be a high-volume car corridor.

Be it further resolved, ANC 3E makes the following requests of DDOT associated with this project:

1. DDOT shall immediately begin making plans to extend this project to Rockwood Parkway
2. If the project to re-locate the River School to 4220 Nebraska Avenue moves forward DDOT shall work with the school and the owners of the adjacent single family homes to extend the sidewalk widening to Warren Street but if the project does not move forward DDOT should on its own initiate design and construction on this block.
3. DDOT shall where possible make plans to widen the sidewalk between Wisconsin and Connecticut Avenues as well particularly to Fessenden Street where there is ample public right of way except for the stretch adjacent to Wilson High School.
4. With regards to the planned sidewalk widening we urge DDOT to consider the following:
 - a. Maintaining the existing cross walk and curb cut (which we acknowledge also serves as a driveway) at 42nd and Nebraska but adding a chicane to narrow the roadway or speed hump to slow cars headed southbound on 42nd Street so they are more likely to fully stop at the stop sign and consider a bulb out on the eastern side of the intersection to shorten the crossing of this intersection.
 - b. Widening the sidewalk by 4 feet instead of the proposed 2.5 feet at the corner of 42nd and Nebraska – it does not appear that this would necessitate the removal of any landscaping and only the relocation of a fence.
 - c. The driveway on slide 2 does not appear to actually connect to a legal off-street parking space and the existing parking spaces appear to be in the public right of way – if this is not a legal driveway or parking space DDOT should close this curb cut instead of replacing the driveway apron and also widen the sidewalk by the full 4 feet in this stretch and not have a suboptimal width to accommodate what appears to be illegal parking spaces.
 - d. There are long stretches, particularly in front of the AU Nebraska Avenue dorms and the Restoration Church as well as west of Massachusetts Avenue where

there appears to be ample room to widen the sidewalk more than 4 feet – we urge DDOT where possible to widen the sidewalk up to 12 feet instead of 10 and in those stretches where wider sidewalks are an option to consider differentiate paving materials.

ANC 3E approved this resolution at its meeting on April 21, 2022, 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, Alexandra Gianinno, Amy Hall and Tom Quinn were present.

ANC 3E

By Jonathan Bender, Chairperson