



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>

Resolution Requesting the District Department of Transportation (DDOT) study adding protected bike lanes to 41st Street NW between Brandywine and Ellicott Streets

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, neither the Friendship Heights nor Tenleytown Metrorail stations have 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, in October 2018 ANC 3E secured funds for streetscape improvements in the 4600 block of 41st Street NW as part of an amenities package for a Planned Unit Development¹⁷ of 4611-4615 41st Street NW. The public space application for those improvements is now pending before the ANC;

Whereas, at its January 2016 meeting ANC 3E passed a resolution asking DDOT to improve pedestrian safety on Chesapeake Street around Wilson High School and Deal Middle School and among the requests in that resolution was for safety improvements at the 3-way intersection of Chesapeake Street, 41st Street and Belt Road;

Whereas, in February of 2019 ANC 3E supported the installation of a stop sign for cars travelling northbound on 41st Street at Chesapeake Street¹⁸ a stop sign that DDOT subsequently installed. However the ANC 3E request for a study of the intersection never took place;

Whereas, the 4600 block of 41st Street currently has an unprotected northbound bike lane but no southbound bike infrastructure; the 4700 block of 41st Street has an unprotected southbound contraflow bikelane and sharrows for northbound bikers, and the 4800 block of 41st Street has sharrows only;

Whereas, the 4600 and 4700 blocks have metered parking spaces on both sides of the street while the 4800 block has Residential Parking Spaces on the east side of the street only, with sufficient roadway width to accommodate a protected bike lane;

Whereas, as of March 9, 2022 there are only 2 blocks of protected bike lanes in the entirety of Ward 3 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 3E¹⁹;

Now therefore be it resolved, ANC 3E respectfully requests that DDOT study the feasibility of adding protected bike lanes on 41st Street NW between Chesapeake Street and Ellicott Streets NW. As part of this study we again request that DDOT also study making additional safety improvements to the intersection of 41st Street and Belt Road and Chesapeake Street and review and incorporate creating a Pick-up Drop-Off zone at this intersection as well.

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://anc3e.org/wp-content/uploads/Dancing-Crab-PUD-and-Map-Amendment-MOU-Signed.pdf>

¹⁸ <https://anc3e.org/ddot-19-01-new-stop-sign-installation-on-41st-street-at-chesapeake-resolution-february-2019/>

¹⁹ <https://anc3e.org/resolution-supporting-gds-public-space-may-2019/>

Be it further resolved, ANC 3E also requests that DDOT as part of the Tenleytown Station access study also explore whether a protected bike lane on 41st Street can be connected to protected bike infra on either 40th or Belt Road via Chesapeake Street.

ANC 3E approved this resolution at its meeting on March 9, 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, Matthew Cohen, Amy Hall and Tom Quinn were present.

ANC 3E
By Jonathan Bender, Chairperson