



## 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 44<sup>th</sup> and Jenifer Streets NW and to add PUDO zones**

**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 3<sup>1</sup>;
- Creation of bike boulevards on 41<sup>st</sup> and Jenifer Streets NW<sup>2</sup>;
- Creation of a bike lane on Van Ness Street NW between Wisconsin Avenue and 42<sup>nd</sup> Street<sup>3</sup>;
- Creation of a bike lane on 39<sup>th</sup> Street between Van Ness and Albermarle Streets<sup>4</sup>;
- Additional bike racks<sup>5</sup>;
- Creation of a bike lane on the 5200 block of 44<sup>th</sup> Street between Jenifer and Harrison Streets<sup>6</sup>;

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

<sup>2</sup> <https://anc3e.org/bike-boulevards-resolution/>

<sup>3</sup> <https://anc3e.org/van-ness-resolution/>

<sup>4</sup> <https://anc3e.org/wp-content/uploads/15-11-12-ANC-3E-39th-Street-Bike-Lane-Resolution-1.pdf>

<sup>5</sup> <https://anc3e.org/resolution-bike-rack-locations/>;

<sup>6</sup> <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 Avenue<sup>7</sup>;
- 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<sup>8</sup>, 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 States<sup>9</sup>;

**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<sup>10</sup>;

**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<sup>11</sup>;

**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<sup>12</sup>;

**Whereas**, the District Department of the Environment's *Climate Ready DC*<sup>13</sup> 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*

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<sup>7</sup> <https://anc3e.org/connecticut-avenue-reversible-lane-study-resolution-april-2021/>

<sup>8</sup> <https://anc3e.org/wp-content/uploads/BroadBranchRoadResolution.pdf>

<sup>9</sup> <https://www.transportation.gov/NRSS>

<sup>10</sup> Available at: <https://www.transportation.gov/pedestrian-bicycle-safety#:~:text=Safety%20is%20the%20top%20priority,safety%20for%20pedestrians%20and%20bicyclists>

<sup>11</sup> <https://wtop.com/dc/2015/12/mayor-bowser-unveils-plan-to-make-d-c-streets-safer/>

<sup>12</sup> <https://dcist.com/story/22/01/07/2021-deadliest-year-dc-roads/>

<sup>13</sup> [https://doee.dc.gov/sites/default/files/dc/sites/ddoe/service\\_content/attachments/CRDC-Report-FINAL-Web.pdf](https://doee.dc.gov/sites/default/files/dc/sites/ddoe/service_content/attachments/CRDC-Report-FINAL-Web.pdf)



and among the transportation improvements the study recommended improving the existing bicycle infrastructure on both 44<sup>th</sup> and Jenifer Streets NW<sup>19</sup>;

**Whereas**, in the last year ANC 3E has supported a proposal to re-develop the Fox 5 building at 5151 Wisconsin Avenue into a mixed use residential project and has been briefed on proposals to similarly re-develop the Mazza Gallerie site at 5300 Wisconsin and the Federal Realty owned site at 5333 Wisconsin Avenue;

**Whereas**, in the last two months ANC 3E has been made aware of pending applications for liquor licenses for two new businesses in 4400 Jenifer Street NW and another at 5247 Wisconsin Avenue.

**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 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 space spaces for biking.

**Be it further resolved**, ANC 3E respectfully requests that DDOT study the feasibility of adding protected bike lanes on Jenifer Street NW between Western Avenue and 43<sup>rd</sup> Street and on 44<sup>th</sup> Street NW between Harrison Street and Western Avenue. As part of this study we request that DDOT also study creating a Pick-up Drop-Off zone at or near the intersection of 44<sup>th</sup> and Jenifer Streets as well as at or near the intersection of Wisconsin Avenue and Jenifer Street. We also urge DDOT to consider the feasibility of connecting a protected bike lane on Jenifer Street with the proposed bike lane on Western Avenue.

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.

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ANC 3E  
By Jonathan Bender, Chairperson

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<sup>19</sup> <https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/sites/15/2021/08/Friendship-Heights-TAP-Final.pdf>