



ADVISORY NEIGHBORHOOD COMMISSION 3E

TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS
CHEVY CHASE WAKEFIELD FORT GAINES

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<https://anc3e.org>

Resolution Regarding Move DC update

Whereas, the District Department of Transportation (DDOT) has undertaken an update of the Move DC plan (the plan) which was last updated in 2014 and is seeking feedback from ANC's, and

Whereas, ANC 3E has frequently advocated for additional transit options (and the maintenance of transit funding), additional bike infrastructure, better and more optimal uses of public space and pedestrian safety improvements including additional traffic signals and crosswalks and the filling in of sidewalk gaps with the boundaries of ANC 3E and in Ward 3, and

Whereas, the [draft strategy document](#) proposes the following policies:

- Evaluate the prioritization of policies, programs, services and capital projects from the standpoint of greater equity which means:
 - Ensure equity in DDOT projects in order to:
 - Develop and implement an equity scorecard for DDOT projects
 - Transportation spending allocated to historically under-resourced communities and those with the greatest needs
 - Recruit and promote DDOT staff that are representative of the District's population
- Engage the community in the definition and progress of projects, programs and policies which means:
 - Share project progress on DDOT's website to increase accountability in order to:
 - Increase transparency and accountability through data on the DDOT website
 - Ability to track progress of projects and initiatives that are important to you
 - Ensure inclusivity in DDOT community outreach efforts
- Consider the lifecycle costs in the development of new transportation investments which means:
 - Consider lifecycle costs and benefits in project discussions in order to:
 - Better conditions of existing and future infrastructure
 - Smarter use of DDOT funding
- Establish a performance-based approach to resource allocation and budgeting that aligns to the vision and goals of moveDC which means:
 - Implement moveDC through the STIP process
 - Track the effects of DDOT projects
 - Better and more efficient data management

- Maintain existing assets in an equitable way across the District which means:
 - Update condition assessments to improve asset conditions in order to:
 - Better conditions of streets, sidewalks, crosswalks, bus stops, curb ramps, and more across all 8 wards
 - Routine maintenance so infrastructure does not fall into disrepair before it is improved
 - Modernize signals and technology to reduce congestion in order to:
 - Less congestion and improved travel times
 - Intersections that are safer for pedestrians and more efficient for buses
 - Traffic signals that can adapt to changing conditions in real time
- Integrate safety into all phases of project development: planning, design, construction, and operations which means:
 - Incorporate Complete Streets principles for:
 - Safer streets that benefit pedestrians, along with bicyclists and buses
 - Fewer conflicts with designated space for different modes
 - Potential displacement of travel lanes or on-street parking for transit or active transportation improvements
 - Expand automated enforcement of traffic laws for:
 - Safer streets through better distribution of enforcement
 - More equitable enforcement with automated equipment
 - Increased awareness and information through transparent reporting of data
 - Design infrastructure to improve safety for all, focusing especially on our most vulnerable roadway users which means:
 - Update design and engineering guidelines
 - Create tools to holistically evaluate transportation solutions across all modes
 - Identify and implement road diets in order to:
 - Increased safety for vulnerable roadway users
 - More equal distribution of street space
 - Potential displacement of vehicle lanes or on-street parking
 - Make intersections safer for pedestrians in order to:
 - Increased safety and visibility of pedestrians at intersections
 - Reduced risk of crashes
 - Slower vehicle maneuvers and reduced conflicts with pedestrians
 - Design and manage public space and the space along the roadway to be people-focused, promoting livability and public health by improving accessibility, sustainability, safety and placemaking in order to:
 - Increase public art on streets/sidewalks, especially art that improves safety in order to:
 - More pleasant and interesting walks
 - Increase pedestrian safety through unique art installations
 - Expand street tree coverage in order to:
 - Reduce flooding on sidewalks and streets
 - Better local air quality
 - Reduce temperatures within the District

- Permit and program social, cultural, commercial and flexible use of public space to improve the quality of life for current and future residents in order to:
 - Improve walkability and amenities with more car-free zones and plazas for:
 - More pleasant and interesting walks through the District
 - More amenities and activities for people in the public space
 - Potential for temporary or permanent street closures
- Integrate and expand the bicycle and pedestrian network to ensure safe, connected and more equitable infrastructure for all users in order to:
 - Improve safety and accessibility of sidewalks and intersections for:
 - Identification of accessibility needs across all 8 wards
 - Yearly updates to action items to increase accessibility throughout the district
 - An accessible, connected, safe transportation network
 - Install more protected bike lanes and paths for:
 - Increased safety for bicyclists
 - Improved connections between neighborhoods
 - For on-street bicycle facilities, potential displacement of vehicular lanes or on-street parking
 - Add more bikeshare stations and increase use in order to:
 - Convenient bikeshare options in all 8 wards and ability to make more trips by bike
 - More equitable distribution of bikeshare stations and membership
 - Potential displacement of on-street parking or sidewalk space for new station locations
- Prioritize transportation infrastructure climate adaptation in order to:
 - Develop action plan to improve resiliency of new and existing transportation infrastructure by:
 - Infrastructure that is more resistant to the effects of climate change or other external disruptions
 - Coordinated efforts across District agencies
 - Investments that better consider long-term needs and conditions
- Implement pricing and other economic tools to support accessible, reliable, sustainable, efficient and affordable movement throughout the District in order to:
 - Develop a regional approach to congestion pricing
- Increase accessibility and efficient delivery of goods and movement of people through curbside management and roadway management in order to:
 - Adapt curbside uses to fit neighborhood type for:
 - Safer streets and fewer conflicts from double parking, deliveries, pick-ups and drop-offs, etc.
 - More efficient and context-appropriate curb use
 - Potential displacement of vehicle lanes or on-street parking
 - Establish fairer parking pricing that is responsive to demand for:
 - Higher prices for parking when demand is higher
 - More availability of parking spaces for those who need them most
 - Fairer pricing for use of public assets

- Provide and maintain safe routes for trucks for:
 - Safe and efficient movement of goods throughout the District
 - Transit, bicycle, and other improvements on truck routes must be designed to consider freight accommodations
- Improve economic equity and accessibility through safe, efficient, integrated and affordable transit options in order to:
 - Increase access to shared mobility for:
 - Micromobility (bicycle and scooter) options in all 8 wards
 - More ways to get to/from Metrorail stations, bus stops
 - Potential reduction in curbside space for pedestrians or on-street parking
 - Improve access to transit so:
 - If you don't currently have transit service at your home, school, or place of work, DDOT will look for ways to provide it
 - Ability to travel to more jobs and opportunities in a 30-minute trip
 - Improve bus speeds and reliability through strategic transit priority treatments in order to:
 - Create more dedicated bus lanes for:
 - More reliable and on-time bus arrivals
 - Faster bus trips
 - For dedicated bus lanes, potential repurposing of vehicle lanes or on-street parking
 - Reduce transportation-related greenhouse gas emissions and air pollution by 26 percent below 2005 levels by 2030 by promoting shared mobility, active transportation and more efficient modes in order to:
 - Update District-owned bus fleet to be electric for:
 - Cleaner air and quieter streets
 - A more sustainable and responsible local bus network
 - Determine the demand for electric vehicle chargers for:
 - More electric vehicle chargers across the District
 - Greater convenience for current and future electric vehicle owners
 - Provide incentives for developers to build electric vehicle charging facilities for:
 - Leveraging of private funds for public amenities More electric vehicle chargers across the District
 - Greater convenience for current and future electric vehicle owners
 - Understand how new vehicle technologies affect the transportation system for:
 - Better understanding of how new technologies affect how people travel
 - Educated planning for the deployment and inclusion of new technology
 - Update the State Rail Plan for:
 - Safer and more secure rail travel

- More trains through added rail capacity Economic growth and development
 - Promote partnerships and programs such as travel demand management to achieve 75% of all commute trips in the District by non-auto mode by 2032 in order to:
 - Foster community partnerships to increase sustainable transportation options for:
 - Incentives to use different modes
 - Better understanding and education of transportation options
 - Increase awareness of required commuter benefits for employers via:
 - Incentives for a variety of commuting options
 - Increased financial accessibility to different modes for all 8 wards
 - Adapt policies to ensure equitable service, privacy protections and data input as technology and new transportation services arise in order to:
 - Ensure equitable mobility technologies to meet community needs for:
 - Potential for new mobility technologies to advance moveDC goals
 - Equitable distribution across all 8 wards
 - Monitor the deployment to assure that needs are being met
- Enhance DDOT’s technology vetting program via:
 - Better information about pilot projects and how they are chosen
 - Equitable distribution of pilot projects to increase accessibility throughout the District
- Create and share a data privacy policy for:
 - Transparency about DDOT’s commitment to user data privacy
 - Knowledge of what and how personal data is being shared with others

Whereas, the moveDC plan proposes additional [mobility priority networks](#) where DDOT will “invest in safety and mobility improvements for specific modes of transportation.” With regards to transit moveDC already recognizes Wisconsin Avenue as a “transit priority network. With regards to bicycle infrastructure moveDC already recognizes Western Avenue between Westmoreland Circle and Harrison Street, River Road between Western and Wisconsin Avenues, Reno Road between Military Road and Albemarle Street, 42nd and 44th between River Road and Albemarle Street, and Albemarle Street between Mass Avenue and Reno Road for future planned improvements and recognizes Massachusetts Avenue between Westmoreland Circle and Nebraska Avenue and Nebraska Avenue between Massachusetts Avenue and Warren Street as funded bicycle infrastructure improvements. moveDC also recognizes a large number of [sidewalk gaps](#) within the boundaries of ANC 3E with particularly long gaps on Butterworth Place, 47th Street, Brandywine Street and Belt Road.

Now therefore be it resolved, ANC 3E supports the proposed updates to the moveDC Strategy Plan as proposed.

Be it further resolved, ANC 3E urges DDOT to add Massachusetts Avenue as a Transit Priority Corridor.

ANC 3E approved this resolution at its meeting on June 10, 2021, 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, Jonathan McHugh and Tom Quinn were present.

ANC 3E
By Jonathan Bender, Chairperson