

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3F
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**RESOLUTION REGARDING THE INSTALLATION OF BIKE LANES (SHARE AND DEDICATED) ON
RENO ROAD BETWEEN TILDEN STREET AND VAN NESS STREET NW**

Whereas, the District Department of Transportation (DDOT) provided ANC3F with a Notification of Intent (NOI) dated April 9, 2019, which sets for the concept of installing a bike sharow lane (a vehicle lane with a bike painted onto it) travelling south from Van Ness to Tilden Streets, NW, and a dedicated bike lane traveling north from Tilden to Van Ness Streets, NW (subject area).

Whereas, the Vision Zero Initiative’s objective is by the year 2024, Washington, DC will reach zero fatalities and serious injuries to travelers of our transportation system, through more effective use of data, education, enforcement and engineering.

Whereas, residents with access driveways/lanes off Reno St NW in the subject area have the right to reasonable access to their homes, including the ability (under existing DC law) to turn left across yellow double-striped lines while exercising reasonable caution.

Whereas, existing conditions in the subject area create the unreasonable opportunity for vehicle speeding and unavoidable dangerous choices for bicyclists.

Whereas, the current DDOT design concept envisions one continuous traffic lane traveling north (with left turn lane pockets at Upton and Van Ness) and one continuous dedicated bike lane traveling north (marked by a continuous solid line) with a series of hash marks (near the access driveways/lanes located on the opposite side (west side)) that are designed to allow cars to enter the dedicated bike lane in the event that vehicles are backed up behind vehicles turning left into the access driveway/lanes; and one bike sharow lane traveling south between Van Ness and Upton Streets, NW and one traffic lane traveling south between Upton and Tilden Streets, NW along with one dedicated bike lane (with left turn lane pocket at intersection of Reno and Tilden St, NW).

Now, therefore be it resolved, that ANC3F supports the installation of bike lanes in the subject area, and the inclusion of dedicated bike lanes to the extent that bicyclist and vehicle safety can responsibly addressed.

Be it further resolved, that ANC3F supports one continuous traffic lane in each direction as proposed to address community concerns about speeding in this stretch of Reno Road, with

provisions made for turn lanes at certain points to allow left turns onto Upton St, Van Ness St, and Tilden St. NW.

Be it further resolved, in order to address community concerns about allowing safe and adequate access to the driveway/lanes, that DDOT evaluate and put forth a plan that would install a left turn pocket (double yellow-lined box or "island") in front of the affected driveways/lanes that would enable left turns into such areas without impeding northbound traffic and without resorting to using any of the dedicated bike lane for vehicles to pass on the east side of Reno.

Be it further resolved, that DDOT remove the dotted lines in the dedicated bike lane traveling north, that otherwise allows passing cars to move into the bike lane.

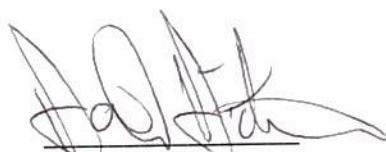
Be it further resolved, in order to address possible congestion, that DDOT address the possibility of expanding the length of time that through traffic and left turns are allowed at the intersection of Reno and Tilden, traveling southbound.

Be it further resolved, that while DDOT is evaluating the left turn pocket at Reno and Tilden (traveling southbound) that DDOT also evaluate whether converting the proposed dedicated bike lane traveling south into a bike share lane would address unreasonable congestion in the left turn pocket at Reno and Tilden; and to the extent that is not feasible then to re-establish two travel lanes traveling north on Reno (with the eastern most lane a bike sharow lane).

Be it further resolved, that DDOT examine and assess (and report back to ANC3F), the possibility of installing plastic/rubber stands to partially block/slow the vehicle entrance onto 36th ST, NW and the intersection of Reno and 36th St.

Be it further resolved, that Commissioner Dickinson is authorized to speak on behalf of ANC3F on this matter and to agree upon (on behalf of ANC3F) any additional refinements to the concept for the subject area.

ANC3F PASSED this resolution at its meeting on June 18, 2019, which was properly noticed and at which a quorum was present, by a vote of 4 in favor, 0 opposed, and 0 abstaining.



David Dickinson
Chair, ANC3F