



Government of the District of Columbia Advisory Neighborhood Commission 4B

DRAFT RESOLUTION #4B-20-0601

**Requesting Traffic Calming and Safety Measures on Piney Branch Road,
NW, from Eastern Avenue, NW, to Georgia Avenue, NW**

Adopted June 22, 2020

Advisory Neighborhood Commission 4B (ANC 4B or the Commission) takes note of the following:

- The District of Columbia has [set a goal](#) of having zero fatalities and serious injuries on its roadways by 2024.
- Members of the community, the Takoma Education Campus Parent Teacher Organization, Trinity Episcopal Church, Commissioners, and traffic safety experts have alerted the District Department of Transportation to safety concerns and repeatedly asked for safety improvements along this stretch of Piney Branch Road, NW, from Eastern Avenue, NW, to Georgia Avenue, NW as far back as 2014.
- Within this area, the intersection at Piney Branch Road, NW, and Dahlia Street, NW, and located by Takoma Education Campus, Trinity Episcopal Church and a daycare is particularly problematic.
- In 2015, the intersection at Piney Branch Road, NW, and Dahlia Street, NW, was identified as a safety concern on the [District Department of Transportation Vision Zero safety map](#).
- At the request of the Commissioner for Single Member District 4B01, in December 2018, the District Department of Transportation's Safe Routes to Schools program assessed the intersection at Piney Branch Road, NW, and Dahlia Street, NW, and recommended multiple safety improvements. Despite repeated follow up with Department representatives and the Ward 4 Councilmember, they have not been implemented.
- Likewise, the in-progress Rock Creek East Livability Study recommends significant safety improvements along the broader stretch of Piney Branch Road, NW, including the intersection at Piney Branch Road, NW, and Dahlia Street, NW. They have not been implemented, and District

Department of Transportation representatives have indicated it will be years before they might be implemented, if they are fully funded.

- On Monday, June 8, 2020, 21-year-old Timothy Abbott was struck and killed walking across the street at the intersection at Piney Branch Road, NW, and Dahlia Street, NW.
- More than 2,500 area residents have [signed a petition](#) asking for immediate safety improvements at the intersection at Piney Branch Road, NW, and Dahlia Street, NW.
- The stretch of Piney Branch Road, NW, to the north of Eastern Avenue, NW, in Maryland is a two-lane road with significant physical enhancements, including concrete curb extensions and plantings to reduce speed and a 25 miles per hour speed limit.
- Upon entering the District, Piney Branch Road, NW (from Eastern Avenue, NW, to Butternut Street NW) has a 30 miles per hour speed limit and the roadway width expands with no traffic calming mechanisms in place, despite the residential nature of the street and the presence of a school zone (including a school and daycare).
- Largely unused metered parking from Eastern Avenue, NW, to Blair Road, NW, contributes to the width of Piney Branch Road, NW.
- The stretch of Piney Branch Road, NW, south of Butternut Street, NW, to Underwood Street, NW, narrows to a single lane with a physical median, parking, and unprotected bike lanes on both sides. It then expands to four lanes between Underwood Street, NW, and Georgia Avenue, NW, before reducing back to two lanes West of Georgia Avenue, NW. Additionally, unnecessarily wide turning areas encourage vehicles to enter neighborhood streets at high speeds. Commissioners have supported Traffic Safety Assessments regarding speeding from Piney Branch Road, NW, to other neighborhood streets.
- The stretch of Piney Branch Road, NW, does not include the physical roadway narrowing found in Maryland and the speed limit remains 30 miles per hour.
- In addition to the intersection at Piney Branch Road, NW, and Dahlia Street, NW, which has numerous design and safety flaws for all users, as well as poor sightlines, there are additional unsafe areas along this stretch of Piney Branch Road, NW, deserving of additional attention including: Piney Branch Road, NW, and Blair Road, NW; Piney Branch Road, NW, and 6th Street NW; Piney Branch Road, NW, and Cedar

Street, NW; Piney Branch Road, NW, and Aspen Street, NW; Piney Branch Road, NW, 8th Street, NW, and Whittier Street, NW; and Piney Branch Road, NW, and the entrance to the Safeway at 6500 Piney Branch Road, NW.

- The unnecessary width and design of the intersections along Piney Branch Road, NW, present a high risk of “multiple-threat” crashes, including specifically at the intersection at Piney Branch Road, NW, and Dahlia Street, NW.
- Approximately [35% of District households](#) do not have a car and more primarily use other methods of transportation, but for too long, the District Department of Transportation has prioritized high-speed car traffic along this stretch of road to the detriment of the safety of vulnerable road users, along with the school, daycare, and church communities located in this area. With the continued development of the Walter Reed campus, it is likely that the number of pedestrians crossing Piney Branch Road, NW, to access to the Takoma Metrorail Station will continue to increase for the foreseeable future.
- The unsafe design of this roadway contributed to the death of Timothy Abbott and has contributed to numerous other collisions in this area.

RESOLVED:

That Advisory Neighborhood Commission 4B believes that the District Department of Transportation should have implemented safety and traffic calming measures along this section of Piney Branch Road, NW, based upon extensive community and Commission outreach prior to the death of Timothy Abbott.

FURTHER RESOLVED:

That Advisory Neighborhood Commission 4B urges the District Department of Transportation to rapidly implement temporary traffic calming and safety measures along this section of Piney Branch Road, NW, including measures focused on the intersection at Piney Branch Road, NW, and Dahlia Street, NW. We ask that the District Department of Transportation present these plans to the affected Commissioners within two weeks of this Resolution.

FURTHER RESOLVED:

That Advisory Neighborhood Commission 4B urges the District Department of Transportation to act expeditiously to implement permanent traffic calming

and safety measures along this section of Piney Branch Road, NW, including implementation of existing recommendations from both the Safe Routes to Schools assessment and the Rock Creek East Livability Study.

FURTHER RESOLVED:

That Advisory Neighborhood Commission 4B urges the District Department of Transportation to be aggressive in further implementation of traffic calming measures along Piney Branch Road, NW, and consider the full suite of available options including lane width and roadway width reduction, construction of permanent roadway narrowing, raised crosswalks or speed humps, speed limit reduction, installation of a roundabout at the intersection of Piney Branch Road NW and Dahlia Street NW, making Dahlia Street NW one way from Georgia Avenue NW to Blair Road NW, protected bike facilities, reconsideration of roadway geometry at unusual intersections, removal of parking for oversized vehicles to ensure sight lines for vehicles, and additional traffic control devices including stop signs and signals.

FURTHER RESOLVED:

That Advisory Neighborhood Commission 4B is committed to the successful implementation of traffic calming on this corridor and will work with the District Department of Transportation to ensure the safety of our community in this area.

FURTHER RESOLVED:

That the Commission designates Commissioner Evan Yeats, ANC 4B01, to represent the Commission in all matters relating to this resolution.

FURTHER RESOLVED:

That, in the event the designated representative Commissioner cannot carry out his representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matter relating to this resolution.

FURTHER RESOLVED:

That, consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or

letter, have no standing and cannot be considered as in any way associated with the Commission.

ADOPTED by a voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of XX of nine members was present) on June 22, 2020 by a vote of XX yes, XX no, XX abstain.