Government of the District of Columbia
Advisory Neighborhood Commission 4B

[DRAFT] RESOLUTION #4B-20-0702

ANC 4B Additional Recommendations on the Metropolitan Branch Trail
Adopted July 27, 2020

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

- When complete, "the Metropolitan Branch Trail (MBT) [will be] an 8-mile multiuse trail that will run from Union Station in the District of Columbia to Silver Spring in Maryland."

- At the Commission's June 22, 2020, meeting the District Department of Transportation (DDOT) provided a project update on the MBT from Fort Totten to Takoma.

- Based on DDOT's presentation, this proposed section of the trail consists of the following design elements:

    - New off-street and on-street trail segments
    - Traffic calming measures
    - Storm water and low-impact development
    - Traffic signals and signage
    - Lighting and utilities
    - Maintenance of traffic plans
    - Landscaping plans

- The portion of the MBT running along 1st Street, NE and McDonald Street, NE is designed to be temporary while DDOT continues to work with the National Park Service (NPS) for a safer location for that portion of the trail.

- The proposed section of the MBT from Fort Totten to Takoma is scheduled for completion in Fall 2023.

RESOLVED:

Based upon feedback from constituents, community members and the Washington Area Bicyclists Association (WABA), the Commission encourages DDOT to make the following changes to the design:

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- **Maximize Public Art Opportunities:** As part of the project, DDOT should work to install neighborhood-centered, community-based artwork along the underpasses on Riggs Road, Kansas Avenue, Aspen Street and Van Buren Street that highlight these distinct communities and make the crossings feel safer and more approachable to pedestrians and bicyclists. Other already completed sections of the MBT (in the NOMA and Eckington neighborhoods) host unique public arts installations, and this segment of the MBT should offer similar opportunities. DDOT should promptly engage with the DC Commission on the Arts and Humanities to begin exploring locations for murals and other artwork that would enhance the public space along this segment of the MBT.

- **Install Placemaking that Highlights the Unique Culture & History of the Neighborhoods & Connects People to Local Businesses:** Placemaking and other markers that recognize the distinct cultural and historical heritage of the varied neighborhoods along the trail should be installed and should highlight and connect people to local businesses

- **Install Wayfinding to Improve Access:** Wayfinding signs on Riggs Road, New Hampshire Avenue, Kansas Avenue, and Van Buren Street will assist bicyclists and pedestrians in accessing the MBT, including frequent signage along on-street trail segments.

- **Connect the Kansas Avenue Bike Lane to the MBT:** Ensure inter-connectivity by connecting the bike lanes on Kansas Avenue directly to the MBT, closing the gap near the intersections of Blair Road, Kansas Avenue, North Dakota Avenue, and Peabody Street. Increase protection for cyclists is necessary on Kansas Avenue approaching the MBT (*e.g.*, flexposts, paint, and signage).

- **Create New Bike Connections from the MBT to Lamond-Riggs:** Consider adding a bike lane or off-street trail on Riggs Road, New Hampshire Avenue, and/or Van Buren Street to expand the bicycle network by connecting the MBT west to Lamond-Riggs.

- **Deter Speeding at East-West Connections:** Take steps to deter speeding on Riggs Road, New Hampshire Avenue, and Kansas Avenue where they intersect with the MBT to increase trail user safety. Reduce the speed limit on New Hampshire Avenue to 25 mph.

- Install **Robust Traffic Calming on First Street, NE and South Dakota Avenue at New Hampshire Avenue**: To ensure the trail is safe and low-stress, South Dakota Avenue needs far more than speed bumps to slow car traffic and discourage non-local trips. DDOT should explore mini-roundabouts, chicanes, diverters, and traffic calming techniques.

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- **Widen the Trail at Building Entrance 6201:** Widen the trail as much as possible at building entrance 6201 and add rumble strips to slow down bike traffic and prevent bicycle and pedestrian conflicts. Implement consistent design across the Trail where bicyclists should expect pedestrians to cross the trail using textured materials.

- **Design 6207 Blair Road as a Shared Space:** Design this area as a shared space "plaza" to ensure that daycare patrons, community members and trail users can share space safely.

- **Ensure a Consistent Number of Travel Lanes Along Blair Road:** For safety and to reduce the risk of multiple threat crossings for pedestrians and trail users and reduce vehicle speeds along the corridor, DDOT should ensure a consistent single lane of travel in each direction along Blair Road, NW. DDOT should convert extra travel lanes into trail space or full-time parking, add curb extensions, and add new high-visibility crosswalks for the entire length of the project along Blair Road, NW.

- **Establish Trail Priority at Driveways**: DDOT should use striping, different paving materials, and signage to highlight the Trail's path across a driveway and communicate that Trail traffic has priority.

- **Ensure Maintenance of Permeable Pavement:** In sections where DDOT installs permeable pavement, there should be accompanying plans for maintenance to ensure the longevity of the Trail.

FURTHER RESOLVED:

Advisory Neighborhood Commission 4B supports timely progress on and completion of the MBT as a whole, and the Commission encourages DDOT to accelerate the construction of the traffic safety and calming portions of the trail project regardless of trail construction schedule. That includes proposed traffic signals, calming mechanisms, speed limit changes and lane removals.

FURTHER RESOLVED:

Advisory Neighborhood Commission 4B encourages DDOT and the National Park Service, United States Department of the Interior, to continue to work together to replace the on-street trail segments along First and McDonald Streets NE with the preferred off-street trail routing closer to the Metropolitan Branch Subdivision.

FURTHER RESOLVED:

That Commissioner Tiffani Nichole Johnson, ANC 4B06 and Alison Brooks, ANC 4B08, are hereby authorized to serve as the Commission's representatives

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in all matters relating to this Resolution.

FURTHER RESOLVED:

That, if the designated representative Commissioners cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matters 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 __ of nine members were present) on July 27, 2020, by a vote of __ yes, __ no, ___ abstain.

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