



Government of the District of Columbia Advisory Neighborhood Commission 4B

RESOLUTION #4B-22-0303

Providing Feedback on Construction of the Metropolitan Branch Trail from Blair Road, NW, to Piney Branch Road, NW

Adopted March 28, 2022

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

- The construction of the Metropolitan Branch Trail segment from Blair Road, NW, to Piney Branch Road, NW, was first identified in the Metropolitan Branch Trail concept plan (2004) and was included in the Metropolitan Branch Trail Environmental Assessment (2012) and the MoveDC long-range transportation plan (2014).
- Advisory Neighborhood Commission 4B previously expressed support and provided feedback for the construction of this trail connection. See Resolution 4B-18-0107, Comments and Recommendations Regarding The Metropolitan Branch Trail from McDonald Place/New Hampshire Avenue NE to Aspen Street/Sandy Spring Road NW AND from Piney Branch Road/Takoma Avenue NW to the Maryland MBT (Jan. 22, 2018); [Resolution 4B-18-0403](#), Supporting Funding for the Design Of The Final Section of the Metropolitan Branch Trail (Apr. 23, 2018); [Resolution 4B-20-0702](#), ANC 4B Additional Recommendations on the Metropolitan Branch Trail (July 27, 2020); [Resolution 4B-21-0101](#), Supporting Construction of the Metropolitan Branch Trail (Jan. 25, 2021); [Resolution 4B-21-0206](#), Providing Feedback on 65% Design of Metropolitan Branch Trail from Fort Totten to Takoma (Feb. 26, 2021).
- Advisory Neighborhood Commission 4B previously expressed support for “timely progress on and completion of the MBT as a whole.” [Resolution 4B-20-0702](#), ANC 4B Additional Recommendations on the Metropolitan Branch Trail (July 27, 2020).
- Advisory Neighborhood Commission 4B previously expressed support for the Metropolitan Branch Trail as a “long-planned and long-overdue essential transportation link,” and the Commission asked the government to “fully fund and construct” the Metropolitan Branch Trail. [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan (Jan. 27, 2020); [Supplemental Letter re Advisory](#)

- This Resolution is informed by constituent comments, feedback at a public meeting hosted by the District Department of Transportation held on December 7, 2021; a walkthrough hosted by the Commissioners for Single Member Districts 4B01, 4B02, and 4B07 on February 11, 2022; community meetings held for impacted multi-family buildings; and a meeting to hear from affected local businesses coordinated by the Old Takoma Business Association.

RESOLVED:

That Advisory Neighborhood Commission 4B supports the District Department of Transportation's planned construction of the Metropolitan Branch Trail from Blair Road, NW, to Piney Branch Road, NW, with the following recommendations:

- That the District Department of Transportation move rapidly to expedite construction of the Trail and complete it as soon as possible.
- That the District Department of Transportation carefully consider and design all intersection crossings for the Trail to ensure safe crossing at those intersections in furtherance of the community's traffic calming and safety goals and return to the Commission with its designs for the intersections of Van Buren Street, NW, and Blair Road, NW; Whittier Street, NW, and Blair Road, NW; and Aspen Street, NW, and Blair Road, NW, to allow community engagement and comment.
- That the District Department of Transportation use both Van Buren Street, NW, and Whittier Street, NW, as the east-west route to connect Blair Road, NW, to Fourth Street, NW, including traffic calming and contraflow bike lanes like those for the 8th Street neighborhood bikeway along Van Buren Street, NW, between Third Street, NW, and Fifth Street, NW, and an off-street multi-use path along the south side of Whittier Street, NW.
- That the District Department of Transportation utilize a protected two-way cycle track along the east side of Fourth Street, NW, with parking on both sides of the street by converting Fourth Street, NW, to one-way southbound from Cedar Street, NW, to Van Buren Street, NW.
- That the District Department of Transportation utilize Alternative 1 to cross Cedar Street, NW, eliminating a confusing movement for Trail users, but ensure that the crosswalk to cross Blair Road, NW, on the north side of the intersection is maintained in alignment with the corner and parallel to the Cedar Street, NW, roadway alignment to preserve pedestrian safety.

- That the District Department of Transportation utilize Alternative 3 for the pathway along 343 Cedar Street, NW, and work with the Washington Metropolitan Area Transit Authority and DC Water to explore stormwater mitigation efforts through permeable pavement and green infrastructure such as bioswales in this segment to fix a persistent water runoff and flooding issue in this area. The District Department of Transportation should also consider using in-wall lighting or other lower lighting solutions to mitigate light pollution for nearby residents for this segment of Trail.
- That the District Department of Transportation use Alternative 2 with chokers for Spring Place, NW, and use those chokers for bioswale or other green infrastructure and stormwater mitigation; explore additional physical roadway changes along Spring Place, NW, like textured pavement or pavers to reinforce the shared nature of the street; and ensure that the proposed public art is installed contemporaneously with the Trail.
- That the District Department of Transportation explore additional physical roadway changes like textured pavement or pavers to reinforce the shared nature of the street along Chestnut Street, NW.
- That the District Department of Transportation and the District Department of Parks and Recreation jointly explore ways to beautify and utilize the land DC will acquire to connect Piney Branch Road, NW, and Chestnut Street, NW, as a community asset through beautification, gardens, stormwater infrastructure, trees, or other park space.
- That the District Department of Transportation utilize Alternative 1 to provide a multi-use path along Piney Branch Road, NW, to provide a consistent Trail experience from Chestnut Street, NW, to the Maryland border, as well as consider the addition of a mid-block crossing, preferably with a pedestrian hybrid beacon to allow access to the Trail from both sides of Piney Branch Road, NW, at the Chestnut Street, NW “park.”
- That the District Department of Transportation provide wayfinding and placemaking signage for Trail users that encourages the Trail and its users to spend time in the community and enjoy our community resources and patronize local businesses.
- That the District Department of Transportation continue to seek opportunities for public art as part of this project, particularly through the use of murals along the Blair Road, NW, metropolitan subdivision wall.

FURTHER RESOLVED:

That the Commission designates Commissioner Evan Yeats, ANC 4B01, and

Commissioner Erin Palmer, ANC 4B02, to represent the Commission in all matters relating to this resolution.

FURTHER RESOLVED:

That, in the event 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 voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of seven members was present) on March 28, 2022, by a vote of 7 yes, 0 no, 0 abstain.