



ADVISORY NEIGHBORHOOD COMMISSION 3E

TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS

WAKEFIELD

CHEVY CHASE

FORT GAINES

c/o Lisner-Louise-Dickson-Hurt Home 5425 Western Avenue, NW Washington, DC 20015

www.anc3e.org

Resolution Regarding Installation of Green Infrastructure at corner of Wisconsin Avenue, Emery Place & 42nd Street NW (DDOT Tracking Number #368433)

Whereas, The Center for Watershed Protection, Inc. (CWP) received a grant from the DC Department of Energy and Environment (DOEE) to build Business Improvement Districts' and Main Streets' capacity for constructing and maintaining green infrastructure.

Various concept designs were created in conjunction with BIDs and Main Streets, and CWP and DOEE selected Tenleytown Main Street (TMS) to be the recipient of final design and construction funding. Green infrastructure practices provide many environmental and economic benefits and protect against the harmful impact of stormwater.

The design selected by DOEE, CWP, and TMS is for a project located at the corner of Wisconsin Avenue, Emery Place, and 42nd Street and includes a bioretention curb extension, addition of grass strips, a new crosswalk, and various transportation modifications to improve not only water quality, but also pedestrian safety;

Whereas, TMS, as part of its efforts to foster a vibrant business district, has demonstrated commitment to increased walkability of Wisconsin Avenue, environmentally sound design, and investments in urban parks. In 2018, TMS adopted Fessenden Park, becoming an official DPR Park Partner, with the intention to make the neglected 110-year-old park an accessible community gathering place. Since then, the park has benefited from regular maintenance, new seating, and programming, ranging from fitness classes to music events. The green infrastructure project not only advances TMS's goals to improve overall walkability along the Wisconsin Avenue Corridor, it also will improve access to Fessenden Park through a new pedestrian crossing that connects directly from the corner of Wisconsin Avenue and Emery Place;

Whereas, the transportation modifications, designed in consultation with ANC 3E and in conjunction with the District Department of Transportation after a traffic count study had been conducted, include:

- Conversion of 42nd Street NW between Emery and Fessenden Streets to one-way northbound operation
- Restriction of turning movements from westbound Emery Place to right-turn onto 42nd Street only, using traffic signs
- Restriction of turning movements from Emery Place and 42nd Street to Wisconsin Avenue, using traffic signs and flexposts (turning movements from Wisconsin Avenue to Emery Place/42nd Street would still be allowed)

Whereas, as a recipient of DOEE funding, TMS has agreed to maintain the proposed green infrastructure;

Whereas, the proposed project will:

- Improve stormwater management and retention at one of the lowest points along Wisconsin Avenue.
- Increase pedestrian safety through a curb extension, crosswalk improvements, and conversion of 42nd Street, between Emery and Fessenden streets, to one-way traffic northbound. These measures will slow vehicles turning off Wisconsin Ave onto 42nd Street and eliminate a dangerous cross traffic turn onto Wisconsin Ave from 42nd Street.
- Increase access to Fessenden Park through a new pedestrian crossing that connects directly from the corner of Wisconsin Ave and Emery Pl.
- Beautify Wisconsin Avenue through the addition of plantings and bench seating in front of Café of India and Le Chat Noir

Whereas, the District of Columbia is a party to the Chesapeake Bay Watershed Agreement¹, an agreement originally signed in 1983 by all of the states and the District of Columbia that are within the Chesapeake Bay watershed and subsequently updated in 1987, 2000 and again in 2014 after the Environmental Protection Agency imposed binding conditions on all of the jurisdictions in 2010 in order to reduce pollution and restore the Bay's ecosystem. To date the District of Columbia through DC Water has primarily sought to meet its requirements by building a new Combined Sewer Overflow² system to capture all sewage and storm water run-off to treat it before it reaches the Anacostia River however DC Water has indicated that it intends to meet its water improvement goals west of Rock Creek Park with smaller green infrastructure projects³ of which this would be an example;

Whereas, the U.S. Department of Transportation (USDOT) implemented a Vision Zero "Mayor's Challenge" initiative for Safer People / Safer Streets across the United States;

Whereas, safety is the top priority of the USDOT and many of the USDOT operating administrations play a role in improving safety for pedestrians and bicyclists⁴;

Whereas, Vision Zero is a part of Mayor Bowser's response to the U.S. Department of Transportation's Mayor's Challenge for Safer People and Safer Streets, which aims to improve pedestrian and bicycle transportation safety by showcasing effective local actions, empowering local leaders to take action, and promoting partnerships to advance pedestrian and bicycle safety;

¹ <https://www.epa.gov/sites/production/files/2016-01/documents/attachment1chesapeakebaywatershedagreement.pdf>

² <https://www.dcwater.com/css>

³ <https://www.dcwater.com/green-infrastructure>

⁴ Available at: <https://www.transportation.gov/pedestrian-bicycle-safety#:~:text=Safety%20is%20the%20top%20priority,safety%20for%20pedestrians%20and%20bicyclists>

Whereas, the Washington District of Columbia Department of Transportation (DDOT) has set an objective to reach zero fatalities and serious injuries to travelers using the city's transportation infrastructure by the year 2024 through more effective use of data, education, enforcement, and engineering in its Vision Zero initiative;

Now therefore be it resolved, that ANC 3E supports the proposed green infrastructure and traffic calming measures, as referenced under DDOT Tracking Number #368433.

Be it further resolved, ANC 3E believes this project supports both Federal and District Vision Zero goals.

Be it further resolved, ANC 3E believes this project will support the furtherance of DC reaching its Federally mandated goals under the Chesapeake Bay Watershed Agreement.

Be it further resolved, ANC 3E believes this project will further enhance improvements to Fessenden Park improving the accessibility of the park and its desirability as a neighborhood gathering space.

ANC 3E approved this resolution at its meeting on July 8, 2021, which was properly noticed and at which a quorum was present. The resolution was approved by a vote of 5-0-0. Commissioners Jonathan Bender, Matthew Cohen, Amy Hall, Jonathan McHugh and Tom Quinn were present.

ANC 3E
By Jonathan Bender, Chairperson