

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3F
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Box 244
4401-A Connecticut Avenue, N.W.
Washington, D.C. 20008-2322
www.anc3f.us
commissioners@anc3f.us
Phone: 202-670-7ANC

**Resolution in Support of a New Stop Sign on Fessenden St. NW
Where it Intersects with 36th St. NW**

WHEREAS, the neighborhood streets south of Nevada Ave. NW have become an increasingly popular route for commuters attempting to get to Connecticut Ave. NW, with heavy traffic, high speeds and poor visibility leading to concerns about traffic flow and safety for neighborhood residents; and

WHEREAS, the intersection of 36th and Fessenden Streets NW, connecting to Connecticut Ave., presents serious traffic complications that have implications for traffic confusion, pedestrian safety, and general traffic safety, to include confusing signals, patterns that encourage driver risk-taking, and high speeds in the surrounding community; and

WHEREAS, the *Rock Creek West II Livability Study* (RCWII) included the following about the intersection:

“The intersection with Connecticut Avenue, 36th Street, and Fessenden Street has an awkward configuration due to the diagonal alignment of Connecticut Avenue intersecting with the other streets. This creates sight distance issues. Survey respondents reported a failure to yield on the part of motorists.¹”; and

WHEREAS, the above section from the *RCWII* study also notes problems with stop signs at the intersection – namely that 36th Street has stop signs at the northwest and southeast corners of the intersection, while Fessenden Street lacks one on either side of 36th Street; and

WHEREAS, this situation has an unintended consequence of creating extensive backups on 36th Street, especially in the morning, which can result in a lengthy wait to turn right onto Fessenden Street in order to get through the intersection with Connecticut Ave. due to the high volumes of traffic on Fessenden and poor visibility on Fessenden, as drivers approach 36th Street; and

WHEREAS, as a result of the traffic pattern described above, it is not uncommon to see drivers approaching the intersection on 36th Street NW to take one of the following actions:

- Turn left onto Garrison Street, followed by a right on 34th Street and another right on Fessenden in order to bypass the backup on 36th Street, with drivers using this

¹ “Rock Creek West II Livability Study,” DC Department of Transportation, Final Report, Dec. 2010, page 60.

unintended bypass at high speed, creating serious pedestrian safety concerns on Garrison, 34th NW and Fessenden Streets; or

- Cut through the CVS parking lot in order to turn onto Connecticut Ave.; or
- Cut through the BP station in order to turn onto Connecticut Ave.; or
- Block the box at 36th and Fessenden Streets; or
- Rush through the intersection at Connecticut Ave.; and

WHEREAS, these patterns result in additional impacts further in the neighborhood, as the lack of a stop sign on Fessenden at the intersection encourages high volumes of drivers to travel from Nevada and Linnean Aves. and onto 34th Street, with residents noting a long-standing problem of high speeds along 34th Street in the morning rush hours; and

WHEREAS, traffic going southbound on 36th St. NW from Connecticut Ave. approaches the intersection with Fessenden at an odd angle, creating difficult sight lines and obstructed visibility for these drivers, suggesting benefit would be derived by a stop sign at Fessenden St. NW where it meets 36th; and

WHEREAS, the community would benefit from a new stop sign on Fessenden St. NW at the northeast corner of the intersection with 36th St. NW; and

WHEREAS, ANC 3F heard broad community support for this resolution during the meeting to consider its passage; and

WHEREAS, the installation of a new stop sign does not require a Traffic Calming Petition; and

THEREFORE, BE IT RESOLVED, for the reasons stated above, ANC 3F supports the installation of a new stop sign on Fessenden St. NW at the northeast corner of the intersection with 36th St. NW; and

BE IT FURTHER RESOLVED that Commissioner Manolis Priniotakis is authorized to speak on behalf of ANC 3F regarding these issues.

[Signature page follows]

ANC 3F approved this resolution at its meeting on May 20, 2014, which was properly noticed and a quorum present. The resolution was approved by a vote of 7-0-0.



Adam Tope, Chair