

ANC 3/4G Resolution
Requesting Prompt DDOT
Installation of Approved
Sidewalks on Chestnut Street

1. Hawthorne residents have been divided for several years about whether the District Department of Transportation (DDOT) should install sidewalks on Chestnut Street NW between Western Avenue and Oregon Avenue and have raised this issue repeatedly with the ANC.
2. After a lengthy engineering analysis, on May 10, 2017, DDOT presented findings from its Design Concept Study, discussed multiple options for improvements to Chestnut Street, and gave the affected residents an opportunity to comment on the alternative proposals presented.
3. Residents broadly preferred DDOT's Alternative 1 — to extend the curb on the north side of Chestnut Street (proximate to bus stops) and to install the sidewalk within that extension — which DDOT found would (a) provide a walkway for pedestrians, (b) comply with the District's sidewalk requirements, (c) cost less than other alternatives, (d) permit installation of 37 new trees, (e) calm vehicular traffic on Chestnut and reduce speeding, (f) preserve green space, and (g) maintain Street parking on both sides of the street.
4. In August 2017, DDOT announced that it would adopt Alternative 1 based on public comments and their internal review process. Once it had completed configuring new contracting procedures, it would select a consultant and begin designing the project within a projected schedule.
5. DDOT stated that the Chestnut sidewalk installation would be implemented in close coordination with the DC Water Oregon Avenue Sewer project and DDOT's Oregon Avenue rehabilitation project.
6. DDOT should, as quickly as possible, implement is Alternative 1 and install sidewalks on Chestnut Street because installation of the DDOT's sidewalk plan will (a) improve pedestrian safety, (b) comply with District legislation requiring expansion of sidewalks, and (c) fulfill DDOT's public commitment to doing so.
7. Sidewalks improve pedestrian safety by promoting physical activity, preventing pedestrian injuries, and deterring crime. Chestnut Street is a heavily trafficked Metro bus route and a detour route during ongoing Beach Drive and Oregon Avenue construction. The increased vehicular traffic, particularly during the morning and evening rush hours, exacerbates pedestrian dangers. Sidewalks on the north side of the street would greatly reduce this risk.

8. For roadways that are missing sidewalks and when no major construction project is current planned — like Chestnut Street — DC Code Section 9–425.01 requires that new sidewalk installation “shall be prioritized for school areas, routes that provide access to parks and recreational facilities, transit stops, locations where the absence of a sidewalk creates substantial pedestrian safety risks, and roadway segments for which residents petitioned to have sidewalks.” Chestnut Street meets all those requirements.
9. DDOT has committed to installing sidewalks on Chestnut Street after numerous community meetings, after receiving substantial community input, after presenting alternatives, and after receiving residents’ comments on those alternatives. Not all Chestnut Street or Hawthorne residents support sidewalks, but all residents have had multiple opportunities to provide input, ask questions, and make their opinions known. DDOT decided to move forward with the option of installing sidewalks on the north side only, extending sidewalks from the curb, and removing no trees. Residents reasonably expect that when a District agency decides on a course of action, that course of action will be promptly implemented, as DDOT has suggested it would.
10. For all of these reasons, DDOT should install sidewalks on Chestnut Street as quickly as possible and should not defer this crucial work until the completion of other construction projects in the area.

Approved by the ANC at its regularly scheduled and noticed November 27, 2017 meeting by a vote of _ to _ (a quorum being 4).

Randy Speck, Chair

Becky Maydak, Secretary