

ANC 3/4 G Public Meeting  
Monday, January 23, 2017  
Chevy Chase Community Center, 7:00-9:00 pm  
5601 Connecticut Avenue, NW  
Washington, DC 20015

Call to Order and Quorum: The meeting was called to order at 7:00 pm by Chair Randy Speck. Present: Speck, Fromboluti, Tuck-Garfield, Maydak, Bradfield.(arrived approximately 7:40 pm).

A quorum was declared.

Approximately 50 people attended the meeting.

Adoption of Agenda: The agenda was adopted by a vote of 4 – 0.

Commissioner Announcements:

Chair Speck: The Commission is continuing to gather information about the future of the Chevy Chase Community Center. During the week of January 9, several of us visited the Deanwood, Raymond, and Rosedale recreation or community centers to see what facilities and programs are available in other neighborhoods. Photos and notes from those visits are available at the ANC's website, ANC3G.org, under "Task Forces," "Chevy Chase Community Center Renovation." Our next meeting devoted entirely to the Community Center will be on Monday, January 30, where we will refine plans for a community-wide survey to determine what the community needs from the Community Center. The Commission urges everyone to attend and participate in this year-long process.

As the Commission has previously announced, there are two vacancies on our Commission, in ANC 3/4G01 and 3/4G05. Petitions to run to fill these vacancies may still be picked up at the Board of Elections, 441 4th Street, NW, Room 250N. Petitions must be returned with at least 25 signatures of registered voters in the respective SMD by January 30. Petitions may be challenged between February 2nd and February 8th. If only one person submits a valid petition, that person will be sworn in as Commissioner. If more than one person completes valid petitions, we will announce at our February 13 meeting that there will be an election at our February 27 meeting. If there is an election, any registered voter in the SMD may vote at the meeting, and the person with the most votes will be the commissioner. At least two people have expressed an interest in running for the vacancy in 3/4G05 and at least one person in 3/4G01. Anyone interested is urged to participate in this election process.

Commissioner Maydak continued the discussion regarding the ANC Lighting Task Force and indicated that the Lighting Task Force will restart reviewing various LED light proposals including those which have been recommended by the American Medical Association.

Special Exception Application for a side and rear yard setback to build a deck at 3125 Worthington Street, NW (BZA Case 19419): Stephen and Jennifer Cummings seek an exception to the rear yard set-back requirements to build a deck. The deck would be three feet from the property line in the rear. Mr. Cummings described the application and

reported on efforts to obtain the views of the adjacent neighbors. Chair Speck indicated that he had received a supporting email from one neighbor, Bayard Brewin. Mr. Cummings said he had not yet been able to connect with the rear neighbor. Chair Speck noted that this location is in ANC 3/4G01, and since there was no commissioner at this time, he moved that the Commission support the application, contingent on receiving a written indication from the remaining neighbor that he or she has no objection to the proposed deck. The motion passed by a vote of 4 to 0. Commissioner Speck will represent the ANC.

Presentation by DDOT and discussion of outstanding issues: Chair Speck introduced this discussion by noting that in January 2015, the Commission had devoted most of its meeting to a discussion with DDOT's then-new Deputy Director Greer Gillis about a list of the Commission's long-standing concerns. Many of those same specific concerns remain today, two years later. There have been a very few bright spots in our relations with DDOT, but on the whole, our relationship with DDOT continues to be characterized by a lack of communication and non-responsiveness to a persistent list of problems.

As a result of our complaints to Director Lief Dormsjo, DDOT's Chief Performance Officer, John Thomas, has assumed responsibility to coordinate responses on the specific concerns the Commission has raised. All of these issues have been on our previous agendas but continue to be unresolved. The two most serious issues are the reconstruction of Oregon Avenue -- which is now complicated by the need to coordinate with DC Water's sewer reconstruction project -- and the need for safety improvements at the intersection of Reno Road, Ingomar Street, and 39th Street. Several other issues have been unresolved for months or even years, without resolution.

1) Status of Oregon Avenue reconstruction and coordination with DC Water projects: Chair Speck recapped the discussion at the Commission's January 9 meeting with DC Water about its sewer rehabilitation project on Oregon Avenue and Bingham Drive that will continue until April 2019. Tanya Hedgepath, DC Water's Construction Outreach Coordinator, introduced Willis Thomas, construction manager for the rehabilitation project, who will be responsible for coordination of DC Water's work with DDOT's reconstruction of Oregon Avenue. Mr. Thomas indicated that he had been in contact with Paul Hoffman, DDOT's manager for the Oregon Avenue project, to begin that coordination.

DDOT's John Thomas reported that the Oregon Avenue reconstruction is ready to solicit bids and that Mr. Hoffman was aware of DC Water's project. The DDOT project will need to adjust its schedule to accommodate DC Water's work as well as Phase 3 of the U.S. Park Service's Beach Drive reconstruction project (north of Broad Branch Road). Consequently, he said, it may be necessary to bid the Oregon Avenue work in stages -- e.g., the area south of Bingham Drive, the area north of Beech Street, and the Pinehurst Tributary Bridge. He said that bidding the work to be undertaken in stages will help to contain costs.

Mr. Thomas said that Mr. Hoffman will conduct a community meeting in February to discuss DDOT's latest plans. Chair Speck proposed that this be a separate meeting from the ANC's regular meetings, as has been the case for Oregon Avenue meetings in the past. At that meeting, DDOT should present



specific plans for coordination of its planned work with the DC Water project. He asked particularly how DDOT was going to accommodate DC Water's plan to use Oregon Avenue southbound from Bingham to Military Road as a primary truck route for removing tunneling spoils. Mr. Thomas said that Mr. Hoffman would address this concern at the February meeting.

Commissioner Tuck-Garfield, whose SMD includes Oregon Avenue, expressed a concern that the residents' interests be considered in the plans to coordinate the DC Water and DDOT work. This will be an exceptionally disruptive construction period, and the community's needs should be given a priority. She emphasized the value of weekly progress reports from both DC Water and DDOT so that the residents will know what to expect. The Commission also asked that DDOT update its Oregon Avenue project website, which is now woefully outdated, so that it can be an effective communications link to the public.

In particular, DDOT should consider the paramount needs of the residents at Knollwood to assure access to public transportation and emergency services. Knollwood has designated a staff person as its coordinator, and the Commission asked that DC Water and DDOT maintain contact with him. Mr. Thomas indicated that DDOT would remove the barrier so that Knollwood would have complete access for ingress and egress on Tennyson Street, which the Commission had requested. A resident from Unicorn Lane also emphasized the need to consider their access throughout these projects since their only entrance is on Oregon Avenue.

Commissioner Tuck-Garfield also requested that the projects designate a contact person to whom we can report problems. She cited safety concerns that arose in the first days of the DC Water project when drivers were not aware of or disregarded restrictions, creating a hazardous condition. Commissioners had to contact multiple people in an attempt to resolve the issue when we should have a single point of contact to address such concerns.

Chair Speck emphasized the necessity for close cooperation between DDOT and DC Water given the extreme complexity of conducting simultaneous projects in a limited space while assuring residents' safety and access. The Commission asked to see a detailed, written description of how this coordination would be accomplished. Mr. Thomas said that Mr. Hoffman would provide that information at the February meeting. Some residents suggested that if DDOT needs more time to assure this coordination, they should defer this meeting until they are ready. In particular, the website should be updated before the meeting so that residents can be prepared with questions or comments.

2) Notice of Intent for changes at the Reno Road/Ingomar/39th Street intersection: Commissioner Fromboluti recounted the history of meetings with DDOT about safety concerns with this intersection. He reviewed DDOT's initial description of four options: (1) making 39th Street one-way northbound in the block before Reno Road; (2) a four-way stop at the intersection; (3) a traffic signal at the intersection; or (4) no action. On January 9, 2017, DDOT issued a Notice of Intent (NOI), to implement the first option.

Commissioner Fromboluti reported that he has met with his constituents in the immediate area on the south side of Reno Road, and there is very substantial opposition to making 39th Street one-way. The residents are concerned that this will divert substantial traffic to other streets, particularly Jenifer Street. After consulting with residents, he supports a four-way stop at the intersection, coupled with removal of shrubs and trees as necessary. One-way traffic on 39th Street is unlikely to resolve the most important concerns about the intersection (e.g., the speed of drivers on Reno Road) and will likely cause undesirable consequences on other streets.

Leon Anderson, DDOT's transportation engineer, described DDOT's considerations in deciding that making 39th Street one-way northbound was the preferred solution. He said that one criterion for a four-way stop is that the traffic in each direction be approximately equal. If one direction has much more traffic, over time, those drivers will tend to ignore the stop sign because there is rarely another car at the intersection. He said that was likely to happen at this intersection since the traffic on Reno Road is much greater than on 39th Street. Similarly, a traffic signal requires a minimum level of traffic on each side of the intersection, and the 39th Street side would not qualify. DDOT considers making 39th Street one-way the best solution.

A number of residents then spoke in opposition to DDOT's proposal. They cited the speed of traffic on Reno Road as the major concern, which would not be addressed at all by DDOT's proposal. They proposed that DDOT examine traffic calming measures on Reno Road. Others noted the danger to pedestrians attempting to cross Reno Road at this intersection, which is heavily used by students from Deal, Wilson, Murch, and Blessed Sacrament. Pedestrians have no place where they can safely cross Reno Road, and a four-way stop would provide an opportunity.

Several residents disputed DDOT's argument that a four-way stop requires approximately equal traffic volume in each direction. They cited numerous examples of other arteries comparable to Reno Road that have four way stops at intersections with substantially lower volumes. They also indicated that compliance with a stop-sign on Reno Road could be improved with the use of a stop-sign camera. Moreover, even if there is not 100% compliance, drivers on Reno Road would be more likely to slow down at the stop sign, improving safety. Residents also emphasized that this intersection includes three streets, and a four-way stop would simplify drivers' decisions.

Residents also cited the difficulty entering Reno Road from Jenifer Street -- where traffic would likely be diverted under DDOT's proposal. Drivers would be required to look back at a 45 degree angle to see traffic coming from the south on Reno, and the sight lines north will still be impeded. Residents on Jenifer said that they would lose necessary parking spaces that are already in short supply because they are used by residents on Reno Road and elsewhere.



A smaller number of residents at the meeting (including some who live on the north side of Reno Road) indicated that they support DDOT's proposal. They do not believe the amount of traffic diverted to other streets would be substantial, and they are concerned with an increase in pollution if DDOT were to install a four-way stop or a traffic signal, which would create more idling time at the intersection.

Chair Speck indicated that with the NOI, the Commission must take action to express its views to DDOT. ANC 3E, which borders Reno Road on the north, would also consider the NOI at its meeting in February and offer its views. Any individual may offer comments on DDOT's proposal as well. DDOT will then make its decision on how to proceed, giving the ANCs' views "great weight." DDOT emphasized, however, that although it considers all comments in response to the NOI, its engineering and safety judgment would be the most important factors in its decision. They urged all commenters who oppose the proposed solution in the NOI to offer viable alternatives that might be considered.

DDOT clarified that the NOI permits comments within 30 business days. Given the holidays and weekends and the Commission's scheduled meeting on February 27, DDOT agreed that it would accept comments through February 28, 2017. Commissioner Fromboluti suggested that the Commission defer any action on the NOI until its February 13 meeting. In the mean time, the Commission will actively seek out further comments from residents about the proposal (which may be sent to Commissioner Fromboluti at 3G07@anc.dc.gov or to the ANC office at ChevyChaseANC3@verizon.net). Chair Speck indicated that if issues remain open at the February 13 meeting, the Commission may continue its consideration at its February 27 meeting. We will also work with ANC 3E in an attempt to reach a consensus.

3) Signage at Chevy Chase Circle pedestrian crosswalks: Chair Speck described the Commission's long-standing request for signage comparable to that at the pedestrian crosswalks on the Maryland side of the Circle. He recounted prior assurances that DDOT would address this issue because it was important to the Mayor's program to reduce pedestrian casualties to zero by 2020. DDOT said that they were in the process of having the signs made and that they would be installed within 30 calendar days -- i.e., by February 22, 2017.

4) "No right turn during morning rush hour" sign at Nebraska and Jenifer Streets: Chair Speck indicated that the Commission had passed a resolution in July 2016 asking DDOT to install two signs precluding right turns into Jenifer Street from Nebraska during morning rush hours. DDOT's Leon Anderson said that they will begin an analysis of this request that will be completed within 120 days -- i.e., by May 23, 2017. Mr. Anderson had no explanation for the delay in beginning this analysis until now.

Commissioner Tom Quinn from ANC 3E04 raised a question about the ability of residents on Jenifer Street to access their homes from Nebraska during rush hour if DDOT installs the requested sign. He argued that one-way streets on Ingomar and Jocelyn would make it difficult for residents to drive to their homes on

Jenifer. He said that this restriction would affect residents in his SMD as well as in ANC 3/4G. DDOT said this would be one consideration in its analysis. Commissioner Fromboluti noted that 100% of the residents in the block of Jenifer nearest to Nebraska had signed a petition asking for the signs prohibiting a right turn during morning rush hours so were apparently unconcerned about access to their own homes.

Chair Speck suggested that if DDOT does not agree to install the requested signs, it should consider the rationale for the ANC's resolution -- that commuters were cutting through on Jennifer, driving above the 25 mile per hour speed limit, and endangering pedestrians and bicyclists using the designated bike way. If a prohibition on right turns is deemed not feasible, DDOT should propose a solution that will deal with the safety concern that residents and the Commission identified.

5) Sidewalk repairs on Kanawha between 38th and 39<sup>th</sup> Streets: Mr. Thomas indicated that this sidewalk would be repaired within two weeks -- i.e., by February 6, 2017. Commissioner Fromboluti said that there were others problems with sidewalks in this area that needed to be addressed. Mr. Thomas said that they are surveying sidewalks in the entire ANC to identify others that need repairs. The commissioners asked that DDOT notify us of the schedule for those repairs so that residents will know when to expect construction.

6) Need to relocate utility poles in sidewalk on 31st Street. Although this concern has been raised at prior meetings with DDOT, Mr. Thomas did not have the locations of these poles. Chair Speck indicated that they are in the middle of the sidewalk between 7008 and 7014 31st Street and between 7052 and 7060 31st Street. DDOT will get back to the Commission on these poles.

7) Missing sidewalks on Utah near Pinehurst Circle: Mr. Thomas indicated that all of these sidewalks in the 6500 block of Utah are on the list to be completed, but the 5500 block of Utah is higher on the list. Given the limits on funding, these sidewalks are a lower priority and will not be built in the near-to-mid-term. Residents on the 6500 block said that they do not want sidewalks and are content to delay installation. They also raised a question about who was responsible for the small park across from 6509 Utah -- the District or the Park Service. Mr. Thomas said that he would check and report to the Commission.

8) "No Through Street to Military Road" sign at Broad Branch and 32nd Street and Broad Branch and Nevada Avenue: Mr. Anderson indicated that there is a sign on Broad Branch Road coming from the Park that directs Military Road traffic ahead to Nevada Avenue. He said that this sign is old and may not be as visible as it could be. DDOT will refurbish this sign to make it more effective. Mr. Anderson also noted that there are "Do Not Enter" signs at the 32nd Street intersection with Jocelyn Street and at Broad Branch and Jocelyn. Chair Speck indicated that those signs have been ineffective for trucks that have continued to Military Road. (They cannot be seen by drivers coming from Linnean Avenue, which has been the source of many recent truck violations.)



Mr. Anderson said that this was an enforcement issue; Commissioner Speck responded that MPD has put an officer at the intersection, and it deters violators while the officer is there, but is not a long-term solution. In any case, DDOT said that it will not install additional signs.

9) Installation of "No Left Turn" sign at exit from alley behind 5333 Connecticut to Military Road and "No Left Turn" sign into the alley from Military Road: Chair Speck said that DDOT had committed to the installation of these signs as part of the agreements related to the construction of 5333 Connecticut. A February 2013, DDOT study of the traffic impact of the apartment building at 5333 Connecticut included a recommendation that "[t]he 20' wide north-south portion of the alley [behind 5333 Connecticut] should be modified to be right-in/right-out only from Military Road." Now that the building is completed and tenants have moved in, we asked Sam Zimbabwe at DDOT to confirm this recommendation -- which he did -- and then to implement it. Nothing has been done. Mr. Thomas indicated that he would look into it with Mr. Zimbabwe and would get back to the Commission with a timetable for implementation.

Commission Business:

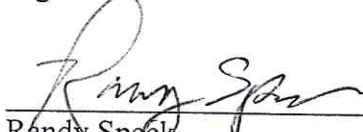
Minutes: The minutes of the January 9, 2017 meeting were approved by a vote of 5- 0.

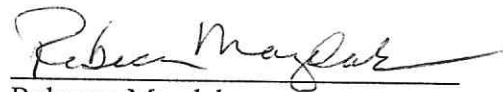
Checks: The following checks were approved by a vote of 5 - 0: \$ \$114.11 Verizon, 42.00 US Treasury

Items for the February 13 meeting may include: Presentation by Samantha May from CulturalDC on art at Walter Reed; public space permit application at 5363 29th Street, NW (DDOT Tracking Number 186076); presentation by the Chesapeake Climate Action Network on environmental justice legislation before the Council in 2017; presentation by Douglas County, Maryland on the retrocession option; discussion and possible vote on DDOT's proposed NOI for the intersection of Reno Road, Ingomar Street, and 39th Street, ANC Quarterly Financial Report October – December 2016.

The meeting adjourned at 9.30 pm.

Signed:

  
Randy Speck  
Chair

  
Rebecca Maydak  
Secretary