



**Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G**

CHEVY CHASE, BARNABY WOODS, HAWTHORNE

COMMISSIONERS

3/4 G-01 - Abraham Clayman
3/4 G-02 - Chanda Tuck-Garfield, Treasurer
3/4 G-03 - Randy Speck, Chair
3/4 G-04 - Rebecca Maydak, Secretary
3/4 G-05 - Gerald Malitz
3/4 G-06 - Dan Bradfield
3/4 G-07 - Christopher Fromboluti, Vice-Chair

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Minutes: ANC 3/4G Public Meeting, October 22, 2018, Chevy Chase Community Center, 5601 Connecticut Ave, NW, Washington, DC 20015 (Video of this meeting is available at <https://youtu.be/rG0Q4-ob1jo>)

Present: Speck, Fromboluti, Maydak, Clayman, and Bradfield. A quorum was declared.

Attendance: Approximately 50 people attended the meeting.

Adoption of Agenda (video at 00:00): Commissioner Speck indicated that the application for a special exception at 3802 Jocelyn Street, NW (Case No. 19880) has been withdrawn. Thus, that item is deleted from the agenda. With that modification, the Commission adopted the agenda by a vote of 5 to 0.

Commissioner Announcements (00:02):

Commissioner Speck:

Video of Candidates Forum and Early Voting — The ANC, in conjunction with the Chevy Chase Citizens Association and the Ward 4 Democrats, conducted a Candidates Forum for At-Large Council on October 15, 2018. The video is available on the ANC's YouTube channel at <https://youtu.be/ImsTK3zYIUg>. Early voting began on October 22 2018, at One Judiciary Square (441 4th Street, NW) and will begin at the Community Center from October 26, 2018, until November 2, 2018. The hours at both locations are from 8:30 am to 7:00 pm. Election Day is November 6, 2018, when the polls are open from 7:00 am to 8:00 pm.

Crime Prevention Training — There will be a Crime Prevention/Neighborhood Watch Training held on Tuesday, October 23, 2018, at 7:00 pm at the Jelleff's Recreation

Center, 3265 S Street NW. If you would like to attend this training, please send email Samantha Nolan at NolanTutor@gmail.com with your name and police district.

Spooktacular — Adults and kids are invited to trick or treat along Connecticut Avenue from Livingston to Chevy Chase Circle from 4:00 pm to 6:00 pm on October 31. This annual “Spooktacular” is sponsored by the businesses along the Avenue and by the Chevy Chase Citizens Association. Also on Halloween, the Community Center will have “games, tricks, treats, and more” at the Community Center from 4:00 pm to 6:00 pm.

Commissioner Clayman:

Block parties — Hawthorne had a recent block party that included reuniting a lost dog with its owner. There will be a pre-trick-or-treat party at the corner of Dogwood and 31st Street on October 31, 2018 from 5:30 pm to 6:30 pm, and all residents are invited.

Community Announcements (0:06)

Kelli Hunter, the Ward 4 coordinator from the Mayor’s Office of Community Relations and Services, announced that on October 23, 2018, from 3:30 pm to 4:00 pm, the Mayor will be at Garfield Elementary School, 2435 Alabama Avenue, SE in Ward 8 to encourage motorists to “Slow Down” around schools. On October 26, 2018, the Mayor will be at the ground breaking for the Child and Family Development Center at the House of Ruth, 2901 P Street, SE. Finally, the Mayor will attend the Barnaby Woods block party on October 27, 2018, at 4:30 pm.

Anthony Castillo, Councilmember Cheh’s Deputy Director for Constituent Services, made several announcements about the upcoming election on November 6, 2018. First, he noted that no-excuse absentee voting is available to any resident for any reason. Applications are available from the Board of Elections (<https://www.vote4dc.com/ApplyInstructions/Absentee>). The applications must be completed and sent to the Board of Elections. The Board will then send a ballot that can be submitted by mail. Second, in addition to the Chevy Chase Community Center early polling site, Ward 3 voters may vote early at the Cleveland Park Library (3310 Connecticut Avenue, NW) from 8:30 am until 7:00 pm beginning on October 26, 2018. Third, voters are encouraged to check their registration and polling station before Election Day. They may do so at <https://dcboe.org/Voters/Register-To-Vote/Check-Voter-Registration-Status>. Finally, the District permits same-day voter registration at the polling place or early voting location. Prospective voters will need to provide a government identification with name and address and will have to take an oath. They may then cast a vote. More information is available under “Same Day Registration” at <https://www.vote4dc.com/ApplyInstructions/Register>.

Jackson Carnes, Councilmember Todd's Director of Constituent Services, announced that the Councilmember will hold a meeting at the Community Center on October 24, 2018, to discuss the Oregon Avenue rehabilitation project and the Oregon Avenue Watershed Green Streets Program. DDOT Director Jeff Marootian is expected to attend. On October 25, 2018, the Councilmember will hold a Ward 4 State of the Seniors event. Vendors, District government agencies, and non-profits will attend. The event will be held at the Riggs-LaSalle Recreation Center, 501 Riggs Road, NE, from 10:00 am to 2:00 pm. Breakfast and lunch will be provided.

John Green, Community Engagement Coordinator for the Office of the Attorney General, announced that the Attorney General has initiated a program to publicize the mandatory reporting requirements for child abuse. District law requires teachers, social workers, direct care professionals, and others to report known or suspected incidents of child abuse and neglect to the police. Failure to report abuse can be punished by up to 180 days in jail and a \$1000 fine.

Col. Paul Bricker, the Chief Operating Officer for Knollwood, announced that Knollwood has blocked the entrance and exit from Knollwood to Tennyson Street. During the closure of Oregon Avenue, too many visitors, delivery trucks, and others had used this exit to make prohibited left turns on to Tennyson, which has resulted in many close calls. Safety concerns have been raised by the neighbors on Tennyson, and Knollwood has concluded that for safety reasons, this entrance/exit should be closed. Commissioner Speck thanked Col. Bricker and indicated that this exit had long been a concern for residents on Tennyson, and they would undoubtedly welcome this change.

Presentation by Wayne Wilson on the DDOT Oregon Avenue Reconstruction Project (0:17)

Commissioner Speck indicated that the Oregon Avenue Rehabilitation Project has been on the ANC's agenda since before he was a commissioner, more than six years ago. Nevertheless, we now appear to be close to beginning construction. Commissioner Clayman indicated that the DC Water rehabilitation of the sanitary sewer under Oregon Avenue is nearly complete so that DDOT can be its work, and he introduced DDOT's project manager, Wayne Wilson.

Mr. Wilson described the project generally as reconstruction of the roadway and sidewalks on Oregon Avenue from Military Road to Western Avenue. Work will be divided into three phases in the following sequence: (1) Beech Street to Western Avenue; (2) Military Road to Rittenhouse Street; and (3) Rittenhouse to Beech Street. Each phase will take about nine months to complete. DDOT is now finalizing bid documents to select a contractor, and construction work is planned to begin in about April 2019. They are looking at available staging areas.

During construction of each phase, traffic will be permitted in only one direction. In other words, when work is being done on the southbound lane, only northbound traffic will be permitted, and when work is being done on the northbound lane, only southbound traffic will be permitted. Mr. Wilson said that because of the length of the sections, it would not be possible to permit traffic to alternate between north and south with a flag person at either end. The one exception will be during the third phase when the bridge at the Pinehurst culvert will require Oregon Avenue to be closed in both directions for three or four months between Unicorn Lane and Oregon Knolls Drive.

Commissioner Clayman emphasized that this alternate closing of north or south bound lanes could be confusing, and it would be important for DDOT to communicate with users, including Maryland commuters. Mr. Wilson noted that DDOT has a detour plan that will have signs to direct traffic, but he acknowledged that drivers would find their own shortcuts through the neighborhood. DDOT would lookout for changes in traffic patterns and try to mitigate disruptions. He said the DDOT would communicate when and where Oregon Avenue would be closed through its website, flyers, and notices to the ANC.

Mr. Wilson noted that there will be some overlap with the National Park Service's continuing work on Beach Drive. The National Park Services plans to close Wise Road in February or March 2019, and it will not reopen the last phase of Beach Drive until the fall of 2019. Thus, if work begins on Oregon Avenue in April 2019, there will be several months of overlap. Mr. Wilson considers the closure of Wise Road to be beneficial since it will relieve some of the traffic that would cut across the Park onto Oregon Avenue.

Commissioner Speck asked what steps DDOT was taking to coordinate with WMATA on the route for the E6 bus. He emphasized that this bus is a lifeline for Knollwood and needs to be maintained throughout the Oregon Avenue construction. Mr. Wilson said that they are working with WMATA to keep the E6 bus running to Knollwood. That will likely mean continuing to run the bus on Tennyson Street during some phases of the construction. Commissioner Speck said that the residents on Tennyson are anxious to get the bus off that residential street as soon as feasible.

Janean Mann asked whether the work would be done 24 hours a day, and Mr. Wilson said that they will only work the usual hours — e.g., from 7:00 am to 6:00 or 7:00 pm.

Commissioner Maydak asked what decisions had been made about lighting on Oregon Avenue. Mr. Wilson said that they are currently planning on installing 3000 Kelvin lights but could use 2500 Kelvin lights if they are approved following tests that are underway.

Commissioner Speck emphasized that authoritative communications about the project must come from DDOT on its website. While the ANC could refer residents to DDOT's website and posts on the Chevy Chase Community Listserv could spread the word about changes, the single, most reliable point of contact must be DDOT's website. He asked

that DDOT make every effort to ensure that its website is kept up to date and is completely reliable. Mr. Wilson said that DDOT is engaging a new community outreach contractor that would be responsible for the website. Commissioner Speck said that the website should be the go-to source for any information about the project. (The current website for the project is at <http://oregonaveddot.com>, but it is not up to date.)

Aaron Davis, a resident at Oregon Avenue and Tennyson Street, asked whether DDOT would place any traffic controls at intersections that will be impacted by the changed traffic patterns during construction. He said that cars speed and disregard stop signs at his intersection. Mr. Wilson said that they are trying to anticipate where increased traffic may cause problems and to be pro active in taking steps to prevent those problems.

Col. Bricker asked whether during Phase 3B of the project, when work will be done at the Knollwood entrance, whether the route to Nebraska Avenue on Oregon Avenue could be maintained. Mr. Wilson said that they were coordinating with Knollwood and recognized the need to maintain access, including for emergency vehicles.

Finally, Commissioner Clayman noted that Councilmember Todd would hold another meeting with DDOT and the community on October 24, 2018, to discuss these issues. Commissioner Speck thanked Mr. Wilson and said the Commission would expect to see him regularly as the project progresses.

Presentations and possible vote on grant applications from Friends of Chevy Chase Circle, Northwest Neighbors Village, Wilson High School Crew Booster Group, and Ch/Art (0:46)

Commissioner Speck introduced the presentations on grants by noting that the ANC plans to include \$5390 in its FY 2019 budget, which carries over \$2390 that was not spent from last fiscal year. The Commission can give all of that now or it may reserve part of it for a later grant period. At the Commission's July 23, 2018 meeting, it agreed to accept grant applications until **October 9, 2018**, to have presentations on the applications at the Commission's meeting on October 22, 2018, and to vote on the applications at its November 26, 2018 meeting.

The ANC's guidelines require that grants should serve the public and/or the public good within the geographical boundaries of ANC 3/4G, must address one or more of the grant priorities specified in the guidelines, should not replicate any existing services provided by the District government, and should serve the largest number of ANC 3/4G residents or class of residents. Commissioner Speck emphasized that grants are one way that the Commission can use a part of its annual allotment to help worthy causes that will better our community.

The ANC received four applications, and Commissioner Speck asked them to make presentations.

Northwest Neighbors Village (NNV) — Stephanie Chong, Executive Director of Northwest Neighbors Village asks the Commission to grant \$1500 to NNV to develop and implement a software platform to manage NNV's operations. NNV volunteers give about 8000 hours a year to helping seniors age in place. There are only two employees, but 150 volunteers. It has outgrown its current system for coordinating services and needs a more comprehensive way to match volunteers with those that need services. The new system is essentially a data management software but it will also improve the interface with the community to promote community activities.

The software costs \$3000, and NNV has also asked ANC 3E for a \$1500 grant. (NNV volunteers and members are in both ANC 3E and ANC 3/4G.) Like ANC 3/4G, ANC 3E will vote on the grant application at its November meeting. NNV will provide another \$2400 for ongoing costs of the software. Commissioner Speck asked whether NNV would proceed with the purchase of the software if it only receives one grant of \$1500, and Ms. Chong said that it would use its own funds. Commissioner Maydak asked whether NNV members include residents in Chevy Chase, Maryland, and Ms. Chong said that members are exclusively District residents.

Wilson Crew Boosters Club — Stacy Dean said that the Wilson crew is the oldest such high school program in the District. Although most rowers are from Wilson (the second most come from the School Without Walls), any District high school student may join, and scholarships are available to cover the \$1000 annual fee. The club has an annual budget of \$170,000.

The club rows regionally, and “quite a few” of its rowers go on to row in college. There are about 100 rowers, 34% of whom are from ANC 3/4G. They also have a feeder program with middle schools, primarily Deal. The middle schoolers begin as novices in the eighth grade.

The club is seeking a \$2000 grant to purchase ten new oars. Commissioner Speck asked how this relates to the purchase of two new shells for \$15,000. Ms. Dean said that they already have the new shells and are raising the money separately to pay for them. The \$2000 grant they seek from the ANC would go for new oars for these new shells. They are currently using used oars donated by George Washington University. The oars last about ten years, so they will continue to be useful over that period.

Ms. Dean said that when they filed their original application, they were not aware of the \$2000 grant the Commission gave the Club in the Fall of 2013 for a rowing machine and it was not noted in the application, but the ANC's office manager had alerted them to that

earlier grant. Ms. Dean introduced several of the rowers who were at the meeting to support this request.

Ch/Art — Beth Cartland said that this organization was started in January 2017 by artists in the neighborhood. There are currently 71 members who live in the neighborhood. They range in age from high schoolers to nonagenarians and create all forms of visual art. No one is excluded based on any evaluation of their art. They have an open studio on Fridays at the Community Center and share materials, supplies, and resources. The group held its first show at the Community Center in April 2018, that included about 30 artists, and the opening was attended by about 75 residents. The group has also participated with an exhibition at Chevy Chase DC Day.

Ch/Art is planning a neighborhood art walk for the spring of 2019, and 25 artists have signed up. They also plan to have a monthly newsletter and to organize workshops and critique groups. They hope to be a community resource to support local artists. To implement these plans, they seek a grant of \$1200 — \$700 to build a website and a presence on social media (Facebook and Instagram) and \$500 to create a marketing presence for the spring art walk through a map, flyers, and posters.

Commissioner Speck noted that the Commission's guidelines require that the Commission issue a check within 30 days of approving the grant and that the expenditures for the grant be made within 60 days. If the grant is approved on November 26, 2018, the money would have to be used by February 24, 2019. Commissioner Speck asked whether the expenditures for the spring art walk would be made by then. They said that work on the map, flyer, and poster designs has already begun, so there would be no problem in completing the expenditures by the deadline.

Commissioner Maydak asked whether the artists in the group sell their works. They responded that most of the art is for sale. Membership is \$35, and it is up to the artists whether they put any works up for sale. Ch/Art does not take any commission from sales. Allen Beach asked about Ch/Art's legal status. They said that they are applying for 501(c)(3) status. Commissioner Fromboluti asked whether a grant could be made if they were not a 501(c)(3). Commissioner Speck said that before the Commission's November 26, 2018 meeting, he would contact the ANC office to be sure that a grant to Ch/Art would be approved. The organization itself does not sell art, though the individual members may.

Friends of Chevy Chase Circle (FOCC) — Nancy Wilson said that FOCC seeks a grant of \$844 to pay for 2500 red tulip bulbs that the National Park Service would plant in Chevy Chase Circle this November. The Park Service does not have funds that it can expend to buy the bulbs. The bulbs have been ordered, but not delivered or paid for. Commissioner Bradfield, the liaison between the ANC and FOCC, said that this is an energetic, dedicated, well-meaning organization. Among other activities supporting the Circle, they organize the Boy Scouts to trim the azaleas each year. The Circle falls within

the jurisdictions of five governmental entities, and FOCC is vital to make the Circle welcoming for the 30,000 cars that pass through it daily.

Commissioner Speck explained that the ANC cannot give a grant for an expenditure already made. Gottlieb Simon, Executive Director, Office of Advisory Neighborhood Commissions, advised the Commission that so long as it approves the grant before the bulbs arrive and are paid for, the grant will still be valid. If the Commission waits until the November 26 meeting, however, the grant will probably be disallowed since the bulbs would have been delivered and paid for by then. For that reason, Commissioner Speck moved that the Commission modify its guidelines for this application only to permit a vote at this meeting. The motion was adopted by a vote of 5 to 0. Commissioner Speck then moved that the Commission approve the grant for \$844 to FOCC for the purchase of 2500 tulip bulbs, and that motion was approved by a vote of 5 to 0.

Presentation by Julie Pike on DDOT's planned Oregon Avenue Watershed Green Streets Project (1:25)

Commissioner Speck summarized the ANC's interactions with DDOT on this proposed project over the past 20 months. DDOT held an initial public meeting on February 7, 2017. It said it was planning about 30 bioretention cells in the area roughly bordered by Oregon Avenue, Chestnut Street, Western Avenue, Utah Avenue, and St. John's High School. It presented 70 potential sites. At that time Commissioner Speck told DDOT's Paul Hoffman that it would be essential for DDOT to work individually with each affected resident before it finalizes the plans for these bioretention cells.

DDOT then made a presentation to the ANC on February 27, 2017, and promised future community meetings as plans developed. The ANC asked particularly for DDOT's experience with installing permeable pavement in several alleys, which did not seem to work effectively. The Commission emphasized that it needed to understand how well existing installations have performed before beginning another costly project.

DDOT held a second public meeting on May 25, 2017, and said that the number of sites had been narrowed to 36. It provided maps and drawings of specific locations and asked for comments about the impact on parking and trees. It requested comments by June 9, 2017. Commissioner Clayman attended that meeting and emphasized that individual residents should be contacted and given a chance to provide comments.

On July 28, 2017, DDOT wrote the ANC that it had conducted two public meetings and was moving to the final design phase. It expected to complete design by October 30, 2017. On August 1, 2017, a resident complained to the ANC that she had received confusing information from DDOT and that residents were given inadequate time to respond, particularly since some were out of town on summer vacation. She said that there had been no community process and no notice of these plans.

The ANC heard nothing further from DDOT for a year. On August 6, 2018, DDOT informed Commissioners that it planned to start construction in the Fall of 2018 on 29 bioretention cells and one permeable pavement alley. In response, the ANC wrote DDOT Director Marootian that it was not sufficient for DDOT merely to meet perfunctorily with the ANC and residents after design decisions had already been made. DDOT needed to meet individually with those residents who live in close proximity to the 29 planned bioretention cells to discuss alternatives and ways to mitigate impacts on them. Again, the ANC emphasized that DDOT had not explained how the bioretention cells will be maintained, who will be responsible for maintenance, and what steps DDOT will take to ensure that the cells perform as intended. We reiterated our concern that experience with poorly maintained permeable alleys gives us no confidence about the long-term viability of these structures. The Commission urged DDOT to stop any further construction preparations and to renew its community outreach.

In response, DDOT held another community meeting on September 18, 2018 (the start of Yom Kippur, which precluded some residents' attendance). Many of the residents who attended this meeting were never previously consulted about their concerns with the proposed bioretention cells near them. Again, the ANC asked DDOT to provide further evidence that these cells will be maintained and will perform as intended and designed. DDOT agreed to make another presentation to the ANC.

Given this history, Commissioner Speck asked for the following information from DDOT: (1) what is the budget for maintenance of the proposed cells, what will be the maintenance procedure, and how will it be funded; (2) what evidence is there that, over the long term, these bioretention cells will capture and retain stormwater as designed; (3) what other stormwater capture alternatives are available to achieve the same objectives; (4) has DDOT met with each resident at the site to consider the impacts of the proposed bioretention cells on those individual residents; (5) has DDOT considered the impact of each proposed cell on parking, traffic safety, and access by fire and emergency vehicles, (6) is DDOT willing to make any changes to its design or is it already fixed in stone; and (7) would DDOT be undertaking this project if federal funding were not available?

Julie Pike, a DDOT civil engineer, responded that this is a target watershed for reducing stormwater runoff into the Anacostia and Potomac Rivers. EPA issues permits for stormwater runoff and requires some mitigation steps to reduce it. This project is funded 50% by EPA and 50% but the District's Department of Energy and the Environment. DOEE has oversight of the project. Ms. Pike said that there were a number of design meetings with the community (though many in the audience disputed that claim). She said that DDOT has analyzed truck movements and traffic operations and has signed off on the final designs.

She said that maintenance would be coordinated by the Urban Forestry Administration. She said that the proposed bioretention cells are not the first in the District, but there are “several hundred” across the District, some of which were installed as far back as 2009. None has ever failed, she said. Some have stopped performing up to design specifications, but DOEE provides the oversight to make sure that they are functioning. Maintenance will be paid for from the Urban Forestry Administration’s operating funds. Maintenance will be conducted twice a year to remove weeds, trash, and sediment. DPW maintains the permeable pavements installed in alleys. She said that the permeable pavement is easy to rehabilitate with power washing.

Commissioner Maydak said that the alleys in her single member district that were installed five years ago have never been cleaned and are not capturing stormwater as they were designed to. No maintenance has been scheduled. Ms. Pike said that they are working “daily” with DPW to do maintenance. She said that “there is money for construction, but not for maintenance.” DDOT encourages residents to maintain the bioretention cells as well. Commissioner Maydak asked whether any warranties would be voided if residents performed their own maintenance, and Ms. Pike said that the warranties are typically only for one year.

Commissioner Speck asked whether the design for the 29 bioretention cells is written in stone and cannot be changed. Ms. Pike said that “to change anything at this stage would require more funding.” She said that they have looked at alternatives, and the proposed bioretention cells are the best tools available.

Commissioner Maydak asked how many parking spaces would be taken with each bioretention cell. Ms. Pike did not know, but residents said that the cells could be between 55 and 70 feet long.

Commissioner Clayman asked whether DDOT had spoken to every resident directly affected, as the ANC had requested. He acknowledged that DDOT had made some effort, but, as demonstrated by the residents at the meeting, DDOT clearly had not reached everyone. Ms. Pike said that DDOT’s outreach was a meeting with residents on August 24, 2017. She said that DDOT had looked at the traffic concerns raised and concluded that they were not a problem for installation of the proposed bioretention cells.

Commissioner Speck asked whether the ANC was notified of those meetings on August 24, 2017, and Ms. Pike said that she was not involved in the project at that time and does not know whether the ANC received notice. Commissioner Speck said that he could not find any such notice.

Commissioner Fromboluti asked whether this was a “done deal,” and if it is so difficult to make changes now, why are we meeting? Ms. Pike said that it was “not necessarily all or nothing,” but they are looking toward construction. There would have to be a

“compelling reason” to make any changes. She said that they have not identified any reason that would preclude moving forward.

Commissioner Maydak said that a meeting in August was a bad time to expect to get community participation. She said that the ANC has repeatedly told District agencies that too many residents are away during August to expect to get meaningful participation. DDOT needed to have further outreach.

Phyllis Levin, a resident at 6120 29th Street, said that she did meet with DDOT in August 2017, and provided her concerns. (This was a meeting at her house, not a community meeting.) She said that no one from DDOT got back to her about her concerns. She said that there are two cells, one in front of a neighbor’s house. She is willing to work on a compromise, but DDOT has been unwilling to make any modifications to its design.

Tom Patton, a resident at 3201 Aberfoyle Place NW, spoke on behalf of himself and his neighbors at the intersection of Aberfoyle Place and 32nd Street. He said that they were unaware of these plans until they heard about the September 18, 2018 meeting. They have a number of concerns relating to safety, the lack of a scientific basis for the proposed cells, health, economics, and the process that lacked adequate community input. Mr. Patton said that trucks cannot get by on Aberfoyle Place now when there are cars parked on either side, and it would be even more difficult if the four bioretention cells are installed at this intersection. With respect to the lack of a scientific basis for these designs, he said that the original 225 locations were reduced to 70 and then to 29, but the current plans appear to have chosen the least logical locations. In their neighborhood, runoff is primarily into the streams in Barnaby Woods, not into the storm sewers. He also noted that DDOT’s process was flawed because many residents did not receive notice until the design was already final.

Carolyn Cook, a former ANC commissioner and resident at 6521 Barnaby Street, NW (Barnaby Street and Worthington Street), also said that DDOT’s process was flawed. The first she learned of this project was in July 2017, and she requested an on-site meeting to discuss her concerns. There was no response from DDOT. She asked that DDOT chalk out the locations and dimensions of the cells on the street, but they did not. She said that there is little water going into the storm sewers at this location. This was also a poor location for the cells because of the acute angle of the intersection so that the proposed cells will impede traffic. DDOT would not even accept her pictures of the location. She contrasted DC Water, which met with residents and was quite helpful.

Elizabeth Richards, a resident at 3245 Worthington, said that there is a proposed cell across the street from her house. The notice of DDOT’s proposal was “abysmal.” A paper flyer was left down the street with the newspapers that advised residents to contact DDOT, but it had no contact information identifying who or how to contact them. She said she was never notified of an August 2017 meeting. The proposed cell would remove

a lane of traffic and make it impossible for cars or trucks to get by. The cell would also take parking in an area that is already short of parking. She does not believe that this is the best technique for handling stormwater. She said that the utter lack of notice was an insult to residents.

A resident at 6666 32nd Street, suggested that DDOT look at the bioretention cell already installed near the tennis courts at Lafayette Park, which he said was a blight and a disgrace. He called on the ANC to ask Councilmember Todd to stop this project until there is a fully funded outside contract to ensure maintenance of the cells.

Michael Flynn, a resident at 6440 Barnaby Street, NW, said that there were proposed cells on the front and side of his house. If installed, they would be “devastating to parking.” He is cognizant of the environmental needs and is willing to compromise, but five cells within nine houses is overkill. He is concerned about the impact of the cells on property values.

Jane Asher, a resident at 6443 Barnaby Street, is concerned about traffic that will have to go around the proposed cells. There are many children in the neighborhood going to or from school, and the cells will pose a safety problem, especially where there are no sidewalks. The community had no notice of these plans; no one had any idea what was going on.

Marie Cook, a resident at 6521 Barnaby Street, NW, also said that there had been no notice, and these installations would be devastating to her home’s value.

Based on this discussion, Commissioner Speck moved that the Commission advise DDOT Director Marootian, Councilmember Todd, and the Mayor that this project has been badly managed, and the community was not adequately involved in the planning. The proposed design raises a multitude of questions related to safety, parking, traffic, and maintenance. Moreover, DDOT has not demonstrated that these plans are the most efficient approach or that there are no other reasonable alternatives. The project should be halted until these issues are adequately addressed. The Commission approved the motion by a vote of 5 to 0.

Presentation by Celeste Duffie on the Department of Public Works’ plans for leaf collection

Ms. Duffie was not at the meeting. Commissioner Speck indicated that this presentation would be postponed to a later meeting.

Discussion and possible vote on whether to request that DDOT conduct a study on the impact of eliminating reversible lanes on Connecticut Avenue, including the

impact on surrounding streets and the timing of the lights at Nebraska Avenue and Military Road (2:15)

Commissioner Fromboluti said that ANCs 3F and 3C have passed resolutions asking DDOT to research and analyze changes that could be made to Connecticut Avenue, including the elimination of reversible lanes during rush hour and steps to increase walkability, safety, and parking. The current reversible lanes extend from Calvert Street to Military Road.

The ANC 3/4G resolution is tailored to concerns that affect Chevy Chase. In particular, the Commission is concerned that neighborhood streets like Reno Road, Nebraska Avenue, Military Road, Nevada Avenue, and Chevy Chase Parkway may receive additional traffic from any changes made on Connecticut Avenue. The intersections of Connecticut Avenue and Nebraska Avenue and Connecticut Avenue and Military Road are also concerns because the timing and sequencing of the stop lights during rush hours causes substantial backups at Nebraska Avenue and Military Road.

The proposed resolution urges DDOT to conduct a comprehensive study of current Connecticut Avenue traffic patterns, to broadly evaluate the potential consequences of any changes in policy, and to consider a wide range of potential changes that could be made, including but not limited to changes in the rush hour reversible lanes policy, adjusting the timing of stop lights, establishing dedicated bicycle lanes, and creating other dedicated lane options. DDOT's study should also include research and analysis of pedestrian and other non-vehicle use and traffic patterns along Connecticut Avenue in the sections affected by the reversible lanes as well as the existing reversible lane signage and electric signal boxes, but it should consider the impact that any changes may have on traffic patterns on streets other than Connecticut Avenue, including but not limited to Nebraska Avenue, Military Road, Reno Road, Nevada Avenue, and Chevy Chase Parkway. In addition, DDOT's study should evaluate the impact of any changes on businesses and parking in the portion of Connecticut Avenue north of Military Road, including the possible backup of traffic to and through Chevy Chase Circle and the impacts of the resulting congestion on the Chevy Chase business district.

Commissioner Speck said that he is wary of proposals to eliminate the reversible because there may be unintended consequences on neighborhood streets. Nevertheless, because ANCs 3C and 3F have passed resolutions calling for a study, we should be sure that any study will consider ANC 3/4G's concerns. The proposed resolution does that.

Commissioner Maydak said that she is also against eliminating reversible lanes because congestion will increase and drivers will try to find another way downtown. Commissioner Fromboluti said that he doesn't like reversible lanes because they are a safety hazard when drivers use the reversible lane in the wrong direction.

Steven Selig, a resident in ANC 3E, said that traffic patterns on Connecticut Avenue affect many users, including pedestrians and cyclists. He said that the study should include the impact on all users. He believes that businesses would welcome cyclists that would be attracted to Connecticut Avenue by dedicated bicycle lanes.

A resident on Jocelyn Street said that the analysis of Connecticut Avenue should be done in the context of Vision Zero, the program to reduce traffic fatalities in the District to zero by 2024. He said that it is incumbent on the District to improve safety, and it should look at Connecticut Avenue comprehensively. In particular, DDOT cannot ignore safety for cyclists.

Josh Harrington supports a study and agrees that bike lanes would be beneficial. He said that the District should look to the future of Connecticut Avenue, not just to what it is now.

Cal Simone said that there are other ways for bikers to get downtown without traveling on Connecticut Avenue. He said that no matter what is done, Connecticut Avenue will not be the safest route for bicyclists, and that is not a justification for eliminating reversible lanes. He could not understand why other ANCs would want to eliminate reversible lanes. Commissioner Fromboluti said that they believe it will benefit businesses by slowing traffic. Others pointed out, however, that parking problems in places like Cleveland Park will remain.

Eric Rosenberg said that reversible lanes do not create the safety problem, which is primarily attributable to distracted drivers who don't pay attention. He said that protected lanes could provide a benefit.

Commissioner Fromboluti moved that the Commission adopt the resolution supporting a comprehensive study of Connecticut Avenue that includes consideration of the concerns that affect Chevy Chase. The Commission approved the resolution by a vote of 5 to 0.

Commission Business (2:29)

1. The Commission voted 5 to 0 to approve the minutes for its September 24, 2018 meeting and the minutes of the special October 15, 2018 meeting on modernization of the Chevy Chase Community Center.
2. The Commission approved the following checks by a vote of 5 to 0: \$223.38 US Treasury (Fed Tax withheld), \$26.28 DOES (unemployment tax), \$216.52 Stefanie Van Pelt (Go Daddy internet fee), \$141.04 Verizon \$15.93 US Treasury (Fed Tax withheld), \$136.00 Postmaster (PO Box rental)

3. The Commission voted 5 to 0 to approve the ANC's FY 2019 Budget, which provides for an increase in the office manager pay to \$21.00 per hour beginning on January 1, 2019.
4. The Commission voted 5 to 0 to approve the ANC's fourth quarter report for FY 2018.
5. The Commission received its allotment of \$3997.96 for the fourth quarter of FY 2018.
6. Items for November 26, 2018 meeting may include: discussion on pedestrian safety at the Connecticut Avenue/Northampton Street intersection and the effectiveness of the HAWK Light; discussion of concerns about 5333 Connecticut Avenue, including residents' unauthorized use of the alley behind the building for access to Chevy Chase Parkway, residents' illegal left turns from and into the alley behind the building, the improper issuance of residential parking permits to residents, and the status the street trees adjacent to the circular driveway; discussion with DDOT Director Jeffrey Marootian of steps to address increased neighborhood traffic caused by Broad Branch and Oregon Avenue closures; possible votes on grant applications by Northwest Neighbors Village, the Wilson Crew Booster Club, and Ch/Art.

The meeting adjourned at 9:35 pm **(2:32)**.

Signed:

Randy Speck
Chair

Rebecca Maydak
Secretary