



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

CHEVY CHASE, BARNABY WOODS, HAWTHORNE

COMMISSIONERS

3/4 G-01 - Abraham Clayman, Secretary
3/4 G-02 - Chanda Tuck-Garfield, Treasurer
3/4 G-03 - Randy Speck, Chair
3/4 G-04 - Rebecca Maydak
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, April 22, 2019, Chevy Chase Community Center, 5601 Connecticut Ave, NW, Washington, DC 20015 (Video of this meeting is available at <https://youtu.be/dJVspIRWi0>.) The Commission meetings are video recorded for YouTube to be available to the public. Speakers and Commissioners — but not audience members — are included in the video.

Summary:

- Monica Laufer, a representative of Bird dockless scooters, described Bird’s plans for expansion in the District and answered questions about parking, maintenance, accidents, and the safety of electric scooters.
- The District Department of Transportation (DDOT) and Washington Metropolitan Transit Authority (WMATA) presented proposals to improve safety around Lafayette Elementary School, and the Commission heard from many residents about these proposals. Based on this discussion, the Commission supported the limited changes that DDOT proposed (better signage and an increased height for the crosswalk at Northampton Street and Broad Branch Road) but by a vote of 7 to 0 opposed WMATA’s proposal to reroute the E6 bus from Broad Branch Road to Nevada Avenue and urged WMATA to investigate other alternatives to the current route on Broad Branch Road.
- The Commission approved its minutes for the April 8, 2019 meeting by a vote of 7 to 0.
- The Commission approved checks totaling \$576.95 by a vote of 7 to 0.

- The Commission approved the quarterly financial report for the second quarter of FY 2019 by a vote of 7 to 0.

Present: Commissioners Speck, Clayman, Maydak, Tuck-Garfield, Bradfield, Fromboluti, and Malitz. A quorum was declared.

Attendance: Approximately 72 people attended the meeting.

Adoption of Agenda (video at 0:02:45): The Commission adopted the agenda by a vote of 7 to 0.

Commissioner Announcements (00:3:05)

Commissioner Speck:

Lafayette Park Meeting — The Department of General Services (DGS) and Department of Parks and Recreation (DPR) will hold a “Stormwater Design Charrette” on Tuesday, May 14, 2019, at 6:30 pm to discuss the scheduled Lafayette Recreation Center modernization project. The goal of this design charrette will be for DGS, DPR, and the Project Team (including the civil engineer) to gain a clear and comprehensive understanding of how the Park spaces are currently being used. This information, in turn, will be used to make informed and strategic decisions with regard to stormwater management strategies moving forward. The meeting will be held at the Chevy Chase Community Center.

Hearst Pool — DPR is holding a meeting on May 7, 2019, at 6:30 pm to update residents on the status of the renovations to Hearst Park, including the proposed construction of the first outdoor public pool in Ward 3. There has been much discussion about this project, and surveys have shown the majority of nearby residents support the pool but some have been vocal in their opposition. DPR will take residents’ input and address any questions or issues. The meeting will be held at the Hearst Elementary School Gym, 3950 37th Street, NW.

Tech Assistance Events — The District’s Office of the Chief Technology Officer’s (OCTO) will hold “All Hands on Tech” events on Saturday, May 4, 2019, from 10:30 am to 3:00 pm at the Benning Neighborhood Library (3935 Benning Road NE) and on Saturday, May 11, 2019, from 10:30 am to 3:00 pm at the Petey Greene Community Center (2907 Martin Luther King Jr Ave, SE). All Hands on Tech is the District’s initiative to provide free tech repair to District residents. In partnership with the DC Public Library and the United Planning Organization, OCTO’s Connect.DC and OCTOHelps team will provide assistance with laptops repairs and issues, smartphone and tablet assistance, and free smartphone workshops on the Mobile Tech Lab. To register,

residents can either text the word FIXED to 83224 or register online: connect.dc.gov/free-tech-repair. For questions about the event and services provided, visit the Connect.DC [website](#) or call [\(202\) 266-6328](tel:202-266-6328).

Library Facilities Master Plan Meeting — There will be a Chevy Chase Library Community Meeting on Thursday, April 25, 2019, at 7:00 pm at the Chevy Chase Library, 5625 Connecticut Avenue, NW. DC Public Library is in the process of developing a Facilities Master Plan to help guide the next ten years of planning for library services across the city. The meeting will address the following questions: (1) what programs and services do you want from your library; (2) are there potential partnerships that the community would value; and (3) what impact should the new Community Center have on plans for the library? More information on the Library Facilities Master Plan is available at dclibrary.org/dclibraryfuture.

Carnegie Neighborhood Lecture — Carnegie’s Department of Terrestrial Magnetism will present the second of its spring Neighborhood Lectures at its Broad Branch Campus on Thursday, April 25, 2019, at 6:30 pm. The lecture will be on “The Gravity of Volcanoes: Using Gravity Data to Probe Magma Reservoirs.”

Commissioner Clayman:

Wise Road Closure — The National Park Service (NPS) expects the Beach Drive reconstruction to be completed in the Fall 2019. A final step in the reconstruction will necessitate closure of Wise Road beginning at 6:00 am on Saturday, April 27, 2019. Wise Road will remain closed until work on Beach Drive is completed in the Fall. During this closure — and in response to the ANC’s and community’s concerns — NPS will resurface Wise Road.

Commissioner Fromboluti:

5301 and 5303 Connecticut Avenue — The Commission and residents have raised concerns about the seemingly abandoned demolition/construction at 5301 and 5303 Connecticut Avenue, and the Commission had planned to include these properties on its May 13, 2019 agenda. A new building permit has been issued, however, for a 4 and 1/2 story apartment building. Thus, the discussion of this property is being postponed pending a review of the drawings and discussions with nearby residents.

Commissioner Malitz:

Chevy Chase Art Walk — Twenty artists working in all media will take part in the inaugural Chevy Chase Art Walk on Sunday, May 5, 2019, from noon until 5:00 pm. Artists in Chevy Chase DC and Chevy Chase Maryland will welcome visitors to their homes and studios in this ten-site self-guided event. (Seven of the sites are located in

ANC 3/4G.) Participating artists will display contemporary and traditional work in painting, pottery, ceramics, photography, jewelry, prints, sculpture, and fiber arts. Art Walk maps are available from business sponsors in the Chevy Chase community and can be viewed on their website at <https://www.chevychaseart.org/art-walk-map>.

Community Announcements (00:9:40)

Jessica Wertheim, the Ward 3 liaison from the Mayor's Office of Community Relations and Services, called attention to the Mayor's proposed 2020 budget and its provisions for Wards 3 and 4 (available at <http://bit.ly/2KYVUJr> and <http://bit.ly/2VmmRKX>). She also announced that the Mayor will attend the Chevy Chase Presbyterian Church Nursery School's 60th Anniversary Playground Party on Sunday, April 28, 2019, from 4:00 pm to 4:30 pm.

Greg Entwistle, a resident within ANC 3/4G, announced that he is a Recruiting Assistant for the 2020 Census, responsible for finding Census Taker applicants in all of Washington DC. The Census Bureau is hiring now for the 2020 Census at <https://2020census.gov/jobs.html>. The pay for Enumerators/Census Takers is set at \$25.00 per hour, which is one of the highest pay rates for this position anywhere in the U.S.

Presentation by Monica Laufer (Community Partnership Manager for Bird dockless scooters) on and discussion of dockless scooters (00:13:50)

Commissioner Malitz said that the District has been considering different modes of transportation. One company offering an alternative is Bird electric scooters, and he introduced its representative, Monica Laufer.

Ms. Laufer said that Bird has been operating in the District for about a year. It is a "last-mile" sharing company now in about 100 cities worldwide. It began in 2017 in Los Angeles and came to the District in 2018. It provides an alternative for short trips using cost-effective, climate-friendly electric vehicles that can help reduce car usage, vehicular traffic, and carbon emissions. She highlighted Bird's "Community Mode," which allows anyone to report misplaced or broken scooters, regardless of whether they are Bird users. The company's "Bird Watchers" will then pick up the reported scooters.

Commissioner Tuck-Garfield asked about Bird's long-term plans in the District. Ms. Laufer said that the District has tight regulations for the roll out of scooters, limiting the size and scope of its operations in the District. They would like to expand to the point that they can eliminate most short car trips and can stimulate behavior changes that will reduce car usage.

Commissioner Speck asked whether Bird scooters have governors that can vary the permitted speed depending on the GPS-identified location of the scooter. Ms. Laufer said that the technology can change the permitted speed based on location, but cannot make fine distinctions — e.g., it cannot distinguish between a scooter on the sidewalk or in the street. They can, however, reduce the allowed speed in certain zones (e.g., around Nationals Park). Bird would prefer that the government set permitted speeds in designated areas so that all companies would operate under the same rules.

Commissioner Speck asked how Bird encourages riders to wear safety gear (helmets and knee or elbow pads) and about the success of Bird’s offer to provide safety gear for the cost of shipping (<http://bit.ly/2VnBldk>). Ms. Laufer said that they have distributed about 65,000 helmets and have held several helmet give-aways during their first six months in the District. The issue is more complicated, however, because Bird is currently allowed to have only 600 scooters in the District. That means that a rider doesn’t always know that they will be able to find a scooter and may not bring a helmet without knowing that a scooter will be available.

Commissioner Speck asked how Bird handles scooters that are parked illegally. Ms. Laufer said that they cannot always tell whether a scooter is parked illegally (e.g., whether it is at a bike rack or on the sidewalk). It can tell, for instance, that a scooter is parked on the Mall, where scooters are not permitted, and sends a Bird Watcher to retrieve it. Commission Maydak asked whether Bird has experienced scooters being taken and held for ransom, as has occurred in some other cities. Ms. Laufer said that had not been their experience in the District. She said that scooters are often picked up for recharging, usually when the scooter is 40% charged. When they get to only 20% charged they are a “bounty” scooter and are picked up. They sometimes leave the scooters overnight if they are sufficiently charged. Scooters are locked between midnight and 5:00 am and cannot be operated.

Commissioner Speck asked about the waiver that Bird requires customers to sign that purports to waive any responsibility for Bird’s own negligence (e.g., for a defective scooter). (The release — available at <https://www.bird.co/agreement/> — provides in paragraph 15, for Bird’s release from its “alleged negligence, breach of contract, and/or breach of express or implied warranty, except for Claims based on [Bird’s] gross negligence or willful misconduct.”) Ms. Laufer said that she would discuss this concern with Bird’s legal team and report back to the Commission. She said that Bird services its vehicles every week and Bird Watchers look for broken scooters.

Commissioner Bradfield asked whether Bird tracks scooter accidents, particularly versus accidents on electric bikes, and whether there are any national studies. Ms. Laufer said that there was a study in New York City that compared bike accidents and scooter accidents. She said that Austin, Texas, which is “awash in scooters,” has also analyzed

accident rates. A Bird safety comparison between electric bikes and scooters is available at <http://bit.ly/2KWomLL>.

The Commission thanked Ms. Laufer for her presentation.

Discussion and possible vote on proposals by DDOT and WMATA to change the traffic patterns (e.g., installing speed humps on Northampton, making Northampton a one-way street), parking (e.g., taking away all the parking on the north side of the 3300 block of Northampton), and the E6 bus route (e.g., removing E6 bus stops at the intersections of Oliver and Northampton and re-routing the bus to Nevada Avenue from Broad Branch Road) around Lafayette Elementary School (00:29:25)

Commissioner Maydak said that last Fall, at the behest of the School, Councilmember Todd's office organized a walkthrough at Lafayette Elementary School by DDOT, WMATA, Metropolitan Police (MPD), and the Department of Public Works (DPW) to evaluate possible safety improvements that could be made during the morning drop-off and pickup. On March 26, 2019, DDOT proposed a number of possible improvements. Some of the proposals were not controversial: (1) addition of backstop signs to the existing stop signs so that they have signs on both sides of the pole, thereby increasing visibility; (2) raising the crosswalk at Broad Branch Road and Northampton Street an additional four inches (it is currently not in compliance for a raised sidewalk); (3) adding "No Thru Traffic" at the alleyway on Northampton to prevent cars from unsafely cutting through the alley instead of through the intersection at Broad Branch; and (4) enhancing parking enforcement by DPW and traffic violation enforcement by MPD (which has already begun).

Commissioner Maydak said that other DDOT proposals were controversial: (1) moving two of the three ADA parking spots from Broad Branch Road to Northampton; (2) adding speed humps on Northampton, (3) taking away all the parking on the school side of the street for the entire block of Northampton, and (4) making Northampton a one-way street, which would require making it one-way for several blocks, possibly from Nebraska to Nevada.

Sayra Molina, Program Analyst - Community Engagement at DDOT (sayra.molina2@dc.gov), said that despite its proposals in March, DDOT is no longer suggesting changes to the current ADA parking, no longer supports making Northampton Street one-way, does not proposed to eliminate parking on the school side of Northampton Street, and would only support speed humps if the ANC and the community requested them consistent with DDOT's regulations.

Lafayette Principal Carrie Broquard said that from the school's perspective, speed on Northampton Street and Broad Branch Road is not the problem. She said the problem is congestion and drivers who don't follow the rules during pick-up and drop off. She said

that she had asked DDOT to bring the signage for the handicapped spaces into compliance with regulations and to make the signs more visible. She said that the school does not support changes to parking or the addition of speed humps on Northampton Street.

A resident on Chevy Chase Parkway, Lauren Roche-Garland, expressed concern that the steps that DDOT now proposes to take would not be sufficient, and she asked whether Northampton Street could be made one-way only during the pick-up and drop-off periods. Ms. Molina said that while Northampton Street could be made one-way permanently, DDOT no longer advocates that proposal absent a decision by the whole community, and making the street one-way only part of the day would, in DDOT's opinion, create unacceptable confusion, even with signage.

Susan Neal, a resident on Northampton Street next to the school parking lot, said that she observed parents who wait until the last five minutes to drop off their children. She said, however, that she believed there are never more than twelve cars lined up for drop off. She said that the school's letting parents drop off earlier has been a big help. In short, she said that this is "not a horrible emergency."

A Barnaby Woods resident and Lafayette parent asked whether the purpose of DDOT's analysis was to make traffic around the school safer for children and parents or to make the traffic easier for nearby residents. Principal Broquard said that the study was borne out of traffic issues at the school caused by increased density. Parents engaged with Councilmember Todd to see if there was a way to make the traffic around the school safer.

Commissioner Tuck-Garfield asked whether there has been an effort to coordinate with delivery trucks at Broad Branch Market. Principal Broquard said that there is a standing agreement with the Market that most deliveries will be after 10:00 am. Occasionally, however, there is an earlier delivery. She said that the biggest problem is with garbage trucks. Commissioner Speck suggested that it may be possible to get DPW to adjust its collection schedule to avoid Northampton Street during drop offs.

Commissioner Maydak said that MPD's crash data shows only three accidents on Northampton Street from 2014 through 2016, and two were not in the drop-off period and the other involved a truck during the Lafayette modernization and was only property damage. There were no reported accidents on Northampton in 2017 or 2018. There were three accidents reported on Broad Branch Road, but primarily at the McKinley Street intersection. One involved a bus and a pedestrian. Based on crash data — which only reflects accidents reported to MPD — there do not appear to be significant traffic issues that cause accidents due to congestion during the pick up and drop off periods.

Laura Phinizy, a resident on 33rd Street, said that there has been less traffic on 33rd Street since the crossing guard was moved. She questioned whether there has been a new traffic pattern after the modernization was completed. She suggested that the school encourage more car pooling. She urged Lafayette to participate in the Washington Council of Governments SchoolPool program (<http://bit.ly/2VoFdef>).

The Commission expressed its support for DDOT's proposed changes that were not controversial. The Commission found, however, that there is no community or school support for speed humps on Northampton Street. The Commission accepted DDOT's conclusion that no further changes are warranted.

Commissioner Malitz next introduced WMATA's proposal to reroute the E6 bus from Broad Branch Road to Nevada Avenue. The E6 is the least used bus route in the District. Commissioner Malitz said that he had received 25 emails or calls from residents objecting to the reroute to Nevada Avenue. Because of the large number of residents wishing to speak on this subject, Commissioner Speck said that speakers would be called on in the order in which they signed up, and speakers would be allotted three minutes unless they were representing a group, in which case they would have five minutes to speak.

Paul Boyle spoke for a group of 117 residents who signed a petition raising issues about relocating the E6 bus to Nevada Avenue. He said that he initially saw some possible advantages to moving the bus to Nevada because it is a wider street than Broad Branch. As he examined the issue, however, he identified a number of interrelated concerns that make Nevada a poor location for the E6 bus. He urged WMATA and the Commission to look holistically at whether to reroute the bus to Nevada.

He suggested that WMATA should consider several factors. First, is Nevada a safer alternative than Broad Branch? There is significantly more traffic on Nevada than on Broad Branch, and because it curves, there are more blind spots and speeding. There are also other schools in the area with children walking to them or being dropped off and picked up — e.g., Blessed Sacrament (which has a drop-off and pickup zone on Nevada) and the Chevy Chase Presbyterian Church Nursery School. He noted particularly the intersection at Northampton and Nevada, which had been the scene of several pedestrian accidents. A stop sign was installed, but there continue to be accidents when cars fail to stop.

Mr. Boyle noted that DDOT made a presentation at the ANC's March 25, 2019 meeting about the potential for micro-transit that could at least partially displace the E6 bus. It may not make sense to make major changes to the E6 bus route if it can be replaced successfully with micro-transit. He said that WMATA should also consider the possible impact of changes to the reversible lanes on Connecticut Avenue that could cause traffic to gravitate to Nevada. Bike lanes on Nevada may also complicate the traffic picture. In

sum, he said that all these issues should be considered before making a decision to reroute the E6 to Nevada.

Ann Chisholm, Government Relations Officer at WMATA, introduced Kristine Marsh, Bus Operations Specialist at WMATA, and the rest of the WMATA team. Ms. Marsh said that the E6 bus has operated on Broad Branch Road since the 1940s. She said that in response to “community requests,” WMATA is considering changing the E6 route, but ANC and community feedback is critical to any decision.

Ms. Marsh said that the E6 operates only on weekdays from 5:45 am to 9:45 pm, and runs every 24 minutes in peak periods and every 48 minutes midday and evenings. Currently, 17% of average total route activity is boardings and alightings on Broad Branch Road. Any route change that affects more than 10% of the route activity must be approved by the WMATA board after a public hearing.

WMATA is considering two options for rerouting the bus, both on Nevada Avenue. The only difference in the two options is whether there will be four bus stops on Nevada or only two. From WMATA’s perspective, Nevada has advantages over Broad Branch because it is nine feet wider with ten- to eleven-foot lanes and has a yellow strip designating the lanes, making it easier to accommodate buses. The angle to turn on to McKinley from Nevada is also slightly less sharp than the angle at McKinley and Broad Branch.

WMATA considers the following costs or negatives associated with rerouting to Nevada: (1) longer walk between bus stops and the school, Broad Branch Market, and the Farmers Market; (2) longer walk for some E6 riders between their homes and the new bus stops; (3) the slope of cross streets between Nevada and Broad Branch; (4) the cost and construction of new ADA-compliant bus stops; and (5) the removal of four to five parking spaces for each new bus stop. WMATA considers the following benefits from rerouting the bus to Nevada: (1) Nevada is nine feet wider, curb to curb; (2) there are double yellow lines between lanes on Nevada; (3) the turn from McKinley to Nevada is less sharp; (4) rerouting will avoid the parent drop-off and pickup traffic at Lafayette and the school buses parked on Broad Branch; (5) rerouting will maintain transit service as close to the original route as possible; and (6) there will be no additional operating costs as a result of rerouting.

Ms. Marsh said that this meeting is the beginning of the community input process. If this proposal is supported by the ANC, it triggers WMATA’s formal public participation process that includes a public hearing, surveys, and other techniques to gather input from the community on the proposal. When the proposal represents a significant change in bus service and impacts a certain percentage of customers, the Federal Transit Administration requires that WMATA initiate a formal public participation process. She said that

WMATA has received numerous emails from the residents on Nevada Avenue regarding the preliminary proposal.

Commissioner Malitz asked whether WMATA had any knowledge of the pickup and drop off of students at Blessed Sacrament and the Chevy Chase Presbyterian Church Nursery School when they considered the impact of moving the E6 bus to Nevada. He also noted that there are no yellow lines on McKinley. Ms. Marsh said that yellow lines were not necessary but were a consideration. Commissioner Malitz said that the traffic on Nevada was substantial, and there have been no traffic studies to determine the impact of the proposed rerouting. Ms. Marsh said that they have not taken other options — e.g., rerouting to Connecticut Avenue and Western Avenue — off the table.

Commissioner Bradfield asked who proposed this change. Ms. Chisholm said that Councilmember Todd had organized the walkthrough at Lafayette School last fall, and the suggestion was made there that WMATA consider rerouting the E6 bus. Commissioner Tuck-Garfield asked whether this proposal had been presented to Councilmember Todd, and Ms. Chisholm said that it had been, but he said to talk with the community. WMATA has to go through official steps to make any changes. It was noted that there was no representative from Councilmember Todd's office at the Commission's meeting.

A resident asked whether WMATA will provide notice of public meetings. She said that there had not been sufficient notice of the current WMATA proposal. Ms. Chisholm said that notice will be provided by WMATA's office of external participation. A resident on Nevada asked whether WMATA looked only at routes on Broad Branch and Nevada or whether it considered other options — e.g., rerouting to Connecticut and Western. Ms. Marsh said that they looked at other options, but not in as much depth. She said that WMATA could still consider other options. Commissioner Speck suggested that the Commission could vote to reject the proposal to reroute the bus to Nevada but ask WMATA to look at other options to reduce the impact of the bus on Broad Branch.

Commissioner Malitz said that there were other considerations that should be factored into any decision about rerouting the bus. For instance, the Chevy Chase Community Center will be modernized beginning in 2020, which may create additional traffic on Nevada. Also, the District's move to create protected bike lanes could extend to Nevada, reducing the width of the lanes available for buses and vehicular traffic. Ms. Marsh said that bus drivers are accustomed to driving on streets with bike lanes.

Principal Broquard said that the school originated the proposal to reroute the bus from Broad Branch, and it was a collective suggestion from the walkthrough last Fall. The participants in the walkthrough saw the school's concerns and responded to them. The March 2019 meeting was the first step toward identifying a solution. She was thankful that the communications have started to address this safety issue. On behalf of the school,

she does not advocate moving the problem from one street to another, and Nevada is not necessarily the answer. She believes, however, that the bus needs to be moved off of Broad Branch. The number of children at Lafayette has increased from 730 five years ago to an expected 936 next Fall. For the first time this year, they also have special ed buses that drop off three classes of students. The E6 bus passing those special ed buses poses a significant challenge, and the drivers do an admirable job, but there is still a safety issue. She repeated that Nevada may not be the solution.

Jeanne McCarthy said that both Nevada and Broad Branch pose concerns. She will not allow her child to cross Nevada alone. She is not opposed to moving the bus from Broad Branch, but her children have to cross Nevada, are part of the Lafayette community too, and need to be considered in this decision.

John Ayers said that he is considerate of those who ride the bus, but the E6 is frequently empty.

Andrew Anderson, a resident on Nevada, agreed that the bus should be rerouted off Broad Branch, but Nevada is not the answer. He commended the E6 bus drivers, who do a good job, but the concern is how other drivers react to the bus (e.g., passing it when it stops or slows down).

Yoram Tanay, a resident on Nevada, emphasized the low ridership on the E6 bus. He said that, using WMATA data, he calculated that each bus has an average of only five passengers. The bus is sustained because of District taxpayers' support. Commissioner Tuck-Garfield emphasized, however, that the bus is vitally important as a transportation link for employees and residents at Knollwood. For those portions of the route, the E6 is essential.

Katie Anderson, a resident on Nevada and a Lafayette parent, said that she shares concerns about traffic on Broad Branch, but she emphasized the problem in crossing Nevada at Oliver, which will be exacerbated by rerouting the bus to Nevada. She also noted that Blessed Sacrament has an organized pickup location on both sides of Nevada. WMATA's proposal may relieve a problem at Lafayette but transfer it to Blessed Sacrament. Commissioner Malitz noted that there are another 600 students at Blessed Sacrament and the Chevy Chase Presbyterian Church Nursery School that will be impacted by moving the bus to Nevada.

Kent Cooper agreed that Broad Branch is dangerous. He suggested that drop offs should only be on the school side of Broad Branch. He said that both Broad Branch and Nevada present difficulties, but Nevada has more speeding cars. He asked whether there had been any analysis of the number of children that cross Nevada and Broad Branch en route to school and whether there was any data on the speed of traffic on the two streets. Finally,

he said that the trucks at Broad Branch Market were a problem and created part of the congestion.

Clare Sant, a resident on Broad Branch at McKinley, said that she witnessed the accident last fall between a bus and a pedestrian. She used the E6 bus and liked it, but she has thought differently about it after that accident. She pointed out that the Broad Branch Market also attracts a lot of pedestrian traffic across the Northampton/Broad Branch intersection as children and parents walk from the school. She said that she was on the walkthrough last Fall, and believes WMATA has offered a genuine proposal in an attempt to consider options.

Redha Morsh, a resident on Nevada at Northampton, said that he had been hit as a pedestrian in this intersection. Just this morning, he took a video from the front of his house at 8:00 am, and of 66 cars going through the intersection, 94% did not stop at the stop sign. He asked that MPD increase enforcement of the stop sign at Nevada and Northampton. He said that all of Blessed Sacrament students must either walk to school or be picked up and dropped off on Nevada since they have no buses. He also noted the WMATA's picture of Nevada is misleading since it has no parked cars, an unrealistic depiction.

Jim Voelzke, who lives at Patterson and Nevada, said that the geometry of Nevada creates non-right angles at every intersection and blind spots for drivers. This makes it an inappropriate street for buses.

Cal Simone, a resident at Nebraska and Oliver since 1961, said that from an E6 bus rider's perspective, if the bus were rerouted to Connecticut Avenue, he and his elderly parents would effectively lose access to the E6. He said if that option is considered, there should be more frequent service for the E4 bus so that people could get to Friendship Heights and the Metro.

A resident in Barnaby Woods said that the E6 is important for commuters, and more people should take the bus. The bus schedule could be adjusted to avoid pickup and drop-off times at Lafayette School.

Another resident in the 5800 block of Nevada said that stormwater management is a major problem in the alley. Any disruption on Nevada changes the water table and the direction of the flow causing flooding. He said that the Department of Energy and the Environment is well aware of this problem, and it should be considered in any decision about rerouting the bus to Nevada. He also cautioned that the southbound traffic on Nevada at the McKinley Street intersection has a significant backup at rush hour that will be a problem for buses, particularly when they have to maneuver around that acute angle turn.

Commissioner Clayman thanked all those who came out to give the Commission their views on this important issue. Commissioner Tuck-Garfield also thanked WMATA for its efforts to address this issue.

Commissioner Malitz offered a resolution that the Commission oppose WMATA's proposal to relocate the E6 bus from Broad Branch Road to Nevada Avenue. Instead, the Commission urges WMATA to investigate other alternatives to the current route on Broad Branch Road. The Commission adopted the resolution by a vote of 7 to 0.

Commission Business (02:05:00)

1. The Commission voted 7 to 0 to approve the minutes for its April 8, 2019 meeting.
2. The Commission approved the following checks by a vote of 7 to 0: Verizon \$142.44, DOES \$45.74, and U.S. Treasury (withholding) \$388.77.
3. The Commission approved its quarterly financial report for the second quarter of FY 2019 by a vote of 7 to 0. Commissioner Tuck-Garfield noted that the Commission has not yet received its second quarter allotment, but there is nothing outstanding to preclude payment.
4. Items for the May 13, 2019 meeting may include: discussion and possible vote on renewal of Class C liquor licenses for Knollwood, The Avenue, Bread and Chocolate, Little Beast, and the Avalon Theater; discussion and possible vote on resolution regarding the Mayor's proposed legislation to continue leasing the Old Hardy School to the Lab School, Council Bill 23-0150 — "Old Hardy School Disposition and Lease Approval Emergency Declaration Resolution of 2019" (<http://bit.ly/2XvuqfH>)

The meeting adjourned at 9:15 pm (02:12:00).

Signed:

Randy Speck
Chair

Abe Clayman
Secretary