

**ANC 3/4G Special Public Meeting
February 16, 2022
Q&As and Chat Log**

Q&As

jill macneice 7:16 PM

I'm not seeing anything in Maret's traffic study about pedestrians crossing over Nebraska Ave to the field — no cross walk there. Yet cars will be going in and out at that point. How will this be addressed?

jill macneice 7:19 PM

In Maret's traffic study it also looks like there's no information about pedestrians and bike flow, particularly in the future. Can you talk about that?

jill macneice 7:20 PM

Looks to me like the Maret study doesn't adequately address the potential increase in the area in traffic when improvements to Oregon Ave are finished.

David Patton 7:21 PM

I'm interested in what Mr. Zimmerman said about DDOT's general philosophy. For an agency that says many of the right things about multi-modalism, complete streets, Vision Zero, and TDM, this report is almost entirely a traffic study.

jill macneice 7:22 PM

For DDOT: I understand DDOT has a program to make improvements to bike and pedestrian use but they aren't implemented yet. I'd like them to be implemented in the neighborhood before the field is approved.

David Patton 7:23 PM

DDOT's philosophy is not mostly about moving cars, it's about the role transportation plays in creating community. The community context is almost entirely absent here. There is no bike and ped data, for example, in a neighborhood where cycling and walking are popular ways of getting around.

Claudia Russell 7:23 PM

What is the review process of the Wells Transportation Report? Several of us attended office hours and offered comments, yet there appears to be no mechanism for those comments to have been considered and incorporated. The latest BZA submission received today appears to be the same document on which comments were made. There is missing information that will have an impact on the traffic and the community.

David Patton 7:23 PM

Again, the emphasis on intersections, and the use of motor vehicle LOS measures almost completely misses the need for understanding bike and ped LOS.

David Patton 7:25 PM

Randy's right. Those numbers don't add up.

Paul Fisher 7:25 PM

How does DDOT communicate with the US Park service, specifically in this case with regards to the closing of Beach Drive?

jill macneice 7:26 PM

Cars turning right out the parking lot will encounter a choke point at the traffic light at the intersection of Nebraska and Utah Aves.

David Patton 7:27 PM

There's another diagram, Figure 7, where the left, right, through arrows are misplaced. They're shown on the wrong side of the streets.

David Patton 7:28 PM

Can you discuss how this traffic study anticipated traffic related to non-Maret use of the proposed facilities? Players and parents coming from a distance, will not be arriving by bus.

Paul Fisher 7:30 PM

Since the DDOT has not finalized their opinions yet, isn't this meeting premature?

Paul Fisher 7:34 PM

How will bike shares reduce the number of cars for children arriving with sporting equipment? This does not seem like a useful aid to the situation

David Patton 7:37 PM

There's a direct route from Silver Spring through Rock Creek, via Oregon to Nebraska. It's a very popular commuter route, completely unrepresented in the Streetlight data. Streetlight is too new to have captured that activity,

rebeccamaydak 7:37 PM

Not only that - before Oregon Ave was closed, Oregon to Nebraska and Nebraska towards Connecticut was a major rush hour traffic area.

thomasdowns 7:37 PM

The study did not address the future of Bingham. Can an analysis be done?

David Patton 7:37 PM

Wise to Oregon to Nebraska has no parallel.

Claudia Russell 7:38 PM

The closure of Beach Drive is significant. The Park Service said that before the pandemic, traffic along the northern part of Beach Drive ranged from about 5,500 to 8,000 vehicles on weekdays. Many of these cars would route through our neighborhood.

rebeccamaydak 7:38 PM

Aaron is incorrect - Nebraska Ave is a major rush hour for cut through from Silver Spring to the District. I live on the corner and was surprised at the high volume at Utah and Nebraska during rush hour.

David Patton 7:39 PM

The "grown" traffic count supposition did not account for the new-improved Oregon (plus Wise Rd) that are likely to attract higher than ever volumes. Post re-opening of Oregon, post-pandemic.

Claudia Russell 7:41 PM

Per the Washington Post article 2021/6/11, Janeese Lewis George said that, "the neighborhoods around Rock Creek Park have experienced a surge in traffic, speeding, and crashes while Upper Beach Drive has been closed."

David Patton 7:42 PM

On DDOT's Functional Classification map, Beach is shown as a "Minor Arterial", and Nebraska here as a "Major Collector." Taking a minor arterial out of the network would cause disruptions / adjustments elsewhere.

Paul Fisher 7:43 PM

Why does John think that Maret is not going to be paying the flaggers?

TBulger 7:43 PM

move on to our questions

Thierry Rosenheck 7:45 PM

Can you speak to how the study would have considered a situation of buses parked in the pickup/dropoff zone at the same time as queueing of cars of parents dropping off their kids while other parents are picking up their kids simultaneously... there could be cars during weekdays... we notice that there are backups at Lafayette during dropoff... we expect this to be much worse at the Nebraska Ave sports field - making a mess of how people are arriving, leaving, running across the street.. a flagger is a nice notion but we don't think they can make up for big backups. how will this be addressed if we end up with the same backups we see at St Johns games. OR... do you believe we will NOT/NOT have backups and queueing?

TBulger 7:47 PM
come on stopp talkeing about signage

TBulger 7:49 PM
let's get to to big impacts of this project

Claudia Russell 7:49 PM
Bus Questions: 1. Who monitors bus idling since there is a 3 minute max.? 2. In order to take advantage of buses for sustainability and per the traffic report as a remedy to traffic, will the M4 become a regular bus serving the fields instead of a commuter bus? 3. How will you encourage people to use buses to reduce the traffic issues?

David Patton 7:51 PM
Dear DDOT - would you be willing to meet with people from the neighborhood here, for some ground truth?

TBulger 7:52 PM
no beyond will walk to this complex

thomasdowns 7:54 PM
Half of the individuals who drive and park on the street are going to park on the opposite side of Nebraska. They are not going to do anything but walk across Nebraska. There needs to be a plan for a robust crossing plan, including treating this as a school crossing. It needs a prominent pavement marking for the parents and children who will be crossing the street. It needs School crossing signs, a 15 MPH speed limit, and a flashing warning when the fields are in use. Why was an analysis done on crossing safety?

rebeccamaydak 7:55 PM
Why is DDOT saying that beach drive is too far away - It is NOT far away but a major traffic pattern/route prior to the closing of Oregon Ave? I would like their answer why they are focusing on an area without including the major commuter route through Rock Creek. Very short-sighted.

TBulger 7:57 PM
Wrestin

TBulger 8:01 PM
metro is useles

thomasdowns 8:02 PM
Toole Design Group submitted a plan to provide for better safety and better bike and pedestrian use when the rebuild of Nebraska was being planned. The recommendations did not make it into the final build. Can DDOT find the plan?

Claudia Russell 8:02 PM

Clearly when we commented previously on the Wells Study, NOTHING was changed. Now, it is being said by DDOT that it is too late to make comments. We have noted significant issues including the fact that the area that was studied was far too limited. Please advise how we can proceed as citizens who have concerns and neighbors who live here.

TBulger 8:03 PM

lte;s tlk

Bruce Sherman 8:03 PM

How can it be said that the areas outside of the described study zone don't have sufficient traffic to warrant concern? Nebraska is a commuter route for traffic in and out of the District from Silver Spring and broader suburban Maryland. Once Oregon opens again, there will certainly be an increase, most likely a significant increase, in traffic. Can DDOT's review revisit the study area to take this into account?

rebeccamaydak 8:03 PM

Do they have access to the traffic studies from the Modernization of Lafayette and the Tennyson Street speed hump analysis? Did those studies include the area into Rock Creek Park?

rebeccamaydak 8:12 PM

Does Urban Forestry actively monitor these trees for the full three years and make sure the trees survive or the fines are levied?

rebeccamaydak 8:17 PM

Isn't there a requirement that if you take down a certain sized tree, you have to plant a certain number of trees to compensate for the removal?

Claudia Russell 8:18 PM

As you noted you were looking at the trees last winter. In the past year, it looks like our heritage Tree directly on Nebraska Ave. in the bump out on the sidewalk is suffering a bit. There is concern that this construction work could cause further damage. Is anyone monitoring that tree which is in public space? How will Urban Forestry protect that tree?

Michele Wolin 8:19 PM

13 trees "not in good shape" seems like a lot. How bad are they? There's quite an ecosystem that's going to be destroyed. And a requirement that a tree survive for three years doesn't seem like much when a tree can survive for 100 years.

rebeccamaydak 8:21 PM

What are the requirements regarding the trees and a curb cut he spoke about?

Claudia Russell 8:26 PM

If the parking lot was placed to code and not pushed forward by an exception, then there would be breathing space and living space for the tree noted in public space above. This is a good reason to not approve the exception and to keep the parking lot within code.

David Patton 8:27 PM

One specific question, in the Q/A: how much grade change is proposed at the base of tree #348?

David Patton 8:29 PM

Will you please comment on not only the grade change at #348, but covering nearly 1/2 of the CRZ with parking lot? It seems a really bad idea if the goal is to protect/preserve the tree.

David Patton 8:29 PM

Does CU structural soil need to be replaced or refreshed periodically?

David Patton 8:30 PM

Re: critical root zone, we understand the ratio of 1" and 1.5 feet. How deep is the consideration of CRZ?

David Patton 8:31 PM

That was awkward ... how deep an area is considered part of the CRZ?

David Patton 8:35 PM

Will you address the concentration of water expected in the rain garden in the immediate vicinity of the two heritage trees along Nebraska?

David Patton 8:37 PM

What is the source of these questions, please? Are these questions from Commissioners?

David Patton 8:38 PM

Thank you, COMmissioner Chang.

David Patton 8:40 PM

Will you please share the name of the reviewer who wrote these responses, if that's known?

David Patton 8:41 PM

The issuance of a permit only comes after BZA, and only after a further environmental review - is that correct?

Claudia Russell 8:44 PM

Everyone should read Climate Ready DC - it is very sobering.

David Patton 8:49 PM

Thank you for providing Ms. Bautista's name and title. She is one of the co-authors of the Stormwater Management Guidelines.

Claudia Russell 8:50 PM

Is this proposal considered publically accessible?

Thierry Rosenheck 8:50 PM

The commissioners can ask questions to the agencies... how do citizens aks questions they are concerned about regarding the project?

Paul Fisher 8:51 PM

How will ECC maintain the storm system if Maret vacates the lease in 10-20 years?

Paul Fisher 8:52 PM

I will add, they did not maintain the storm system for the media center.

Claudia Russell 8:52 PM

Is the DOEE review complete now similar to the DDOT comment?

Chat Log

9:10:02 From Thierry Rosenheck to Host and Panelists:

the Wells Traffic study does not look at peak float which would analyze QUEUEING at the drop-off-pickup when weekly games and rivalry games occur and when sublessee parents drive to the field ... this has consequences for the safety issues we in the neighborhood are concerned about. the traffic study SHOULD have looked at this as a minimum concern.

19:11:44 From Thierry Rosenheck to Host and Panelists:

The Wells Traffic Study does not account for time intervals between games that will occur between different teams. The Dwell-Time between games has been ignored.

19:14:49 From Thierry Rosenheck to Host and Panelists:

There is no acknowledgement in the in the Wells Traffic study that Bingham Drive will be permanently closed. This will impact future traffic flow that should be reflected in the data.

19:17:54 From Thierry Rosenheck to Host and Panelists:

The Wells Traffic study assumes that Beach Drive will be re-opened for commuter traffic in the future and therefore the data does not account for its closure. The DC City Council has voted to keep Beach Drive permanently closed. At least one scenario should be accounting for its permanent closure.

19:20:04 From Thierry Rosenheck to Host and Panelists:

Construction to repair and improve Oregon Ave. is nearing completion. Oregon Ave will be vastly more navigable than the road it used to be and will be attracting more traffic.

19:23:44 From Thierry Rosenheck to Host and Panelists:

Considering that Wise Road and Military Road are the only East-West paths in this part of the city bringing much of the traffic from MD to DC; and considering the improvements on Oregon Ave., closure of Beach Drive and Bingham Drive - we believe that the traffic flow on Nebraska ave has been undercounted - by 2000/day

19:27:34 From Thierry Rosenheck to Host and Panelists:

Parking in the Wells Traffic Study is treated as though parents driving to the site will be parking 1/4 miles away rather than parking next to the field. When they will park next to the field, the availability of parking will not be as shown in the study. The study does not look at the expected behavior of drivers and is inflating the availability of parking.

19:51:06 From Emma Blondin (DDOT) to Host and Panelists:

emma.blondin@dc.gov

19:51:09 From Aaron Z (DDOT) to Host and Panelists:

aaron.zimmerman@dc.gov

19:53:31 From David Patton to Everyone:

Your study area boundary could be too small.

19:54:13 From David Patton to Everyone:

Silver Spring to Wise to Oregon to Nebraska is a major crosstown route. That has to be part of this analysis.

19:54:53 From Thierry Rosenheck to Host and Panelists:

The study looks at the peak hours but not the hours that cars driven by users of the field are expected to converge at the same time - similarly to when cars converge at St Johns and other schools when they expect to pickup or dropoff at the same time... that is not an honest look at the traffic flow that AFFECTS the project!

19:54:59 From David Patton to Everyone:

That study area is too small. Again, an artifact of looking just at intersections.

19:55:22 From David Patton to Everyone:

The amount of projected traffic depends on intensity of proposed activity, which has been a moving target.

19:57:22 From David Patton to Everyone:

There's a bus stop at the corner of Nebraska and Utah. It's the M4. Only runs on weekdays.

19:57:44 From David Patton to Everyone:

There TDM relies on 6 bike racks. It's a very thin fig leaf.

19:57:58 From David Patton to Everyone:

Sorry - "their" not "there"

19:58:11 From David Patton to Everyone:

Three weeks.

19:58:23 From David Patton to Everyone:

What are your conclusions?

19:59:40 From David Patton to Everyone:

What conditions are DDOT proposing?

20:00:17 From Thierry Rosenheck to Host and Panelists:

DDOT says that the comments at TOO LATE at this point - 2 weeks before the BZA... if the comments are VALID and the study is inadequate - which we point out over and over ... the study SHOULD NOT BE ACCEPTED

20:03:34 From David Patton to Everyone:

The combination of 2017 "grown" to the present date, and Streetlight data (abstracted from electronic devices) and the complete absence of bike/ped data betray a fatally flawed method.

20:03:58 From Paul Fisher to Everyone:

How can you say it was "real world" when you did not even know about the commuting pattern in the area?

20:04:56 From David Patton to Everyone:

No questions from attendees? Unbelievable.

20:06:41 From David Patton to Everyone:

Will the ANC provide a transcript of the chat and the Q/A in addition to the video/

20:07:10 From David Patton to Everyone:

Maret's contractor made their first tree inspection in November 2020, nearly 1 1/2 years ago.

20:07:42 From Randy Speck to Everyone:

The Chat and Q&A will be posted on our website.

20:08:15 From David Patton to Everyone:

Thank you

20:11:23 From David Patton to Everyone:

What is the penalty (fine) for violating the heritage tree preservation law?

20:13:07 From David Patton to Everyone:

Will you please address the treatment of heritage tree #348? Nearly half of the Critical Root Zone will be covered by rain garden or parking lot.

20:13:30 From David Patton to Everyone:

Does CU structural soil need to be replaced or refreshed periodically?

20:14:48 From David Patton to Everyone:

How much grade change is proposed at the base of tree #348? Changing grade around mature trees can be fatal.

20:17:44 From Michele Wolin to Everyone:

13 trees "not in good shape" seems like a lot. How bad are they? There's quite an ecosystem that's going to be destroyed.

20:17:51 From David Patton to Everyone:

This proposal is TERRIBLE for trees.

20:18:00 From Connie K. N. Chang, ANC 3/4G-05 to Everyone:

Please add your questions to the Q&A so we can keep track.

20:18:12 From David Patton to Everyone:

Mr Speck said to use the chat.

20:18:51 From David Patton to Everyone:

I'm trying to follow the Chair's directions.

20:19:41 From Connie K. N. Chang, ANC 3/4G-05 to Everyone:

David, Chair Speck asked for all attendees to use the Q&A for questions, and to use the Chat to make comments (not Qs). Thank you.

20:20:42 From David Patton to Everyone:

I believe my comments here - in chat - are not questions. I have intended to put questions in the Q and A. When I comment that this is a terrible plan for trees, that's not a question, with all due respect.

20:21:40 From Connie K. N. Chang, ANC 3/4G-05 to Everyone:

David, I'm referring to your Qs on tree #348.

20:22:09 From David Patton to Everyone:

Fair enough. This is not an easy format for us attendees.

20:22:36 From David Patton to Everyone:

They're talking about #348 now.

20:44:55 From David Patton to Everyone:

The Commission could advocate for forward looking protection incorporating "retention" and not just "detention." That could be a large underground tank.

20:51:27 From David Patton to Everyone:

The LID features in DDOT right of way are meant to handle frequent small events, not large events.