

K PUBLIC HEARING COMMENTS AND RESPONSES

The following is a record of the proceedings at the public hearing for the initial Environmental Assessment. The hearing was held on Tuesday, November 5, 2013 at the Methodist Home of the District of Columbia. The transcript begins with the presentation that was made by representatives of DDOT and the study team to explain the general study process, describe the alternatives and overall findings from the Environmental Assessment, and issue directions on how to provide oral comments. A copy of the PowerPoint presentation is included in Appendix I.

Twenty-one individuals provided testimony during the public hearing. Their statements and the responses to their comments are documented herein.

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Public Meeting for
Broad Branch Road Environmental Assessment

6:44 to 8:57 p.m.
Tuesday, November 5, 2013

The Methodist Home of the District of Columbia
4901 Connecticut Avenue, N.W.
Washington, D.C. 20008

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1 District Department of Transportation (DDOT):
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3 FASIEL HAMEED, DDOT
4 WAYNE WILSON, DDOT
5 LEZLIE RUPERT, DDOT
6 JIM SEBASTIAN, DDOT
7 Parsons Transportation Group:
8 STEPHEN C. WALTER, Parsons Transportation Group
9 TIRLOK SINGH, Parsons Transportation Group
10 PRAKASH PATEL, Parsons Transportation Group
11 RACHAEL MANGUM, Parsons Transportation Group
12 SUSAN BUPP, Parsons Transportation Group
13 Sheladia Associates, Inc.:
14 PIYUSH RADADIYA, Sheladia Associates Inc.
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P R O C E E D I N G S

MR. HOFFMAN: Hello, everyone. My name is Paul Hoffman. I'm the DDOT Program Manager for Wards 3 and 4, and with me tonight are members of DDOT.

I guess just give a wave when I call you out. Lezlie Rupert. Fasiel Hameed, behind the boards. My assistant, Wayne, usually makes an entrance, so I'll let you know when he gets here.

And our project consultant, if you could just step forward and state your name? Oh, I'm sorry. And Jim Sebastian from DDOT Bike Group is here.

Just say your name.

MR. SINGH: Tirlok Singh.

MR. RADADIYA: Piyush Radadiya, Sheladia Associates.

MS. MANGUM: Rachael Mangum with Parsons.

MR. HOFFMAN: Rachael, thank you.

They have all given their cards to our recorder.

Welcome to DDOT's Public Hearing for

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Broad Branch Road. As you know, public involvement is very important to these proceedings, and we are anxious to document your questions and comments.

Before we get started, I would like to make a few housekeeping announcements. First of all, the rest rooms are out this door and to your left, and as per the notice of this meeting in accordance with Title VI, the Americans with Disabilities Act and the D.C. Civil Rights Act, we did not receive any special request for language assistance. I think that still holds.

Anybody have any special needs?

[No audible response.]

MR. HOFFMAN: Thank you.

We have several ways to record your comments. We have a court reporter to actually -- or accurately transcribe your comments and question, and this is Linda Metcalf. Would you please welcome her.

[Applause.]

MR. HOFFMAN: We were joking before this

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1 that she knows six languages, including Klingon,
2 but that's a joke.

3 So she is going to -- or to hear all the
4 commenters, we are limiting oral testimony for
5 individuals to 3 minutes, and if you take a head
6 count and just multiply it by three, that's a
7 long time if everybody wants comments. If you
8 are representing a group, we will give you 5
9 minutes.

10 We will accept written testimony as well,
11 and there are comment sheets. And I just have to
12 wave this around. There are comment sheets that
13 look like this in the back of the room, and you
14 can do them tonight and turn them in, or you can
15 use good old U.S. Postal Service. Put a stamp on
16 it, and we'll get it too. And that will go to
17 Wayne.

18 You can also make comments via e-mail via
19 the project website that's been posted throughout
20 the duration of the project. It's
21 www.broadbranchroadea.com, and click on the
22 Public Involvement button.

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1 All the comments got to be received by
2 November 22nd, 2013. I'll say that again. They
3 all have to be received by November 22nd, 2013,
4 to be considered.

5 The Environmental Assessment has been
6 published for public comment and was available on
7 the Internet at Federal Highway and DDOT's
8 offices and at multiple D.C. Public Libraries in
9 the vicinity of the project.

10 I want to emphasize that under the
11 applicable and environmental process, this public
12 hearing is to document your comments about the
13 project. DDOT's response will be published as
14 part of the final Environmental Assessment. We
15 call it "EA."

16 There have been previous meetings for the
17 scoping, the presenting of alternatives, where
18 DDOT listened to all your questions and responded
19 at that time.

20 Now, we know everybody can't attend every
21 meeting, but by rule, DDOT must formally document
22 your questions and comments and make the response

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1 part of the EA. So again, the response will be
2 in the Environmental Assessment.

3 I am going to start off by bringing Steve
4 Walter. He is part of the lead of the consultant
5 team that's been working on the project.

6 Thank you.

7 MR. WALTER: Thank you, Paul, and I will
8 echo Paul's opening remarks by thanking each and
9 every one of you taking time out of your evenings
10 to come join us this evening.

11 ATTENDEE: Can you go a little louder?

12 MR. WALTER: That's what happens when you
13 follow a tall guy.

14 [Laughter.]

15 MR. WALTER: How's that? You all in the
16 back, can you hear me? Okay.

17 What I'd like to do is take you through a
18 brief overview of the project, some of the
19 findings of the EA, and where we will be going
20 from this point forward with the project.

21 But first, let me take you right back to
22 the very beginning. Federal Highway

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1 Administration and the District Department of
2 Transportation, which you will hear us frequently
3 referring to as DDOT, are proposing to
4 rehabilitate the 1-1/2-mile segment of Broad
5 Branch Road from Linnean Avenue down to almost
6 Beach Road.

7 As shown here on this particular map, the
8 entire -- almost the entire eastern border of the
9 roadway borders Rock Creek Park, and this park is
10 owned, operated, and maintained by the National
11 Park Service, and as such, National Park Service
12 has agreed to become a cooperating agency in this
13 proposed study.

14 Now, there's several factors that have
15 gone into this project that constitute a federal
16 action. There's federal funding. There's a
17 possibility of federal permits. There's also the
18 possibility of use of federal lands as owned by
19 the National Park Service. All of this triggers
20 a federal action, and under the National
21 Environmental Policy Act, or what we commonly
22 refer to as NEPA, this requires that an

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1 Environmental Assessment be conducted of the
2 proposed actions. And that's really what this
3 study conducted over the last 2 years has done
4 and the findings of which we'll be presenting to
5 you all tonight.

6 This slide shows the process that we go
7 through with the NEPA process. Paul had
8 mentioned it's been nearly 2 years since this
9 study started with the project initiation. We
10 went through a series of scoping exercises,
11 trying to identify needs and issues and
12 environmental conditions of the project area.
13 This was followed by a series of alternatives --
14 concepts and alternatives that were developed to
15 try to satisfy and improve the existing roadway,
16 and all this culminated in the Environmental
17 Assessment that was published just last month and
18 issued for public review and comment.

19 This has brought us to the point where we
20 are this evening, and that's for public hearing.
21 Much of the work thus far for the last several
22 months has been done by the engineers, planners,

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1 and scientists working on the project, and it's
2 been several months since we've had an
3 opportunity to hear from the general public. It
4 also is an o p p for the public to provide their
5 thoughts on the findings of EA and any comments
6 in addition to that they'd like to provide.

7 So one of the first steps, as I
8 mentioned, when we started this study was to
9 scope out the existing conditions. For any of
10 you that live or travel the corridor, much of
11 this is every evident to you.

12 For years, there's been uncontrolled
13 runoff from the elevated parcels, particularly to
14 the wets of the roadway, which lead down to a
15 deterioration of the existing roadway and even
16 have water quality effects upon receiving waters
17 of Rock Creek Park.

18 For those of you who travel this roadway
19 in the evenings, once it becomes dark, there are
20 safety issues associated with the lack of
21 lighting.

22 For years, people have been requesting

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1 the possibility of looking at additional access
2 to and from the park. It exists in a very
3 limited format today.

4 We have heard for years -- and I heard it
5 very vividly this evening -- the concerns of
6 speeding on the roadway as it exists today and
7 the possibility of what it could be like in the
8 future with improvements.

9 And if you look at the traffic data on a
10 roadway, it actually carries more volumes than
11 you originally would anticipate. If you looked
12 at this in a small segment, you wouldn't expect
13 to see these type of volumes on a two-lane
14 roadway of this size. It's kind of rural in
15 nature, but it does provide a bit of a major
16 cut-through, and thus, you see the large volumes
17 that are shown on this slide.

18 As we go into the study and we recognize
19 these conditions, it helps us to find the purpose
20 and need behind this particular project, and in
21 very simple terms, the purpose of this study and
22 the purpose of the project is the rehabilitation

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1 of the existing Broad Branch Road, and it's
2 generated by several needs that have been
3 documented in the EA; quite simply, the
4 deteriorated and poor road conditions that are
5 out there today, the need for improved stormwater
6 management to take care of that uncontrolled
7 runoff that I had mentioned, the lack of
8 intermodal needs. Today, it's one thing to drive
9 up and down this roadway, but it's quite
10 different to try to walk it as a pedestrian or to
11 try to travel on it as a bicyclist.

12 Also, it is those modes, the latter two
13 modes that I mentioned, that a lot of people
14 would like to use to access Rock Creek Park.

15 And listed last on this slide, but
16 certainly not least, is safety. One of the
17 overriding factors of improving this roadway is
18 trying to improve the safety of all those that
19 travel upon it.

20 Now, at the same time, we are looking to
21 develop improvements for the roadway, you have
22 got to be cognizant of the environmental issues

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1 that are out there. I had mentioned Rock Creek
 2 Park and Rock Creek itself travel almost the
 3 entire eastern edge of this 1-1/2-mile of
 4 roadway. Water quality within Rock Creek Park
 5 has been degraded over the years, some of it
 6 attributed to the runoff that comes down from the
 7 western slopes that I had mentioned across the
 8 roadway and into that receiving water.

9 The roadway also traverses a number of
 10 residential neighborhoods, some areas a little
 11 bit more sparsely populated than others, but
 12 nonetheless residential neighborhoods.

13 And if you cut through the front able and
 14 met Susan Bupp and didn't realize there were
 15 cultural or historic resources in the project
 16 area, she'll be the first to tell you that there
 17 are a number of them here. And we'll show you
 18 some of these on the following slides, and they
 19 will be depicted on the boards that are here in
 20 the meeting hall with us this evening.

21 Now, there are a number of natural
 22 resources in this particular study area; for the

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1 most part, primarily associated with Rock Creek,
 2 either the waters itself or the habitat that it
 3 provides along those waterways.

4 There, as I mentioned, are a number of
 5 historic structures in the area. Two Historic
 6 Districts bound the roadway. There's large
 7 lengths of historic stone walls associated with
 8 Rock Creek Park and a number of other historic
 9 features that are shown in the map and documented
 10 in detail in the EA.

11 As I had mentioned, also, the roadway is
 12 lined with a large number of residential and
 13 community facilities. There are embassy
 14 residences, the parks that I had mentioned,
 15 schools, religious facilities, all nearby, many
 16 of which are accessed either directly or
 17 indirectly by this particular roadway.

18 And lastly, as I had mentioned, the
 19 roadway itself provides a very important link,
 20 not just up and down Broad Branch Road, but for
 21 the connections that it provides. And it truly
 22 does serve its intended purposes and probably is

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1 apt to accommodate a little bit more than it was
2 originally designed to do.

3 So as part of the Environmental
4 Assessment process, our charge was to look at all
5 these factors and then start to develop a series
6 of proposed improvements that could help make
7 this a better roadway with other particular
8 facilities associated with it, if appropriate.

9 And what we did -- and I recognize a
10 number of facts here in the audience -- we took
11 an approach of what we called "building blocks."
12 We had individuals with very differing opinions
13 as to what this roadway should do. Some folks
14 wanted it to do nothing more than to simply carry
15 automobile traffic. There were others that
16 wanted to say if we're going to make this
17 improvement, why not make it safer for
18 pedestrians, and how about the incorporation of
19 sidewalks on one side, and some even recommended
20 on both.

21 There was also a large contingent of
22 bicyclists that wanted to see could this be

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1 accommodating for a bicycle lane or some type of
2 facility.

3 We took all of this into consideration,
4 and that is what you see here, is what we kind of
5 call our building blocks. We looked at different
6 ways of constructing the roadway, the curb and
7 gutter that could go with the roadway, the
8 different types of stormwater management that
9 could be used, the incorporation of those other
10 modal facilities, like I mentioned, sidewalks or
11 bike lanes, and tried assembling that altogether.

12 The challenge we took both to the general
13 public and to agencies as we met with them, we
14 also showed them this is the amount of roadway
15 that the District owns at this time, and some
16 places up on the northern end, it's as wide as 90
17 to 120 feet wide. You get down to the southern
18 end, and it's actually limited to about 30 to 33.
19 SO all of a sudden, you are having individuals
20 that say, "I want wider roadways. I want
21 improved curb and gutter. I want sidewalks. I
22 want bike lanes." It became wider and wider, and

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1 all of a sudden, you are trying to fit a 50- or
 2 60-mile facility -- 50-foot-wide facility in 30
 3 feet of right-of-way. So simply, something has
 4 to give, and that something means you would have
 5 to go outside the right-of-way to accommodate
 6 that.

7 But that's the process we went through,
 8 and it resulted in a series of alternatives. We
 9 went from a wide range of alternatives down to
 10 four that were documented in the Environmental
 11 Assessment, one of which is what we call the "no
 12 build" or "no action." Essentially, that would
 13 mean the sponsoring agency or the owner would go
 14 through and maintain on a routine basis the
 15 existing roadway, keep it as safe as they can
 16 through the short term. But quite honestly, just
 17 doing that really didn't meet the purpose and
 18 need that I mentioned a few minutes ago.

19 Another important thing that this no
 20 build or no action provides, it's also a baseline
 21 for us when we do our environmental studies to
 22 compare the other alternatives. So you have the

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1 existing condition that is out there today,
 2 consider that your baseline, and these other
 3 build alternatives that I can tell you about, you
 4 can essentially compare those. And that's what
 5 the Environmental Assessment does, and some of
 6 the results you are going to see here later are
 7 predicated on that.

8 The first Candidate Build Alternative I'd
 9 like to mention is what we have labeled Candidate
 10 Build Alternative Number 2, and you are going to
 11 hear me talk about Number 2, Number 3, and Number
 12 4. We are going to keep it very simple for your
 13 this evening.

14 Number two was literally the minimum
 15 width improvement that could be done within the
 16 existing DDOT-owned right-of-way. It essentially
 17 rehabilitates two 10-foot travel lanes with the
 18 addition of standard curb and gutter on both the
 19 east and west side of the roadway. So this
 20 represented the minimal width.

21 There was a little bit different proposal
 22 up in the north end, what you see in the top

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1 scheme. Instead of putting a standard curb and
 2 gutter on the western edge of the roadway to
 3 control the runoff waters, we incorporated what's
 4 called a "bioswale" or rain guard. I'm sorry. I
 5 knew we had two names on that slide. That was
 6 more of a green way of accommodating the runoff
 7 as opposed to just a standard curb and gutter.
 8 It also was developed in coordination with a
 9 day-lighting program that the District Department
 10 of Environment is doing up in that area where
 11 they are day-lighting the existing buried stream
 12 that's up there. So this is where DDOE and DDOT
 13 were trying to coordinate their projects
 14 together.

15 In addition, by making these
 16 improvements, we looked for ways to minimize the
 17 amount of cut and fill that would have to take
 18 place outside the edge of the existing roadway,
 19 so there would indeed be rehabilitation of some
 20 of the existing retaining walls out there and
 21 construction of new, and we can show you on the
 22 alternative plans in the back exactly where those

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1 would occur. And there's also examples of what
 2 these particular retaining walls could look like.
 3 The ones you will see actually were based on a
 4 worst-case basis, but it will give you an idea as
 5 to the type of structure we are talking about.

6 In addition to the roadway surfaces, the
 7 storm drains would be maintained, and at the
 8 bottom of the southern end of the roadway, many
 9 of you all may recall just a couple years ago,
 10 the culvert at Soapstone Creek had to be
 11 replaced. A temporary fix was put into place to
 12 take care of that for a couple years, but that
 13 particular bridge and culvert is going to be
 14 replaced as part of this project too.

15 This particular alternative also had a
 16 couple options in it, and as you see no here, you
 17 will see location for Option A, Option B, and
 18 Option C. In the case of Option A, we were
 19 looking for ways to minimize the amount of cut
 20 and fill that had to take place. At that
 21 location today, there's about 70 foot of
 22 retaining wall that was proposed. We felt that

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1 if we extended that by almost 500 feet, that that
 2 larger length of retaining wall could minimize
 3 the amount of cut that would have to go into that
 4 sharp grading slope that goes up at that
 5 location.

6 Down at Location B at the very south end
 7 of the project and recognizing that this concept
 8 -- or this alternative did not have sidewalks
 9 incorporated, there was a lot of foot traffic
 10 going from Soapstone Creek down to that parking
 11 lot just north of Beach Road. So there was an
 12 option of putting in a sidewalk at that location.

13 And last -- and this is an option that
 14 you will see in all three of the alternatives --
 15 is at Brandywine At this particular
 16 intersection, a T intersection could be
 17 considered in lieu of the Y interaction that's
 18 there today. It has benefits in terms of better
 19 stopping capabilities and safety improvements at
 20 that particular location as opposed to free-flow
 21 movements into the existing roadways. It also
 22 opens up a little bit of green space that we

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1 thought we could do some additional rain gardens
 2 and things like that.

3 So putting that all together, the price
 4 tag on this particular alternative is estimated
 5 at \$29 million, and it would take about 24 months
 6 for construction.

7 The next alternative, Alternative Number
 8 3, is one where we expanded the proposal to try
 9 to take care of one of those other modal means,
 10 needs, and in this case, it was pedestrian
 11 access. So in the case of this alternative,
 12 there are two 10-foot travel lanes with the curb
 13 and gutter, just like the other alternative, with
 14 the exception again at the northern end where
 15 that bioswale can replace the concrete gutter.
 16 But in the case of this alternative, a new 6-foot
 17 sidewalk on the west side of the roadway for the
 18 entire length is proposed. It becomes a bit
 19 wider than the other alternative, which results
 20 in additional retaining walls, again, to minimize
 21 the amount of cut and fill that would have to
 22 take place on the western side.

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1 Just like Alternative Number 2, this
 2 would also replace that culvert down at Soapstone
 3 Creek. This particular alternative, with a bit
 4 more construction involved into it, a bit more
 5 land required, has an increased price of \$34.2
 6 million, and it would take a bit longer to
 7 construct, estimated at 30 months.

8 ATTENDEE: How much?

9 MR. WALTER: Thirty months.

10 ATTENDEE: How much?

11 MR. WALTER: Oh, how much? 34.2.

12 And for all of you all that are taking
 13 copious notes, most of this information I am
 14 citing to you tonight is in the brochure that you
 15 received. There's a summary table just like the
 16 board that's back here that will present you a
 17 lot of that same information.

18 The fourth alternative, Alternative
 19 Number 4, tries to accommodate all three modes --
 20 automobile traffic, pedestrian traffic, and
 21 bicycle traffic -- and as a result is indeed the
 22 widest of the alternatives. It incorporates

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1 those same two 10-foot travel lanes, but it also
 2 incorporates a 4-foot bike lane on the eastern
 3 side of the roadway, providing one-way traffic,
 4 one-way bicycle traffic up the roadway. It also
 5 incorporates that same 6-foot sidewalk that I
 6 mentioned in Alternative 3.

7 Just like all the other alternatives, the
 8 storm drains would be maintained, but once again,
 9 with the wider alternative, we are indeed looking
 10 at additional retaining walls for this particular
 11 alternative. That will minimize the amount of
 12 right-of-way that needs to be taken, but it's
 13 still a little bit more than the others.
 14 Alternative Number 3 would require about a
 15 half-acre of new right-of-way to be acquired.
 16 This particular alternative would require about
 17 one acre. Generally, those requirements come in
 18 long skinny slivers, but when you look at it over
 19 the course of 1-1/2 miles, it can add up to as
 20 much as one acre.

21 This is the most expensive of the
 22 alternatives, estimated to cost \$37.1 million,

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1 and it takes even longer to construct than the
2 others, and that's at 36 months.

3 ATTENDEE: Did you say one-way bike
4 traffic?

5 MR. WALTER: You are looking at for this
6 particular one to minimize size -- or to minimize
7 the width. It was felt that it would be safe to
8 put a bike lane to allow people to travel in it,
9 up the hill, on the right-hand side, coming down
10 the hill. It was going to be merged with the
11 runway traffic, so --

12 And where's Jim? Jim, am I speaking
13 correctly on that? There's your bicycle
14 specialist.

15 MR. SEBASTIAN: Climbing lane.

16 MR. WALTER: Climbing lane. Thank you.

17 I had mentioned a moment ago, this is a
18 summary of the various impacts associated with
19 the projects. It's presented here this evening
20 on the boards. It's in the brochure that you
21 were given, and it's also included in the EA.

22 But there's just a few things I want to

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1 point out to you, and we can talk about this more
2 during the break when we finish the presentation,
3 but some of the positive as well as negative
4 impacts that could be associated with each of the
5 alternatives, each of the build alternatives,
6 Numbers 2, 3, and 4, do indeed meet the purpose
7 and need of improving road conditions, improving
8 stormwater management, provide to certain extent
9 multi-modal improvements, and look to improve
10 safety in each of these cases.

11 As I had mentioned, as the alternatives
12 got wider to accommodate additional facilities,
13 the right-of-way requirements were indeed more
14 for each case, as again, in Number 3, we're
15 looking at about a half-acre, Number 4 about an
16 acre.

17 Each would provide improvements to the
18 stormwater management that is out there today, a
19 very beneficial aspect of all the build
20 alternatives, but there are also some -- what
21 could be considered negative aspects as these
22 facilities get bigger. In the case with 3 and 4,

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1 you gain the benefits of improved pedestrian
2 movements, improved bicycle facilities, but when
3 it becomes wider, it is at the expense of
4 something, as I had mentioned early on.

5 One of the most obvious demonstrations of
6 this is the loss of trees. As we do the
7 improvements for Alternative 2, which I mentioned
8 was the smallest width, there is about 285
9 potential trees that could be lost. Now, if we
10 put some of those options in, like I mentioned
11 Option a to put in a retaining wall, that
12 required less cut and fill, approximately 45
13 trees could be saved. For the more wider, the
14 wider alternatives, Alternative 3 could affect as
15 many as 462 trees, and Alternative 4 pretty much
16 the same number, retaining walls being present I
17 that.

18 Yes, sir.

19 MR. MORGAN: Rick Morgan, Rock Creek
20 Conservancy.

21 I see the numbers here. There's actually
22 fewer trees taken if you actually have the bike

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1 path.

2 MR. WALTER: The Number 4. Actually, we
3 can show you back here. It is actually through
4 the incorporation of more retaining walls that we
5 are able to protect a little bit.

6 I think as these projects move into final
7 design -- I've got to confess, we counted each
8 and every tree. As you get into final design,
9 those numbers become a whole lot more definitive.

10 A couple other things I just wanted to
11 point out, and hopefully, I am feeding you enough
12 information that will lend for some good
13 discussions when we have the break session after
14 this presentation, but as I had mentioned, there
15 are a number of historic properties involved,
16 particularly the historic retaining walls
17 associated with Rock Creek Park.

18 And we also looked at the potential
19 impacts to parks. I constantly keep referring to
20 Rock Creek Park. We have done everything
21 possible to make all the widening to the left,
22 avoiding any use of the Rock Creek itself, but as

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1 it does get wider, in Alternatives 2 and 3,
 2 there's a slight amount of impact to properties
 3 in Rock Creek Park under Alternative 3 and more
 4 than 2,000 square feet in Alternative Number 4.

5 There's one other park that I'd like to
 6 mention that kind of goes unnoticed. I had told
 7 you about the option at Brandywine. There is a
 8 small triangle that exists within that Y today
 9 that's been designated -- or described by many as
 10 a park. The ownership, it was within the city,
 11 and that's exactly who it belonged to and exactly
 12 how it was designated. It was a question, but
 13 we've identified it at least as a potential.

14 If we go with the option that turns
 15 Brandywine intersection into a T, parts of that
 16 would be lost also, and that's the 600 square
 17 feet you see represented here.

18 Some of the good news that I'd like to
 19 point out after we did these assessments, as part
 20 of the Environmental Assessment, you have to look
 21 at the potential effects on air quality and
 22 noise, potential location of hazardous materials,

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1 a lot of things that scare a lot of people with
 2 major public works projects. The good news is
 3 along this particular roadway, the proposed
 4 improvements aren't anticipated to increase auto
 5 emissions or noise levels, and the really good
 6 news is the fact that there is no hazardous
 7 materials located along this corridor.

8 That provides you with a summary of
 9 what's in the EA. In 20 minutes, it's hard to
 10 tell you everything that's in an
 11 inch-and-a-half-thick document, but we are hoping
 12 this gives you enough that if you haven't read
 13 the EA, prompts you to look at additional
 14 sections of it.

15 And for at least the next 20 minutes, we
 16 were going to have an open session in the back of
 17 the room where we could try to answer your
 18 questions one-on-one. We are going to try to
 19 maintain our schedule this evening for receiving
 20 the testimony as part of the public hearing.

21 So I'd like to say if within the 20
 22 minutes, which will actually put us at 7:35 as

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1 opposed to 7:30, we will start the public
2 testimony part of the hearing.

3 ATTENDEE: Could you please describe the
4 retaining wall that you were talking about?

5 ATTENDEE: Can you repeat the question?

6 ATTENDEE: I am not sure --

7 MR. WALTER: Yeah. The question was
8 could I describe the retaining walls.

9 I'm going to tell you a picture is worth
10 a thousand words. There's actually a couple
11 renderings in the back of the room that show what
12 the retaining walls could look like. They are
13 conceptual at best. Part of that will all be
14 developed in final design, but this does give you
15 an idea as to the type of walls that could be
16 incorporated.

17 ATTENDEE: No, I'm not talking about the
18 surface. You were saying the backfill and
19 retaining walls, trees and space.

20 MR. WALTER: Right.

21 ATTENDEE: So that is why we would like
22 for you to explain, because I don't quite

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1 understand.

2 MR. WALTER: Okay. Essentially, I'm
3 going to -- I will give you a partial answer. I
4 think the best answer is answered by these boards
5 back here.

6 You can see, if you look at these boards,
7 in many places, from the roadway surface, in some
8 cases, almost always to the west, in rare
9 occasions to the east, as you widen, you have to
10 start cutting into the existing embankment.
11 Well, you can't cut directly into the embankment
12 and just leave a 90-degree angle.

13 I'm going to avoid engineering terms
14 here. You leave it as a 90-degree angle, it
15 sloughs off, it erodes, it collapses onto the
16 roadway. You have to grade it to a suitable
17 one-to-one -- or one-to-two grade to make sure
18 it's a smooth slope coming down to the roadway.
19 That can force you to grade deep into that
20 approaching hillside.

21 If you put in a retaining wall, you can
22 put that 90-degree edge on the project, and you

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1 won't have to grade for the next 60, 70, 80 feet.

2 I will directly you to either Tirlok or
3 Piyush, who can show you this much better on one
4 of those graphics back there, and then they can
5 also show you kind of what these retaining walls
6 would look like.

7 Okay. Let me, before I get into trouble
8 --

9 ATTENDEE: Why can't we hear your
10 questions and answers? Everybody can hear the
11 same thing.

12 ATTENDEE: I totally agree with that.

13 ATTENDEE: Nobody else knows what's been
14 learned. I'd like to hear --

15 MR. WALTER: I've got to turn that to
16 DDOT.

17 ATTENDEE: -- some answers.

18 MR. HOFFMAN: We have been answering
19 questions, some questions tonight, but all the
20 way through this process --

21 I have to go back to the tall setting.

22 We have been answering questions at this meeting,

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1 but we can get as many people as we have gathered
2 around and back to hear these, and we've answered
3 questions at other meetings.

4 [Simultaneous speaking.]

5 MR. HOFFMAN: Excuse me. Excuse me.
6 This is the format of a public hearing. We are
7 breaking now to suspend this and meet you at the
8 boards. We just resume it at 7:35. It is the
9 format for the hearing.

10 [Simultaneous speaking.]

11 MR. HOFFMAN: No, it is not -- sir, it is
12 not something that we can change.

13 ATTENDEE: There is no more time to
14 discuss it. Is that the intention?

15 MR. HOFFMAN: No, it's not that.

16 ATTENDEE: So you have already used --

17 MR. HOFFMAN: I will stand here until the
18 22nd of November, but I would tell you that you
19 have -- you can make these comments.

20 ATTENDEE: Explain as we ask questions,
21 that would -- it is just a question of switching.

22 MR. HOFFMAN: Thanks, Wayne. All right.

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1 Yeah.

2 MR. WILSON: Good evening.

3 Well, if you all prefer --

4 ATTENDEE: You have to step closer to the

5 mic.

6 ATTENDEE: The mic.

7 ATTENDEE: You have to get closer, Wayne.

8 ATTENDEE: Part of the problem is the

9 microphone.

10 MR. WILSON: Okay.

11 ATTENDEE: There will be no microphone

12 that everybody can hear in the back of the room.

13 MR. WILSON: Understood.

14 If you would prefer to have -- instead of

15 have 20-minute open house and not hear everybody

16 --

17 ATTENDEE: Who are you?

18 MR. WILSON: I'm sorry. I'm Wayne Wilson.

19 MR. HOFFMAN: I told you we'd make an

20 entrance. He is Mr. Wayne Wilson.

21 MR. WILSON: If you prefer to have

22 questions in this manner, we will accommodate

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1 that for the 20 minutes, and then we will start

2 the public hearing at 7:35. Is that okay?

3 [Applause.]

4 ATTENDEE: Yes, thank you.

5 ATTENDEE: So do you see how easy, how

6 that is? Very easy.

7 ATTENDEE: We are in an instruction

8 phase. If you want to move to Option 2, 3, and

9 4, will the road be entirely shut down, and when

10 would construction -- when the decision is made,

11 how soon will construction start?

12 MR. WILSON: Okay. Can you repeat the

13 first part of the question? I understood --

14 ATTENDEE: The first part of the question

15 is, What will happen if Option 2, 3, or 4 is

16 adopted? Will the road be entirely shut down

17 during the construction period?

18 ATTENDEE: Mr. Wilson, can you make sure

19 that you repeat the question, so that everyone

20 understands what the question was?

21 MR. WILSON: Okay. The question was,

22 After we select alternative, would the road be

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1 immediately shut down?

2 No. After we select alternative from the
3 EA, either the no build, Alternative 2, 3, or 4,
4 the road has to be designed. So we have to go
5 through final design, which can take up to a
6 year, because right now you have conceptual
7 impacts on what can happen, but as these
8 gentlemen have explained, we have to go to
9 engineering to do survey, and we have to do
10 borings. We have to do --

11 ATTENDEE: I understand, but when you
12 decide on the final design and when you go
13 forward with the instruction, will the roadway be
14 entirely shut down during the construction
15 period?

16 MR. WILSON: No. Part of the design
17 process -- oh. She asked when we start
18 construction, will the road be entirely shut
19 down.

20 Part of the design process is to look at
21 impacts of traffic. So we will analyze the
22 traffic impacts for the movements, the amount of

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1 -- the heavy amount of traffic, how we turn
2 movements, to look at a best process and best way
3 to construct a roadway, so we can lessen the
4 impact to the community. So it won't be an
5 entire shutdown of Broad Branch, but we will look
6 at segment in certain portions or making it
7 one-way at certain point, but we will look at it
8 after analyzing the traffic to see what type of
9 impacts work best for the project.

10 Yes.

11 ATTENDEE: You described earlier that
12 there would be some additional acquisition plans,
13 but I don't think it was made clear, the extent
14 to which any of that would be acquired from the
15 Park. I got the impression that none of it will
16 be acquired from Rock Creek Park.

17 Can you describe the process of where
18 it's coming from and who owns it now? Thank you.

19 MR. WILSON: Okay. Well, the question
20 was, as far as the acquisition of property for
21 each alternative.

22 For each alternative -- some of the

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1 existing right-of-way is -- or some of the
 2 roadway is in Park property now, so it currently
 3 exists in the right-of-way, because if you look
 4 at the right-of-way lines for any of the maps,
 5 it's not -- it is straight and angular. The
 6 roadway curves in and out of embassy property,
 7 NPS property.

8 But for the property that we are looking
 9 to acquire, that would be assessment of property,
 10 evaluation -- there would be coordination if we
 11 can -- willing to sell the property if it's an
 12 embassy, if you were some type of easement, but
 13 we have to go through a process to see what type
 14 of transfer is available for a particular land
 15 owner.

16 ATTENDEE: I don't think you answered the
 17 question that I asked completely.

18 So you won't be acquiring any -- you
 19 won't be using any Park Service property that's
 20 not already being used; is that correct?

21 And also, the trees that will be lost
 22 will not be those within the park; is that

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1 correct as well?

2 MR. WILSON: The --

3 ATTENDEE: He is shaking his head yes.
 4 Maybe you should let him answer.

5 MR. WILSON: Okay, go ahead.

6 MR. WALTER: That's what happens when I
 7 knock on the table. I need a phone book to stand
 8 on.

9 One of the initial design criteria as we
 10 develop concepts was to try to do anything and
 11 everything possible to avoid the acquisition or
 12 the need to take lands from Rock Creek Park.
 13 Those that either live on the west side of the
 14 roadway probably don't want to hear this, but
 15 National Park Service lands are protected under
 16 Section 4(f) of the Department of Transportation
 17 Act of 1966, which essentially tells us if there
 18 is a prudent and feasible alternative to using
 19 Park land, you have to do it for your highway
 20 project. That was the guiding principle between
 21 doing the widenings to the west.

22 So almost all the trees that you were

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1 questioning about do occur on the western side or
2 on those western slopes leading down to the
3 project.

4 This is the one time where me standing
5 here probably isn't, again, doing as good a
6 question as what those maps on the back tables
7 will show you. So if we don't have time before
8 the testimony starts, I would strongly suggest,
9 take a look at those. You will see exactly where
10 the right-of-way lines exist and where the
11 proposed encroachments take place.

12 ATTENDEE: I have a follow-on to this.
13 May?

14 MR. WALTER: Certainly.

15 ATTENDEE: I think this is a question for
16 you.

17 So the cost of each of the options, does
18 that include the land acquisition, number one?
19 And number two, does the District have eminent
20 domain power where they can actually take it from
21 the private property land owners, or does each
22 land owner have to agree to give up their piece

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1 of property along that road?

2 MR. HAMEED: I am Fasiel Hameed. I am
3 also with DDOT, and I manage our Environmental
4 and Project Development office.

5 ATTENDEE: Can't hear you.

6 MR. HAMEED: I am Fasiel Hameed. I also
7 work for DDOT, and I manage our Project
8 Development and Environment office. So we will
9 actually try to answer different questions as
10 best we can.

11 The first question was, Is the right of
12 acquisition cost included in the total cost
13 estimates? And the second question was, Does the
14 District have eminent domain to acquire property
15 from private owners?

16 So I don't know, Tirlok or Steve, if you
17 want to answer the first question, which is where
18 the property acquisition cost included in the
19 total cost estimates, yes or no.

20 MR. SINGH: No.

21 MR. HAMEED: They are not included.

22 ATTENDEE: No. Hmm.

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1 MR. HAMEED: The second one was -- and we
2 will actually -- as we develop further design,
3 actually they will be included.

4 The second question was eminent domain.
5 As actually a fact, yes, the District has that
6 authority. However, that is not what we are
7 planning to do here.

8 As Steve explained, the first thing
9 actually worked was, since you are abutting Rock
10 Creek Park, we made sure that, you know, impacts
11 to the Park itself are being minimized, and we
12 tried to do that to a certain degree.

13 This same thing actually was occurring on
14 the private side. We actually did not want to
15 acquire any property whatsoever, but if you look
16 at the three different alternatives or the build
17 alternatives, they are areas that actually have
18 to occur on property.

19 So our first preference actually always
20 is to work with the property owners, but in this
21 process, the first thing you do is identify those
22 properties to begin with, how much may be

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1 impacted, and then start a conversation with the
2 property owner.

3 And then we actually work with the
4 property owner. Since it is a federal aid
5 project, we actually have a federal process that
6 we go through for right of acquisition, and we
7 coordinate with the --

8 Still can't hear me? Sorry.

9 ATTENDEE: No.

10 ATTENDEE: No.

11 MR. HAMEED: So we first work with the
12 property owners, and then if they are willing, we
13 actually also start an appraisal process. So we
14 actually have to look at what's called a "fair
15 market assessment," and it is based on that. And
16 then you actually negotiate with the property
17 owners, and in the end, we typically work with
18 the property owners. I don't believe DDOT has
19 done any eminent domains yet, and it will not be
20 our intention to do it here either.

21 So we will be working with whoever the
22 property owner is, trying to see if there is a

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1 way to acquire property to get an easement or
 2 whatever method they actually prefer, and
 3 hopefully, that will end up in a good resolution.

4 But we'll actually also look at -- this
 5 also kind of the impact analysis, if you will,
 6 that what alternative have bigger impacts. So we
 7 will also take that into consideration, if one
 8 alternative has more impacts on property
 9 acquisition or private property versus the other,
 10 and that is actually the reason for having this
 11 public meeting and the comment period that
 12 everybody comes and tells us what they think
 13 impacts are and what areas we should be paying
 14 more attention to.

15 ATTENDEE: So has the District exercised
 16 an easement?

17 MR. HAMEED: Yes. We have done easements
 18 with property owners a number of times, but like
 19 I said, you identify that first and then work
 20 with the property owners. If you are one of the
 21 property owners, you can still talk to us, but
 22 that will be the next step that we will do. As

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1 soon as we know the preferred alternative, we
 2 will start with -- actually engage that
 3 conversation with the property owners.

4 ATTENDEE: Are they paid easements?

5 MR. HAMEED: Yes.

6 ATTENDEE: Paid easements.

7 MR. HAMEED: So there is compensation.

8 ATTENDEE: If the party, the land holder,
 9 does not want to sell, what happens, and who pays
 10 the court costs?

11 MR. HAMEED: So the question is, What if
 12 the property owner does not want to sell, and who
 13 pays the cost?

14 As I said, so far, since I have been with
 15 DDOT, over 10 years, we have not invoked eminent
 16 domain. Typically, we have worked with the
 17 property owners and worked out a resolution.

18 What happens if the property owner does
 19 not want to sell? Actually, that is a long -- it
 20 is a complicated process of invoking eminent
 21 domain, and it's not just DDOT. It goes to
 22 Attorney General's office, and unfortunately, I

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1 don't know every single detail about that. But
 2 again, like I said, from the project's
 3 perspective, that will not be our preference to
 4 actually invoke eminent domain.

5 ATTENDEE: Do those alternatives include
 6 a kind of regime for maintenance of the invasive
 7 plants along the creek side? Right now, it's so
 8 overgrown that you really can't even see some
 9 places around the corner because the growth is so
 10 heavy. I know there's probably joint
 11 responsibility between the property owners, but
 12 it's not getting done at this point. Do you have
 13 a plan to make sure this does get done?

14 MR. HAMEED: So the question is, Would
 15 there be a regime or some mechanism to actually
 16 take care of the vegetation around the area and
 17 eliminate the invasive species if there are any?

18 Part of the project, again, we have not
 19 been able to reconstruct the project for quite
 20 some time. Rock Creek Park abuts -- actually, we
 21 forgot to introduce Cindy and Nick Bartolomeo
 22 from Rock Creek Park, sitting in the back. They

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1 are also a cooperating agency on the project.

2 So we will be working with the Park
 3 Service. We actually also are working within
 4 DDOT to start building that capability that we
 5 can also manage our resources better, especially
 6 on the vegetation side. So hopefully, by the
 7 end, we will have something.

8 In the center.

9 ATTENDEE: Under Option Number 4, which
 10 is the only option that would provide safety,
 11 safe bike access for bike riders from Forest
 12 Hills or neighborhoods to the west into the Park
 13 and into Beach Drive, does that assume that the
 14 bike path would go from Beach Drive all the way
 15 to Linnean Avenue under that proposal, or was
 16 there consideration of a bike path going from
 17 Beach Drive to Brandywine, which would be -- I
 18 don't know -- maybe half the distance, and then
 19 people could drive down Linnean to Brandywine,
 20 and it would still provide for safe access?

21 MR. HAMEED: So the question is
 22 Alternative 4.

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1 Can we go to the slide? Can you move to
2 Alternative 4?

3 So the question is, Does Alternative 4,
4 which has a bike lane, provide bike access all
5 the way through to the end of the project, or are
6 other areas also considered?

7 Actually, the four alternatives -- and
8 actually, I will have to turn it back to Steve
9 for a few minutes to answer that. The four
10 alternatives that you see today were not the only
11 ones looked at. When we started the project,
12 there were a number of other ones, bike lanes on
13 both sides, all the way through on certain
14 sections, but part of the process, only these
15 four moved forward.

16 So with that said, Steve, can you answer
17 like how far they go?

18 MR. WALTER: Yeah. We actually had
19 several concepts that looked at different bike
20 lane configurations. We had them on the climbing
21 lane side, just like you see for the entire
22 length. We had them on both sides, which became

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1 significantly wider than what we're looking at,
2 and we did have abbreviated paths, much like what
3 you just described.

4 We decided for moving forward to having
5 an alternative that would incorporate it for the
6 entire length may be more beneficial than just
7 having the partial, so we considered to -- we
8 continued to assess that particular alternative.

9 I would say that as it moves into final
10 design and if there's more detailed studies that
11 may come out of Jim's group showing that the real
12 heavy movements are only between certain lengths
13 or between certain locations, then that could
14 very easily be incorporated into project designs.

15 The one thing that was going for us, as I
16 had mentioned early on, on the northern half of
17 the project, we have a lot more right-of-way to
18 work with that we didn't have on the south, so
19 that was one of the reasons for incorporating its
20 entire length.

21 ATTENDEE: I didn't see anything in the
22 diagram that mentioned anything addressing

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1 speeding on this road. Is there anything in the
2 design that addresses that?

3 MR. HAMEED: So the question is the
4 purpose -- safety and speeding, the purpose in
5 each statement, were any of the alternatives
6 actually also looked at meeting safety and
7 speeding issues.

8 Sorry.

9 One of the things, actually, I do want to
10 mention is -- and it's related to your question
11 -- is one of the charges we had for the designers
12 was to try to stay within the right-of-way, so
13 you would not see any widening of the -- the
14 travel lanes themselves, they are being kept,
15 too, as they are, and they are 10 feet wide.

16 With those narrower street paths, it
17 actually does allow -- actually asks people to
18 slow down, and I will actually turn it over to
19 Steve or if you should answer the more detailed
20 question.

21 There were other -- safety was also --
22 the structural safety and the horizontal

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1 alignments of the roadway, because at many
2 locations, it's also unsafe, because you cannot
3 see when you turn around, or you go up or down,
4 so those are also the safety considerations. It
5 was not just speed itself.

6 I don't know, Steve, if you want to
7 answer the speeding question or Piyush.

8 MR. WALTER: I'll start, at least tell
9 you what was considered.

10 An early consideration was just that. We
11 heard from the very first day that speeding along
12 the existing roadway was a problem, and I've even
13 heard as recently as this evening, you make it a
14 better travel surface, that's even going to
15 exacerbate that situation, that people are going
16 to travel even faster.

17 We looked early on at different concepts,
18 traffic calming aspects, that could be used on
19 this roadway that are used elsewhere in the city
20 and actually in the surrounding metro area.
21 There are things that you can do, such as speed
22 bumps or speed humps. There are things that you

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1 can use such as bump-outs. There are things you
2 can do such as a pre-striping and painting of the
3 roadways.

4 We really didn't think, based on what we
5 had heard in our early conversations, that those
6 were appropriate traffic calming for this
7 particular location. So they didn't progress
8 forward, not to say that I think if additional
9 studies are done as part of final design, that
10 they couldn't be incorporated in. They can
11 indeed be designed in, but based on the
12 preliminary evaluations that we did, traffic
13 calming elements really weren't a favored design
14 peace.

15 ATTENDEE: Why not?

16 ATTENDEE: You said something about
17 leveling out the road because of a line of sight.
18 So that seems to me -- I mean, the characteristic
19 of the road now is it's a country road. It does
20 go up and down a little bit, but if you level it
21 out, that means people are going to go faster on
22 that road. That's what that means.

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1 MR. WALTER: Okay. Let me -- rather than
2 a non-engineering answer your question, I will
3 turn right to an engineer, because I want you to
4 hear it from the fellows that designed these
5 things for the last 30 years.

6 When we talk about reducing some of the
7 horizontal curves, we're not talking about major
8 leveling of the roadway and driving down hilltops
9 or anything like that.

10 Piyush or Tirlok, if you wanted to hazard
11 a guess, what type of reduction are we showing in
12 a roadway surface in these horizontal curves?

13 And if you think I need a microphone,
14 wait till you hear this gentleman talk.

15 MR. RADADIYA: My name is Piyush
16 Radadiya, and I work with Sheladia Associates.

17 The roadways are designed for 25 miles-
18 per-hour speed, and as far as the profile
19 concerns, we are not changing much. We are
20 pretty much at the same grade. So the roadway
21 therein will remain as-is.

22 ATTENDEE: Well, what's the point of it

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1 at all then?

2 MR. RADADIYA: What was the question?

3 ATTENDEE: What's the point of changing
4 the leveling at all?

5 MR. RADADIYA: We didn't change it. We
6 are pretty much at the same profile.

7 ATTENDEE: Well, I read in the EA that --

8 MR. RADADIYA: No. It is a few inches
9 here and there but nothing major.

10 ATTENDEE: Can somebody explain to me why
11 is it that you have a bike route on the west as
12 if that's the only direction that bikers go?
13 Because I have been biking in this area for a
14 couple of groups, and when we go west, we also
15 come back home east, so --

16 [Laughter.]

17 ATTENDEE: Is there a reason why you
18 can't you add another foot? Where you have the 6
19 feet for the sidewalk, you take 1 foot away from
20 that and add an east lane coming back. That
21 should solve the problem, because bikers don't
22 even require about 3 feet anyway.

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1 MR. HAMEED: Can you see if Jim is back
2 there, Lezlie or someone?

3 So the question is why did we consider
4 only bike lanes on one side and not on both
5 sides.

6 ATTENDEE: And why can't you take 1 foot
7 away from the walking side and make a line coming
8 back east?

9 MR. HAMEED: Sure. So again, the
10 question is why the bike lanes are on one side
11 and why couldn't we take some more space on the
12 other side and give it to bike lanes.

13 Like I said in the beginning, these three
14 were not the only alternatives that were
15 developed to begin with. We had a number of
16 alternatives that we looked at.

17 When we actually went through the whole
18 exercise of moving forward, we actually -- and,
19 Jim, I would need your help on answering this
20 one.

21 We actually were also trying to minimize
22 the impact of the right-of-way, take -- be it

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1 Park property or private properties, also having
2 because of the slopes and the grades on each side
3 -- also minimizing the needs for cut and fill or
4 the retaining walls.

5 So originally, there was a concept that
6 had bike lanes on both sides. However, we
7 actually only went with this one on one side to
8 minimize all the impacts. The moment you start
9 adding things, be it a sidewalk or a bike lane,
10 you actually have to expand the existing -- it
11 may be a right-of-way, but there are serious
12 profile challenges on both sides. So we will
13 either have to cut into the retaining walls on
14 the Park side and get into the stream, or we have
15 to cut on the other side. And there are also
16 vegetation losses.

17 So based on that, actually, we move for
18 the bike lane on one side, and, Jim, I need you
19 to probably answer why it was on uphill side
20 rather than -- and can you come to the mic?

21 MR. SEBASTIAN: Sure. Yeah, sorry.

22 MR. HAMEED: And if you can state your

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1 name first.

2 MR. SEBASTIAN: Sure. Jim Sebastian with
3 DDOT, so I've got another meeting. So I got to
4 split after this.

5 But the idea being the uphill direction
6 is where you have the biggest speed differential
7 between the car and the bike, and we have, you
8 know, a few of these around the city, but that's
9 where it's most needed. And to add another bike
10 on the other side would simply be 5 more feet, so
11 it would go from, you know, a big impact to even
12 bigger impact. So that was our thinking.

13 We also looked at consolidating the bike
14 and ped into one trail on one side. That is
15 possible, but it would also require more space.
16 When you have a bike/ped trail, you need a 5-foot
17 buffer between the road and the trail. You need
18 2 feet of shy distance from the retaining wall,
19 so it gets a little wider.

20 So how was that?

21 MR. HAMEED: Thanks.

22 ATTENDEE: Was there any thought -- when

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1 you looked at the neighborhood, was any thought
 2 given to if you do the expansion of sidewalks and
 3 whatnot, which I'm not really in favor of -- my
 4 concern is loss of trees and damaging the
 5 environment. But people can access through the
 6 neighborhood. If you made it from Brandywine
 7 down to the parking lot, that is where you would
 8 widen it. People can then go up Brandywine and
 9 go along Linnean, and I think that would be a
 10 much more pleasant walk and bike ride for that
 11 matter --

12 ATTENDEE: Safer.

13 ATTENDEE: -- than right along the road.
 14 And I imagine you would save tons of vegetation
 15 if you did that.

16 So, you know, it's just we're taking
 17 hundreds of trees down in one place and hundreds
 18 of trees down another place, and every time I
 19 read the Current, it's like more trees. And
 20 every time someone does a big mansion, they take
 21 down all the trees. And now we're taking them
 22 down from the Park? I mean, let's try to

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1 minimize it. Why can't we just, you know, have
 2 people up through the -- ride their bikes, walk
 3 along the neighborhood, and get out Brandywine --

4 ATTENDEE: Could you say that as a
 5 statement, please? This is supposed to be for
 6 questions.

7 MR. HAMEED: Thank you.

8 ATTENDEE: When I read the report and
 9 also the presentation by Mr. Walter, it is kind
 10 of misleading in a sense that the road is in bad
 11 shape. It is deteriorating. When you drive it
 12 or you walk it, which I did -- and I bike it a
 13 lot there -- 95 percent of the road is fine.

14 So the question I ask you, Why won't this
 15 road shows in this priority to -- fundamentally,
 16 when in the area of 2, 3 miles around this area
 17 in the immediate neighborhood, there are roads
 18 that are in much worse shape? Why go for this
 19 one, which is basically fine, and many others in
 20 the area are in much worse shape?

21 MR. HAMEED: Sure. So the question is
 22 why was this --

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1 [Applause and cheering.]

2 MR. HAMEED: If you would, please.

3 So the question is, Why was this road
4 chosen to be rehabilitated when this road is in
5 much better shape compared to other streets in
6 the area?

7 Actually, the road has not been
8 reconstructed in quite a few decades. We paved
9 parts of it a few years ago. That is why you see
10 on surface to be in good shape. Substructures,
11 it's not in a good shape. It is deteriorating.

12 The retaining walls on the Park side are
13 all deteriorating. There are areas where
14 stormwater gets collected. So the roadway
15 actually is -- and the project has been actually
16 on the books for over two decades. It's been a
17 very, very long project in the making. So this
18 is not the first time the project has come up,
19 and actually, the last time it went into design
20 -- and we actually took a step back a few years
21 ago and said we need to go through a formal
22 environmental review process, look at all the

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1 alternatives -- because when we were in design
2 last time, people asked the question, why not a
3 sidewalk, why not a bike lane, why not stormwater
4 management, and there were impacts to the Park.

5 So we took a step back a few years ago
6 and said, "Okay. Let's do the Environmental
7 Assessment process, figure out what's needed,
8 then make an informed decision, and move
9 forward."

10 And actually, I would also like to
11 identify -- there are also historic resources in
12 the area. The Park itself is a Historic
13 District, and there are other historic resources.
14 So we actually have to look at everything before
15 we would move forward. So this is the process,
16 and these are the impacts. We haven't made a
17 decision. That's why we had a public hearing to
18 make that decision.

19 Actually, sorry. Can --

20 ATTENDEE: Oh, this is a good follow-on,
21 because my question is whether or not you've done
22 kind of a cost-benefit analysis projecting

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1 forward in the Band-Aid, do nothing, patch it up
2 and keep going scenario, where you continue to
3 have storm runoff, you continue to have
4 deterioration.

5 Do you have a sense of kind of what is
6 the annualized cost of maintaining a road versus
7 doing more of a structural repair, like 2, 3, or
8 4? And how would that -- would it save money in
9 the long run?

10 ATTENDEE: And it is interesting that the
11 first alternative is the only one where you do
12 not provide the cost, which is precisely what he
13 lady is asking. All the others, you provide
14 alternative costs. The first one, you don't.
15 Why didn't you provide a cost there?

16 MR. HAMEED: Sure. So the question is,
17 Was there a cost-benefit analysis done for all
18 the alternatives, what it will cost to actually
19 maintain the existing roadway, and what does it
20 mean for the rest as well?

21 And the second follow-up was the
22 Alternative 1, which is no build, does not have a

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1 cost.

2 No build actually is a baseline for all
3 NEPA projects, which is basically what if we do
4 nothing, what happens, so it's the capital cost
5 that was -- that's why you didn't see anything.
6 The capital cost, of course, is right now
7 nothing, but the cost of maintenance will keep on
8 increasing.

9 And actually, again, if the roadway looks
10 like nice on the surface, it's just a pavement
11 which was redone. It's not the subsurface, and
12 that will deteriorate.

13 We actually had Soapstone -- sorry. Is
14 that the Soapstone Creek?

15 ATTENDEE: Yes.

16 MR. HAMEED: The culvert that actually
17 almost collapsed, and we had to shut it down for
18 quite some time. It was redone for only a short
19 period. We actually have to reconstruct it very
20 soon, and also, remember there are just not --
21 there are a number of factors we looked at, not
22 just safety, not just speed.

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1 Stormwater management is a big issue. At
 2 that point, the creek actually floods, and
 3 actually, it blocks the culvert. So it actually
 4 starts to flood, and it actually starts the
 5 pressure, the subsurface too. So it will wash
 6 away eventually if you don't do something soon.
 7 So there are a number of things we have to
 8 consider to move forward.

9 Purely, in terms of cost benefit
 10 analysis, no, that was not done. Typically,
 11 those are not done in the process, but if you
 12 look at how the assessments are done, you look at
 13 all the impacts, and then you also look at the
 14 cost. The cost is one of the factors, not the
 15 only factors, because we have to look at all the
 16 impacts to community, historic resources, Park
 17 land, everything before we make a decision. So
 18 in a way, it is a cost benefit analysis, but in
 19 the pure sense of the definition of cost benefit
 20 analysis, no, that was not included in the EA.

21 Yes.

22 ATTENDEE: I have a trees question. I

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1 know the numbers that are up there, but how far
 2 up the banks are we going? I assume that all
 3 trees within the expanded right-of-way are going.

4 And the second part of that question is,
 5 on the Park Service side, on the east side, I
 6 mean, you're right. The road goes into Park
 7 Service land. Are any trees going to be left on
 8 the east side, even though they may be
 9 technically within the Park? Just thinking about
 10 construction, I can't see how they can survive.

11 MR. HAMEED: Sure. I don't need to
 12 repeat that question, because I think he did a
 13 good job.

14 Actually, I know we should have the
 15 question answered here, but actually having open
 16 house format was for that reason. It is very
 17 hard to actually project all the maps.

18 If you go to the back, the maps actually
 19 have the entire stretch, and they have the limit
 20 of disturbance. So they actually show you
 21 exactly how far during construction, not only the
 22 permanent, but also during construction will have

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1 to go. And the trees are also identified. So
 2 the entire stretch of the entire roadway is
 3 almost impossible for us to project here. So it
 4 actually it identified there. It is in the
 5 appendices of the EA. It shows you exactly how
 6 it is.

7 Typically, in the environmental process,
 8 since it's at the very early stage of project
 9 development, we look at, I guess, the upper side
 10 of impacts, but during design and construction,
 11 we do try to minimize that.

12 We have an Urban Forestry Administration
 13 in DDOT, whose whole purpose is trees and
 14 vegetation. So we will be working with them to
 15 see how many of those trees need to be retained
 16 or can be used or if we have to replace them, and
 17 of course, we will be working with Park Service
 18 as well, working with their resource folks to
 19 make sure that the trees that are impacted can
 20 either be avoided, or if we are going to take
 21 them, then we actually also can replant them.

22 But one thing to remember in the EA

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1 process, typically the trees are impacted. That
 2 does not mean it's going to be taken down. What
 3 we define as impacted is as soon as you are under
 4 the canopy line, we call it an impact. It does
 5 not necessarily mean the tree actually will be
 6 taken down. In some cases, it will be, but
 7 that's why you are going to see an upper limit.
 8 It's not the actual number. It probably would go
 9 down.

10 We actually have to start the testimony.
 11 So I will take one more question, and then we can
 12 actually --

13 ATTENDEE: I have a follow-on for safety.
 14 You need to hear this.

15 MR. HAMEED: Sure. If it is a statement,
 16 can we get it in the statement process?

17 ATTENDEE: No. You know, it --

18 MR. HAMEED: Sorry.

19 ATTENDEE: Look, I understand that you
 20 guys do studies, and I understand the difference
 21 between engineers and, you know, everybody else,
 22 but I live there, and people go 80 miles an hour

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1 through that interaction, okay? And they didn't
 2 do that before they widened the road when we
 3 stopped this the last time, right? Because it
 4 was little, like he said, it was a country road.

5 People don't keep inside their lanes when
 6 the bikes aren't around. They drive in the bike
 7 lane. So even if you don't straighten it -- and
 8 there aren't going to ever be that many bikes on
 9 that road -- you are going to be attracting more
 10 pedestrians --

11 ATTENDEE: Could you ask a question,
 12 please?

13 ATTENDEE: You know, did you guys ever --

14 MR. HAMEED: If you wouldn't, please --

15 ATTENDEE: Did you guys consider -- did
 16 you talk to anybody about the practical behavior
 17 of putting these factors together with the
 18 attraction of old people that live on that road
 19 in the home, the kids that are in school around
 20 here, the bicycles of kids, not just the
 21 bicyclists, and how cars actually behave on a
 22 road? I mean, did you --

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1 MR. HAMEED: Sure. So the question is
 2 there are a lot of safety concerns. People speed
 3 all the time, and when we develop these
 4 alternatives, did we look at all of those?

5 So actually, again, going back to the
 6 whole process, we heard from everyone what their
 7 concerns were, right? And then based on that and
 8 what we knew, we developed the alternatives. We
 9 have not made a decision with reconstruction, no
 10 build, or any of the other build alternatives,
 11 but that's the purpose of having these meetings,
 12 that people can come and actually give their
 13 concerns.

14 I mean, we've tried it a number of times,
 15 but now that you actually have the document and
 16 it shows the impacts, that's the time. So it's
 17 actually a valuable, comment, but that's what we
 18 need to hear from everyone.

19 I know some of the people would like a
 20 bike lane. Some people probably just want
 21 sidewalks. Some people just want reconstruction.
 22 Some people may not want anything, but that's

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1 what we need to hear before we make a decision,
 2 what are the concerns, and actually, on the
 3 safety and speeding issue, one thing to remember,
 4 we totally understand it abuts Rock Creek Park.
 5 It is kind of a country-like roadway, as you call
 6 it, or it's like a park-like roadway. And our
 7 intent is not to change the character of the
 8 roadway, and that will go into the design.

9 ATTENDEE: But people will abuse it.
 10 Three people have been killed on that road since
 11 I moved in, okay? Three people.

12 MR. HAMEED: If you wouldn't mind, put it
 13 in the comment, but the whole point is, if it's
 14 going to be widened or not, the decision has not
 15 been made. So you should comment on that, so we
 16 can actually look at everybody's concern.

17 I already said the last question, but can
 18 we take one last and just move forward?

19 ATTENDEE: Where are we in the process?

20 MR. HAMEED: Great question. Do we have
 21 a slide?

22 ATTENDEE: What is the timeline? Because

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1 I read this in the Northwest Current today, and
 2 it sounds like you're already at the cliff. So
 3 where are we?

4 MR. HAMEED: We are not on the cliff.

5 [Laughter.]

6 MR. HAMEED: So the question is we are in
 7 the process. So part of the Environmental
 8 Assessment process, we start the process. We
 9 have meetings. We have public input, develop the
 10 alternatives, and then we actually develop an
 11 Environmental Assessment document, which is
 12 released for 30 days of public comments.

13 So the document was produced, and it was
 14 released for 30 days of public comments starting
 15 on -- do you remember the date?

16 ATTENDEE: October 22nd.

17 MR. HAMEED: October 22nd. So it was 30
 18 days of public comments.

19 During that comment period, we actually
 20 also have a public hearing, which is tonight.
 21 Based on when the public comment period ends,
 22 which is 15 days from today, we will actually

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1 compile all the comments that we received. Then
 2 we will get together with the agencies, look at
 3 all the impacts, look at the public comments we
 4 received, and then make our decision on those
 5 four alternatives, which one should move forward.
 6 Then actually, we will release the final document
 7 with the preferred alternative, and after that,
 8 the design and construction can start.

9 But let me also say that that will be the
 10 end of the NEPA process, not the public
 11 involvement and communication process, because
 12 that's why Paul started the meeting. He is the
 13 Program Manager for this area, so he will be
 14 leading the design. He will be leading the
 15 construction. So he is here for the long run.

16 So in terms of process, going back, we
 17 are in the public review and comment period of
 18 the Environmental Assessment document, and you
 19 still have 15 more days. If you don't want to
 20 comment today, you still have 15 more days to
 21 provide the comment, and then we will actually
 22 make a decision after that.

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1 Okay. Can we --

2 ATTENDEE: Can we have one more question?

3 ATTENDEE: No.

4 ATTENDEE: We have to start.

5 MR. HAMEED: Can you please --

6 ATTENDEE: We have to start. We have to
 7 start. We got to start.

8 MR. HAMEED: We need to start the
 9 testimony.

10 I can actually step back, and you can --
 11 I can talk to you, if you want.

12 If you had not signed at the back, there
 13 actually -- there was a sign-in sheet, so we will
 14 start calling names based on the sign-in sheet.

15 And should we go with 2 minutes now? We
 16 will still go with 3 minutes, but if you could be
 17 short, that will be great.

18 Thank you.

19 MR. WALTER: And real quick, what I am
 20 going to do in the interest of expediting this,
 21 this evening, I am going to call the next
 22 speaker's name, followed by an on-deck person.

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1 That way, you can work your way up here.

2 As Fasiel mentioned, it will be limited
3 to 3 minutes. You don't need to look at your
4 watch. There will be an individual in the back
5 room holding up a placard telling you when you
6 have 2 minutes to go, 1 minute to go, and then
7 when the time is expired, you will see a stop
8 sign. So if you will please honor that.

9 If you are representing a group and it is
10 identified as such on the sign-in sheet, we will
11 allow you the 5 minutes to go there.

12 So with that, the last thing, I just
13 wanted you to pay attention to the very last
14 statement on that slide was please try to be
15 courteous to your neighbors and friends that are
16 here this evening. That means withholding your
17 applause. You can compliment them afterwards,
18 and by more so, please no boos or anything. Keep
19 that feeling to yourself as well.

20 With that, let me identify the first two
21 speakers. The first is Barry Blackman, and on
22 deck, we have George Clark.

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1 Barry, if you give me one second, I am
2 going to move this out of your way. I will give
3 that to you.

4 I was quickly reminded when you do join
5 us at the microphone, if you will state your
6 name. If it's a complicated spelling, please
7 spell it for the court reporter, and also provide
8 her with your address, if you so desire.

9 Thank you.

10 [Pause.]

11 MR. WALTER: Please. Now if I could ask
12 you to be quiet, so that everyone in the room can
13 hear the speaker. Thank you.

14 BARRY BLACKMAN: Hi. I am Barry
15 Blackman. I am a local resident. Thank you for
16 having this open process.

17 I think there are some legitimate
18 concerns about the roadway which are raised, and
19 they are two. One is the water runoff, which is
20 damaging the roadway and to killing Broad Branch
21 and from that Rock Creek-Broad Branch is a dead
22 waterway because of the runoff. So I think that

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Response to Barry Blackman:

Thank you for your comments.

Responses to comments:

1. Comment noted. As described in Section 2.3.1 of the Final EA, the Preferred Alternative, Alternative 3 Modified, incorporates various stormwater management improvements, including perforated stormwater sewers, rain gardens, and water quality catch basins, to address deficiencies in the existing stormwater management systems.

1 problem needs to be resolved, and two is the
2 safety issue.

3 I think both those problems are resolved
4 by Alternative 2, which would put in the gutters
5 and so forth but not widen the roadway, if it
6 were modified to accommodate measures to deal
7 with the safety issue. For example, there is the
8 darkness in the road was mentioned, but
9 Alternative 2 does not have any additional
10 lighting. Either does any of the other
11 alternatives. So additional lighting could be in
12 -- added to Alternative 2.

13 And there are various means of slowing
14 down the speed of cars on the roadway. Some were
15 mentioned, speed bumps and so forth. Speed
16 cameras would be another way. A police presence
17 would be another way of doing that. Once people
18 got the message that you got tickets for speeding
19 on Broad Branch, they would slow down. So you
20 don't need to broaden the roadway, which would
21 only encourage speeding to do that.

22 And finally, I would mention there were

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2. As discussed in Sections 2.3 and 4.4 of this Final EA, the Preferred Alternative, Alternative 3 Modified, will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities.
3. Comment noted. The Preferred Alternative, Alternative 3 Modified, would include safety improvements to minimize or eliminate these safety issues.
4. As noted in Sections 2.3 and 4.3.9 of this Final EA, the Preferred Alternative includes improved lighting and would improve this situation. Details on the type and location of lighting will be developed and finalized during the final design phase of the project.
5. While the Preferred Alternative would improve the safety of motorists, bicyclist and pedestrians using Broad Branch Road by improving sight distances and horizontal curves, no increase in the width of travel lanes is proposed. As noted in Section 2.3 of this Final EA, proposed curbs will provide the additional benefit of traffic calming.

1 some statistics on vehicle traffic, and I don't
 2 know if you counted how many of those cars were
 3 from Maryland rather than from D.C. And I for
 4 one as a D.C. taxpayer don't -- my impression is,
 5 not scientific, that the majority of cars are
 6 commuters from Maryland, and I don't much
 7 appreciate paying to facilitate their way using
 8 our roads as a commuter route.

9 Thank you very much.

10 MR. WALTER: George will be our next
 11 speaker, and following George will be David
 12 Cottingham.

13 MR. CLARK: My name is George Clark. For
 14 identification, I was former President of the
 15 Forest Hills Citizens Association. I mention
 16 that because of trees and the 5-year battle we
 17 had at the Zoning Commission to get the tree and
 18 slope overlay, and now I am terribly disappointed
 19 to hear that we want to take down between 260 and
 20 460 trees. And it says "loss," by the way, in
 21 the chart. It doesn't say "impacted." It's
 22 l-o-s-s.

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6

6. Comment noted.

Response to George Clark:

Thank you for your comments.

Responses to comments:

1. Table S-1 and Table 4-5 of this Final EA identify the number of trees impacted within the limits of disturbance for the Preferred Alternative (as identified by the tree survey). The number of trees impacted on NPS lands is provided in Table 4-8. Locations of impacted trees within the limits of disturbance for the Preferred Alternative have been added to conceptual alignment plans in Appendix B. As indicated in Section 4.1.4 of the Final EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

1

1 And we don't know how many trees on the
 2 Park side are coming out. I can't imagine given
 3 the proximity of the road to Broad Branch and to
 4 the Park property, which runs on the west side of
 5 Broad Branch, that we are going to keep any trees
 6 that are immediately adjacent to Broad Branch.

7 We don't know how many trees will be
 8 left. That's why I asked the question before. I
 9 mean, it sounds like everything within the
 10 right-of-way is going to be gone.

11 There's talk about 17-foot retaining
 12 walls. I know there is talk that maybe it will
 13 only be 5 or 6 feet above the ground, but if you
 14 want to see any scenic route along Broad Branch
 15 Road, you are not going to see it from your car.
 16 Your grandchildren aren't going to see it from a
 17 stroller, and your 10-year-olds aren't going to
 18 see it either. I mean, we are talking about high
 19 Jersey walls in many places.

20 You know, almost 50 years ago, the people
 21 in this city beat the Center Leg Freeway, and now
 22 we want to rebuilt it as two lanes along Broad

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2. As described in Section 2.3, retaining walls on both sides of the roadway will be designed to be compatible with the roadway setting – see renderings presented in Figures 2-4, 2-5 and 2-6. The higher walls are located on the west side of the roadway and are intended to minimize encroachment outside the DDOT-owned right-of-way and to limit cutting and clearing. Walls on the east side of the roadway will be designed to maintain slope integrity for safety purposes and still provide views of areas to the east from the new sidewalks.
3. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed. Broad Branch Road will continue to have one 10-ft travel lane in each direction.

1 Branch Road. I don't think we really want to do
2 that. I don't see how that's environmentally,
3 ecologically, or aesthetically pleasing.

4 The cost of the sidewalk along the full
5 length is an interesting thing. It's a mile and
6 a half, but if you are up by Linnean and down
7 until you get, you know, close to where you go up
8 on 27th Street, I mean, it's relatively flat. I
9 mean, it's not along the Peruvian Embassy
10 grounds. We didn't hear anything about how we
11 are taking land from Peru, Italy, and Malaysia,
12 which is the majority of the land where it has to
13 come from, but that's a separate issue.

14 But the cost of the sidewalk, we're
15 looking at for -- let's say it's 1.1 miles. We
16 are looking at 6.5- to \$8 million. We are
17 talking about, what, 5- or 600-, up to \$750,000
18 per one-tenth of a mile for the sidewalk? Is
19 that a worthwhile expenditure? I'm not sure that
20 it is.

21 And so I just think that, yes, we need
22 to do something with this road. We need to fix

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4. Comment noted. Conceptual construction cost estimates, including the cost of the sidewalk, for the Preferred Alternative and the Candidate Build Alternatives are provided in Appendix C.
5. As indicated in Section 2.3.1 of the Final EA, the Preferred Alternative is a modified version of Candidate Build Alternative 3, in which the majority of widening of the roadway is proposed on the east side of the existing roadway to avoid any encroachment upon sovereign nation's properties.
6. As presented in Appendix C - Table C-2, the estimated cost of constructing the sidewalk under the Preferred Alternative is \$366,747. The District of Columbia's Priority Sidewalk Assurance Act of 2010 requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.
7. The Preferred Alternative, Alternative 3 Modified, minimizes the impact footprint of the proposed improvements while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act and providing necessary stormwater management improvements.

1 it. We don't know what the annual maintenance
2 costs are. It's not terrific, but we don't need
3 to have a project that widens it from 20 to 22
4 feet to 33 to 44 and 45 feet.

5 [Applause.]

6 MR. WALTER: On deck, we will have Adam
7 Sieminski.

8 MR. COTTINGHAM: Hi. I am David
9 Cottingham. I am on the board of Rock Creek
10 Conservancy, which is an organization here in
11 town and in Montgomery County that strives to
12 both protect Rock Creek and its watershed as well
13 as revitalize and encourage and improve public
14 access to Rock Creek.

15 So I see that we are torn with a dilemma
16 of trying to take a road that was built as a farm
17 road, and now we are trying to move it into the
18 21st century, with all the demands that all of us
19 put on it. We have built houses along it. We've
20 got a wonderful National Park along it, and
21 there's a tremendous tension between improving
22 that access and the potential to protect the

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Response to David Cottingham:

Thank you for your comments.

Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, minimizes the impact footprint of the proposed improvements while improving access to Broad Branch Road and Rock Creek Park.

1 stream valley with going into -- potentially
2 going into people's yards.

3 It's very similar to the discussion we
4 have been having on Nebraska Avenue with some of
5 the same people who are sitting in this room, as
6 how do you improve public access into and along a
7 National Park in a way that is environmentally
8 sustainable?

9 The stormwater measures that they are
10 talking about here are really quite innovative.
11 We need -- I don't think anybody -- everybody in
12 this room who has spoken here, we all use this
13 road. I live right up the street and go up and
14 down the road all the time. It's not in good
15 shape, despite with all due respect to the
16 gentleman here. There are power lines that are
17 practically at chest height. You could strangle
18 yourself if you ran into the power lines. There
19 are logs that are right next to the road. The
20 District has done a lousy job of maintaining the
21 road and the access to it, and we all know that.
22 We use this.

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2. Deterioration of Broad Branch Road is largely due to uncontrolled stormwater runoff from offsite areas. The Preferred Alternative includes stormwater management improvements that will reduce the volume and velocity of stormwater runoff within Broad Branch Road and areas downstream.

1 So I think we've got to find a way that
2 balances some of these competing uses. You have
3 laid out a number of alternatives. All of us
4 would have some dickering with one of them, or
5 some of us would like one or the other, but we do
6 need to balance this for a once-in-a-generational
7 opportunity.

8 We are not going to have an opportunity
9 to fix this for another 50 or 60 years. With
10 that in mind --

11 I get 5.

12 [Laughter.]

13 MR. COTTINGHAM: With that in mind, I
14 would like to point out some other things that
15 are going on that are affecting Rock Creek Park.

16 Many of us have heard about what is going
17 on at Soapstone Valley and how D.C. Water is now
18 -- the 400 trees we are talking about here is
19 nothing compared to what they are talking about
20 in Soapstone Valley. There are sewer lines
21 underneath Broad Branch Road. The sewer from my
22 house probably goes -- sewage probably goes down

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3. Comment noted. The Preferred Alternative, Alternative 3 Modified, minimizes the impact footprint of the proposed improvements while improving access to Broad Branch Road and Rock Creek Park.
4. The leaking sewer lines are described in Sections 3.1.2, 3.3.8 and 3.3.9 of this Final EA. DDOT will continue to coordinate with DC Water during the project's design phase and construction phases to align utility replacement of decaying sewer lines along the project roadway.

1 those roads, and they are 100 years old. There
2 is no mention in this document that D.C. Water is
3 going to cooperate to make sure that they take
4 care of those lines now, so that a year from now,
5 they don't have to come back and do it.

6 We need to make sure that the D.C.
7 Government actually talks to each other, so that
8 D.C. Water and D.C. DOE and D.C. DDOT all talk to
9 each other as they fix all these things at one
10 time.

11 There are two pipes there, as I
12 understand it --

13 ATTENDEE: Yes.

14 MR. COTTINGHAM: -- and a 21-inch and an
15 18-inch. One of them is over 100 years old.
16 They have got to fix those things, because they
17 are chronically leaking into Broad Branch.

18 So the Conservancy is not going to take a
19 position here tonight. We will get our comments
20 in, but I really do appreciate the level of
21 effort that DDOT and the consultants have come up
22 with to propose to us, the citizens who live in

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1 the neighborhood, ways to fix this.

2 So thank you very much.

3 [Applause.]

4 MR. WALTER: On deck, we have Andrew

5 Huff.

6 MR. SIEMINSKI: Hi. Good evening,

7 everybody. My name is Adam Sieminski. I live on

8 Brandywine Street with my wife Lori. We had two

9 older kids now, but they were young, 20, 25 years

10 ago, and I have heard very little from any of the

11 previous speakers on pedestrian and bicycle

12 safety.

13 Trying to enjoy the use of Rock Creek

14 Park would be dramatically enhanced, in my view,

15 if there was access from Broad Branch Road for

16 pedestrians and bicyclists. I would like to --

17 [Applause.]

18 MR. SIEMINSKI: I'd very much like my

19 grandchildren -- I hope I have some someday -- to

20 enjoy that too, but they aren't going to enjoy it

21 walking along that road, and they are not going

22 to enjoy it bicycling along that road. And I

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Response to Adam Sieminski:

Thank you for your comments.

Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, will improve safety for pedestrians and bicyclists along Broad Branch Road while minimizing environmental impacts. All of the Candidate Build Alternatives would potentially affect historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to be Alternative 3 Modified (See Section 4.12.1.10 of this Final EA).

A dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 think that the only way that that's going to be
2 taken care of is either Alternative 3 or 4.

3 So I whole heartedly support Alternatives
4 3 or 4. I think the idea of providing for
5 bicycles off the walking path is a good one, and
6 I look forward to the opportunity to walk along
7 that sidewalk, George, along Broad Branch Road.
8 I think that my ability to really appreciate the
9 improvements there and the creek will be greatly
10 enhanced.

11 Final comment. I understand the concerns
12 about speeding, but I think the speaker from the
13 Conservancy rightly said that speeding could be
14 dealt with by other measures. That the safest
15 thing from speeding from my standpoint is to get
16 me off that road and onto a sidewalk or a bicycle
17 path where I'm not going to get clobbered by a
18 car.

19 Thank you.

20 [Applause.]

21 MR. WALTER: Following Andrew, Steve
22 Seelig representing Ward3Vision is on deck.

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1 MR. HUFF: Good evening. I moved to
2 Washington 5 years ago and lived in Crestwood for
3 a while, and then I saw a house in Forest Hills.
4 I just looked at it and thought I'd just see what
5 it was like, and I decided to move.

6 I didn't realize what I would lose is
7 access to the Park, running in the Park, walking
8 over to Crestwood, and taking a bike. The only
9 safe access to the Park from west of the Park is
10 to get in your car, drive, and find a parking
11 spot in the lot.

12 ATTENDEE: The trail.

13 MR. HUFF: The trail is not good access
14 unless you want to leap across the Park or the
15 creek.

16 But the walking, running, and bicycling
17 is very unsafe, and I don't recommend it to
18 anybody.

19 The part-way-built Brandywine, I would be
20 interested in those people who think that that's
21 an option to see you on a bike going up
22 Brandywine.

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Response to Andrew Huff:

Thank you for your comments.

Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, will improve pedestrian access to Rock Creek Park by providing a sidewalk along Broad Branch Road. A dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 [Laughter.]

2 MR. HUFF: And I'm a bicyclist. It's
3 tough. It's quite a workout.

4 The best resolution to save the Park is
5 to get rid of every single paved surface in the
6 Park, but that doesn't really provide enjoyment
7 of the Park. And I think that the struggle here
8 is a balance. I think we have to provide access
9 to those people who are west of the Park.

10 Thank you.

11 [Applause.]

12 MR. WALTER: Start the five for Steve,
13 and on deck is Deborah Kavruck.

14 I'm sorry. Let me reiterate that. If
15 each speaker, as you came up, if you could
16 pronounce your name for the court reporter once
17 again.

18 MR. SEELIG: Well, I am usually not in
19 front of a court reporter. I've tried not to --

20 [Laughter.]

21 MR. SEELIG: I am Steve Seelig, and I am
22 from Ward3Vision, and I wanted to talk -- well,

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Response to Steve Seelig:

Thank you for your comments.

Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, will improve pedestrian access to Rock Creek Park by providing a sidewalk along Broad Branch Road. A dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 let me explain first what Ward3Vision is.

2 We encourage within the Ward 3 area
3 multi-modal living for folks. Multi-modal living
4 is a whole lot like this picture here, which not
5 all of you have seen. It's a very beautiful
6 picture. People are riding their bikes up the
7 hill, which is something you can't do right now
8 within Rock Creek Park.

9 In fact, I ride my bike out of Rock Creek
10 Park, and some of the people who are complaining
11 about the traffic and the speeding issues, you're
12 I think the same people tend to honk at me as I
13 am trying to make my way up this hill, because
14 it's a tough hill. It looks like it's a flat
15 hill, and a lot of hills do when you are starting
16 at the bottom.

17 So this is going to substantially improve
18 access out of the Park. I think Andrew said
19 that. I think some other folks said that, but I
20 think the other important part of this -- and I
21 will let people look at it -- it was on the piano
22 in the back. It's a new picture. I don't think

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1 this is posted as part of your guys' thing.

2 MR. WALTER: No.

3 MR. SEELIG: And you will see on the
4 other side -- you will see the sidewalk, and I
5 think what's important about this picture is that
6 it shows that without the climbing lane, if you
7 only went with Option Number 3, you are going to
8 have conflicts on this sidewalk here. See the
9 people enjoying themselves? It's a nice day.
10 It's sunny. It's beautiful, but the way that
11 Option 4 has been designed is dealing with those
12 issues.

13 So the gentleman who lives on Brandywine
14 Street who wants to have that nice walk that he
15 can't have right now or the people who are hiking
16 their way out of Soapstone Creek, who have no way
17 of making their way into or out of the park, are
18 going to have an option here.

19 But I also wanted to talk about -- and
20 this gentleman talked about his grandkids. Well,
21 I have a 4-year-old boy, and one of the things I
22 don't get to do with him is to ride with him into

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1 Rock Creek Park. I have a nice trail bike with
2 me, and I can't do it. I don't have access to
3 the Park, so that my son cannot enjoy Rock Creek
4 Park, which is a shame. The only way I can get
5 there is by driving, and so we drive into the
6 Park. I don't want to drive in the Park. I want
7 to not drive in the Park. I want to take my bike
8 into the Park.

9 So Ward3Vision is in support of Option 4.
10 I look forward to hearing from -- I think we have
11 the folks from ANC-3G who are going to testify.
12 We have the folks from ANC-3E who are going to
13 testify. The other ANC that's abutting -- is it
14 3D, Tom?

15 ATTENDEE: 3F.

16 MR. SEELIG: 3F. They also voted in
17 favor of a solution that is going to permit you
18 to have this picture. There is support. There
19 is support out there for this alternative, and I
20 hope DDOT adopts Number 4.

21 Thanks.

22 [Applause.]

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1 MR. WALTER: Following Deborah will be
2 Roseanne Jacuzzi.

3 MS. KAVRUCK: Hello. I support Option
4 Number 2.

5 It seems to me that -- of course, I'm a
6 walker. I appreciate bikers, but it seems to me
7 that the plan to destroy so much for some walkers
8 and some bikers is a huge environmentally brutal
9 destruction of an environment, and it seems that
10 this conversation is taking place in a vacuum.

11 I do not hear any mention of the myriad
12 alternatives for walkers and bikers to enter the
13 Park, and one of the thoughts that I had is there
14 will be significant renovation on Soapstone with
15 the loss of a huge amount of trees, and it seems
16 to me that it would be probably a good idea to
17 have walkers go down Linnean to Soapstone, which
18 is already going to undergo a huge renovation,
19 and people could access Beach Drive from
20 Soapstone.

21 I have not heard any discussion of how
22 many other ways there are to get into the Park.

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Response to Deborah Kavruck:

Thank you for your comments.

Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.

1 I know them because I use them. You could take
2 Davenport, cross Broad Branch to Grant, and take
3 Ridge to Beach. That's one idea.

4 From my neighborhood -- I live near
5 Nebraska and Oregon.

6 ATTENDEE: Could you repeat that?

7 MS. KAVRUCK: Yes. Which part?

8 ATTENDEE: Oregon.

9 MS. KAVRUCK: I live near Oregon and
10 Nebraska. There is a road called Bingham which
11 cuts right through to Beach. There is an
12 existing path that runs all along Oregon that
13 cuts east on Military that is fine for walkers
14 and bikers, and my thought is if bikers don't
15 want an unpaved path, pave a path for bikers
16 along Military to Beach. There is a natural
17 place where there already is a path on the north
18 side of Military.

19 So these are just three brief
20 suggestions. I am saying there are many
21 alternatives to getting to the Park, and when you
22 think of what the reality of this renovation for

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1 3 or 4 will mean, it means 17-foot retaining
 2 walls, the loss of 400 trees minimum, 465. I
 3 consider it a disaster, and I would like to hear
 4 some conversation about joining this idea for
 5 walkers and bikers with the Soapstone renovation
 6 and see if the Department of Water might work
 7 with DDOT and whoever to make a bike path,
 8 because they are going to destroy that area
 9 anyway. That sounds like it's just going to
 10 happen.

11 Thank you.

12 MR. WALTER: Following Roseanne, Claudia
 13 Phelps.

14 MS. JACUZZI: Roseanne Jacuzzi,
 15 J-a-c-u-z-z-i.

16 I am very new to D.C., very new to the
 17 neighborhood, and very new to this process. I am
 18 a runner, a biker, and a walker, so I have used
 19 this road extensively, and I realize that it's
 20 not safe. There are sections I know that there's
 21 not even a place for me to jump off the road when
 22 a car is coming by.

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2. Improvements to trails within Soapstone Valley would not contribute to the purpose and need for the rehabilitation of Broad Branch Road and are thus not included in the scope of this project. As discussed in Section 1.6.10 of the Final EA, DC Water is currently preparing NEPA documentation for the rehabilitation or replacement of the existing sanitary sewer system in Soapstone Valley. A Draft EA and Statement of Findings (SOF) were submitted to the National Park Service (NPS) in 2015, followed by a Revised Draft EA in August 2016. A Revised Draft SOF has been resubmitted to NPS for review. The timeframe for release of the EA for public review and a construction schedule have yet to be determined. DDOT will continue to coordinate with DC Water regarding elements of the proposed rehabilitation of Broad Branch Road that could potentially affect the sewer rehabilitation project, including the proposed replacement structure for Soapstone Creek Culvert.

Response to Roseanne Jacuzzi:

Thank you for your comments.

Responses to comments:

1. As discussed in Sections 2.3 and 4.4 of this Final EA, the Preferred Alternative, Alternative 3 Modified, will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities.

1 But I am concerned about making changes
 2 that will increase -- I think you mentioned that
 3 it is very much a passthrough. I am very much
 4 opposed to changes that would encourage it to be
 5 used as a passthrough. We don't encourage
 6 passthroughs through other neighborhoods, and I
 7 kind of think of this as a neighborhood road that
 8 we want to preserve.

9 One of the things I have enjoyed so much
 10 about living in the area is this rural feel of
 11 the area. So I very much would encourage the
 12 least invasive change. I do recognize that the
 13 road does need some improvement, certainly
 14 between Brandywine and Beach, and the road does
 15 need some repair. It is very cracked and
 16 crumbling in a lot of places.

17 But again, I would encourage nothing more
 18 than Alternative 2. Thank you.

19 [Applause.]

20 MR. WALTER: Following Claudia, our
 21 on-deck speaker is Daniel Solomon.

22 MS. PHELPS: \$29 million. \$34 million.

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2. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed. Broad Branch Road will continue to have one 10-ft travel lane in each direction. As noted in Section 2.3 of this Final EA, proposed curbs will provide the additional benefit of traffic calming.
3. The Preferred Alternative, Alternative 3 Modified, minimizes the impact footprint of the proposed improvements while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. As discussed in Section 4.3.8 of the Final EA, the use of architecturally compatible designs and materials for construction of the new retaining walls would maintain the aesthetic quality associated with the rural feel of the roadway and match the rural architectural elements that are characteristic of Rock Creek Park. In addition, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers (see Final EA Section 4.1.4).

1 \$37 million. Do those numbers stun you? Do they
 2 trouble you? What's the opportunity cost? What
 3 else in D.C. could be provided for that cost?
 4 Increases in Meals on Wheels? Senior housing?
 5 WIC? SNAP? Affordable housing?

6 As a survivor participant of the battle
 7 with DDOT over drastic and unacceptable proposed
 8 changes to Oregon Avenue almost 3 years ago, I
 9 feel as though it's déjà vu all over again. The
 10 Broad Branch Environmental Assessment is
 11 virtually a carbon copy of the Oregon Avenue
 12 project, with the same inappropriate and
 13 environmentally destructive suggestions for
 14 change, especially change to a rural road that is
 15 in an urban setting.

16 There are three points in particular I'd
 17 like to emphasize. Of five primary project goal
 18 DDOT identified, this Environmental Assessment
 19 fails four. First, the Environmental Assessment
 20 fails to effectively address previous DDOE and
 21 NPS concerns about stormwater runoff. Except for
 22 Alternate 2, it fails to stay within the current

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Response to Claudia Phelps:

Thank you for your comments.

Responses to comments:

1. As indicated in Section 1.2 of the Final EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems. Such improvements are consistent with DDOT's mission to enhance the quality of life for residents and visitors by ensuring that people, goods, and information move efficiently and safely with minimal adverse impact on residents and the environment.

DDOT identifies and develops the transportation-related projects for the District's Capital Improvement Program (CIP) and the annual Capital Budget. The District's CIP budget goes toward improvements or applicable activities associated with streets, bridges, government facilities, public schools, and recreational projects. The rehabilitation of Broad Branch Road, NW, is included in the District's FY 2019 - 2024 Capital Improvements Plan, as well as the Washington Metropolitan Council of Government's FY 2017-2022 Transportation Improvement Program (TIP) and 2016 Financially Constrained Long-Range Plan (CLRP) for the Metropolitan Washington Region.

2. Similarities indeed exist between the purpose and need for the rehabilitation of Broad Branch Road and that of Oregon Avenue, due to similar infrastructure deficiencies, safety concerns, and system linkage limitations within both project areas. DDOT has coordinated with resource agencies and community stakeholders on both projects to identify concerns and minimize environmental impacts of proposed improvements in compliance with the National Environmental Policy Act of 1969.

1 \$37 million. Do those numbers stun you? Do they
 2 trouble you? What's the opportunity cost? What
 3 else in D.C. could be provided for that cost?
 4 Increases in Meals on Wheels? Senior housing?
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(responses continued)

3. The Preferred Alternative, Alternative 3 Modified, includes features that contribute to each of the project goals identified in Section 1.4 of the Final EA, as follows:
 - a. Create a safe facility for all users of the roadway (motorists, pedestrians, bicyclists): The Preferred Alternative will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities.
 - b. Effectively manage stormwater runoff: The Preferred Alternative incorporates various stormwater management improvements, including perforated stormwater sewers, rain gardens, and water quality catch basins, to address deficiencies in the existing stormwater management systems.
 - c. Avoid/minimize use of parklands by staying out of NPS right-of-way to the extent possible: The project has been closely coordinated with the National Park Service to ensure all proposed improvements minimize potential encroachments on Rock Creek Park lands. The parcels of right-of-way to be acquired from NPS are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource).

1 \$37 million. Do those numbers stun you? Do they
 2 trouble you? What's the opportunity cost? What
 3 else in D.C. could be provided for that cost?
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 10 Broad Branch Environmental Assessment is
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 12 project, with the same inappropriate and
 13 environmentally destructive suggestions for
 14 change, especially change to a rural road that is
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(responses continued)

- d. Preserve and protect environmental resources – both man-made and natural – and retain the current context of the corridor (i.e. visual aesthetic, using context sensitive solutions in the planning and design phases of the project): The Preferred Alternative minimizes the width of the roadway by utilizing retaining walls and reduced sidewalk widths along portions of the roadway. As discussed in Section 4.3.8 of the Final EA, the use of architecturally compatible designs and materials for construction of the new retaining walls and Soapstone Creek Culvert would maintain the aesthetic quality associated with the rural feel of the roadway and minimize impacts to the character and setting of Rock Creek Park. Tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers (see Final EA Section 4.1.4).
- e. Provide improved access to Rock Creek Park: The Preferred Alternative, Alternative 3 Modified, will improve pedestrian access to Rock Creek Park by providing a sidewalk along Broad Branch Road.
- f. Utilize environmentally sensitive materials and practices: The retaining walls, sidewalk, and replacement of Soapstone Creek Culvert included in Preferred Alternative would be designed with context sensitive materials to complement the setting of Rock Creek Park and the surrounding area. Proposed stormwater management measures include perforated stormwater sewers, rain and catch basins to reduce stormwater velocity and contribute to improved water quality within and downstream of the project area. A linear rain garden would be incorporated on the west side, between the sidewalk and the roadway, at the north end of the project to incorporate Low Impact Development (LID) techniques into the roadway redesign by reducing the amount of impervious surface in the project area and increasing green space.

1 right-of-way to the extent possible. That was
 2 Goal Number 3. It fails to protect environmental
 3 resources, and finally, the EA fails to use
 4 environmentally sensitive materials and designs.

5 Second point. This Environmental
 6 Assessment proposes extreme and environmentally
 7 destructive alternatives. The EA requires
 8 removal, as we heard earlier, between 240 and 465
 9 trees. We have no identification of how many of
 10 those trees are mature trees.

11 NPS, National Park Service, not to do
 12 acronyms, has been concerned in the past about
 13 DDOT's insensitive approach to tree loss or
 14 removals. Alternative 2 is the minimum-width
 15 alternative that meets the purpose and needs of
 16 this project. Even this plan, though, has 4,400
 17 feet of retaining wall as high as 7 feet on the
 18 non-stream site.

19 Alternative 3 requires 6 feet more than
 20 the current right-of-way in the middle section
 21 and 10 feet more than the right-of-way from
 22 Brandywine to Beach, making that section 44 feet

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4. The Preferred Alternative, Alternative 3 Modified, minimizes the impact footprint of the proposed improvements while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. The project has been closely coordinated with the National Park Service to ensure all proposed improvements minimize potential encroachments on Rock Creek Park lands. In addition, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers (see Final EA Section 4.1.4). As discussed in Section 4.3.8 of the Final EA, use of architecturally compatible designs and materials for construction of the retaining walls would minimize impacts to the character and setting of Rock Creek Park and Broad Branch Road.

1 wide. That means at Broad Branch and Beach
2 Drive, that road will be wider than this room is
3 long.

4 I have a final point, and that is
5 Alternative 4 requires 9 more feet than its
6 current right-of-way in the middle section and
7 more than 14 feet from Brandywine to Beach. That
8 requires almost 4,700, almost a mile of the
9 mile-and-a-half project, of retaining walls that
10 can be up to 16-feet tall on the non-stream side
11 of the road.

12 [Applause.]

13 MR. WALTER: Following Daniel no deck
14 will be Jim McCarthy.

15 MR. SOLOMON: Hi. I am Daniel Solomon.
16 I was born and raised on Albemarle Street, and I
17 moved back to the house I grew up in on 2001.

18 I would say in my life, I have ridden on
19 that road from Brandywine to Beach Drive maybe
20 200, 300 times, and there is not one time that I
21 have been on that road that I did not feel like I
22 was taking my life in my hands.

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4

1

Response to Daniel Solomon:

Thank you for your comments.

Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would potentially affect historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

1 We have one of the greatest networks of
 2 bike trails in the country as an urban set of
 3 bike trails, and yet almost all of Ward 3 is cut
 4 off effectively from being able to use that
 5 system. I am quite curious about how many more
 6 bikers, how many more commuters we would have if
 7 there was a safe way to get from our neighborhood
 8 to downtown. I certainly know that I would have
 9 been commuting much more had that been available.
 10 So I am strongly in favor of Option 4.

11 I am concerned about tree loss. I would
 12 like to know how many are mature trees. I know
 13 this includes trees of 4 inches or larger. I am
 14 not terribly concerned about losing a lot of
 15 small trees. I also know the trees on -- and I
 16 have always been concerned that the trees on the
 17 stream side that National Park Service wouldn't
 18 take down, I am sure they were never supposed to
 19 be there in the first place. It's obvious that
 20 their roots are growing into the retaining wall
 21 and has destroyed something that was built during
 22 the WPA, and it's a huge loss of a resource.

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(responses continued)

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

For the reasons cited above and within this Final EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

2. As indicated in Section 4.1.4 of the Final EA, tree removal will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers. As discussed in Sections 4.2.2 and 4.2.3 of the Final EA, some historic retaining wall segments will be restored and stabilized or removed and replaced with architecturally compatible designs and materials.

1 And finally, I appreciate the concept of
 2 a country road. I want to point out we are in a
 3 city of 630,000 people, surrounded by a region of
 4 several million. It should feel like a road that
 5 can get us -- or a path or a way to get into this
 6 magnificent Park, and that's what I want to see.
 7 This is the second largest urban park, I believe,
 8 in the nation. Let's figure out a way that
 9 people can get in and use it and enjoy it and
 10 enjoy the environment.

11 And my kids, I expected -- I was 13 when
 12 I first started riding on that road. I was
 13 hoping that by the time my kids were 13 that they
 14 would be able to start using this.
 15 Unfortunately, my kids are now 12, and I can see
 16 that 36 months later -- hopefully, we'll do
 17 Option 4 -- they are not going to be able to use
 18 this until they go off to college, but I hope
 19 that other people who are here and when other
 20 kids come back and have their kids that there
 21 will be a way to ride into Rock Creek Park.

22 Thank you.

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3. The Preferred Alternative, Alternative 3 Modified, will improve pedestrian access to Rock Creek Park by providing a sidewalk along Broad Branch Road. As noted above, Alternative 3 Modified was determined to be the Least Overall Harm Alternative in compliance with Section 4(f). Additional widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 [Applause.]

2 MR. WALTER: Our next speaker is Jim
3 McCarthy.

4 [No audible response.]

5 MR. WALTER: Jim has already left.

6 That brings Mary Beth Ray, and on deck
7 will be Michael [sic] Wolin.

8 MS. RAY: Good evening. My name is Marty
9 Beth Ray. I live on 29th Street, and I am the
10 Commissioner for ANC 3F3. Most of my
11 single-member district -- most of this project
12 takes place in my single-member district.

13 I would like to start by commending DDOT.
14 I think that you all have done a fantastic job of
15 pulling together a number of different
16 perspectives and covering a variety of issues,
17 and I think you have done a great job of putting
18 together this report.

19 I really wanted to find Option 5. That
20 was my goal, and I walk this path every -- I am
21 down in Soapstone every day. I am down in Rock
22 Creek Park every day, and I have really tried to

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Response to Marty Beth Ray:

Thank you for your comments.

Responses to comments:

1. Thank you for your commendation.
2. A dedicated bicycle lane would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service.

Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve access to Rock Creek Park and enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road.

1 find a fifth option.

2 One thought that we had, Commissioner
3 Summersgill and I and several other constituents,
4 was instead of going down Brandywine, to make
5 Albemarle the path down to the Park, and where
6 the road ends, to have a series of docks and
7 steps with bike ramps on both sides, so that
8 bikes could go down one side and up the other
9 side. We would still have to complete the path
10 from the end of -- or where Albemarle meets Broad
11 Branch, all the way around.

12 Sadly, I think it was probably too late
13 when we came up with that idea.

14 So the ANC 3F has discussed this. I
15 think we all support improved access to the Park
16 for pedestrians and cyclists. We passed a
17 resolution unanimously supporting improved
18 pedestrian and cycling access into Rock Creek
19 Park. As a practical matter, I think only Option
20 4 addresses that concern.

21 I think there are five important reasons
22 to support Option 4: improving access to Rock

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3. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would potentially affect historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

For the reasons cited above and within this Final EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service.

1 Creek Park; enhancing safety for pedestrians,
 2 cyclists, and motorists; improving stormwater
 3 management; preventing erosion and future tree
 4 loss because of erosion; encouraging Maryland and
 5 D.C. commuters to cycle to work.

6 But I also have five concerns. Several
 7 people have mentioned Soapstone. George Clark
 8 and David Bardin, Marjorie Share, other
 9 constituents and I and some other -- Sally
 10 Gresham and Bob Summersgill, Denise Warner -- we
 11 have been working with D.C. Water, and I am happy
 12 to say that we actually have in writing that they
 13 are going to limit the number of trees that they
 14 take down in Soapstone to 80. Now, that's 80 too
 15 many for most people in this room, but that's a
 16 considerable improvement over the 400 trees that
 17 they were originally talking about taking down.

18 But to a point made earlier, I do think
 19 that we need to use this opportunity to
 20 coordinate action in the District. DDOT, DDOE,
 21 D.C. Water, and Pepco, let's bury those unsightly
 22 lines.

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(responses continued)

Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve access to Rock Creek Park and enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road. The Preferred Alternative would improve stormwater management and reduce erosion and associated tree loss by incorporating various stormwater management improvements, including perforated stormwater sewers, rain gardens, and water quality catch basins.

4. Comment noted.
5. DDOT will continue to coordinate with DC Water, PEPCO and other utility companies regarding utility relocations or replacements during the project's design phase and construction phases. Undergrounding of overhead lines is not within the scope of this project.

1 [Applause.]

2 MS. RAY: Number two, can we minimize the
3 tree removal? Yes, as Daniel points out, some of
4 those trees are only 4 inches in diameter. Some
5 of those trees are precariously close to the
6 roadway, and maybe they should be taken out for
7 safety reasons, but with those considerations,
8 let's do limit the number of trees where we can,
9 the tree removal.

10 Number three, can we lower some of the
11 retaining walls? In reading through -- I haven't
12 seen the renderings, and I am looking forward to
13 looking at those renderings, but George talked
14 about a 17-foot retaining wall. My understanding
15 is that for pedestrians, cyclists, and motorists,
16 driving down Broad Branch, even with the
17 retaining walls, that the highest retaining wall
18 on the east side would be 3-1/2 feet above grade,
19 so that would not obstruct a view into Rock Creek
20 Park, according to the report.

21 ATTENDEE: Just look at the map back
22 there.

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6. As indicated in Section 4.1.4 of the Final EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.
7. As described in Section 2.3 of the Final EA, retaining walls on both sides of the roadway will be designed to be compatible with the roadway setting – see renderings presented in Figures 2-4, 2-5 and 2-6. The higher walls are located on the west side of the roadway and are intended to minimize encroachment outside the DDOT-owned right-of-way and to limit cutting and clearing. Walls on the east side of the roadway will be designed to maintain slope integrity for safety purposes and still provide views of areas to the east from the new sidewalks. The walls are not expected to interrupt views of Rock Creek Park from residences located on the elevated slopes on the west side of the roadway.

1 MS. RAY: Okay. I am quoting from the
2 report, which is all I can --

3 ATTENDEE: But the other slide does say
4 17 feet -- 13 to 16, actually.

5 ATTENDEE: So above ground 6 or 7 feet.

6 MS. RAY: Yeah. There are places where
7 the above-grade would be 6 or 7 feet, and I think
8 we should -- I would like to talk to DDOE and
9 understand why those need to be so high. Is it
10 possible to lower those walls?

11 Number four, can we partner with
12 adjoining land owners and the embassies,
13 particularly Italy and Malaysia, who will be most
14 affected by this, and come to a positive
15 resolution where all parties are happy? I'm sure
16 the State Department will be involved with the
17 embassies, but hopefully, there is an opportunity
18 for particularly the embassies to really do the
19 right thing and use this as an opportunity.

20 I know the previous Italian Ambassador
21 had young twins, and he was frustrated that his
22 kids couldn't access the park on bikes.

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8. DDOT continued to coordinate with the Sovereign Nations regarding potential impacts to their lands following public distribution of the EA in October 2013. Widening to accommodate a bicycle lane would require acquisition of sovereign nation lands or additional acquisition of National Park Service lands, which was not an acceptable proposal to the Sovereign Nations or National Park Service. Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon the sovereign nation properties located on the west side of Broad Branch Road.

1 Number five, can we incorporate pervious
2 pavement, in particular, for the sidewalk and the
3 bike path? I think we have a wonderful
4 opportunity to use pervious rather than
5 impervious pavement, and Flexi-Pave is a great
6 texture. Hopefully, there are other pavements
7 that can be considered that will allow more
8 stormwater to fall through.

9 Finally, I see the stop sign.

10 We bought our house 11 years ago with the
11 thought that we were so close to the park, and
12 our children -- and that we would be riding down
13 into the park every day, and I'm sorry to say
14 it's just a case of being so close and yet so
15 far. We can't get in safely, and I hope we can
16 improve that access.

17 Thank you very much.

18 [Applause.]

19 MR. WALTER: On deck is Edward Galiber.

20 MS. WOLIN: Hi. My name is Michele
21 Wolin, and I live on the other side of Nebraska
22 on Jenifer Street, and I have, I guess, a

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9. The Preferred Alternative would result in an estimated 80,176 square feet increased impervious surface – a 3% reduction of the impervious surface based on design refinements to the original Alternative 3 (see Table 4-1 of the Final EA). As discussed in Section 4.1.2, the proposed stormwater sewer would include perforations that would allow for some of the stormwater to naturally infiltrate as it travels through the culverts. This type of system, combined with the proposed rain gardens, would improve upon existing conditions by compensating for some of the impervious surfaces and allowing for groundwater regeneration closer to historic volumes. The use of alternative pavement types, including pervious pavements, will be considered during the project's final design. All such designs much be consistent with DDOT's standard specifications.
10. As noted above, the Preferred Alternative would improve access to Rock Creek Park and enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road.

1 slightly different perspective on all this.

2 I go down to the Park almost every
3 weekend to walk along Beach Drive when it's
4 closed. I used to ride my bike along there, and
5 yeah, I take my car and I park in the lot.

6 But I have to say, to me, it is worth it.
7 I would rather be a little inconvenienced. I
8 wish I didn't have to get in my car, but it's
9 worth it to me to save 200 trees or 400 trees.
10 To me, that is a resource that is way more
11 important than my convenience. And so that's
12 where I would come out on this, and again, I use
13 the Park constantly.

14 A few other points I want to bring up,
15 this sidewalk, if you do a sidewalk all the way
16 down, I am honestly not sure how used it would
17 be. I mean, I think maybe some people would use
18 it on the weekend. During the week, not so much.
19 You know, there just isn't that much population,
20 and the population that is way beyond, it is
21 really far for them to go another 1.5 miles into
22 where Beach Drive is and then walk another, you

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Response to Michele Wolin:

Thank you for your comments.

Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As indicated in Section 4.1.4 of the Final EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

1 know, 3 miles up there, especially people with
2 kids.

3 Actually, if you had to go with one of
4 these, maybe just a bike lane instead of a
5 sidewalk and a bike lane, but aside from that --
6 but the Brandywine issue, I understand what you
7 are saying. Someone said, "Hey, have you ever
8 tried to bike up that?" I hear you. It's a huge
9 hill, very steep. Again, personal convenience.
10 I am fine. I'm not macho. If I come to a big
11 hill, I will get off my bike and walk.

12 [Laughter.]

13 MS. WOLIN: And I would rather do that
14 than lose all these trees. I mean, it's not even
15 --

16 [Applause.]

17 MS. WOLIN: I can't even conceive saying
18 just I want it to be the most convenient, the
19 fastest, whatever. No. The trees are every bit
20 as important, and they help with storm runoff.

21 And your Option 5, I love the idea of
22 that. I don't know why it's too late, but again,

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2. Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon all sovereign nation properties located on the west side of Broad Branch Road.

A dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service.

Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve access to Rock Creek Park and enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road.

1 if we have to do something, I would strongly urge
2 you. People can bike. They can walk through
3 Linnean. I know Brandywine is a pain, but it's
4 not that big. It can be done. So if people are
5 insisting on better access, let's just do it from
6 Brandywine down to Beach Drive. We will save,
7 I'm sure, tons of trees, and that is totally
8 worth it to me.

9 You know, Linnean is -- again, I think it
10 would be a lot more pleasant than going by Broad
11 Branch, the road, with all these cars whizzing
12 by, so that's just my view.

13 All right, thanks.

14 [Applause.]

15 MR. WALTER: Edward.

16 MR. GALIBER: Yeah.

17 MR. WALTER: Okay. And on deck, we have
18 Jack McKay.

19 MR. GALIBER: Good evening. Edward
20 Galiber. I'm a native Washingtonian. I've lived
21 in this area since '62, currently live at 1742
22 Holly Street.

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1 There is a book out called "Acres of
2 Diamonds," and it's about people that thought
3 they were going to have riches and moved, and
4 riches were discovered right in their yard.

5 We could progress our way out of riches
6 with changing this, and what I want to offer to
7 you all, the concept of unintended consequences.

8 There are commercials out right now that
9 are very funny about somebody thinking of a good
10 idea and then saying, "Oh, my God, I don't think
11 that would be good."

12 Over by my neighborhood, I live -- my
13 yard backs up to Rock Creek Park. West Beach
14 Drive, the Lowell School, we did a study when
15 Lowell School was coming in. 1,500 cars a day
16 were going up Kalmia Road. 3,500 cars a day come
17 up my street, back up 17th Street. The
18 unintended consequences of making this road
19 better, I'm going to tell you, is going to be
20 more traffic.

21 We have sidewalks going up West Beach
22 Drive. We have sidewalks all the way down. The

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Response to Edward Galiber:

Thank you for your comments.

Responses to comments:

1. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed. Broad Branch Road will continue to have one 10-ft travel lane in each direction. As noted in Section 2.3 of this Final EA, proposed curbs will provide the additional benefit of traffic calming.

1 unintended consequence is more traffic. There
2 are not pedestrians, okay?

3 So I would have you study some precedent
4 about where this has been done before, and look
5 at that as you make the decisions about what gets
6 done here. The unintended consequence is going
7 to possibly be worse.

8 I'm a bike rider. I rode to Howard
9 University every day. I rode all over
10 California. I am a bike rider. I would still
11 like to ride. What I would encourage some of the
12 energy to do -- and I just offer a different
13 solution for how do we change behavior. We close
14 the Park up there from Beach Drive, from West
15 Beach all the way down to the ford, okay?
16 Consider putting the weight behind closing Broad
17 Branch at the same time.

18 ATTENDEE: That would be great.

19 MR. GALIBER: Close it, so that there is
20 a precedent that this is our street, that we
21 close this and we own it. Put that weight there,
22 and add that to the pedestrian, you know, bicycle

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2. The purpose and need for the proposed improvements stem from deficiencies in the existing roadway infrastructure and stormwater management system, rather than a lack of utility for vehicular use. A number of residences, community facilities, and sovereign nations properties can only be accessed from Broad Branch Road, therefore, complete closure of the roadway would not be practicable. As discussed in Section 2.4 of the Final EA, closure of Broad Branch Road to vehicles in one direction was considered, but eliminated due to potential lengthy, circuitous travel for autos.

1 ownership, and watch what you do in terms of
2 consequences.

3 God bless.

4 [Applause.]

5 MR. WALTER: Following Jack, on deck will
6 be Tom Quinn representing ANC 3.

7 MR. McKAY: I am Jack McKay, and I am
8 from Mount Pleasant, and you ask why in Mount
9 Pleasant do I care about what's going on, on
10 Broad Branch? The answer is -- what's not
11 mentioned here -- is that Broad Branch begins
12 right where the bike path in Rock Creek Park
13 ends.

14 I ride that bike path every day, and I am
15 71 years old, and I still ride it every day. And
16 I stop at Broad Branch, because there is just no
17 way I am going to take my bicycle on Broad Branch
18 Road. It is extremely bicycle-hostile, and the
19 Alternatives 2 and 3 will continue to be
20 bicycle-hostile.

21 It is only Alternative 4 that really
22 makes that accessible to bicyclists, and that

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Response to Jack McKay:

Thank you for your comments.

Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would potentially affect historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer potential impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

1 means to Mount Pleasanters too. That means that
 2 we could have -- take our bicycles up there and
 3 enjoy that beautiful road on bicycles or on foot.
 4 Whereas, today you can't do either. It would be
 5 a terrible shame to miss this opportunity to open
 6 up that road to bicyclists, not just for people
 7 who live nearby, but for us down south as well.

8 What this would do is it would add a mile
 9 and a half to the existing bike path through Rock
 10 Creek Park. That would be a feeder route for
 11 bicycle commuters onto the Rock Creek Park bike
 12 path going downtown. It would be a tremendous
 13 enhancement to bicycle commuting in the District
 14 of Columbia, which is something we want to
 15 encourage to try to get cars off the road, and we
 16 also want to get the bicycles off Connecticut
 17 Avenue and on to roads, places where that is
 18 specific lanes for them.

19 This is a wonderful opportunity if we
 20 will take it now, and if we miss it, it will be
 21 gone forever.

22 Let's take Alternative 4, please. Thank

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(responses continued)

For the reasons cited above and within this Final EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 you.

2 [Applause.]

3 MR. WALTER: And on deck after Tom will
4 be Kelle Bevine.

5 MR. QUINN: Good evening. My name is Tom
6 Quinn. I am an Advisory Neighborhood
7 Commissioner in 3E, and I am here to testify on
8 behalf of Advisory Neighborhood Commission 3E.

9 We unanimously voted to support
10 Alternative 4 at its properly noticed meeting on
11 May 9th, 2013.

12 Over the last year, ANC 3E has been
13 positively engaged on both bicycle infrastructure
14 and pedestrian safety initiatives, and
15 Alternative 4 is the only one of the four
16 proposals that adequately addresses these two
17 issues.

18 Although ANC 3E does not border Rock
19 Creek Park and is less than 2 miles from the
20 Park's boundaries, at the current time, there is
21 neither a safe nor direct way to ride a bike or
22 walk into Rock Creek Park.

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Response to Tom Quinn:

Thank you for your comments.

Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer potential impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

1 But our ANC strongly supports Mayor
 2 Gray's Sustainable D.C. Initiative, which seeks
 3 to reduce reliance on automobiles and expand the
 4 provision of safe and secure infrastructure for
 5 cyclists and pedestrians, with a goal to increase
 6 biking and walking to 25 percent of all commuter
 7 trips.

8 To that end, ANC 3E, after collaborating
 9 with DDOT, recently unanimously supported a
 10 neighborhood bikeway on Jenifer Street, N.W.,
 11 between Friendship Heights and the intersection
 12 of Nebraska and Jenifer Streets, which will
 13 terminate about 800 feet from the proposed end of
 14 the Broad Branch Road rebuild at Linnean Street,
 15 and we were pleased that ANC 3F also unanimously
 16 supported the same proposal.

17 Additionally, across the line in
 18 Montgomery County, plans have recently been
 19 finalized to add a multi-use trail to the eastern
 20 side of Wisconsin Avenue between Friendship
 21 Heights and Bethesda, which will also be able to
 22 accommodate cyclists. These two pieces of

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(responses continued)

For the reasons cited above and within this Final EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 bicycle infrastructure combined with Alternative
2 4 will create a connected system of on-street
3 bicycle infrastructure between Downtown Bethesda
4 and the Georgetown Branch of the Capital Crescent
5 Trail to Friendship Heights, Chevy Chase and down
6 to Rock Creek Park, and all the points to the
7 south.

8 We also believe it is critically
9 important that the new roadway construction
10 include safe accommodations for pedestrians and
11 the current condition of Broad Branch Road
12 provides no pedestrian access from Chevy Chase to
13 Rock Creek Park.

14 While cycling is currently allowed on
15 Broad Branch, the current road is narrow with no
16 shoulders and full of curves. The most
17 significant for cars and cyclists is the
18 significant grade difference, which causes
19 cyclists to climb out of the Park very slowly,
20 while cars stack up behind them, forced to
21 patiently wait or make a passing attempt that
22 endangers the cyclist and the driver who has to

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1 enter oncoming traffic on a road with poor sight
2 lines.

3 For these reasons, ANC 3E supports
4 Alternative 4 because it separates pedestrians
5 from cyclists and from automobiles, making all
6 three modes safer and less stressful, which in
7 turn should greatly increase accessibility to
8 Rock Creek Park, particularly for users of
9 non-automotive means, which should greatly
10 increase the utilization of the Park, which has
11 very limited parking and no transit access in the
12 northern part of the city.

13 We are pleased that ANC 3/4G has joined
14 us in supporting Alternative 4, and that ANC 3F
15 also passed a resolution in favor of the Broad
16 Branch Road reconstruction that provides safe
17 access to Rock Creek Park on bicycle or foot,
18 which is only accomplished with Alternative 4.

19 And many thanks to DDOT for this
20 exhaustive Environmental Assessment and for the
21 opportunity to speak tonight. Thank you.

22 [Applause.]

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1 MR. WALTER: And following Kelle will be
2 Peter "Hall" or "Hallee"? Peter, I apologize. I
3 will get the "Peter" part right.

4 MS. BEVINE: Hi. Good evening. My name
5 is Kelle Bevine. I live on the 2800 block of
6 Albemarle. I liked that suggestion about just
7 cutting right through. That would be awesome,
8 but since that's not on the table, I decided to
9 speak up tonight in favor -- well, I am in favor
10 of Option 4, but I decided to speak up in favor
11 of it for two reasons.

12 First, as a profession, in my
13 professional life, I am involved in financing a
14 lot of climate change and adaptation projects in
15 Latin America and the Caribbean, and for all the
16 folks who are really concerned about the trees, a
17 big part of the climate agenda is really
18 long-term sustainability and adaptation measures
19 to make sure that our environment stays healthy
20 and protected. And I think the plan set forth
21 for Option 4 does anticipate that, and it has
22 vision for the future of the city.

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Response to Kelle Bevine:

Thank you for your comments.

Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer potential impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

1 I mean, D.C. often gets ranked as one of
 2 the most livable cities in the country, and part
 3 of that is because we have access to great parks,
 4 and we have, hopefully, more and more
 5 bike-friendly passages.

6 I ride that rode home from work between
 7 the -- where is it? -- Beach Drive or Rock Creek
 8 Park and the Brandywine turn there, and if there
 9 is a bicyclist there and you are being polite and
 10 you are not honking, you are waiting, there is
 11 still somebody who might come from the other
 12 direction who is going to come on and potentially
 13 hit you right head on. So that's the first
 14 element of why I want to support it.

15 But the second and most important element
 16 is as a mom. I've got two young girls, as Daniel
 17 said with his kids, and unless we pole-vault over
 18 the property there between the Italian and
 19 Malaysian Embassy, we cannot get those kids, ages
 20 7 and 10, from our house, which is probably less
 21 than half-a-mile, to the entry of Beach Drive on
 22 the weekends, when it's beautiful, it's closed,

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(responses continued)

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1 it's a beautiful day. And you have to say,
2 "Well, gee, we can't fit all four bikes in the
3 car to get down to park in that tiny lot that
4 has" -- you know, is packed on the weekends, so,
5 you know --

6 ATTENDEE: Is there an easement there?

7 MS. BEVINE: Sorry?

8 ATTENDEE: Is there an easement between
9 Rock Creek and the two embassy properties?

10 ATTENDEE: Yes. It's a DDOT --

11 MS. BEVINE: Oh, that, I don't know.

12 [Simultaneous speaking.]

13 MS. BEVINE: No, it is blocked off with a
14 barrier, but maybe there is a right-of-way. I
15 have no idea.

16 So I encourage us to make a long-term
17 visionary decision for the city and for our
18 neighborhood in particular, because my kids, as
19 we said, may not get to benefit because it is
20 going to take a longer time to put into place.
21 But going forward, all of the residents in this
22 beautiful neighborhood will have access finally

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1 to our beautiful Park.

2 Thank you.

3 [Applause.]

4 MR. WALTER: Okay. Following Peter,
5 there will be a representative from the Crestwood
6 League. I apologize. I won't butcher your name.

7 MR. HALLE: I am Peter Halle. I live in
8 this neighborhood, and I've lived here about 25
9 years, and nobody I think can be more impacted by
10 these proposals than I and my neighbors, as I
11 live right on the Park. I live -- overlook Broad
12 Branch Road.

13 And I wish that this proposal had been
14 suggested 25 years ago when I moved to this
15 neighborhood.

16 My kids are old enough to drive, and they
17 will never have the pleasure of walking safely or
18 biking safely, at least as kids, on Broad Branch
19 Road. That road is a barrier. I can look over
20 the road. I can enjoy the Park from my back
21 yard, but I have never been able to walk safely
22 on that road or bike safely on that road, and

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Response to Peter Halle:

Thank you for your comments.

Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer potential impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

1 it's something that I and I think many of my
2 neighbors would do on a regular basis.

3 That Park is a beautiful place, and it's
4 a beautiful place that can be observed without
5 even going into it, and so I think that
6 Alternative 4 is an alternative that gives great
7 public benefits.

8 I haven't heard in the discussion of the
9 environment tonight the people. We are part of
10 this environment, and I think that Alternative 4
11 and the opening of Broad Branch Road to human
12 beings, not just to cars with human beings in
13 them, would be a terrific, positive step forward.

14 And I commend DDOT and the contractors
15 for dreaming this up, thinking about it
16 carefully, and giving us this alternative, and I
17 hope it's built.

18 Thank you.

19 [Applause.]

20 MR. WALTER: Following Mr. Baskerville,
21 on deck will be Suzanne McQueen.

22 MR. BASKERVILLE: Good afternoon,

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(responses continued)

For the reasons cited above and within this Final EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 everyone. I am Louis Baskerville. I am with the
 2 Crestwood Neighborhood League, and I've been a
 3 member of the neighborhood for the last 22 years.
 4 I live right up the street from where Blagden and
 5 Beach Drive comes together.

6 Right now, our comment is mostly -- well,
 7 my comment personally, but then I will get to the
 8 neighborhood -- is the fact that I'm a biker, and
 9 I've been a biker for the last 32 years, just
 10 kind of starting, and then from that, it grew as
 11 other neighbors and friends started. And I'm
 12 riding with three different groups, and we use
 13 Broad Branch Road a lot to get out of town,
 14 because there's too much traffic in town.

15 Going out is pretty easy for us, because
 16 we kind of travel at about 20, 22 miles per hour.
 17 It's not that bad, but sometime when we are going
 18 out that direction, we are following families
 19 with small ones along the road, which is pretty
 20 dangerous.

21 I appreciate the fact that the Park
 22 Service has included Option 4 with all the

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Response to Louis Baskerville:

Thank you for your comments.

Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer potential impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

1 options for walking, biking, cars, and everything
 2 else. I think that would improve the safety of
 3 everyone driving.

4 Since I am a biker and because of the
 5 fact that we go in different directions at all
 6 times, one of the major issues when we are coming
 7 back is the fact that once we get to Beach Drive
 8 and Blagden Avenue, we are at a major confusion
 9 point as far as how do we get to other parts of
 10 the city.

11 I think somewhere along the way, there
 12 needs to be a great amount of effort applied to
 13 once you get to Broad Branch and Beach, how to
 14 handle bike traffic from that point. The trail
 15 doesn't cut it for people who are traveling at
 16 the speed that we are traveling, and when we
 17 travel along the road, we have issues. If we go
 18 down Beach drive to go down by the zoo, to go up
 19 on the other side, go to Georgetown or go down to
 20 Mount Vernon, we have issues, because the cars
 21 like to ride on our tail, like to honk the horns,
 22 you know, things like that, harassing us. If we

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(responses continued)

For the reasons cited above and within this Final EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 make a left at Tilden to go up to Adams Morgan,
2 it is very dangerous, because cars are going all
3 kinds of direction at that intersection.

4 So I think a lot of effort needs to be
5 applied to add more safety not only for us who
6 are bikers, who have been biking a long time, but
7 families who are trying to bike.

8 Also, at the same time, once we get
9 beyond Georgetown, it is pretty straightforward,
10 because there are a lot of bike lanes, but when
11 we hit Rock Creek Park trying to get there or
12 some of the other streets, we just have this
13 traffic we have to deal with all the time.

14 And at the same time, the Park, as an
15 example, the City and the Park Service, I think
16 they are doing a good justice for everyone by
17 including all options in Option 4. So my group
18 and my neighborhood is supporting Option 4.

19 Thank you for your time.

20 [Applause.]

21 MR. HOFFMAN: Following Suzanne will be
22 Cheryl -- and I apologize -- "Numarek," "Numark"?

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1 MS. NUMARK: "Numark."

2 MR. HOFFMAN: "Numark." There we go. As
3 long as you know who you are.

4 MS. McQUEEN: Okay. I'm just going to
5 keep this really short.

6 First of all, I think there was an option
7 at one point to have Broad Branch be a one-way
8 and then one lane be bikes and sidewalks, and
9 that actually answers an awful lot of the
10 concerns of a lot of the people who have been
11 talking. Okay. So I think that option ought to
12 be brought back to life.

13 And the other thing I wanted to say is
14 that along the same lines of what Mary Kay said.
15 DDOT should try to coordinate with the water
16 authority and Pepco, so that all of the lines are
17 buried. The trees fall down. We have many
18 outages, and if, by some chance, this road is
19 going to be completely torn up, this is the time
20 to redo the sewers and the power lines.

21 That's it.

22 [Applause.]

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Response to Suzanne McQueen:

Thank you for your comments.

Responses to comments:

1. As discussed in Section 2.4 of the Final EA, closure of Broad Branch Road to vehicles in one direction was considered, but eliminated due to potential lengthy, circuitous travel for autos. Entry to Broad B Branch Road would be limited to the northern or southern terminus, and as such, would cause extended travel to reach the entry points. One-way travel also poses problems for travelers who miss turns to intersecting roadways or drives – resulting in a nearly two-mile trip to return to the turning point.
2. DDOT will continue to coordinate with DC Water, PEPCO and other utility companies regarding utility relocations or replacements during the project's design phase and construction phases. Undergrounding of overhead lines is not within the scope of this project.

1 MR. WALTER: Thank you.

2 And following Cheryl will be Greg Billing
3 representing WABA.

4 MS. NUMARK: Hi. My name is Cheryl
5 Numark, and I live on the corner of Davenport and
6 Linnean Avenue, so I am one block from Broad
7 Branch and very close to the section of Beach
8 Drive that's closed on the weekend.

9 And when I first moved into the
10 neighborhood, I imagined that my family, my
11 daughter and I, would be able to go ride down to
12 the Park, you know, every weekend, but what I
13 found out after I moved in was that it's like
14 completely unsafe and unusable. I know some
15 people said the road seems safe, the pavement
16 looks good, but there is no shoulder. There's
17 lots of winding turns where, you know, cars would
18 just come upon you immediately, and so as a
19 responsible parent, you really can't allow a
20 child to ride their bike down there, and I don't
21 feel safe riding down there myself.

22 So when I first moved there, I thought

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Response to Cheryl Numark:

Thank you for your comments.

Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer potential impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

1 I'd be going on a weekly basis, and instead, I
2 virtually never go.

3 I grew up in Chevy Chase, Maryland, right
4 near Beach Drive, and as a child, I had access to
5 the Park, very easy access on my bike, walking,
6 and it was just -- the quality of life was just
7 so dramatically enhanced as a child to be able to
8 do that, and I think people who live in Forest
9 Hills and the neighborhoods west and north of
10 there, you know, I think it would just really
11 increase the quality of life for the children and
12 the families of those neighborhoods.

13 So I strongly support Option 4, and I
14 think just as a bare minimum that, hopefully --
15 you know, and maybe, you know, you consider
16 compromises, that we at least guarantee that
17 there is safe access on a bike from those
18 neighborhoods to Beach Drive, so that we could
19 take advantage of that amazing section of Beach
20 Drive that's closed off.

21 If people are able to access Broad Branch
22 from Brandywine, they would be able to do that.

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(responses continued)

For the reasons cited above and within this Final EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 I understand it's tough, you know, running your
 2 bike back up the hill, but the way it is right
 3 now, the nearest access, safe access that I have
 4 to the Park would be to ride my bike down
 5 Connecticut, go down Tilden, and then go all the
 6 way back up to Beach Drive. As the crow flies,
 7 I'm like a quarter of a mile to Beach Drive, but
 8 in reality, I would have to go all the way like
 9 that, and it's so impractical. I never do it.

10 MR. WALTER: Great. Thank you.

11 [Applause.]

12 MR. BILLING: Good evening. My name is
 13 Greg Billing. I am the Advocacy Coordinator for
 14 the Washington Area Bicycle Association. We
 15 represent about 5,000 dues-paying members in the
 16 Washington region. I am also a resident of Mount
 17 Pleasant, so I am constantly on Beach Drive as a
 18 cyclist.

19 Currently, bicycling in the region is
 20 growing. We have seen a huge jump in people who
 21 are riding their bikes for transportation, for
 22 recreation, for fitness, and the city is growing

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Response to Greg Billing:

Thank you for your comments.

Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. Alternative 3 Modified is also consistent with DDOT's Complete Streets Policy (October 18, 2010) and the Sustainable DC Plan, prepared by the District Department of Energy & Environment and the Office of Planning. The Complete Streets Policy states that the District's transportation network as a whole shall accommodate the safety and conveniences of all users, recognizing that certain individual corridors have modal priorities and that all transportation projects shall reflect land-use, transportation, and green space needs of the city-wide transportation network and be sensitive to its various contexts. The Sustainable DC Plan calls for expanded provision of safe, secure infrastructure for cyclists and pedestrians.

1 for that. So I think what we are really talking
2 about is planning for the future.

3 We're building a road right now,
4 hopefully rebuilding a road for 50 or 60 years in
5 the future. Walking and biking are clearly
6 old-world technologies that I think will have a
7 place in the future.

8 Currently, D.C. has a complete streets
9 policy, which says that it must accommodate both
10 bicyclists, pedestrians, and automotive vehicles
11 on all roads, and so I think that there's clearly
12 options in the alternatives that need to be just
13 tossed out, because they do not accommodate
14 folks.

15 The Mayor also has a sustainability D.C.
16 plan, which hopes to change the way that we get
17 to work to 75 percent non-motorized
18 transportation. So that's 50 percent of people
19 on transit and 25 percent walking, biking.

20 When we are talking about the decisions
21 of our streets, these are what they really look
22 like, and I think that we have heard from many

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(responses continued)

Adjacent land uses and sensitive natural resources along Broad Branch Road present constraints on the extent of roadway widening that is appropriate within the context of the project corridor. Alternative 3 Modified maximizes the multimodal transportation benefits of the project while maintaining sensitivity to other resources along Broad Branch Road.

All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of this Final EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer potential impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

1 folks in the community about what this would mean
 2 for them as far as an opportunity to have a safe
 3 access to the Park, not only for recreation for
 4 themselves and for their children, for their
 5 grandchildren, but also for a great way to
 6 commute to work. Many folks in this neighborhood
 7 are very close to Rock Creek Park Trail, which
 8 has access to many parts of the city. Many
 9 residents of Ward 3 have no access, safe access
 10 to access the Park, both on foot or bike, and
 11 this would really move to correct some of that
 12 deficiency.

13 I really would like to support Option 4,
 14 especially the opportunity for uphill cyclists to
 15 have the ability to ride that road without
 16 putting their selves in danger. An uphill
 17 climbing lane, even though it's 4 feet, the
 18 current standards should have them be 5 feet, as
 19 DDOT recommends to AASHTO, but a 4-foot bike
 20 lane, never the less, would provide both a smooth
 21 flow of cyclists but also traffic.

22 As many of you know who use the Park,

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(responses continued)

For the reasons cited above and within this Final EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

1 either by car or by bike, realize that uphill
2 traveling cyclists just travel at a slower speed,
3 and by giving them some separate space, it would
4 make space for cars to go by safely and for
5 cyclists to feel safe on the road as well.

6 So the Washington Area Bicycle
7 Association supports Option 4. We'd really like
8 to thank DDOT coordinating with all, Federal
9 Highways and National Park Service for spending
10 so much time on this. It's clearly a lot of
11 thought has been put to it and address many of
12 the concerns of the community, so thank you.

13 [Applause.]

14 MR. WALTER: Greg was our last speaker
15 for this evening, which will conclude our
16 testimony.

17 ATTENDEE: I would just register my
18 support for Option 4. I think I said that.

19 MR. WALTER: Okay.

20 And what I'd like to say on behalf of
21 DDOT as well as the Federal Highway
22 Administration and National Park Service, I'd

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1 like to thank each of you all for spending this
2 evening with us, providing us with your thoughts.
3 Hopefully, you heard things that made you think a
4 little bit more than before you walked in here.
5 And I want you to know that there's several
6 opportunities where you can still provide your
7 comments. You can do it through the comment
8 forms you left with us this evening. You can do
9 it through the project website or through e-mail.
10 All of those addressees are listed in the
11 brochure that you were given as you entered
12 tonight.

13 Thank you once again.

14 MR. HOFFMAN: Thank you. Good night.

15 Have a safe trip home.

16 [Whereupon, at 8:57 p.m., the Public
17 Meeting concluded.]

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