

Cochran, Patricia (DCOZ)

From: Tom Downs <tmdowns1@aol.com>
Sent: Monday, February 28, 2022 1:48 PM
To: DCOZ - BZA Submissions (DCOZ)
Cc: dpatton@hayfoot.net
Subject: BZA Case Number 20643

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Dear Chair Hill:

I am writing in strong opposition to the Maret proposal to create a sports complex/business in our backyards. I live at 3035 Oliver and I have a clear view of the proposed curb cut and ball diamond. I am writing about the transportation impacts of the proposal. I have previously served as the Director of DDOT and as City Administrator of the District. I have reviewed both the Wells consultant report and the DDOT transmittal. Both have striking omissions and some misstatements.

The Wells report. This report was commissioned and accepted by Maret as their report, and is not a report that should have been commissioned by DDOT. As such it represents the needs of Maret, not DDOT or the community. The report does not address or even mention bicyclists or pedestrian use or needs. There is no counts of current pedestrian or bike use, only counts of current and projected auto use. The Wells study ignored the impact of the completion of the multi-year Oregon Avenue reconstruction, now scheduled for completion in a couple of months. The study ignores the probable limits of traffic on upper Beech Drive by the US Park service. The change has been advocated by Mayor Bowser, Congress woman Norton and the DC Council as well as numerous community and environmental groups. The study also ignores the probable limited vehicle access on Bingham Drive, which the DDOT representative did not even know existed. The cumulative impacts of these omissions is a lack of knowledge about the impact on Nebraska Avenue. The long time Maryland commuter short cut thru DC has been Wise Road to Oregon to Nebraska. The rebuild of Oregon will result in more capacity on that corridor because the road will have wider lanes better pavement and better sight lines. A reasonable calculation of the impact of the three road changes if that the traffic on Nebraska will not be the projected average daily traffic on Nebraska of 7,200 vehicles per day, but will be above 9,200 vehicles per day. That increase needed to be considered in both the Wells report and the DDOT report. That increase will put the lives of the children and parents using the curb cut as a pedestrian ingress and egress.

The curb cut use is another missing element of both reports. The analysis of traffic of 90 plus vehicles per hour at peak use. The study does not predict the number of participants will park outside on the nearby streets. They find that there is adequate parking within a quarter of a mile walking distance. No one in America walks a quarter of a mile to park. They always cruise around until they find a space. There is no analysis of that parking behavior on the community, not mention that it is not figured into the congestion on Nebraska between games. The analysis of congestion between games assumes that there is perfect efficiency between parents leaving and entering the site between games. Any congestion, either on Nebraska or on the field parking will cause there to be twice the number of cars and pedestrians on site at any time between games. That would mean about 200 vehicles on site. The Friends of the field and I have personally have on numerous times that Maret establish a 30 minute gap between games to avoid that unsafe outcome. They have remained silent. The BZA should consider that gap in any action it takes.

The last item I would like to address is the safety of the individuals who will walk out of the field across Nebraska Avenue. The report states that those individuals can cross at Utah and Nebraska or at 28th and Nebraska. Numerous studies show that most people will not walk that far to cross and for the people who park on the south side of Nebraska will just walk across the street. Maret has repeatedly characterized this facility as a school facility. The area on Nebraska immediately adjacent to the curb cut should be designed as a school crossing zone and the area signed as a school zone.

with bold pavement markings, a 15 MPH limit, flashing yellow lights when in use, enforcement signage, and a crossing guard when the facility is in use. DDOT should have recognized this issue, but did not, inside just said that they would make sure the existing signage was in good shape . This is a matter of the safety of the children and parent using the facility.

I want to thank the BZA for its opens and its professionalism in this process. It is something we did not receive at our ANC.