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9-15-12

Good Morning.

My name is Sandy Modell and a resident of E. Custis for over 28 years. I have seen the peace, enjoyment, and safety of our street erode significantly in recent years and I am very concerned for the future of our neighborhood, in particular, Custis and Howell.

In all the planning for PY we heard and read that the neighborhoods of PY and Del Ray would be weaved together. This could have been done by requiring the developer to provide a grid connecting every street coming out of PY with the Del Ray streets that tie to Rt. 1. This would have dispersed traffic throughout the Del Ray neighborhood instead of putting pressure on two narrow streets. Instead, most of the neighborhood streets not only do not connect to PY, but their turn movements are now limited by either the new bridge or the new median.

In 1999, the PY developer submitted a plan that showed Custis and Howell as the "framework streets" connecting PY to Del Ray. Concerns about this were raised back then and the DRCA voted to support right outs/left outs only coming out of Potomac Yard on Howell and Custis. This way traffic could be better dispersed through the neighborhood and on Rt. 1 instead of encouraging cut through traffic. Those right out/left out arrows were shown on the original plan.

In 2006, residents spoke at a public hearing or wrote letters concerned about the proposed alignment of the new Monroe Ave. Bridge and how eliminating the direct connection between Rt. 1 and the collector street of Monroe Ave. would force traffic onto the fragile and narrow neighborhood streets. In 2008, Custis Ave. residents met with Rich Baier after we experienced a 250% increase in traffic due to the closing of Monroe Ave. during its construction. Last year during the approval of Land Bay I, Howell and Custis residents again expressed their concerns to you about the plan to make our neighborhood streets the major connector roads to PY and the fact that no analysis was done on the impact the estimated 2,400 cars coming out of PY on Howell and Custis would have on our two streets. We asked the City how you plan to protect our neighborhood from the pending traffic and we received this response from T&ES: **“For the Potomac Yard development, the City required that a comprehensive Neighborhood Traffic Calming Plan be submitted with the first DSUP. We will share your suggestions with the developers for them to incorporate them in their proposed neighborhood protection plans.”** So where are these comprehensive Neighborhood Protection Plans. The City is tasked with protecting its citizens and we are concerned that appropriate traffic mitigation measures are not being implemented to protect the Custis/Howell neighborhood. I

appreciate that Vice Mayor Donley and Rich Baier listened to our concerns and implement quick fixes for calming some of the traffic and improving signage for truck traffic. Now, we need the City to take a serious look at how it will mitigate the impacts we know are coming with the build-out of PY. The original plan for right out/left outs only should be revisited and implemented before the traffic comes, and not after. I may be a transit expert but I am not a traffic engineer. There may be other mitigation measures that can be implemented as well. I will leave that up the experts. But something needs to be done. A wait and see attitude is not acceptable.

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Mayor Euille, Members of City Council

I am David Kosar and a 20-year resident of the 500 block of East Howell Ave.

I am here today, with other residents from Howell, Custis, and Del Ray Avenues, to express concerns about the existing traffic issues associated with the current Route 1 changes and development of Potomac Yard...how these changes are negatively affecting the quality of life of those living on these specific streets...and to request your support and help in proactively resolving these issues.

You will be hearing factual and personal remarks from several Del Ray residents living on the affected framework streets that connect to Route 1 and Potomac Yard.

The conclusion of the remarks you will hear are: 1) the city needs to conduct better traffic studies that are reflective of the existing traffic issues as they relate to current Route 1/Potomac Yard changes now in place, as well as address cross traffic from Potomac Yard into Del Ray on framework streets and offer mediation solutions, and 2) implement a process that is transparent and inclusive of those affected by these changes, not an exclusive process.

The framework streets of Howell and Custis, in particular, are not designed to bear the amount of car and truck traffic and excessive speeding which is currently being experienced because of the recent changes to Route 1. These streets are only 24 feet wide, with parking on one side.

Because of the initial redesign of Route 1 and the Monroe Avenue Bridge, Howell and Custis have become collector streets. Additionally, the excessive speeding through the Howell/Route 1 intersection because of these changes, especially through the 500 block of Howell, is getting progressively worse and out of control. Other residents of Howell and Custis also will attest to the excessive speeding and the effect it is having on our quality of life.

The existing traffic issues are a direct result of the current changes to Route 1 that have been implemented. Regretably, none of these has been addressed in any traffic study since the inception of Potomac Yard. The city has not been quick in addressing nor resolving these traffic issues even though residents have been requesting and suggesting traffic mediation solutions for nearly four years now. We anticipate that these issues will only worsen as Potomac Yard expansion continues.

There are traffic mediation solutions that can be implemented today that will remedy the existing issues and ease any that may occur down the road.

The traffic problems are here today. We recommend that the city not adopt a wait-and-see position, but begin to work with residents to resolve them now, which will help prepare for the future.

Thank you.

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My name is Laura Macone. My husband and I live on the 400 block of E. Custis Ave – only one block away from Route 1. I am here today to express my concern and confusion about the impact on our street from the very large Potomac Yard development just across Route 1 from us. Custis, and Howell, are the only streets connected through to this development. We feel that the City is not being sufficiently proactive to help us understand and address the impact we can expect from this, and that it is not living up to the goals expressed in the Transportation Master Plan.

I decided to go on an information search, and looked at not only the 2009 Potomac Yard Multimodal study that is on the City's website, but also requested the City send me the 2005 Infrastructure Traffic Analysis that is its source.

That analysis predicted that only 0.4% of vehicle trips in the AM and PM rush hours would use Custis Avenue (161 of 4,035). I do not believe that this is likely to be the real scenario. For many residents of the Yard, our streets will be the most direct routes East to West, and our streets will allow them to bypass having to use the intersection at Glebe, which has already overrun its capacity as you can see by traveling on Route 1. Monroe Avenue – another East-West route - is also virtually impossible to find. Why wouldn't residents come straight out of their neighborhood on Custis and Howell? Particularly to come to the attractive businesses in Del Ray on Mount Vernon Avenue.

The study is also based on numbers taking 2005 as the baseline. In 2005 our streets were much calmer – before the close of Monroe Ave forced people to become acquainted with them, and before Monroe became so hard to find.

But even if these numbers are correct, the Multimodal study still recommends that traffic calming measures be undertaken within our neighborhood to preserve their character (page 5). On page 79 the study recommends the traffic burden be shared with other streets, and that our streets receive traffic calming measures. Though this is on the City's website, we don't know if these are coming.

The City's Transportation Master Plan has a goal of preserving the utilization of streets according to their classification. Our streets are local residential streets. Despite the numbers that we read in these reports, we perceive that our local streets are becoming local collectors, which are supposed to be the size of a Russell Road. They already have already taken on significant volume.

The Transportation Master Plan also stresses the continued funding and improving of the Neighborhood Traffic Calming Program, and adoption of a Complete Streets program. Right now we are told that the Traffic Calming Program is no longer in existence, and that the Complete Streets program is on its way, but with no predicted timeframe. We're not sure if we're getting any of the measure recommended in the studies -- and we're told we can't access any of these traffic programs, even if we wanted to initiate a request for help.

The bottom line I wish Council to hear is that we believe our streets are becoming collector streets through this development -- losing their character and purpose as local residential streets. We are not aware of any proactive City plans to help us. And we have no program to access to make requests. In general we do not feel the City is giving attention to the current traffic problems on our streets, and we are even more fearful about what will happen with this increase of over 2000 homes and businesses 2 blocks from our neighborhood.

Thank you for hearing my concerns today.