

## OUTLINE FOR COMMENTS – OCTOBER 15, 2015 ICC-B MEETING

Good evening. I'm Harry Pfohl, I live in Glen Echo Heights, and chair the ICC-B Traffic Committee. I'll briefly report on our activities. I want to especially thank John Harbeson of Sumner village who is our secretary and who has been a friend and partner in all of the work associated with this committee over the past three years. The committee was chaired originally by our colleague and friend Donnell O'Connell. It is been a considerable misfortune for all of us that Donnell passed away two years ago

**FROM OUR CHARTER: "the committee is a community led initiative to establish dialogue between the community, the Montgomery County Department of Transportation, the ICC-B executive agent, and development stakeholders."**

### **The committee stakeholders include**

- Community leaders
- Councilmember Roger Berliner
- County DOT – chief engineer Fred Lees and his colleague Kyle Liang
- County BRAC coordinator Phil Alperson
- County planning – Margaret Rifkin
- Congressman van Hollen's office – Joan Kleinman
- Senator Ben Cardin's office – Ken Reichard
- DIA – the ICC-B executive agent – Adm. **Jim Manzelmann** and his project managers, previously **Bobby Bourgeois** and now **Suzanne Garrison** and the deputy project manager **Jim Turner** and for operations **Pat Protacio**
- A number of interested and concerned citizens have contributed significantly over time

I want to note that meetings are open to all interested parties and we invite participation.

### **ISSUES THAT HAVE BEEN DEALT WITH IN THE PAST:**

**County has undertaken engineering studies** regarding congestion and standards for the intersections at

- Sangamore and MacArthur
- MacArthur and Clara Barton
- Massachusetts Avenue and Sangamore

Thanks go to Fred Lees and Kyle Liang for adding the right turn Lane at MacArthur and Sangamore.

**Excavation was a major issue and tough to deal with** –the project required the removal of an incredible 18,000 dump truck loads – big 10 yard dump trucks and this was unavoidable.

- This resulted in a lot of dust and dirt on Sangamore Rd.
- It particularly inconvenienced and was an aggravation to the residents of the Sumner Square townhomes across from the site
- The contractor efforts to mitigate the problem included washing down the truck carriages and street sweeping

- This had some success but was limited. The light at the end of the tunnel for the community was the limited duration of the excavating operation.

The second big issue **was contractor parking in the neighborhoods**. Dealing with this required a cooperative effort from all of the stakeholders. Control took some time, but it was accomplished.

- Contractor personnel had a legal right to park anywhere on streets where parking was allowed.
- County DOT/Fred Lees posted new parking limits
- The police commenced aggressive ticketing – thank you to Lieut. Jonathan Heiderich, commander of the first district for his help.
- Project Management Office was in weekly meetings with the contractor. A problem for the PMO was that the contractor trades were frequently changing/turning over as the project progressed and new trades were required
- The contractor constructed a lunchroom to mitigate off-site lunches and associated trash by personnel using lawns to have a lunch.
- The ICC-B negotiated for the use of 60 parking spaces at the old Mapping Agency site on MacArthur Boulevard. This was used to some degree but not fully. Congressman van Hollen helped apply political pressure to seek alternative parking
- Adm. Manzelmann arranged security procedures for contractor parking in the garage – this was not easy to do for security reasons and in the end, not many contractor personnel used it
- The number of contractor personnel has been declining since June

**Recently the Montgomery County planning department has been engaged in a revision of the Westbard sector plan having a potential that effect on traffic for the ICC-B**

- We been able at least tentatively to forestall a potential problem – and initial concept of converting Westbard Avenue into a 2 lane street akin to Bethesda Row
- We pressed Montgomery County planning to not convert Westbard Avenue to two lanes except for off-peak hours
- Two lanes would have a negative ripple effect on ICC-B commuting.
- This required meetings and testimony to the planners and to the planning board with more to come to the County Council

#### **FUTURE ISSUES**

- Queuing on Sangamore – should not be a problem thanks to design for queuing on site and for turn lanes on Sangamore
- Traffic light at MacArthur and Clara Barton to facilitate traffic flow and details in the design of that. Note: complicating this issue are the twin 10 foot conduits 3 feet below this road surface on MacArthur and the fact that the National Park Service controls Clara Barton Parkway which adds a layer of bureaucracy to the process.
- A positive factor for traffic is that the operating hours for the site won't coincide with private sector hours – rush hours will be earlier for arrivals and earlier for departures
- Regarding neighborhood parking the official policy will be to park on-site or take alternative transportation. The ICC-B plans to provide a dedicated shuttle from Metro

#### **THE ESTIMATED POPULATION OF THE SITE**

Daily attendance is likely be on the order of 2600 personnel in conferences, travel, indications. The site has a capacity for 3000.

**ANTICIPATED CONSTRUCTION IN THE NEAR FUTURE**

- Construction of turn lanes on Sangamore and elimination the bump outs at Sentinel
- Relocation of the fence along Sangamore
- Relocation of the site entry to Sentinel
- Installation of a traffic light at Clara Barton and MacArthur

**AGAIN MANY THANKS TO ALL OF OUR COMMITTEE MEMBERS BOTH PUBLIC SECTOR AND PRIVATE FOR THEIR PARTICIPATION IN WORKING TO RESOLVE THE ISSUES**