

Appendix A

Federal, District, State, Regional, and Local Agency

Comment Letters

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

JUL 01 2003

Ms. Adrienne Coleman
Superintendent
National Park Service
Rock Creek Park
3545 Williamsburg Lane NW
Washington, D.C. 20008-1207

Re: Rock Creek Park and the Rock Creek and Potomac Parkway

Dear Ms. Coleman:

In accordance with the National Environmental Policy Act of 1969 and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has reviewed the Draft General Management Plan/Environmental Impact Statement (Draft GMP/EIS). EPA has assigned this Draft Environmental Impact Statement (DEIS) a rating of LO-1 (Lack of Objections/ Adequacy), which indicates that we have no objections to the proposal and that the DEIS adequately addressed the environmental impacts of the preferred alternative. A copy of EPA's ranking system is enclosed for your information. However, EPA has the following comments which we would like to see addressed in the Final Environmental Impact Statement (FEIS).

The dual purpose of the Draft GMP/EIS is to specify resource conditions and visitor experiences to be achieved in Rock Creek Park and the Rock Creek and Potomac Parkway and to provide the basic foundation for decision-making regarding the management of the park and parkway. The sensitive issue that this dual purpose provides is to protect the scenic, natural, and cultural resources of the park and parkway and to provide for appropriate public use of these resources. The NPS proposes Alternative D as the preferred alternative as a means to create a balance between these conflicting purposes. Alternative D (Mid-weekday Recreation Enhancement) would involve closing selected park road segments to motorized vehicles on weekdays between the morning and evening rush hours. In addition, the goals of this alternative would include preserving traditional visitor experiences and activities; enhancing natural, cultural, and scenic values in the park; asserting more control over nonrecreational use of park roads and improving visitor safety; and optimizing the use of structures for purposes such as interpretation, visitor contact, and park administration.

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The balance of protecting park resources and appropriate use of the park by the public is the goal of Alternative D. However, implementation of specific improvements must be thoroughly explained, compliance with NEPA requirements must be met, and (where applicable) proper application for necessary permits and approvals should be acquired to allow for a complete analysis of environmental impacts. Thus, EPA understands that the NPS will prepare project-specific environmental analysis prior to implementation of any of the actions included in the Draft GMP/EIS. EPA makes specific reference to the proposed physical relocation of administrative functions from historic structures to a consolidated central office. It is not determined whether relocation of the park's administrative offices would be moved to commercial space inside or outside of the park. Thus, the impacts associated with this proposal have yet to be analyzed. In addition, the Final GMP/EIS should address the concerns below as they relate to Alternative D.

Of primary concern is the safety of visitors as segments of Beach Drive are reopened to motorists each weekday mid-afternoon. The Draft GMP/EIS is not specific as to how this process will be accomplished to safeguard the well-being of visitors. It is stated, however, on page 261 that "Possible mitigation could include having park staff travel each segment before it reopened and warn nonmotorized recreationists using Beach Drive that the road was about to become a commuter highway. However, this approach would require a commitment of time and would limit the availability of park staff for other activities." Visitor safety is of paramount importance. A firm commitment on the part of NPS to ensure notifying visitors of reopened roads should be stated as well as an action plan to carry out this task. This plan should clearly specify when park officials will begin notification (suggest a half an hour, fifteen minutes and five minute warnings), how this message will be broadcast (use of a standardized message that is magnified), the number of park officials assigned to this task, a specified number of signs posted along Beach Drive at varying intervals, etc. Is there research that supports this alternative of road(s) closure/reopening? If so, what steps have been implemented to ensure visitor safety during reopening? What is the success rate? EPA would like to see a plan of action and a commitment by NPS to ensure visitor safety.

As stated within the Draft GMP/EIS (page 99), Alternative D proposes to improve the protection of the park's natural resources. In particular, poorly designed sections of foot and horse trails would be rerouted and abandoned trail sections would be restored to natural conditions. Those sections of the existing recreational trail slated for realignment should be clearly depicted on a map in the Final GMP/EIS to ensure the protection of natural resources. Protection of the federally endangered Hays spring amphipod warrants attention as well as ensuring that historic resources will not be adversely affected. (Impacts to these resources were the reason that construction of a paved recreation trail as well as converting the streamside segment of the Blackhorse Trail and construction of a parallel horse trail to replace the Blackhorse Trail were eliminated from further analysis.) Therefore, rerouting of horse trails should be outlined in the Final GMP/EIS to ensure the protection of valued resources.

Page 125 states that "Under NPS floodplain management guidelines, historic structures, picnic facilities, daytime parking facilities, roads, and trails are acceptable within the 100-year floodplain." EPA suggests explaining why these facilities are acceptable within the 100-year floodplain so as to warrant attention/rehabilitation to impacted sites. For instance, it is specifically stated that "Rehabilitation of the Peirce Mill complex would occur within the 100-year floodplain. This historic structure is allowed within the 100-year floodplain under NPS Floodplain Management Guidelines (NPS 1993a)." It is also stated that improving and possibly rerouting of the recreation trails along Rock Creek, portions of which are in the 100-year floodplain, is planned. Trail construction in a floodplain is acceptable under NPS Floodplain Management Guidelines (NPS 1993a)."

Thank you for the opportunity to review and comment on this project. If you need additional assistance, the staff contact for this project is Karen DelGrosso; she can be reached at 215-814-2765.

Sincerely,



William Arguto
NEAP/Federal Facilities Team Leader

Enclosure

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO—Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC—Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO—Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU—Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1—Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2—Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3—Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

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ELEANOR HOLMES NORTON
DISTRICT OF COLUMBIA**COMMITTEE ON
TRANSPORTATION AND
INFRASTRUCTURE**

SUBCOMMITTEES

AVIATION

ECONOMIC DEVELOPMENT,
PUBLIC BUILDINGS, AND
EMERGENCY MANAGEMENT**Congress of the United States
House of Representatives
Washington, D.C. 20515**

July 15, 2003

Ms. Adrienne Coleman
Superintendent
National Park Service, Rock Creek Park
3545 Williamsburg Lane, NW
Washington, D.C. 20008-1207

VIA FACSIMILE & MAIL

Dear Superintendent Coleman,

I am writing regarding the pending proposal known as Alternative D to close portions of Beach Drive in Rock Creek Park during the weekday hours of 9:30 am-3:30 pm. I applaud the National Park Service (NPS) for its effort to develop the General Management Plan for the park for which we have been waiting for several years. However, I write to express my concern about Alternative D in the absence of information that significant numbers of residents would benefit and considering environmental and safety concerns about the displacement of vehicles to the streets of a highly residential neighborhood. Instead, I would like to offer my office to help achieve an alternative that might be more acceptable to all.

A decision to reroute automobile traffic onto highly residential streets and neighborhoods normally would be understood to have negative environmental and safety consequences. However, where vehicles otherwise must travel along a beautiful recreational park area, such an assumption can be overcome. The weekend closure of Beach Drive has successfully brought great recreational pleasure and benefits for adults and children who are drawn from the surrounding neighborhoods and from across the city for the precise reason that the weekend is when children are not in school and when most adults and parents do not work. However, the hours proposed in Alternative D are the exact hours when most adults are at work and most children are at school. Although this is an era when most families have working parents and most children are in some form of day care or schooling, the Park Service has conducted no survey or offered any information regarding how many people might use the park during the proposed closure, and who they might be. Even the most avid runners, walkers, bicyclists and nature lovers work or attend school. Disproportionately those most likely to use the park during non-working hours might be the elderly and the disabled. We do not have information that

**COMMITTEE ON
GOVERNMENT REFORM**

SUBCOMMITTEES

RANKING MINORITY MEMBER,
DISTRICT OF COLUMBIACIVIL SERVICE AND
AGENCY ORGANIZATION

considerable numbers of retired adults or others would use the park. Thus, it is possible that the rerouting of cars into neighborhoods would cause new environmental damage to these neighborhoods without benefiting significant numbers of residents.

I also am concerned about the absence of information concerning the effect of rerouting automobile traffic from Beach Drive onto surrounding residential streets from 9:30am-3:30pm. The NPS conducted a four day weekday study of traffic patterns on Beach Drive from 9:00am-4:00pm. The Park Service may regard the number of vehicles-one to three cars per minute- as an insufficient traffic burden on residential streets when the neighborhood is viewed as a unit. What is not known is whether some streets might get the brunt of this traffic. It seems likely that drivers would discover the routes most convenient to themselves and if so, that certain residential streets might receive disproportionate concentrations of automobile traffic. More information would be needed regarding the impact that closing Beach Drive would have on the neighborhood streets that border the park, which routes cars would likely take, and other effects on the city's major arteries (Connecticut Avenue, 16th Street) in order to ensure that some streets do not become proxies for Beach Drive.

Although the NPS apparently dismisses the idea of creating a recreational trail beside or near Beach Drive as too expensive and difficult, I believe that my experience in getting federal funds for recreation trails in the District of Columbia proves otherwise. As a senior member of the Transportation Committee I was able to secure \$8 million in 1998 in Transportation Equity Act funds for the Metropolitan Branch Trail, a multi-use commuting and recreation trail that runs adjacent to the Metro Red Line from Union Station to Silver Spring. I have requested an additional \$10 million for the trail in this year's reauthorization of the Transportation Equity Act. Working with other regional members of Congress and the Park Service, I believe that adequate funding could be achieved that would allow for the construction of an environmentally friendly adjacent recreation trail that conforms to the historical integrity of the park and Beach Drive.

It is important in seeking to preserve Rock Creek Park for the benefit of users that NPS is careful to avoid negative, unintended consequences. I believe the proposal I offer is the better alternative. I ask that this alternative replace Alternative D and that you arrange a meeting with me to discuss how to achieve it.

Sincerely,

Eleanor Holmes Norton

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CHRIS VAN HOLLEN
8TH DISTRICT, MARYLAND
COMMITTEE ON
EDUCATION AND THE WORKFORCE
COMMITTEE ON GOVERNMENT REFORM

Congress of the United States
House of Representatives
Washington, DC 20515

June 23, 2003

Ms. Adrienne Coleman
Superintendent
Rock Creek Park
3545 Williamsburg Lane, NW
Washington, D.C. 20008-1207

Dear Superintendent Coleman:

First of all, I want to thank you for taking the time to meet with me and my staff to discuss the proposed options outlined in the National Park Service's Draft Management Plan for Rock Creek Park. I sincerely appreciate your interest in making considered choices about park management and your commitment to public participation in the final shape of any future plan.

While there are clearly many worthy, non-controversial recommendations in the Draft Management Plan, the issue generating the most discussion among my constituents is the plan's "preferred option," also known as Alternative D, which calls for closing northern portions of Beach Drive to motorized traffic on weekdays from 9:30 AM to 3:30 PM.

As an avid hiker, I have been a strong advocate for expanding opportunities for outdoor recreation and can certainly appreciate the motivation behind this proposal. However, I also have a responsibility to consider the wider impact such a proposal would have on the entire community I represent – including seniors, persons with disabilities, parents with small children, residential communities surrounding the park, and motorists experiencing some of the worst traffic congestion in the nation.

In that regard, after careful deliberation, I am writing to ask that the National Park Service not pursue any future management plan that involves additional road closures in Rock Creek Park at this time.

In my judgment, the park's current policy of closing portions of Beach Drive to automobile traffic on weekends has proven highly popular among recreationists and strikes a sensible balance between competing uses for this most valuable resource. However, further restricting the permissible uses of Beach Drive during the week strikes me as unfair to those citizens wishing to enjoy the park whose mobility requires a car. The new proposal would eliminate use of Beach Drive during the one segment of time when individuals with disabilities, and others who require a car for mobility, can enjoy the park without having to compete with rush-hour traffic.

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Adrienne Coleman
June 23, 2003
Page 2

Additionally, I am concerned about the impact new road closures would have on the residential communities surrounding the park. While I am aware that the Draft Management Plan includes a traffic model analysis, I also note the analysis' stated limitation with respect to local roadways (see Appendix H, p. 346). In light of that limitation, I must give substantial weight to the real world experience of my constituents in the impacted neighborhoods who report significant increases in diverted traffic on their local roads during weekend closures. Finally, until we effectively address our region's traffic congestion problem, I simply cannot support measures that run the risk of making matters worse. I have also attached a summary of other concerns I have with the plan.

I would welcome the opportunity to work with you and others at the National Park Service to seriously pursue the idea of completing a hiker-biker trail through the areas proposed for closure. That option would satisfy the needs of all the users of the park and address the concerns of the adjacent communities. Your analysis dismisses that option and questions whether "user numbers and use patterns would justify the construction of a paved recreation trail" given that weekday usage is "relatively low" and that "most recreation needs are already being met by the weekend road closures in these areas." Those observations also undercut the rationale for your proposal to close the road to motorized traffic during those hours. Further, a 1990 NPS study recommended completion of the Rock Creek bike path, as one of its highest priorities. In addition, this option would clearly serve the needs of recreational and commuting cyclists, without impeding automobile traffic or diverting that traffic onto neighborhood roads. Given those things, NPS should not be deterred from further considering it, just because the option is "difficult" and "expensive." Your analysis fails to consider the benefits to be obtained by allowing all day use of an all day bike trail, so that cyclists could use it during rush hours when it would be in the greatest demand, not just during the mid-day period.

Rock Creek Park is truly a gem in our nation's capital. Please know I share your commitment to protecting that gem, and I stand ready to work with you to find creative ways to expand recreational opportunities in the park. However, I must respectfully request that you eliminate new road closures from further consideration in the park's management plan at this time.

Sincerely,


CHRIS VAN HOLLEN
Member of Congress

Enclosure

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**Legal problems with the Draft Rock Creek Park
General Management Plan and Environmental Impact Statement**

Violations of the Rock Creek Enabling Acts:

The statutes that created Rock Creek Park established these purposes:

"to be used for driving [given the date, this probably referred to horse carriages] and for horseback riding...and footways for pedestrians...."

(Rock Creek Park Authorization, 1890)

"for connecting Potomac Park with the Zoological Park and Rock Creek Park"

(Rock Creek and Potomac Parkway Authorization, 1913)

NPS recognizes that driving by car in the Park is a traditional and fundamental park purpose, but its preferred alternative eliminates this use during the day, every day, at times when Park visitors (not through commuters) are most likely to drive through the Park for pleasure or to visit Park areas. The proposed alternative also directly and seriously undercuts the legislated purpose of connecting the north and south parts of the Park with the Zoo.

Violations of the National Environmental Policy Act:

NEPA requires NPS to prepare a "detailed statement" before undertaking any "major federal action" "significantly affecting the quality of the human environment." CEQ regulations require the agency to describe the areas affected by the alternatives under consideration. CEQ regulations also make clear that economic and social effects must be analyzed.

The Environmental Impact Statement must address: (among other things)

*environmental impact of the proposed action (including direct and indirect effects; possible conflicts between the proposed action and the objectives of federal, regional, state, and local land use plans and policies; and means of mitigating such effects)

*any adverse environmental effects which cannot be avoided should the proposal be implemented

*a preferred alternative, a no action alternative, and other alternatives considered

The Draft GMP/EIS:

- Excludes from analysis any impacts north of the Maryland state line
 - Utterly fails to analyze emergency evacuation from D.C. or from the neighborhoods
 - Fails to provide adequate analysis of direct and indirect traffic impacts and related, foreseeable safety issues in the neighborhoods
 - Fails to provide adequate analysis of potential recreational benefits of proposed closure
 - Fails to provide any mitigation plans for impacts on neighborhoods
 - Fails to seriously study the idea of completing a paved recreation trail throughout the areas proposed for closure, one option that would satisfy both residents and bicyclists.
- (See page 34 where NPS discusses and dismisses this alternative because of concerns whether "user numbers and use patterns would justify the construction of a paved recreation trail" given that weekday usage is "relatively low" and that "most recreation needs are already being met by the weekend road closures in these areas" and because completing the bike path would be "difficult and expensive.")
- A 1990 NPS study recommended completing the bike trail through Rock Creek Park.)

NPS appears to believe, and has publicly stated, that it can undertake the closure, for a trial one year period, and study the impacts later. That turns NEPA on its head and clearly violates the law.

MR. JONES: My name is George Jones. G-E-O-R-G-E, J-O-N-E-S. I live in the Rolling Wood community adjoining Rock Creek Park.

I would like to submit into the record a letter from our representative of the 8th District of Maryland, Chris Van Hollen written to interested members of our neighborhood.

"Thank you for contacting me about proposals to close off portions of Beach Drive to vehicular traffic during certain non peak hours. I appreciate your taking the time to share your concerns with me.

As an avid hiker and biker I know that many families in our area enjoy having open access to Beach Drive on the weekends. But Beach Drive is an important traffic artery for many in our community. Our region already experiences some of the worst traffic congestion in the country and I will not support measures that make matters worse.

I would have to be convinced by thorough traffic studies that closing of Beach Drive at certain times during weekdays would not result in significant cut through traffic in adjacent neighborhoods or contribute to increased traffic, gridlock or inconvenience. I have always encouraged the development of trails for users by bikers and hikers, such as the Capital Crescent and Georgetown Branch trails. These other scenic pathways that do not cut off essential roads for motors.

Again, I appreciate knowing your views in this matter. Please do not hesitate to let me know whenever I may of service to you. Sincerely, Chris Van Hollen."

I would also like to add my own comments.

I commend the National Park Service for recognizing all the alternative, including alternative B preserve the historical, cultural and natural resources of the park. I note that the National Park Service—it recognizes that it has to work with D.C., state and local governments and agencies to address its use relating to air and water quality. However, I was disturbed that the Park Service failed to work with these other agencies and governments when developing its various traffic proposals.

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I'm disheartened that the National Park Service is disregarding the Councils of D.C. and Montgomery County, the D.C. Department of Public Works and Maryland Department of Transportation who have urged that Beach Drive and Rock Creek and Potomac Parkway remain open with no new restrictions to motor vehicles.

I note that the National Park Service supported alternative D. Their reasons are inconsistent with other alternatives that they rejected out of hand.

For example, they proposed to close—the proposal to close it during the midday and at night. They rejected it because they would eliminate driving for pleasure except during rush hours. What does alternative D do? Eliminate the pleasure of driving during the day.

I request that the Park Service plan—I note that the plan references the Mayor's letter as a basis for proposing alternative D. If the Mayor can't D.C. Council to—If they keep Kringle Road closed, the National Park Service should not do his heavy lifting for him. Therefore, I propose that the National Park Service consider as an alternative one which implements all of its proposals other than the closure of Rock Creek Park. Thank you.

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS

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05/13/2003 12:01 PM AST

Subject: NPS CBPO Consultation Comments on the Draft GMP/EIS

The National Park Service Chesapeake Bay Program Office has completed review of the Rock Creek Park and the Rock Creek and Potomac Parkway Draft General Management Plan /Environmental Impact Statement. Our comments are offered for consideration in context of our ongoing staff to staff consultation with Rock Creek Park rather than as an official position on the proposed alternatives. Understanding that the GMP alternatives hinge on more controversial issues, we note the implied intent under all alternatives to "continue to support the goals of the Chesapeake Bay Program as they relate to Rock Creek and its tributaries and continue to participate in the regional program as a partner." (Page 19)

The attached document (GMPtext) summarizes the Chesapeake Bay Program and the National Park Service's obligations and opportunities relative to the Bay Program. This document is provided for your reference and as "boiler plate language" that might be appropriate for incorporation (whole or in part) in sections of the GMP/EIS.

Our page specific comments are as follows:

Page 19: Consider modifying the 4th bullet point to read, "Promote greater public understanding of water resource issues in the park and encourage public support for and participation in improvements in the Rock Creek, Potomac River and Chesapeake Bay watersheds."

Page 43: In 3rd paragraph, consider incorporating language to provide more clarity on NPS commitments relative to the Chesapeake Bay Program.

Page 299: Correct the Index entry for Chesapeake Bay (also defacto covering Chesapeake Bay Program) by deleting pages 126, 276, 329. Chesapeake Bay Program is currently referenced on pages 19, 21, 43, 124, 272, and 319.

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Page 313: APPENDIX B: LAWS AND EXECUTIVE ORDERS: Add reference to the Estuaries and Clean Waters Act of 2000. (Title II-Chesapeake Bay Restoration mandates our compliance with Chesapeake Bay agreements.)

Page 319: Last paragraph, consider incorporating language to provide more clarity on NPS commitments relative to the Chesapeake Bay Program.

.....**Chesapeake Bay Program (Boiler Plate Language for General Management Plans (e.g., for use in the Affected Environment, Purpose and Need for Action, Laws and Executive Orders, and /or Relationship to Other Planning Efforts sections))**

As the largest estuary in the United States and one of the most productive in the world, the Chesapeake Bay was this nation's first estuary targeted for restoration and protection. The Chesapeake Bay Program is the unique regional partnership among the states of Virginia, Maryland, and Pennsylvania; the District of Columbia; the Chesapeake Bay Commission; and the Environmental Protection Agency (lead agency for the federal government) that has been directing and conducting the restoration effort since the signing of the historic *Chesapeake Bay Agreement of 1983*. Considered a national and international model for estuarine research and restoration programs, the Bay Program is led by the Chesapeake Executive Council. The Executive Council, composed of the chief executives of the signatory partners, meets annually to establish the policy direction for the Bay Program. The restoration goals, as articulated in a series of agreements and plans, have evolved over the years reflecting the dynamic understanding of the challenges in restoring this ecosystem.

Since its inception in 1983, the Bay Program's highest priority has been the restoration of the Bay's living resources—its finfish, shellfish, Bay grasses, and other aquatic life and wildlife. The *1987 Chesapeake Bay Agreement*, established a goal to reduce the nutrients nitrogen and phosphorus entering the Bay by 40% by 2000. In the *1992 Chesapeake Bay Agreement*, the Chesapeake Executive Council agreed to continue the 40% reduction goal beyond 2000, as well as to attack nutrients at their source—upstream in the Bay's tributaries. As a result, Pennsylvania, Maryland, Virginia, and the District of Columbia began developing tributary strategies to achieve nutrient reduction targets. In 1993, the Executive Council set an initial goal for recovery of Bay grasses at 114,000 acres by 2005 and set goals for reopening spawning habitat for migratory fish by removing blockages, such as small dams, on Bay tributary rivers.

In July 1994, high-level federal officials from 25 agencies and departments (including the Department of the Interior and the National Park Service) signed the *Agreement of Federal Agencies on Ecosystem Management in the Chesapeake Bay*. This historic agreement outlined new cooperative efforts as well as specific goals and commitments by federal agencies across lands throughout the watershed.

In 1994, the Executive Council made the implementation of the tributary strategies the top priority for the Bay and its rivers. The Executive Council also adopted the *Chesapeake Bay Basinwide Toxics Reduction and Prevention Strategy*. In addition, the Executive Council issued new initiatives for riparian forest buffers and habitat restoration.

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The 1995 *Local Government Partnership Initiative* engaged the watershed's 1,650 local governments in the Bay restoration effort. The Chesapeake Executive Council followed this in 1996 by adopting the *Local Government Participation Action Plan* and the *Priorities for Action for Land, Growth and Stewardship in the Chesapeake Bay Region*, which address land use management, growth and development, stream corridor protection, and infrastructure improvements. In 1996, the Executive Council also signed the *Riparian Forest Buffers Initiative*, which strengthened the Bay Program's commitment to improve water quality and enhance habitat. A new goal called for restoring 2, 010 miles of riparian buffers on stream and shoreline in the watershed by 2010.

In 1997, the Executive Council renewed its commitment to the 40% nutrient reduction goal, acknowledging that it had to accelerate efforts, having concluded that the goal for phosphorus would be met by 2000, but the goal for nitrogen would not be met unless efforts were intensified. Other directives signed in 1997 focused on wetlands protection and restoration and the development of a Community Watershed Initiative.

In November 1998, representatives of 22 federal agencies and departments (again including the Department of the Interior and the National Park Service) signed an updated agreement, the *Federal Agencies' Chesapeake Ecosystem Unified Plan*, which contains 50 specific goals and commitments by federal agencies.

In 1998, education and technology were highlighted as tools for the future of Bay restoration. The Executive Council signed a directive to coordinate a regional effort to manage the use and transportation of animal waste. The Executive Council also directed the Chesapeake Bay Program to begin the process of creating a new Bay Agreement, to be completed in 2000.

On June 28, 2000, the Executive Council signed the new *Chesapeake 2000* agreement, which will guide the next decade of restoration and protection efforts throughout the Bay watershed. The agreement commits to protecting and restoring living resources, vital habitats and water quality of the Bay and its watershed. The agreement has cutting edge commitments in the area of water quality—correcting nutrient and sediment problems in the Bay and its tidal tributaries with the goal of taking them off of the impaired waters list by 2010. *Chesapeake 2000* also addresses sprawl and livability issues—committing to reduce the rate of harmful sprawl development of forest and agricultural land in the Bay watershed by 30% by 2012, and committing to permanently preserve 20% of the Bay watershed by 2010. The most recent commitment, derived from *Chesapeake 2000* and signed in 2001, addresses storm water management to control nutrient, sediment and chemical contaminant runoff from state, federal and District-owned land.

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On November 7, 2000 the President signed the *Estuaries and Clean Waters Act of 2000*, which included Title II – Chesapeake Bay Restoration. This Act amends Section 117 of the Federal Water Pollution Control Act (known as the Clean Water Act) and reauthorized the Chesapeake Bay Program to continue leading the Chesapeake Bay restoration effort. Title II—the “Chesapeake Bay Restoration Act of 2000” includes explicit mandates that Federal agencies that own or operate facilities within the Chesapeake Bay watershed shall: 1) participate in regional and sub watershed planning and restoration programs; and 2) ensure that the property, and actions taken by the agency with respect to the property, comply with the Chesapeake Bay Agreement, the Federal Agencies Chesapeake Ecosystem Unified Plan, and any subsequent agreements and plans.

The National Park Service has an opportunity to play an important role in the effort to build a sustainable future for the Chesapeake Bay and its 64,000-square-mile watershed. A healthy, sustainable Chesapeake Bay watershed is beneficial in the protection of park resources, and will also support quality of life issues and the health of the economy and local resources. In the 1994 National Park Service Vail Agenda report, *Ecosystem Management in the National Parks*, it is stated: “Widespread land development, increasing human population, global demand for natural resources, and changing dynamics of communities and economies place enormous stress on natural and cultural resources....The National Park Service must adapt its management practices to confront these challenges to resource stewardship....An ecosystem approach to management will require actions to be targeted to root causes of problems whether they exist inside or outside park boundaries....We should increasingly work in cooperation with partners to help manage resources of larger areas....”

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In joining the Chesapeake Bay Program in 1994, the National Park Service committed to work together with other Bay Program partners to manage the Chesapeake Bay watershed as a cohesive ecosystem—to contribute to the restoration, conservation, and interpretation of the Bay’s many valuable resources both within and beyond the national parks of its watershed. Our contributions are the product of the shared responsibility and coordinated efforts of the National Capital and Northeast regions and the collective efforts of all the parks and program centers within the Chesapeake Bay watershed. The primary challenge for the National Park Service is to be “standard bearers” in our resources management and to model programs and management practices on parklands that compliment the goals and objectives of the Chesapeake Bay Program. Parks in their normal daily operations are already contributing to the Chesapeake Bay Program commitments through stewardship of park resources, and the *Chesapeake Bay Restoration Act of 2000* explicitly states that we are expected to do so. Furthermore, the participation of parks in the development of state/local tributary strategies for the restoration of water quality in tributaries listed under the Clean Water Act, section 303 (d) is critical.

Beyond the stewardship of park resources, there is also a clear expectation that the National Park Service can and will provide leadership in meeting the commitments of the Chesapeake Bay Program in several key areas—public access, resource interpretation and education. Restoration of the Chesapeake Bay will require participation from all partners including the public who lives and vacations in the Bay watershed. The visitation that we enjoy at our sites represents an enormous opportunity for the National Park Service and the Chesapeake Bay Program. The National Park Service has an important educational opportunity to share with the public the importance of the Bay as a unique natural and cultural resource through its resource management work and its interpretive operations. National parks are ideally suited to showcase exemplary environmental practices that demonstrate the value and fundamental wisdom of maintaining healthy, functioning natural systems. By interpreting not only the important resources we manage in our parks, but also how we manage our resources in relationship to an ecosystem, we can help spread vital resource stewardship messages to the public.

The Chesapeake Bay Program presents a great opportunity—a regionally focused vision for integrating good management into the larger context of the Chesapeake Bay ecosystem. It challenges park managers to act as stewards of their parks in the context of the larger watershed/ecosystem to insure a sustainable future, and so also embrace the challenges of the National Park System Advisory Board, in

its 2001 report: *Rethinking the National Parks for the 21st Century*, wherein the Board recommended that the National Park Service:

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- Embrace its mission, as educator, to become a more significant part of America’s educational system by providing formal and informal programs for students and learners of all ages inside and outside park boundaries.
- Encourage the study of the American past, developing programs based on current scholarship, linking specific places to the narrative of our history, and encouraging a public exploration of the American experience.
- Adopt the conservation of biodiversity as a core principle in carrying out its preservation mandate and participate in efforts to protect marine as well as terrestrial resources.
- Advance the principles of sustainability, while first practicing what is preached.

ROCR 2974
Page 1 of 1ROCR 2995
Page 1 of 1BARBARA A. MIKULSKI
MARYLANDCOMMITTEES:
APPROPRIATIONS
HEALTH, EDUCATION, LABOR,
AND PENSIONSUnited States Senate
WASHINGTON, DC 20510-2003

May 29, 2003

Ms. Fran P. Mainella
Director
National Park Service
Department of the Interior
1849 C Street, NW, Room 3112
Washington, D.C. 20243-0001

Dear Ms. Mainella:

I am forwarding a letter from one of my constituent groups, Rollingwood Citizens Association, who is concerned about the permanent closure of Beach Drive.

These residents already contend with cut-through traffic on the weekends, due to the closure of Beach Drive. If the General Management Plan for Rock Creek is approved, they will be asked to endure a further inconvenience during weekdays.

I believe that this is a very serious safety issue for the residents of this community, and I hope that you will take every appropriate action to address their concerns as soon as possible. Please send your response to my Projects Coordinator, Dr. Gail Street in my Greenbelt office at the above address.

Thank you very much for your consideration. I look forward to hearing from you.

Sincerely,


Barbara A. Mikulski
United States Senator

BAM:gs

IN REPLY PLEASE REFER TO
OFFICE INDICATED:

- ☐ 1629 THAMES STREET, SUITE 400
BALTIMORE, MD 21231
(410) 962-4510
VOICE/TDD: (410) 962-4512
- ☐ 60 WEST STREET, SUITE 202
ANNAPOLIS, MD 21401-2448
(410) 263-1805
BALTIMORE: (410) 269-1650
- ☐ 6404 IVY LANE, SUITE 406
GREENBELT, MD 20770-1407
(301) 345-5517
- ☐ 14 WEST WASHINGTON STREET
HAGERSTOWN, MD 27140-4804
(301) 797-2826
- ☐ SUITE 1E, BUILDING B
1201 PEMBERTON DRIVE
SALISBURY, MD 21801-2403
(410) 546-7711

PAUL S. SARBANES
MARYLANDUnited States Senate
WASHINGTON, DC 20510-2002

June 2, 2003

Ms. Adrienne Coleman
Superintendent
Rock Creek Park
3545 Williamsburg Lane N.W.
Washington, D.C. 20008

Dear Ms. Coleman:

A number of my constituents who reside in Chevy Chase have contacted my office regarding the National Park Service's preferred alternative (D) to the General Management Plan for Rock Creek Park which would restrict weekday automobile traffic in the northern part of Beach Drive during non-rush hours.

As you will note from the enclosed correspondence, they are particularly concerned that this proposal would divert traffic into communities surrounding the park and create safety hazards. Moreover, they assert that the draft Environmental Impact Statement failed to adequately evaluate weekday traffic volumes for the preferred alternative in these neighborhoods. Indeed, it is my understanding that the draft plan only analyzed weekday traffic volumes for alternatives A, B, and C.

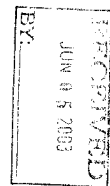
I ask that you give these concerns full and careful consideration and that the Park Service undertake additional traffic studies in these communities so that the full impacts of this proposal can be thoroughly and thoughtfully evaluated. Your attention to this matter is appreciated and I look forward to hearing from you.

With best regards,

Sincerely,


Paul Sarbanes
United States Senator

PSS/eai

309 HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510
202-224-4524

ROCR 3083

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ROCR 2862

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MAHYI AND

United States Senate

WASHINGTON, DC 20510-2002

July 15, 2003

Ms. Adrienne Coleman
Superintendent
Rock Creek Park
3545 Williamsburg Lane N.W.
Washington, D.C. 20008

Dear Ms. Coleman:

I am writing to follow up on my previous correspondence of June 2 regarding the National Park Service's proposal to close the northern portions of Beach Drive to automobiles during weekday non-rush hour periods.

As you know, I am a strong proponent of bicycling and alternative transportation options and have worked very hard to establish and expand federal programs to help develop bicycle and pedestrian trails throughout this region and the nation. Indeed, I am leading an effort in the Congress to establish a new federal grant program to support the development of alternative transportation services for our national parks, wildlife refuges and other public lands. Known as the Transit in Parks Act or TRIP, the legislation would provide \$90 million a year in capital funds for transit projects, including rail or clean fuel bus projects, pedestrian and bike paths, or park waterway access, within or adjacent to national parks and other public lands. I would be pleased to work with you, the Washington Area Bicyclist Association, and other organizations to explore options for enhancing hiker-biker trails in Rock Creek Park and the greater Washington metropolitan area.

Montgomery County Executive Doug Duncan, the Montgomery County Council, the Council of the District of Columbia, other elected officials as well as a recent editorial in the Washington Post have each raised serious concerns and expressed opposition to the proposed closure of Beach Drive on weekdays. In light of these concerns, I urge you to fully explore alternative solutions to enhancing the visitor experience, resource conditions, traffic controls, and bicycle and pedestrian safety in the park. Your attention to this matter is greatly appreciated and I look forward to hearing from you.

With best regards,

Sincerely,


Paul Sarbanes
United States Senator

PSS/cas

MS. JONES: Tuesday evening I spoke as a resident of Ward 3 here in the District of Columbia. This evening I'm here to read a statement from D.C. Council Member Jack Evans Ward 2, D.C. Council Member Sharon Ambrose Ward 6 and D.C. Council Member Phil Mendelson an at large member of the Council. And I'm reading their statement for them.

"Residents of Washington, D.C. deeply appreciate having such a fine natural resource as Rock Creek Park in the midst of our city. The park enhances the quality of life in the Nation's Capital by providing a quiet oasis for recreation and enjoyment of nature. We understand that several approaches are under consideration for managing automobile traffic in your general management plan process for Rock Creek Park. Many of our constituents are deeply concerned about the volume of automobile traffic in the park and how it impacts their ability to enjoy the park's natural resources. Constituents also want to ensure that any changes in the park traffic patterns do not adversely affected their neighbors.

We're pleased to learn that the Park Service has decided to consider a proposal to establish weekday recreation zones on portion of Beach Drive north of Broad Branch Road except during rush hour. We believe this approach offers the potential for providing weekday recreation opportunities in Rock Creek Park while minimizing possible traffic impacts in adjacent neighborhoods. Provides that such measures are found not to adversely impact adjacent neighborhoods, we urge the Park Service to implement them in its final management plan for the park.

The Park Service's forwarded looking decision several years ago to create weekend recreation zones has turned upper Beach Drive into a center for recreation and nature that attracts people from all over the Washington area. We look forward to the possibility of making the Rock Creek Valley a place for mid-day and evening recreation on weekdays as well.

Thank you for your consideration. Jack Evans, Sharon Ambrose and Phil Mendelson."

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS

1323 RHODE ISLAND AVE. N.W.

WASHINGTON D.C. 20005-3701

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COUNCIL MEMBER FENTY: Good evening. For the record, my name is Adrian Fenty. I live in D.C. I am the representative on the Council of the District of Columbia for Ward Four which is approximately 74,000 residents of D.C. At the onset, allow me to state that I feel strongly that there are well-intentioned advocates on both sides of this issue.

As a representative for Ward Four which encompasses most of the portion of Beach Drive that is discussed in this plan however I submit the following statement after hearing from hundreds of my constituents who have advised me overwhelmingly of their desire to support Alternative B, no further closures. When Congress defined and dedicated Rock Creek Park in 1890, it established roadways for the purpose of driving, wider paths for horseback riding, and footways for pedestrians. I see no reason to change what Congress has set up. It has improved the quality of life for all residents, so I oppose limiting access to Rock Creek Park any more than it is already.

The proposed restrictions do not have the support of the community as a whole. Already we have seen community opposition to the Park Service plan to close Beach Drive. Many ANC's and community organizations including ANC-4A, ANC-4C, Crestwood League, 16th Street Heights, Shepherd Park Citizens Association, and the Gateway Coalition in my ward and others from other wards have taken positions against restricting the use of Beach Drive.

The proposed restrictions would benefit a small margin of the community at the expense of many. These limitations would serve the needs of special interests and wrongly exclude the majority of park users including senior citizens, the young, and the physically challenged. The proposed restrictions also create public safety concerns and unfairly burden the surrounding neighborhoods and communities with increased traffic and restricted travel options.

Beach Drive is one of two principal roads within Rock Creek Park. These roads have proved to be vital to the future of development of the nation's capital and to the city's economic improvement and residential desirability. The roads and trails should continue to form a historically significant circulation system that contributes a distinctive layered historical character to the park and permit full public access for all of D.C.

It also is unclear to me from the proposed restrictions exactly what the problem is that we are trying to solve. We know it isn't an environmental issue. The studies have not identified it as such. There is no lack of hiking trails in Rock Creek Park. We have miles and miles of such. If we need more paved biking trails, then the answer is not to exclude the majority of users for the benefit of a few. We need to look at enhancing existing trails or making new ones.

Closing Beach Drive reduces the efficiency of our transportation system.

Restricting traffic forces cars onto already over burdened routes. As the third most traffic congested city in the nation, we cannot afford to give away valuable travel routes. Moreover, it is going to cost a lot of money to keep our citizens from using Beach Drive. It makes no sense to spend so much money to implement and maintain a restrictive road closure that excludes most citizens and lacks community support.

We should work to enhance the recreational features of the park for everyone. We cannot allow a change in the use of Beach Drive from the historic use of scenic driving to other uses. Closure of sections of Beach Drive north of Broad Branch Road would eliminate the traditional visitor experience of automobile touring along the length of the park.

Moreover, Rock Creek Park was created for all of us to enjoy and should not be converted to a commuters only road. As we move forward, if we need to develop new ways to manage Rock Creek Park, those solutions must be inclusive, not exclusive and should have the support of the community. As Frederick Law Olmstead, one of our greatest American landscape architects stated, "A connected system of parkways is manifested far more complete and useful than a series of isolated parks."

We should not limit access to Beach Drive. Rather, we should enhance public access to Rock Creek Park as was intended by its original designer and so wisely dedicated to the public by Congress. Thank you.

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS

1323 RHODE ISLAND AVE. N.W.

WASHINGTON, D.C. 20005-3701

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COUNCIL OF THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004
www.dccouncil.washington.dc.us
Office: (202) 724-8052
Fax: (202) 724-8120

ADRIAN M. FENTY
Councilmember - Ward 4
Democrat

Committee Member
Economic Development
Education, Libraries and Recreation
Public Services
Subcommittee on Human Rights
Property Management, and Latino Affairs

May 22, 2003

Adrienne Coleman, Superintendent
Rock Creek Park
3545 Williamsburg Lane, N.W
Washington, D.C. 20008-1207

Dear Ms. Coleman:

Please find, attached, recent correspondence from Advisory Neighborhood Commission (ANC) 4C opposing any and all changes to the Rock Creek Park General Management Plan. Also, find attached, a copy of my statement, regarding my position on this matter.

Should you have any further concerns regarding this matter please feel free to contact me at (202) 724-8828 or via e-mail at afenty@dccouncil.us.

Sincerely,


Adrian Fenty
Councilmember, Ward 4

AMF/lb

Attachments

ADVISORY NEIGHBORHOOD COMMISSION 4C May 13, 2003

RESOLUTION

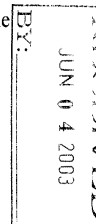
Opposing any and all changes in the Rock Creek Park General Management Plan that propose to close Beach Drive to automobile traffic.

WHEREAS, The National Park Service, Department of Interior, announced in the Federal Register on March 14, 2003, the availability of a draft Environmental Impact Statement and General Management Plan for Rock Creek Park, Washington, DC.

WHEREAS, The Environmental Impact Statement and General Management Plan evaluates the following four alternatives for Rock Creek Park: (1) Alternative A would generally retain the current scope of visitor uses with improvements in visitor safety, better control of traffic volumes and speeds through the Park; (2) Alternative B would propose no actions at all; (3) Alternative C proposes to close three sections of Beach Drive to automobiles at all times and, thereby, eliminate traffic in much of the northern part of the Park; (4) Alternative D proposes to close three segments of Beach Drive in the northern portion of the Park to motorized vehicles for a 6-hour period, from 9:30 a.m., to 3:30 p.m., on weekdays.

WHEREAS, Alternative D, which only completely opens Beach Drive at rush hour times, would facilitate commuter access through the Park but would have an adverse effect on local motorists and residents east and west of Rock Creek Park who will no longer be able to traverse the Park through local streets. They would be forced to go miles out of their way, even into Maryland in order to reach either side of the park.

WHEREAS, Alternatives C and D prohibit access to Beach Drive from most roads and increase traffic on streets that are already heavily trafficked such as 16th Street NW, 14th Street NW, Military Road, Piney Branch Parkway and 13th Street, Park Road, and Blagden Avenue.



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WHEREAS, The proposal, by prohibiting automobile access to the park, benefits the young and mobile but penalizes many Seniors, the handicapped, small children and others with mobility challenges from using the park.

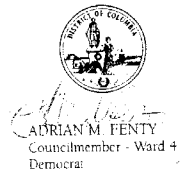
WHEREAS, The proposal, by prohibiting automobile access to the park, blocks access to emergency evacuation routes at Rock Creek Parkway and George Washington Parkway.

THEREFORE, It is Resolved, That the Advisory Neighborhood Commission 4C opposes any and all changes in the Rock Creek Park General Management Plan that propose to close Beach Drive to automobile traffic.

Approved at a duly noticed meeting on May 13, 2003, with a quorum present.


Timothy A. Jones
Chairman
Advisory Neighborhood Commission 4C


Kristen L. Barden
Secretary ANC 4C



COUNCIL OF THE DISTRICT OF COLUMBIA
 WASHINGTON, D.C. 20004
 www.dccouncil.washington.dc.us
 Office: (202) 724-8052
 Fax: (202) 724-8120

3005-

Committee Member
 Economic Development
 Education, Libraries and Recreation
 Public Services
 Subcommittee on Human Rights
 Property Management, and Latino Aff

May 20, 2003

Fenty's Comments on the Rock Creek Park Draft Management Plan

At the outset, allow me to state that I feel strongly that there are very well-intentioned advocates on both sides of this issue. As the representative for Ward 4, which encompasses most of the portion of Beach Drive that is discussed in this Plan, however, I submit the following statement after hearing from hundreds of my constituents who have advised me of their desire to support Alternative B – no further closures. When Congress defined and dedicated Rock Creek Park in 1890, it established roadways for the purpose of driving, bridle paths for horseback riding, and footways for pedestrians. I see no reason to change what Congress has set up. It has improved the quality of life for our residents, so I oppose limiting access to Rock Creek Park any more than it is already.

First and foremost, the proposed restrictions do not have the support of the community as a whole. Already, we have seen a groundswell of community opposition to the Park Service plan to close Beach Drive. Many ANC's and community organizations (including ANC4A, ANC4C, Crestwood Neighborhood League, 16th Street Heights, Shepherd Park Citizen's Association and the Gateway Coalition) in my ward and others have taken positions against restricting the use of Beach Drive to hikers and bikers.

Second, the proposed restrictions would benefit a small margin of the community, at the expense of many. These limitations would serve the needs of special interests, and wrongly exclude the majority of park users, including senior citizens, the young, and the physically challenged. The proposed restrictions also create public safety concerns, and unfairly burden the surrounding neighborhoods

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and communities with increased traffic and restricted travel options.

Beach Drive is one of two principal roads within Rock Creek Park. The paved roads and trails serve as connectors to some of Washington's great architecture. These roads have proved to be vital to the future development of the national capital and to the city's economic improvement and residential desirability. The roads and trails should continue to form a historically significant circulation system that contributes a distinctive layered historic character to the park and permit full public access for all of DC.

It also is unclear to me from the proposed restrictions exactly what the problem is that we are trying to solve. We know it isn't an environmental issue; the studies have not identified it as such.

There is no lack of hiking trails in Rock Creek Park. We have miles and miles of hiking trails that are under-utilized.

If we need more paved biking trails, then the answer is not to exclude the majority of users from our historic parkways for the benefit of a few. Instead, we need to look at enhancing existing trails or making new ones. The Park Service's own recommendations suggest that separate bikeways are the safest alternative. We may be able to enhance some of the underutilized trails; or create new paved trails away from the roadway.

Closing Beach Drive reduces the efficiency of our transportation system. Restricting traffic forces cars onto already overburdened routes. DC residents depend on our transportation system which is already overcrowded. As the third most traffic congested city in the nation, we cannot afford to give away valuable travel routes. In an evacuation, experts advise people to avoid major arteries and use alternate routes.

Moreover, it is going to cost a lot of money to keep our citizens from using Beach Drive. It makes no sense to spend so much money to implement and maintain a restrictive road closure plan that excludes most citizens and lacks community support. We should work to enhance the recreational features of the

park for everyone, in keeping with the historic and cultural character of the Park which has been the province of all for so many decades. For these reasons I also oppose the mayor's plan for a test closure of Beach Drive after construction of 16th Street is completed. The mayor's proposal to test the closure of Beach Drive doesn't have broad support in the community.

We cannot allow a change in the use of Beach Drive from the historic use of scenic driving to other uses. Closure of sections of Beach Drive north of Broad Branch Road would eliminate the traditional visitor experience of automobile touring along the length of the park.

Moreover, Rock Creek Park was created for all of us to enjoy and should not be converted to a commuters-only road. The current weekend restrictions are a great compromise since they allow most families to access the Park on the two (2) days when they are not at work or school. Further restricting Beach Drive would unfairly and unnecessarily deny the public the traditional and historic experience of touring Rock Creek Park, and also would rob citizens the cultural character so many DC residents have enjoyed and cherished for nearly 100 years.

As we move forward, if we need to develop new ways to manage Rock Creek Park, those solutions must be inclusive—not exclusive and should have the support of the community.

As Frederick Law Olmsted, one of our greatest American landscape architects stated, "A connected system of parks and parkways is manifestly far more complete and useful than a series of isolated parks." We should not limit access to Beach Drive, rather; we should enhance public access to Rock Creek Park as was intended by its original designer and so wisely dedicated to the public by Congress.

-END-

ROCR 2990
Page 1 of 5ROCR 2990
Page 2 of 5COUNCIL OF THE DISTRICT OF COLUMBIA
THE WILSON BUILDINGOffice Of The Secretary
(202) 724-8080 (Voice)
(202) 347-3070 (Fax)

JUN 10 2003

Ms. Adrienne Coleman
Superintendent
National Park Services, Rock Creek Park
3545 Williamsburg Lane, N.W.
Washington, D.C. 20008-1207

Dear Ms. Coleman:

The Council of the District of Columbia directed me to send you a copy of Council Resolution 15-122, "Sense of the Council on the National Park Service's Draft **General Management Plan** for Rock Creek Park Emergency Resolution of 2003 ", adopted by the Council during the June 3, 2003 Legislative Meeting.

If you have any questions regarding this resolution, please contact me on 724-8080.

Sincerely,

Phyllis Jones
Secretary to the Council

Enclosure

ENROLLED ORIGINAL

A RESOLUTION

15-122

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

June 3, 2003

To declare, on an emergency basis, the sense of the Council on the National Park Service's Draft General Management Plan for Rock Creek Park.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as the "Sense of the Council on the National Park Service's Draft General Management Plan for Rock Creek Park Emergency Resolution of 2003".

Sec. 2. The Council finds that:

(1) The National Park Service ("NPS") in March 2003 released a draft general management plan and environmental impact statement that analyzes alternatives, one or a combination of which ultimately will be selected to guide management of Rock Creek Park for the next 15 to 20 years. NPS has invited public comment on the plan until July 15, 2003.

(2) Alternative A, Improved Management of Established Park Uses, would improve visitor safety, better control traffic volumes, and speeds through the park by implementing traffic-calming measures and high-occupancy vehicle ("HOV") restrictions during rush-hour periods in the primary travel direction of the traffic, enhance interpretation and education opportunities, and improve the use of park resources, especially cultural resources. This alternative generally would retain the current scope of visitor uses.

(3) Alternative B, Continue Current Management/No-Action, would continue the current management practices into the future.

(4) Alternative C, Nonmotorized Recreation Emphasis, would eliminate automobile traffic along much of the northern portion of Beach Drive, and better control traffic volumes and speeds elsewhere. Management of resources other than traffic would be the same as in Alternative A.

(5) Alternative D, Mid-Weekday Recreation Enhancement, would eliminate automobile traffic along much of the northern part of Beach Drive from 9:30 a.m. to 3:30 p.m. each weekday, which is the part of Beach Drive currently closed to traffic on weekends and holidays. Management of resources other than traffic would be the same as Alternative A. Alternative D is the National Park Service's preferred alternative.

(6) Rock Creek Park was established through an act of Congress in 1890 and is

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ENROLLED ORIGINAL

one of the oldest and largest natural urban parks in the United States. The park's urban character is described in the act, which calls for both "a pleasure park or pleasure ground for the benefit and enjoyment of the people," as well as "roadways and bridle paths, to be used for driving and for horseback riding, respectively, and footways for pedestrians."

(7) Rock Creek Park's 1,754 acres annually provide recreation, respite, and educational opportunities for thousands of citizens locally, regionally, and nationally. The park's amenities and attractions, enjoyed by so many, include the National Zoo, Peirce Mill, Klinge Farm, Rock Creek Horse Centre (including the National Center for Therapeutic Riding), National Park Service Nature Center, Brightwood Recreation Area (including the Carter Barron Amphitheater and the tennis stadium), Rock Creek Golf Course, recreation and bridal trails, picnic groves, playground areas, and community gardens.

(8) Rock Creek Park's roadways not only make the scenic vistas of the park readily available to the public, they also serve as major transportation arteries within the District. According to traffic studies conducted for the National Park Service, on an average weekday, approximately 55,000 cars travel on the busiest portion of Rock Creek and Potomac Parkway, and approximately 25,000 cars travel on the busiest portion of Beach Drive.

(9) One scenario proposed by the National Park Service in developing its environmental impact statement would essentially preserve the status quo, maintaining the park as it has evolved thus far, with emphasis on improved maintenance of the current facilities.

(10) Alternate scenarios would greatly alter the present nature and character of the park. The alternatives include changing or eliminating many of the current vehicular access features and placing a greater emphasis on the recreational or urban wilderness aspects of the park.

Sec. 3. (a) It is the sense of the Council that the current management plan for Rock Creek Park, Alternative B, has been greatly successful and has served its many purposes well in benefitting the citizens of the District of Columbia, the region, and the nation.

(b) It is also the sense of the Council that the current traffic management plan for Rock Creek Park, contained in Alternative B, should continue as the preferred policy of the National Park Service because all of the other alternatives currently under consideration include new vehicular restrictions on Rock Creek Park's roadways that would divert substantial traffic to other existing major north-south routes in the city, such as 16th Street, 14th Street, Connecticut Avenue, Massachusetts Avenue, and Wisconsin Avenue, and would considerably overburden these major thoroughfares and their adjacent residential streets. The District is already suffering adverse transportation, economic, and environmental impact from other federally-imposed vehicular traffic restrictions.

(c) However, the Council supports traffic management improvements, outlined in Alternative C, which are designed to increase safety and reduce speeds along Rock Creek's roadways, such as the traffic-calming devices proposed for Beach Drive and the safety

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ENROLLED ORIGINAL

improvements proposed for the intersection of Beach Drive and Rock Creek and Potomac Parkway.

(d) It is further the sense of the Council that the non-traffic management plan that calls for improved recreational facilities and other park resources, contained in Alternative A, should also be implemented. These improvements would:

- (1) Upgrade some recreational trails and rehabilitate deteriorating segments;
- (2) Rehabilitate the Peirce Mill complex to focus on the history of milling and land use in the area and rehabilitate the Peirce Mill Barn for use in interpretation and education;
- (3) Move the park administrative offices out of the Peirce-Klinge Mansion at Linnaean Hill to commercial office space outside the park or to a new office facility that would be constructed at the park maintenance yard;
- (4) Rehabilitate the Linnaean Hill complex for adaptive use compatible with park values;

(5) Move the U.S. Park Police substation out of the Lodge House on Beach Drive at Joyce Road to a commercial space outside the park or to a new park police substation that would be constructed near the existing U.S. Park Police H-3 stables;

(6) Convert the Lodge House to a visitor contract station to provide park orientation, information, and interpretation; and

(7) Rehabilitate and expand the nature center and upgrade the planetarium to improve effectiveness of public programs.

Sec. 4. The Secretary to the Council shall transmit a copy of this resolution, upon its adoption, to the Director of the National Park Service and to the Superintendent of Rock Creek Park.

Sec. 5. This resolution shall take effect immediately.

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Page 1 of 1

COUNCIL OF THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004
Council Period Fifteen

RECORD OF OFFICIAL COUNCIL VOTE

Docket No. **PR15-246** Resolution No. **R15-122**

Action & Date **ADOPTED, 06-03-03**

☐ Item on Consent Calendar

☐ ROLL CALL VOTE -Result ()

Councilmember	Aye	Nay	NV	AB	Councilmember	Aye	Nay	NV	AB	Councilmember	Aye	Nay	NV	AB
Chmn. Cropp	X				Chavous	X				Orange	X			
Allen	X				Evans		X			Patterson	X			
Ambrose	X				Fenty	X				Schwartz	X			
Brazil		X			Graham	X								
Catania	X				Mendelson		X							
X - Indicate Vote					AB - Absent					NV - Present, Not Voting				

☒ VOICE VOTE Result **APPROVED**
Absent **ALL PRESENT**
Recorded Vote (On Request) **BRAZIL, EVANS AND MENDELSON VOTED NO**

CERTIFICATE OF RECORD

[Signature]
Secretary to the Council

June 10, 2003
Date



COUNCIL OF THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004

Phil Mendelson
Councilmember At-Large

Office: (202) 724-8064
Fax: (202) 724-8099

July 15, 2003
(By e-mail, hardcopy to follow)

Ms. Adrienne A. Coleman
Superintendent, Rock Creek Park
3545 Williamsburg Lane, N.W.
Washington, DC 20008

RE: General Management Plan

Dear Superintendent Coleman:

I am writing to provide my comments on the draft General Management Plan for the general management of Rock Creek Park for the next 15-20 years. I support the National Park Service's preferred alternative which would close three segments of Beach Drive in the northern portion of the park to motorized vehicles for a 6-hour period (9:30 a.m. to 3:30 p.m.) each weekday.

I applaud the vision of this management plan which recalls the establishment of the lands lying on both sides of Rock Creek to be "perpetually dedicated and set apart as a public park or pleasure ground for the benefit and enjoyment of the people of the United States... [and to] provide for the preservation from injury or spoilation of all timber, animals, or curiosities within said park, and their retention *in their natural condition, as nearly as possible.*" (D.C. Code §§ 10-140 & 10-142; emphasis added)

The diversion of 150-200 cars per hour from Beach Drive to alternative routes would be negligible in terms of our transportation system, while the proposed closing would improve recreational quality and provide environmental benefits. The midday closure would not deny motorized, recreational access: all existing parking lots and all but two picnic areas in the park would remain accessible to cars.

When I campaigned for office in 1998 I publicly supported closing the upper segments of Beach Drive 24 hours per day, seven days a week. My position today is consistent with what I promised the voters. I believe the preferred alternative should be tried - for the benefit of the park and the future generations who will use it.

Sincerely,
[Signature]
Phil Mendelson

ROCR 3017
Page 1 of 3ROCR 3017
Page 2 of 3COUNCIL OF THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004KATHY PATTERSON
COUNCILMEMBER, WARD 3CHAIRPERSON
COMMITTEE ON THE JUDICIARYOFFICE: (202) 724-8062
FAX: (202) 724-8118

July 17, 2003

Adrienne A. Coleman, Superintendent
Rock Creek Park
National Park Service
3545 Williamsburg Lane NW
Washington, DC 20008By facsimile and mail

Dear Ms. Coleman,

I am forwarding for your attention a letter from my constituent, Bill Rogers, concerning traffic problems on Rock Creek Parkway, and his suggestions for improvement.

Please consider his comments as work on the general management plan continues. Thank you for your time, interest and consideration.

Sincerely yours,

Kathy Patterson

Enclosures

Cc: Bill Rogers

nps_rocr_gmp@nps.gov, 06:31 PM Sunday 7/13/03 -0400, Comments on alternatives AND ST

To: nps_rocr_gmp@nps.gov
From: Bill Rogers
Subject: Comments on alternatives AND SUGGESTIONS TO CHEAPLY IMPROVE TRAFFIC FLOW
Cc:
Bcc:
Attached:

July 13, 2003

Dear Park Service representative:

Thank you for accepting these comments by e-mail, and including them in the public comments on the management alternatives for Beach Drive. Please also refer this letter to personnel in charge of traffic flow and design, as the fourth paragraph onwards proposes specific solutions to existing safety and environmental problems.

It is important to me for you to realize and respect the reality that many members of our local Sierra Club chapter, the Washington Area Bicyclist Association, and other environmental groups strongly dissent from the advocacy positions of those organizations on this issue. I'm a member of both of these groups, as well as many other environmental groups, and I strongly support ALTERNATIVE B (to leave Beach Drive as it is). I'm profoundly opposed to Alternative C, which is supported by the Sierra Club.

I believe further restrictions on automotive use of Beach Drive are directly contrary to the interests of the citizens of the District, and to our economic competitiveness and quality of life. I also do not believe it is representative of the opinions of our city's citizens to lose Beach Drive as a major north-south route for automobile traffic. My only exception to this would be that IF rush hour traffic flows produced HEAVY backups, I would support rush hour HOV restrictions. Any claims that traffic would not become radically worse on other north-south routes should not be accepted unless STRONGLY supported through traffic-flow modelling.

I also ask you to please redesign the following two intersections to improve traffic flow and safety, thereby reducing auto emissions and wasted time. The Park Service should address its own direct contributions to bad air quality and traffic flow before further restricting the behavior of local taxpayers.

1. The unnecessary and long backups where southbound Beach Drive traffic attempts to merge with southbound Rock Creek Parkway.
2. The unnecessary and long backups where eastbound traffic off the Roosevelt Bridge attempts to merge onto the southbound Potomac Pkwy.

In both of the traffic nightmares above, the simple addition of a few "New Jersey barriers" would VASTLY improve traffic flow. Drivers currently wait at both intersections for ALL lanes to be free of cars before proceeding. At

Car you get New to TRY
These are MINOR adjustments producing MAJOR imp



ROCR 3017
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Page 1 of 1

nps_rocr_gmp@nps.gov, 06:31 PM Sunday 7/13/03 -0400, Comments on alternatives AND SU

Beach Drive, the barriers would tell them visually that northbound traffic on Rock Creek Parkway in the right hand lane should NOT prevent them from proceeding. At the Roosevelt Bridge, the barriers would tell them visually that southbound traffic on the Potomac Parkway is restricted to the right hand lane and that the left hand southbound lane is totally available to them. These two SHORT sections of auto barriers would cost mere peanuts even by Park Service standards, and will not harm the visual beauty of the park (particularly if they are designed by the Park Service and not bought off-the-shelf).

I also urge you to begin the planning and funding process to completely redesign the intersection of Beach Dr. and the Rock Creek Parkway, to provide nonstop southbound access from Beach Drive onto the Parkway, and to provide a safe pedestrian and bicycle overpass or underpass to SEGREGATE bicycle and pedestrian traffic from the urban traffic flow. Please also begin the planning and funding process to extend the bicycle and pedestrian paths above Broad Branch Dr. to the Maryland state line and beyond. If you were more responsive to the general public which uses these facilities than to a small, organized minority, then you would already have addressed these issues rather than spending your staff resources on these divisive management alternatives. The needs of all users, drivers and bicyclists, would already have been met.

Thank you for considering these comments, and including them in the public record.

Sincerely,

Bill Rogers

=====END OF MESSAGE=====

A suggestion for those of you ALSO overwhelmed by junk email ("SPAM"): go to the link below to get a free copy of the "honorware" program "MailWasher." It's \$3 on the honor system, & allows you to send a computer code back to the email sender saying that your email address is no good (rather than asking to be removed, which just confirms it is a good address). Possibly infected emails can be reviewed and deleted before being downloaded:

<www.MailWasher.net>

[-----]



Council of the District of Columbia
1350 Pennsylvania Avenue, N.W., Suite 105
Washington, D.C. 20004

Carol Schwartz
Councilmember, At-Large

Tel: (202) 724-8105
Fax: (202) 724-8071
carol.schwartz@dc.gov

May 20, 2003

Ms. Adrienne Coleman
Superintendent, Rock Creek Park
3545 Williamsburg Lane, N.W.
Washington, D.C. 20008

Dear Superintendent Coleman:

I am writing to state my opinion on the National Park Service's *General Management Plan* for Rock Creek Park. It appears that the Park Service's preferred course of action would be to close the northern part of Beach Drive, every day—not just on weekends, as is now the case—from 9:30 a.m. until 3:30 p.m. What this proposal says to me is that if you are not a bicyclist or recreationalist, your only option would be to battle rush hour to enjoy the park by automobile. What about our seniors or our disabled, not to mention those with time constraints who would like an opportunity—albeit briefly—to commune with nature. Why don't they count?

Ms. Coleman, Rock Creek Park is a treasure for all citizens of the District of Columbia as well as to its visitors. It does not exist merely for those persons who bicycle, jog or walk—although those groups are given sole access to Beach Drive on weekends. Rock Creek Park does have cycling trails, walking and jogging paths, and yes, it has other roadways. But I am of the firm belief that the entire Park should be made available to everyone at all times. However, since an agreement was made years ago to close this same portion of Beach Drive on weekends, and because I am also a staunch proponent of compromise, I support keeping the current closure schedule for Beach Drive as is.

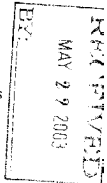
I also feel that if Beach Drive were not open to motorists at any time from Monday to Friday, then the impact on residential neighborhoods such as Cleveland Park, Crestwood and Mount Pleasant would be severe.

Perhaps in the future as the Washington region makes inroads into its transportation problems, there may come a time when I think we might be able to justifiably place further limits on motorists who utilize Beach Drive. However, at this time, it is my recommendation that you **do not close** the northern section of Beach Drive from Mondays through Fridays, from 9:30 a.m. until 3:30 p.m. Please keep the status quo.

Sincerely,

Carol Schwartz
Councilmember At-Large
Chair, Committee on Public Works
And the Environment

CS/js



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Page 1 of 1

ROCR 1736
Page 1 of 8

MR. SLATTERY: Good evening. I'm representing Council Member Schwartz who resides in D.C. "Dear Superintendent Coleman. I am writing to state my opinion on the National Park Services general management plan for Rock Creek Park. It appears that the Park Service's preferred course of action would be to close the northern part of Beach Drive everyday, not just on weekends which is now the case from 9:30 a.m. until 3:30 p.m.

What this proposal says to me is if you are not a bicyclist or a recreationalist your only option would be to battle rush hour to enjoy the park by automobile. What about our seniors or our disabled, not to mention those with time constraints who would like an opportunity albeit briefly to commune with nature? Why don't they count?

Ms. Coleman, Rock Creek Park is a treasure for all citizens of the District of Columbia as well as to its visitors. It does not exist merely for those persons who bicycle, jog, or walk although those groups are given sole access to Beach Drive on weekends. Rock Creek Park does have cycling trails, walking and jogging paths, and yes it has other roadways, but I am of the firm belief that the entire park should be made available to everyone at all times.

However, since an agreement was made years ago to close this same portion of Beach Drive on weekends and because I am also a staunch proponent of compromise, I support keeping the current closure schedule for Beach Drive as is. I also feel that if Beach Drive were not open to motorists at any time from Monday to Friday then the impact on residential neighborhoods such as Cleveland Park, Crestwood, and Mount Pleasant would be severe.

Perhaps in the future as the Washington Region makes in-roads into its transportations problems, there may come a time when we might be able to justifiably place further limits on motorists who utilize Beach Drive. However, at this time, it is my recommendation that you do not close the northern section of Beach Drive from Mondays through Fridays from 9:30 a.m. until 3:30 p.m. Please keep the status quo. Sincerely, Charles Schwartz, Council Member at-large."

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE. N.W.
WASHINGTON D.C. 20005-3701

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Health
Environmental Health Administration
Bureau of Environmental Quality

★ ★ ★

Office of the Bureau Chief

July 7, 2003

Adrienne A. Coleman
Superintendent, Rock Creek Park
3545 Willamsburg Lane, NW
Washington, DC 20008

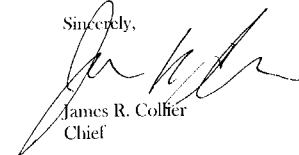
Dear Ms Coleman:

We have reviewed the draft General Management Plan/Environmental Impact Statement for Rock Creek Park. Our comments are attached and we are available to discuss them with you.

We are particularly concerned with an issue that is not dealt with in the document - routine maintenance of the Park. There are several invasive species of plants and animals that are having a devastating effect upon many areas in and outside of the Park. Because the Park is surrounded by urban areas with impervious surfaces, storm flows have and are causing stream channel instability and a loss of habitat. Both of these issues are operation and maintenance issues. We believe that O&M budgets need to be increased in order to protect and improve the Park ecosystem.

We are looking forward to the beginning of construction this Fall to eliminate the fish blockages in Rock Creek and appreciate the cooperation as we work toward our mutual goal of improving the environment.

Sincerely,


James R. Collier
Chief

ROCR 1736
Page 2 of 8ROCR 1736
Page 3 of 8**GOVERNMENT OF THE DISTRICT OF COLUMBIA****Department of Health
Environmental Health Administration
Bureau of Environmental Quality**

The Draft General Management Plan has been reviewed for potential air and water quality impacts that might result from activities associated with the Rock Creek Park development. The Bureau of Environmental Quality (BEQ) review of the draft document reveals the following:

1. AIR QUALITY

The draft document contends that measured carbon monoxide (CO) concentrations in the park areas drift from Washington, DC proper, consequently CO emissions is an area-wide problem that could not be worsened by Rock Creek-related projects.

The BEQ disagrees because the incremental contribution of localized projects to CO hotspots is a local concern. Consequently, the BEQ takes the position that proper air resource management will improve the local air quality, and by extension the overall regional situation. Thus, the incremental levels of CO pollution should not and must not be ignored.

In analyzing the impacts on air quality of the park management plan, the draft document did not analyze dust and smoke emissions because the occurrences were believed to be both infrequent and of small magnitudes that overall contributions to the park air quality is negligible.

While BEQ recognizes variability in levels of source emissions, this agency advises that proponents of projects thoroughly evaluate contemplated activities for air quality impacts. This of course is best done during the planning phase of a development, as is currently the case. Consequently, project components such as Administration and Operations which might involve: (1) New Construction, (2) Alteration of traffic pattern, (3) Rehabilitation / Modification, (4) Installation of a HVAC system, etc, will require BEQ approval.

The air quality analysis was based on 1996 air quality monitoring. The CO concentration determined in 1996 was based on a 1990 Average Weekday Traffic Volume. The consultant, Robert Peccia & Associates et al., projected this 1996 data to the year 2020 to arrive at a number that formed the basis for the air quality impact analysis associated with the Rock Creek Park and Rock Creek Potomac Parkway project.

It is the opinion of the BEQ that data validity is a concern and requires justification. The BEQ has two concerns with this methodology:

(1) The use of a seven (7) year old air quality monitoring data casts doubt whether the modeling prediction would actually capture current air quality conditions in the Rock Creek Park environs.

(2) A similar argument can be made in the adoption of a 1990 Average Daily Traffic Volume in the projection of CO vehicular loadings for the year 2020.

Project components such as Administration and Operations which might involve: (1) New Construction, (2) Alteration of traffic pattern, (3) Rehabilitation / Modification, (4) Installation of a HVAC system etc, may be subject to the Environmental Impact Screening Form process, using the latest available data.

The document under review further suggested that the traffic modeling for the year 2020 did not identify any changes in regional traffic arising from management actions at Rock Creek Park, therefore the air quality analysis focused on incremental changes at each roadway intersections.

The BEQ believes that this approach is acceptable provided that the indicated traffic model has merits.

Why were HOV-2 restrictions not considered with Alternative D? Page 62 states: "By the year 2020, with Alternative B commuter traffic along some portions of Beach Drive would routinely near gridlock conditions." This would be the same level of commuter traffic as under Alt. D. While modeling may not reveal a significant difference in traffic within Rock Creek under HOV-2 restrictions, it seems that it is a necessary first step in encouraging individuals to carpool and for creating an impetus for other roadways to be classified as HOV-2 during commuting hours. Maintaining status quo would not, in the long-term, improve either air or water quality.

Also, the text on pg. 344 is confusing as to how estimates of HOV-2 usage were obtained. It states "consultant estimates of average auto occupancy for each trip purpose were utilized based on data collected within project study area during this study as well as from other similar urban areas." Does this mean that the number of vehicles with greater than 2 individuals were counted as those that would use HOV-2 lanes? It does not seem reasonable to use figures obtained from Rock Creek when HOV-2 restrictions do not currently exist. Additionally, what are some of the modeling assumptions in regards to HOV-2--does the modeling assume that people would take other routes, rather than carpool, and this is why a reduction in volume would not be observed?

Text: pg. 19 "The analysis showed that Alternative D is environmentally preferred by a close margin."

This is different than the text on pgs. 64-65, where it is stated that the environmentally preferred alternative is Alternative C. Need to clarify why D was selected.

ROCR 1736
Page 4 of 8ROCR 1736
Page 5 of 8**2. WATER QUALITY**

Text: pg. 170: "If administrative and Park Police functions were relocated within the park, new impervious surfaces, such as building roofs and parking areas, could cause small, long-term increases in runoff volumes and pollutant loadings. ... The new facilities also could be designed to minimize impervious surfaces and modifications could be made to existing areas, such as parking lots, so that no net increase in runoff occurred."

The BEQ recommends that any buildings that are constructed/remodeled in Rock Creek Park or in the Rock Creek Park watershed utilize low impact development (LID) to reduce increased imperviousness in the watershed. Some suggested design modifications include the installation of green roofs, creation of rain gardens and the use of vegetated swales.

Text: pg. 170: "Automobile traffic on Beach Drive and the parkway adjacent to Rock Creek would be reduced by an average of about 25%, this could result in lower pollutant loadings (sediment, oils and grease, and metals washed from road surfaces) of the creek during and after storm events. This reduced loading would produce beneficial, long-term negligible to measurable effects on water quality. This beneficial effect would be further increased when combined with such actions as the revegetation of road shoulders with dense ground cover, another BMP frequently applied to improve stream water quality."

The traffic studies did not find that within the Rock Creek watershed traffic would substantially decrease under any of the alternative—"The traffic modeling for the year 2020 did not identify any changes in regional traffic because of management actions at Rock Creek Park. Instead, the alternative would redistribute the same traffic volume through different roadways"(pg. 162). Automobiles within the watershed would still be releasing these pollutants, and while it is possible that some would be intercepted/filtered by vegetation, most of these pollutants would eventually enter Rock Creek, and it is unlikely that pollutant levels would be noticeably lower.

For the BMP practices, BEQ suggests that it be specified that native vegetation be used for ground cover and that the planting of riparian trees and no mow zone along portions of Rock Creek also be considered.

Text: pg. 171 "Compared to future conditions occurring under the alternative of no action (Alternative B), Alternative A would produce long-term improvements in the water quality and stormwater hydrology. Cumulatively, the incremental effects of the improvements would be major and beneficial."

It is not clear how the alternative provides major and beneficial improvements to water quality, as the only primary change would be the use of BMPs at park facilities and during construction. As mentioned above, BEQ does not believe that reduction in traffic along the parkway would correlate to reduction to pollutants entering Rock Creek, as overall traffic numbers are anticipated to remain the same within the entire watershed. If the document is suggesting that Alternative A, in conjunction with other planned activities, would be

beneficial the sentence should be reworded—"The incremental effects of the improvements, in conjunction with other planned WASA and Woodrow Wilson Bridge mitigation projects, would have a major and beneficial improvement to water quality".

Also, no mention is made in the Impacts on Rock Creek and tributaries or in the cumulative impact section on the impacts of tailpipe emissions on water quality via atmospheric deposition. Burning of fossil fuels has been known to increase nitrogen oxide (Nox) inputs to water. Reductions in tailpipe emissions would be beneficial to both air and water quality.

3. WETLANDS AND FLOODPLAINS

Text: pg. 173 "Alternative A would include improving and possibly re-routing of the recreation trails along Rock Creek, portions of which are in the 100-year floodplain. Trail construction in a floodplain is acceptable under NPS Floodplain Management Guidelines (NPS 1993a). Short-term, adverse effects on the 100-year floodplain capacity could occur during construction."

BEQ agrees that trails should be re-routed out of the 100-year floodplain. BEQ suggests that no new trails be constructed within the 100-year floodplain. If trails were constructed within the floodplain, this could be considered a long-term impact, as it would decrease the infiltration area available for stream energy dissipation during a flood event area and potential infiltration/velocity reduction of runoff entering the stream. Also, construction of trails within the floodplain could impact stream meandering.

4. DECIDUOUS FOREST

Text: pg. 176 "Reconstruction of 2.5 miles of existing trails from about 6 ft. wide to a width of 9 ft. where possible and the net construction of 500 ft. of new, 8-foot wide foot/horse trail. This latter action would involve the construction of 3,500 ft. of new trail and the restoration of 3,000 ft. of former trail."

"As much as 4 to 5 additional acres could be disturbed by trail rehabilitation. Following completion of trail work, this construction zone would promptly be planted with native grasses to stabilize the soils and then be allowed to revegetate naturally with native woodland species."

The amount of trail that is to be reconstructed vs. newly constructed is confusing. In the summary document, under Alts. A, C & D, upgrading of 9.8 miles of trail is mentioned. However, in this text, only around 3 miles of trail is specifically mentioned. Would the other trails not be in forested areas? Where are the impacts from these trails mentioned? Also, how is it a net of 500 ft. of new trail when the following sentence says 3,500 ft. of new trail?

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Page 6 of 8

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Page 7 of 8

What type of material would be used on the foot/horse trail? BEQ would recommend that these trails be non-paved. For trails that are to be upgraded or relocated, the BEQ would also recommend that porous asphalt or other alternatives to traditional asphalt pavement be utilized.

Does the 4-5 acres refer to the area needed to rehabilitate the 3 miles of trail or other trail located elsewhere? Would monitoring occur to ensure areas become revegetated with native species? There is likely a non-native seed source within the park. BEQ would recommend replanting these areas with native tree species to prevent non-native regeneration and also monitoring of the site to ensure reforestation.

Text: pg. 177 "The effects on the riparian deciduous zone could include the following. The effect would be beneficial in the long-term, but the impact intensity would depend on the aggregate acreages of all of these actions:

-Within riparian zones, restoration would be implemented to correct problem areas.

This would supplement the regenerating capabilities in this zone.

-Existing trails in the riparian zone may be relocated outside of the riparian zone.

After stabilization with native grasses, riparian vegetation would be re-established along the former alignment either naturally or with the assistance of plantings. This would be a beneficial, long-term effect."

What are the riparian zone dimensions, what would constitute a trail being within a riparian zone and what would be criteria for relocation? Also, how much of the 9.8 miles of trail is found within the riparian zone? Figures should be provided for the riparian trail as they were for the upland trails. BEQ recommends relocation of trails from riparian zones (a 50-foot buffer on each side of stream).

In general, the document does not make use of updated information. For example, the findings of the document entitled "Water Quality, Sediment Quality and Stream-Channel Classification of Rock Creek, Washington, D.C. 1999-2000", prepared by the U.S. Geological Survey, in cooperation with the National Park Service, has not been used. In addition, the D.C. 305(b) report used is dated 1996 while 1998, 2000 and 2002 reports are available.

5. NATURAL RESOURCE MANAGEMENT

Page 17 - Under the kind of actions the National Park Service (NPS) will undertake is coordination. Agencies that the NPS coordinates with to improve water quality are listed. This list should include the D.C. Department of Health. The Water Quality Division coordinates with the National Park Service to resolve illicit discharges to Rock Creek and its tributaries.

Page 19 - Replace

"Support initiatives by the U.S. Environmental Protection Agency, State of Maryland, and local governments, including the District of Columbia and Montgomery County, that ..."
by
"Support initiatives by the U.S. Environmental Protection Agency, State of Maryland, the District of Columbia, and local governments, including Montgomery County, that ..."

Alternatives

Alternative A

U.S. Park Police substation

Page 76 - Proposed BMPs should be implemented for mitigation of bacteria runoff.

Edgewater

Page 76 - Specify pollutant as "bacteria runoff".

Alternative B

Edgewater

Page 85 - Proposed BMPs should be implemented for mitigation of bacteria runoff.

Alternative C

Page 94 - Proposed BMPs at Edgewater should be implemented for mitigation of bacteria runoff.

Alternative D

Page 103 - Proposed BMPs at Edgewater should be implemented for mitigation of bacteria runoff.

Page 119 - Last paragraph

The last sentence indicates sources of high bacteria concentration in upper Rock Creek. Recent bacteria source tracking investigation (ongoing D.C. Department of Health study) has shown elevated bacteria levels from 'livestock' immediately downstream the stable facilities. Include horse stables as sources. Include this source also on page 123 in list of point and nonpoint sources of water pollution.

Page 120 - Second paragraph

The volume of combined sewer overflow is incorrectly stated as being 42.5 million gallons during a 1 hour storm. It is 49 million gallons per average year.

Last paragraph

Replace "The District of Columbia Water Resources Management Division ..." by "The District of Columbia, Department of Health ..."

Appendix B

Laws and Executive Orders

ROCR 1736
Page 8 of 8ROCR 2991
Page 1 of 1**Other Laws**

Under Natural Resources, include the "District of Columbia Water Pollution Control Act, D.C. Law 5-188; D.C. Official Code §§ 8-103.



MARYLAND DEPARTMENT OF THE ENVIRONMENT
1800 Washington Boulevard o Baltimore Maryland 21230-1718
(410) 537-4120

Robert L. Ehrlich, Jr.
Governor

Lynn Y. Buhl
Acting Secretary

May 5, 2003

Superintendent Adrienne A. Coleman
Rock Creek Park
3545 Williamsburg Lane, NW
Washington DC 20008

RE: MDE Identifier: ES20030403-0017
Project: Rock Creek Park and the Rock Creek and Potomac Parkway

Dear Superintendent Coleman:

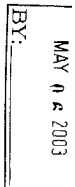
Thank you for providing the Maryland Department of the Environment (MDE) with the opportunity to comment on the above-referenced project. Copies of the documents were circulated throughout MDE for review, and it has been determined that this project is consistent with MDE's plans, programs and objectives.

Again, thank you for giving MDE the opportunity to review this project. If you have any questions or need additional information, please feel free to call me at (410) 537-4120.

Sincerely,

A handwritten signature in cursive script that reads "Joane D. Mueller".

Joane D. Mueller
MDE Clearinghouse Coordinator
Technical and Regulatory Services Administration



ROCR 2861
Page 1 of 4ROCR 2861
Page 2 of 4

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor

Andrey E. Scott
Secretary
Florence E. Baria
Deputy Secretary

July 15, 2003

Ms. Adrienne Coleman
Superintendent, National Park Service
U.S. Department of the Interior
3545 Williamsburg Lane, NW
Washington, DC 20008-1207

STATE CLEARINGHOUSE RECOMMENDATION**State Application Identifier:** MD20030331-0273**Applicant:** U.S. Department of the Interior and the National Park Service**Project Description:** Environmental Impact Statement: Draft General Management Plan, Rock Creek Park and the Rock Creek and Potomac Parkway: consider 4 alternatives including "no action"**Project Location:** Montgomery County and the District of Columbia**Approving Authority:** U.S. Department of the Interior**Recommendation:** Consistent with Qualifying Comments

Dear Ms. Coleman:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 14.24.04, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter, with attachments, constitutes the State process review and recommendation. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of State Police, Natural Resources, Transportation, the Environment, Montgomery County, the Maryland-National Capital Park and Planning Commission in Montgomery County, and the Maryland Department of Planning. The Maryland-National Capital Park and Planning Commission in Montgomery County had no comments.

The Maryland Departments of Natural Resources, State Police, Transportation, and the Environment; and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives. The Maryland Department of Transportation favored the "Continue Current Management" (no action alternative). See the attached memorandum.

Montgomery County found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments that requested certain actions if the mid-day road closure is part of the proposed facility changes. The County seeks the Applicant to mitigate against any transportation impacts that may result in neighborhoods located in Southern Montgomery County. See the attached response form.

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4180 • Toll Free: 1.877.767.6272 • TTY: Users: Maryland Relay
Internet: www.MDP.state.md.us

Ms. Adrienne Coleman
July 15, 2003
Page 2

Any statement of consideration given to the comments(s) should be submitted to the approving authority, with a copy to the State Clearinghouse. The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the State Application Identifier Number. This will ensure that our files are complete.**

Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey, J.D., Director
Maryland State Clearinghouse
for Intergovernmental Assistance

LCJ:BR

Enclosure(s)

cc: Jorge Valladares - MNCPPCM
Leigh Maddox - MDSP
Ray Dintaman - DNR

Ronald Spaulding - MDOT
Joane Mueller - MDE

Lisa Rother - MTGM

03-0273.CLS doc

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Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor

Audrey E. Satt
Secretary
Florence E. Burian
Deputy Secretary

PROJECT STATUS FORM

Please complete this form and return it to the State Clearinghouse upon receipt of notification that the project has been approved or not approved by the approving authority.

TO: Maryland State Clearinghouse
Maryland Department of Planning
301 West Preston Street
Room 1104
Baltimore, MD 21201-2305

DATE: _____
(Please fill in the date form completed)

FROM: _____
(Name of person completing this form.)

PHONE: _____
(Area Code & Phone number)

RE: State Application Identifier: MD20030331-0273
Project Description: Environmental Impact Statement: Draft General Management Plan, Rock Creek Park and the Rock Creek and Potomac Parkway: consider 4 alternatives including "no action"

PROJECT APPROVAL

This project/plan was: ☐ Approved ☐ Approved with Modification ☐ Disapproved

Name of Approving Authority: _____ Date Approved: _____

FUNDING APPROVAL

The funding (if applicable) has been approved for the period of:

_____, 200__ to _____, 200__ as follows:

Federal \$: _____ Local \$: _____ State \$: _____ Other \$: _____

OTHER

☐ Further comment or explanation is attached

Please Complete Your Review & Recommendation Before May 1, 2003

Return Completed Form To: Linda C. Janey, J.D., Manager, Maryland State Clearinghouse for Intergovernmental Assistance,
Maryland Department of Planning, 301 West Preston Street, Room 1104, Baltimore, MD 21201-2305
Phone: 410-767-4490 Fax: 410-767-4480

State Application Identifier: MD20030331-0273		Clearinghouse Contact: Bob Rosenbush, 410-767-4490 brosenbush@mdp.state.md.us	
Location: Montgomery County and the District of Columbia			
Applicant: U.S. Department of the Interior and National Park Service			
Description: Environmental Impact Statement: Draft General Management Plan, Rock Creek Park and the Rock Creek and Potomac Parkway: consider 4 alternatives including "no action"			
Based on a Review of the Information Provided, We Have Checked (x) the Appropriate Determination Below			
CONSISTENT RESPONSES - (For Use By STATE AGENCIES Only)			
C1	It is Consistent with our plans, programs, and objectives		
C2	It is Consistent with the policies contained in Executive Order 01.01.1992.27 (Maryland Economic Growth, Resource Protection, and Planning Act of 1992), Executive Order 01.01.1998.04 (Smart Growth and Neighborhood Conservation Policy), and our plans, programs, and objectives.		
C3	(MHT ONLY) It has been determined that the project will have "no effect" on historic properties and that the federal and/or State historic preservation requirements have been met.		
C4	(DNR ONLY) It has been determined that this project is in the Coastal Zone and is not inconsistent with the Maryland Coastal Zone Management Program.		
C7	(MDP ONLY) It is consistent with the requirements of State Finance and Procurement Article 5-7B-02; 03; 04 and 05 Smart Growth and Neighborhood Conservation (Priority Funding Areas).		
CONSISTENT RESPONSES - (For Use By COUNTY & LOCAL AGENCIES Only)			
C5	It is Consistent with our plans, programs, and objectives.		
C6	It is Consistent with the Economic Growth, Resource Protection, and Planning Visions (Planning Act of 1992), State Finance and Procurement Article 5-7B - Smart Growth and Neighborhood Conservation (Priority Funding Areas), and our plans, programs, and objectives.		
OTHER RESPONSES - (For Use By ALL)			
R1	GENERALLY CONSISTENT WITH QUALIFYING COMMENTS: It is generally Consistent with our plans, programs and objectives, but the attached qualifying comment is submitted for consideration.		
R2	CONTINGENT UPON CERTAIN ACTIONS: It is generally Consistent with our plans, programs and objectives contingent upon certain actions being taken as noted in the attached comment(s).		
R3	NOT CONSISTENT: It raises problems concerning compatibility with our plans, programs, objectives, or Planning Act visions/policies; or it may duplicate existing program activities, as indicated in the attached comment(s). If a meeting with the applicant is requested, please check here: <input type="checkbox"/>		
R4	ADDITIONAL INFORMATION REQUESTED: Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here: <input type="checkbox"/>		
R5	FURTHER INTEREST: Due to further interest/questions concerning this project, we request that the Clearinghouse set up a conference with the applicant.		
R6	SUPPORTS: Supports "Smart Growth" and Federal Executive Order 12072 (Federal Space Management), which directs federal agencies to locate facilities in urban areas.		

Attach additional comments if necessary OR use these spaces: The area covered by this plan is entirely within the District of Columbia so we have no comment. However, we ask the National Park Service to mitigate any transportation impacts that may result in neighborhoods in Southern Montgomery County.

Name: Lisa W. Rotter Signature: Lisa W. Rotter as a result of the midday road closure.

Organization: Mont. Co. Executive Office

Address: 100 Maryland Ave. 4th Floor
Rockville, MD 20850

Phone: (240) 777-2593

Date Completed: _____

☐ Check here if comments are attached.

MDPCH-1F

301 West Preston Street • Suite 1104 • Baltimore, Maryland 21201-2305
Telephone: 410-767-4500 • Fax: 410-767-4480 • Toll Free: 1-877-767-6272 • TTY: Use Maryland Relay
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Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor
Robert L. Flanagan
Secretary
Trent M. Kittiman
Deputy Secretary

April 29, 2003

Superintendent
Rock Creek Park
3545 Williamsburg Lane, N.W.
Washington, D.C. 20008-1207

RE: Rock Creek Park Draft General Management Plan Environmental Impact Statement

Dear Sir or Madam:

The Maryland State Highway Administration (SHA) has prepared the enclosed comments on this document, and we are submitting them for your consideration. SHA does not anticipate any impacts to State roads.

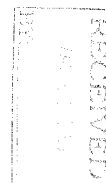
Thank you for providing the Maryland Department of Transportation the opportunity to comment on the above referenced EIS.

Sincerely,

Ronald N. Spalding
Manager, Regional Planning and Programming
Office of Planning & Capital Programming

Enclosure

cc: Mr. Michael J. Haley, Assistant Division Chief of Regional and Intermodal Planning
Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering
Mr. Glen Smith, Regional Planner, Regional and Intermodal Planning
Mr. Charlie Watkins, District Engineer



My telephone number is 410-
Toll Free Number 1-888-713-1414, TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

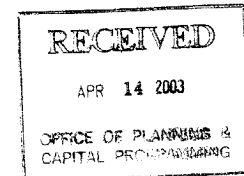
**MEMORANDUM**

To: Mr. Ronald Spalding, Manager
Office of Planning and Capital Programming

From: Dennis N. Simpson, Chief

Date: April 11, 2003

Subject: Rock Creek Park Draft General Management Plan Environmental Impact Statement



The Regional and Intermodal Planning Division concurs with Alternative B which is the *Continue Current* Management or no action alternative. This alternative will have the least impact to our State road system in the immediate vicinity. Although some the National Park Service's proposals may significantly impact commuters and Washington, DC streets, we do not anticipate any impacts to State roads. MD 410 (East-West Highway) intersects Beach Drive and is the closest State road to the affected area. The average daily traffic (ADT) for MD 410 near Beach Drive is 31,600 vehicles per day (VPD). The ADT on Beach Drive is approximately 5400 VPD at the State line which is one mile south of MD 410.

If you have any questions or concerns, please do not hesitate to contact Mr. Glen Smith, our Regional Planner for Montgomery County. Glen may be reached at (410)545-5675 or gsmith2@sha.state.md.us. He will be happy to assist you.

cc: Mr. Michael J. Haley, Assistant Division Chief of Regional and Intermodal Planning
Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering
Mr. Glen Smith, Regional Planner, Regional and Intermodal Planning
Mr. Charlie Watkins, District Engineer



410-545-5675 or 1-888-204-4828

ROCR 3010
Page 1 of 1ROCR 2978
Page 1 of 3GEOFFREY B. BIDDLE
Village Manager
DAVID R. PODOLSKY
*Legal Counsel*CHEVY CHASE VILLAGE
5906 CONNECTICUT AVENUE
CHEVY CHASE, MD 20815
Telephone (301) 654-7300
ccv@montgomerycountymd.gov

June 6, 2003

Ms. Adrienne Coleman
Superintendent, Rock Creek Park
U.S. National Park Service
3545 Williamsburg Lane, NW
Washington, D.C. 20008-1207


Dear Ms. Coleman:

This letter is in response to the National Park Service's proposal to restrict vehicular traffic on portions of Beach Drive during weekday non-rush hour periods. Connecticut Avenue and Brookville Road are two of the four alternate proposed traffic arteries that would carry spillover traffic currently accommodated by Beach Drive. These roadways run directly through Chevy Chase Village. Chevy Chase Village is opposed to the restriction as currently proposed.

The additional traffic traveling on these presently overburdened thoroughfares would have a significant negative impact on the Village's residential neighborhoods. That impact would be measurable in terms of increased congestion and reduced pedestrian safety – especially for our children. As a community, we oppose this and any other initiative that would arbitrarily increase traffic volume and/or reduce the safety of our residents.

Please let me know if there is any additional input we may make to prevent this proposal from being implemented.

Yours truly,


Geoffrey B. Biddle
Manager, Chevy Chase Village

cc: Ms. Mary Rowse, Chevy Chase Citizens Association
Mr. Bill Rice, Public Information Officer, D.C. Department of Transportation
Mr. Dan Tangherlini, Director, D.C. Department of Transportation
Mayor Anthony Williams
Mr. Terry Carlstrom, Director, National Capital Region, National Park Service
Ms. Fran Mainella, Director, Department of the Interior
Mr. Tim Letzkus, 16th Street Heights Civic Association

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MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

July 10, 2003

Adrienne A. Coleman, Superintendent
Rock Creek Park
3545 Williamsburg Lane, NW
Washington, DC 20008

Dear Ms. Coleman:

After a review of the Draft General Management Plan for Rock Creek Park by both the Transportation and Environment (T&E) Committee and the full body, the Montgomery County Council adopted a resolution (attached) supporting the current traffic management plan on Beach Drive and requests that the National Park Service not change the plan. We believe that closing Beach Drive at any time on weekdays will add to the significant traffic congestion on 16th Street, Connecticut Avenue, and other north-south routes, as well as exacerbate the cut-through traffic problem on neighborhood streets.

We appreciate the Park Service offering us the opportunity to comment, and we are especially thankful to you for your coming to brief the T&E Committee on June 26.

Sincerely,


Michael L. Subin
Council President

MLS:go

Copy: The Honorable Paul Sarbanes, United States Senate
The Honorable Barbara Mikulski, United States Senate
The Honorable Albert Wynn, U.S. House of Representatives
The Honorable Christopher Van Hollen, U.S. House of Representatives
The Honorable Steny Hoyer, U.S. House of Representatives
The Honorable Eleanor Holmes Norton, U.S. House of Representatives
The Honorable Linda Cropp, Chair, Council of the District of Columbia
The Honorable Ida Ruben, Chair, Montgomery County Senate Delegation
The Honorable Charles Barkley, Chair, Montgomery County House Delegation
The Honorable Douglas Duncan, Montgomery County Executive
The Honorable Anthony Williams, Mayor, Washington, District of Columbia
Derick Berlage, Chair, Montgomery County Planning Board

STELLA B. WERNER COUNCIL OFFICE BUILDING, 100 MARYLAND AVENUE, ROCKVILLE, MARYLAND 20850
240/777-7900 TTY 240/777-7914 FAX 240/777-7989
WWW.CO.MD.US/COUNCIL



ROCR 2978
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Page 3 of 3

Resolution No.: 15-264
 Introduced: July 1, 2003
 Adopted: July 8, 2003

COUNTY COUNCIL
 FOR MONTGOMERY COUNTY, MARYLAND

By: Councilmembers Nancy Floreen and Howard Denis

Subject: Council Support for Maintaining the Existing Traffic Management Pattern on Beach Drive in Rock Creek Park

Background

1. The National Park Service is developing a General Management Plan (GMP) for Rock Creek Park. The Park Service Superintendent for Rock Creek Park briefed the Transportation and Environment Committee of the Council on June 26, 2003. The deadline for public comment on the Draft GMP is July 15, 2003.
2. There are many recommendations within the Plan for improving park facilities and adjusting operations. However, one primary issue in the GMP is of concern to Montgomery County, the proposal to change traffic patterns on Beach Drive. There are four alternatives, which include recommendations such as imposing HOV restrictions, closing Beach Drive from 9:30 am to 3:30 pm on weekdays, closing sections of Beach Drive permanently to vehicular traffic, or maintaining the status quo.
3. Use and appreciation of the park should be available to everyone. Significant parts of Beach Drive are already closed on weekends to improve and increase recreational opportunities in Rock Creek Park. Mid-weekday is often the only time people whose limited mobility requires vehicular access to the park, such as seniors, handicapped individuals, parents with young children, or tourists can drive through Rock Creek Park for enjoyment. Proposals restricting weekday driving on Beach Drive, often the only time many individuals can enjoy the park, are inherently unfair to a large number of our residents.
4. Montgomery County is encouraging commuters and other drivers to travel in off-peak hours when roads are less congested. Closing Beach Drive at 9:30 am would discourage those who can travel during this later hour.
5. Traffic counts indicate that a higher proportion of cars use neighborhood streets when Beach Drive is closed. Restricting vehicular traffic on Beach Drive during the work week will divert large numbers of cars, overburdening adjacent residential streets and other north-south roadways.

6. The Council of the District of Columbia passed a resolution on June 3, 2003 opposing changes to the traffic management plan for Beach Drive. In addition, Congressman Chris Van Hollen wrote a letter on June 23, 2003 to the Superintendent of Rock Creek Park expressing strong opposition to any changes in current traffic patterns on Beach Drive.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

The Montgomery County Council supports the current traffic management plan on Beach Drive in Rock Creek Park and requests that the National Park Service not change it. The Council supports and agrees with the Resolution from the Council of the District of Columbia and the letter from Congressman Van Hollen.

This Resolution will be forwarded to the National Park Service and the Superintendent of Rock Creek Park before July 15, 2003.

This is a correct copy of Council action.


 Mary A. Edgar, CMC
 Clerk of the Council

ROCR 2985
Page 1 of 1OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850Douglas M. Duncan
County Executive

July 8, 2003

Adrienne A. Coleman, Superintendent
Rock Creek Park
3545 Williamsburg Lane, NW
Washington, DC 20008

Dear Ms. Coleman:

I am writing to provide comments on the National Park Service's Draft General Management Plan/Environmental Impact Statement for Rock Creek Park. My comments are limited to the transportation scenarios of the plan, as the final decision on that element will directly impact residents of Montgomery County.

Given the potential impacts of certain alternatives, I recommend Alternative B. I do not support the Park Service's preferred Alternative D for the future management of the park. I believe this alternative, while improving recreational opportunities for park visitors, would negatively impact certain Montgomery County neighborhoods, such as Rollingwood, by increasing the volume of traffic on their residential streets. These neighborhoods already experience 'cut-through' traffic effects when Beach Drive is closed on weekends. Motorists attempt to access Beach Drive from the north, only to find it closed, and then use the local neighborhood streets that are not intended for through traffic to reach alternative routes to Military Road and other park accesses. This problem would be exacerbated by any alternative that adds to the closures of Beach Drive. Excessive non-local traffic on local residential streets is a significant detriment to the livability of any neighborhood, and in Montgomery County we strive to preclude such problems wherever possible.

Thank you for allowing me the opportunity to comment on the plan.

Sincerely,

Douglas M. Duncan
County Executive

DMD/tdj

ROCR 2984
Page 1 of 1Kitty L. Radabaugh, Council Member
Traffic & SafetyLoraine Pittman, Council Member
Budget & Finance

Kitty L. Radabaugh, Mayor

Alison Coleman, Council Member
InfrastructureBarbara Scherman, Council Member
Parks & TreesAction

The Town Council of Kensington, MD approved the following resolution:

The Town of Kensington Council supports the current traffic management plan on Beach Drive in Rock Creek Park. The Council supports Alternative B as proposed by the Council of the District of Columbia.

This Action was taken at the Town Council meeting of July 7, 2003 and will be forwarded to the National Park Service and the superintendent of Rock Creek Park before July 15, 2003.

5710 MURCHILL ST. • KENSINGTON, MD 20849 • 301.949.2121 FAX 301.949.4925
EMAIL: mayor@townofkensington.org

ROCR 1803
Page 1 of 1ROCR 2973
Page 1 of 107/07/2003 12:53 PM AST
Please respond to ticedTo: Patrick_Gregerson@nps.gov
cc:
Subject: Rock Creek Newsletter 1

Name: Alexandra and Donald Tice (Council Chairman, VMA)

Address:
City, State/Province: Chevy Chase, MD
Country: USA
Postal Code: 20815

We wish to address the the Park Service's plan to close portions of Beach Drive adjacent to Chevy Chase from 9:30 a.m. to 3:30 p.m. on weekdays. The proposed plan would divert traffic from Beach Drive through our neighborhood streets onto Brookville Road, Connecticut Avenue, and the narrow residential streets which run between Rollingwood and the VMA. Estimates run as high as 3,000 to 4,000 diverted vehicles per day, which would be devastating to the safety and tranquility of small residential area such as Martin's Additions. The village of Martin's Additions to Chevy Chase joins several other community bodies and leaders, including the Rollingwood Citizens Association, the Village of Chevy Chase, Congressman Van Hollen, Mayor Williams, the D.C. Council and the ANC Assembly of the District of Columbia in opposing this proposal. We ask that you drop this proposal before you cause unnecessary and broad damage to the safety and well-being of thousands of residents of areas adjacent to the park in order to accommodate a small minority of people with limited special interests in seeing this proposal go forward.

Donald C. Tice
Council Chairman
Village of Martin's Additions po Chevy chase.



VILLAGE OF MARTIN'S ADDITIONS
P.O. Box 15267 • Chevy Chase, Maryland 20825 • 301/656-4112

Office of the
Village Council

July 14, 2003

National Park Service, Rock Creek Park
Superintendent Adrienne Coleman
3545 Williamsburg Lane, NW
Washington, D.C. 20008-1207

Dear Superintendent Coleman:

On behalf of the Village of Martin's Additions, I am writing with regard to the draft General Management Plan for Rock Creek Park and in particular, the Park Service's preferred Alternative D. The Village of Martin's Additions is an incorporated municipality with 320 households, including portions of Brookville Road, Thornapple Street, Shepherd Street, and Cummings Lane in Chevy Chase, Maryland.

At its June 2003 meeting, the elected Council of the Village of Martin's Additions voted unanimously to oppose any alternatives identified by NPS that would entail new closures of Beach Drive, including Alternative D. Under Alternative D, traffic will be diverted from Beach Drive through the Rollingwood and Chevy Chase, DC areas onto Brookville Road and the other Village Streets noted above. Contrary to the Park Service's analysis, this would cause a significant change in our quiet neighborhood character and would impose a substantial detriment to our community in exchange for what we view as minimal recreation benefits to the public.

We appreciate your careful consideration of the interests of our community exemplified by vote of the Village of Martin's Additions Council.

Sincerely,

Ken Brotman
Council Member