

SCOTT N. THAYER
7513 PEPPERELL DRIVE
BETHESDA, MARYLAND 20817

Dear Ms. Robeson Hannan—

I am a resident of the Al Marah/Riverway neighborhood. My roughly 150 neighbors and I are arguably the sole interested parties in the Holton Arms School (HAS) Exception discussion who do not already have their interests both identified and remedied, despite being the closest households to HAS's entrance. We do not have a homeowner's association or other source of funding to provide legal and technical expertise to counter HAS's assertions. Nor do we have sidewalks to protect pedestrians from speeding (and expanding) school traffic.

HAS has never consulted us regarding our concerns and possible solutions (I set up such a meeting which HAS canceled), and its commitment to provide access to documentation has not been fulfilled. HAS and some government officials apparently believe that a dash of paint on River Road, Royal Dominion Drive, and the school's entrance remedy our concerns. This is incorrect -- measures to restrict cut-through traffic in our neighborhood are urgently needed and must be in place before enrollment and other benefits HAS seeks are allowed. These measures include:

- Updating the traffic signal at Burdette Road and River Road to prohibit entry to our neighborhood via Burdette M-F 7-9 a.m. and 3-5 p.m. (An example would be the Dorset Drive and Little Falls Parkway intersection in Kenwood.)
- Updating the traffic signal at River Road and Royal Dominion Drive to allow only left or right turns from Al Marah M-F 7-9 a.m. and 3-5 p.m. from Al Marah. (An example would be the intersection of River Road and Westbard/Brookside in Kenwood.)
- The OZAH decision should include provisions that will hold HAS responsible in the future for the efficacy of its Transportation Management Plan. HAS suggests that its preparation of an annual report on the operation of its TMP should be considered adequate but there is no indication that such reports would lead to actual -- and prompt -- remediation of inadequacies. One means would be to direct that the two bullets above be implemented prior to the enrollment increase. Another would be to impose significant civil fines dating from the date of the original (and thus *de facto* inadequate) TMP. Otherwise, there is a very real risk that remedial measures would be subject to prolonged delay.

Thank you for your attention.

Scott N. Thayer