

Appendix

C

**Agency  
Coordination  
and  
Public Involvement**



**INTERAGENCY MEETING**

**SEPTEMBER 6, 2012**





# Pennsylvania Avenue/Minnesota Avenue Intersection Improvements EA Project

## INTERAGENCY MEETING

September 6, 2012  
1:00pm-2:30pm  
DDOT, 55 M St, SE, Conf room 541

### AGENDA

- 1- Welcome and Introductions
- 2- Project overview and Presentation
- 3- Discussions
- 4- Next Steps
- 5- Wrap up

**From:** [Casey, Austina \(DDOT\)](#)  
**To:** "[Jessica Demoise \(WASA\)](#)"; "[michael.hicks@fhwa.dot.gov](#)"; "[alex\\_romero@nps.gov](#)"; "[David\\_Hayes@nps.gov](#)"; "[peter\\_may@nps.gov](#)"; "[stephen\\_syphax@nps.gov](#)"; "[joel\\_gorder@nps.gov](#)"; "[leopoldo\\_miranda@fws.gov](#)"; "[bob\\_zepp@fws.gov](#)"; "[maria.teresi@usace.army.mil](#)"; "[rudnick\\_barbara@epa.gov](#)"; "[tleubke@cfa.gov](#)"; "[Marcel.Acosta@ncpc.gov](#)"; "[david.levy@ncpc.gov](#)"; "[Bill.Dowd@ncpc.gov](#)"; "[dmclaughlin@dcwater.com](#)"; "[Maloney\\_David \(OP\)](#)"; "[Lewis\\_Andrew \(OP\)](#)"; "[Musse\\_Abdi \(DDOE\)](#)"; "[Chinkuyu\\_Adion \(DDOE\)](#)"; "[flindstrom@cfa.gov](#)"; "[sbatcheler@cfa.gov](#)"; "[michael.weil@ncpc.gov](#)"; "[gopaul\\_nojibail@nps.gov](#)"; "[Michael.Hicks@dot.gov](#)"; "[Foxy, Keith \(DDOT\)](#)"; "[Muluneh\\_Dawit \(DDOT\)](#)"; "[Ogbeide\\_Patrick \(DDOT\)](#)"; "[Troccoli\\_Ruth \(OP\)](#)"; "[rmburns@wmata.com](#)"; "[Caroline Pinegar](#)"; "[Bo Yuan](#)"; "[Kim Hughes](#)"; "[Thomas, Charles \(DDOT\)](#)  
**Cc:** "[Khan, Saadat \(DDOT\)](#)"; "[Kersavage, Kristin \(DDOT\)](#)"; "[Rupert, Lezlie \(DDOT\)](#)"; "[Hameed, Faisal \(DDOT\)](#)"; "[McQuale, Christopher \(DDOE\)](#)  
**Subject:** Pennsylvania Avenue/Minnesota Avenue Intersection Improvements Project  
**Start:** Thursday, September 06, 2012 1:00:00 PM  
**End:** Thursday, September 06, 2012 2:30:00 PM  
**Location:** DDOT, 55 M St. Rm.541  
**Attachments:** [ATT91829.jpg](#)

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PENNSYLVANIA AVENUE AND MINNESOTA AVENUE INTERSECTION IMPROVEMENT PROJECT  
ENVIRONMENTAL ASSESSMENT  
INVITATION TO INTER-AGENCY MEETING

The Federal Highway Administration (FHWA), National Park Service (NPS), and District Department of Transportation (DDOT) would like to invite you to an Inter-agency Meeting for the Environmental Assessment (EA) to analyze potential environmental impacts of the improvements to be made at the intersection of Pennsylvania Avenue and Minnesota Avenue, SE, Washington, DC. The EA will be prepared in accordance with the National Environmental Policy Act (NEPA). The project will also include the assessment of historic resources in accordance with the Section 106 of the National Historic Preservation Act.

This project is part of the Greet Streets Initiative for the revitalization of Pennsylvania Avenue SE from the Sousa Bridge over the Anacostia River to Southern Avenue SE. The purpose of the project is to transfer property from NPS to the District to facilitate design improvements at the intersection with the intent to: enhance safety for motorists and pedestrians; create a consolidated, usable park space for pedestrians and visitors; and function as a catalyst for neighborhood revitalization.

We invite you to join us from 1:00 PM to 2:30 PM on September 6, 2012 for an Inter-agency Meeting for this project. The meeting will be held in at the DDOT headquarters at:

District Department of Transportation  
Conference Room 541  
55 M Street, SE  
Suite 500  
Washington, DC 20003

Our building is right on top of the Navy Yard Metro Station on Green line. Use the Half Street/Ballpark exit. We look forward to seeing you at this meeting.

Sincerely,

Austina Casey  
Project Manager

The District of Columbia Department of Transportation (DDOT) and the Federal Highway Administration (FHWA), in coordination with the National Park Service (NPS) are proposing improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, S.E Washington, DC (Twining Square area) (see **Figure 1**) as defined in the **Revitalization of Pennsylvania Ave, SE for the Great Streets Initiative Concept Design Final Report (Great Streets Concept Design Report)**, which was published in 2007.

Key to this project is the potential for land transfer between DDOT and NPS to facilitate the reconfiguration of the Twining Square area with the intent to:

- Improve pedestrian and vehicular safety;
- Create a consolidated, usable open space for community; and
- Improve multimodal connectivity and support land use.
- Support land use and community needs.

Prior to moving the project through final design and construction, an Environmental Assessment (EA) of the proposed action and its potential effects is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA). Additionally, the project will also include an assessment of effects on historical and cultural resources in accordance with the Section 106 of the National Historic Preservation Act of 1966 (NHPA).

**FHWA and NPS are co-lead federal agencies for the project.**

Please submit your comments to the addresses below by **October 15, 2012**.

**Mail:**

Penn/Minn Avenues Improvement Project  
Attn: Austina Casey, Project Manager  
District Department of Transportation  
IPMA/PDE  
55 M Street SE, Suite 500,  
Washington, DC 20003

**Website:  
via DDOT**

<http://ddot.dc.gov/PennMinnAvesProject>

**via NPS**

<http://parkplanning.nps.gov/twiningsquare>

## **PENNSYLVANIA AVE-MINNESOTA AVE INTERSECTION IMPROVEMENT ENVIRONMENTAL ASSESSMENT**

### **PROJECT INFORMATION**



**Figure 1: Twining Square**

***We thank you for your continued interest and participation in this project.***



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# **REQUEST FOR AGENCY COOPERATION**





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

District of Columbia Division  
(202) 219-3570 FAX 219-3545

1990 K Street, NW  
Suite 510  
Washington, DC 20006-1103

**SEP 27 2012**

In Reply Refer To: HDA-DC

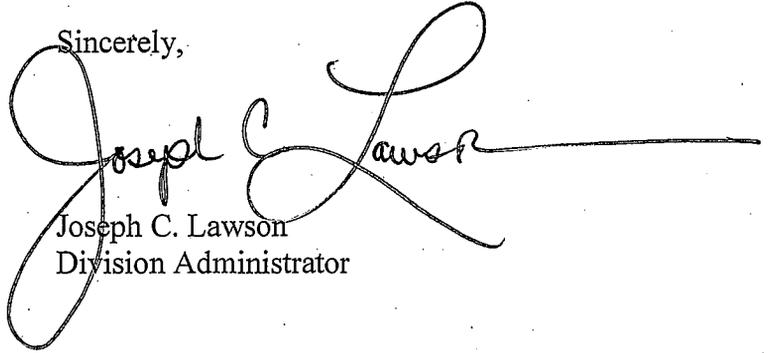
Mr. David W. Levy  
Director, Urban Design and Plan Review  
National Capital Planning Commission  
401 9th Street, NW, Suite 500  
Washington DC 20004

Dear Mr. Levy:

The Federal Highway Administration (FHWA), in conjunction with the District Department of Transportation (DDOT), is preparing an Environmental Assessment (EA) for improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, S.E. Washington, DC (Twining Square), in accordance with requirements of the National Environmental Policy Act. The project also includes an assessment of historic resources in accordance with Section 106 of the National Historic Preservation Act.

FHWA invites the National Capital Planning Commission to become a cooperating agency in the development of the EA for the subject project. Please respond in writing within 30 days of receipt of this solicitation if you either accept or decline Cooperating Agency status regarding the referenced project. If you have any questions, please contact either Michael Hicks of my staff at (202) 219-3513, michael.hicks@dot.gov or Austina Casey (DDOT) at (202) 671-0494, austina.casey@dc.gov. Thank you for your cooperation and interest in this project.

Sincerely,



Joseph C. Lawson  
Division Administrator

cc: Faisal Hameed, DDOT  
Austina Casey, DDOT





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

District of Columbia Division  
(202) 219-3570 FAX 219-3545

1990 K Street, NW  
Suite 510  
Washington, DC 20006-1103

**SEP 27 2012**

In Reply Refer To: HDA-DC

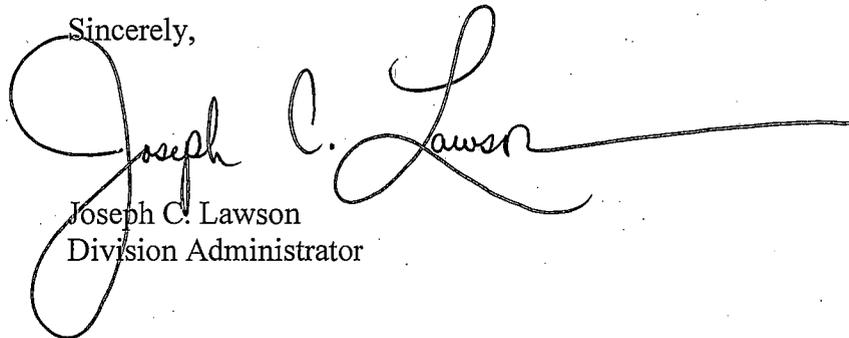
Mr. Alex Romero  
Superintendent  
National Capital Parks-East  
1900 Anacostia Drive, S.E.  
Washington, D.C. 20020

Dear Mr. Romero:

The Federal Highway Administration (FHWA), in conjunction with the District Department of Transportation (DDOT), is preparing an Environmental Assessment (EA) for improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, S.E. Washington, DC (Twining Square), in accordance with requirements of the National Environmental Policy Act. The project also includes an assessment of historic resources in accordance with Section 106 of the National Historic Preservation Act.

FHWA invites the National Park Service to become a cooperating agency in the development of the EA for the subject project. Please respond in writing within 30 days of receipt of this solicitation if you either accept or decline Cooperating Agency status regarding the referenced project. If you have any questions, please contact either Michael Hicks of my staff at (202) 219-3513, michael.hicks@dot.gov or Austina Casey (DDOT) at (202) 671-0494, austina.casey@dc.gov. Thank you for your cooperation and interest in this project.

Sincerely,



Joseph C. Lawson  
Division Administrator

cc: Faisal Hameed, DDOT  
Austina Casey, DDOT



**SECTION 4(f)  
NET BENEFIT LETTER**



GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



**d. Infrastructure Project Management Administration**

Mr. Gopaul Noojibail  
Superintendent  
Office of the Superintendent  
National Capital Parks-East  
1900 Anacostia Drive, S.E.  
Washington, D.C. 20020

Re: Pennsylvania Ave-Minnesota Ave, S.E. Intersection Improvement Project  
Approval for a Transportation Project that have a Net Benefit to a Section 4(f) Property

Dear Mr. Noojibail:

The purpose of this letter is to clearly document the achievement of a “Net Benefit,” pursuant to the requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966, as a result of incorporating the provisions discussed below for the Pennsylvania Ave-Minnesota Ave., SE Intersection Improvement Project (Project). The Section 4(f) resource is the publicly-owned National Park Service (NPS) land, U.S. Reservation 487, which is known as Twining Square. There is no Section 4(f) historic, wildlife or waterfowl refuge, or known archaeological resources within the project area. Twining Square is not a historic resource and District of Columbia State Historic Office (DC SHPO), through review of historical document, agrees that Twining Square is not listed in the National Register, nor is it eligible for listing in the National Register. Additionally, DC SHPO concurred with Federal Highway Administration (FHWA) that the project will have “no adverse effect” on historical resources in the areas.

From the outset of the overall National Environmental Policy Act (NEPA) process, including the Section 106 and Section 4(f) activities, the District Department of Transportation (DDOT) and FHWA have worked with the National Capital Parks-East (NPS-NACE) staff to create a solution following the FHWA Section 4(f) Programmatic Evaluation, entitled “*Section 4(f) Evaluation and Approval for Transportation Projects That Have a Net Benefit to a Section 4(f) Property.*” The Section 4(f) Programmatic Evaluation for this project is on the park resource, Twining Square and it is provided in Chapter 5 of the EA. As defined by FHWA, a net benefit is achieved when the transportation use, the measures to minimize harm, and the mitigation incorporated into a project results in an overall enhancement of the Section 4(f) property when compared to both the “no-build” or avoidance alternatives and the present condition of the Section 4(f) property.

As you are aware through continued coordination with your office, the Preferred Alternative for the project identified in the Environmental Assessment (EA) is *Build Alternative 2, the Conventional Intersection (Attachment 1)*. With this preferred alternative, the intersection would be reconfigured to achieve an improved typical at-grade intersection with all vehicle turning movements permitted for all approaches, with the exception of 25th Street, which would remain a one-way street going southbound. There are two options being proposed for the traffic flow on L'Enfant Square, SE:

- Option 1) Traffic flows one-way to the west and south on L'Enfant Square, SE. Commuter traffic could continue to cut-through the "square" to avoid the Pennsylvania/Minnesota Avenues, SE intersection and the right-turning vehicle/pedestrian conflict to the west of the square would remain; or
- Option 2) Traffic flows one-way to the north and east on this roadway. Cut-through traffic would be minimized and the vehicle/pedestrian conflict would be reduced.

*Build Alternative 2, the Conventional Intersection* is consistent with your office's expressed preference for an alternative that minimizes the impact to the intersection, that most closely resemble a conventional intersection, and that most closely reestablishes the original configuration of the streets and reservation at that intersection of Pennsylvania Avenue and Minnesota Avenue in southeast Washington DC (i.e., Twining Square). Extensive coordination with NPS, DC SHPO, and other consulting parties have resulted in the following proposed measures to minimize harm, and mitigation measures to be incorporated into the Project to preserve the function and values of the Section 4(f) properties, which will result in a Net Benefit to the Section 4(f) properties. To the maximum extent possible, consistent with applicable safety and operational standards and requirements, and contingent upon all required approvals from FHWA, DDOT shall reconfigure the intersection of Pennsylvania and Minnesota Avenues and provide improvements to Twining Square in a context-sensitive manner that avoids or minimizes visual obstruction of the view corridors and vistas associated with the street. All planning and design submissions by DDOT shall address the design from the standpoint of preserving the original configuration of the intersection and the park resources. DDOT shall design and landscape Reservation No. 487 in a context-sensitive manner and consistent as much as possible with the reservations' historic appearance and function. The Preferred Alternative will achieve "net benefit" because the transportation use, the measures to minimize harm, and the mitigation incorporated into the project will result in an overall enhancement of the Section 4(f) property (i.e., the green space within Twining Square), when compared to both the future do-nothing or avoidance alternatives and the present condition of the Section 4(f) property, considering the activities, features, and attributes that qualify the property for Section 4(f) protection.

The Proposed Action includes the transfer of jurisdiction of approximately 1.4 acres of Reservation No. 487 and its associated parcels from NPS to DDOT. Once transferred the land will be maintained by DDOT and the open green space within Twining Square will remain parkland. As part of its development of the future design and landscape plans of this reservation, DDOT will seek comments from NPS. NPS will be provided documentation to allow for a meaningful evaluation of the proposed design and landscape elements with respect to the use of park resources and will be given with a mutually agreeable timeframe. All comments from NPS shall be provided to DDOT in writing. Once comments are received from NPS, DDOT will coordinate with NPS on how best to address those comments.

In fulfilling the duties and obligations discussed in this letter, the NPS and DDOT shall comply with all applicable laws, regulations, and rules. Moreover, they acknowledge and agree that their respective obligations to fulfill financial obligations of any kind pursuant to any and all provisions discussed in this letter, or any agreement entered into by DDOT and NPS subsequently or pursuant to this letter, are and shall remain subject to the provisions of (i) the federal Anti-Deficiency Act, 31 U.S.C. §§ 1341, 1342, 1349, 1351, (ii) the District of Columbia Anti-deficiency Act, D.C. Official Code §§ 47-355.01-355.08 (2001), (iii) D.C. Official Code § 47-105 (2001), and (iv) D.C. Official Code § 1-204.26 (2006 Supp.), as the foregoing statutes may be amended from time to time, regardless of whether a particular obligation has been expressly so conditioned. The signatures below document that DDOT and NPS agree in the determination of a Net Benefit to the Section 4(f) properties for the Project.

**SIGNATORIES:**

By: Muhammed Khalid Date 1/20/15  
Muhammed Khalid, P.E., Interim Chief Engineer  
District Department of Transportation  
Enclosure

**CONCURRENCE:**

Having reviewed and provided comments to the Section 4(f) Programmatic Evaluation, entitled "*Section 4(f) Evaluation and Approval for Transportation Projects That Have a Net Benefit to a Section 4(f) Property*," which was provided in Chapter 5 of the EA; I have determined that the project facts match those set forth in the Applicability, Alternatives, Findings, Mitigation and Measures to Minimize Harm, Coordination, and Public Involvement sections of the programmatic evaluation. I concur that the proposed improvements to the Pennsylvania Avenue and Minnesota Avenue S.E., intersection (i.e., Twining Square) will include all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance the original features and values of the Section 4(f) property (i.e., U.S. Reservation 487 and its associated parcels) as detailed in the Section 4(f) evaluation and in this letter.

By: Gopaul Neogbail Date 2/18/15  
Gopaul Neogbail - Superintendent  
National Capital Parks-East  
National Park Service

By: Joseph C. Lawson Date 3/11/15  
Joseph C. Lawson, Division Administrator  
Federal Highway Administration  
DC Division Office



**ATTACHMENT 1**





**Figure 2-3**  
**Build Alternative 2 - Conventional Intersection**  
Environmental Assessment

- LEGEND**
- Existing Right of Way (ROW) to remain
  - Proposed Transfer of Jurisdiction - NPS to DDOT (1.44 acres)
  - Proposed Park Area / Green Space

Source: HNTB Corporation, 2014



## **AGENCY COMMENTS**





IN REPLY REFER TO:  
NCPC File No. 7434

October 15, 2012

Penn/Minn Avenues Improvement Project  
Attn: Austina Casey, Project Manager  
District Department of Transportation  
IPMA/PDE  
55 M Street SE, Suite 500  
Washington, DC 20003

Re: Pennsylvania Avenue – Minnesota Avenue Intersection Improvement Scoping

Dear Ms. Casey:

The National Capital Planning Commission (NCPC) staff is writing to provide scoping comments on the purpose and need for the Pennsylvania Avenue – Minnesota Avenue Intersection Improvement Environmental Assessment (EA). We appreciate the importance of improving pedestrian and vehicular safety and of creating a consolidated and usable open space for the community, and support the goals of the District's Great Streets Initiative.

The EA should analyze all potential action alternatives for consistency with applicable planning policies of the Comprehensive Plan for the National Capital: Federal Elements<sup>1</sup>. Furthermore, please note that any transfer of jurisdiction of lands between the National Park Service and the District of Columbia Department of Transportation is subject to the review and approval of NCPC in accordance of United States Code Title 40 Section 8124(a)<sup>2</sup>. As such, NCPC should be invited to participate as a cooperating agency on all future National Environmental Policy Act (NEPA) studies related to this project, and as a consulting party under Section 106 of the National Historic Preservation Act (106). NCPC will rely on the information provided in the final EA to satisfy its independent obligations under NEPA and 106 in its review.

We look forward to participating in further consultation as the Environmental Assessment is developed. My representative in this effort will be Urban Planner Michael Weil. He can be contacted at (202) 482-7253 or [Michael.weil@ncpc.gov](mailto:Michael.weil@ncpc.gov)

Sincerely,

Christine Saum, AIA  
Director, Urban Design and Plan Review Division

<sup>1</sup> The Federal Elements are prepared by the National Capital Planning Commission and provide a policy framework for the federal government in managing its operations and activity in the National Capital Region. The Comprehensive Plan may be reference on NCPC's website at <http://www.ncpc.gov>

<sup>2</sup> 40 USC § 8124(a) TRANSFER OF JURISDICTION – Federal and District of Columbia authorities administering properties in the District that are owned by the Federal Government or by the District may transfer jurisdiction over any part of the property among or between themselves for purposes of administration and maintenance under conditions the parties agree on. The National Capital Planning Commission shall recommend the transfer before it is completed.

cc: Alexcy Romero, Superintendent  
National Park Service, National Capital Parks – East

Peter May, Associate Regional Director for Lands, Resources and Planning  
National Park Service, National Capital Region



# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office  
177 Admiral Cochrane Drive  
Annapolis, Maryland 21401  
<http://www.fws.gov/chesapeakebay>

June 25, 2013

HNTB  
2900 S. Quincy St., Suite 200  
Arlington, VA 22206

*RE: Pennsylvania & Minnesota Ave, SE Intersection Washington DC*

Dear Caroline Pinegar:

This responds to your letter, received May 20, 2013, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened in the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no proposed or federally listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or should additional information on the distribution of listed or proposed species become available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. Limited information is currently available regarding the distribution of other rare species in the District of Columbia. However, the Nature Conservancy and National Park Service (NPS) have initiated an inventory of rare species within the District. For further information on such rare species, you should contact Tanya Shenk of the National Park Service at (970) 267-2193.

Effective August 8, 2007, under the authority of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (Service) removed (delist) the bald eagle in the lower 48 States of the United States from the Federal List of Endangered and Threatened Wildlife. However, the bald eagle will still be protected by the Bald and Golden Eagle Protection Act, Lacey Act and the Migratory Bird Treaty Act. As a result, starting on August 8,



2007, if your project may cause “disturbance” to the bald eagle, please consult the “National Bald Eagle Management Guidelines” dated May 2007.

If any planned or ongoing activities cannot be conducted in compliance with the National Bald Eagle Management Guidelines (Eagle Management Guidelines), please contact the Chesapeake Bay Ecological Services Field Office at 410-573-4573 for technical assistance. The Eagle Management Guidelines can be found at:

<http://www.fws.gov/northeast/ecologicalservices/pdf/NationalBaldEagleManagementGuidelines.pdf>

In the future, if your project can not avoid disturbance to the bald eagle by complying with the Eagle Management Guidelines, you will be able to apply for a permit that authorizes the take of bald and golden eagles under the Bald and Golden Eagle Protection Act, generally where the take to be authorized is associated with otherwise lawful activities.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin’s remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin’s wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if alterations of wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Trevor Clark at (410) 573-4527.

Sincerely,

A handwritten signature in blue ink that reads "G. LaRouche". The signature is written in a cursive style with a large initial "G".

Genevieve LaRouche  
Supervisor



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
CHESAPEAKE BAY ECOLOGICAL SERVICES FIELD OFFICE  
177 ADMIRAL COCHRANE DRIVE  
ANNAPOLIS, MD 21401  
PHONE: (410)573-4500 FAX: (410)266-9127

Consultation Tracking Number: 05E2CB00-2012-SLI-0374

August 01, 2012

Project Name: Penn and Minn Avenues, SE Environmen Assessment

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the

human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior  
Fish and Wildlife Service

Project name: Penn and Minn Avenues, SE Environmen Assessment

## Preliminary Species list

**Provided by:**

CHESAPEAKE BAY ECOLOGICAL SERVICES FIELD OFFICE  
177 ADMIRAL COCHRANE DRIVE  
ANNAPOLIS, MD 21401  
(410) 573-4500

**Consultation Tracking Number:** 05E2CB00-2012-SLI-0374

**Project Type:** Transportation

**Project Description:** Transportation project to reconfigure intersection to be safer and more pedestrian friendly.

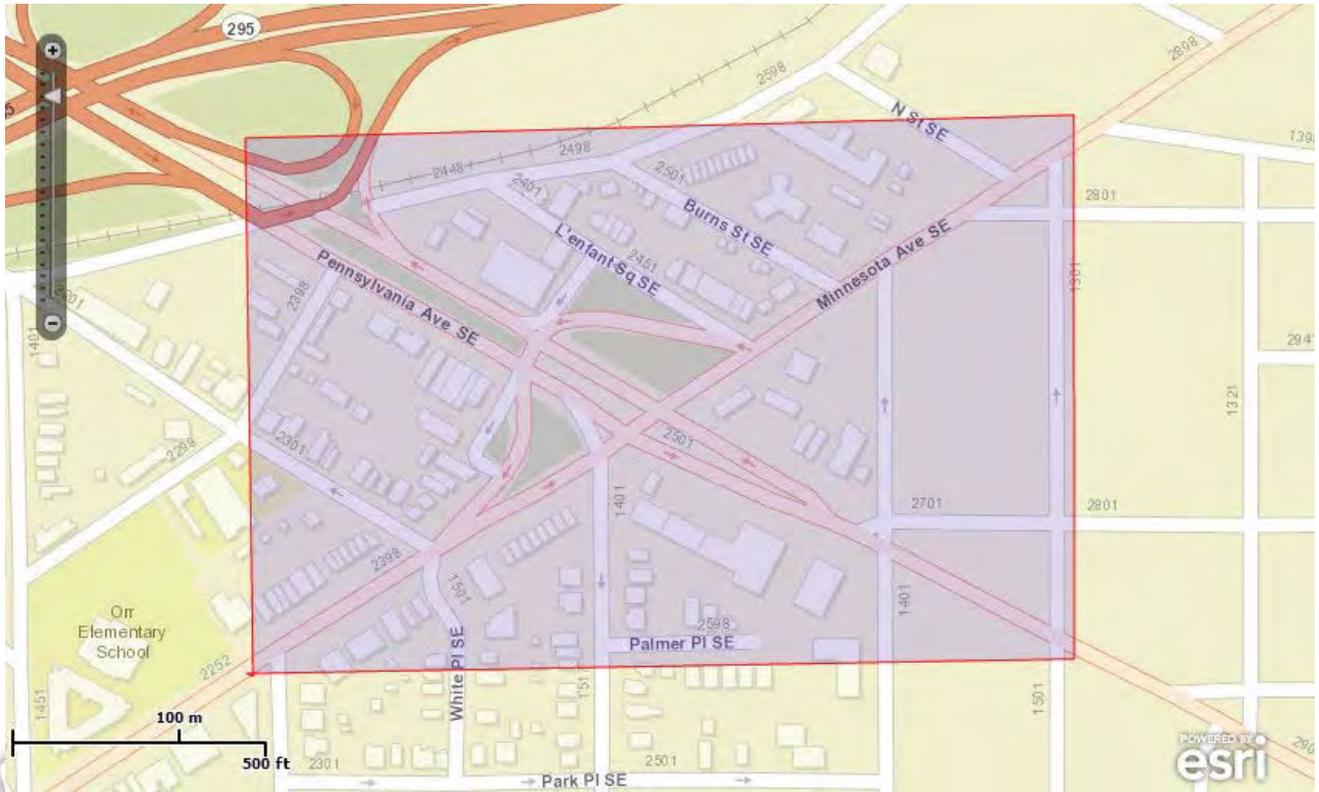
Preliminary



United States Department of Interior  
Fish and Wildlife Service

Project name: Penn and Minn Avenues, SE Environmen Assessment

### Project Location Map:



**Project Coordinates:** MULTIPOLYGON (((-76.9733569 38.87210569, -76.9733566 38.8720893, -76.9734006 38.8721051, -76.9733569 38.87210569)), ((-76.9733569 38.87210569, -76.9734103 38.8750052, -76.9676414 38.8751301, -76.9676381 38.8721828, -76.9733569 38.87210569)))

**Project Counties:** District of Columbia, DC



United States Department of Interior  
Fish and Wildlife Service

Project name: Penn and Minn Avenues, SE Environmen Assessment

## Endangered Species Act Species List

Species lists are not entirely based upon the current range of a species but may also take into consideration actions that affect a species that exists in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Please contact the designated FWS office if you have questions.

There are no listed species identified for the vicinity of your project.

Preliminary

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**RESPONSES TO  
AGENCIES COMMENTS**



GOVERNMENT OF THE DISTRICT OF COLUMBIA  
District Department of the Environment

Office of the Director



**MEMORANDUM**

TO: Austina Casey  
Project Manager  
DDOT  
Attn: Penn-Minnesota Improvements EA  
55 M St SE Suite 400  
Washington, DC 20003  
Submitted via email to: Austina.Casey@dc.gov

FROM: Victoria North  
Acting Environmental Review Coordinator

THRU: Harrison Newton  
Acting Chief of Staff

DATE: November 27, 2013

SUBJECT: Environmental Assessment: Pennsylvania Ave. - Minnesota Ave intersection improvement

On behalf of the District Department of the Environment (DDOE), I am submitting comments on the Pennsylvania Ave. - Minnesota Ave intersection improvement.

**Comments from Water Quality:**

**Resources Consulted**

The following documents were consulted in the EISF review process:

1. D.C. Department of Consumer and Regulatory Affairs (DCRA), District of Columbia Wetland Conservation Plan. August 1997.
2. D.C. Groundwater Resources Studies (series of four reports).
3. Johnston, P.M., Geology and Ground-Water Resources of Washington, D.C. and Vicinity. USGS Water Supply Paper (WSP) 1776. Reston, Virginia, 1964.
4. U.S. Geological Survey (USGS), Topographic Map Washington West Quadrangle 7.5 Minute Series, 1965. Photo Revised 1982
5. Federal Highway Administration (FHWA), U.S. Department of Transportation, and District Department of Transportation (DDOT), 2013. Environmental Assessment, Pennsylvania Ave-Minnesota Ave, SE Intersection Improvement Project, Washington DC, Date of Report: October 2013.

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Page 1 of 3

**Water Resources/Wetlands**

The Environmental Assessment (EA) report was reviewed for water-related issues in accordance with the D.C. Environmental Policy Act and regulations, Sections 7201.2(c), (d), and (l).

**Environmental Setting**

Geologically, the project site is located entirely within the Coastal Plain physiographic province. The Coastal Plain is characterized by unconsolidated interleaved deposits of gravel, sand, silt, and clay, with the surface soils of the specific Study Area vicinity formed in reworked river terrace deposits from the Pliocene and Pleistocene (FHWA and DDOT, 2013, and USGS, 1965). Based on the topographic map for the site (USGS, 1965) and Johnston (1964), there are no streams, lakes, ponds, springs, or wetlands within 100 feet of the project site.

**Environmental Consequences**

The EA was reviewed for water-related issues in accordance with the D.C. Environmental Policy Act and regulations, Section 7201.2(c), (d), and (l). Sections 7201.2(c), (d), and (l) implementing regulations provide that a project should be assessed to determine whether the action might:

- (a) Significantly deplete or degrade groundwater resources;
- (b) Significantly interfere with groundwater recharge; and/or
- (c) Cause significant adverse change in the existing surface water quality or quantity.

**Groundwater**

*(The following addresses requirements of Sections 7201.2(c) and (d) of the Environmental Policy Act regulations)*

The purpose of the proposed project is to provide transportation improvements of safety, mobility, and connectivity for pedestrians and motorists. Therefore, the proposed project would require limited excavation or disturbance of soils, indicating that the shallow excavation is expected in association with the improvements. Therefore, dewatering of groundwater may not be required during the site development. Overall there is no expected impact on groundwater flow as a result of the proposed project.

There are several hazardous waste discharge facilities, and two gas stations having underground storage tanks (USTs) listed within or adjacent to the project area. However, it is stated that the proposed land transfer and reconfiguration of the intersection would not result in disturbance to any of the known existing waste discharge facilities or USTs (FHWA and DDOT, 2013). Consequently, if the guidance provided herein is adhered to, the project is anticipated to have minimal or no impact on groundwater quality.

The proposed project would increase the impervious surface, which does not allow for as much rainwater to recharge naturally. Therefore, the proposed development at the site is expected to have minimal impact on groundwater recharge in the area.

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Page 2 of 3

Surface Water

*(The following addresses requirements of Sections 7201.2(c) and (d) of the Environmental Policy Act regulations)*

Based on the topographic maps for the site (USGS, 1965) and Johnston (1964), the project site is more than 100 feet away from the nearest hydraulically down gradient natural surface water body. Consequently, the project is expected to have minimal impact to surface water flow.

There might be minor short-term adverse impacts during construction due to potential release of sediments into stormwater runoff from soil disturbance. Based on the information provided in the EA, erosion and sediment control plans would be prepared in accordance with District Department of the Environment (DDOE) stands and Specifications for Soil Erosion and Sediment Control, and implemented during construction of the reconfigured intersection. The plans would include project specific measures to avoid and/or minimize soil erosion and transport due to ground-disturbing activities. Additionally, BMPs such as silt fence and sediment trapping or filtering would be used during construction to avoid temporary impacts to water quality during construction. Stormwater management plans would also be prepared to address long-term runoff and pollutant discharge into the Anacostia River Watershed. Therefore, minimal or no impact to surface water quality is anticipated to result from the project.

Conclusion

DDOE-01

In view of the above, the WQD has assessed that there is no apparent significant adverse impact or likelihood of substantial negative impact to water quality and quantity with regards to Sections 7201.2(c), (d), and (l) of the Environmental Policy Act.

DDOE appreciates the opportunity to submit these comments, and we look forward to working with the Pennsylvania Ave. - Minnesota Ave intersection improvement staff as this project continues to be developed.

If you have any questions, please contact:

Ms. Victoria North  
(202) 535-1909  
[victoria.north@dc.gov](mailto:victoria.north@dc.gov)

CC: Harrison Newton  
Ibrahim Bullo

**Response to Comment DDOE-01**

Thank you for your comments. They will be included in the project Administrative Record.

**Caroline Pinegar**

**From:** Casey, Austina (DDOT) <austina.casey@dc.gov>  
**Sent:** Monday, December 02, 2013 11:24 AM  
**To:** Caroline Pinegar  
**Subject:** Comments from WMATA on Penn/Minn EA

Each One Give One! Help the DC ONE FUND reach our One City DC One Fund goal of \$1 million dollars to provide much needed support to so many in our region. Learn more at [www.dconeofund.org](http://www.dconeofund.org) <<http://www.dconeofund.org>> or [www.onefund.dc.gov](http://www.onefund.dc.gov) <<http://www.onefund.dc.gov>>

**From:** Overman, Aaron [<mailto:aoverman@wmata.com>]  
**Sent:** Wednesday, November 27, 2013 2:08 PM  
**To:** Casey, Austina (DDOT)  
**Cc:** Chisholm, Ann; Hamre, James; Hershorn, Julie G.; Erion, David F.; Ochia, Krys  
**Subject:** RE: Invitation: Pennsylvania Avenue/Minnesota Avenue Intersection Improvements Project

Dear Tina,

It's always good to work with you! I am providing the comments below on behalf of WMATA Metrobus to the EA referenced in the subject.

WMATA-01

On Page 63, it notes that no WMATA infrastructure is present in the subject area. Two comments: 1) All bus stop poles are WMATA property, so at every bus stop there is a bus stop pole with information attached representing WMATA infrastructure. 2) This section also references bus shelters – all shelters in District right-of-way belong to Clear Channel under a franchise agreement and have nothing to do with WMATA.

WMATA-02

In Build Alternative 1, stop relocations are noted due to the new roadway geometry. These recommendations do not appear to materially affect bus operations. The design of all bus stops should follow the guidelines found in <http://www.wmata.com/pdfs/planning/WMATA%20Guidelines-Design%20and%20Placement%20of%20Transit%20Stops.pdf>, and this document should be referred to inside the EA as a requirement for all bus stops in the project area. The WMATA bus stop guidelines document must be adhered to at all times, especially as it regards ADA requirements at bus stops. At what is referred to as "Stop 2", there will need to be special signage and roadway markings allowing the bus to move from the curbside lane to the

WMATA-03

In Build Alternative 2, pedestrian bulb outs are recommended. I need to state WMATA's opposition to any bus "pull off" areas for a standard bus stop. These are not recommended in our bus stop guidelines. Any design that requires the bus to leave the travel lane and then return to a busy traffic stream will delay buses and create unsafe conditions, increasing the possibility of sideswipe accidents. However, the drawings shown in Figure 4-2 show farside bus stops where the pedestrian bulbouts are recommended, with the bus able to continue straight in the curbside lane after the bus stop and allowing sufficient room for the bus to accelerate back into the traffic stream. Designs such as this are supported by our guidelines, provided they are of sufficient length and do not force buses into a pocket lane outside the normal traffic stream bracketed in both directions by curbs. Again, the WMATA bus stop guidelines document must be adhered to at all times.

WMATA-04

On page 107, it refers to an Autoturn analysis for fire trucks. The same analysis must be performed for transit buses, to ensure that they will be able to make turns safely through the intersection.

**Response to Comment WMATA-01**

Thank you for your comments. They will be included in the project Administrative Record. *Section 3.3.9, Utilities and Infrastructure*, of the EA has been revised to indicate that there are no bus shelters in the Study Area, but does not refer to bus shelters as WMATA infrastructure. The section has also been updated with information about the bus stop poles, which are considered WMATA infrastructure.

**Response to Comment WMATA-02**

The bus stops being relocated in the Study Area intersection are those that are currently located on the cut-through road north of Pennsylvania Avenue, SE. *Section 4.4.3, Transit*, of the EA, has been updated to include discussion of and adherence to WMATA's guidelines for the *Design and Placement of Transit Stops (2009)*. DDOT will continue to coordinate with WMATA through final planning and design in terms of special signage and roadway markings that will be needed as a result of the intersection improvements.

**Response to Comment WMATA-03**

Following comments received from WMATA, pedestrian bulb-outs have been included in the design of both of the Build Alternatives of the October 2013 EA. After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, in which traffic would flow one-way to the north and east on the L'Enfant Square SE roadway. With Option 2, cut-through traffic would be minimized along the L'Enfant Square SE residences and the vehicle/pedestrian conflict would be reduced.

There are no bus stop pull-off areas in either of the Build Alternatives. DDOT understands that WMATA buses need ample acceleration room and that sufficient length is needed for buses to return back into the normal traffic stream. The Build Alternatives currently provide the minimum bus zone length and minimum landing area offset distance required by WMATA's *Design and*

*Placement of Transit Stops (2009)* manual. During final planning and design, DDOT will ensure that all WMATA bus stop guidelines are adhered to in accordance with WMATA's *Design and Placement of Transit Stops (2009)* manual.

***Response to Comment WMATA-04***

Following comments from WMATA on the October 2013 EA, AutoTURN™ analysis was conducted for transit bus operations throughout the intersection to ensure that bus movements could be accommodated safely through the intersection. DDOT determined that both of the Build Alternatives can accommodate bus transit movements through the intersection. Additionally, Build Alternative 2 (Preferred Alternative) was modified following the October 2013 EA based on input received about the long crossing length at the east side of the intersection. The center median was therefore extended to the west to provide a pedestrian refuge area between the east- and westbound travel lanes. DDOT confirmed that the WMATA transit buses are able to make this turn as well.

WMATA-05

Nowhere in the document does it refer to lane widths – a minimum 11 foot lane width is required in the curbside lane in order for Metrobus to safely drive through and make stops.

Please contact me should you have any questions or require any clarification.

-Aaron

Aaron W. Overman, PE  
Office of Bus Planning, Scheduling and Customer Facilities (PSCF)  
Department of Bus Services  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, NW  
Washington, DC 20001  
Tel: 202-962-1954  
Fax: 202-962-1277

***Response to Comment WMATA-05***

During final planning and design, DDOT will ensure that the curbside lane width requirements and all other WMATA guidance is adhered to for the safety of WMATA's transit buses and passengers.



**RESPONSES TO  
PUBLIC COMMENTS**



DRAFT



Austina Casey, Project Manager  
District Department of Transportation  
55 M Street SE, Suite 500  
Washington, DC 20003

Monday October 8, 2012

Ms. Casey:

Thank you for the opportunity to provide comments on the Pennsylvania and Minnesota (Penn-Minn) Avenues intersection project. The Hillcrest Community Civic Association believes Pennsylvania Ave SE is not only a "Great Street", but it is America's Main Street.

001-01

We fully support DDOT and NPS goals to: (1) enhance safety for motorists and pedestrians, (2) create a consolidated, usable park space for pedestrians and visitors, and (3) function as a catalyst for neighborhood revitalization. We would also like to ensure the following is included in the goals: (1) improve accessibility and mobility for our disabled population, (2) enhance safety for bicyclists, (3) enhance the intersection's function as a major public transportation (bus) hub, (4) create an aesthetically pleasing gateway into Ward 7, and (5) alleviate traffic on local streets that connect both avenues.

001-02

We are not aware of any cultural or environmental resources within the project limits of the Penn-Minn intersection. We would like more information on the advantages and disadvantages of the proposed alternatives before we provide comment.

001-03

While this is the early stage of the environmental assessment process, we invite you to present at our monthly HCCA meeting, so our community can fully understand the project and provide comment on the proposed alternatives.

We look forward to continuing the dialog and being part of the process to complete the transformation of Pennsylvania Ave SE.

**Karen Williams, President**

HILLCREST COMMUNITY CIVIC ASSOCIATION

### **Response to Comment 001-01**

Thank you for your comments. They will be included in the project Administrative Record. The recommended goals are embodied in the project's stated purpose and need and project goals, as explained below. Please refer to *Section 1.0, Purpose and Need* of the EA.

The commenter's Goal #1 falls under the defined project need to improve multimodal connectivity and access (*Section 1.2.3*) and to support improved land use and community needs (*Section 1.2.4*). It is also encompassed with the Great Streets Initiative program goals to improve the quality of life in neighborhoods along the corridors, including public safety, physical appearance and personal opportunity; and to expand mobility choices and improve safety and efficiency of all modes of travel. Refer to *Section 1.3.1, Background*, for discussion of program goals of the Great Streets Initiative.

DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative. This design includes Americans with Disabilities Act (ADA)-compliant ramps and sidewalks to be improved or included in the Study Area where they do not exist currently.

The commenter's Goals #2 and are included in the project need to improve multimodal connectivity and access (*Section 1.2.3*); and is also included in the program goal to expand mobility choices and improve safety and efficiency of all modes of travel.

The commenter's Goal #4 is presumed in the project need to support improved land use and community needs (*Section 1.2.4*), and the program goals to improve the quality of life in neighborhoods along the corridors, including public safety, physical appearance and personal opportunity; and to attract private investment through the demonstration of a public commitment to Great Street communities.

With regard to the commenter's Goal #5, while the project purpose is to provide transportation improvements to the project intersection, "alleviating vehicular traffic on local streets" is not specified in the project need or as one of the program goals. The project intends to improve vehicular safety and efficiency and

the expansion of mobility choices, however, it does not promise relief of traffic congestion. This is because the aim of the project is to improve safety for pedestrians, bicyclists, motorists and all intersection users, residents and visitors by making the intersection less confusing to navigate, to reduce traffic speeds and conflicts between vehicles and pedestrians and to improve the physical appearance of the intersection and usability of the park space.

***Response to Comment 001-02***

Your comments have been noted and will be included in the project Administrative Record. Cultural and environmental Resources are discussed in *Section 3.2* and *Section 4.2, Cultural Resources*, of the EA.

***Response to Comment 001-03***

Your comments have been noted and will be included in the project Administrative Record. Please refer to *Section 2.0, Proposed Action and Alternatives* of the EA for a discussion of the Build Alternatives. *Section 2.2.1, Build Alternative 1 – Revised Square Alternative* discusses the advantages of Build Alternative 1 - Revised Square; *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* discusses the advantages of Build Alternative 2 - Conventional Intersection. After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, in which traffic would flow one-way to the north and east on the L’Enfant Square, SE roadway. With Option 2, cut-through traffic would be minimized along the L’Enfant Square, SE, residences and the vehicle/pedestrian conflict would be reduced.

Build Alternative 2 would meet the purpose and need for the Proposed Action in promoting the principles set forth in the District’s Great Streets Initiative.

PENNSYLVANIA AVE-MINNESOTA AVE, S.E.  
INTERSECTION IMPROVEMENT PROJECT



ENVIRONMENTAL ASSESSMENT AND SECTION 106 EVALUATION  
COMMENT FORM  
November 13, 2013

Thank you for participating in tonight's Public Hearing. Please write your comments and questions below, and leave your form in the comment box. You may also mail your comments. Simply fold this completed comment form along the dashed lines on the back and mail to the address on the back (U.S. postage is required).

Please print clearly. Thank you!

002-01

① Permeable surfaces - needed from Southern along PA Ave  
to Sousa Bridge

002-02

② No more wide sidewalks that take our green spaces  
not (1) Bike uses these wide side walks

Name (optional):

Address (optional):

Email (optional):

Visit our website at:  
<http://ddot.dc.gov/PennMinnAvesProject>



**Response to Comment 002-01**

Thank you for your comments. They will be included in the project Administrative Record. Permeable pavements are feasible in the permanent parking areas as well as sidewalks. DDOT will investigate the use of these pavements during the design phase to mitigate stormwater runoff.

**Response to Comment 002-02**

Your comments have been noted and will be included in the project Administrative Record. As part of the overall connectivity along the Pennsylvania Avenue, SE corridor, wider sidewalks are being proposed for bicycle shared-use between the Sousa Bridge and the bike path east of 27th Street, SE. DDOT will preserve as much green space along this area as possible. As part of the Pennsylvania Avenue-Minnesota Avenue, SE Intersection Improvement Project, DDOT will consolidate the fragmented green spaces at the intersection to allow for a more usable park space and to encourage community activities.

PENNSYLVANIA AVE-MINNESOTA AVE, S.E.  
INTERSECTION IMPROVEMENT PROJECT



ENVIRONMENTAL ASSESSMENT AND SECTION 106 EVALUATION  
COMMENT FORM  
November 13, 2013

Thank you for participating in tonight's Public Hearing. Please write your comments and questions below, and leave your form in the comment box. You may also mail your comments. Simply fold this completed comment form along the dashed lines on the back and mail to the address on the back (U.S. postage is required).

Please print clearly. Thank you!

003-01

Alternatives I and II: drivers will turn right around the U.S.P.A. and turn left at the alley to access Minnesota Dr.

003-02

The buses going to the Anacostia Metro need an "easier" right turn to access Minnesota Dr.

003-03

Project should extend to Fairlawn. we should consider access to the businesses on PA from Fairlawn to MT: gas station, Fairlawn Market, mattress store and Gray's Gift

Name (optional): Carol Cooper  
Address (optional): AN/BA  
Email (optional): 01

Visit our website at:  
<http://ddot.dc.gov/PennMinnAvesProject>



**Response to Comment 003-01**

Thank you for your comments. They will be included in the project Administrative Record. During the design phase, DDOT will evaluate methods to deter vehicles cutting through the alley, including the use of signage, speed bumps or the use of a one-way westbound alley to eliminate this as a cut-through route.

**Response to Comment 003-02**

All bus and emergency vehicle turning movements at this intersection were verified for both of the Build Alternative using the two-dimensional AutoCAD software AutoTURN™. Similar analyses will be conducted during the final design phase to reconfirm all vehicle turning movements.

**Response to Comment 003-03**

Although the Study Area for the project extends to Fairlawn Avenue, SE in order to consider potential impacts at the intersection as a result of the alternatives, no improvements are recommended at the Fairlawn Avenue intersection as part of the Pennsylvania Avenue-Minnesota Avenue, SE Intersection Improvement Project EA. DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative in the EA.

Build Alternative 2 would improve vehicle operations and reduce confusion at the complex intersection. The improvements would create more consolidated park space for visitors and residents to the area and the intersection would be less confusing to navigate for motorists and pedestrians. Build Alternative 2 would enhance the appeal and quality of the area which could benefit economic development and encourage new business, retail and jobs in the area. Please refer to Section 1.0, Purpose and Need, of the EA, for discussion of the project objectives, purpose and need and a description of the Study Area.

**Response to Comment 004-01**

Thank you for your illustrated suggestions on the project handout and your comments. They will be included in the project Administrative Record. DDOT has identified Build Alternative 2 – Conventional Intersection Alternative as the Preferred Alternative. With the implementation of the Preferred Alternative, Minnesota Avenue, SE at the intersection would remain two-way. Please refer to *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* for more details.

**Response to Comment 004-02**

Maintaining the “sweep” right turn in Build Alternative 1 – Revised Square would remove the traffic-calming intent of this alternative and would not fulfill the purpose and need for the Proposed Action, which is identified in *Section 1.0, Purpose and Need* of the EA. The right-hand turn from Pennsylvania Avenue, SE eastbound onto Minnesota Avenue, SE southbound could likely not be closed off, as suggested, due to the bus circulation and movements through the intersection. However, various methods of improving traffic flow through the intersection will be considered during the design phase of the project.

**Response to Comment 004-03**

With the implementation of Build Alternative 2 (Preferred Alternative), left turns onto Minnesota Avenue, SE from Pennsylvania Avenue, SE eastbound will be maintained. Please refer to *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* for a full discussion of this alternative.

**Project Background**

The District of Columbia Department of Transportation (DDOT) and the Federal Highway Administration (FHWA), in cooperation with the National Park Service (NPS) and National Capital Planning Commission (NCPC) are proposing improvements to the intersection of Pennsylvania Avenue and Minnesota Avenue, SE in Washington, DC, known as the Twinning Square area.

**Purpose & Need**

The purpose of this project is to provide transportation improvements to the Pennsylvania Ave/Minnesota Ave, SE intersection in keeping with the District of Columbia's Great Streets Initiative. Key to the project is the potential for land transfer from NPS to DDOT to facilitate the reconfiguration of the Twinning Square area. The need for this project consists of the following:

- Improve pedestrian and vehicle safety.
- Improve multimodal connectivity and access.
- Create a consolidated, usable public realm.
- Substantiate land use.

**Section 106 Evaluation**  
(National Historic Preservation Act of 1966)

- Section 106 of the NHPA requires consultation with the DC State Historic Preservation Office and other interested parties.
- An Assessment of Effects on Cultural Resources was prepared and is summarized in the Environmental Assessment.
- No Adverse Effect for the Proposed Action.

**Environmental Assessment**  
(National Environmental Policy Act of 1969)

- Released on October 28, 2013.
- EA available electronically or at the following locations:
  - DDOT
  - 33 M Street SE, Suite 400, Washington, DC 20003
  - FHWA, DC Division
  - 1950 K Street, Suite 210, Washington, DC 20004
  - Federal A. Gregory Street
  - 3400 Assembly Avenue, SE, Washington, DC 20008
- Public Hearing November 13, 2013
- Comment Period Ends on November 30, 2013





004-01

004-02

**No-Build Alternative**  
(current configuration)

- DDOT will not conduct any construction at this intersection.
- Pedestrian and traffic conflict at the intersection.
- No multimodal connectivity.
- Divided green space.

004-03

**Alternative 1**  
Revised Square

*Handwritten notes:* Keep Sweeps on Min, Keep Sweeps on 1 side of Pennsylvania P

- Eliminates the left-turn conflicts from Pennsylvania Avenue onto Minnesota Avenue.
- Consolidates green space.
- Adjust roadway alignments for traffic circulation.
- Reduces conflicts between pedestrian and vehicles by reducing crosswalk length and by providing pedestrian facilities.

**Alternative 2**  
Conventional Intersection

- Consolidates multiple traffic movements into one signalized intersection.
- Consolidates green space.
- Provides left-turn movements in all directions.
- Increases left-turn queuing capacity.

www.ddot.dc.gov/PennMinnesotaProject | Pennsylvania Ave - Minnesota Ave Intersection Environmental Assessment

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION

+ + + + +

PUBLIC HEARING

+ + + + +

PENNSYLVANIA AVE - MINNESOTA AVE, SE  
INTERSECTION IMPROVEMENT PROJECT

ENVIRONMENTAL ASSESSMENT AND  
SECTION 106 EVALUATION

+ + + + +

WEDNESDAY

NOVEMBER 13, 2013

+ + + + +

The Public Hearing convened at the  
Francis A. Gregory Public Library, 3660  
Alabama Avenue, SE, Washington, DC, 20020, at  
6:00 p.m.

Neal R. Gross & Co., Inc.  
202-234-4433

P-R-O-C-E-E-D-I-N-G-S

(6:40 p.m.)

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MS. CASEY: Thanks everyone for  
coming. What we're going to do is a quick  
presentation before we give you a chance to  
come up and give your testimony. My name is  
Tina Casey, I'm with DDOT. I'm the Project  
Manager for the Environmental Report here.

All right. Okay. So as people  
come in, we'll do the presentation. That way,  
we don't have to keep you all here all night.  
But anyway, tonight we'll be providing you an  
update to the project.

We did the environmental  
assessment. It's out for public review. So  
we'll give you an overview of the results from  
the analysis. Also, we'll be going over  
Section 106 Evaluation and the results from  
that.

As most of you know, this project  
was the concept of the Great Street  
Initiative, which was a multi-agency program

Neal R. Gross & Co., Inc.  
202-234-4433

1 aimed to transform major corridors that  
2 connect neighborhoods into great streets.

3 The key component from the Great  
4 Street project included street that facilitate  
5 commerce, that are safe and appealing, that  
6 encourage walking, that are memorable and  
7 promote a community feel.

8 Several task forces and public  
9 meetings were held during the program, which  
10 was between 2005 and 2007. And from there, we  
11 developed several studies and identified the  
12 Pennsylvania, Minnesota Avenue intersection  
13 for improvement.

14 The Great Street program overall  
15 focused on nine corridors, which are the ones  
16 that are identified there in the yellow. And  
17 Pennsylvania Avenue was one of those  
18 corridors.

19 And the project area for  
20 Pennsylvania Avenue from the Great Street  
21 program was from the foot of the Sousa Bridge  
22 to Southern Avenue. And of course, Minnesota

1 Avenue and Pennsylvania Avenue intersection,  
2 our project, is right there.

3 And also, most of the project  
4 under that Pennsylvania Avenue corridor  
5 improvement for the Great Street are already  
6 underway or finalized. And this intersection  
7 is one of the few remaining ones.

8 So for the EA, we had to develop a  
9 purpose and need. And so the purpose for the  
10 program was to provide transportation  
11 improvement to the Pennsylvania Avenue,  
12 Minnesota Avenue Southeast intersection in  
13 keeping with the Great Street Initiative.

14 And then part of that and key to  
15 that is the transfer of land from NPS to DDOT  
16 in order to facilitate reconfiguring Twining  
17 Square.

18 So FHWA is the lead agency. And  
19 NPS, National Park Service and NCPC, National  
20 Capital Planning Commission are cooperating  
21 agencies. The need for the project was  
22 identified through past studies and recent

1 consultations.

2 A need for safety improvement  
3 where the intersection, right now as it  
4 stands, is a major pedestrian oriented  
5 activity node in which in many instances where  
6 there are conflict at the intersection of  
7 Pennsylvania Avenue, Minnesota Avenue and even  
8 on 25th Street.

9 There's a need for functional and  
10 usable space. And as you can see right now,  
11 the green space there is divided with major  
12 traffic going through.

13 So we hope to consolidate the park  
14 space. The need for safe and easy access for  
15 other modes of transportation such as  
16 bicyclists and in transit including bus.

17 There's a heavy bus use in the  
18 area, but access to the bus stops can be risky  
19 and difficult. And also bicyclists prefer to  
20 ride on, because of the heavy traffic on  
21 Pennsylvania Avenue, bicyclists prefer to ride  
22 on the now narrow sidewalk. So that cause for

1 dangerous operation all around.

2 And of course, the need for the  
3 land use and community needs, to support land  
4 use and community needs ties it back to the  
5 Great Streets components.

6 So these two alternatives or  
7 concepts were dismissed. They were developed  
8 during the Great Street program. And the  
9 elliptical, as you can see, it's just a  
10 circular design.

11 And it was dismissed because,  
12 again, it required acquisition of private  
13 properties, which we try to avoid as much as  
14 possible at DDOT.

15 Although it consolidated the park  
16 area, it conflicted with the historical  
17 configuration, which we later found out what  
18 that was.

19 The modified square was actually  
20 identified as the recommended alternative for  
21 this intersection in the Great Streets report.  
22 But again, we had to dismiss it because of

1 acquisition of private property.

2 And a couple of those properties  
3 were gas station, which would likely have  
4 hazardous waste remediation issues that can be  
5 very extensive.

6 So in the EA, we went ahead with  
7 three alternatives. The no-build alternative,  
8 alternative one, the revised square. No-build  
9 is basically the current configuration leaving  
10 everything as it is.

11 And the alternative one we'll talk  
12 about later, which is the revised square and  
13 alternate to the conventional intersection.

14 So for the no-build, as I said, as  
15 part of NEPA, the National Environmental  
16 Policy Act, you always have to analyze the  
17 current situation versus what you plan to  
18 change to see what your impacts are.

19 So that's why we have the no-  
20 build. And with the no-build, as I said,  
21 nothing will be changed, we will not need the  
22 land transfer from NPS.

1 We'll continue to have the same  
2 issues as before, but we went ahead and  
3 analyzed it anyway. And it's always an option  
4 at the end of the day.

5 So the build alternative one, we  
6 call it a revised square because it's  
7 essentially revised the modified square, which  
8 we had to dismiss because of the taking of  
9 private property.

10 And that modified square, as I  
11 mentioned before, was the recommended  
12 alternative from the Great Streets Report. So  
13 we try to work with what we have instead of  
14 going back to the drawing board.

15 So we re-config it and we designed  
16 it to avoid taking those properties. So  
17 basically what this will do, it will require  
18 1.4 acres from NPS to be transferred to DDOT,  
19 specifically to transportation purposes.

20 As far as operation, it eliminates  
21 the left turn conflict that you see right now  
22 on Pennsylvania Avenue. So right there,

1 people are turning left on Pennsylvania  
2 Avenue, causing backups.

3 And there's not enough storage  
4 space if somebody's trying to cross, for cars  
5 to get out of the way so that, you know,  
6 traffic could keep moving.

7 It will also improve alignment to  
8 promote traffic coming because it will direct  
9 the turning movements around the square. So  
10 it will operate sort of as a circle, but more  
11 square. You know.

12 So there wouldn't be no left  
13 turns, it's all --

14 FEMALE PARTICIPANT: I'm sorry, I  
15 just don't understand what you just said about  
16 the traffic. How do you make a left turn?  
17 Show me.

18 MS. CASEY: There will not be any  
19 left turns from Pennsylvania Avenue. That's  
20 what I'm telling you.

21 MALE PARTICIPANT: How would you  
22 get onto Minnesota Avenue from Pennsylvania

1 Avenue traveling from the south --

2 MS. CASEY: You make a right turn  
3 and go around.

4 (Off microphone comments)

5 MS. CASEY: All right. And then  
6 on the north side of L'Enfant Square there, we  
7 will be widening to three lanes from the  
8 existing one to accommodate the travel that  
9 will then need to go through in order to allow  
10 traffic to move through Pennsylvania Avenue.

11 MALE PARTICIPANT: I have a  
12 question about that. Will you be taking space  
13 away from the sidewalks that are currently  
14 there? Will you be taking space?

15 MS. CASEY: The space in front of  
16 the sidewalk in front of the residence will  
17 not be reduced. In fact, we will widen it a  
18 bit to add buffer because that parking spot up  
19 there will remain.

20 The parking spot at the bottom on  
21 the south side, those will be taken away.  
22 Exactly. We're taking away from the park

1 versus from the resident.

2 And yes, so I guess one option,  
3 which I should talk about Jon, is the option  
4 of right now everybody comes from Minnesota  
5 Avenue up north to make a right on L'Enfant  
6 down.

7 And what we were considering, and  
8 I think we discussed it in the EA, did we,  
9 where it would be potential of going -- oh,  
10 oh. My bad. It was this one.

11 FEMALE PARTICIPANT: Just a  
12 question. So when you make the right in order  
13 to make the left onto Minnesota Avenue, so you  
14 will have to make a left and then get over in  
15 the far left hand lane, make the right, get  
16 over to the far left hand lane in order to  
17 make the left to go up Minnesota Avenue. Am  
18 I understanding that correctly? You turn  
19 there?

20 MS. CASEY: You turn here, yes,  
21 going to the left --

22 FEMALE PARTICIPANT: Then you have

1 to get into the left hand lane in the --

2 MS. CASEY: Yes, to go into the --

3 FEMALE PARTICIPANT: -- hopefully  
4 that you can go straight.

5 MS. CASEY: Yes.

6 FEMALE PARTICIPANT: Well, how  
7 would you be able to stack the vehicles when  
8 Minnesota Avenue is backed up going across  
9 Pennsylvania? And it does stack up.

10 MS. CASEY: I think there will be  
11 signal, it will be signalized in, I mean, I'm  
12 not too sure about the signal. Jon, do you  
13 want to help me with the signal? But it will  
14 be signalized in order to --

15 MR. WHITNEY: It will be  
16 signalized there at the bottom of the square  
17 to allow the northbound Minnesota Avenue  
18 traffic versus the traffic that's going around  
19 the square. Give them alternate access to  
20 Minnesota Avenue northbound.

21 MS. CASEY: So here, right?

22 MR. WHITNEY: Yes.

1 FEMALE PARTICIPANT: So you would  
2 have to go through two signals in order to get  
3 across Pennsylvania Avenue?

4 MS. CASEY: It's north is up.

5 MALE PARTICIPANT: With this  
6 alternative, it's going to be a nightmare  
7 because of 25th Street. The traffic coming  
8 off Pennsylvania Avenue turning onto Minnesota  
9 Avenue turning left, got to get all the way  
10 over to the right to go up to 25th.

11 FEMALE PARTICIPANT: And that's  
12 not going to happen.

13 MALE PARTICIPANT: That's going to  
14 cause a lot of confusion.

15 FEMALE PARTICIPANT: That's a  
16 nightmare.

17 MALE PARTICIPANT: 25th is a busy  
18 street. I don't know if that's been studied  
19 or not. But it used to come right off  
20 Pennsylvania Avenue and go right up to 25th.

21 So the impact that that's going to  
22 have is probably going to greatly influence

1 the traffic coming off Minnesota Avenue.

2 FEMALE PARTICIPANT: Absolutely.

3 MALE PARTICIPANT: Also, the bus  
4 stop that's now on the corner of --

5 MS. CASEY: This bus stop?

6 FEMALE PARTICIPANT: Yes.

7 MALE PARTICIPANT: Right. Is that  
8 bus stop going to stay there?

9 MS. CASEY: Yes.

10 MALE PARTICIPANT: So you're going  
11 to have a bus stop there at that corner at the  
12 same intersection that you're going to force  
13 all cars who want to go north of Minnesota  
14 Avenue to make the right turn. You are going  
15 to stop the traffic all --

16 MS. CASEY: There is a bulb out,  
17 is that what you call it, for the bus.

18 FEMALE PARTICIPANT: But you can't  
19 turn right in front of a bus. You can't do  
20 that in the District of Columbia. That's  
21 illegal.

22 MALE PARTICIPANT: It looks like

1 there's two lanes that turn left at the turn  
2 lane.

3 MS. CASEY: Is that --

4 MR. WHITNEY: Well, there's an  
5 opportunity to move the end of the bus stop  
6 further to the west, or into the square area.

7 MALE PARTICIPANT: That's why I  
8 was asking about east of Washington --

9 (Crosstalk)

10 MS. CASEY: Yes. We would --

11 (Crosstalk)

12 FEMALE PARTICIPANT: Then the bus  
13 can't make the left turn in order to get where  
14 they need to go at Anacostia Metro Station.

15 MALE PARTICIPANT: You should have  
16 had this worked out before you came in here  
17 tonight.

18 FEMALE PARTICIPANT: That helps.

19 FEMALE PARTICIPANT: Isn't that  
20 kind of grey building there, isn't that the  
21 post office on that corner?

22 FEMALE PARTICIPANT: Yes.

1 FEMALE PARTICIPANT: That's where  
2 the bus stop is. It's not up near that white  
3 --

4 FEMALE PARTICIPANT: Oh, no.

5 MALE PARTICIPANT: No, that's  
6 where they're building. No. They can't build  
7 there.

8 FEMALE PARTICIPANT: Build out.

9 MALE PARTICIPANT: The bus stop  
10 will still be there, they'll just build out.

11 FEMALE PARTICIPANT: That's going  
12 to be backed up impossibly.

13 (Crosstalk)

14 MALE PARTICIPANT: Yes, wider  
15 sidewalks.

16 FEMALE PARTICIPANT: What's that  
17 white part just before you get to the right  
18 turn?

19 MS. CASEY: Of this?

20 FEMALE PARTICIPANT: Yes, what is  
21 that?

22 MS. CASEY: It's just the

1 sidewalk.

2 FEMALE PARTICIPANT: It's sidewalk  
3 going up --

4 MS. CASEY: It's widened, yes.  
5 It's just wider sidewalk.

6 FEMALE PARTICIPANT: So the bus  
7 has to go around that in order to go towards  
8 the Anacostia Metro?

9 FEMALE PARTICIPANT: Yes.

10 MALE PARTICIPANT: And it stops  
11 right there where all the traffic --

12 (Crosstalk)

13 MS. CASEY: Let's go through the  
14 next slide. I'm very appreciative of your  
15 comments. And we will have an opportunity to  
16 give testimony where it's going to be  
17 recorded, and therefore we'll have it, a  
18 written record of your comment.

19 So we'll move on to the next  
20 alternative so I can go ahead and describe  
21 that.

22 MS. PAUL: Remember, nothing has

1 been designed at all. So please make sure  
2 when you get the tape recording and the  
3 detailed write up.

4 Some of you in the previous  
5 meetings have given us detailed  
6 recommendations, suggestions. They are being  
7 taken seriously. Nothing is finite. Nothing  
8 is designed. Go ahead, Ms. Casey.

9 MS. CASEY: Yes I mean, if we see  
10 anything that needs, you know, based on your  
11 comments, that's why we have these meetings,  
12 we still have, this is not the final EA.

13 We still have an opportunity to go  
14 back and revisit some of these.

15 FEMALE PARTICIPANT: Well, I just  
16 had a question. Minnesota is three lanes.  
17 But what's that street that you turn right on  
18 before the green space there? Is that two  
19 lanes?

20 MS. CASEY: This is a different  
21 alternative. Yes, this is a second  
22 alternative. But it's still L'Enfant Square

1 it's called.

2 FEMALE PARTICIPANT: But how many  
3 lanes is it?

4 MS. CASEY: I believe it's two  
5 lanes on the revised. Anyway, for this  
6 alternative, this is more of a conventional  
7 intersection in the sense that it consolidates  
8 all traffic movement to one signalized  
9 intersection, which is that one there.

10 So Minnesota Avenue will become a  
11 five lane roadway through the intersection.  
12 And it would not reduce traffic speed, and the  
13 intersection will continue to favor motorists  
14 and over pedestrian movement.

15 And of course, it will cause the  
16 same increase, cause an increase in the  
17 queuing from the left turns because now you  
18 have more left turns to deal with.

19 All right, so we did quite a bit  
20 of, analyzed quite a bit of the impact on  
21 quite a bit of the resources in the area. And  
22 under the no-build, as you can see, there's

1 minor long-term impact to economic development  
2 because as I said, one of our need is  
3 supporting community needs and revitalization  
4 in the area.

5 And from the studies in the past,  
6 it has shown that reconfiguring this  
7 intersection, making it safer for pedestrians  
8 and vehicle \*\*\*6:59:46 will promote that, will  
9 be a factor in promoting that.

10 So continuing to not have that  
11 change will result in an issue.

12 FEMALE PARTICIPANT: Just so that  
13 I understand this, Ms. Casey, the no-build  
14 alternative is the leave alone, don't mess  
15 with it?

16 MS. CASEY: Yes.

17 FEMALE PARTICIPANT: Okay, so I  
18 see a whole lot of no impact. When I look  
19 over to see build alternative one or two, I  
20 see a lot of impact.

21 MS. CASEY: Most of the impacts  
22 you see are either minor or negligible, or

1 mostly from during the construction phase,  
2 okay, which will be temporary.

3 FEMALE PARTICIPANT: Okay, well  
4 let me just say, I appreciate, you know, your  
5 presentation and what have you. But as I was  
6 telling you, since 2003 I've been involved in  
7 this project.

8 And this is not what was  
9 envisioned when we began with this project  
10 when I was on Pennsylvania Avenue Task Force.  
11 So that's why I was looking at the no-impact  
12 because I think what was said to us back then  
13 was there would be an impact.

14 If there was the configuration,  
15 you're correct that there was a design as part  
16 of the Pennsylvania Avenue Task force, one of  
17 the phases.

18 But you know, fast forward ten  
19 years later, I'm sitting here and I'm seeing  
20 that actually, the no-build alternative has  
21 the minimal impact on anything.

22 Not the construction part, all

1 these other things, school, water,  
2 landscaping, \*\*\*7:01:19 and I talked about the  
3 taking of the property.

4 And I convey to you that as long  
5 as they're residential, the citizen \*\*\*7:01:27  
6 about a property owner, you know what I'm  
7 saying? You know, it's not a neighborhood  
8 concern. \*\*\*7:01:37 homeowners, that's what  
9 I'm saying.

10 MS. CASEY: Okay, I understand.  
11 Well, a lot of what you see also are what we  
12 identified as potential benefits. You know,  
13 the impact you see for water quality is  
14 because of the more pervious surfaces with the  
15 wider sidewalks and impervious surfaces I  
16 should say with the wider sidewalks.

17 But again, these are minimal,  
18 negligible impacts. And impact is an impact,  
19 and that's how we discussed them in the EA  
20 under DDOT.

21 Again, there is, like, a scale as  
22 well of how we determined and discussed them.

1 None of these impacts are significant. In  
2 fact, some of them are beneficial.

3 FEMALE PARTICIPANT: So the  
4 sidewalk along Pennsylvania will be permeable,  
5 that's what you're saying? Or permeable?

6 MS. CASEY: Well they will be  
7 impermeable because they will be --

8 (Crosstalk)

9 FEMALE PARTICIPANT: And I thought  
10 the goal was for DDOE was to have permeable  
11 surfaces.

12 MS. CASEY: Well I mean, again, as  
13 Ms. Paul pointed out, this is not the final  
14 design.

15 FEMALE PARTICIPANT: Okay.

16 MS. CASEY: Certain features as  
17 permeable sidewalk, we've been using on other  
18 projects, on DDOT projects.

19 FEMALE PARTICIPANT: That's why I  
20 --

21 MS. CASEY: So we will consider  
22 it. It's just these, you know, in the EA, you

1 want to look at worst case, I guess, and just  
2 seeing what that would be.

3 FEMALE PARTICIPANT: Some of the  
4 permeable surfaces you said \*\*\*7:03:19?

5 MS. CASEY: Yes.

6 FEMALE PARTICIPANT: They have  
7 been used outside of southeast. I really want  
8 to have a discussion about southeast versus  
9 other parts of the city.

10 But I don't want to sit here  
11 either after working as long as I have on this  
12 project and take this because we were at our  
13 last day and it's real emotional for me. And  
14 it just seems like again, DDOT doesn't listen.

15 MS. CASEY: Well, we will take all  
16 this into consideration. And you know, we are  
17 with the goal of having as little impervious  
18 surfaces in the city as we can.

19 And of course, we will look at  
20 that. Again, some of these features are going  
21 to be more ironed out once we go into the  
22 design. Right now, it's just planning.

1           And whatever comments you have  
2           that could improve our planning so that the  
3           designers could then move forward with it is  
4           very helpful.

5           FEMALE PARTICIPANT: Thank you.

6           FEMALE PARTICIPANT: These are  
7           things that just on what the on and off ramps  
8           at 295 and all the other things that they've  
9           done, how that has impacted the traffic on  
10          Pennsylvania Avenue?

11          All of them about blocking half  
12          off there and it seems like there's a lot less  
13          traffic on Pennsylvania Avenue. I had no  
14          trouble getting across Sousa Bridge at rush  
15          hour.

16          MS. PINEGAR: They did update the  
17          traffic with the new designs with 295  
18          Interchange. So the traffic analysis and the  
19          EA is updated to include the new improvements  
20          that you're talking about.

21          FEMALE PARTICIPANT: Yes, the only  
22          problem we have is where they merge onto

1          Pennsylvania Avenue --

2                   FEMALE PARTICIPANT: That's  
3           because you're down at the end. Come up the  
4           bridge, it's a problem.

5                   FEMALE PARTICIPANT: Where they're  
6           coming in?

7                   FEMALE PARTICIPANT: Yes.

8                   FEMALE PARTICIPANT: You mean  
9           where they're coming in?

10                   FEMALE PARTICIPANT: Yes.

11                   FEMALE PARTICIPANT: Yes, I'm  
12           talking about when they're going home and  
13           because I go down 17 and come across the  
14           bridge. And then I have to try and get to the  
15           right to turn right on Fairlawn.

16                   And the way they made that merge  
17           lane now, the merge people think that they can  
18           just shoot right down the street without  
19           slowing down.

20                   MS. CASEY: Sorry. Sorry to  
21           interrupt you. I just wanted to rush through.

22                   MS. PAUL: \*\*\*7:05:34 that's going

1 to end in another 14 months, the merging, and  
2 then the short time we put a police car there  
3 as of two weeks ago because of your \*\*\*7:05:49  
4 with a radar gun to --

5 FEMALE PARTICIPANT: Slow it down?

6 MS. PAUL: -- slow it down and get  
7 a lot of people in the correct lane.

8 FEMALE PARTICIPANT: Yes, well  
9 we're not there now.

10 (Crosstalk)

11 MALE PARTICIPANT: He was not  
12 there yesterday, and he was not there today  
13 because I come through there when I come home.

14 MS. CASEY: All right. So looking  
15 at that, these are more resources that we  
16 have. And as you can see, these resources are  
17 in line with our purpose and need and the  
18 underlying issues that are there right now.

19 So therefore, you see more of the  
20 no-build having an impact versus previously.  
21 And again, with the build alternatives, we  
22 have minor construction impacts and short term

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1 impacts, but mostly benefits for the issues  
2 that are currently there.

3 FEMALE PARTICIPANT: On your first  
4 alternative, speaking of that merge land back  
5 at the foot of the Sousa Bridge, if they  
6 didn't have to get over to the left to make a  
7 left turn, they would just continue on  
8 straight ahead, you know, on Pennsylvania  
9 Avenue in order to turn right on to go around  
10 that little piece of real estate to go out on  
11 Pennsylvania Avenue.

12 MS. CASEY: First alternative?

13 FEMALE PARTICIPANT: What are you  
14 going to do for that merge lane?

15 MS. CASEY: Can you say that again  
16 please? I just didn't get what you were  
17 saying before.

18 (Off microphone comment)

19 MS. CASEY: Oh, yes. That is not  
20 in our project area.

21 FEMALE PARTICIPANT: But it  
22 effects your project area because the people

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1 coming off that merge lane try to get to the  
2 left so that they can get lined up to turn  
3 left on Minnesota Avenue.

4 FEMALE PARTICIPANT: Yes, that's  
5 true.

6 FEMALE PARTICIPANT: So if you  
7 don't have them turning left there, then  
8 they're going to stay in the right and try and  
9 make that right hand turn, and it's going to  
10 back up.

11 MALE PARTICIPANT: But the bus is  
12 going to be at a stop.

13 FEMALE PARTICIPANT: And there are  
14 busses, yes.

15 MS. CASEY: Ms. Paul, do you know  
16 of any projects that are in the area  
17 specifically what she's talking about as far  
18 as other DDOT projects that could address her  
19 issues?

20 MS. PAUL: Well we hope that in 14  
21 months, one of our guests here, who's also  
22 been involved in this process for about 28

1 years, we will have the, what's called the  
2 Barney Circle project kick off in 14 months.

3 FEMALE PARTICIPANT: Didn't they  
4 go to court to stop that the last time?

5 MS. PAUL: The last time. But we  
6 all through all that stuff. We on the  
7 positive rock and roll right now.

8 (Off microphone comment)

9 MS. PAUL: But I'm just saying 14  
10 to 18 months, if we all stay positive, this  
11 will be executed.

12 MALE PARTICIPANT: Will they be  
13 done at the same time?

14 MS. PAUL: No, no. We would never  
15 do that to you. We would never do that to  
16 you. We're not crazy. We're aggressive but  
17 not crazy.

18 MALE PARTICIPANT: So when is the  
19 projected start of this?

20 MS. CASEY: Well, right now we're  
21 in the planning. And once we pick an  
22 alternative to go forward with, then we will

1 go into full design.

2 And that typically will take a  
3 year. And then beyond that is the  
4 construction. So you're looking at a year, a  
5 year and a half. And it all depends on final  
6 funding.

7 MALE PARTICIPANT: So I hope what  
8 I'm hearing is all the construction that's  
9 going on now on the Sousa Bridge and all the  
10 other stuff that's going on right now, all of  
11 that stuff will be finished and completed  
12 before we start this.

13 MS. CASEY: I cannot say. I'm not  
14 too familiar with the schedule of the other  
15 construction. I will talk about that.

16 MS. PAUL: We can't have multiple  
17 cranes in locations. We can't violate our own  
18 laws. We can't create congestion where we  
19 just, although sometimes I know some of us  
20 would like \*\*\*7:09:51. But nevertheless, the  
21 answer is we will be as close to finished, but  
22 99 percent \*\*\*7:09:59, like planting trees,

1 not in the roadway.

2 MALE PARTICIPANT: Ninety nine  
3 percent just don't do.

4 MS. PAUL: Well it won't be on the  
5 roadway. It will be fixing the grass areas as  
6 you come off of the ramp.

7 (Crosstalk)

8 MS. PAUL: -- motorists that does  
9 not impact bicyclists. But I can assure you  
10 they will not have three construction projects  
11 taking place at one time.

12 FEMALE PARTICIPANT: Possibly, get  
13 some other people going that way.

14 MS. CASEY: There is always an  
15 opportunity for public input with all our  
16 projects throughout all the phases.

17 FEMALE PARTICIPANT: Public what?

18 MS. CASEY: Input.

19 FEMALE PARTICIPANT: Oh, input.

20 MS. CASEY: Public involvement  
21 throughout all --

22 FEMALE PARTICIPANT: You mean

1 complaints, registered complaints? Is that  
2 what you're saying?

3 FEMALE PARTICIPANT: Hearings.

4 MS. CASEY: Involvement.

5 Completely positive as well as, you know, all  
6 types I guess. But I'm just saying that my  
7 point being that hopefully this is not the  
8 last time you see us here for this project  
9 specifically.

10 Okay, so we've gone through all  
11 the impacts, and that was the NEPA portion of  
12 it. Now we're looking at the historical  
13 preservation aspects of it.

14 And section 106 of the National  
15 Historic Preservation Act requires us to  
16 consult with the local historic preservation  
17 office when we there are potential for  
18 historical structures and archeology in the  
19 area.

20 So we did that and we had a did an  
21 assessment of effect on our culture resources.

22 And we identified, actually, these three

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1 buildings, one of them which is no longer  
2 there, the Little Tavern building which, I  
3 guess, was demolished in 2012, right, at the  
4 time we were doing our project.

5 But all the same, these were the  
6 listed --

7 FEMALE PARTICIPANT: Did you say  
8 destruction?

9 MALE PARTICIPANT: It's a  
10 construction company here --

11 (Crosstalk)

12 MS. CASEY: But, so --

13 MS. PAUL: The Little Tavern was  
14 not supposed to go down.

15 MALE PARTICIPANT: Yes, it wasn't  
16 supposed to go down.

17 MS. CASEY: Oh dear.

18 (Crosstalk)

19 MS. CASEY: So I don't think it  
20 matters. So those were the three that were  
21 found. And actually, that's our direct area  
22 of potential effect.

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1 And our indirect area of potential  
2 effect is even wider. And those three were  
3 outside of that. So we had no adverse effect  
4 finding determination, which will work with  
5 FHWA and get concurrence from DC SHPO on.

6 But basically they did not see, it  
7 comes down to no problem with our project on  
8 the historical resources.

9 FEMALE PARTICIPANT: So they will  
10 remain there? The buildings?

11 MS. CASEY: We are not touching  
12 them. Yes. All right, so since the release  
13 or with the release of the EA on October 28,  
14 we have them available here at this library.

15 We have it available at DDOT  
16 online and at FHWA. The ones that are here  
17 are just for viewing. The ANC should have  
18 received copies of them.

19 And you could go online and  
20 download a copy from our website which is down  
21 there. And we have the comment period until  
22 November 30th.

1 And hopefully once we get all the  
2 comments in, including the ones from today,  
3 and we revise the EA, we hope to have a final  
4 EA in the winter of this year into next year,  
5 and a decision documents.

6 Hopefully if no significant  
7 impacts come up, it will be a final thing, and  
8 that's what we can then move forward with the  
9 project.

10 We've done some public outreach  
11 and there's a list of some of them with the  
12 last one being this one today.

13 FEMALE PARTICIPANT: \*\*\*7:14:35.  
14 Oh, okay. Someone mentioned that the  
15 Whorten's, the Whorten's Store, they had an  
16 underground railroad or something. Something  
17 of significance for historic preservation.  
18 Did you all find that? Is that where that  
19 ended up?

20 MS. PAUL: The owners plan to get  
21 it, they have to keep it aside under NCPC  
22 rules. They want to make it an upscale

1 department store/restaurant in that corner.

2 FEMALE PARTICIPANT: But they keep  
3 the structure?

4 MS. PAUL: Yes. As long as they  
5 keep the facade, I think they are in  
6 compliance.

7 FEMALE PARTICIPANT: Thank you.

8 MS. CASEY: Yes, some \*\*\*7:15:21  
9 removing, they will need to consult with DC  
10 SHPO's on that.

11 FEMALE PARTICIPANT: Yes.

12 FEMALE PARTICIPANT: AC who?

13 MS. CASEY: The historical  
14 preservation office.

15 FEMALE PARTICIPANT: Oh, okay.  
16 All right.

17 MS. CASEY: But since we are not  
18 touching, we just haven't delved into it.

19 FEMALE PARTICIPANT: \*\*\*7:15:40 DC  
20 drivers and how they try to get around  
21 everything, and you're looking at all kind of,  
22 or not all, for alternative two, it looks like

1 you have to go Pennsylvania Avenue and make  
2 that little right around the green area.

3 But there is this little grey area  
4 by the post office which also connects you up  
5 towards Minnesota Avenue. So if you just go  
6 through there where the road is all screwed  
7 up, full of potholes because of the car wash  
8 that's I think illegally there again.

9 MALE PARTICIPANT: Do you see  
10 where the big bus stop is on Minnesota?

11 MS. CASEY: Yes.

12 MALE PARTICIPANT: Come right  
13 around the corner.

14 MS. CASEY: You think people will  
15 go --

16 (Crosstalk)

17 MALE PARTICIPANT: Right there,  
18 that's where you're talking about.

19 MS. PAUL: Oh, you mean they will  
20 just cut through here?

21 FEMALE PARTICIPANT: They're going  
22 to cut through.

1 (Crosstalk)

2 FEMALE PARTICIPANT: Yes. Well,  
3 this is a parking area for the Post Office.

4 MALE PARTICIPANT: That the alley  
5 right there.

6 FEMALE PARTICIPANT: But they're  
7 going to come down here and then they're going  
8 to go to the alley and then they're going to -  
9 -

10 FEMALE PARTICIPANT: That's right.  
11 That's exactly what they're going to do.

12 FEMALE PARTICIPANT: That's  
13 exactly what they're going to do because they  
14 go up 22nd Street.

15 FEMALE PARTICIPANT: Trying to  
16 avoid Minnesota and Pennsylvania. Going to  
17 shoot right out \*\*\*7:16:46 at 40 miles an  
18 hour.

19 MS. CASEY: So I think that was  
20 the end of my slide --

21 MALE PARTICIPANT: Well actually,  
22 I had one question about the alternative.

1 MS. CASEY: Okay.

2 MALE PARTICIPANT: What type of  
3 traffic coming, like, stops and all that  
4 stuff, are going to be taken into  
5 consideration as well? Like, on L'Enfant  
6 Square, if you have traffic coming down there  
7 --

8 (Crosstalk)

9 MALE PARTICIPANT: -- I've asked  
10 them to put a street bump on that block. But  
11 they told me that traffic was coming at 17  
12 miles per hour, which is not true, okay.

13 And I was just wondering, what  
14 type of traffic are you going to be able to do  
15 on that end because you have metro buses  
16 coming, traffic coming and they're going to be  
17 going 30, 40 miles per hour.

18 And people can't cross already, so  
19 that's one thing I think we should address,  
20 some type of traffic fixes.

21 MS. CASEY: Okay. Yes, I mean,  
22 those are the types of details that I was

1 saying we can re-do in the design phase.

2 MALE PARTICIPANT: Okay.

3 MS. CASEY: I mean, there are a  
4 number of things that we could look into as  
5 well. So right now, we don't have any --

6 (Off microphone comment)

7 MS. CASEY: Actually, our  
8 discussion now is being recorded. But since  
9 my presentation is over --

10 FEMALE PARTICIPANT: Sorry about  
11 your presentation --

12 (Crosstalk)

13 FEMALE PARTICIPANT: I want you to  
14 please introduce the people you had with you.

15 MS. CASEY: Oh, okay. Yes, we  
16 have consultants from HNTB, we had Caroline  
17 and Kim and John Witney.

18 (Off microphone comment)

19 FEMALE PARTICIPANT: We're the  
20 consulting agency.

21 MS. CASEY: Consulting company  
22 from that --

1 (Crosstalk)

2 FEMALE PARTICIPANT: And the  
3 gentleman who was with you?

4 MS. CASEY: Yes, they're the court  
5 reporters. They are recording our testimony  
6 today. That's the setting of a public hearing  
7 is --

8 FEMALE PARTICIPANT: I know. But  
9 are they DDOT staff?

10 MS. CASEY: No.

11 FEMALE PARTICIPANT: Who are the  
12 DDOT people? Her I know. Anybody else?

13 MS. CASEY: There's Keith Foxx,  
14 there's Dawit, and there's Ms. Paul.

15 FEMALE PARTICIPANT: And who are  
16 those two gentlemen?

17 MS. CASEY: And Mr. Chruscie.

18 FEMALE PARTICIPANT: Are you  
19 infrastructure?

20 MALE PARTICIPANT: Yes.

21 FEMALE PARTICIPANT: And you are,  
22 sir?

1 MALE PARTICIPANT: Keith Foxx.

2 FEMALE PARTICIPANT: Team for?

3 MS. PAUL: Ward 7. They represent  
4 -- they're team four for Ward 7 and 8.

5 FEMALE PARTICIPANT: Okay.

6 MS. PAUL: And \*\*\*7:19:39 ELC, and  
7 she runs our big DPE program. And it's pre-  
8 participation, a residence and the  
9 construction industry on behalf of DDOT. And  
10 I don't think I brought anybody else.

11 MS. CASEY: Okay. So I guess  
12 we'll go just a couple of ground rules to say.  
13 But that's my contact information on the  
14 website, it's there.

15 On the back of the document you  
16 got, it's there. It's here now. So if you  
17 want to send your comments, email, written  
18 comments in the post.

19 But just a couple of things for  
20 tonight's public meeting. Sorry, I got to  
21 wear my broken glasses. Yes, so I'm trying to  
22 figure out where I should start.

1 Okay, so I guess some of you  
2 already registered to speak, so we'll be  
3 calling you on a first come, first served  
4 basis.

5 Everybody will be allowed two  
6 minutes to provide your comments at the mic.  
7 Please speak clearly. State your name and  
8 your organization, address, you don't have to  
9 say your address but just your name and your  
10 organization will be fine.

11 And please speak clearly so that  
12 the gentleman here could record it. And we'll  
13 just make sure everybody who signed up get a  
14 chance to speak.

15 And Caroline will be putting up a

16 --

17 MS. PINEGAR: All right, yes. So  
18 when you have 30 seconds left, we'll hold up  
19 the yellow. I know it's a, you know, eye  
20 test. But --

21 (Crosstalk)

22 MS. PINEGAR: -- we hold up the

1 yellow you'll have 30 seconds left, and then  
2 the red one's 15.

3 MS. CASEY: So when you see red.  
4 Again, thanks everyone for coming. And I will  
5 let Caroline and Ryan do the --

6 MS. PINEGAR: Okay, so first one  
7 signed up was Veronica.

8 MS. CASEY: No, it's all right.

9 (Off microphone comments)

10 MS. DAVIS: So I'll make my  
11 comments brief. I'm going to say what I like  
12 and what I don't like about each of them since  
13 you all are open to reconsidering that.

14 So for alternative one, I do like  
15 the wider sidewalks on the southern end. But  
16 I do agree with Commissioner Hammond. I would  
17 like to see more green elements and not just  
18 concrete.

19 Specifically what you have over  
20 by, like, DDOE where you have some of the  
21 permeable pavers, especially since that is an  
22 area that is supposed to be reinvisioned as a

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005-01

**Response to Comment 001-01**

Thank you for your comments. They will be included in the project Administrative Record. The recommended goals are embodied in the project's stated purpose and need and project goals, as explained below. Please refer to *Section 1.0, Purpose and Need* of the EA.

The commenter's Goal #1 falls under the defined project need to improve multimodal connectivity and access (*Section 1.2.3*) and to support improved land use and community needs (*Section 1.2.4*). It is also encompassed with the Great Streets Initiative program goals to improve the quality of life in neighborhoods along the corridors, including public safety, physical appearance and personal opportunity; and to expand mobility choices and improve safety and efficiency of all modes of travel. Refer to *Section 1.3.1, Background*, for discussion of program goals of the Great Streets Initiative.

DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative. This design includes Americans with Disabilities Act (ADA)-compliant ramps and sidewalks to be improved or included in the Study Area where they do not exist currently.

The commenter's Goals #2 and are included in the project need to improve multimodal connectivity and access (*Section 1.2.3*); and is also included in the program goal to expand mobility choices and improve safety and efficiency of all modes of travel.

The commenter's Goal #4 is presumed in the project need to support improved land use and community needs (*Section 1.2.4*), and the program goals to improve the quality of life in neighborhoods along the corridors, including public safety, physical appearance and personal opportunity; and to attract private investment through the demonstration of a public commitment to Great Street communities.

With regard to the commenter's Goal #5, while the project purpose is to provide transportation improvements to the project intersection, "alleviating vehicular traffic on local streets" is not specified in the project need or as one of the program goals. The project intends to improve vehicular safety and efficiency and

005-01 (cont.) 1 revitalized commercial area.

2 I do like the smaller road

005-02 3 footprint just at the actual intersection of

4 Minnesota and Pennsylvania. I am very

5 concerned, though, about the homes at L'Enfant

6 Square.

005-03 7 And so I encourage you to reach

8 out to those specific homeowners with having

9 three lanes of traffic on L'Enfant Square that

10 weren't there before.

11 I do like the fact that it

12 straightens out the eastbound lanes at

005-04 13 Pennsylvania Avenue. And I also from the cars

14 coming off of 295, it prevents the need for

15 them having to cross three lanes of traffic to

16 make that left. So that I do like.

17 However, I am a little bit

18 concerned. It looks a little bit like the

005-05 19 Dave Thomas Circle over at Florida and New

20 York Avenue. And we don't want that.

005-06 21 For alternative two, one of the

22 things I am concerned about is the ten lane

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**Response to Comment 005-02**

Thank you for your comments. They will be included in the project Administrative Record.

**Response to Comment 005-03**

After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, in which traffic would flow one-way to the north and east on the L'Enfant Square, SE roadway. With Option 2, cut-through traffic would be minimized along the L'Enfant Square, SE residences and the vehicle/pedestrian conflict would be reduced. Option 2 also maintains L'Enfant Square, SE as a one-lane roadway with on-street parking on both sides of the street.

As part of the public outreach for the EA, announcement of public meetings was conducted via door-to-door distribution of flyers, e-mail announcement “blasts,” via public notice in the *Washington Times* (for the Public Hearing), and on the DDOT website. Upon invitation, DDOT has met with ANC Commissioners and has presented the alternatives, the October 2013 EA, and overall project updates at ANC meetings as well as neighborhood association meetings. DDOT also held a formal Public Hearing in November 2013 after the publication of the EA and also presented the project at the DDOT Ward 7 Update Meeting on March 6, 2014.

**Response to Comment 005-04**

Thank you for your comments. They will be included in the project Administrative Record.

**Response to Comment 005-05**

Thank you for your comments. The Pennsylvania and Minnesota Avenues, SE intersection has less complicated traffic movements than Dave Thomas Circle at Florida and New York avenues. After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the

Preferred Alternative for the EA, along with Option 2, in which traffic would flow one-way to the north and east on the L'Enfant Square, SE roadway and reduce cut-through traffic. Build Alternative 2 maintains the intersection as a conventional intersection in which the turns permitted today will continue to be permitted, without any similarities to traffic circles.

***Response to Comment 005-06***

For Build Alternative 2, the pedestrian crossing across Pennsylvania Avenue, SE at the east side of the Pennsylvania/Minnesota intersection was designed similar to the pedestrian crossing at this intersection today, with pedestrians crossing seven lanes of roadway. DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA. Based on the number of public comments received, the project team reevaluated this pedestrian crossing and determined that an extended median between the east- and west-bound lanes of Pennsylvania Avenue, SE that will allow a “break” for pedestrians crossing the street within the crosswalk is feasible and is included in the Final EA. This will effectively reduce the uninterrupted crossing length and provide a more pedestrian-friendly crosswalk. Additionally, the crosswalk at the western intersection of Pennsylvania Avenue, SE with L'Enfant Square, SE is improved to provide a shorter, continuous crossing length across the westbound lanes of traffic. Currently the crosswalk crosses the westbound lanes at an angle. Crosswalk markings will also be improved and the traffic signal timing will be adjusted to accommodate the crossing time required for pedestrians.

1 footprint right there at the intersection and  
2 pedestrians being able to get across.

005-06  
(cont.)

3 It seems just a little bit less  
4 pedestrian friendly, especially for the people  
5 coming on the south side of Pennsylvania  
6 Avenue. There's a lot of people trying to get  
7 to the day care from the bus stop. There's  
8 just a lot of pedestrian traffic in the  
9 morning.

005-07

10 And also too, there's a lot of  
11 people at the bus stop, so the sidewalks  
12 aren't as wide. I do like the two way on  
13 Minnesota Avenue.

005-08

14 But I am very concerned about the  
15 bus turning movements. I think two, I don't  
16 remember which one it is, no I think it's one  
17 that has the worst bus turning movements. And  
18 so that is a concern.

19 And this is a major bus hub. So  
20 just if you can really be thinking about how  
21 the busses operate at that intersection.

22 MS. CAREY: Next is Patricia.

**Response to Comment 005-07**

Thank you for your comments. They will be included in the project Administrative Record. Currently the sidewalk widths in Build Alternative 2 (Preferred Alternative) are comparable to existing conditions. However, the bus stops in this area are heavily used at this intersection and pedestrian traffic is significant. Sidewalk widths may be reevaluated during the design phase to accommodate the number of people using the bus stops.

**Response to Comment 005-08**

DDOT is committed to coordinating with WMATA throughout all of the stages of planning and project development. When the EA for improvements to the Pennsylvania and Minnesota avenues, SE intersection was initiated in 2012, WMATA was included in and attended the agency scoping meeting and provided input and comments on the project early on and has been updated on the alternative development throughout the project. DDOT is coordinating with WMATA to ensure that the intersection will accommodate bus operations to and through this intersection. Bus stop locations, design and ADA requirements are being developed in accordance with WMATA's guidelines for the *Design and Placement of Transit Stops (2009)*. Bus stop locations, turning radii and operations were considered for both of the Build Alternatives. Based on comments received from WMATA and the public during the EA comment period, more information was included in *Section 4.4.3, Transit* and further analysis was conducted using AutoTURN™ simulation to ensure that all of the turning radii could be performed by the WMATA buses that use this intersection.

DDOT is committed to coordinating improvements to this intersection with WMATA and ensuring that the transit needs are accommodated.

1 MS. HOWARD-CHITTAMS: My name is  
2 Patricia Howard-Chittams. I'm ANC 7B01, part  
3 of ANC 7B. I wanted to point out that in the  
4 people in the community want the no-build.

5 That is their preference, however  
6 if they must choose a preference, the  
7 preference they choose is item two. It is not  
8 the best of both worlds.

9 I believe that there should be a  
10 merging of some of the best elements of both.  
11 However, neither of the designs that are being  
12 offered are conducive or acceptable to the  
13 community at large.

14 It will negatively impact the  
15 community as far as construction, as far as  
16 traffic. And I also notice on the paperwork,  
17 in the no-build zone you state in 2040 it's  
18 going to be an increase of traffic.

19 Well, there's going to be an  
20 increase of traffic no matter which one you  
21 choose.

22 We also need to be cognizant of

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**Response to Comment 006-01**

Thank you for your comments. They will be included in the project Administrative Record.

**Response to Comment 006-02**

DDOT is responsible for the creation, implementation, and enforcement of maintenance of traffic (MOT) plans and in some cases, transportation management plans (TMPs), which are prepared in accordance with the "District of Columbia Work Zone Safety and Mobility Policy" (October 2007). DDOT has considered in the EA, and will continue to consider during the design phase, potential impacts from work zone generated traffic and seek ways to minimize impacts. DDOT has not identified an MOT plan or TMP as mitigation in the EA because they are already requirements for DDOT Design and Construction projects. Project impacts identified for construction assumes that DDOT would follow its processes outlined in the design standards and the District of Columbia Work Zone Safety and Mobility Policy. TMPs have a public outreach component that helps keep the public informed of project construction related delays and changes in traffic patterns.

There is an anticipated deterioration in level of service (LOS) at several of the intersections in the Study Area under all of the 2040 alternatives, including the No Build Alternative due to the anticipated volume of vehicles using the intersection due to projected population growth in the District and the resultant increase in traffic demand. In general, LOS, travel times and queue lengths would increase due to projected increases in traffic volumes.

Refer to *Section 4.4.2, Roadway Network and Traffic* of the EA for detailed methodology, results, and discussion of the impacts to traffic as a result of the no build and build alternatives analyzed in the EA.

006-03

1 the fact that it seems as though that these  
2 were designed as if there were no real cars  
3 and no real people who actually have to cross  
4 the street and drive up and down the street  
5 every day.

6 And it would really make sense if  
7 those of you who are actually doing the  
8 designing spend a couple of weeks, not an  
9 afternoon, but a couple of weeks actually  
10 watching the ebb and flow of traffic on  
11 Pennsylvania and Minnesota Avenue.

12 MS. CAREY: Robin?

13 MS. MARLIN: Oh, okay. Okay.

14 Good afternoon. First, let me thank Ms. Casey  
15 for coming out to our ANC meeting to share  
16 this concept with us, as well as coming back  
17 to our community tonight.

18 I'm Robin Hammond-Marlin,  
19 Commissioner for SND 7B05. I'm also the Vice  
20 Chair of ANC7B. In 2006, DDOT embarked on the  
21 Great Streets Initiative.

22 As a member of the Pennsylvania

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**Response to Comment 006-03**

Per Federal Highway Administration (FHWA) guidance, traffic simulation was used to model, analyze and compare the traffic operations of the alternatives. Synchro software (version 8.0) was used to model and analyze the traffic signal operations including delays, LOS and queues. VISSIM software (version 5.3) was used to provide the travel time results. Available traffic counts within the last three years were collected from DDOT and the existing year (2012) volumes were developed using an annual growth rate of 0.5 percent. In order to confirm and verify the traffic data being used, the traffic flow, transit activity, and pedestrian volume were observed during both the AM and PM peak hours. Multiple field visits were conducted to monitor the existing peak hour traffic operations and to verify field conditions. Average and maximum queue lengths, peak condition durations, posted speed limits, bottleneck locations and typical driving behaviors were recorded and were used for simulation base model development and calibration.

Additionally, at any intersections with missing data, data were collected for one-hour period during the AM and PM peak hours. To account for the traffic pattern change caused by the newly constructed I-295 NB ramps at the adjacent 11th Street Bridge, traffic counts were collected again in 2013. Using this data, a balanced set of peak hour traffic volumes were developed for the analysis of Existing Conditions. A detailed discussion of the methodology and findings of the transportation analysis are presented in *Section 4.4, Transportation* of the EA. For more detailed methodology, data collection methods, traffic volume development, and traffic simulation model calibration techniques, refer to *Appendix F, Traffic Analysis Report*.

1 Avenue Task Force then, I have in depth  
2 knowledge of what the community expected from  
3 these projects, what the project gave us, and  
4 what we ended up with in reality.

007-01 5 It lacks rationale and foresight  
6 to now, I think, recreate an intersection when  
7 you have not completed the work promised with  
8 the 11th Street Bridge.

9 I think you've heard that here,  
10 which was a massive, expensive project, was  
11 promised to move traffic from my congested  
12 neighborhood, so streets such as Pennsylvania  
13 Avenue, Branch Avenue, Minnesota Avenue, and  
14 this was in 2006 and that was part of the  
15 Great Streets Framework.

007-02 16 And as I look around the room, I  
17 was sharing with the young man next to me from  
18 the Park Service, I think I only see one  
19 person that started back in 2003 when I first  
20 started with this whole Great Streets concept  
21 with the Pennsylvania Avenue Task Force.

22 And I'm speaking from the DDOT

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**Response to Comment 007-01**

Thank you for your comments. They will be included in the project Administrative Record.

**Response to Comment 007-02**

Thank you for your comments. Public outreach for the Great Streets Initiative commenced in 2006. Ideally, there would be one project manager and staff who would track the same project from inception through implementation, construction, maintenance, etc. Because this is not always feasible due to changes in staff, project funding, the political environment, and a variety of other reasons, DDOT strives to maintain a tracking system that provides methods for ensuring that documentation from each of the project phases is carried forward from project inception to implementation. The DDOT project manager for the EA has been involved with EA coordination and documentation from the beginning of the EA documentation process.

007-02  
(cont.)

1 team. No offense to those of you all that are  
2 here and your having to deal with the  
3 community here without concerns with the Great  
4 Streets project.

5 But it does concern me that the  
6 project started with one group, with a team,  
7 and we don't see any of those people with us  
8 now.

9 I'm well aware the federal monies  
10 and the goal of the TIP. And the Great  
11 Streets is part of that, funding came from  
12 that. The federal incentives directive given  
13 to DDOT to create functional designs to  
14 improve traffic, transportation in the  
15 metropolitan area.

16 However, those incentives have  
17 become an exercise in busywork, I think. I  
18 think the engineers need to be more creative  
19 in creating traffic flow in this city and in  
20 our neighborhoods.

21 To try to \*\*\*7:28:13 the traffic  
22 congestion that still plagues our

1 neighborhoods and our city. And I feel like  
2 if they can do it in Orlando, Florida, they  
3 can do it here.

4 Now to start another project that  
5 would dismantle our streets, start a project  
6 that also has no promise to really guarantee  
7 eliminating congestion in our neighborhoods is  
8 hard to digest.

9 There should have been and still  
10 needs to be a sincere conversation with your  
11 PG, Prince George's County transportation  
12 partners when designing these projects in the  
13 effort to design, curtail and redirect traffic  
14 from our streets.

15 There needs to be an outreach by  
16 DDOT to have a sincere partnership with PG  
17 County, a partnership where PG officials  
18 recognize and respect our city's traffic  
19 concerns with commuter traffic when those that  
20 don't even pay taxes to live here, but yet  
21 they use our roadways.

22 There needs to be a gut effort to

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007-03

007-04

**Response to Comment 007-03**

The alternatives include measures to improve traffic circulation (e.g., new roadway alignments, consolidated traffic movements, increased left-turn queuing capacity, expanded lanes), however, the purpose of the improvements is not to eliminate traffic congestion. As the traffic analysis indicates, traffic conditions are expected to deteriorate at some of the intersections in the Study Area due to the anticipated increase in vehicle volumes by 2040 due to the projected population increase in the metropolitan area. The improvements are necessary, however, in order to improve safety for pedestrians and motorists at the intersection; to improve multimodal connectivity and access; to create a consolidated, usable open space; and to support improved land use in the Study Area.

**Response to Comment 007-04**

DDOT coordinates with all neighboring jurisdictions during project planning, however the project is not within Prince George's County jurisdiction and will not impact their roadways. Build Alternative 2 (Preferred Alternative) has components that are intended to discourage commuter cut-through traffic, including the one-way traffic flow north and east on the L'Enfant Square SE roadway. With this change to the vehicle direction, cut-through traffic would be minimized along the L'Enfant Square, SE residences and the vehicle/pedestrian conflict would be reduced. Additionally traffic signals will be improved for vehicles and pedestrians using the intersection. However, preventing commuters from using this intersection is outside of the scope of this project.

1 have this serious and honest conversation if  
2 there is to be any attempt to curtail or  
3 mitigate and manage the traffic that now  
4 disrespects our neighborhood streets.

5 The Hillcrest neighborhood, the  
6 Fort Davis neighborhood, Twining, Fort Dupont,  
7 Penn Branch, and along the corridors of  
8 Minnesota Avenue.

9 Lastly, as an example to leave  
10 with you, each morning, Monday through Friday,  
11 at peak rush hour from 6:30 a.m. to 9:00 at  
12 the corner of Branch and S Street southeast,  
13 not too far from here, these Maryland  
14 commuters with Maryland tags use their  
15 vehicles as a safety risk object to form two  
16 lanes on a two way street because they're too  
17 impatient to wait for the traffic light at  
18 Branch and Pennsylvania Avenue.

19 If you stand at that corner, you  
20 can just see rows of cars coming into our  
21 city, but yet they disrespect our city. And  
22 for you all to embark on another project

007-04  
(cont.)

1 before DDOT takes a serious look of  
2 alternatives of bringing traffic into our  
3 neighborhood, I cannot sanction a project like  
4 this.

5 And nor would I ask my  
6 constituents to buy into it. I think DDOT  
7 needs to embark on a really serious,  
8 insightful sort of concept and really look at  
9 how they're planning traffic flow in our  
10 community.

11 And someone mentioned the Florida  
12 Avenue, New York Avenue, that roundabout?  
13 It's a mess. And DDOT used to have their  
14 offices right there. They could peer out the  
15 window and see that mess.

16 But they packed up and moved. So  
17 they left us down there to deal with that  
18 mess. It doesn't work, and that's my point in  
19 terms of the engineers.

20 When they're designing these  
21 things, they can't design something for the  
22 city and then go back to Virginia. I counted

007-04  
(cont.)

1 ten cars out here with Maryland, Virginia  
2 tags.

3 You have to really live it, feel  
4 it to be able to know what we go through  
5 everyday as far as traffic is concerned.

6 Now as a commissioner, I will  
7 support the residents and the commissioners  
8 that are mostly impacted by this design if  
9 they want it. But as a citizen, I would not.  
10 Okay, thank you.

11 MS. CAREY: Gary?

12 MR. BUTLER: Hello. Hi everyone.  
13 My name's Gary Butler. I'm the 7B03  
14 Commissioner. So I'm probably the most  
15 involved in the direct impact zone.

16 Just a tailback on what Robin  
17 said, I'll start off there. If you can, how  
18 many people live in 7B03, are directly  
19 impacted by this construction?

20 I know myself, and I believe the  
21 young lady sitting up here.

22 FEMALE PARTICIPANT: 8801.

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**Response to Comment 007-05**

Thank you for your comments. After consideration of the purpose of and needs for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Alternative 2 – Conventional Intersection as the Preferred Alternative.

007-05

1 MR. BUTLER: 8801? Right,  
2 redistricting. Okay, there's three of us.

3 And I would like to start by saying that I  
4 don't believe DDOT has done enough to get the  
5 people directly affected by the project to get  
6 to these meetings.

7 There needs to be more door-to-  
8 door. We live in the time now where emails  
9 and pamphlets get thrown in the trash so fast.  
10 We need more direct involvement. That's one  
11 thing.

12 I was just sitting here going  
13 through a list. I didn't prepare anything.  
14 I wish I would have because I thought we were  
15 going to meet with your director of the  
16 Department of Transportation before we got  
17 here.

18 But I'll go ahead and go through  
19 some of those. After talking to about eight  
20 to ten of my neighbors, their prospective on  
21 this situation would be they would recommend  
22 the no-build.

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**Response to Comment 008-01**

Thank you for your comments. They will be included in the project Administrative Record. While DDOT is not able to meet with all the homeowners individually, as part of the public outreach for the EA, announcement of public meetings was conducted via door-to-door distribution of flyers, e-mail announcement "blasts," via public notice in the *Washington Times* (for the Public Hearing), and on the DDOT website. Upon invitation, DDOT has met with ANC Commissioners and has presented the alternatives, the EA, and overall project updates at ANC meetings as well as neighborhood association meetings. DDOT also held a formal Public Hearing in on November 13, 2013 at the Francis Gregory Library to receive testimony from the public regarding the project. After the publication of the October 2013 EA, DDOT also presented the project at the Ward 7 Update Meeting on March 6, 2014. In addition to holding public meetings for this project, DDOT has made efforts to meet with smaller groups upon request in public forums as opposed to walking door-to-door for purposes of safety.

**Response to Comment 008-02**

Thank you for your comments. The No Build Alternative does not meet the purpose of and need for the Proposed Action. Please refer to *Section 1.0, Purpose and Need* of the EA for discussion of the purpose and need for the project.

After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, which is designed to reduce the traffic volume adjacent to the residences along L'Enfant Square, SE, as cut-through traffic would be minimized along L'Enfant Square, SE. Option 2 eliminates right turns from southbound L'Enfant Square, SE onto Pennsylvania Avenue, SE westbound, significantly reducing vehicle-pedestrian conflicts.

008-02  
(cont.)

1 That's the first. If they had to  
2 pick one, they would pick alternative two.

3 There's different reasons, and I wish they  
4 were here to give their comments.

008-03

5 One thing that they said was they  
6 see an area such as Lincoln Park over on 12th  
7 Street, Capitol Hill, the same area the same  
8 square. They would love to see a monument or  
9 some type of statue or something put in that  
10 public space.

11 And they really don't support the  
12 transfer of the property going from the  
13 National Park Service to the District because  
14 of the impact that the District hasn't had on  
15 the neighborhood already.

008-04

16 They haven't done enough as far as  
17 writing fines, you know, dealing with the  
18 community already with the actual businesses  
19 there. They haven't been doing enough.

20 So they think the park will  
21 actually deteriorate. The National Park  
22 Service has done a great job. They're over

**Response to Comment 008-03**

The design of the intersection and aesthetic elements are not discussed in detail or determined during the EA phase of the project. However, as design continues, DDOT will consider public and agency comments, and will coordinate with the National Park Service and the National Capital Planning Commission (NCPC) regarding the natural features, appearance, aesthetic treatment and maintenance of the park area. Monuments and public art undoubtedly enrich the economic, social and cultural surroundings of urban areas. While the intersection of Pennsylvania and Minnesota Avenues, SE is not identified in NCPC's *Memorials and Museums Master Plan*, the document is intended to be a "flexible, 'living' document that can and should be revised as development opportunities and commemorative needs change" (p. 1).

Authorizing commemorative works is the responsibility of Congress and design and funding are usually carried out by private sponsoring organizations. DDOT encourages the community to work with the City, NPS and NCPC prior to or during final design to garner support for a major monument if that is desired.

**Response to Comment 008-04**

The Proposed Action includes a transfer of land jurisdiction from NPS to DDOT, as may be agreed upon by covenant with stipulations between the agencies. The land exchange is necessary to facilitate the design improvements needed at the intersection. No private right-of-way would be impacted or acquired as a result of the Proposed Action.

In the existing intersection configuration, the four NPS reservation parcels effectively function as traffic islands for pedestrians while crossing the street; the pieces of parkland are too small to function as true open space or green space as currently configured. In order to meet the purpose and need to create a consolidated, usable open space and to implement the roadway improvements, NPS, pending authorization from NCPC, has agreed that the park area should be under DDOT jurisdiction. Build Alternative 2 (Preferred Alternative) will consolidate the park areas to create larger spaces that will be usable to

008-04  
(cont.)

1 there two, three times a week taking care of  
 2 it.  
 3 We think that the support that we  
 4 have now will greatly diminish if the District  
 5 took it. So that's one.

008-05

6 We believe that Washington  
 7 Metropolitan Area Transit Authority should  
 8 have had more involvement because the effects  
 9 of the bus locations will directly impact a  
 10 lot of this because they have removed, I  
 11 believe, two bus stops.  
 12 If that drawing was up, I would  
 13 show you where they were. But one right  
 14 before you make the turn around, so they were  
 15 probably relocation of where the bus stop  
 16 should be.

008-06

17 I'll just go down my list real  
 18 quick. Like I said, shared comments. Oh, one  
 19 of the biggest things my neighbors did ask me,  
 20 and I will say this, they wanted DDOT to share  
 21 the comments of who gave their input because  
 22 they say they get to the project and then they

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pedestrians and visitors. DDOT will coordinate with the NPS and NCPC regarding the natural features, appearance and aesthetic treatment of the park area as planning progresses to ensure that the park is maintained in accordance with NPS and District standards.

**Response to Comment 008-05**

DDOT is committed to coordinating with WMATA throughout all of the stages of planning and project development. When the EA for improvements to the Pennsylvania and Minnesota Avenues, SE intersection was initiated in 2012, WMATA was included in and attended the agency scoping meeting and provided input and comments on the project early on and has been updated on the alternative development throughout the project. DDOT is coordinating with WMATA to ensure that the intersection will accommodate bus operations to and through this intersection. Bus stop locations, design and ADA requirements are being developed in accordance with WMATA's guidelines for the *Design and Placement of Transit Stops (2009)*. Bus stop locations, turning radii and operations were considered for both of the Build Alternatives. Based on comments received from WMATA and the public during the October 2013 EA comment period, more information was included in *Section 4.4.3, Transit* and further analysis was conducted using AutoTURN™ simulation to ensure that all of the turning radii could be performed by the WMATA buses that use this intersection.

DDOT is committed to coordinating improvements to this intersection with WMATA and ensuring that the transit needs are accommodated.

**Response to Comment 008-06**

All written comments received during the scoping period for the project and during the October 2013 EA comment period are included in *Appendix C, Agency Coordination and Public Involvement* of the Final EA. Formal comments submitted during the October 2013 EA comment period via letter, email, telephone or during public hearing testimony (11/13/13) regarding the EA receive formal written responses in the Final EA. Comments received during the public

scoping period for the EA are also included as part of Appendix C of the EA, and were included in the EA that was published in October of 2013. Although formal responses to these comments are not published in the Final EA, the comments are reviewed carefully and taken into consideration during EA development.

1 talk to each other among each other.

2 Nobody ever hears where did the  
3 results come from. Where did our comments go,  
4 and how are they going to be shared back with  
5 us? That's probably one of the main questions  
6 that they were asking.

7 And the last one, they were real  
8 adamant about busses should stay on the main  
9 thoroughfare. They shouldn't be cutting  
10 through public streets in the city. So that  
11 was my comments.

12 MS. CAREY: Is there anyone else?

13 (Off microphone comments)

14 MR. CAPOZZI: Is there any way we  
15 could put the picture back up? I'm really  
16 good with the visual thing, but it's hard to  
17 just talk about it.

18 Anyway, I'm John Capozzi and I  
19 live over on Austin Street. And as was  
20 mentioned, I've been involved with the Barney  
21 Circle and this whole area for, well I hate to  
22 say how long, but long enough to know the area

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**Response to Comment 008-07**

Under either of the Build Alternatives, the only bus stops that are relocated are those that are currently located on the cut through road north of Pennsylvania Avenue, SE. The bus stops would be relocated to either Minnesota Avenue, SE or Pennsylvania Avenue, SE at the project intersection (the main thoroughfare). The intersection improvements would not alter the bus routes, other than to require movement around the traffic square under Build Alternative 1. With the implementation of Build Alternative 2 (Preferred Alternative), however, the buses would not cut through any public or neighborhood streets that are not already part of existing bus routes.

008-06  
(cont.)

008-07

1 really well.

2 Plus, I ride my bike there every  
3 day. You know, I commute from here to Union  
4 Station. So I know the intersection extremely  
5 well.

6 And a couple things I'm most  
7 concerned about. And I wasn't sure I would be  
8 the most negative person here, but apparently  
9 I'm not, so that made me feel better.

10 But I really didn't like any of  
11 the alternatives because I didn't think it  
12 fixed a lot of the problems. And then when I  
13 see the EA statement, especially to the Parks  
14 Works people, that the park service, the park  
15 area's going to be unusable.

16 Well, I mean, what are we fixing  
17 if it's not going to be useful? I mean,  
18 there's no point in having a park that's  
19 unusable.

20 To me that's just sort of like we  
21 failed if that was part of the goal of this  
22 project. Plus, with all the traffic concerns,

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**Response to Comment 009-01**

Thank you for your comments. Your comments have been noted and will be included in the project Administrative Record. The project includes the creation of consolidated, *usable* park space. The park space is *unusable* in its *current* form (four small parcels). One of the goals of this project is to make the park space usable. This is accomplished with the implementation of Build Alternative 2 – Conventional Intersection (Preferred Alternative) by consolidating the four existing parcels of park area into two larger parcels, resulting in approximately one (1) acre of consolidated park area to the north of Pennsylvania Avenue, SE and 0.5 acres of park area to the south of Pennsylvania Avenue, SE for passive recreational activity. The consolidated, larger park spaces have the potential to be used by the public for passive recreational activities, a public plaza, or another variation of enhanced community space for residents and intersection users to enjoy. The intent is to enhance the community through the creation of valuable open spaces.

009-02

1 I mean, you know, riding my bike, I didn't see  
2 anything at all related to bikes.

009-03

3 And also, I really don't like the  
4 fact that the plan ends at Prout Street  
5 because the fact is that when you're driving  
6 or you're riding your bike through that area,  
7 you have to get from Prout Street to where the  
8 intersection is, basically in essence all  
9 those ramps that go over, they put you onto  
10 the freeway or get you over on the Sousa  
11 Bridge.

009-04

12 So in essence, it really needs to  
13 have some plan between Prout Street and where  
14 the overpass is because otherwise I don't  
15 understand. It's a complete thing. It's not  
16 like you're going to do a separate project  
17 just for that small area.

18 And so I think it should be  
19 connected. When we talk about the neighbors  
20 for example, you know, I am concerned that all  
21 of a sudden all of the traffic, instead of  
22 cutting through the park where it does now,

**Response to Comment 009-02**

Bicycle and Pedestrian network discussion is included in *Sections 3.4.1 and 4.4.1, Bicycle and Pedestrian Network*, of the EA. Figures 4-1 and 4-2 in the EA illustrate the pedestrian and bicycle improvements for Build Alternative 1 and Build Alternative 2, respectively. Build Alternative 2 (Preferred Alternative) improves safety for pedestrians and bicyclists by reducing multiple confusing traffic movements at two adjacent intersections along Pennsylvania Avenue, SE into one signalized intersection. A pedestrian/bicyclist-activated crossing signal would be provided to allow safe crossing. Other safety improvements for pedestrians and bicyclists include new bulb-outs to reduce vehicle speeds, shorter crosswalks in some locations, and enhanced traffic signalization.

**Response to Comment 009-03**

The Study Area for the project extends to Fairlawn Avenue, SE, just west of the intersection with Prout Street, SE. However no improvements are recommended as part of the Build Alternatives analyzed in this EA beyond the intersections of Pennsylvania Avenue, SE at Minnesota Avenue, SE and Pennsylvania Avenue, SE at L'Enfant Square, SE. After consideration of the purpose of and needs for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative. As part of the overall connectivity along the Pennsylvania Avenue, SE corridor, wider sidewalks are being proposed for bicycle shared-use between the Sousa Bridge and the bike path east of 27th Street, SE. DDOT will preserve as much green space along this area as possible. DDOT is also consolidating the fragmented green spaces at the intersection to allow for a more usable park space and encourage community activities. The scope of this EA, however, was limited to the improvements identified and does not include Prout Street, SE or the overpass area.

**Response to Comment 009-04**

Build Alternative 1 expands L'Enfant Square, SE from one to three lanes, and Build Alternative 2 does not change the number of lanes. Both alternatives leave the

1 goes in front of everyone's house because, I  
2 mean, that's like, I don't want to think how  
3 many cars that is a day, but it's thousands.

4 And I knew if I lived in that  
5 home, you know, it's going to affect my value,  
6 it's going to affect my quality of life. Part  
7 of the reason that it's there the way it is  
8 now is to avoid going in front of everyone's  
9 house.

10 So I'm not sure why that was one  
11 of the, that's in both of the alternatives,  
12 which I didn't particularly care for. And

13 then I do want to plan for either sidewalks or  
14 a bike lane because I think that if people are  
15 going to ride through there, you have to have  
16 a plan for it.

17 Now we doubled the sidewalk on  
18 Pennsylvania Avenue going up the hill. But  
19 when you get to the end of the hill, there's  
20 nothing. And so it's extremely dangerous.

21 I do it every day. There are no  
22 curb cuts along the way. But again, like

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009-04  
(cont.)

009-05

street parking in place on the residential side of the street, along with the sidewalk and grass buffer strip, which would continue to provide a buffer between the traffic and the residences. Build Alternative 2 maintains on-street parking on both sides of the street. After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with *Option 2*, which is designed to reduce the traffic volume adjacent to the residences along L'Enfant Square, SE, as cut-through traffic would be minimized due to the one-way movement of vehicles in the north and east direction. Option 2 eliminates right turns from southbound L'Enfant Square, SE onto Pennsylvania Avenue, SE westbound, significantly reducing vehicle-pedestrian conflicts.

**Response to Comment 009-05**

Please refer to response for Comment 009-03.

1 you're saying, you're not concerned with that  
2 because that's past Prout Street.

009-05  
(cont.)

3 But the fact is you have to have a  
4 unified plan between where this project starts  
5 on Pennsylvania, taking you over to where the  
6 Sousa Bridge actually gives you a dedicated  
7 bike lane on the side of the bridge.

8 And then finally, I am excited  
9 that the community is this engaged because  
10 that's the only way. I know DDOT is so much  
11 better now in terms of listening to the  
12 community.

009-06

13 So I think that if we are  
14 concerned, we do need to make sure more people  
15 add their comments because hopefully they will  
16 listen.

009-07

17 And I also, left turns are  
18 eliminated where the shopping center is now.  
19 I'm not particularly sure if that's good or  
20 bad.

21 But one of the reasons that the  
22 market failed over there on Prout Street is

**Response to Comment 009-06**

Thank you for your comments. They will be included in the project Administrative Record.

**Response to Comment 009-07**

Thank you for your comments. They will be included in the project Administrative Record. As with existing conditions, inbound traffic cannot make a left turn from Pennsylvania Avenue, SE to Prout Street, SE in either of the Build Alternatives. To access businesses in the shopping center and on Prout Street, SE when heading north/inbound on Pennsylvania Avenue, SE, vehicles should travel south on Minnesota Avenue, SE and turn right (west) on Nicholson Street, SE to access Prout Street, SE as they do today. No islands will be removed to the west of the intersection as part of Build Alternative 2 (Preferred Alternative) and access to the businesses on Prout Street, SE will remain the same.

1 that nobody could take a left turn from  
2 Pennsylvania Avenue going over toward Capitol  
3 Hill to get to it.

4 So the only way you can get to  
5 that business is to actually come the other  
6 way on the bridge. There's actually no way  
7 except to go all the way over the bridge and  
8 come back to get to that side of Pennsylvania  
9 Avenue.

009-07  
(cont.)

10 And so if we want any of these  
11 businesses to succeed, and if you look at the  
12 businesses that are there, they're all failing  
13 or they're not doing that well. The fact is  
14 that's part of the reason is the traffic  
15 pattern doesn't allow people to get from point  
16 A to point B to get to either side.

17 So with this plan, I was hoping  
18 that they were going to correct that. And in  
19 essence, they've actually made it a little bit  
20 worse because they've eliminated a couple of  
21 islands that allowed people to take a turn  
22 into the shopping center. Thank you.

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1 MS. CAREY: Any more comments?

2 MR. RICHARDS: My name is Robert  
3 Richards. I'm 7B07, and I'm also the Chairman

4 of ANC7B. The part of this plan that I find  
5 disturbing is the fact that, you know, it was  
6 presented to the ANC back in June.

7 And there's been no improvement to  
8 it since that time. It doesn't seem to  
9 address and solve the problems of that  
10 intersection.

11 It's clear to me that the people  
12 who designed this road pattern don't travel  
13 through that intersection, don't live in this  
14 community, don't shop in those stores, don't  
15 understand what it's like to need some chicken  
16 wings and you want to run down to the old Yes  
17 Market in Fairlawn and buy some so that you  
18 could come home and cook your dinner.

19 You know, you've got to have  
20 people designing the roads who actually use  
21 the roads.

22 (Off microphone comment)

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**Response to Comment 010-01**

Thank you for your comments. They will be included in the project Administrative Record. Comments received and information gathered at the public meetings held prior to the publication of the October 2013 EA was used in developing the existing conditions assessment (*Section 3.0, Affected Environment*) and to determine any impacts to resources as a result of the Proposed Action (*Section 4.0, Environmental Consequences*). The Build Alternatives were revised as needed throughout the planning process to accommodate the project needs.

The purpose of the Proposed Action is to provide transportation improvements to the Pennsylvania and Minnesota Avenues, SE intersection in keeping with the District of Columbia's Great Streets Initiative as set forth in the 2007 *Great Streets Framework Plan* and the 2007 *Revitalization of Pennsylvania Avenue, SE for the Great Streets Initiative Concepts Design Final Report (Great Streets Design Final Report)*. The primary need for the Proposed Action is to improve safety for pedestrians and motorists using this intersection. Build Alternative 2 (Preferred Alternative) would meet the purpose and need for the Proposed Action in promoting the principles set forth in the District's Great Streets Initiative. Build Alternative 2 would improve pedestrian and vehicular safety, create a usable park space, improve multimodal connectivity and access, and support improved land use and community needs. Please refer to *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* for a discussion of the benefits of Build Alternative 2.

**Response to Comment 010-02**

The need to improve the Pennsylvania and Minnesota Avenues, SE intersection has been reiterated through multiple studies, beginning with DDOT's 2003 *Pennsylvania Avenue, SE Transportation Study*. Please refer to *Section 1.3, Project Overview* for an overview of the project and for information regarding the history of this project and the amount of study and effort that has been put forth in the development of solutions to issues associated with this complex intersection. The findings and information gathered throughout these studies drove the development of the project alternatives.

1 MR. RICHARDS: Well okay, since  
2 this is for a written record, you have to have  
3 people designing the roads who actually use  
4 the roads.

5 Now you know you don't want to get  
6 me started on that because then I'll get over  
7 on 295 and Pennsylvania Avenue, and that's  
8 designed by the same people.

9 So you know, we're from the  
10 government, we're here to help. You know?  
11 DDOT does not understand the reality of  
12 America in the 21st Century.

13 We live in a community where we  
14 need to shop, we need to move around, we need  
15 busses, and we've got to have roads that  
16 facilitate that.

17 You know, we don't always like it,  
18 but these Maryland folks do use our roads to  
19 commute. And there's not really much we can  
20 do about that.

21 But the fact of the matter is the  
22 roads shouldn't be designed so that they can

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Build Alternative 2 (Preferred Alternative) would meet the purpose and need for the Proposed Action in promoting the principles set forth in the District's Great Streets Initiative: *Energize* – Strengthen businesses and other local services; *Refresh* – Integrate nature and create valuable open spaces; *Move* – Choices in how to travel; *Distinguish* – Safe, vibrant places that reflect local character; and *Care* – Increase community ownership and participation. Build Alternative 2 would improve pedestrian and vehicular safety, create a usable park space, improve multimodal connectivity and access, and support improved land use and community needs. Please refer to *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* of the EA for a discussion of the benefits of Build Alternative 2.

Please refer to *Section 1.2* of the EA for a discussion of the needs that were identified for this project, following multiple detailed studies by DDOT and other District agencies which have included significant public outreach.

010-02  
(cont.)

1 come through and commute, and we can't get  
2 across the street to get a loaf of bread.

3 And DDOT has got to come to that

4 realization. I'm waiting for it, and it looks  
5 like I shouldn't hold my breath.

6 MS. CAREY: Any more comments?

7 MS. HOWARD-CHITTAMS: I have a  
8 question.

9 MS. CASEY: Sure.

10 MS. HOWARD-CHITTAMS: I have a  
11 question. Do you foresee these designs that  
12 you're presenting to help in any way with the  
13 11th Street fiasco design, because a lot of  
14 money went into that project, and you can't  
15 hardly access it because, you know, the  
16 residents.

17 It's designed for commuters, but  
18 it's really a part of our neighborhood. So  
19 can you pinpoint how this is going to help?  
20 Do you know what I'm saying?

21 MS. PAUL: Geographically,  
22 Pennsylvania and Minnesota is not even going

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END OF FORMAL  
PUBLIC  
HEARING  
TESTIMONY

011-01

**END OF FORMAL PUBLIC HEARING TESTIMONY**

***Response to Comment 011-01***

Thank you for your comments. They will be included in the project Administrative Record.

The Pennsylvania Avenue- Minnesota Avenue, SE Intersection Improvement EA does not include any modifications to the intersection that would impact the 11<sup>th</sup> Street Bridges or improve traffic congestion. Improving the 11<sup>th</sup> Street Bridges was not part of the purpose and need for this project, which is discussed in *Section 1.0, Purpose and Need* of the EA. The improvements to the project intersection, however, are intended to benefit the community and quality of life for residents and users of the intersection by improving safety, creating park space and supporting improved land use and community needs through improving the aesthetics and marketability of the area to businesses.

1 to touch on that. Geographically, you know  
2 that.

3 MS. HOWARD-CHITTAMS: Well no. I  
4 didn't know that. What about geographically?

5 MS. PAUL: I'm just throwing it  
6 out.

7 MS. HOWARD-CHITTAMS: Okay.

8 MS. PAUL: But what we need,  
9 because like for example, you said that you  
10 are, we looked at the comments and we keep  
11 pulling the comments and we want more  
12 comments.

13 We're not even at the point where  
14 we could draw in a final line or a design. I  
15 live in this neighborhood. I drive in this  
16 neighborhood. I've been taking pictures of  
17 the sidewalks and uploading.

18 But my voice is just a half a  
19 voice because I'm a DDOT employee. So I'm  
20 encouraging the details of if you think it is  
21 a feasibility, like where did he go? He left?

22 Like one of his critical ones was

1 let's push the project line further back to  
2 include Prout Street. That's a definitive  
3 thing that needs to be looked at and pushed  
4 back. When you said porous sidewalks, I mean,  
5 you didn't say it in your thing. That's why  
6 I want to make sure you write that down.

7 Mr. Capozzi also said something  
8 about where it's acceptable, can we put bike  
9 lanes? And then the -- where did he go? He  
10 said where do we put comments?

11 We going to put all these comments  
12 on the website. It's going to be available  
13 for you to download and print. If we're  
14 having another meeting, I will go out, I am a  
15 community person and Gary, I will go out with  
16 you in your community two weeks prior to a  
17 next meeting and bang on doors.

18 And if we have to take, and we  
19 relentlessly encourage folks to come with us,  
20 I want to try to address as many of the  
21 statements. I want to enter some concrete  
22 recommendations to change any of, if we can

1 change anything, where do we move the bus  
2 stops? I want to hear some of that, too.

3 MS. MARLIN: That's not what I'm  
4 asking you. Let me cut you off. What I'm  
5 asking you is what you heard here is most  
6 people don't like the designs.

7 MS. PAUL: Oh, I understand that.

8 MS. MARLIN: Okay. So with that  
9 said, it's a no-build preference. So I'm  
10 asking you, if you all don't listen to us like  
11 what some of the items, and Bernie you said  
12 you live in the neighborhood, some of the  
13 things we were promised on the Great Streets  
14 project we didn't get.

15 You all did what you wanted to do.  
16 So if you push forward with one or two, I'm  
17 asking DDOT, I won't put the pressure on you,  
18 how is this going to better our neighborhood?

19 How is this going to help with  
20 eliminating the traffic that I think that DDOT  
21 has done an absolutely poor job in designing  
22 the 11th Street Bridge.

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**Response to Comment 012-01**

Thank you for your comments. They will be included in the project Administrative Record.

The No Build Alternative does not meet the purpose and need for the proposed action. Please refer to *Section 1.0, Purpose and Need* of the EA for discussion of the purpose and need for the project. After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, which is designed to reduce the traffic volume adjacent to the residences along L’Enfant Square, SE, as cut-through traffic would be minimized along L’Enfant Square, SE. Option 2 eliminates right turns from southbound L’Enfant Square, SE onto Pennsylvania Avenue, SE westbound, significantly reducing vehicle-pedestrian conflicts.

Build Alternative 2 would meet the purpose and need for the Proposed Action in promoting the principles set forth in the District’s Great Streets Initiative. Build Alternative 2 would improve pedestrian and vehicular safety, create a usable park space, improve multimodal connectivity and access, and support improved land use and community needs. Please refer to *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* for a discussion of the benefits of Build Alternative 2.

**Response to Comment 012-02**

While the project purpose is to provide transportation improvements to the project intersection, reducing traffic congestion is not specified in the project need or as one of the project goals. The intent of the project is to improve vehicular and pedestrian safety, to expand mobility choices and to support improved land use, however, it does not promise relief of traffic congestion. This is because the aim of the project is to improve safety for pedestrians, bicyclists, motorists and all intersection users, residents and visitors by making the intersection less confusing to navigate, to reduce traffic speeds and conflicts

012-01

012-02

1           When they promised us, we got  
2           behind you all. We went down and testified.  
3           You promised us that you said that it was  
4           going to eliminate all the commuter traffic on  
5           Naylor Road, Branch Avenue, Pennsylvania  
6           Avenue.

7           Those people hate that design. My  
8           co-workers, I'm one out of ten people that  
9           live in Maryland and they refuse to take that  
10          roadway because first of all they got to cut  
11          down Pennsylvania Avenue, get off, go out of  
12          their way.

13          And then when you get around  
14          there, you all designed it so that you can go  
15          on Capitol Hill in two lanes, and you have to  
16          sit in one lane to try to merge into another  
17          two lanes where people don't want to let you  
18          in.

19          It's dangerous. So you have more  
20          traffic on Pennsylvania Avenue going into the  
21          city, cutting through their side streets.  
22          They put up speed cameras.

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between vehicles and pedestrians and to improve the physical appearance of the intersection and usability of the park space.

012-02  
(cont.)

012-02  
(cont.)

1                   So you all haven't really  
2                   addressed the issue, but yet now you want to  
3                   reconfigure an intersection that I think's  
4                   going to make it worse. So where does it  
5                   stop? Where --

6                   MS. PAUL: Let me try to address  
7                   because I don't want --

8                   MS. MARLIN: But it's not just  
9                   you. I don't want to say it's you.

10                  MS. PAUL: No, no. I understand.  
11                  But I want to address, as a community person  
12                  I'm not a quiet person at DDOT, okay, in terms  
13                  of okay, I want to see some things.

14                  There are four projects that were  
15                  talked about during the Great Streets. One  
16                  was the 11th Street Bridge, the largest. The  
17                  second one was the Barney Circle.

18                  The third one was the Minnesota  
19                  Avenue intersection that we are calling the  
20                  Twining Square. And the fourth one where the  
21                  off shoot ramps on both sides of the bridge.

22                  We were asked not to do the

1 original Great Street all the way down, try to  
2 do all the things to be inclusive from the  
3 footprint of the Sousa Bridge to 7 because  
4 there was some legal things that had to  
5 happen, call this NEPA and all that fancy  
6 stuff that she talked about.

7 So the project called Great  
8 Street, if you go on the website said we were  
9 going to start at the Sousa Bridge. Except we  
10 did not.

11 We cut it in half because what  
12 they were going to do was hold up the  
13 Pennsylvania Avenue portion from 27th to 7  
14 until we did what you just have been listening  
15 to tonight.

16 Rather than not do that, they  
17 moved forward from Pennsylvania Avenue and  
18 continued simultaneously doing this NEPA, this  
19 NCP stuff, et cetera, et cetera.

20 We began the 11th Street Bridge  
21 simultaneously and Nannie Helen Burroughs and  
22 completed Kenilworth Avenue at the same time.

1 So other projects, like I said,  
2 that will help in 14 and a half to 18 months  
3 that really will make you see and for lack of  
4 a better descriptive, embrace the 11th Street  
5 Bridge is when the Barney Circle piece, you'll  
6 have your three lanes back, you'll go back  
7 under and go on downtown or will come back up  
8 on the Sousa Bridge and come on back across  
9 the river.

10 That's the Barney Circle piece, 14  
11 months, 18 months to be under construction.  
12 So a lot of things have happened.

13 Funding has stopped it, NEPA  
14 requirements have stopped it, but it doesn't  
15 stop us from looking at the one we hear  
16 tonight and capture a list, I mean, like a  
17 grocery list, the sidewalks, the -- where did  
18 Ms. Davis go because she promised to have  
19 photos to upload of similar locations where  
20 people are sharing bikes because when we were  
21 going to do the bike sharing all the way from  
22 southern down --

1 MS. MARLIN: Yes, I remember.  
2 MS. PAUL: Remember what --  
3 MS. MARLIN: Yes, I remember.  
4 MS. PAUL: And we backed off --  
5 MS. MARLIN: I remember what they  
6 said.  
7 MS. PAUL: Everybody said no we  
8 don't want that.  
9 MS. MARLIN: But tell them why.  
10 MS. PAUL: Because it was  
11 dangerous.  
12 MS. MARLIN: No, that's not why.  
13 MS. PAUL: That's what somebody  
14 said.  
15 MS. MARLIN: The people that  
16 wanted majorily was seniors. The argument  
17 was, and I can attest to this, since you all  
18 have taken away our green spaces, put those  
19 wide sidewalks up, what Capozzi was talking  
20 about, I haven't seen one bicycle on those  
21 wide sidewalks.  
22 And now we have all this hard

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**Response to Comment 012-03**

The Proposed Action includes the consolidation of green space at the intersection and increases the amount of green space that will be usable to residents and visitors to the intersection. With the implementation of Build Alternative 2 (Preferred Alternative), the consolidation of the green space and potential for enhanced landscape design would result in benefits to residents and visitors to the intersection. The proposed improvements to the intersection would provide the opportunity to enhance the green space as usable park area for residents and visitors to this intersection. Additionally, any trees that require removal during construction of the improvements will be replaced in accordance with the DDOT Design and Engineering Manual.

012-03

012-03  
(cont.)

1 cement. We've lost our trees and our tree  
2 space. And we have the broken down railings  
3 around the tree space, unkept islands.  
4 So this is not a Great Streets.  
5 It's frustrating for me because I did what my  
6 town --

7 MS. PAUL: Wait --

8 MS. MARLIN: Wait a minute, let me  
9 finish. Afterward to come out and talk. So  
10 when you stand there and say that this is a  
11 project that's helping the community, it has  
12 not. And you know that. And it's not your  
13 fault.

14 MS. PAUL: Okay, okay. Let me  
15 just say this. I don't want to disrespect the  
16 EA's responsibility here. By law, she has to  
17 make sure.

18 MS. MARLIN: I understand.

19 MS. PAUL: She has succinct  
20 comments that recommend no build because A, B,  
21 and C or alternative one, and if I do  
22 alternative one, please take and consider

1 moving the geography all the way back to  
2 capture all of the streets all the way to  
3 Minnesota.

4 We really need to do that and have  
5 that documented so that when you see her at  
6 the next meeting, you see a different design.  
7 If we don't help her to get that different  
8 design, then we may have to sit down and say  
9 hey, leave it alone. Resurface the street,  
10 re-strike the street and everybody goes home?

11 MS. MARLIN: Is that an option?

12 MS. PAUL: No.

13 MS. MARLIN: Why isn't it an  
14 option?

15 MS. PAUL: Because we already been  
16 down --

17 MS. MARLIN: They took the money,  
18 that's why. They took the money from the feds  
19 and the feds --

20 FEMALE PARTICIPANT: They took the  
21 money so now they got to do something.

22 MS. MARLIN: Yes, that's what I'm

**Response to Comment 012-04**

The No Build Alternative was fully considered during the EA process and is always an alternative for selection in an EA in accordance with the National Environmental Policy Act of 1969 (NEPA). However, the No Build Alternative does not meet the purpose and need for the proposed action. Please refer to *Section 1.0, Purpose and Need* of the EA for discussion of the purpose and need for the project. After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, which is designed to reduce the traffic volume adjacent to the residences along L’Enfant Square, SE, as cut-through traffic would be minimized along L’Enfant Square, SE. Build Alternative 2 would meet the purpose and need for the Proposed Action in promoting the principles set forth in the District’s Great Streets Initiative. Build Alternative 2 would improve pedestrian and vehicular safety, create a usable park space, improve multimodal connectivity and access, and support improved land use and community needs. Please refer to *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* for a discussion of the benefits of Build Alternative 2.

1 saying. We say no, that should be an option.

2 MR. BUTLER: I have one other  
3 question.

4 MS. CASEY: The no alternative is  
5 an option.

6 MS. MARLIN: It's still an option.

7 MS. CASEY: It's an option. We can

8 --

9 (Crosstalk)

10 MR. BUTLER: Let's never bring up  
11 one.

12 MS. CASEY: One, I mean, we're  
13 going to put all the comments we've received  
14 and make a decision on the preferred  
15 alternative. It could very well be the no  
16 actions.

17 MR. BUTLER: Right. I just have  
18 one quick question. It'll be real quick.

19 FEMALE PARTICIPANT: May I state  
20 something real quickly.

21 MR. BUTLER: Real quickly, just  
22 two things about bridges.

1 FEMALE PARTICIPANT: Give me a  
2 moment before you say yours. I don't think we  
3 should go to that booth, if it's an option,  
4 who has money.

5 This project has been going on  
6 under Mayor Williams, Linda Crump. So it has  
7 been going on and on and on. It takes time,  
8 take ten to 15 years before it get past the  
9 planning stage.

10 We're not going to agree on all of  
11 this, but I think we should give some  
12 consideration. And we're not going to even  
13 start and say who took the money. We're going  
14 to use this money, we're going to benefit our  
15 neighborhoods.

16 (Crosstalk)

17 MS. MARLIN: -- a benefit and it  
18 has not been going on since --

19 FEMALE PARTICIPANT: Excuse me --

20 (Crosstalk)

21 FEMALE PARTICIPANT: Robin, I did  
22 not interrupt you, but please. Don't get

1 emotional because I know how you feel because  
2 I feel the same way about Pennsylvania Avenue  
3 at Fort Davis.

4 But we're going to see how we're  
5 going to move along with this project. And  
6 we're going to accept this money. And this  
7 money's going to be used and all of us is  
8 going to get involved.

9 But I think Gary, your  
10 neighborhood is more affected than mine.

11 MR. BUTLER: It is. I only have  
12 one quick comment. It's about the Sousa  
13 Bridge. What is the life expectancy of that  
14 bridge? Is there any major road work or  
15 bridge improvements?

16 MS. CASEY: We have our engineers  
17 in the back and maybe they might have some --

18 MR. BUTLER: That brings the build  
19 to what, 39?

20 FEMALE PARTICIPANT: No, it was  
21 redone.

22 MALE PARTICIPANT: No, it was just

1 redone. It was just redone and --

2 MR. BUTLER: Redone, okay. Now I  
3 know Frederick Douglass Bridge is going to be  
4 done.

5 MS. PAUL: Not until 2024.

6 MR. BUTLER: Okay.

7 MALE PARTICIPANT: Oh 2024? Okay.

8 MR. BUTLER: I was just wondering  
9 if either of those bridges would have an  
10 effect on any of this project. That's all.

11 But no. No, sir. No, sir.

12 MS. CASEY: Yes, go ahead sir.

13 MALE PARTICIPANT: I have some  
14 recommendations.

15 MS. CASEY: All right.

16 MALE PARTICIPANT: There are  
17 elements in one and two that I like and there  
18 are elements in one and two that I hate.

19 MS. CASEY: Okay.

20 MALE PARTICIPANT: But there are  
21 aspects of both that I think if we put  
22 together would work.

**Response to Comment 013-01**

Thank you for your comments. They will be included in the project Administrative Record. Neither the Sousa Bridge nor the Frederick Douglass Bridge is impacted by the Pennsylvania Avenue-Minnesota Avenue, SE Intersection Improvement EA. Additionally, improvements to or evaluation of these bridges is outside the scope of this project.

**Response to Comment 014-01**

Thank you for your comments. They will be included in the project Administrative Record. Comments can be submitted at the public hearing via the court reporter or using a comment sheet, and can also be submitted via email to the DDOT Project Manager. Submitting a comment in the form of an illustration is acceptable. *[Participant provided comments in the form of a marked-up brochure/illustration].*

1 MS. CASEY: Oh, great.  
2 MALE PARTICIPANT: There's no way  
3 for me to use words to describe. Who do I  
4 get in touch with to sit down and maybe draw  
5 it out so that you all can see what I would  
6 recommend?  
7 MS. CASEY: You could attempt to  
8 draw it and send it to me. I'm the project  
9 manager, so if we need to meet we can then sit  
10 down and meet.  
11 MALE PARTICIPANT: Okay, fine.  
12 MS. CASEY: Okay?  
13 MALE PARTICIPANT: Okay.  
14 MS. CASEY: Yes, sir?  
15 MR. RICHARDS: Yes, I have a  
16 question. The flying-circle project has been  
17 brought up again. How is that going to impact  
18 on this portion of Pennsylvania Avenue.  
19 And more importantly, isn't Barney  
20 Circle really a continuation of Pennsylvania  
21 Avenue, and isn't it an important part of the  
22 overall traffic patterns that we have to deal

014-01  
(cont.)

015-01

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**Response to Comment 015-01**

Thank you for your comments. They will be included in the project Administrative Record. The Pennsylvania Avenue-Minnesota Avenue, SE Intersection Improvement EA does consider other projects in the area to determine cumulative impacts. As the projects continue into design, coordination with other projects in the area will continue in order to ensure that there are no scheduling conflicts, and in order to minimize impacts to traffic in the area and minimize any other potentially adverse impacts. A Draft EA for improvements to Barney Circle-Southeast Boulevard is currently being developed by DDOT. Barney Circle is located less than a mile west of the Pennsylvania Avenue-Minnesota Avenue, SE Intersection Improvement EA Study Area, across the Anacostia River at the west end of the John Philip Sousa Bridge where the SE/SW Freeway, Pennsylvania Avenue, SE and various local neighborhood streets converge. DDOT expects the Draft EA to be circulated in Winter 2015/ Spring 2016 and the Final EA and finding to be issued in the Spring of 2016. As this project and the Pennsylvania and Minnesota avenues project enter into the final planning and design phases, DDOT will ensure coordination between these projects. The Study Area for the Pennsylvania and Minnesota avenues project is discussed in *Section 1.3.2* and is shown on Figure 1-2 of the EA. The Study Area is limited to the Twining Square vicinity and the public right-of-way along Pennsylvania Avenue, SE, ending at Fairlawn Avenue, SE on the west and 27<sup>th</sup> Street, SE on the east.

015-01  
(cont.)

1 with?

2 MS. PAUL: Answering your  
3 questions backwards, yes, no and yes.

4 (Crosstalk)

5 MS. PAUL: He's correct --

6 MS. CASEY: Yes, we didn't look at  
7 it in the environmental assessment.

8 MS. PAUL: -- of the Pennsylvania  
9 Avenue travel patterns, either way you go.

10 And is it going to impact what you all are  
11 discussing tonight? No because you do  
12 critical staging of construction.

13 And yes, again I'm going to just  
14 overemphasize, I'm not going to walk or ride  
15 bikes. And so I am one of the crazy ones that  
16 is still driving.

17 MR. RICHARDS: All of us over 70  
18 are in the category of no bicycles, I'm going  
19 to drive.

20 MS. PAUL: Right, so --

21 MR. RICHARDS: But the question is  
22 how is it going to impact? What are you going

015-02

**Response to Comment 015-02**

Evaluation of the flow of traffic at Barney Circle or on Pennsylvania Avenue as a result of the Barney Circle project is outside the scope of this project. A Draft EA for improvements to Barney Circle-Southeast Boulevard is currently being developed by DDOT which will consider impacts related to that project. Please refer to Response to Comment #015-01 for additional information.

015-02  
(cont.)

1 to do at Barney Circle that's going to impact  
2 the flow on Pennsylvania Avenue?

3 MS. PAUL: I'm not here to answer  
4 that tonight only because the engineers for  
5 that project, none of them are here. But we  
6 sent out, their team sent out, I think it was  
7 yesterday, their announcement.

8 And I sent it to Penn Branch last  
9 night, hard copies, I printed it off. That's  
10 my civic association.

11 MALE PARTICIPANT: November 20th?

12 MS. PAUL: No, it went to 7B  
13 electronically, but I personally went online  
14 for my own community group and sent it. It's  
15 the 21st. That meeting is the 21st of  
16 November at Payne Elementary School.

17 FEMALE PARTICIPANT: What time is  
18 that over?

19 MS. PAUL: They're going to do a  
20 6:00 to 6:30, similar to what Ms. Casey did  
21 tonight to allow you to come in.

22 6:00 to 6:30 to look at the

1 designs and then at 6:30 start the  
2 presentation and then take questions and  
3 answers. And then they'll have the same  
4 session.

5 MR. RICHARDS: In a nutshell, for  
6 example, well let me ask it in specific  
7 questions. Will there be a driving lane where  
8 you can drive your automobile eastbound on  
9 Pennsylvania Avenue, and when you reach Barney  
10 Circle, access what used to be the  
11 southeast/southwest freeway?

12 Will it still be the  
13 east/west/southwest freeway?

14 MS. PAUL: I'm not sure about the  
15 name change. Please go to the \*\*\*7:57:08  
16 because I don't want to misquote the engineers  
17 and their drawings.

18 MR. RICHARDS: So there will be a  
19 road there, but it might be a boulevard?

20 MS. PAUL: Yes. No more  
21 questions. The engineers for that project --

22 (Crosstalk)

1 MS. CASEY: We have one more  
2 question about this project from this lady  
3 here.

4 FEMALE PARTICIPANT: I don't have  
5 a question. I wish to, hope that the group  
6 would give some consideration as to ADA,  
7 American Disability when they do the  
8 sidewalks.

9 Ward 7 have a lot of walkers, a  
10 lot of people in wheelchairs, just disability  
11 all the way around. So when you do this  
12 project and think about the three to four to  
13 five lanes, you have people in wheelchairs and  
14 you have people crossing the street.

15 And at my age, I don't need to  
16 run. My little neighbor say Ms. Gladys, you  
17 be hip hopping, you don't run anymore. But at  
18 age 70, I cannot run.

19 So with this in mind, give us some  
20 consideration. Thank you.

21 MS. CASEY: Okay. All right,  
22 anybody else want to leave a message? Well,

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**Response to Comment 016-01**

Thank you for your comments. They will be included in the project Administrative Record. DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative. This design includes Americans with Disabilities Act (ADA)-compliant ramps and sidewalks to be improved or included in the Study Area where they do not exist currently.

One of DDOT's main objectives for this project is to support improved land use and community needs by improving public safety, expanding mobility choices, and improving safety and efficiency for all modes of travel. An important component of the project includes improvements to increase pedestrian safety at the intersection, making it more accessible to all pedestrians, including disabled persons and senior citizens. Build Alternative 2 also includes construction of additional crosswalks, some with shorter (and more direct) crossing distances, and improved signal timing to allow adequate time for pedestrians, particularly senior citizens and children, to safely cross the intersection. DDOT will incorporate ADA requirements in the design phase for the intersection sidewalks and crosswalks.

Additionally, bus stop locations that meet the design and ADA requirements of WMATA's guidelines for the *Design and Placement of Transit Stops (2009)* will be adhered to.

1 I appreciate all the comments we've gotten.

2 We have them recorded.

3 And please continue to send more  
4 comments in. The closing date is November  
5 30th. We have the comment cards, you can  
6 email, you can send me your drawings via  
7 email.

8 And if we could sit together, I'll  
9 make time for that. So again, thanks so much  
10 for everyone coming and giving their input.  
11 Yes?

12 FEMALE PARTICIPANT: We could  
13 email our comments?

14 MS. CASEY: Oh yes. My email  
15 address is in that handout, the brochure. And  
16 along with my address, the DDOT's address. So  
17 yes, please complete the Title VI forms and  
18 any other form that is required by the  
19 District laws. And so I would appreciate it.

20 MS. MARLIN: Could you explain the  
21 Title VI form, why are we filling it out?

22 MS. PAUL: It's a requirement of

1 the federal law --

2 MS. MARLIN: I know what it is. I  
3 want everybody else to hear it.

4 MS. MARLIN: It's a requirement of  
5 the federal law that every time we have a  
6 public meeting to discuss a project that will  
7 be subsidized by the U.S. Federal Government  
8 that we document who you are and how you found  
9 out about the meeting, and if you had an  
10 opportunity to do any input through comments  
11 like she's just given you a blank comment form  
12 to fill out.

13 And again, she said on the back,  
14 and it tells you did you have many options to  
15 put input. She gave you her email address on  
16 the back of the document so you can continue.

17 This is not the end of your  
18 communicating with her. This is just our way  
19 of standing together on that particular night  
20 for this particular project, we did have  
21 people come out in response to an invite and  
22 here is their forms to say that they were real

1 human beings.

2 MS. MARLIN: Could I ask a  
3 question Alberta, please? Once these forms  
4 are turned in, do they ever hear the outcome  
5 of the meeting? Will they hear that you had  
6 a lot of opposition voice?

7 MS. CASEY: That's not part of  
8 that form.

9 MS. PAUL: No, this form is just  
10 for counting.

11 MS. CASEY: The comments that we  
12 had written, that's where we'll --

13 MS. PAUL: The comments that you  
14 write and the comments that you made into this  
15 transcript is what is clear and concise your  
16 position on this project.

17 MS. CASEY: When we publish the  
18 final EA, there will be a comment response  
19 section where we will put down all of the  
20 comments we received in written form,  
21 including the testimony, and show you how we  
22 addressed them in the EA.

1 So you could then go back into the  
2 EA and say oh, I see. And if we didn't  
3 address them directly, we'll give you a reason  
4 as to why it wasn't addressed directly.

5 MS. MARLIN: Right. But I want to  
6 know, I know it goes on DDOT's website. But  
7 the federal --

8 MS. PAUL: It goes to the --

9 MS. MARLIN: Does it?

10 (Crosstalk)

11 MS. MARLIN: The comments?

12 MS. CASEY: Right, the comments --

13 (Crosstalk)

14 MS. CASEY: Well, NEPA is a federal  
15 law. So we are doing this for FHWA is the lead  
16 agency, the federal agency. So they get to  
17 review it. They get to approve the document --

18 MS. MARLIN: Okay, that's what I  
19 meant. All right then.

20 MS. CASEY: -- before it goes out.

21 FEMALE PARTICIPANT: Did anybody  
22 notify, like, AMC8A or the Fairlawn Citizen

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**Response to Comment 017-01**

All of the Advisory Neighborhood Commission (ANC) Commissioners in ANC 7B and ANC 8A were sent a letter to notify them of the publication of the EA (October 2013) and the public hearing, along with a CD of the EA. The Chairpersons for ANC 7B and 8A were sent a hardcopy of the EA in addition to the CD. The Councilmembers for Wards 7 and 8 were also sent notification and a CD of the document. Although DDOT made every effort to include the presidents or chairpersons of all interested civic associations and neighborhood groups in addition to the ANCs, DDOT does not have record of submitting a copy of the October 2013 EA to the Fairlawn Citizens Association. However, following this omission, DDOT attended f Fairlawn Citizens Association meeting to present the findings of the EA and to provide a project update. Additionally, an additional 30 days was granted by the Federal Highway Administration (FHWA, lead federal agency) upon public request for the EA comment period. The comment period was extended through December 31, 2013. (DDOT continued accepting formal comments beyond this date as well). Fairlawn Citizens Association has subsequently been included in the distribution list for this project. DDOT apologizes for this initial omission.

017-01  
(cont.)

1 Association?

2 MS. CASEY: Yes, we did.

3 FEMALE PARTICIPANT: The Fairlawn  
4 Citizen Association?

5 MS. CASEY: Yes, ma'am.

6 FEMALE PARTICIPANT: I was just at  
7 the executive committee meeting and I never  
8 heard a word.

9 MS. CASEY: Yes, we sent out --

10 FEMALE PARTICIPANT: The only way  
11 I knew about this was Yvette Alexander's  
12 newsletter.

13 MS. CASEY: Yes, we actually 8A  
14 sent me back the document that I sent them.  
15 So I don't, you know, I don't understand why  
16 that was. But they did obviously receive the  
17 document and our invite for tonight.

18 (Off microphone comments)

19 MS. CASEY: All right, we're done.  
20 Thank you.

21 (Whereupon, the meeting concluded  
22 at 8:02 p.m.)

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48:4 55:9 62:2,13	78:12 79:10,12,13	<b>written</b> 17:18	13:20	<b>8A</b> 91:13
64:10 65:16 66:5	79:14 80:4,4,6	43:17 66:2 89:12	<b>27th</b> 73:13	<b>8:02</b> 91:22
68:11 69:6,20,21	91:19	89:20	<b>28</b> 29:22 35:13	<b>8801</b> 55:22 56:1
70:2 71:17 72:2,7	<b>we've</b> 23:17 33:10	<hr/> <b>Y</b> <hr/>	<b>295</b> 25:8,17 46:14	<hr/> <b>9</b> <hr/>
72:9,11,13 75:8	36:10 66:15 76:1	<b>year</b> 31:3,4,5 36:4	66:7	<b>9:00</b> 53:11
76:15 85:16 86:22	78:13 87:1	36:4	<hr/> <b>3</b> <hr/>	<b>99</b> 31:22
88:3 90:5	<b>wheelchairs</b> 86:10	<b>years</b> 21:19 30:1	<b>30</b> 40:17 44:18 45:1	
<b>wanted</b> 26:21 48:3	86:13	79:8	<b>30th</b> 35:22 87:5	
58:20 70:15 75:16	<b>white</b> 16:2,17	<b>yellow</b> 3:16 44:19	<b>3660</b> 1:20	
<b>Ward</b> 43:3,4 86:9	<b>WHITNEY</b> 12:15	45:1	<b>39</b> 80:19	<hr/> <b>4</b> <hr/>
<b>wash</b> 38:7	12:22 15:4	<b>yesterday</b> 27:12	<hr/> <b>3</b> <hr/>	
<b>Washington</b> 1:21	<b>Whorten's</b> 36:15	84:7	<b>40</b> 39:17 40:17	<hr/> <b>6</b> <hr/>
15:8 58:6	36:15	<b>York</b> 46:20 54:12	<hr/> <b>4</b> <hr/>	
<b>wasn't</b> 34:15 60:7	<b>wide</b> 47:12 75:19	<b>young</b> 50:17 55:21	<hr/> <b>6</b> <hr/>	
90:4	75:21	<b>Yvette</b> 91:11	<b>6:00</b> 1:22 84:20,22	
<b>waste</b> 7:4	<b>widen</b> 10:17	<hr/> <b>Z</b> <hr/>	<b>6:30</b> 53:11 84:20,22	
<b>watching</b> 49:10	<b>widened</b> 17:4	<b>zone</b> 48:17 55:15	85:1	
<b>water</b> 22:1,13	<b>widening</b> 10:7	<hr/> <b>1</b> <hr/>	<b>6:40</b> 2:2	
<b>way</b> 2:10 9:5 13:9	<b>wider</b> 16:14 17:5	<b>1.4</b> 8:18	<b>6:59:46</b> 20:8	<hr/> <b>7</b> <hr/>
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62:22 63:10 64:4	<b>Williams</b> 79:6	70:22 72:16 73:20	86:9	
64:6,6,7 67:12	<b>window</b> 54:15	74:4	<b>7B</b> 48:3 84:12	
71:12 73:1 74:21	<b>wings</b> 65:16	<b>12th</b> 57:6	<b>7B01</b> 48:2	
77:1,2 80:2 82:2	<b>winter</b> 36:4	<b>13</b> 1:15	<b>7B03</b> 55:13,18	
83:9 86:11 88:18	<b>wish</b> 56:14 57:3	<b>14</b> 27:1 29:20 30:2	<b>7B05</b> 49:19	
91:10	86:5	30:9 74:2,10	<b>7B07</b> 65:3	
<b>wear</b> 43:21	<b>Witney</b> 41:17	<b>15</b> 45:2 79:8	<b>7:01:19</b> 22:2	
<b>website</b> 35:20	<b>wondering</b> 40:13	<b>17</b> 26:13 40:11	<b>7:01:27</b> 22:5	
43:14 69:12 73:8	81:8	<b>18</b> 30:10 74:2,11	<b>7:01:37</b> 22:8	
90:6	<b>word</b> 91:8	<hr/> <b>2</b> <hr/>	<b>7:03:19</b> 24:4	
<b>WEDNESDAY</b>	<b>words</b> 82:3	<b>20th</b> 84:11	<b>7:05:34</b> 26:22	
1:13	<b>work</b> 8:13 35:4	<b>20020</b> 1:21	<b>7:05:49</b> 27:3	
<b>week</b> 58:1	50:7 54:18 80:14		<b>7:09:51</b> 31:20	
<b>weeks</b> 27:3 49:8,9				

Neal R. Gross & Co., Inc.  
202-234-4433

C E R T I F I C A T E

This is to certify that the foregoing transcript

In the matter of: Pennsylvania Ave - Minnesota Ave NE  
Intersection Improvement Project

Before: DC DOT

Date: 11-13-13

Place: Washington, DC

was duly recorded and accurately transcribed under  
my direction; further, that said transcript is a  
true and accurate record of the proceedings.

*Neal R. Gross*  
-----  
Court Reporter

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS

1323 RHODE ISLAND AVE., N.W.

WASHINGTON, D.C. 20005-3701

**From:** John Capozzi [REDACTED]  
**Sent:** Friday, November 22, 2013 2:36 PM  
**To:** Casey, Austina (DDOT)  
**Subject:** Plan has negative reviews

- 018-01 The draft alternatives fix nothing that is wrong with this intersection.
- 018-02 1. Is being planned without coordination to the Barney Circle plan which is ½ mile away. This lack of coordination needs to be corrected.
- 018-03 2. Also, no left turn to Prout Street, SE from inbound traffic. No easy way to make a U-Turn to get back to Capitol Hill fore outbound traffic.
- 018-04 3. Plan does not include the area from Prout Street, SE to the 294 ramps, another rro that needs to be fixed.
- 018-05 4. Additionally routing all Minn. Ave Traffic in front of houses and eliminating the cut through is a serious mistake. A better alternative is to eliminate the cut through and have a right turn lane onto PA Ave, SE.
- 018-06 5. Also, the EA said the Park space is "unusable"; a serious flaw. I would be in favor of eliminating "unusable Park space, v. keeping it.
- 018-07 6. How about a tunnel for PA Ave from Minn. Ave, to past Prout street, SWE?
- 018-08 7. Please meet with all the homeowners to get their thought.
- 018-09 8. Next meeting at the Wah Sing or the Thai Orchid so people can walk to the meeting...

**Response to Comment 018-01**

Thank you for your comments. They will be included in the project Administrative Record. Please refer to *Section 2.0, Proposed Action and Alternatives* of the EA for a discussion of the Build Alternatives. *Section 2.2.1, Build Alternative 1 – Revised Square Alternative* discusses the advantages of Build Alternative 1 (Revised Square); *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* discusses the advantages of Build Alternative 2 (Conventional Intersection). DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, in which traffic would flow one-way to the north and east on the L’Enfant Square, SE roadway. Build Alternative 2 would meet the purpose and need for the Proposed Action in promoting the principles set forth in the District’s Great Streets Initiative by improving pedestrian and vehicular safety, create a usable park space, improving multimodal connectivity and access, and supporting improved land use and community needs.

**Response to Comment 018-02**

The Pennsylvania Avenue-Minnesota Avenue, SE Intersection Improvement EA considers nearby projects in the area to determine cumulative impacts, including the Barney Circle project. Barney Circle is located less than a mile west of the Pennsylvania Avenue-Minnesota Avenue, SE Intersection Improvement EA Study Area, across the Anacostia River at the west end of the John Philip Sousa Bridge where the SE/SW Freeway, Pennsylvania Avenue, SE and various local neighborhood streets converge. A Draft EA for improvements to Barney Circle-Southeast Boulevard is currently being developed by DDOT. DDOT expects the Draft EA to be circulated in Winter 2015/ Spring 2016 and the Final EA and finding to be issued in the Spring of 2016. As this project and the Pennsylvania and Minnesota avenues project enter into the final planning, coordination will continue in order to ensure that there are no scheduling conflicts, and in order to minimize impacts to traffic in the area and minimize any other potentially adverse impacts.

**Response to Comment 018-03**

As with existing conditions, inbound traffic cannot make a left turn from Pennsylvania Avenue, SE to Prout Street, SE with either of the Build Alternatives. To access Prout Street, SE, vehicles should travel south on Minnesota Avenue, SE to Nicholson Avenue to access Prout Street, SE.

**Response to Comment 018-04**

The Study Area for the project extends to Fairlawn Avenue, just west of the intersection with Prout Street, SE. However no improvements are recommended as part of the Build Alternatives analyzed in this EA beyond the intersections of Pennsylvania Avenue with Minnesota Avenue and L’Enfant Square, SE. After consideration of the purpose of and needs for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative. As part of the overall connectivity along the Pennsylvania Avenue, SE corridor, wider sidewalks are being proposed for bicycle shared-use between the Sousa Bridge and the bike path east of 27th Street, SE. The scope of this EA, however, was limited to the improvements identified and does not include Prout Street, SE or the overpass area.

**Response to Comment 018-05**

Thank you for your comments. They will be included in the project Administrative Record. After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, which is designed to reduce the traffic volume adjacent to the residences along L’Enfant Square, SE, as cut-through traffic would be minimized along L’Enfant Square, SE. Option 2 eliminates right turns from southbound L’Enfant Square, SE onto Pennsylvania Avenue, SE westbound, significantly reducing vehicle-pedestrian conflicts.

**Response to Comment 018-06**

Your comments have been noted and will be included in the project Administrative Record. The project includes the creation of consolidated, *usable* park space. The park space is *unusable* in its *current* form (four small parcels). One of the goals of this project is to make the park space usable. This is accomplished with the implementation of Build Alternative 2 – Conventional Intersection (Preferred Alternative) by consolidating the four existing parcels of park area into two larger parcels, resulting in approximately one (1) acre of consolidated park area to the north of Pennsylvania Avenue, SE and 0.5 acres of park area to the south of Pennsylvania Avenue, SE for passive recreational activity. The consolidated, larger park spaces have the potential to be used by the public for passive recreational activities, a public plaza, or another variation of enhanced community space for residents and intersection users to enjoy. The intent is to enhance the community through the creation of valuable open spaces.

**Response to Comment 018-07**

Alternatives such as bridges and tunnels were considered at this intersection in the early stages of planning during the Great Streets Initiative, and were ultimately eliminated from consideration for a number of reasons. Due to the amount of construction and type of construction associated with roadway bridges and tunnels, alternatives such as tunnels and bridges were determined to be cost prohibitive and to have higher potential to have significant environmental impacts. Additionally, it was found that this type of major infrastructure would likely have significant visual impacts, and/or could cause the communities to the north and south of the intersection to be divided. For these reasons, alternatives such as tunnels and bridges were eliminated from detailed evaluation in this EA.

**Response to Comment 018-08**

Your comments have been noted and will be included in the project Administrative Record. While DDOT is not able to meet with all the homeowners individually, announcement of public meetings was conducted via door-to-door distribution of flyers, e-mail announcement “blasts,” via public notice in the

*Washington Times* (for the Public Hearing), and on the DDOT website. Upon invitation, DDOT has met with ANC Commissioners and has presented the alternatives, the EA, and overall project updates at ANC meetings as well as neighborhood association meetings, to include ANC 7B, Fairlawn Citizens Association, and several others. DDOT held a formal Public Hearing in on November 13, 2013 to receive testimony from the public regarding the project. After the publication of the October 2013 EA, DDOT also presented the project at the Ward 7 Update Meeting on March 6, 2014. In addition to holding public meetings for this project, DDOT has made efforts to meet with smaller groups upon request in public forums as opposed to meeting with each homeowner individually.

***Response to Comment 018-09***

Thank you for your comments. They will be included in the project Administrative Record. DDOT will make efforts to have future public meetings for the project in a location that is easily walkable from this intersection.

---

**From:** Metzger, William [REDACTED]  
**Sent:** Tuesday, November 26, 2013 5:49 PM  
**To:** Casey, Austina (DDOT)  
**Subject:** Penn-Minn intersection comment

Dear Ms. Casey,

019-01 I write strongly in support of the plans to redesign the Pennsylvania/Minnesota Ave SE intersection. The current layout is very confusing and unsafe for pedestrians and vehicle traffic. It is also unattractive for new businesses to come in. The modified traffic square concept seems to be the best. It would allow us to maximize green space in the square and allow pedestrians to move easily across the intersection to their homes or business. In addition, the concept would reduce the sheer amount of concrete and congested traffic lanes that currently define the intersection. I am not aware of any environmental or cultural concerns that need to be taken into account. Please proceed as expeditiously as possible with improving this intersection so that it can become a focal point for the growth and prosperity of the community!

Thank you.

**Will Metzger**  
25<sup>th</sup> St SE Resident

***Response to Comment 019-01***

Thank you for your comments. They will be included in the project Administrative Record.



**NAYLOR DUPONT  
Advisory Neighborhood  
Commission 7B**



District of Columbia Government  
3200 S Street, S.E.,  
Washington, DC. 20020  
email: [anc7b@earthlink.net](mailto:anc7b@earthlink.net)  
web: [www.anc7b.net](http://www.anc7b.net)  
phone: (202) 584-3400 fax: (202) 584-3420

December 30, 2013

Austina Casey, Project Manager  
District Department of Transportation  
Attn: Penn-Minnesota Improvements EA  
55 M Street, SE, Suite 400  
Washington, DC 20003

RECEIVED BY  
DDOT  
IPMA  
OCE  
2014 JAN -8 PM 1:39

Re: Penn-Minnesota Improvements EA

Dear Ms. Casey:

At its regular Public meeting held December 19, 2013, following proper notice, the Commission held a review of the Environmental Assessment of the Pennsylvania & Minnesota Avenues Intersection Improvements Plans. The Commission after considering the proposed options for reconstructing that intersection has concluded to support the no-build option because no plan presented solved a majority of the problems at the intersection and all left most problems either the same or in worse condition. Therefore by a vote of 6 to 0 the Commission adopted a resolution recommending the no build option.

Sincerely,

  
ROBERT T. RICHARDS, Chair

**Response to Comment 020-01**

Thank you for your comments. They will be included in the project Administrative Record.

The No Build Alternative does not meet the purpose and need for the Proposed Action. Please refer to *Section 1.0, Purpose and Need* of the EA for discussion of the purpose and need for the project. After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, which is designed to reduce the traffic volume adjacent to the residences along L’Enfant Square, SE, as cut-through traffic would be minimized along L’Enfant Square, SE. Option 2 eliminates right turns from southbound L’Enfant Square, SE onto Pennsylvania Avenue, SE westbound, significantly reducing vehicle-pedestrian conflicts.

Build Alternative 2 would meet the purpose and need for the Proposed Action in promoting the principles set forth in the District’s Great Streets Initiative. Build Alternative 2 would improve pedestrian and vehicular safety, create a usable park space, improve multimodal connectivity and access, and support improved land use and community needs. Please refer to *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* for a discussion of the benefits of Build Alternative 2.

020-01

**From:** [REDACTED]

**Sent:** Saturday, March 22, 2014 7:38 PM

**To:** Casey, Austina (DDOT)

**Cc:** [REDACTED]

**Subject:** DPCA Comments Re: Penn/Minn Avenue SE Improvement Project - 3/22/14

Thanks again Ms. Casey for sharing the 3 proposed DDOT plans under the Penn/Minn Avenue, SE Improvement Project at the monthly Dupont Park Civic Association (DPCA) meeting held on February 18, 2014.

021-01 After discussions with members on the Executive Board and members in attendance at the March 2014 meeting, it was determined that the proposed changes presented would not be beneficial to the DC Ward 7 residents in the neighborhoods directly affected. As a matter of fact, alternatives 1 and 2 appear to potentially create a hardship for seniors, pedestrians and neighbors whose local quiet streets will serve as alternate routes for commuters travelling through the District.

As such, on behalf of the DPCA, it is requested the No-Build (current configuration) be selected for the Penn/Minn Ave Intersection Improvement Environmental Assessment.

It is my understanding from 7B04 ANC Mr. Hammond, this is the same position as the 7B ANC's. I would greatly appreciate a copy of your report or email notification if placed on the web once completed.

If I can be of any further assistance, please do not hesitate to let me know. k



Karen A. Wiggins  
DPCA President

Have questions about your new Supercan, trash can or larger recycling bin? Check out this helpful [FAQ](#) from the Department of Public Works.

### **Response to Comment 021-01**

Thank you for your comments. They will be included in the project Administrative Record.

The No Build Alternative does not meet the purpose and need for the proposed action. Please refer to *Section 1.0, Purpose and Need* of the EA for discussion of the purpose and need for the project. After consideration of the purpose of and need for the proposed action, analysis in the EA, and public and agency comments, DDOT has identified Build Alternative 2 – Conventional Intersection as the Preferred Alternative for the EA, along with Option 2, which is designed to reduce the traffic volume adjacent to the residences along L’Enfant Square, SE, as cut-through traffic would be minimized along L’Enfant Square, SE. Option 2 eliminates right turns from southbound L’Enfant Square, SE onto Pennsylvania Avenue, SE westbound, significantly reducing vehicle-pedestrian conflicts. Build Alternative 2 would meet the purpose and need for the Proposed Action in promoting the principles set forth in the District’s Great Streets Initiative. Build Alternative 2 would improve pedestrian and vehicular safety, create a usable park space, improve multimodal connectivity and access, and support improved land use and community needs. Please refer to *Section 2.2.2, Build Alternative 2 – Conventional Intersection Alternative* for a discussion of the benefits of Build Alternative 2.

Additionally, Build Alternative 2 includes Americans with Disabilities Act (ADA)-compliant ramps and sidewalks to be improved or included in the Study Area where they do not exist currently. One of DDOT’s main objectives for this project is to support improved land use and community needs by improving public safety, expanding mobility choices, and improving safety and efficiency for all modes of travel. An important component of the project includes improvements to increase pedestrian safety at the intersection, making it more accessible to all pedestrians, including disabled persons and senior citizens. Build Alternative 2 also includes construction of additional crosswalks, some with shorter (and more direct) crossing distances, and improved signal timing to allow adequate time for pedestrians, particularly senior citizens and children, to safely cross the

intersection. DDOT will incorporate ADA requirements in the design phase for the intersection sidewalks and crosswalks. Bus stop locations that meet the design and ADA requirements of WMATA's guidelines for the *Design and Placement of Transit Stops (2009)* will be adhered to.

**From:** [REDACTED]  
**Sent:** Thursday, April 03, 2014 3:20 AM  
**To:** Casey, Austina (DDOT)  
**Subject:** Twining (L'Enfant) Square

Dear Ms. Casey:

I have just purchased a house in Twining, just off 31st street on the West side of Pennsylvania Ave.

I would like to provide an opinion of what the Twining Square redevelopment should look like.

022-01 There should be verdant green space, with only 2 lanes Eastbound and 2 lanes Westbound passing through; separated by a verdant median with a high berm, similar to Connecticut Ave NW above K St. These lanes should bulge slightly to the North & South, respectively, around a powerful gushing fountain of 12-15' height, kind of a geyser, with a simple basin. The fountain could be turned off on very windy days. This fountain would add a freshness and a purifying quality to an otherwise gritty intersection, and it would highlight the proximity of the Anacostia River crossing. Bulging the East- & West-bound lanes of Pennsylvania Ave around the geyser would serve to slow traffic slightly, to allow a better sense of place and restore some of the dignity of this square named for Pierre Charles L'Enfant.

Minnesota Ave would follow a 2-lane perimeter of the square, with rounded corners. Signage would be added at the approaches to the square on Pennsylvania Ave alerting motorists to the need to turn right and traverse around the perimeter of the square in order to turn left across traffic onto Minnesota Ave.

I would recommend no benches or walkways in this center green space, but rather plan things and landscape architecture which would enhance the verdant gateway effect.

v/r,  
Matthew J Guyette  
Future Member of Congress

Sent from AOL Mobile Mail

**April is National 9-1-1 Education Month!**  
Create a Safety Profile for your household at [Smart911.com](http://Smart911.com).  
It's free, 100% private and secure.

**Response to Comment 022-01**

Thank you for your comments. They will be included in the project Administrative Record.

The design of the intersection and aesthetic elements are not discussed in detail or determined during the EA phase of the project. However, as design continues, DDOT will consider public and agency comments, and will coordinate with the National Park Service and the National Capital Planning Commission (NCPC) regarding the natural features, appearance, aesthetic treatment and maintenance of the park area. Although the final aesthetic treatment and design of the park area will not occur until final design of the intersection, the consolidated green space has the potential to be usable park space for passive recreational activities, a public plaza, or another variation of enhanced community space for residents and intersection users to enjoy. The intent is for the green space to enhance the community through the creation of valuable open space.

To help create a "gateway effect," DDOT's goals to support improved land use and community needs at this intersection as well as consolidate the fragmented green spaces would improve the appearance of the intersection and potentially attract private investment through the demonstration of a public commitment to the Great Street communities.

It is unlikely that the number of lanes on Pennsylvania Avenue, SE at this location could be reduced to two lanes due to Pennsylvania Avenue's designation as an emergency evacuation route in the District.

## **PUBLIC INVOLVEMENT**

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GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



**d. Infrastructure Project Management Administration**

**Re: Scoping Letter: Environmental Assessment and Section 106 Evaluation  
Pennsylvania Ave-Minnesota Ave Intersection Improvement Project**

Dear Recipient:

The District Department of Transportation (DDOT) and the Federal Highway Administration (FHWA), in coordination with the National Park Service (NPS) are proposing improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, S.E Washington, DC (Twining Square). Prior to moving the project through final design and construction, an Environmental Assessment (EA) to analyze the impacts of the proposed project is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA). Additionally, the effects of the project to historic and cultural resources will be evaluated in accordance with the Section 106 of the National Historic Preservation Act of 1966 (NHPA).

This project is part of the revitalization of Pennsylvania Avenue SE from the foot of the Sousa Bridge to Southern Avenue SE, which is one of the corridors identified for improvement in the District of Columbia's **Greet Streets Initiative**. As part of the NEPA and Section 106 processes, we would like to receive your input on environmental, historical, cultural and other resources and issues relevant to the project. We would appreciate your input on these factors, including the purpose and need by **October 15, 2012**.

Please send your comments to me at the address given below. You may visit the project websites (<http://ddot.dc.gov/PennMinnAvesProject> or <http://parkplanning.nps.gov/twiningsquare>) to leave your comments or for additional project information and updates.

Sincerely,

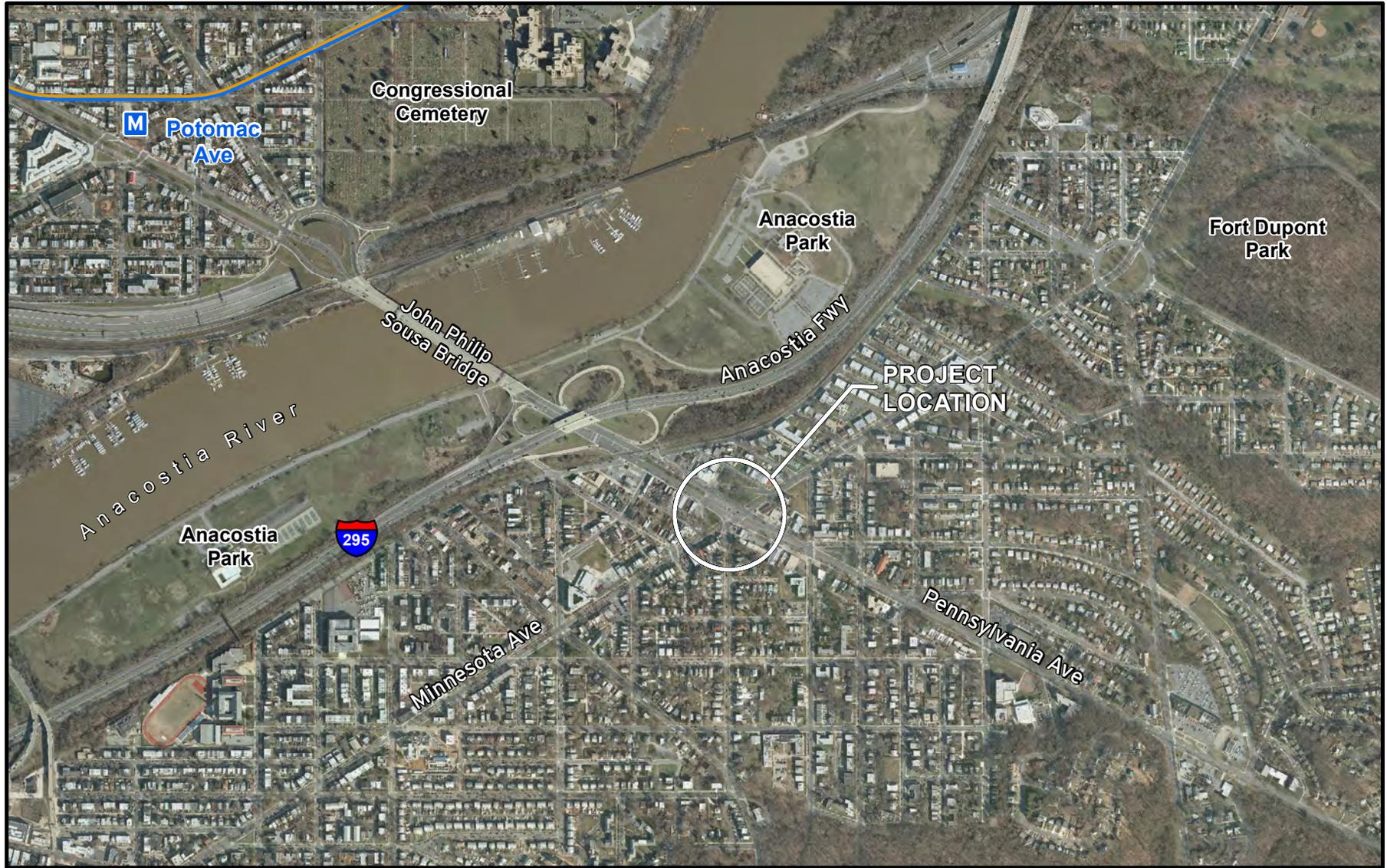
A handwritten signature in black ink that reads 'Austina Casey'.

Austina Casey  
Project Manager  
Project Development & Environment Division  
Infrastructure Project Management Administration (IPMA)  
District Department of Transportation  
55 M Street S.E., Suite 500,  
Washington, DC 20003

Enclosures

cc: Michael Hicks (FHWA)  
Stephen Syphax (NPS)  
Faisal Hameed (DDOT)

Pennsylvania Avenue / Minnesota Avenue Intersection Improvement Project



0 260 520 1,040 Feet

Figure 1  
Project Location

Environmental Assessment and Section 106

# Government of the District of Columbia

## Department of Transportation



### FOR IMMEDIATE RELEASE

Wednesday, September 12, 2012

Media Contact: Monica Hernandez – 202-671-2261, [monica.hernandez@dc.gov](mailto:monica.hernandez@dc.gov)

## \*\*\*PUBLIC SCOPING NOTICE\*\*\*

### DDOT Seeking Public Input on the Pennsylvania and Minnesota Avenues Intersection Improvement Project Environmental Assessment and Section 106 Evaluation

*All Who Live, Work or Visit in the District Are Encouraged to Participate*

(Washington, D.C.) The District Department of Transportation (DDOT) and the Federal Highway Administration (FHWA), in cooperation with the National Park Service (NPS) are proposing improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, S.E Washington, DC (Twining Square). This project is part of the *Great Streets Initiative* for improvements to Pennsylvania Avenue S.E., Washington, DC. Prior to moving the project through final design and construction, an Environmental Assessment (EA) to analyze the impacts of the proposed project is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA). Additionally, the effects of the project to historic and cultural resources will be evaluated in accordance with the Section 106 of the National Historic Preservation Act of 1966 (NHPA).

As part of the NEPA and Section 106 processes, we would like to receive your input on environmental, historical, cultural and other resources and issues relevant to the project. We would appreciate your input on these factors, including the purpose and need by **October 15, 2012**. Please send comments to the following addresses:

Penn/Minn Avenues Improvement Project  
Attn: Austina Casey, Project Manager  
Project Development & Environment Division  
Infrastructure Project Management Administration (IPMA)  
District Department of Transportation  
55 M Street S.E., Suite 400,  
Washington, DC 20003

Please visit the project websites to leave your comments or for additional project information and updates:

DDOT: <http://ddot.dc.gov/PennMinnAvesProject>

NPS: <http://parkplanning.nps.gov/twiningsquare>

*DDOT is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, and services on the basis of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 or on the basis of disability as provided by the Americans with Disabilities Act.*

*If you need special accommodations or language assistance services (translation or interpretation), please contact Austina Casey at (202) 671-0494 or [austina.casey@dc.gov](mailto:austina.casey@dc.gov). These services will be provided free of charge.*

The District of Columbia Department of Transportation (DDOT) and the Federal Highway Administration (FHWA), in coordination with the National Park Service (NPS) are proposing improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, S.E Washington, DC (Twining Square area) (see **Figure 1**) as defined in the **Revitalization of Pennsylvania Ave, SE for the Great Streets Initiative Concept Design Final Report (Great Streets Concept Design Report)**, which was published in 2007.

Key to this project is the potential for land transfer between DDOT and NPS to facilitate the reconfiguration of the Twining Square area with the intent to:

- Improve pedestrian and vehicular safety;
- Create a consolidated, usable open space for community; and
- Improve multimodal connectivity and support land use.

Prior to moving the project through final design and construction, an Environmental Assessment (EA) of the proposed action and its potential effects is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA). Additionally, the project will also include an assessment of effects on historical and cultural resources in accordance with the Section 106 of the National Historic Preservation Act of 1966 (NHPA).

**FHWA and NPS are co-lead federal agencies for the project.**

Please submit your comments to the addresses below by **October 15, 2012**.

**Mail:**

Penn/Minn Avenues Improvement Project  
Attn: Austina Casey, Project Manager  
District Department of Transportation  
IPMA/PDE  
55 M Street SE, Suite 500,  
Washington, DC 20003

**Website:  
via DDOT**

<http://ddot.dc.gov/PennMinnAvesProject>

**via NPS**

<http://parkplanning.nps.gov/twiningsquare>

## **PENNSYLVANIA AVE-MINNESOTA AVE INTERSECTION IMPROVEMENT ENVIRONMENTAL ASSESSMENT**

### **PROJECT INFORMATION**



**Figure 1: Twining Square**

***We thank you for your continued interest and participation in this project.***



## Project Background

In the past, the *Great Streets Initiative* and various other planning activities have been performed on Pennsylvania Avenue, SE and the surrounding community, including: Pennsylvania Avenue Task Force Vision Plan; Middle Anacostia River Crossing Transportation Study; and Pennsylvania Avenue, SE - Great Streets Framework Plan.

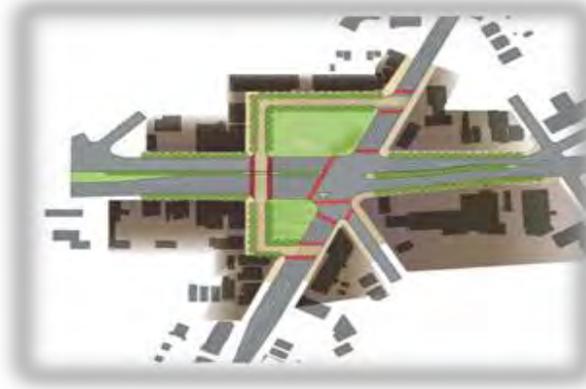
The *Great Streets Concept Design Report* identified the Twining Square area as one of three major pedestrian-oriented activity nodes along Pennsylvania Avenue that can offer a diverse and high quality experience and recommended modifications to the traffic configuration at the intersection to improve mobility and safety for vehicular traffic movements and for pedestrian and bicycle movements.

## Proposed Alternatives

During the *Great Streets Initiative* process, the community and other stakeholders developed the following three conceptual configuration designs for the Twining Square area (see *Figures 2 through 4*). An additional concept design (*Figure 5*) was developed as a refinement of the previous concepts during follow-up coordination to the Great Streets Initiative planning process.

We would appreciate your input on these concepts and your assistance in identifying any environmental, cultural, or other resources within the project area. Please provide any comments or suggestions you may have regarding important factors that should be considered in the process, including the purpose and need.

**Figure 2:  
Conventional Intersection**



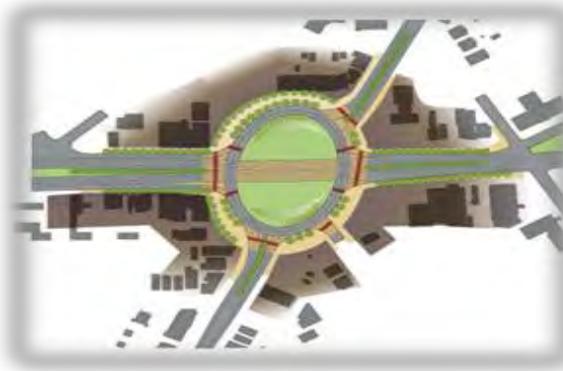
Conventional intersection of Pennsylvania Avenue and Minnesota Avenue with consolidated movements to one intersection.

**Figure 4:  
Modified Traffic Square**



Square with Pennsylvania Avenue bisecting. Modified to reduce the impact to residential properties along Minnesota Avenue and 25th Street. Will provide increased green space and improve safety by reducing turning movements; and is closer to the current configuration of the square.

**Figure 3:  
Ellipse**



Circle within the square with Pennsylvania Avenue bisecting. Will provide increased green space, consolidated open space, and remove left turning conflicts.

**Figure 5:  
Revised Traffic Square**



The Modified Traffic Square was revised to avoid taking commercial property. Will have the same benefits as the Modified Traffic Square.

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Pennsylvania & Minnesota Avenues Intersection Improvements

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The District of Columbia Department of Transportation (DDOT) and the Federal Highway Administration (FHWA), in coordination with the National Park Service (NPS) are proposing improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, S.E Washington, DC. This project is part of the revitalization of Pennsylvania Avenue SE from the foot of the Sousa Bridge to Southern Avenue S.E., which is one of the corridors identified for improvement in the District of Columbia's Greet Streets Initiative.

Prior to moving the project through final design and construction, an Environmental Assessment (EA) of the proposed action and its potential effects is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), the Council of Environmental Quality (CEQ) regulations(40 CFR 1500-1508), the FHWA's Environmental Impact and Related Procedures (23 CFR 771); and NPS Director's Order 12: Conservation Planning, Environmental Impact Analysis and Decision Making. Additionally, the project will also include the assessment of historic resources in accordance with the Section 106 of the National Historic Preservation Act of 1966 (NHPA). FHWA and NPS are co-lead federal agencies for the project.

In September 2012, DDOT solicited public feedback on identifying any environmental or cultural resources within the project area and providing comments on various conceptual designs. Additionally, DDOT asked that the public provide comments and suggestions regarding important factors that should be considered in the assessment, including the purpose and need. The comment period ended on October 15, 2012. Following public feedback and coordination with FHWA and NPS, DDOT will analyze the following two Build alternatives developed from the various conceptual design and a No-Build Alternative in the EA:

The Alternative 1: Traffic Square Alternative includes the following components:

- Eliminates the left-turn conflicts from Pennsylvania Avenue onto Minnesota Avenue;
• Consolidates green space;
• Adjust roadway alignments for traffic circulation;
• Reduces conflicts between pedestrian and vehicles by reducing crosswalk length and by providing pedestrian facilities;

The Alternative 2: Conventional Intersection Alternative includes the following components:

- Consolidates multiple traffic movements into one signalized intersection;
• Consolidates green space
• Provides left-turn movements in all directions,
• Increases left-turn queuing capacity.

Websites addresses:

- DDOT - http://ddot.dc.gov/PennMinnAvesProject
• NPS - http://parkplanning.nps.gov/TwiningSquare



Project at a Glance

Project Title: Pennsylvania & Minnesota Avenues Intersection Improvements
Providing Agency: District Department of Transportation
Office: Infrastructure Project Management Administration (IPMA)
Status: PROGRESS
Type: Renovation/Modernization
Start Date: August 01, 2012
Phone: (202) 673-6813

Milestones and Deliverables

Pennsylvania & Minnesota Avenues Intersection Improvements:

:
:
:

• Related Documents



**Terry Bellamy**  
Director  
Ask the Agency

For more information, please see the document links [below](#). Available are downloadable renderings of the Build Alternatives.

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- [Revitalization of Pennsylvania Avenue, SE for the Great Streets Initiative Concept Design — Final Report](#) <sup>[PDF]</sup>
- [Pennsylvania and Minnesota Avenues Intersection Improvement Project — Handout](#) <sup>[PDF]</sup>
- [Rendering of Alternative 1: Revised Traffic Square Alternative](#) <sup>[PDF]</sup>
- [Rendering of Alternative 2: Conventional Intersection Alternative](#) <sup>[PDF]</sup>

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# Re-design & Improve Twining Square (Pennsylvania & Minnesota Avenues S.E. Intersection)

[National Capital Parks - East » Re-design & Improve Twining Square \(Pennsylvania & Minnesota Avenues S.E. Intersection\) » Document List](#)



Pennsylvania and Minnesota Avenues Intersection Improvement Project

## Public Scoping

The District of Columbia Department of Transportation (DDOT), the National Park Service (NPS) and the Federal Highway Administration (FHWA) are proposing improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, SE, Washington, DC. Prior to moving the project through final design and construction, an Environmental Assessment (EA) of the proposed action and its potential effects is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), the Council of Environmental Quality (CEQ) regulations (40 CFR 1500-1508), the FHWA's Environmental Impact and Related Procedures (23 CFR 771); and NPS Director's Order 12: Conservation Planning, Environmental Impact Analysis and Decision Making. This public scoping is part of this process. Additionally, this project will also include the assessment of historic resources in accordance with the Section 106 of the National Historic Preservation Act of 1966 (NHPA). FHWA and NPS are co-lead federal agencies for the project.

This project is part of the revitalization of Pennsylvania Avenue SE from the foot of the Sousa Bridge to Southern Avenue SE, which is one of the corridors identified for improvement in the District of Columbia's Great Streets Initiative. Based on the program goals, the Great Streets Framework Plan, and input from the community, the following three conceptual designs were developed in the Great Streets Concept Design Report for reconfiguration of this intersection:

- Circle within the Square with Pennsylvania Avenue Bisecting (Ellipse);
- Conventional Intersection of Pennsylvania Avenue and Minnesota Avenue (Conventional); and
- Square with Pennsylvania Avenue Bisecting (Modified Square)

As a follow-up to the Great Streets planning process, an additional concept design (Revised Traffic Square) was developed to avoid the taking of private property.

At this early, scoping stage of the EA, our efforts are focused on identifying important environmental, historical, and cultural constraints and other concerns relevant to the EA and Section 106 process. We would appreciate your input on the concept designs. Your assistance in identifying any environmental or cultural resources within the project area, as well as any comments and suggestions you may have regarding important factors that should be considered in the assessment, including the purpose and need would be appreciated. Your input which will allow us to comprehensively address all potential impacts as the process moves forward.

Please submit your comments to the addresses below by October 15, 2012:

### Contact Information

Austina Casey, Project Manager  
Penn/Minn Avenues Improvement Project  
District Department of Transportation

IPMA/PDE  
55 M Street SE, Suite 500,  
Washington, DC 20003  
Email: [ddot.comments@dc.gov](mailto:ddot.comments@dc.gov)



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## **ANC 7B MEETING**



Government of the District of Columbia  
 District Department of Transportation  
 55 M Street, S.E., Suite 400  
 Washington, DC 20003

# PENNSYLVANIA AVE-MINNESOTA AVE INTERSECTION IMPROVEMENT ENVIRONMENTAL ASSESSMENT

## Purpose & Need

The purpose is to provide improvements to the Pennsylvania and Minnesota Avenues, S.E. intersection in keeping with the District of Columbia's Great Streets Initiative as set forth in the **2007 Great Streets Framework Plan** and the **Great Streets Concept Design Report**.

The need for the project consists of the following:

- Improve pedestrian and vehicular safety;
- Improve multimodal connectivity and access;
- Create a consolidated, usable space; and
- Support land use.



Schedule	Date
Scope and Concepts Development	Winter 2013
Alternatives Development	Spring 2013
Results and Analysis	Spring 2013
Final Document	Summer 2013

Please give us your comments:

- DDOT staff will be available to answer questions regarding this project at the **ANC 7B Community Meeting** on **May 16, 2013** from **7:00PM to 9:00PM** at: Ryland Epworth United Methodist Church, 3200 S. St. S.E., Washington, DC 20020
- Website: <http://ddot.dc.gov/PennMinnAvesProject>
- Mail: Austina Casey, DDOT  
55 M Street, S.E., Suite 400  
Washington, DC 20003

## Project Information

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# Project Background

The District of Columbia Department of Transportation (DDOT) and the Federal Highway Administration (FHWA), in coordination with the National Park Service (NPS) are proposing improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, S.E Washington, DC (Twining Square area). Key to this project is the potential for land transfer between DDOT and NPS to facilitate the reconfiguration of the Twining Square area.

Prior to moving the project through final design and construction, an Environmental Assessment (EA) of the proposed action and its potential effects is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA). Additionally, the project includes an assessment of effects on historical and cultural resources in accordance with the Section 106 of the National Historic Preservation Act of 1966 (NHPA). FHWA and NPS are co-lead federal agencies for the project.

In September 2012, DDOT solicited public feedback on four conceptual designs and on identifying any environmental or cultural resources within the project area. Based on public and agency feedback, three alternatives are being analyzed in the EA (a No-Build alternative and two Build alternatives).

This project was conceived as part of the Great Street Initiative in the *Revitalization of Pennsylvania Ave, SE for the Great Streets Initiative Concept Design Final Report (Great Streets Concept Design Report)*, which was published in 2007. The *Great Streets Concept Design Report* identified the Twining Square area as one of three major pedestrian-oriented activity nodes along Pennsylvania Avenue that can offer a diverse and high quality experience and recommended modifications to the traffic configuration at the intersection to improve mobility and safety for vehicular traffic movements and for pedestrian and bicycle movements.



## No-Build Alternative (current configuration)

- DDOT will not conduct any construction to improve the intersection.
- Pedestrian and traffic conflict at the intersection.
- No multimodal connectivity
- Divided green space



## Alternative 1 Revised Square

- Eliminates the left-turn conflicts from Pennsylvania Avenue onto Minnesota Avenue;
- Consolidates green space;
- Adjust roadway alignments for traffic circulation;
- Reduces conflicts between pedestrian and vehicles by reducing crosswalk length and by providing pedestrian facilities.



## Alternative 2 Conventional Intersection

- Consolidates multiple traffic movements into one signalized intersection;
- Consolidates green space
- Provides left-turn movements in all directions,
- Increases left-turn queuing capacity.



**U.S. Postage  
Required**

**Austina Casey  
Environmental Policy Analyst  
District Department of Transportation  
Infrastructure Project Management Administration  
Project Development & Environment Division  
55 M Street, S.E., Suite 400  
Washington, DC 20003**

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*Additional Comments*

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# **NAYLOR DUPONT**

## **Advisory Neighborhood Commission 7B**

District of Columbia Government  
3200 S Street, S.E.  
Washington, D.C. 20020  
email: [anc7b@earthlink.net](mailto:anc7b@earthlink.net)  
web: [www.anc7b.net](http://www.anc7b.net)  
phone: (202) 584-3400 fax: (202) 584-3420

### **AGENDA**

#### **ANC 7B COMMUNITY MEETING**

#### **MAY 16, 2013**

#### **7:00 Call to Order, Roll Call**

-PATRICIA HOWARD-CHITTAMS, 7B01 (SECY) -ROBIN MARLIN, 7B05 (VICE CHAIR)  
-ZINA WILLIAMS, 7B02 (PARLIAMENT) -ROBERT JORDAN, 7B06  
-GARY BUTLER, 7B03 -ROBERT RICHARDS, 7B07 (CHAIR)  
-PHILIP HAMMOND, 7B04 (TREAS)

7:02 Treasurer's Report

7:05 Approval of Minutes-- April 18, 2013 Meeting

7:10 Police Reports (PSAs 605, 606, 607) and Neighborhood Watch Reports

7:20 DC Fire Department

7:25 Speaker -- Steven Rice, DC Office of Planning -- Ward 7 Projects

7:45 Speaker -- Austina Casey, DDOT--Penn/Minn Aves. Project Update

8:05 Wah Sing Restaurant, 2521 Penn. Ave, SE

8:10 Community Concerns

8:20 Old Business/New Business

8:25 Commissioners' Roundtable

8:45 Committee Reports/Standing Reports

--Skyland Update

-- Pennsylvania Avenue Construction Update

8:55 Announcements

9:00 Adjourn

*[This page is left intentionally blank]*

## **PUBLIC COMMENTS**



**From:** Casey, Austina (DDOT)  
**Sent:** Tuesday, September 04, 2012 6:55 AM  
**To:** ROBIN MARLIN  
**Cc:** [dmorgan620@aol.com](mailto:dmorgan620@aol.com); [pesavage@rcn.com](mailto:pesavage@rcn.com); [lmoore6577@aol.com](mailto:lmoore6577@aol.com); [mphammond@msn.com](mailto:mphammond@msn.com);  
Neighborhood  
**Subject:** RE: [HillcrestDC] Request for Comments: Pennsylvania Ave & Minnesota Ave Project [1 Attachment]

Dear Commissioner Marlin,

Thanks for providing me information regarding redistricting of the area. We did send a letter, soliciting comments, to ANC 7B. I have attached the letter and other documents for you review. Please feel free to send in any comments/suggestions/input you may have on the project.

Thanks for your help.

-Austina Casey

---

**From:** ROBIN MARLIN [[rrmarlin@verizon.net](mailto:rrmarlin@verizon.net)]  
**Sent:** Thursday, August 30, 2012 11:56 PM  
**To:** Casey, Austina (DDOT)  
**Cc:** [dmorgan620@aol.com](mailto:dmorgan620@aol.com); [pesavage@rcn.com](mailto:pesavage@rcn.com); [lmoore6577@aol.com](mailto:lmoore6577@aol.com); [mphammond@msn.com](mailto:mphammond@msn.com);  
Neighborhood  
**Subject:** Fw: [HillcrestDC] Request for Comments: Pennsylvania Ave & Minnesota Ave Project [1 Attachment]

Ms. Casey,

Will DDOT ask ANC 7B to comment? As you may or may not know, this area, through the 2012 ANC SMD redistricting, will become part of **ANC 7B**. Too, there is a Pa Ave Task Force which over the past 8 or more years has been extremely involved with the OP plan and Pa Avenue Great Streets for conceptual ideas for the Pa Ave corridor from the Sousa Bridge to Southern Avenue.

On behalf of ANC 7B I have been the contact for projects pertaining to the Pa Avenue corridor east of the Sousa Bridge. On behalf of ANC 7B we would like to be included in the discussion of Minnesota and Pa Avenue, SE.

Sincerely,  
Commissioner Marlin

--- On **Thu, 8/30/12**, **Veronica O. Davis** <[veronica\\_o\\_davis@yahoo.com](mailto:veronica_o_davis@yahoo.com)> wrote:

From: Veronica O. Davis <[veronica\\_o\\_davis@yahoo.com](mailto:veronica_o_davis@yahoo.com)>  
Subject: [HillcrestDC] Request for Comments: Pennsylvania Ave & Minnesota Ave Project [1 Attachment]  
To: [hillcrestdc@yahoogroups.com](mailto:hillcrestdc@yahoogroups.com), [Fairfax\\_Village\\_DC@yahoogroups.com](mailto:Fairfax_Village_DC@yahoogroups.com),  
[hcca\\_bod\\_dc@yahoogroups.com](mailto:hcca_bod_dc@yahoogroups.com)  
Date: Thursday, August 30, 2012, 11:28 PM

[Attachment(s) from Veronica O. Davis included below]

Greetings Neighbors,

The Hillcrest Community Civic Association (HCCA) President, Karen Williams, has been asked to prepare a comment letter on behalf of HCCA on the Pennsylvania Ave & Minnesota Ave Project. DDOT is in the preliminary stages of an Environmental Assessment of the Pennsylvania Ave and Minnesota Ave SE intersection. Specifically DDOT is looking for comments on the conceptual designs, and any input on cultural and environmental resources in the project area.

The Street, Traffic, and Transportation Committee has prepared a comment form, which is attached. **Please email the attached comment form to me ([yod2@cornell.edu](mailto:yod2@cornell.edu)) and cc: Karen Williams ([klwilliams@HillcrestDC.com](mailto:klwilliams@HillcrestDC.com)) by September 21, 2012.** We will compile all comments and present a draft letter to the HCCA membership at the October Meeting. A letter signed by the HCCA President and ALL comments will be submitted to DDOT.

You can also provide your comments directly to DDOT via online form or email, by October 15, 2012.

**Mail:**

Penn/Minn Avenues Improvement Project  
ATTN: Austina Casey, Project Manager  
District Department of Transportation, IPMA/PDED  
55 M Street SE, Suite 500  
Washington, DC 20003

**Online:**

[ddot.dc.gov/PennMinnAvesProject](http://ddot.dc.gov/PennMinnAvesProject)

For more information please visit the committee blog (including the comment form):

<http://hccatransport.blogspot.com/>

Cheerfully,  
Veronica

**Veronica O. Davis, PE**

Life in the Village: <http://fairfaxvillage.blogspot.com>

Hillcrest Transportation Committee: <http://hccatransport.blogspot.com/>

*"Because the people who are crazy enough to think they can change the world, are the ones who do." - Steve Jobs*

Attachment(s) from **Veronica O. Davis**

**1 of 1 File(s)**

 [HCCA\\_Comments\\_PennMinnAves.docx](#)

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Joan E. McKenzie  
3639 Highwood Drive, SE  
Washington, DC 20020

September 19, 2012

Austina Casey, Project Manager  
Penn/Minn Avenues Improvement Project  
DDOT  
55 M Street, SE, Suite 500  
Washington, DC 20003

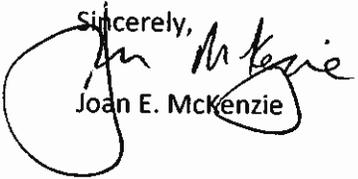
Dear Austina:

I am writing to comment on the improvement of the Penn/Minn Avenue intersection. I am very pleased that this intersection will finally be improved because it is a traffic nightmare. Since I am not a traffic engineer I will not comment on the specific design. I would like to instead comment on the goals that I hope you will strive to meet in redesigning the intersection. They are as follows:

1. Move the traffic from Minn(in both directions) onto Penn in a more efficient manner. Right now having to go around the current square configuration is inefficient and slow. It should be easier to make a left or a right onto Penn from Minn going south and also to cross Penn and continue south on Minn without going around a square. I support any plan that moves the traffic more efficiently—whether it being a circle or a conventional intersection. I do not support keeping the current square concept because it doesn't work. I have the same comment for travelling north on Minn and trying to cross Penn.
2. Make it easier to get from Penn inbound onto Minn going south and to access Anacostia Park, the Post Office and YES Market. It is crazy that you can't make a left onto Minn or to access Anacostia Park, the Post Office or YES Market when travelling inbound on Penn.
3. Make it easier to turn onto Minn going south from Penn outbound. The current configuration is confusing. It is also difficult to access the Post Office and to park at the Post Office.
4. Make it easier to get to and patronize the current businesses on Penn such as the YES market and Thai Orchard. It is amazingly difficult to get to these businesses and to park depending upon which direction you are travelling on either Penn or Minn.

Efficient traffic flow and easy access to the businesses and Anacostia Park are my primary concerns. Please put me on the mailing list for additional information about public meetings, etc. concerning this very important project. Thank you for your attention to this matter.

Sincerely,

  
Joan E. McKenzie

**From:** Veronica O. Davis [[mailto:veronica\\_o\\_davis@yahoo.com](mailto:veronica_o_davis@yahoo.com)]  
**Sent:** Monday, April 29, 2013 10:23 AM  
**To:** Casey, Austina (DDOT)  
**Cc:** Kelsi Bracmort; Jordan, Robert A. (ANC 7B06); Shane Farthing; Sebastian, Jim (DDOT); [winslowsr13@aol.com](mailto:winslowsr13@aol.com); [klwilliams@HillcrestDC.com](mailto:klwilliams@HillcrestDC.com); [m4jjohnson@msn.com](mailto:m4jjohnson@msn.com)  
**Subject:** Proposed Improvements at Intersection of Pennsylvania and Minnesota Avenues, S.E

Ms. Casey,

I'll be in Austin on May 16th, so I will not be in attendance at the meeting. Below are my comments on the proposed alternatives.

My major concern is the alternatives do not include a discussion of bicycle movement through this intersection. While bicycles are not a large portion of the mode share, there are several members of the Ward 7 community that bike through this intersection to access the bike/pedestrian path on the Sousa Bridge.

Between the traffic volumes on Pennsylvania Ave and the general chaos of this intersection, most of the cyclists in this area use the sidewalk on the south side of Pennsylvania Ave to get to the bike/pedestrian path on the bridge. Very few people use the north bike/ped path on the bridge, because there is no continuous sidewalk or curb cuts on the north side of Pennsylvania Ave west of the Citgo.

As someone who commutes via bike through this intersection almost daily, my preferred alternative is "Alternative 1 Revised Square". Being able to continue straight through that intersection would be a big improvement over the current configuration. This not only benefits cyclists, but also parents with strollers and handicap populations.

The expanded sidewalk on the SW corner of Pennsylvania Ave and L'Enfant Square would minimize the conflict between pedestrians waiting at the bus stop and bikes trying to get to bridge. My suggested revision to this alternative is to expand the sidewalk on the south side of Pennsylvania Ave from 27th Street to L'Enfant Square similar to "multi-modal" sidewalk east of 27th Street SE. Expanded sidewalks are also needed on the NE corner of Pennsylvania and Minnesota Ave to accommodate people waiting for the bus.

The other advantage of Alternative 1 is it prevents motorists coming off 295 NB from flying across 3 lanes of traffic to make the left turn on Minnesota Ave. Lastly, Alternative 1 gives Pennsylvania Ave a much needed road diet transforming it into a neighborhood boulevard.

The one advantage of "Alternative 2 Conventional Intersection" is being able to go southbound on Minnesota Ave from Pennsylvania Ave without extra effort. However the 8-10 lanes at the intersection seems excessive. In addition, the inability to continue straight on the south sidewalk of Pennsylvania Ave is an inconvenience for wheelchairs, parents with strollers, and cyclists.

I hope that as this project moves forward pedestrian/bicyclist safety, handicap accessibility, and quality of life of residents are given priority over moving Maryland drivers through the corridor.

**Veronica O. Davis, P.E.**  
**Hillcrest (Fairfax Village) Resident**

--- On Sat, 4/27/13, Trish Chittams <[MinTrish@GMail.com](mailto:MinTrish@GMail.com)> wrote:

From: Trish Chittams <[MinTrish@GMail.com](mailto:MinTrish@GMail.com)>  
Subject: [MPD-6D] Fwd: ANC 7B Community Meeting for May 16, 2013 @ 7pm. Re:Project Information: Proposed Improvements at Intersection of Pennsylvania and Minnesota Avenues, S.E  
To: [HillcrestDC@yahoogroups.com](mailto:HillcrestDC@yahoogroups.com), [MPD-6D@yahoogroups.com](mailto:MPD-6D@yahoogroups.com), "[Ward7@yahoogroups.com](mailto:Ward7@yahoogroups.com)" <[Ward7@yahoogroups.com](mailto:Ward7@yahoogroups.com)>  
Date: Saturday, April 27, 2013, 9:22 AM

> Please note that DDoT will be attending the next ANC7B meeting regarding the reconfiguration of LEnfant Square (sp?). This reconfiguration will effect traffic at the intersection of Minnesota and Pennsylvania Avenues and the residences along the square. Please come out to hear the plans which will effect your daily lives.

Trish

>  
>

**From:** Derrick Woody [<mailto:derrick.l.woody@gmail.com>]

**Sent:** Wednesday, December 12, 2012 11:33 AM

**To:** Casey, Austina (DDOT)

**Cc:** Hameed, Faisal (DDOT); Bellamy, Terry (DDOT); Zimbabwe, Sam (DDOT); Khalid, Muhammed (DDOT); Gary Cha; Janice Yun; Kathy Rachels; Muluneh, Dawit (DDOT)

**Subject:** Re: Pennsylvania Avenue SE - Reconstruction

Austina:

Again, thanks for sending the information over.

DDOT has been really great with helping to address the concerns of property and business owners in commercial districts in which DDOT was investing. The agency's recognition that how they invest was critical to economic development has lead to amazing returns to the District.

For the 2300 block of Pennsylvania Avenue (south side), the issue still remains as to **the feasibility of a left turn at Prout Street SE from the westbound side of Pennsylvania Avenue SE**. Gary's store and any others built along the 2300 block south side will all face access issues for their customer base coming from the east. Is it possible for DDOT to explore options for this left turn?

Sincerely,

**Derrick Lanardo Woody**  
*Chief Executive Officer*



2651 16th Street NW  
Suite 806  
Washington, DC 20009  
202.270.8456  
[derrick.l.woody@gmail.com](mailto:derrick.l.woody@gmail.com)

real estate & land use advisory

On Dec 11, 2012, at 2:40 PM, "Casey, Austina (DDOT)" <[austina.casey@dc.gov](mailto:austina.casey@dc.gov)> wrote:

Hello Mr. Woody,

I look forward to hearing from you. In the meantime, I know you said below that you had gone to the DDOT website for information but I wanted to send you a direct link to the project, Pennsylvania Ave/Minnesota Ave Intersection Improvement, website (both DDOT and NPS), just in case:

**Website:**

**via DDOT**

<http://ddot.dc.gov/PennMinnAvesProject>

**via NPS**

<http://parkplanning.nps.gov/twiningsquare>

You should be able to get background information about the project and concept designs for the intersection. We are currently working with NPS to develop those concepts into viable alternatives that will be analyzed in the Environmental Assessment. We will update the website as the project progresses.

Talk to you soon.

-Tina Casey  
202-671-0494

**From:** Derrick Woody [mailto:derrick.l.woody@gmail.com]

**Sent:** Tuesday, December 11, 2012 2:25 PM

**To:** Hameed, Faisal (DDOT)

**Cc:** Bellamy, Terry (DDOT); Zimbabwe, Sam (DDOT); Khalid, Muhammed (DDOT); Gary Cha; Janice Yun; Kathy Rachels; Muluneh, Dawit (DDOT); Casey, Austina (DDOT)

**Subject:** Re: Pennsylvania Avenue SE - Reconstruction

Thanks, Faisal. We will reach out to Austina to make sure that Gary's concerns are reported.

Sent from my iPhone

On Dec 11, 2012, at 2:10 PM, "Hameed, Faisal (DDOT)" <[faisal.hameed@dc.gov](mailto:faisal.hameed@dc.gov)> wrote:

We have recently re-started the Environmental Assessment (EA) for the Penn-Minn Ave Intersection. We hope to have the EA approved in the next 6 months or so, depending upon NPS approval. After which design can start, followed by construction.

Austina Casey (copied) is the PM for this EA.

Thanks

Faisal

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**Faisal Hameed**

Manager | Project Development & Environment Division | Infrastructure Project Management Administration (IPMA)

**d.** District Department of Transportation | 55 M Street, SE, Suite 500 | Washington DC 20003  
202-671-2326 (Desk) | [www.ddot.dc.gov](http://www.ddot.dc.gov)

**From:** Bellamy, Terry (DDOT)

**Sent:** Tuesday, December 11, 2012 11:33 AM

**To:** Derrick Woody; Hameed, Faisal (DDOT); Zimbabwe, Sam (DDOT); Khalid, Muhammed (DDOT)

**Cc:** Gary Cha; Janice Yun; Kathy Rachels; Muluneh, Dawit (DDOT)

**Subject:** RE: Pennsylvania Avenue SE - Reconstruction

Thanks for the email. I am asking Faisal Hameed to provide you with the latest information on this environmental work for this location.

Terry Bellamy

Director | Desk (202) 671-4097 | [Terry.Bellamy@dc.gov](mailto:Terry.Bellamy@dc.gov) | [www.ddot.dc.gov](http://www.ddot.dc.gov)

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**From:** Derrick Woody [<mailto:derrick.l.woody@gmail.com>]

**Sent:** Tuesday, December 11, 2012 9:50 AM

**To:** Bellamy, Terry (DDOT)

**Cc:** Gary Cha; Janice Yun; Kathy Rachels

**Subject:** Pennsylvania Avenue SE - Reconstruction

**Importance:** High

Hey Terry:

I hope that all is going well.

I am working with Gary Cha, owner of YES! Organic stores throughout the city. He has a store at 2323 Pennsylvania Avenue SE in the Fairlawn neighborhood. The store was slated to close, but Gary is working diligently to have the store re-branded for the neighborhoods there and to preserve a much needed grocery store on the Pennsylvania Avenue corridor.

One issue will remain ... providing easy access for customers to get to the store. Most of the neighborhood customers are further east and have to travel west on Pennsylvania Avenue to get to the store, but getting there from the east is no easy matter with the network of one way streets and no left turn access from Pennsylvania Avenue to Prout Street SE.

I went to your website for an update and to try not to interrupt your day, but found no information on Pennsylvania Avenue SE between Fairlawn Avenue and Minnesota Avenue. When is DDOT slated to reconstruct this stretch, and where can one find a copy of any plans for this stretch?

I recall that this stretch was fairly complicated given some of the land assemblage which needed to be done for reconfiguration of the Minnesota intersection in particular.

If there is a DDOT point person for this project, please let me know.

Thanks in advance!

Sincerely,

**Derrick Lanardo Woody**  
*Chief Executive Officer*

<image001.png>

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