

Environmental Assessment

(National Environmental Policy Act of 1969)

- An Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act (NEPA) and implementing regulations, the Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations (CFR) 1500-1508), the FHWA's *Environmental Impact and Related Procedures* (23 CFR 771), FHWA *Technical Advisory Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (T6640.8A), NPS *Director's Order #12: Conservation Planning, Environmental Impact Analysis, and Decision-making (DO-12)* and DDOT's *Environmental Policy and Process Manual*.
- Public Hearing Held: November 13, 2013.
- Comment Period Extended to December 31, 2013.

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 at Pennsylvania Avenue and Minnesota Avenue, S.E Washington, DC (Twining Square area).

Purpose & Need

The purpose 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 this project is the potential for land transfer from NPS to DDOT to facilitate the reconfiguration of the Twining Square area.

The need for the project includes the following:

- Improve pedestrian and vehicular safety;
- Improve multimodal connectivity and access;
- Create a consolidated, usable space; and
- Support improved 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.

Please send your comments to:

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PENNSYLVANIA AVE-MINNESOTA AVE INTERSECTION IMPROVEMENT ENVIRONMENTAL ASSESSMENT



Project Information

March 2014



PENNSYLVANIA AVE-MINNESOTA AVE, SE INTERSECTION IMPROVEMENT PROJECT

Multiple alternatives for the Pennsylvania and Minnesota Avenues, SE intersection were developed in accordance with the project objectives established to meet the project purpose and need. Three alternatives, including the No Build Alternative, Revised Square Alternative and the Conventional Intersection Alternative are analyzed in detail in the EA.

The intent of the project is to improve pedestrian and vehicular safety at the intersection through improved traffic circulation.

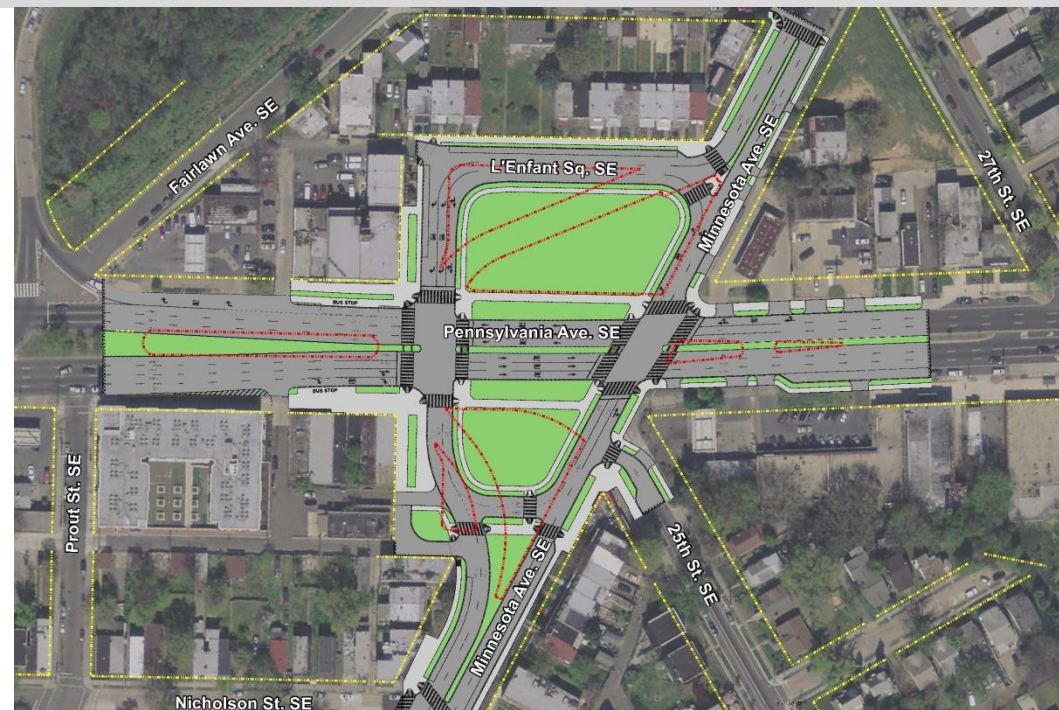


No Build Alternative – Current Configuration

- **Vehicular Operations:**
 - No changes; operations remain the same as current conditions.
- **Disadvantages:**
 - Pedestrian and vehicular traffic conflict at the intersection.
 - Existing safety issues remain unresolved.
 - Divided, unusable green space.
 - Lacks multimodal connectivity.

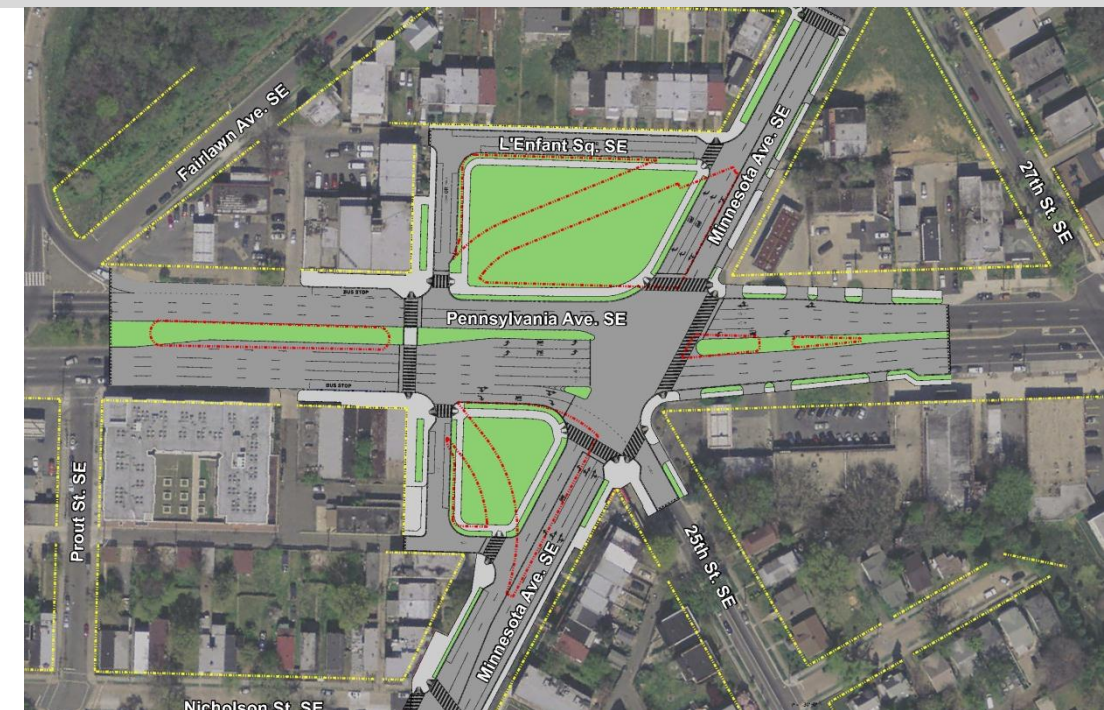
Key

- NB = Northbound
- EB = Eastbound
- SB = Southbound
- WB = Westbound



Alternative 1 - Revised Square

- **Vehicular Operations:**
 - Two-Phased traffic signals at Pennsylvania and Minnesota provide more “green” (go) time for through-movements.
 - Turning traffic circulates around the “square;” all turns to and from Pennsylvania Ave are right-hand turns, which are safer and avoid oncoming traffic conflicts.
 - Provides additional storage for turning vehicular traffic, however does not hinder through-movements.
 - Access to 25th Street remains the same as current conditions.
- **Advantages:**
 - Consolidates green space into a usable park space.
 - Additional “green” time allows more traffic through-put, thereby reducing neighborhood cut-through traffic.
 - Enhances pedestrian facilities by reducing crosswalk lengths, widening sidewalks, allowing more pedestrian crossing time, removing left-turn vehicle conflicts, and minimizing mid-block crossings.
 - Improves roadway alignment for traffic circulation which improves pedestrian and vehicular safety at the intersection.
 - L'Enfant Square (SE) is widened to three lanes to improve vehicle operations and accommodate vehicles traveling around the “square.”
 - Corner bulb-outs added to shorten crosswalks, protect parked vehicles and reduce traffic impact caused by bus pullovers.



Alternative 2 - Conventional Intersection

- **Vehicular Operations:**
 - Consolidates multiple traffic movements to one signalized intersection at Pennsylvania and Minnesota avenues.
 - EB Pennsylvania Ave traffic bound for NB Minnesota turn left at the signalized intersection.
 - WB Pennsylvania Ave traffic can turn left to go SB on Minnesota Ave.
 - Minnesota Ave is converted to two-way operations through the intersection.
 - Direction of L'Enfant Square (SE) is reversed and is reduced to a one-lane local roadway.
 - Access to 25th Street remains the same as current conditions.
- **Advantages:**
 - Consolidates green space into usable park space.
 - Improves pedestrian safety at heavily used bus transfer location.
 - Shifts through-traffic away from residential area, discourages cut-through traffic along L'Enfant Square (SE) and increases on-street parking.
 - Corner bulb-outs added to shorten crosswalks, protect parked vehicles and reduce traffic impact caused by bus pullovers.