



February 17, 2020

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Jeffrey Marootian, Director  
District Department of Transportation  
55 M Street SE  
Washington, DC 20003

VIA email: [ancresolutions@ddot.dc.gov](mailto:ancresolutions@ddot.dc.gov)

RE: ANC6B Comments on 2021-2024 State Transportation Improvement Plan (STIP)

Dear Director Marootian;

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on February 11, 2020, with a quorum present, the Commission voted 8-1-1 to urge DDOT to consider the Commission’s comments on the FY 2021-2024 State Transportation Improvement Plan that is currently under review.

Specifically, ANC 6B comments on three elements of the STIP: (1) Plans to Widen I-695’s D-4 Exit, (2) the Reconfiguration of the Pennsylvania Avenue and Potomac Avenue SE Intersection, and (3) the SE Boulevard Engineering Design, and the Commission proposes a new project for funding. Specifics are outlined below.

ANC 6B welcomes the opportunity to comment. ANC 6B believes that community-driven planning leads to effective uses of federal and local tax dollars, by engaging stakeholders early to gain support and make necessary modification for large capital projects.

Thus, the ANC encourages the District Department of Transportation (DDOT) and Metropolitan Washington Council of Governments' Transportation Planning Board (TPB) to incorporate the suggested changes in the STIP. As a procedural matter, if necessary, ANC 6B expects to make similar suggestions for changes to the FY2021-2025 Capital Plan during budget season to the Council of the District of Columbia.

**ELIMINATE PLANS TO WIDEN I-695'S 11TH STREET EXIT (D-4) TO FIVE LANES**

TIP ID: 3193

AGENCY ID: CD056A

TITLE: 11th Street Bridges SE, Replace and Reconfigure

ANC 6B objects in the strongest terms to widening the 11th Street SE exit from I-695 from three lanes to five for the following reasons:

- 1) Increasing the number of exit lanes will encroach on the space that might be available to the Virginia Avenue Park (VAP). It should be noted however, that this

project also includes the vital extension from 9th Street to 11th Street SE through VAP of the existing Virginia Avenue multiuse trail. Thus, if the entire project is eliminated, funds must be found to design and construct the trail.

- 2) Increasing the number of exit lanes will add more vehicles moving through what has become a most dangerous set of intersections in the city; increasing from 15 crashes with 10 injuries in 2015 to 31 crashes with 13 injuries in 2019. This is a complex intersection with lots of vehicles moving at different speeds onto/off of the freeway and through the intersection. Adding an increased volume of vehicles to this mix will endanger not just most vulnerable road users but more so our friends and neighbors who drive private automobiles and those who walk through the area.
- 3) Expanding the number of exit lanes from three to five is in direct conflict with the long-standing plans to remove the freeway stub between 11th Street and Southeast Boulevard, first proposed in the Middle Anacostia Crossing Study in 2003 and in every planning document since. Though a prior administration rebuilt the freeway on a "temporary" basis, the plans for the creation of Southeast Boulevard are moving along slowly. When this project is built, the straight lanes through this exit will necessarily be close. So, we will have five exit lanes feeding into one northbound lane on 11th Street and two southbound lanes on 11th Street. If this project needs to move forward, which we contend it doesn't, it ought to be coordinated with plans for the Barney Circle & Southeast Boulevard Project (see below)
- 4) The District Department of Environment and Energy's (DOEE) Sustainable DC plan calls for reducing the amount of impermeable surface near the Anacostia as well as setting goals to increase non-automobile mode share. Inducing demand with wider lanes and removing green space for asphalt is in direct contradiction of this plan, which is supposed to guide all actions of every executive agency.

While ANC 6B understands the reconfiguration of the D4 exit ramp has always been part of the 11th Street Bridge Project, we contend that the material facts of the Environmental Impact Study, which kicked off in 2005, have changed. We don't have to rely on no build alternative models, since nearly every aspect covered in this EIS has been built. If DDOT wishes to explore this option, we strongly encourage DDOT (a) to conduct a new traffic analysis to support the project, (b) assure that any widening is coordinated with plans for the SE Boulevard, (c) is integrated into DC policy on reducing vehicle use of our roads, and (d) enhances pedestrian safety in the corridor between K and M Streets SE .

As we stated above, transparency and engagement are key factors in stewardship of our local and federal tax dollars. And while we recognize that starting a new EA will certainly cost most than relying on 15-year old data in the short-term, we believe an updated EA and new public process, in light of changing policy goals and unabated climate change, is the most effective use of our limited tax dollars.

SPEED UP RECONFIGURATION OF PENNSYLVANIA AVE SE, POTOMAC AVE SE, AND 14TH STREET SE

TIP ID: 5957

Agency ID: AW0, EW002C

Title: Pennsylvania Ave and Potomac Ave SE Intersection Improvements

ANC 6B is heartened to see fund expenditure in FY2020 for planning and coordination for this long-running project, now 17 years old after first inclusion in the Middle Anacostia Crossing Study. While ANC 6B recognizes the challenges faced from needs of WMATA and utilities as well as land swaps from the National Park Service, we would encourage DDOT in the STIP to ambitiously allocate FY2022

construction money to this project instead of FY 2023. Nonetheless, we applaud the speed up of this project relative to the FY2019 Capital Plan and we give thanks to the tremendous work of DDOT leadership in moving this forward

DEDICATE FUNDS FOR SOUTHEAST BOULEVARD ENGINEERING DESIGN

TIP ID: 6499

AGENCY ID: N/A

Title: Southeast Boulevard/Barney Circle Environmental Assessment

ANC 6B continues to believe in the transformational power of the creation of Southeast Boulevard, while recognizing the tremendous benefits are virtually impossible to quantify solely looking at transportation improvements. To that end, we look forward for the publication of the final EA and encourage DDOT to allocate planning and engineering design funding to this project as soon as possible or at least by FY2024 to show that this is an important project. We appreciate DDOT's continued inclusion of this project and will continue to encourage other District agencies to continue to push this project forward as well.

ADD TO THE 2021-2024 STIP:

This new project would conduct a comprehensive study of infrastructure and other causes with an aim to substantially increase the safety of pedestrians walking along 11th Street SE through multiple freeway intersections between K and M Streets SE. Initially, after this freeway interchange was completed, it took the ANC over a year to convince DDOT to add a pedestrian crossing between K and M Streets to discourage jaywalkers. Since then, the ANC and its constituents have collected numerous anecdotes about pedestrians in crosswalks being narrowly missed by speeding and/or turning vehicles. Commissioner Waud has been bringing these problems to the attention of DDOT and MPD for over a year and has an outstanding traffic safety assessment request (SR#19-00840401) with DDOT.

Please contact Commissioner Kirsten Oldenburg, ANC 6B Transportation Committee Chair at 202-546-8542 or [6B04@anc.dc.gov](mailto:6B04@anc.dc.gov) or Commissioner Corey Holman at [6B06@anc.dc.gov](mailto:6B06@anc.dc.gov), if you have any questions about this request or need further information.

Sincerely,



Brian Ready  
Chair, ANC 6B

Cc:

Andrew deFrank  
Councilmember Charles Allen  
Tommy Wells, Director, DOEE  
Tyler Williams, Ward 6 MOCR