

District Draft FY 2015-2021 Project List

Public Comments Received

Introduction

Upon completion of the Draft Project List for Fiscal Years (FY) 2015-2021, DDOT issued a press release and sent blast emails to *moveDC* and transportation listservs providing information about the STIP process, soliciting comments on the list, and advertising public meetings. The Draft Project List as well as general information was posted on the District Department of Transportation (DDOT) website (<http://ddot.dc.gov/page/state-transportation-improvement-program>), and DDOT held two public meetings to solicit public feedback on the transportation projects proposed for inclusion in the FY 2015-2021 State Transportation Improvement Program (STIP).

At the meetings, DDOT presented the Draft FY 2015-2021 Project List, including data on the type of project, project funding, and the estimated project schedule. In addition, maps showing the projects by Ward and Project Category were available for review. Following the DDOT-sponsored 30 day public comment period, and extended an additional 30 days in response to DDOT's request to amend the Transportation Planning Board's FY 2015 – 2020 Transportation Improvement Program (TIP) to include project and funding for the District of Columbia section of the TIP. Notice of the TPB's 30-day public comment period was provided on February 18, 2015 and was followed by TPB approval of the request on March 18, 2015. No comments were received during the TPB's public comment period.

The DDOT public meetings were held at the following times and locations:

December 2, 2014, 6:30 – 8:30 pm

Petworth Neighborhood Library

4200 Kansas Avenue, NW
Washington, DC 20011

December 3, 2014, 6:30 – 8:30 pm

Department of Employment Services
4058 Minnesota Avenue, NE
Washington, DC 20019

Citizens could stop in at any time during the meetings to discuss the projects and their concerns. Attendees received preprinted Title VI questionnaires and STIP comment sheets designed to gauge their support of the projects, elicit input on issues or concerns regarding projects, and raise any additional comments or concerns.

Twelve (12) citizens attended the meeting on December 2nd and sixteen (16) citizens attended the meeting on December 3rd. Eight citizens completed Title VI questionnaires (four at each meeting).

Citizens were invited to provide their comments on the Draft Project List by any of several avenues by December 19, 2014:

- The preprinted comment sheets provided at the meeting could be filled out and either deposited in a box at the meeting or mailed to the address indicated on the sheet.
- Citizens could complete the online survey at the meeting using one of two laptop computer terminals.
- Emails could be sent to DCSTIP@parsons.com.
- The comment sheet could be completed online at <https://www.surveymonkey.com/s/DCSTIPComments>.

During the public comment period for the Draft Project List, 131 comments were received via Survey Monkey online surveys, handwritten comment sheets, and emails (note that two respondents completed both a survey and sent an email with the same comments so they were only counted once).

Generally the comments received were related to project timing; support or opposition for projects; project scoping and coordination; and non-STIP items (non-regionally significant locally funded projects). The comments received can be viewed on the DDOT STIP website at: (<http://ddot.dc.gov/page/state-transportation-improvement-program>).

DDOT considered the comments in formulating the final STIP. The comments received did not result in additions or subtractions to the STIP at this time. DDOT will incorporate the comments in any project-related activities going forward.

DC STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM - SURVEY COMMENTS

1. Please enter a Project ID and Name from the Project List, and provide your comment on that project:			
Commen ter	Project ID:	Project Name:	Open-Ended Response
1	19	ROCK CREEK TRAIL REHABILITATION	This is CRUCIAL. Biking along this trail, in particular near the Zoo, is very unsafe. When the tunnel bypass is closed, it is nearly impossible to navigate on a bike, and the bridge just south of the tunnel is similarly unsafe.
1	27	NEW JERSEY AVE., MASS. AVE. TO N STREET SAFETY.	This will go a long way towards improving traffic in this area. There is no need for two dedicated right turn lanes onto NY Ave from NJ Ave, and the dedicated parking lane (which is only allowed to be used on Sundays) is similarly superfluous. Making this area two-way will also help clear-up much of the traffic on 3rd St. turning right onto NY Ave.
1	54	VIRGINIA AVENUE TUNNEL PROJECT	This project cannot be held up any longer. DC, and the Northeast Corridor in general, desperately need to improve rail infrastructure, and this will go a long way towards doing that.
1	107	BIKE PARKING RACKS CM-8888(109)	Yes, please! Bike parking is sorely lacking in much of the city, leading to tons of bikes locked to things they shouldn't be (trees, fences, etc.)

1	106	BICYCLE LANES AND SIGNS PHASE 2.	Don't let the churches stand in the way of progress this time!
2	36	RECONSTRUCTION OF KENILWORTH AVE.	this construction/re-construction project needs to be re-prioritized and moved up, as it is a critical need. 295 SB from Eastern Ave to 695 is a horrible commute for residents and commuters alike. The roadway needs widened immediately. The project timeline is too far away. We need immediate relief. Additionally, the budget needs to be dramatically increased to cover entire reconstruction for the betterment of the many surrounding neighborhoods, like Eastland Gardens, Parkside, Deanwood, Paradise, Mayfair, etc.
3	40	SAFETY AND GEOMETRIC	I feel that the planning period for this project east of the Anacostia river construction is being pushed out to far as the planning stage is concerned. Much needed attention is necessary to this high traffic thoroughfare. 295 need to be widened to accommodate the thousands who travel this route every day. This project is classified as a safety project. This should take precedence over the other projects schedule in FY15
4	27	NEW JERSEY AVE FROM. MASS AVE.TO N ST.	There has not been a complete vetting with the community for the final proposal. I was e-mailed in July 2013 that there would be another community meeting but there has been not any communication from DDOT since about this project. Clearly elements of this project need to move forward especially north of New York Ave. I have gotten feedback from my some of my constituents they do not want New Jersey Ave to be two way. Please contact me about having another meeting. I am in favor of funding this project with more community vetting if it will make the intersection less dangerous and more efficient for the traffic. Rachelle Nigro Commissioner, 6E04

5	183	CITYWIDE TRAFFIC SAFETY	<p>Re: Support for new crosswalk on Belmont and 14th ST NW The Meridian Hill Neighborhood Association (“MHNA”) is a nonprofit neighborhood association dedicated to improving our community and open to all residents who reside between 12th and 16th Streets NW, and between U and Chapin Streets, NW. Membership and our Board include residents that reside in both the Capitol View on 14th apartment building and Belmont Street NW—the proposed area for a new crosswalk. After discussion and a unanimous vote in support of the project at our most recent public meeting held November 18, 2014 we would like to formally express our support as a community for the installation of a crosswalk on 14th St NW and Belmont St NW. As we understand it the crosswalk is not formally approved. Please keep the Meridian Hill Neighborhood Association apprised of the status of the project. If more support is needed, MHNA can do further outreach to the community to garner support. Sincerely, Chris Young President, MHNA</p>
6	15	CANAL RD	<p>Please do a study of reusing the Foundry Branch Bridge. Further more the old Glen Echo Trolley Path can be reused as a multi use bike/pedestrian path. This complete section from Palisades Rec Center to Prospect and 37th is 5 miles long,</p>
7	38	REHAB EAST CAP BRIDGE OVER ANACOSTIA	<p>Ped/bike paths are exceptionally narrow on the E Cap bridge. Please improve sidewalks in conjunction with the structural repairs.</p>

7	11	TR BRIDGE	The proposed sidewalk widening that goes along with this project CANNOT COME SOON ENOUGH. Also, it would be great if better connections could be made to the south sidewalk on the Virginia side in conjunction with VDOT/Arlington/NPS. I have friends who have started at 23rd Street and followed the sidewalk on the south side of Constitution Avenue across the I-66 ramps and on to the TR Bridge, only to get to the Virginia side and be trapped in a grassy area in the middle of a bunch of high-speed ramps. If the Virginia authorities don't play ball, it might be easiest to close off the bridge's south side sidewalk so that tempting sidewalk doesn't lead anybody else astray.
7	179	TRAFFIC SIGNAL OPTIMIZATION	I've noticed improvements in signal coordination already! Keep up the good work - there are plenty of sections in the city where I have to wait at 3+ consecutive signals (U Street from Georgia to 13th, the cluster on Connecticut where N, 18th, Jefferson, and M all meet), so hopefully improvements to those are coming too.
7		OPEN-ENDED	Everything seems important! I'm glad that we're going to have funding to repair/upgrade these pieces of infrastructure!
8	151	UNION STATION TO GEORGETOWN PREMIUM TRANSIT	begin construction sooner than FY19-21

8	143	K STREET TRANSIT	begin construction sooner than FY18-21, and set aside right-of-way as transit-only lanes for more efficient transit service
8	144	NORTH-SOUTH CORRIDOR STUDY	schedule design and construction phases
8	135	BENNING ROAD EXTENSION	If possible, begin construction sooner than FY17 because this is a critical transit link in the H Street-Benning Road corridor between two Metro lines.
8		OPEN-ENDED	This is a well balanced plan. I would prefer to see some clarification of the bike ped projects included in the multimodal aspects.
9	119	STATEWIDE TRANSPORTATION ALTERNATIVES PROGRAM- SAFE ROUTES TO SCHOOL	General support for the level of investment in Safe Routes to School projects in the District of Columbia. DDOT had led the way in the region and country as a whole with its infrastructure and education programs, and this amount ensures that the District will continue to be a safe place for children to walk and bike to school.

9	120	TRANSPORTATION ALTERNATIVES PROGRAM	General support for the TAP program and level of investment, especially projects that help implement the Move DC plan and further efforts to make the District a safer place to walk and bike.
9		OPEN-ENDED	In general, the Safe Routes to School National Partnership is encouraged by the significant investments in pedestrian and bicycle infrastructure and Safe Routes to School programs in the STIP. This commitment to active transportation is a commitment to the health and safety of the current and next generation; the safety to community members who do not have other transportation options; and to our children who should be able to safely enjoy the trip to school by walking or bicycling.
10	14	1BROAD BRANCH - CONSTRUCTION	Please approve this project in a manner that will permit multi-modal use of this road. Currently, pedestrians and cyclists are not permitted access into and out of Rock Creek Park via this important cross-town route.
11	19	ROCK CREEK TRAIL REHABILITATION.	Please authorize this important bicycle and pedestrian route through the park.
11	25	METROPOLITAN BRANCH TRAIL AT L & M STREET NE.	Please complete this important bike route to downtown.

11	32	OXON RUN TRAIL.	Please complete this important recreational bike and pedestrian trail.
11	106	BICYCLE LANES AND SIGNS PHASE 2	Please complete these vital bike links as per the MoveDC plan
11	107	BIKE PARKING RACKS CM-8888(109).	Please complete this great first step to increasing bike parking in the City.
11	116	NEW YORK AVENUE TRAIL.	Please complete this vital trail link.
12	27	NJ AVE, MASS AVE	Excellent project. The sooner the better.
12	113	FLORIDA AVE	Very necessary. Extend further west, too.
12	118	FREIGHT PLAN	Love it. Happy to work as a volunteer for this (see email address).
12	132	MID-CITY EAST	Excellent project.
12		OPEN-ENDED	Great involvement.
13	135	BENNING RD STREETCAR EXTENSION	The budget of \$102,144,000 should be significantly reduced or eliminated

13	40	SAFETY IMPROVEMENTSON I- 295/ DC 295	Increase funding to 68 million to allow for total reconstruction of this corridor to add a 3rd travel lane and a pull off shoulder starting near the river terrace exit to just beyond Pennsylvania ave exit both north and southbound. Change funding year to FY 16-17
14	40	SAFETY AND GEOMETRIC IMPROVEMENTS OF I- 295/DC 295	This project is extremely important to all of Ward 7. Currently 295 is overloaded and there are nearly constant traffic jams. Frustrated commuters enter nearby neighborhoods at high rates of speed and endanger residents. The budget of this project should be increased 68,500,000 to allow for the total reconstruction of this corridor to add a full 3rd travel lane & pull off (shoulder) lane from the beginning of River Terrace to right beyond the Pennsylvania Ave exits in both NORTHBOUND and SOUTHBOUND directions. In addition, the construction phase for Project ID: 40 needs to be revised from FY 19-20 to FY 16-17. This project should also include the slip ramps at Hayes/Foote streets, Meade St., Ord st, and Quarels st. These ramps are located very close to each other, are unsafe and are not up to current highway standards.
14	29	BENNING ROAD BRIDGE OVER KENILWORTH AVE	This project is very important to nearby communities. Opportunities should be taken to explore how it can improve access into and out of Parkside and River Terrace neighborhoods- as well as across Kenilworth Avenue. This project should also include the Kenilworth Ave service drive adjacent to PEPCO's Benning plant and the 295 interchange so that access into the Parkside community can be improved. This is especially important as development in the Parkside community will bring in nearly a thousand new residents in the next decade.

14	31	MINNESOTA AVENUE FROM A STREET TO SHERIFF ROAD.	Minnesota Avenue is a major part of "Downtown Ward 7". It's a major center of business and shopping and is heavily traveled by cars, buses and pedestrians. Unfortunately it is also often congested and dangerous. The Minnesota/Benning intersection in particular is one of the most dangerous in the district. Improving the traffic flow, safety and appearance of this area will boost the local economy.
14	36	RECONSTRUCTION OF KENILWORTH AVENUE FROM EAST CAPITOL ST. RAMP TO RAIL OVERPASS NORTH OF BENNING RD.	This project should be moved up to FY16, fully funded and constructed in concert with Project 40.
14	33	PEDESTRIAN BRIDGES OVER KENILWORTH AVENUE.	The communities of Eastland Gardens, Kenilworth and Parkside are isolated from the rest of Ward 7 by 295. Pedestrian bridges are a crucial link to the outside world. Unfortunately the current bridges are dark, unsafe and isolated. New bridges are needed, and must include adequate lighting and other safety features such as cameras and adequate police patrols. They should also be sited so that they are convenient for the community.

14		OPEN-ENDED	Kenilworth Ave/Anacostia Freeway is traveled by nearly one hundred thousand commuters on a daily basis. Due to Ward 7's geography, this highway is a barrier for the Eastland Gardens, Kenilworth Parkside and River Terrace communities. Taken together the projects in this STIP could rebuild the entire length of 295 in Ward 7. This is a once in a generation opportunity to rework this important but overlooked corridor for the benefit of both commuters and residents. Reworking 295 could ease the flow of traffic, and reduce the number of frustrated commuters exiting on to local streets. Additional pedestrian bridges, and a redesigned Benning Road overpass could improve access for the 12,000+ DC residents who live along Kenilworth Ave.
15	135	BENNING RD STREETCAR EXTENSION	This is a request for the budget of \$102,414,000 for Project ID: 135 (Benning Road Streetcar Extension) be significantly reduced and/or eliminated.
15	40	SAFETY IMPROVEMENTSON I-295/ DC 295	This is a request for the budget of \$11,000,000 for Project ID: 40 (Safety Improvements on I-295/DC295) be dramatically increased to a minimum of \$68,500,000 to allow for the total reconstruction of this corridor to add a full 3rd travel lane & pull off (shoulder) lane from the beginning of River Terrace to right beyond the Pennsylvania Ave exits in both NORTHBOUND and SOUTHBOUND directions. In addition, the construction phase for Project ID: 40 needs to be revised from FY 19-20 to FY 16-17.
16	40	SAFETY AND GEOMETRIC IMPROVEMENTS OF I-295/DC 295.	This project is extremely important to all of Ward 7. Currently 295 is overloaded and there are nearly constant traffic jams. Frustrated commuters enter nearby neighborhoods at high rates of speed and endanger residents
16		OPEN-ENDED	Something needs to be done soon to ease congestion on 695 and 295.

17	40	SAFETY AND GEOMETRIC IMPROVEMENTS OF I-295/DC 295.	<p>Project number: 40 Project name: SAFETY AND GEOMETRIC IMPROVEMENTS OF I-295/DC 295. This project is extremely important to all of Ward 7. Currently 295 is overloaded and there are nearly constant traffic jams. Frustrated commuters enter nearby neighborhoods at high rates of speed and endanger residents. The budget of this project should be increased 68,500,000 to allow for the total reconstruction of this corridor to add a full 3rd travel lane & pull off (shoulder) lane from the beginning of River Terrace to right beyond the Pennsylvania Ave exits in both NORTHBOUND and SOUTHBOUND directions. In addition, the construction phase for Project ID: 40 needs to be revised from FY 19-20 to FY 16-17. This project should also include the slip ramps at Hayes/Foote streets, Meade St., Ord st, and Quarels st. These ramps are located very close to each other, are unsafe and are not up to current highway standards.</p>
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18	36	RECONSTRUCTION OF KENILWORTH AVENUE NE FROM EAST CAPITOL ST. RAMP TO RAIL OVERPASS NORTH OF BENNING RD	This project should be moved up to FY16, fully funded and constructed in concert with Project 40.
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20	19	ROCK CREEK TRAIL REHABILITATION	Much needed. Future coordination with NPS is needed to rebuild other trails in city and to bring them up to safety standards.
20	21	M STREET SOUTHEAST/SOUTHWEST ENVIRONMENTAL ASSESSMENT.	The scope of improvements planned for this corridor will require greater funding to realize.

20	82	S. CAPITOL STREET TRAIL	South Capitol is a dangerously fast roadway for bicyclists, and an off-street trail alternative is needed to provide connectivity along the south riverfront.
20	106	BICYCLE LANES AND SIGNS PHASE 2	Deserves to be accelerated with greater funding. The pace of improvements has lagged in recent years.
20	113	FLORIDA AVENUE TRANSPORTATION.	This crosstown corridor must prioritize pedestrian and bicycle safety. It is a huge barrier between neighborhoods on both sides.
20	120	TRANSPORTATION ALTERNATIVES PROGRAM.	Funding for TDM and transportation alternatives appears to be stable, but given that the number of vehicle trips (especially by District residents) is falling, alternatives deserve a greater share of resources.

21	40	SAFETY AND GEOMETRIC IMPROVEMENTS OF I-295/DC 295.	<p>Project ID: 40 - budget should be increased to a minimum of \$68,500,000 to adequately reconstruct the Kenilworth Ave/DC 295/I-295 corridor by adding a 3rd full travel lane and shoulder travel lanes beginning at River Terrace to beyond Pennsylvania Ave.</p> <p>Project ID: 40 - scope of work and budget should include the restructuring of exit and entry ramps both Northbound and Southbound beginning at Eastern Ave and Kenilworth Ave and ending at about DC 695. Project ID: 40 - construction should be moved from FY 19-20 up to FY 16-17.</p>
21	135	BENNING RD EXTENSION.	<p>Project ID: 135 - should be eliminated from the budget. It is not fiscally responsible to spend \$102,414,000 and disrupt several communities for an extensive period of time to not benefit the masses. The infrastructure needed to support the extension of the Benning Road Streetcar Project will visually detract from our community (overhead electrical wiring that will have to cover the entire bridge with an increased electrical wiring height of at least 10 feet above the bridge); profit derived from this Streetcar extension will not be realized within the next 15 years (if ever); the inconvenience to the many communities is too great; and with less than 2 miles of Streetcar tracks, the Streetcar will still fall short of taking residents and riders to many desired locations. With the inability to widen Benning Road from Minnesota to East Capitol Street (at about the end of the 1.95 mile proposed stretch), on an already congested roadway, traffic will become increasingly more unbearable with the addition of a Streetcar. Project ID: 135 - budget should be redistributed to Project ID: 40</p>

21	29	BENNING ROAD BRIDGE OVER KENILWORTH AVE.	Project ID: 29 - project should be done in conjunction with Project ID: 40 to avoid duplication and costly do-overs. Project ID: 29 - should continue to include 2 full vehicle travel lanes with a pedestrian lane and a possible bike lane in each direction with adequate vehicle turn lanes
21	33	PEDESTRIAN BRIDGES OVER KENILWORTH AVENUE.	Project ID: 33 - New pedestrian bridges should allow pedestrians to cross over the Kenilworth Ave service road to safety, one way this can be done is by reducing the service road travel lanes from 2 lanes to 1 lane. However, it must be done in conjunction with the restructuring or redesign of existing exit & entry ramps from the Kenilworth Ave service road and the reconstruction of the DC 295 roadway in Project ID: 40. Project ID: 33 - budget needs to be increased to provide aesthetically pleasing designs for these bridges, as these will be one of the first things that commuters and visitors to the Nation's Capitol will see after they leave the state of Maryland. Each side of the bridge's exit should end with a "T", which will allow pedestrians to go right or left to their respective streets/residences. Project ID: 33 - Lane Street bridge should be eliminated to make space available for the redesign of the NHB intersection (PROJECT ID: 000 Listed Below).

21	36	RECONSTRUCTION OF KENILWORTH AVENUE NE FROM EAST CAPITOL ST. RAMP TO RAIL OVERPASS NORTH OF BENNING RD.	Project ID: 36 - DDOT in conjunction with CSX should install effective sound/movement barriers to protect the structural integrity of the residential homes in the surrounding communities while reducing the noise levels that residents are subjected to on a daily basis. Project ID: 36 - budget should be increased from 13,050,000 to a minimum of \$24,700,000 to include such barriers
21	113	FLORIDA AVENUE TRANSPORTATION.	Project ID: 113 - The Florida Ave/Eckington Pl/New York Ave/1st St is a horrible intersection. This is an example of a FAILED redesign. You have too many intersections converging at this one intersection. It is confusing to tourists, frustrating to daily commuters, unsafe for pedestrians and a nightmare for the average driver. Florida Avenue is a major and direct route through the city, but when you approach the New York Avenue intersection (back at the old coliseum) you can be forced to wait through 3-5 cycles of traffic lights....just to travel 1/4 of a mile. Project ID: 113 - Suggestion: the city should purchase the land on which the Wendy's Restaurant sits and create an overpass, so that Florida Ave traffic and New York Ave traffic can flow freely. Project ID: 113 - The Florida Ave/Eckington Pl/New York Ave/1st St is a horrible intersection. This is an example of a FAILED redesign. You have too many intersections converging at this one point/intersection. It is confusing to tourists, frustrating to daily commuters, unsafe for pedestrians and a nightmare for the average driver. Florida Avenue is a major and direct route through the city, but when you approach the New York Avenue intersection (back at the old coliseum) you can be forced to wait through 3-5 cycles of traffic lights....just to travel a 1/4 of a mile.

21		OPEN-ENDED	<p>Project ID: 000 - While this item was not on the DCSTIP project list, it should have been. Funding should be set aside/adequately budgeted to correct the failed design of Nannie Helen Burroughs Avenue and Kenilworth Avenue/Terrace intersections. This intersection has too many entry points/intersections converging at this one 1/4 mile (+/-) intersection. It is confusing to out-of-state drivers, frustrating for daily commuters, unsafe for pedestrians and a nightmare for the residents, which is why many drivers run the red light and block the intersection every day.</p>
22	40	SAFETY AND GEOMETRIC IMPROVEMENTS OF I-295/DC 295.	<p>This project is extremely important to all of Ward 7. Currently 295 is overloaded and there are nearly constant traffic jams. Frustrated commuters enter nearby neighborhoods at high rates of speed and endanger residents. The budget of this project should be increased 68,500,000 to allow for the total reconstruction of this corridor to add a full 3rd travel lane & pull off (shoulder) lane from the beginning of River Terrace to right beyond the Pennsylvania Ave exits in both NORTHBOUND and SOUTHBOUND directions. In addition, the construction phase for Project ID: 40 needs to be revised from FY 19-20 to FY 16-17. This project should also include the slip ramps at Hayes/Foote streets, Meade St., Ord st, and Quarels st. These ramps are located very close to each other, are unsafe and are not up to current highway standards.</p>

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22	33	PEDESTRIAN BRIDGES OVER KENILWORTH AVENUE	The communities of Eastland Gardens, Kenilworth and Parkside are isolated from the rest of Ward 7 by 295. Pedestrian bridges are a crucial link to the outside world. Unfortunately the current bridges are dark, unsafe and isolated. New bridges are needed, and must include adequate lighting and other safety features such as cameras and adequate police patrols. They should also be sited so that they are convenient for the community.

23	40	SAFETY AND GEOMETRIC IMPROVEMENTS OF I-295/ DC 295	Project ID: 40 - budget should be increased to a minimum of \$68,500,000 to adequately reconstruct the Kenilworth/DC 295/I-295 corridor by adding a 3rd full travel & shoulder travel lanes beginning at River Terrace to beyond Pennsylvania Ave. Project ID: 40 - scope of work and budget should include the restructuring of exit and entry ramps both Northbound and Southbound beginning at Eastern Ave and Kenilworth Ave and ending at DC 695. Project ID: 40 - proposed construction time-frame should be moved from FY 19-20 up to FY 16-17.
23	135	BENNING RD STREETCAR EXTENSION	Project ID: 135 - should be eliminated from the budget. It does not make sense to spend \$102,414,000 and disrupt several communities for an extensive period of time to not benefit the masses. The infrastructure needed to support the extension of the Benning Road Streetcar Project will visually detract from our community; profit derived from this Streetcar extension will not be realized within the next 15 years (if ever); the inconvenience to the many communities is too great; and with less than 2 miles of Streetcar tracks, the Streetcar will still fall short of taking residents and riders to many desired locations. With the inability to widen Benning Road from Minnesota to East Capitol Street (about the end of the 1.95 mile stretch), and a new Streetcar, an already congested roadway will become increasing more unbearable. Project ID: 135 - budget should be redistributed to Project ID: 40

23	29	BENNING ROAD BRIDGE OVER KENILWORTH AVE	Project ID: 29 - project should be done in conjunction with Project ID: 40 to avoid duplication and costly do-overs. Project ID: 29 - should continue to include 2 full vehicle travel lanes with a pedestrian lane and a possible bike lane in each direction with adequate vehicle turn lanes (upon exiting the bridge).
23	33	PEDESTRIAN BRIDGES OVER KENILWORTH	Project ID: 33 - Pedestrians bridges should allow pedestrians to cross over the Kenilworth Ave service road to safety, this can be done by reducing the service road travel lanes from 2 lanes to 1 lane. However, it must be done in conjunction with the restructuring of existing exit & entry ramps from the Kenilworth Ave service road and the reconstruction of the DC 295 roadway in Project ID: 40. Project ID: 33 - budget needs to be increased to provide aesthetically pleasing designs for these bridges, as these will be one of the first things that commuters and visitors to the Nation's Capitol will see after they leave the State of Maryland. Each side of the bridge exit should end with a "T", which will allow pedestrians to go right or left to their respective residences. Project ID: 33 - construction time-frame needs to move up from FY18 to FY16 (the cost of construction in FY15 will be significantly greater in FY18) Project ID: 33 - Lane Street bridge should be eliminated to make space available for the redesign of the NHB intersection (PROJECT ID: 000 Listed Below)

23	36	RECONSTRUCTION OF KENILWORTH AVE FROM EAST CAPITOL	Project ID: 36 - DDOT in conjunction with CSX should install effective sound/movement barriers to protect the structural integrity of the residential homes of the surrounding communities while reducing the noise levels that residents are subjected to on a daily basis. Project ID: 36 - budget should be increased from 13,050,000 to a minimum of \$24,700,000 to include sound barriers Project ID: 36 - Planning/Design needs to begin ASAP.
23	0	RE-DESIGN OF FAILED NHB & KENILWORTH TERRACE INTERSECTIONS	Project ID: 000 - While this item was not on the DCSTIP project list, it should have been. This intersection is an example of a FAILED redesign. Funding should be set aside and adequately budgeted to correct the flawed design of Nannie Helen Burroughs Avenue and Kenilworth Avenue/Terrace intersections. It has too many intersections converging at this one 1/4 mile (+/-) intersection. It is confusing to out-of-state drivers, frustrating for daily commuters, unsafe for pedestrians and a nightmare for the residents, which is why many drivers run the red light and block the intersection every day.

23	999	EVACUATION ROUTES OUT OF DC	Project ID: 999 - A comprehensive evacuation route & plan (from downtown DC to the outer city limits) needs to be developed, modified and maintained with the proper signage and community notifications with community input, so that ALL residents can reach safety in an expeditious manner. An evacuation route cannot only to geared towards moving commuters, but residents, as well.
23	113	FLORIDA AVE TRANSPORTATION	Project ID: 113 - The Florida Ave/Eckington Pl/New York Ave/1st St is a horrible intersection. This is an example of a FAILED redesign. You have too many intersections converging at this one point/intersection. It is confusing to tourists, frustrating to daily commuters, unsafe for pedestrians and a nightmare for the average driver. Florida Avenue is a major and direct route through the city, but when you approach the New York Avenue intersection (back at the old coliseum) you can be forced to wait through 3-5 cycles of traffic lights....just to travel a 1/4 of a mile. Suggestion: the city should purchase the land on which the Wendy's Restaurant sits and create an overpass, so that Florida Ave traffic and New York Ave traffic can flow freely.

23		OPEN-ENDED	I hope that you will seriously consider the comments submitted and make adjustments accordingly. Thank you.
24	29	BENNING ROAD BRIDGE OVER KENILWORTH AVE	Project should be done in conjunction ID 40 to incorporate I-295/DC traffic.
24	31	MINNESOTA AVE FROM A STREET TO SHERIFF RD	This approach will limit the development of Minnesota Ave because it is subject to the completion of project ID 135. We do have heavy commuters on Nannie Helen Burroughs Ave. and Sheriff Rd. (<i>note: Sheriff Rd is under construction</i>) that creates a constant gridlock on Minnesota Ave. Shift funding from ID-135 to implement the complete expansion of Minnesota Ave.

24	33	PEDESTRIAN BRIDGES OVER KENILWORTH AVE	<p>In 2012 there were several presentations on this subject. A study was conducted in the summer of 2012 on the usage of bridges #0066 (Lane Place), #0067 (Nash St.) and #0068 (Douglas St.) In August 14, 2012, we were informed at a community meeting that all three bridges will be taken down and two will be replaced. Under the proposal Bridge A with options 1 & 2, will combine Lane Pl. and Nash St. bridges in to one. Bridge B Douglass St. with options 1, 2, & 3. All three bridges reflects weekly and weekend usage, bridge #0066 is the less used.</p> <p>Eliminating bridge #0066 will provide enough room for a shoulder and the expansion of I-295 based on project ID 36.</p> <p>Budget needs to be increased to provide aesthetically pleasing designs for these bridges, as these will be one of the first things that commuters and visitors to the Nation's Capitol will see coming in to the District of Columbia.</p>
24	36	RECONSTRUCTION OF KENILWORTH AVE NE FROM EAST CAPITOL, NORTH OF BENNING RD	<p>We would like the expansion start at Eastern Av., the removal of bridge #0066 will provide room. Protect should take in consideration the structural integrity of the residential homes of the surrounding communities while reducing the noise levels that residents are subjected every day. Increase the budget for this project to create better jersey barriers and address the hydraulic problem.</p>
24	40	SAFETY AND GEOMETRIC IMPROVEMENTS OF I- 295 / DC 295	<p>Apply this safety improvement starting at Eastern Ave. Scope of work and budget should include the restructuring of exit and entry ramps both Northbound and Southbound beginning at Eastern Ave and Kenilworth Ave and ending at DC 695. Budget should be increased to adequately reconstruct the Kenilworth/DC 295/I-295 corridor and construction should be advanced to an earlier date.</p>

24	51	PREVENTATIVE MAINTENANCE & STORM WATER/ DRAINAGE PUMPING	DDOT should pay attention to Nannie Helen Burroughs Avenue under the CSX bridge, whenever it rains we have accumulation of water in that area.
24	64	CLIMATE CHANGE/ AIR QUALITY	We would like priority attention to the area of Kenilworth Courts, Eastland Gardens, Mayfair, Parkside and River Terrace because of the traffic volume from I-295/DC and Benning Road.
24	67	FEDERAL AID PAVEMENT RESTORATION	We do have streets that are in bad need of repair such as Meade and Nash streets.

24		OPEN-ENDED	<p>Mr. Brown, My name is Javier Barker, President of the Eastland Gardens Civic Association, these are my comments on the subject above after attending one of the community meetings.</p>
25	71	PAVEMENT RESTORATION	<p>Curve sides that are damaged by trucks coming off I-295 in the neighborhood. Provide more attention to the roadside debris. The Eastland Gardens community normally pick up trash because of the excessive trash coming from the highway.</p>
25	94	DBE SUPPORT SERVICES	<p>How this service will apply to high schools in ward 7 & 8 so they can take advantage of the pre-vocational & vocational training.</p>
25	109	BOUNDARY STONES	<p>We do have one in the area at Kenilworth Courts, locate and properly mark for educational purpose of the area.</p>

25	135	BENNING RD EXTENSION	Budget should be redistributed to give priority funding to project ID 33 and ID 36.
25	168	TRAFFIC ACCIDENT REPORTING AND ANALYSIS SYSTEM	Request that I-295/DC be part of this reporting and analysis system do to the constant traffic problem.
25	206	KENILWORTH TERRACE BRIDGE OVER WATTS BRANCH	This project is schedule for FY 20 should move up to an earlier date. This foot bridge is used by students every day to go to Nevel Thomas Elementary School and Cesar Chavez campus.

26	29	BENNING RD BRIDGE OVER KENILWORTH AVE	Please make sure that you have enough money to conduct a proper study. Moreover, if you are widening the bridge please include enough money to keep the existing amount of lanes since you intend to add a bike lane (which there is already enough space on one side to do that) and street car tracks. I also hope that you do this during the same time you make the street car tracks. It seems like DC likes wasting money by completing one project and then coming right behind that one to tear up the road and do the second project. Should be done in conjunction with project 40
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26	33	NEW PEDESTRIAN BRIDGES OVER KENILWORTH AVE	<p>New pedestrian bridges should allow pedestrians to cross over the Kenilworth Ave service road to safety, one way this can be done is by reducing the service road travel lanes from 2 lanes to 1 lane. However, it must be done in conjunction with the restructuring or redesign of existing exit & entry ramps from the Kenilworth Ave service road and the reconstruction of the DC 295 roadway in Project ID: 40. budget needs to be increased to provide aesthetically pleasing designs for these bridges, as these will be one of the first things that commuters and visitors to the Nation's Capitol will see after they leave the state of Maryland. Each side of the bridge's exit should end with a "T", which will allow pedestrians to go right or left to their respective streets/residences. New pedestrian bridges should allow pedestrians to cross over the Kenilworth Ave service road to safety, one way this can be done is by reducing the service road travel lanes from 2 lanes to 1 lane. However, it must be done in conjunction with the restructuring or redesign of existing exit & entry ramps from the Kenilworth Ave service road and the reconstruction of the DC 295 roadway in Project ID: 40. budget needs to be increased to provide aesthetically pleasing designs for these bridges, as these will be one of the first things that commuters and visitors to the Nation's Capitol will see after they leave the state of Maryland. Each side of the bridge's exit should end with a "T", which will allow pedestrians to go right or left to their respective streets/residences. Lane Street bridge should be eliminated to make space available for the redesign of the NHB intersection (PROJECT ID: 000 Listed Below).</p>
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26	40	SAFETY AND GEOMETRIC IMPROVEMENT OF I- 295/ DC 295	295 has been a traffic nightmare for years. It has actually gotten worse. Now you have traffic issues going both directions during PM rush. Need to extend back to Eastern avenue not just start at benning road. We need proper sidewalks with proper visual clearance. It seems to me you need to be adding an extra lane or maybe even an HOV lane during rush hour. budget should be increased to a minimum of \$68,500,000 to adequately reconstruct the Kenilworth Ave/DC 295/I-295 corridor by adding a 3rd full travel lane and shoulder travel lanes beginning at River Terrace to beyond Pennsylvania Ave. scope of work and budget should include the restructuring of exit and entry ramps both Northbound and Southbound beginning at Eastern Ave and Kenilworth Ave and ending at about DC 695. construction should be moved from FY 19-20 up to FY 16-17.
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26	36	RECONSTRUCTION OF THE KENILWORTH AVENUE FROM EAST CAPITOL RAMP TO RAIL OVERPASS NORTH OF BENNING RD	<ul style="list-style-type: none">- DDOT in conjunction with CSX should install effective sound/movement barriers to protect the structural integrity of the residential homes in the surrounding communities while reducing the noise levels that residents are subjected to on a daily basis.- budget should be increased from 13,050,000 to a minimum of \$24,700,000 to include such barriers.
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26	135	BENNING RD EXTENSION	<p>should be eliminated from the budget. It is not fiscally responsible to spend \$102,414,000 and disrupt several communities for an extensive period of time to not benefit the masses. The infrastructure needed to support the extension of the Benning Road Streetcar Project will visually detract from our community (overhead electrical wiring that will have to cover the entire bridge with an increased electrical wiring height of at least 10 feet above the bridge); profit derived from this Streetcar extension will not be realized within the next 15 years (if ever); the inconvenience to the many communities is too great; and with less than 2 miles of Streetcar tracks, the Streetcar will still fall short of taking residents and riders to many desired locations. With the inability to widen Benning Road from Minnesota to East Capitol Street (at about the end of the 1.95 mile proposed stretch), on an already congested roadway, traffic will become increasingly more unbearable with the addition of a Streetcar. budget should be redistributed to Project ID: 40.</p>
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26	113	FLORIDA AVE TRANSPORTATION	<p>The Florida Ave/Eckington Pl/New York Ave/1st St is a horrible intersection. This is an example of a FAILED redesign. You have too many intersections converging at this one point/intersection. It is confusing to tourists, frustrating to daily commuters, unsafe for pedestrians and a nightmare for the average driver. Florida Avenue is a major and direct route through the city, but when you approach the New York Avenue intersection (back at the old coliseum) you can be forced to wait through 3-5 cycles of traffic lights...just to travel a 1/4 of a mile. Suggestion: the city should purchase the land on which the Wendy's Restaurant sits and create an overpass, so that Florida Ave traffic and New York Ave traffic can flow freely.</p>
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26	ooo	NANNIE HELEN BURROUGHS AVE	<p>This project is not yet complete. While this item was not on the DCSTIP project list, it should have been. Funding should be set aside/adequately budgeted to correct the failed design of Nannie Helen Burroughs Avenue and Kenilworth Avenue/Terrace intersections. - This intersection has too many entry points/intersections converging at this one 1/4 mile (+/-) intersection. It is confusing to out-of-state drivers, frustrating for daily commuters, unsafe for pedestrians and a nightmare for the residents, which is why many drivers run the red light and block the intersection every day. In addition, we need proper flood protection. When it rains very heavy, the underpass collects too much water. You need to address the traffic pattern because during rush hour or traffic jams there is too much congestion in that area.</p>
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26	118	STATE FREIGHT PLAN	I am sorry but 600,000 to create a plan not do any actual work or design seems a bit much to me.
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26		OPEN-ENDED	When you make these improvements you seem to be taking away more driving lanes. Yes, you want your city to be more walkable. However, what about the disabled citizens who cannot walk or ride a bike. Create a city that is for them as well.
27	40	SAFETY AND GEOMETRIC IMPROVEMENTS OF I-295/ DC 295	To whom this may concern , please provide our community with funding to improve our streets & roads along the 295 kenilworth avenue , I'm a long time parkside resident and very aware of the dangers of our roads we need funding so many more lives will not be lost do to our unsafe roads.
28	40	Kenilworth/295 corridor	increase budget to minimum of \$68,500 to reconstruct Kenilworth/DC 295 corridor by adding a 3rd full travel lane and shoulder lanes beginning at River Terrace to Penn. Ave.
28	135	BENNING ROAD STREETCAR EXTENSION	eliminate from the budget. inability to widen Benning Rd. from Minn. to East Capital , traffic will become unbearable with addition of streetcar tracks NO STREETCARS BEYOND LANGSTON GOLF COURSE!!!!

28	40	KENILWORTH/DC 295	restructure exit and entry ramps North and South beginning at Eastern Ave. and Kenilworth and ending at DC 295
28	40	KENILWORTH /DC 295	move construction from FY 19-20 up to FY 16-17
28	33	LANE ST. BRIDGE	Lane st. bridge should be eliminated to make space for Nannie Helen Burroughs redesigned intersection. funds should be set aside to correct failed design of this intersection
28		OPEN-ENDED	As a senior citizen of Eastland Gardens, I have been a victim of the incoming traffic, daily, weekends, holidays and any special events in Ward 7 using Kenilworth/DC295 . I have missed doctor's appointments, social events, etc. because my transportation (metro access) was unable to enter Eastland Gardens. What would happen in an emergency? THIS IS UNACCEPTABLE!
29	0	REDESIGN OF NANNIE HELEN BURROUGHS & KENILWORTH TERRACE INTERSECTIONS	Project ID: 000 - While this item was not on the DCSTIP project list, it needs to be addressed, sooner than later. Funding should be set aside/adequately budgeted to correct the failed design of Nannie Helen Burroughs Avenue and Kenilworth Avenue/Terrace intersections. Project ID: 000 - This intersection has too many entry points/intersections converging at this one 1/4 mile (+/-) intersection. It is confusing to out-of-state drivers, frustrating for nearly 100,000 daily commuters, unsafe for pedestrians and a nightmare for the residents, which is why many drivers run the red light and block the intersection every day.

29	40	SAFETY AND GEOMETRIC I-295/DC 295 IMPROVEMENTS	<p>Project ID: 40 - budget should be increased to a minimum of \$68,500,000 to adequately reconstruct the Kenilworth Ave/DC 295/I-295 corridor by adding a 3rd full travel lane and shoulder travel lanes beginning at River Terrace to beyond Pennsylvania Ave.</p> <p>Project ID: 40 - scope of work and budget should include the restructuring of exit and entry ramps both Northbound and Southbound beginning at Eastern Ave and Kenilworth Ave and ending at about DC 695. Project ID: 40 - construction should be moved from FY 19-20 up to FY 16-17.</p>
29	33	PEDESTRIAN BRIDGES	<p>Project ID: 33 - New pedestrian bridges should allow pedestrians to cross over the Kenilworth Ave service road to safety, one way this can be done is by reducing the service road travel lanes from 2 lanes to 1 lane. However, it must be done in conjunction with the restructuring or redesign of existing exit & entry ramps from the Kenilworth Ave service road and the reconstruction of the DC 295 roadway in Project ID: 40. Project ID: 33 - budget needs to be increased to provide aesthetically pleasing designs for these bridges, as these will be one of the first things that commuters and visitors to the Nation's Capitol will see after they leave the state of Maryland. Each side of the bridge's exit should end with a "T", which will allow pedestrians to go right or left to their respective streets/residences. Project ID: 33 - Lane Street bridge should be eliminated to make space available for the redesign of the NHB intersection (PROJECT ID: 000 Listed Below).</p>

29	135	BENNING RD EXTENSION	Project ID: 135 - should be eliminated from the budget. It is not fiscally responsible to spend \$102,414,000 and disrupt several communities for an extensive period of time to not benefit the masses. The infrastructure needed to support the extension of the Benning Road Streetcar Project will visually detract from our community (overhead electrical wiring that will have to cover the entire bridge with an increased electrical wiring height of at least 10 feet above the bridge); profit derived from this Streetcar extension will not be realized within the next 15 years (if ever); the inconvenience to the many communities is too great; and with less than 2 miles of Streetcar tracks, the Streetcar will still fall short of taking residents and riders to many desired locations. With the inability to widen Benning Road from Minnesota to East Capitol Street (at about the end of the 1.95 mile proposed stretch), on an already congested roadway, traffic will become increasingly more unbearable with the addition of a Streetcar. Project ID: 135 - budget should be redistributed to Project ID: 40.
29	36	RECONSTRUCTION OF KENILWORTH AVENUE	Project ID: 36 - DDOT in conjunction with CSX should install effective sound/movement barriers to protect the structural integrity of the residential homes in the surrounding communities while reducing the noise levels that residents are subjected to on a daily basis. Project ID: 36 - budget should be increased from 13,050,000 to a minimum of \$24,700,000 to include such barriers.

30	40	SAFETY AND GEOMETRIC I-295/DC 295 IMPROVEMENTS	- scope of work and budget should include the restructuring of exit and entry ramps both Northbound and Southbound beginning at Eastern Ave and Kenilworth Ave and ending at about DC 695.
30	135	BENNING RD EXTENSION	should be eliminated from the budget. It is not fiscally responsible to spend \$102,414,000 and disrupt several communities for an extensive period of time to not benefit the masses. The infrastructure needed to support the extension of the Benning Road Streetcar Project will visually detract from our community (overhead electrical wiring that will have to cover the entire bridge with an increased electrical wiring height of at least 10 feet above the bridge); profit derived from this Streetcar extension will not be realized within the next 15 years (if ever); the inconvenience to the many communities is too great; and with less than 2 miles of Streetcar tracks, the Streetcar will still fall short of taking residents and riders to many desired locations. With the inability to widen Benning Road from Minnesota to East Capitol Street (at about the end of the 1.95 mile proposed stretch), on an already congested roadway, traffic will become increasingly more unbearable with the addition of a Streetcar.

30	113	FLORIDA AVE TRANSPORTATION	<p>The Florida Ave/Eckington Pl/New York Ave/1st St is a horrible intersection. This is an example of a FAILED redesign. You have too many intersections converging at this one point/intersection. It is confusing to tourists, frustrating to daily commuters, unsafe for pedestrians and a nightmare for the average driver. Florida Avenue is a major and direct route through the city, but when you approach the New York Avenue intersection (back at the old coliseum) you can be forced to wait through 3-5 cycles of traffic lights....just to travel a 1/4 of a mile.</p>
31	29	BENNING ROAD BRIDGE OVER KENILWORTH AVE.	<p>As part of the Benning Rd Bridge project, it is absolutely essential that the design incorporate a new road connection permitting motorists heading southbound on Kenilworth Ave/DC-295 to exit directly onto Benning Rd eastbound. Presently, there is only one road in all of NE that can take motorists from Kenilworth Ave/DC-295 southbound to the east side of DC-295: NH Burroughs Ave. The next exit is 3 miles down the highway in SE at Pennsylvania Ave. NH Burroughs is also the only road connecting all the communities between DC-295 and the Anacostia River—often referred to collectively as “Kenilworth-Parkside”—and the east side of DC-295, which is where the nearest supermarket and pharmacy are located. The gridlock on the short stretch of NH Burroughs between Kenilworth Terrace NE and the other side of DC-295 at Minnesota Ave NE is as dangerous and it is predictable. Watch it at peak hours and you are guaranteed to see countless frustrated drivers block the box, run red lights, and frequently drive on the wrong side of the road to get around unmoving traffic. Pedestrians beware. Today's genuinely dire traffic problem will only get much worse as the massive development plans in Parkside neighborhood that are already underway and planned are completed. Additionally, the lack of an eastbound exit onto Benning Rd from DC-295 southbound deprives “Downtown Ward 7” of the commerce and economic development that it sorely needs. The redesign of Benning Rd Bridge as it nears the end of its designed life is truly a once-in-a-generation opportunity to help mitigate the genuinely dangerous traffic patterns that emerge from a lack of connectivity between "Kenilworth-Parkside" and the east side of DC-295. Please make the direct connection of Kenilworth Ave southbound to Benning Rd eastbound an explicit part of the Benning Rd Bridge project and allocate the additional funding that is necessary. There is truly no transportation project of greater need to Ward 7 than this connection. Making the bridge more multi-modal (bicycle, pedestrian, and streetcar) are also very positive changes, but should not distract that pedestrians and bicyclists as well as motorists are suffering for lack of a direct road connection between Kenilworth Ave southbound and Benning Rd eastbound.</p>

31	31	MINNESOTA AVENUE FROM A STREET TO SHERIFF ROAD.	<p>Please set aside requisite funding for the undergrounding of utility lines and public art on Minnesota Ave as part of the road improvement project. The considerable public investment in making Minnesota Ave more visually attractive through "streetscaping" and thereby more attractive a location to potential businesses (an important component of the Great Streets Initiative as it applies to Minnesota Ave) will be largely wasted if the completed project still has the streetscape blighted with unsightly overhanging utility lines. The entire stretch of road should have them undergrounded, precisely as they are outside the new-ish DOES building on Minnesota Ave. Likewise, a 1% set-aside for public art on that stretch of road could do wonders for it in terms of "placemaking". DDOT and the DC Commission on the Arts and Humanities have plenty of practical experience working together on good public art projects on transportation corridors.</p>
31	33	PEDESTRIAN BRIDGES OVER KENILWORTH AVENUE	<p>The pedestrian bridge over DC-295/Kenilworth Ave that terminates in the vicinity of Douglas Street NE needs to span the service road on both sides of the road. Pedestrians are in constant danger when crossing the service roads because of reckless and inattentive motorists. The danger is all the fault of the motorists and yes, there needs to be more enforcement (automated) to deter speeding vehicles, but the rebuilding of the bridge to span the service roads can eliminate that significant threat to public safety entirely. Lane Street and Nash Street pedestrian bridges do not need to be replaced given the dearth of foot traffic on either of them. The cost savings could and should be applied to making the much-used Douglas Street pedestrian bridge a visually attractive "gateway" to DC that millions upon millions of southbound motorists entering the District will see every year. DC needs to put its best foot forward on this project--it will shape perceptions of the District generally and Ward 7 specifically.</p>

31	40	SAFETY AND GEOMETRIC IMPROVEMENTS OF I-295/DC 295	<p>The neighborhoods that collectively comprise "Kenilworth-Parkside" are effectively trapped between DC-295 and the Anacostia River and desperately need better connectivity to get to the east side of DC-295. It is absolutely essential that the re-design of the Benning Rd Bridge incorporate a new road connection permitting motorists heading southbound on Kenilworth Ave/DC-295 to exit directly onto Benning Rd eastbound. Presently, there is only one road in all of NE that can take motorists from Kenilworth Ave/DC-295 southbound to the east side of DC-295: NH Burroughs Ave. The next exit is 3 miles down the highway in SE at Pennsylvania Ave. NH Burroughs is also the only road connecting all the communities between DC-295 and the Anacostia River—often referred to collectively as “Kenilworth-Parkside”—and the east side of DC-295, which is where the nearest supermarket and pharmacy are located. The gridlock on the short stretch of NH Burroughs between Kenilworth Terrace NE and the other side of DC-295 at Minnesota Ave NE is as dangerous and it is predictable. Watch it at peak hours and you are guaranteed to see countless frustrated drivers block the box, run red lights, and frequently drive on the wrong side of the road to get around unmoving traffic. Pedestrians beware. Today's genuinely dire traffic problem will only get much worse as the massive development plans in Parkside neighborhood that are already underway and planned are completed. Additionally, the lack of an eastbound exit onto Benning Rd from DC-295 southbound deprives “Downtown Ward 7” of the commerce and economic development that it sorely needs. The redesign of Benning Rd Bridge as it nears the end of its designed life is truly a once-in-a-generation opportunity to help mitigate the genuinely dangerous traffic patterns that emerge from a lack of connectivity between "Kenilworth-Parkside" and the east side of DC-295. Please make the direct connection of Kenilworth Ave southbound to Benning Rd eastbound an explicit part of the Benning Rd Bridge project and allocate the additional funding that is necessary. There is truly no transportation project of greater need to Ward 7 than this connection. Additionally, creating a new 1-way egress from Kenilworth neighborhood at the intersection of Eastern Ave NE and Kenilworth Ave NE would allow the residents of the neighborhood to get to the east side of DC-295 or onto DC-295 northbound without contributing to the congestion at the brutal bottleneck at NH Burroughs Ave NE. Permitting traffic of Eastern Ave into Kenilworth neighborhood is a non-starter for the community, but a 1-way EGRESS from the neighborhood onto Eastern and DC-295 northbound would be an easy and effective means to mitigate the broader traffic problems afflicting "Kenilworth-Parkside". Project #29 "BENNING ROAD BRIDGE OVER KENILWORTH AVE." should not be done in isolation of this critical project.</p>
31	42	AWI PROGRAM MANAGEMENT	<p>The \$45 million allocated must explicitly include funding for the envisioned pedestrian/bike bridge spanning the Anacostia River from Kenilworth Park to the riverfront in the vicinity of the National Arboretum's river entrance. The environmental assessment has already been conducted with a Finding Of No Significant Impact (FONSI). Funding is what is needed now for that critical piece of the Anacostia Riverwalk Trail.</p>

31	135	BENNING RD EXTENSION.	The Benning Road Streetcar Extension transportation planning exercise should not be distinct from broader urban planning exercises in the Benning Rd area. There is limited potential for retail development along the 1.95 mile extension--undercutting a key justification for streetcar development in the District--so the District ought to have specific plans that help justify the extension. For instance, the Kingman Island stop is nonsensical unless there is a new "draw" to Kingman Island that would be served by the streetcar--such as the old idea of putting an Environmental Learning Center there, or some other such attraction. The Benning Rd and 34th Street stop would be far more useful if the District made explicit plans to get site control of and redevelop with an RFP the 20+ acre riverfront site of the now-being-demolished Pepco Power Station directly across the street.
31	206	KENILWORTH TERRACE BRIDGE OVER WATTS BRANCH	Kenilworth Terrace is entirely inadequate for its present and future motorized vehicle usage. It simply must be widened, so making minor improvements to the wooden bridge make little sense before fixing the road onto which the bridge is affixed. Making a right turn from Kenilworth Terrace onto NH Burroughs Ave NE is almost impossible given the lack of a dedicated right turning light. Frustrated motorists constantly disobey right-of-way rules at that intersection and all too often drive on the wrong side of Kenilworth Terrace to selfishly "cut" in front of other vehicles waiting at that difficult intersection...these reckless motorists put the pedestrians coming off Kenilworth Terrace's wooden bridge at great risk.
31		OPEN-ENDED	DDOT ought to periodically reevaluate the timing of DC's traffic lights to optimize the flow of traffic. It shouldn't be an ad hoc process.