



ANC 6B
Capitol Hill / Southeast

October 14, 2017

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Interim Director Jeff Marootian
DC Department of Transportation
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VIA E-MAIL: jeff.marootian@dc.gov

RE: SE Boulevard & Barney Circle NEPA Study, Scoping Phase

At a properly noticed meeting with a quorum present of Advisory Neighborhood Commission 6B on October 10, 2017, the Commissioner voted 8-0-0 to send you this letter thanking DDOT for resuming the above study—a subject of intense interest to the Commission since 2013. We also appreciate DDOT having provided the Commission and its residents with information gathered to date at the public meeting on September 16, 2017.

Further, ANC 6B appreciates that Mr. Jonathan Rogers attended the Commission's Transportation Committee meeting on October 4th and engaged in an open dialog with attendees of the meeting. Many aspects of replacing the current temporary limited access road from 11th Street to Barney Circle have been debated previously but perhaps without the types of information needed to assist the ANC and its community to make informed decisions. The Commission has attached a set of questions designed to “drill down” and generate the kinds of data we feel is necessary to do so at later stages of the study.

In addition, because the outcomes of this study will affect the region and indeed the whole city, the Commission asks that DDOT frame this project within that larger context. We also ask that the study, whose title has been shortened to “SE Boulevard”, add “Barney Circle” back to the title. Whatever analysis emerges on the form of and traffic circulation around a circle, will be of most intense interest to many, including the residents on 17th and K Streets and Kentucky Avenue SE and those who travel through this area.

The Commission has decided not to take definitive positions at this early stage of the new study but expects to do so at future junctions. If you need more information, please contact Commissioner Kirsten Oldenburg, Kirsten6b04@anc6b.org or 202-546-8542.

Respectfully,



Chander Jayaraman
Chairman, ANC 6B

cc: CM Charles Allen, Mayor Bowser, CM Cheh (Council committee chair), Eric D. Shaw (Director OP), Jonathan Rodgers (DDOT)

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QUESTIONS FOR DDOT ON SE BLVD & BARNEY CIRCLE STUDY

“Vision” from ANC 6B February 2016 letter (sent at the end of the DDOT Feasibility study)

- connection(s) to the Anacostia River waterfront
- a new neighborhood linked to the existing street grid
- a boulevard that adequately moves people between 11th Street & Barney Circle

Traffic studies/analysis:

- Many residents are at a disadvantage in evaluating traffic analysis output. Can DDOT hold a “101 Class” prior to release of the study’s traffic analysis?
- Will the traffic analysis include upcoming changes in population growth that may occur outside the study area?
- If the study suggests changes in existing one way local streets, provide full justification with data analysis.

Waterfront Connectivity

- How will the new boulevard enhance access to the waterfront?
- Will the Bus facility and elevation of the boulevard complicate pedestrian/bicycle access to the waterfront? If so, how?
- How will the Bus facility and elevation of the boulevard affect access to the new 11th Street Bridge Park, Virginia Avenue Park and its bike lane?

City Bus Support Facility

- How much bus traffic will it bring to our neighborhood? Does the rate differ between week days and weekends? Will bus traffic volumes add to the existing commuter backups at 11th Street and Barney Circle? If so, how will this be mitigated?
- Is the facility a 24/7 operation?
- What are the noise and vibration impacts of the facility on the neighborhoods?
- What would the resulting pollution impacts be from both traffic movements (regional and local) and use? And, how would these impacts differ if the terminal is restricted to use by electric buses?
- Why is this facility necessary and why here? If the rationale of the cost of dirt fill vs. decking is used, provide cost data.
- What buses will be able to use the facility? Only Circulator and WMATA buses? Or, commuter buses?
- What will be size of the facility be? What kind of support services will it include? Who will manage and staff it?
- Does the facility need two entrances/exits; one off 11th Street and another off Barney Circle?

Boulevard

- Will connecting it to the grid increase traffic on local streets? If so, how can this be mitigated?
- How does the traffic capacity differ between a 2-lane road and a 4-lane road?
- How much traffic is forecast for the boulevard and how does that compare with the current road? How do the travel times from one end to the other compare?
- Will bike lanes and sidewalks be provided the full length of the boulevard?
- Will sidewalks be provided on new N/S streets?
- Can a bike lane be added to at least one of the connecting N/S streets?
- What are the traffic impacts of signalized vs. all way stops at boulevard intersections? How would pedestrian and bicyclist safety be affected?
- Could a future extension of 12th Street be used to connect the neighborhood to M Street and beyond? Or, will there need to be a special ramp built for at least bikes and pedestrians to access the waterfront?

Barney Circle

- Will the circle design induce vehicle (including by buses using the facility) travel on 17th or K Streets or Kentucky Avenue? If so, how can that be mitigated?
- Are there alternatives to creating a traffic circle that might improve vehicle flows?
- If Barney Circle is converted to a traffic circle, it should be designed large enough to support public activities and safe pedestrian access