

# DISTRICT DEPARTMENT OF TRANSPORTATION

## *Anacostia Parks and Community Collaborative (APACC)*

*November 30, 2023*

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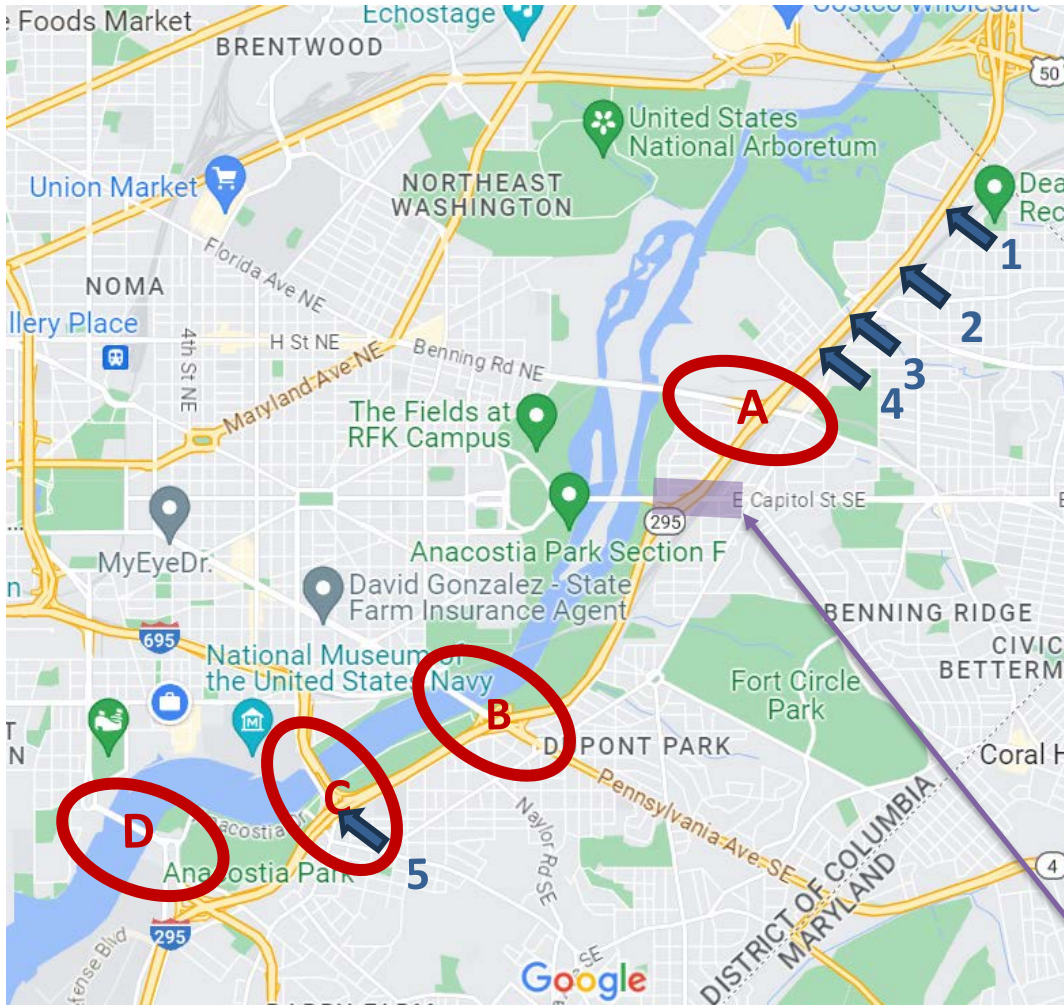
*Updates on Projects  
within Wards 7 & 8*

# Agenda

1. Introductions
2. Pedestrian Crossings Across 295
  - a. Locations of Current and Proposed Pedestrian Crossings
  - b. I-295/DC 295 Corridor Study
3. Benning Road Pedestrian and Cyclists Improvements
4. Arboretum Bridge and Trail
5. CSX Rails to Trails - Shepherd Branch Trail
6. Reducing Flood Risk in Watts Branch and Oxon Run Floodplains
7. DDOT's Criteria to Trigger an Environmental Assessment (EA)
8. Anacostia Metro Pedestrian Bridge
9. Mayfair Community Access Project – Anacostia Ave Extension
10. Revitalization of Martin Luther King Jr. Ave, SE (Phase 2)
11. Additional DDOT Projects Within Wards 7 and 8

*Note: SE Tennis Center in Oxon Run Park is not a DDOT project; trail and park are under DPR/DGS control.  
For details, <https://dgs.dc.gov/page/setlc-project>*

# Pedestrian Crossings Across 295



## Pedestrian Bridges Spanning DC-295

1. Lane Bridge – Under construction; to be completed in Summer 2024
2. Douglas Bridge – Under construction; to be completed in Spring 2024
3. Nash Bridge – Existing bridge
4. Parkside Bridge – Construction was completed in Winter 2021
5. 11<sup>th</sup> Street Bridge Park – Will connect to local 11<sup>th</sup> St Bridge, with sidewalk over 295. Design is nearing completion. Construction to begin in late 2024

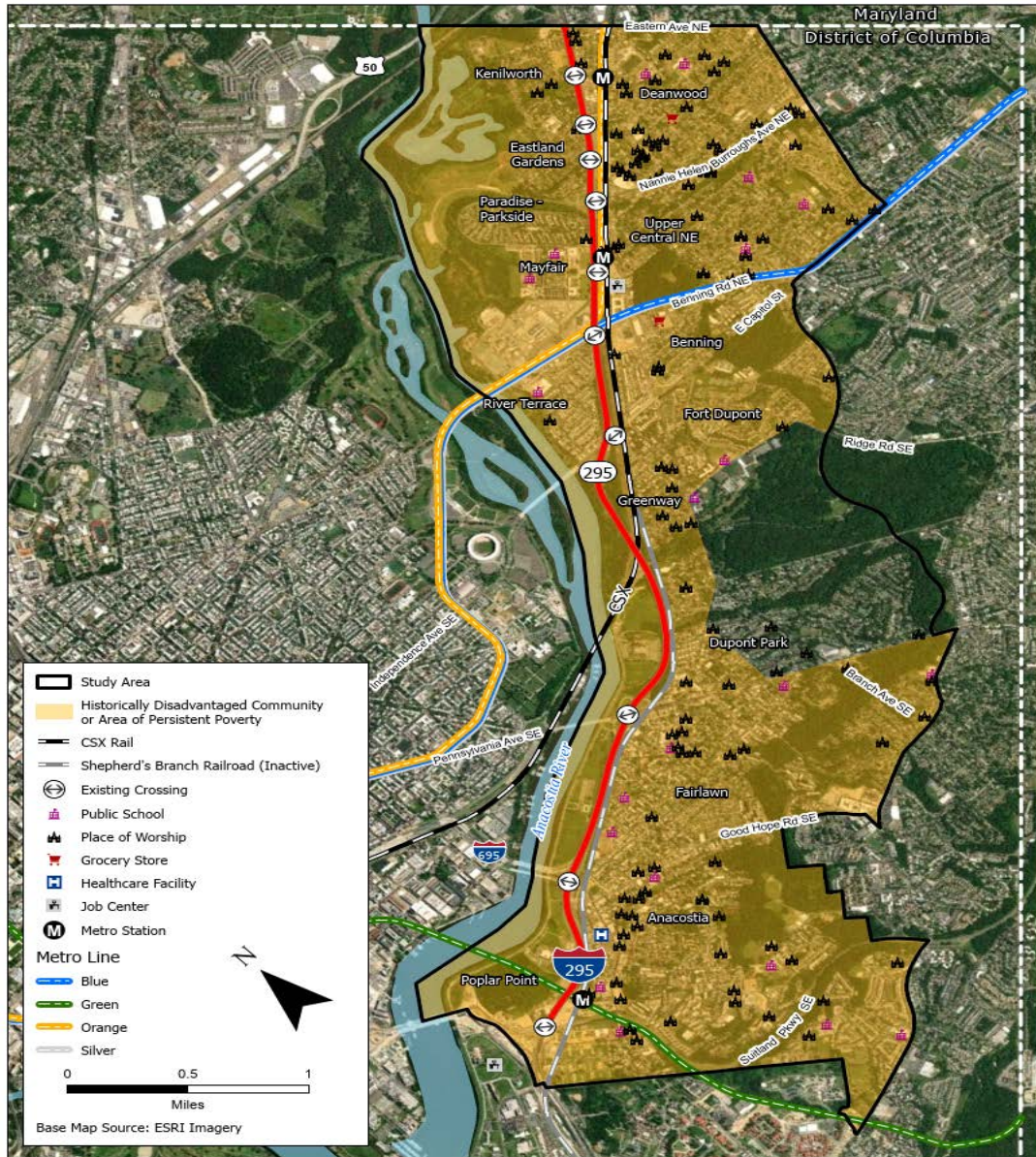
## Vehicular DC-295 & I-295 Bridges with Pedestrian Accommodations

- A. Benning Road – Proposed bridge replacement with sidewalk on widened structure. Currently in final stages of design.
- B. Pennsylvania Ave – Widened sidewalks on Sousa Bridge and sidewalks beneath 295
- C. 11th Street bridge and 295 bridge have widened shared use path to access Anacostia
- D. Frederick Douglass Memorial Bridge - Replacement bridge has wide shared use path. Improved pedestrian accommodations on nearby Malcolm X Parkway

**East Capitol Street Feasibility Study** – Conceptual engineering/feasibility study for potential connection across Railroad and 295 between the Anacostia River Trail and East Capitol St.

*On-going I-295/DC-295 Corridor Improvements Study will include reconnecting communities as part of the study*

# I-295/DC-295 Corridor Improvements Study



## Project Scope

DDOT is in the early phases of a planning-level corridor study to identify potential safety and geometric improvements and related potential multimodal transportation infrastructure projects along the DC-295/I-295 corridor. A main focus will be to identify improvements to reconnect neighborhoods in Wards 7 and 8 and promote safe, healthy, inclusive, vibrant and equitable communities; therefore, a holistic approach will be used throughout the planning study.

The study is broken into separate phases:

Phase 1 (10 months) work will assess existing conditions, conduct initial public and stakeholder outreach meetings, and prepare an assessment identifying major barriers within the corridor. The work developed in Phase 1 will provide a path forward for Phase 2.

The subsequent Phase 2 (7 months) will develop and evaluate project concepts, prepare a feasibility study for the identified projects, estimate planning level costs for each, and recommend a path forward for NEPA and preliminary engineering necessary for implementation.

Community engagement will be an integral part of the project. Stakeholders are expected to include Advisory Neighborhood Commissions (ANCs), property owners, Federal Highway Administration (FHWA), Washington Metropolitan Area Transit Authority (WMATA), CSX, Office of Planning (OP), Office of the Deputy Mayor for Planning and Economic Development (DMPED), National Park Service (NPS), and other District and federal agencies. Public information meetings will be held in both wards.

## Project Schedule

The corridor study commenced in Summer 2023 and is anticipated to be completed in Fall 2025.

Upon receipt of funding, the design phase will begin.

# Arboretum Bridge and Trail



## Project Scope

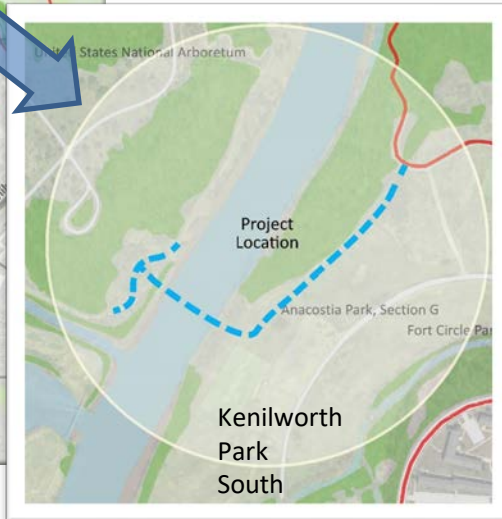
The Arboretum Bridge and Trail is a key segment of the Anacostia River Trail (ART) network. This project is led by the District Department of Transportation (DDOT) in partnership with the National Park Service (NPS) and is in the Design Phase. It is situated on National Park Service lands and will create a connection between the Arboretum, Kenilworth Park North, and adjacent neighborhoods including Mayfair, Kenilworth-Parkside, and River Terrace. Future trail segments include a connection to MD Ave and M St to the west and to Kenilworth Park South.

Some river users have offered resistance to the project.

<https://www.anacostiawaterfront.org/arboretumtrail>



- LEGEND:
- Proposed Arboretum Bridge & Trail Project
  - Existing Bike Trails
  - Existing Heritage Trails
  - Existing National Park Service Trails
  - Major Roadway/Interstate
  - Water Body
  - Wooded Areas



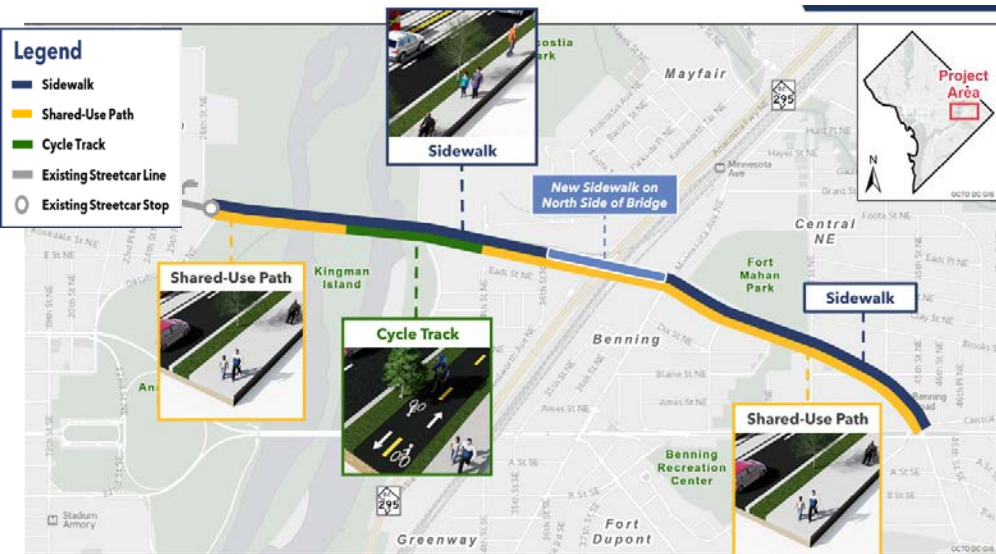
## Project Schedule

Finalizing design;

Construction to begin in fall 2024 and be completed in 2026



# Benning Road Pedestrian/Cyclist Improvements



## Project Scope

- The Project is comprised of five components that will be constructed as one multimodal improvement project:
- Replace the structurally-deficient Benning Road NE bridge over and CSX freight rail tracks;
  - Improve safety and access through modifications of the Benning Road NE and DC-295 interchange;
  - Rehabilitate two bridges across the Anacostia River and Kingman Lake to accommodate streetcar extension
  - Enhance and install **pedestrian facility** (new pedestrian crossing with traffic signal for new ramp connections at Benning Rd and DC-295 interchange, enhanced high visibility crosswalks at all Benning Rd intersections and future streetcar stops, and sidewalks between 42<sup>nd</sup> St NE and Benning Rd Metro Station updated to meet ADA standards)
  - Enhance and install **bicycle facility** (cycle track between Kingman Island and 34<sup>th</sup> St, NE and shared-use path elsewhere).
  - Extend DC Streetcar system from current Oklahoma Avenue, NE terminus to Benning Road Metrorail Station

<https://www.benningproject.com/resources/>



## Project Schedule

The project design is advancing to completion, with anticipated design completion date is December 23, 2023, except ROW certification and utility clearance letter release letter from utility companies.

Funding for the full project has been delayed, so the project will be constructed in phases. Phase 1 will construct the Benning Road bridge over DC-295 and the CSX rails and its approaches, with project limits from between 36<sup>th</sup> St, NE and Minnesota Ave, NE.

# CSX Rails to Trails - Shepherd Branch Trail

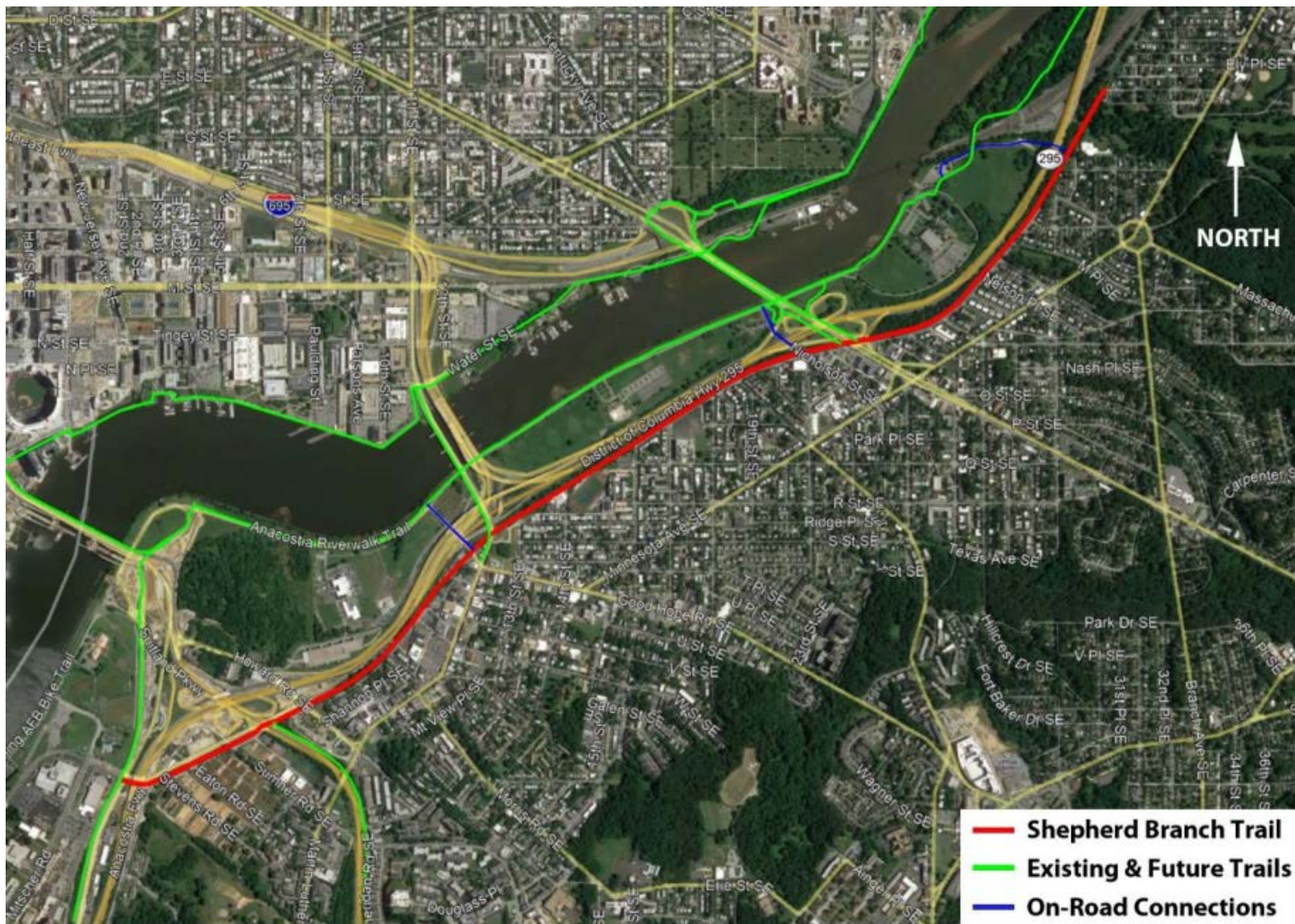


Figure 1: Shepherd Branch Trail Project Area

## Project Scope

This project is for a 3.1-mile-long multi-use trail along the Shepherd Branch rail corridor, from the intersection of Firth Sterling Road SE and South Capitol Street SE to E Street SE. The trail would connect the South Capitol Street Trail (currently in the design phase) to the Greenway neighborhood in Anacostia.

The trail will be built on the inactive Shepherd Branch rail corridor that extends from the CSX Benning Yard to Blue Plains. The corridor is adjacent to I-295 and South Capitol Street SE, passing through the Joint Base Anacostia-Bolling (JBAB) and Blue Plains property.

The property is owned by CSX and encumbered by an easement to PEPCO. DDOT has held initial conversations with other interested parties including JBAB and DC Water. DDOT plans to engage PEPCO and CSX again in 2024

[Shepherd Branch Trail \(anacostiawaterfront.org\)](https://anacostiawaterfront.org)

## Project Schedule

The feasibility study was completed in 2019, but design is on hold until funding is secured and the property is acquired from CSX.



# Reducing Flood Risk in Watts Branch and Oxon Run Floodplains

- DDOT will work with DOEE to address these areas
- **Oxon Run** - DOEE has a design contract underway that is focused on stream restoration, which includes impacts to the 100-yr floodplain along Oxon Run. DOEE is presently exploring multiple options (lowering the floodplain bench, levies, culverts, or bridge opening expansion) to see what method or combination of methods is best suited to reduce floodrisk for residents and properties along Oxon Run. DOEE will continue to work with DDOT to explore the feasibility of expanding bridge openings and explore funding opportunities to support such efforts.
- **Watts Branch** - DOEE has solicitation out in the summer for Watts Branch Flood Mitigation Concept Design project, but canceled it. They are working to release an updated solicitation. DOEE will continue to work with DDOT to explore the feasibility of expanding bridge openings and explore funding opportunities to support such efforts.
- Working with DOEE in pursuing a grant for funding this issue.
- DDOT Contact for drainage concerns – EJ Simie, [ej.simie@dc.gov](mailto:ej.simie@dc.gov), 202-359-6170

# DDOT's Criteria to Trigger an Environmental Assessment (EA)

**Programmatic Agreement between DDOT and FHWA determines how we process NEPA Categorical Exclusions**

## **CE-1 and CE-2**

*DDOT can approve without FHWA Review  
CE on average, take from one month to one year*

## **CE-3, EA, EIS**

*Requires FHWA review and approval  
EA's on average take one to three years / EIS can take up to five years*

# Qualifications for CE-3, EA, and EIS

In accordance with the Code of Federal Regulations (CFR), CE-1's and CE-2's are actions based on FHWA's past experience with similar actions, and do not involve significant environmental impacts. CE-3, EA, EIS is triggered if the proposed action involves the below:

- Induce significant impacts to planned growth or land use for the area;
- Require the relocation of significant numbers of people;
- Have a significant impact on any natural, cultural, recreational, historic, or other resource;
- Involve significant air, noise, or water quality impacts;
- Have significant impacts on travel patterns;
- Either individually or cumulatively\*, have any significant environmental impacts; and
- Involve unusual circumstances that would make the Level 1 and Level 2 Categorical Exclusion approvals inappropriate.

# General Projects to Trigger CE-3 or Higher

## Those Unusual Circumstances Include But Are Not Limited To:

- On NPS land except when approved by NPS through a Special Use Permit
- Outside the ROW that requires more than: the closure of driveways (curb cuts), acquisition of more than 10,000 square feet of property, an agreement for temporary rights for construction access, a right-of-entry agreement
- Involves acquisitions that result in any residential or non-residential displacements
- Results in capacity expansion of a roadway by addition of through lanes
- Requires a bridge permit from the USCG or does not meet conditions of USACE nationwide or general permit
- Floodplain encroachment or open space use (parks, green spaces, campuses, etc.)
- Construction of temporary access that would result in major traffic disruptions during construction
- Closure of existing road, bridge, or ramps that would result in major traffic disruptions during construction
- Results in a determination of “adverse effect” on resources pursuant to Section 106
- Results in any 4(f) impacts that are not “de minimis”
- Receives a finding of “may affect, likely to adversely affect” threatened or endangered species or critical habitat under the Endangered Species Act
- Has substantial public controversy

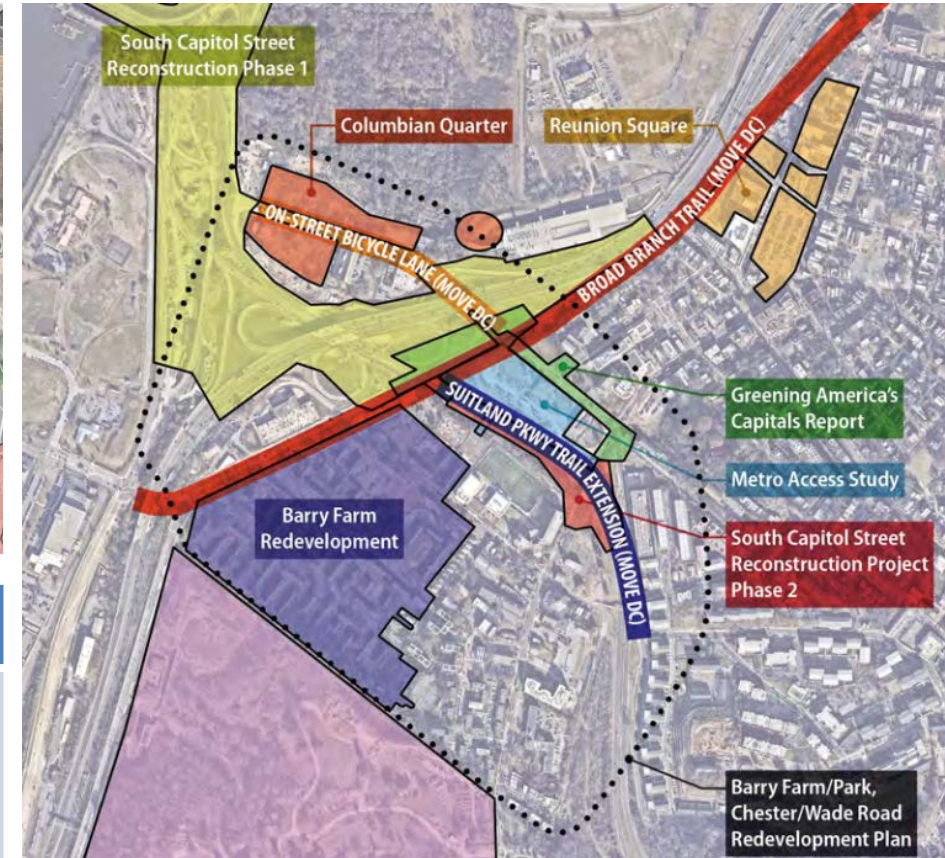
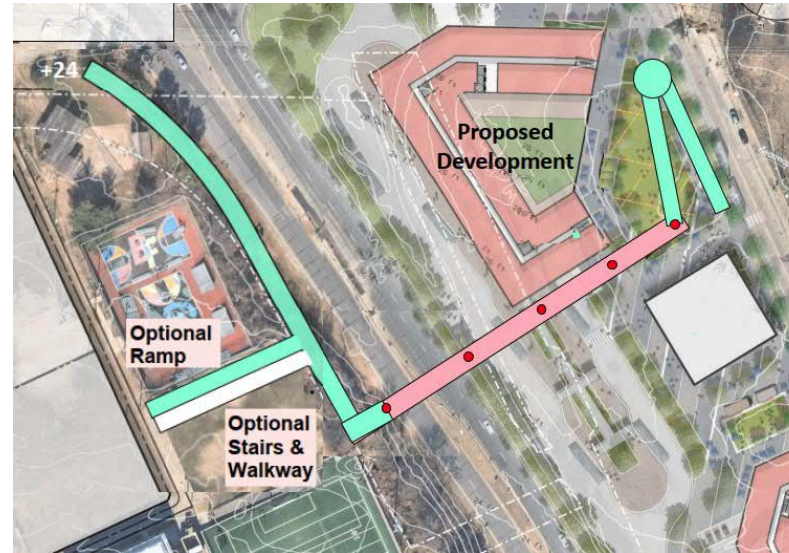
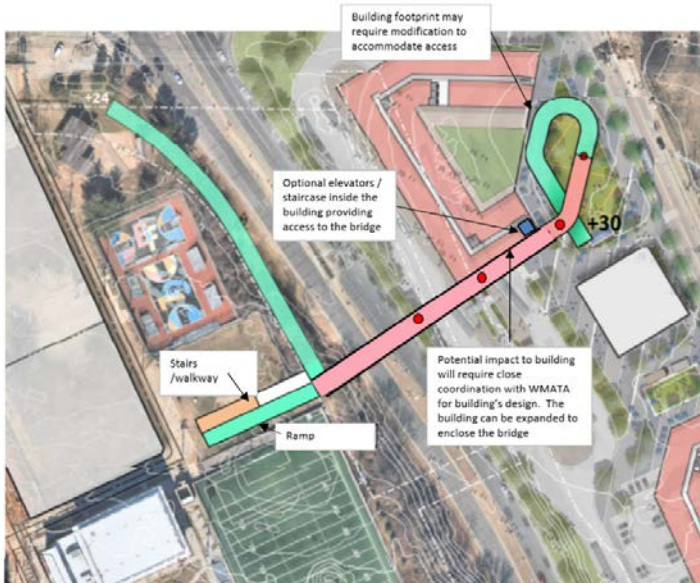
# Projects That Will Likely be an EA

1. Additional through lanes which add capacity to an existing road;
2. A new roadway, freeway or expressway;
3. A highway which provides new access to an area;
4. A new or reconstructed arterial highway (e.g., realignment);
5. A new circumferential or belt highway that bypasses a community;
6. Addition of interchanges or major interchange modifications to a completed freeway or expressway; or
7. A new bridge which provides new access to an area or bridge replacements (i.e., non-CE).

# DISTRICT DEPARTMENT OF TRANSPORTATION

*Updates on Projects  
within Wards 7 & 8  
that also may be of interest*

# Anacostia Metro Pedestrian Bridge



## Project Scope

DDOT is proposing to design and construct a bicycle & pedestrian bridge between the South Metro Entrance at the Anacostia Metrorail Station and Barry Farm development. The project would provide a safe access point over Suitland Parkway for pedestrians and bicyclists to respond to current and future connectivity needs while blending community and Metro functionality. The bridge would also provide a connection for cyclists across Suitland parkway to the new Suitland Parkway Trails

A bridge is needed at the south edge of the site as the topography between Suitland Parkway and the Metrobus facilities prohibits pedestrian access to and from the Barry Farm neighborhood.

<https://www.anacostiawaterfront.org/anacostia-metro-pedestrian-bridge>

## Project Schedule

DDOT is working with WMATA to finalize the alignment, at which time DDOT can complete the final design and proceed to construction.

# Mayfair Community Access Project – Anacostia Ave Extension



*Note: Replacement of Kenilworth Terrace NE over Watts Branch (Bridge 47) and Anacostia Ave over Anacostia River Outlet (Bridge 78) are in final design. Anticipated bid date is Spring 2024 with construction to begin in late 2024.*

## Project Scope

DDOT is proposing to design and construct an extension of Anacostia Avenue NE to connect Anacostia Avenue NE from Benning Road NE to Foote Street NE. The roadway configuration will include 2 traffic lanes. An investigation is underway for inclusion of a sidewalk / shared use path on one or both sides of Anacostia Avenue, which is dependent on the availability of roadway width. Potential configuration is for a 10-ft.-wide shared use path on PEPCO side and 6-ft-wide sidewalk on the DPW side with green buffer on both sides.

NPS CE-3 (environmental documentation) and PEPCO acquisition is in progress.

## Project Schedule

DDOT began working on the design in Spring 2023 and anticipate design completion in the Fall of 2024.

A public meeting will be held in Spring/Summer 2024 for sharing of information and opportunity to comment.

Construction will be advertised and begin upon securing of funding.



# Revitalization of Martin Luther King Jr. Ave, SE (Phase 2)

## Project Scope

The objective of this project is to provide an improved and sustainable transportation network, pedestrian and vehicular safety, efficient travel options, street and sidewalk enhancements, improve the aesthetics of the corridor and complete other improvements in support of the District's Vision Zero Initiative which aims to eliminate all traffic deaths and serious injuries.

The limits of the project are Martin Luther King Jr Ave, SE between 4<sup>th</sup> St SE to South Capitol Street.

Corridor improvements include: new traffic signals, new signalized crosswalks, new high-intensity activated crosswalk Pedestrian signals, intersection realignment, sidewalk and curb reconstructions, improving signage and pavement markings, enhancing streetscape and landscaping, roadway resurfacing, constructing ADA ramps, upgrading existing streetlights and traffic signals, installation of new medians, repairing catch basins, and addition of street furniture

<https://ddot-cp-mlk-jr-se-i-dcgis.hub.arcgis.com/>

## Project Schedule

DDOT is in the final stages of design.

Construction is anticipated to be completed in 2024 and be completed in 2026



# Additional DDOT Projects Within Wards 7 and 8

Project Name	Phase	Scope of Work
Anacostia Riverwalk Trail – Connecting Neighborhoods	Conceptual	Additional access to the 30-mile ART: ART to G Street SE Connector, Deane Ave Pedestrian Improvements, Water St SE Trail Improvements, and The Wharf/Tidal Basin Connector
Anacostia Riverwalk Trail – Kenilworth Park South	Preliminary Design	This trail will connect the existing ART in Kenilworth Park North with the existing ART in Kenilworth Park South. Currently, this connection is made via an on-street path through the Mayfair neighborhood.
South Capitol Street Trail	Design	10-ft-wide bicycle and pedestrian trail stretching between South Capitol St and Firth Sterling Ave SE intersection and terminating at the Oxon Hill Farm Trail along DC Village Lane
Mayfair Community Access, Anacostia Ave Extension	Design	Make connection from Benning Rd NE to Foote St NE. Roadway will include two lanes and a 10-ft-wide shared use path on PEPCO side and a 6-t sidewalk with DPW side
I-295 Weigh Station Upgrade	Design	DDOT is working with Metropolitan Police Department in upgrading the I-295 truck weigh station
South Capitol Street Corridor Project, West Esplanade	Design	Construction of sidewalks, boardwalk, lighting, bioretention, bank stabilization and landscaping at the west abutment along the west bank of the Anacostia River
Southern Ave, Ph 2	Construction	Safety Improvements: sidewalk widening, new traffic signals, shared and dedicated bike lanes, improved drainage, green infrastructure, landscaping and ADA-compliant ramps



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# District Department of Transportation

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