

# **R** COMMENTS AND RESPONSES ON THE REVISED DRAFT EA

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*The Revised Draft Environmental Assessment (EA) for the Rehabilitation of Broad Branch Road, NW was approved for public review on October 15, 2020, and was released on the project website for a 30-day public comment period from October 16, 2020 to November 16, 2020. During the 30-day comment period for the Revised Draft EA, 171 comments were received from 42 agencies, elected officials, interest groups, and individuals. Copies of their written submissions and the responses to their comments are documented herein.*

*Note that the following table, while new to the Final EA document, is not formatted in bold/italics font for ease of readability.*

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
1	Kathleen Cullen	US Fish and Wildlife Service	We have determined that there are potentially 2 Northern long-eared bat maternity roost tree buffers (150 ft radius around roost trees) that occur within the project area. A shapefile containing these buffers is attached. You indicated in the EA that you are willing to avoid tree cutting around maternity roost trees between June 1 to July 31. As long as no trees are destroyed or cut within the 150 foot radius around a maternity roost tree between June 1 to July 31, this project is considered "not likely to adversely affect" the Northern long-eared bat under the 4(d) rule.	Email, Received 10/22/2020	Threatened and Endangered Species	DDOT thanks the US Fish and Wildlife Service for reviewing the Revised Draft EA. As stated in the comment, DDOT has incorporated time of year (TOY) restriction for the Northern long-eared bat in the EA. Chapter 4 of the Final EA has been updated to note the potential presence of two maternity roost tree buffers near the project area. The Final EA commitments have been expanded to incorporate the noted 150-foot radius buffer around maternity roost trees as part of the TOY restriction for the tree removal between June 1 <sup>st</sup> to July 31 <sup>st</sup> . Additionally, the Final EA notes the USFWS determination of "not likely to adversely effect" with mitigation as provided in the comment.
2	Joy Gillespie	US EPA Region III	EPA appreciates that the proposal incorporates Low Impact Development techniques to address stormwater. The study states one method of managing stormwater will be a closed, underground system, which would collect and treat the runoff and direct it to existing outfalls. It is not clear if the water quality catch basins discussed in the study are the closed, underground systems mentioned. Please consider clarifying and providing more details, in the study, on how this system will function, including detail on how the system will address the quality and quantity of stormwater runoff to the receiving stream. A detailed schematic of the system would also benefit the study.	Email, Received 11/16/2020	Stormwater Management	DDOT thanks the EPA for reviewing the Revised Draft EA. Details of the proposed stormwater management system will be developed during future design phases of the project, and will be coordinated with the US EPA, the National Park Service (NPS) and the District Department of Energy and Environment (DOEE) at that time. A commitment for such continued coordination and work in accordance with, and to ensure compliance of, all applicable Federal and District laws and regulations, during design, permitting, and construction has been added to the Final EA.
3	Joy Gillespie	US EPA Region III	As noted in the study, the flashy nature of urban runoff can scour the stream bed and create sedimentation issues downstream. It is not clear if the redesign of the existing outfalls will address scouring and plunge pool creation in the receiving stream. We suggest this be a consideration with additional information included in the study on how scouring from the outfalls will be abated.	Email, Received 11/16/2020	Stormwater Management / Erosion & Sediment Control	Details of the proposed redesign of outfalls will be developed during future phases of the project. The Final EA has been updated to include a commitment that requires design of outfalls to address scouring and plunge pool creation and ensure no new downstream sedimentation issues occur.
4	Joy Gillespie	US EPA Region III	Please provide more detail on what a "treatment train" of BMP techniques would look like. Consider providing a definition of "treatment train" in the glossary.	Email, Received 11/16/2020	Stormwater Management / Erosion & Sediment Control	The Final EA has been updated to include a footnote on the first use of "treatment train" in Chapter 4 to provide additional definition of the term; the term is also updated in the Glossary (Chapter 10) of the Final EA, as suggested by the comment.
5	Joy Gillespie	US EPA Region III	We suggest the NEPA document contain an analysis of any hazardous materials that maybe on-site during project construction, particularly associated with the use of heavy construction equipment. It appears that heavy construction equipment may be used in or near various water resources. Effort should be made to avoid and or minimize the release of petroleum product or other potential pollutants associated with construction activities into the waterways. A spill or pollution prevention plan should be in place and referenced in the study.	Email, Received 11/16/2020	Hazardous Waste and Materials	A commitment for the development of a spill and pollution prevention plan prior to construction of the project has been added to the Final EA commitments, as noted.
6	Thomas Luebke	US Commission of Fine Arts	The Commission's foremost concern when considering the proposed modifications to Broad Branch Road is the protection of the value of Rock Creek Park, an important public resource and the centerpiece of the urban park system of Washington, D.C. Broad Branch Road, which runs in a narrow valley along the Broad Branch tributary stream of Rock Creek, forms the boundary of Rock Creek Park in the area addressed by the DEA, and is an important contributor to the character of the park edge. The Commission continues to urge DDOT and FHWA to minimize the impact of any road modifications on the character and setting of Rock Creek Park.  On 22 November 2013, the Commission of Fine Arts staff provided comments on the 2013 Draft Environmental Assessment (2013 DEA). The Commission continues to recognize and support the need for improvements to the roadbed and stormwater management system along Broad Branch Road, as well as to improve access to the road and the park for all users. However, upon review of the revised DEA and the preferred candidate build alternative, we continue to be concerned about the considerable negative impact on the national park that we raised in November 2013; therefore, we have enclosed our 2013 letter as part of our comments on the revised DEA and have summarized the substantive comments below, along with additional comments on the revised DEA.	Email, Received 11/16/2020	Coordination	DDOT thanks the US Commission of Fine Arts (CFA) for reviewing the Revised Draft EA. NPS is a cooperating agency as part of the NEPA process, and continuous coordination has been conducted with the agency to minimize encroachments and impacts on the Rock Creek Park and its functions. As documented in the Final EA, NPS agreed that the minor encroachments of the project on their property would not adversely affect the activities, features, or attributes of the park land and the proposed roadway improvement would serve to better stabilize slopes at these same locations. NPS will continue to be actively engaged in the post-NEPA phases of the project to complete the Transfer of Jurisdiction (TOJ) of properties, accommodate the final design, and construct the proposed action to meet the purpose and need of the project.
7	Thomas Luebke	US Commission of Fine Arts	Importantly, we also note that the proposed options have not yet been presented to the Commission of Fine Arts for review in a public meeting, and we urge DDOT and FHWA to submit the project for formal review of the options before the final EA is completed, and subsequently of the design of the project as it is developed.	Email, Received 11/16/2020	Coordination	DDOT will coordinate CFA review of the project during future phases of the project. Design of the project elements within and adjacent to NPS bounds will be developed in coordination with NPS and subsequently submitted for CFA joint reviews. Project design review has been included as a separate stipulation within the executed Section 106 Memorandum of Agreement (MOA) -- see Section IV. Ongoing Project Design Review-- which is Appendix O of the Final EA. DDOT along with the other signatories of the Section 106 MOA are committed to comply with the stipulations of the executed Section 106 MOA.  DDOT will present the project to CFA in order to complete the design survey to obtain the detailed information needed. The design survey will provide the design team with the necessary data needed to develop the aesthetic elements and features for the project once the design constraints are determined. This will provide both DDOT and CFA the necessary information of what is feasible for proposed design in order to better facilitate coordination and collaboration of the proposed improvements.

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8	Thomas Luebke	US Commission of Fine Arts	We offer the following general comments common to all alternatives: · The proposed vertical extension of the retaining wall along the east side of the roadway to form a traffic barrier results in a heavy, closed-in appearance. We recommend that this wall be lowered to either a curb or a shorter wall of approximately 20 to 24 inches with a guardrail mounted above it to provide more open views into and from the park.	Email, Received 11/16/2020	Retaining Walls	Details of the proposed design for retaining walls and any associated features will be developed during future design phases of the project. Each retaining wall has been evaluated through extensive coordination with the DC State Historic Preservation Office (SHPO) and NPS. Subsequent to stipulations contained in the Section 106 MOA (see Appendix O of the Final EA), adverse effects to historic properties are resolved and mitigated, as concurred upon by the DC SHPO. Features related to historic properties will continue to be coordinated with the DC SHPO and in accordance with the commitments in the executed Section 106 MOA for the project.
9	Thomas Luebke	US Commission of Fine Arts	· Natural quarried or salvaged stone should be used for the cladding of any walls, which should be constructed in a manner and appearance consistent with other stone walls in Rock Creek Park.	Email, Received 11/16/2020	Aesthetics and Visual Quality	DDOT is committed to using context-sensitive designs and architecturally compatible materials, with the re-use or use of similar materials, for construction for new retaining walls and culverts, in accordance with the Stipulation B of the executed Section 106 MOA (see Appendix O).
10	Thomas Luebke	US Commission of Fine Arts	· This project will result in the long-term as well as the short-term loss of vegetative cover within the DDOT right of way and along the stream bed. These areas should be replanted to the extent possible to mitigate the loss of the wooded character of the park edge.	Email, Received 11/16/2020	Vegetation	Previous versions of the EA document included commitments for the protection and restoration of native tree species and vegetation in the project area as specified in DDOT's <i>Standard Specifications for Highways and Structures - Section 608 Trees, Shrubs, Vines and Ground Cover</i> ; these commitments for construction requirements remain unchanged in the Final EA.
11	Thomas Luebke	US Commission of Fine Arts	· The "Summary of Impacts to Rock Creek Park" included in Appendix P only identifies the direct impacts of the required land transfer from the National Park Service; other impacts on Rock Creek Park—such as visual or experiential effects, or impact on historic character—are not documented in the DEA.	Email, Received 11/16/2020	Section 4(f) Evaluation	The topics noted in the comment are fully addressed in the approved Section 4(f) evaluation and cultural resource evaluation, in accordance with Section 106, for the project, which are detailed in Chapter 4 and Appendix G. The executed Section 106 MOA for the project also includes stipulations to resolve and mitigate any adverse effects to historic properties, including those associated with Rock Creek Park, as concurred upon by the DC SHPO. A copy of the executed Section 106 MOA among the FHWA, DDOT, NPS and DCSHPO is provided in Appendix O. DDOT along with the other signatories of the Section 106 MOA are committed to comply with the stipulations of the executed Section 106 MOA.
12	Thomas Luebke	US Commission of Fine Arts	We offer the following specific comments regarding Alternative 3 Modified: · The total area of the encroachments into Rock Creek Park is small, and we do not object to the proposed land transfer per se. However, the shift of the roadbed eastward at the north and south ends of Broad Branch Road results in substantial modifications to the locations, lengths, and heights of the proposed retaining walls at these locations.	Email, Received 11/16/2020	Retaining Walls	The retaining walls in these locations were proposed as part of the Preferred Alternative, in coordination with NPS, to minimize further encroachments to the NPS property. Details of the final location and proposed design for retaining wall height and length will be developed during future phases of design based on further detailed analysis such as soil stability, and will be reduced to the extent possible to achieve the purpose and need of the project while remaining in the proposed footprint.
13	Thomas Luebke	US Commission of Fine Arts	· The combination of the eastward shift of the roadbed and the inclusion of the expanded retaining wall proposed in Option A results in new, significantly longer and higher walls on the west side of the roadway just south of its intersection with 27th Street. As currently proposed, one section would be the tallest wall in the project, averaging 16 feet in height. The proposed wall on the east side of the roadway at this location remains proposed at 4 feet high, but is much longer than previously proposed.	Email, Received 11/16/2020	Retaining Walls	See Line #12 above for response to retaining wall locations. Additionally, the criteria to ensure that the repair/replacement of the retaining walls will be architecturally compatible in design, scale, and materials with the Rock Creek Park Historic District (RCPHD) are defined in the stipulations of the Section 106 MOA, which is Appendix O of the Final EA. Additionally stipulated in the MOA, DDOT will continue consultation with the DC SHPO and NPS at future stages of design stages to identify any concerns and seek comments regarding appropriate treatment of historic properties, including retaining walls within the RCPHD. DDOT along with the other signatories of the Section 106 MOA are committed to comply with the stipulations of the executed Section 106 MOA.
14	Thomas Luebke	US Commission of Fine Arts	· The eastward shift of the roadbed just north of its intersection with Ridge Road results in significantly longer and higher walls on the east side of the roadway along the stream, paralleling one of the trails through Rock Creek Park, while the walls proposed for the west side of the road north of the Soapstone Valley would be shorter and more intermittent than previously proposed.	Email, Received 11/16/2020	Retaining Walls	See Line #12 above for response to retaining wall locations.
15	Thomas Luebke	US Commission of Fine Arts	· We support the inclusion of Option B, which proposes an extended sidewalk to connect to the National Park Service parking lot on Beach Drive.	Email, Received 11/16/2020	Pedestrian Facilities	DDOT thanks CFA for their support of the referenced "Option B", which is included as part of the proposed action (Preferred Alternative - Alternative 3 Modified) that was documented in the Revised Draft EA, and remains unchanged in the Final EA.
16	Thomas Luebke	US Commission of Fine Arts	· We support the inclusion of Option C, which proposes the reconfiguration of the Brandywine Street intersection to be a T-intersection, and we recommend that the resultant added planted area be designed to replicate the wooded landscape of the park.	Email, Received 11/16/2020	Intersection Improvements	DDOT thanks CFA for their support of the referenced "Option C", which is included as part of the proposed action (Preferred Alternative - Alternative 3 Modified) that was documented in the Revised Draft EA, and remains unchanged in the Final EA.
17	Thomas Luebke	US Commission of Fine Arts	· At the intersection with Davenport Street, it appears that the conceptual alignment calls for the removal of a large existing rock outcropping. More information is needed to understand the impact on the specific geomorphology and the surrounding landscape.	Email, Received 11/16/2020	Geology	Detailed geotechnical investigations will be performed as part of the final design of the noted intersection. Should geotechnical findings require alteration of the conceptual design contained in the Final EA, a supplemental evaluation of environmental effects would be performed at that time.

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18	Thomas Luebke	US Commission of Fine Arts	· The revised DEA states that existing profile elevations of the road would be raised or lowered in steeper areas, but it is unclear what the extent or impact of this would be.	Email, Received 11/16/2020	Roadway Design	Details of roadway design, such as specific profile elevations, would be determined during future phases of design. Changes in the vertical profile are intended to better facilitate stormwater runoff. If final designs require more substantial alterations than assessed in the Final EA, DDOT would re-evaluate the environmental effects of the revised design at that time.
19	Thomas Luebke	US Commission of Fine Arts	· The revised DEA states that “the majority of walls proposed on the east side of the roadway would be constructed within several feet of or partially overlapping the footprint of existing stone walls that are contributing resources to the Rock Creek Park Historic District” and that these historic walls would be restored, stabilized, or replaced; specific information should be provided about the impact of the project on these walls.	Email, Received 11/16/2020	Retaining Walls	As noted, the original walls will be restored, stabilized, or replaced. The potential project impact on these walls has been evaluated via the approved Section 4(f) evaluation and Section 106 processes for the project, which are documented throughout the EA. Subsequent to stipulations contained in the executed Section 106 MOA (see Appendix O), adverse effects to historic properties - including the walls - by the project are resolved and mitigated, and include specific stipulations regarding (re)construction of the walls.
20	Thomas Luebke	US Commission of Fine Arts	· The historic 6-foot-wide stone arch culvert at Soapstone Creek, constructed in 1898, is proposed to be replaced by a 16-foot-wide by 9-foot-high precast concrete arch culvert. We recommend that this be clad with natural quarried or salvaged stone to match the existing culvert.	Email, Received 11/16/2020	Construction	Interim repairs were made to the culvert following its collapse during a major storm event. The culvert will be replaced as part of this project to ensure passage of stormwaters under future such events. Details of specific materials to be used for the new culvert will be developed during future design phases of the project. Previous versions of the EA document included commitments for context-sensitive designs and architecturally compatible materials, with re-use or use of similar materials, for construction of the new culvert; this commitment remains in the Final EA. It is also a stipulation in the Section 106 MOA for the project (see Appendix O).
21	Thomas Luebke	US Commission of Fine Arts	· Several residences along this stretch of Broad Branch Road have steps descending to the road that would need to be relocated or rebuilt to accommodate the proposed retaining walls.	Email, Received 11/16/2020	Residential Properties	Relocation/reconstruction of residential access is part of the proposed action. The referenced residential steps, and their replacement/reconstruction, have been shown on the project plans for the Preferred Alternative, which are shown in Appendix B and remain unchanged in the Final EA. As documented in the EA, any acquisition of right-of-way from private property owners, would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. All property access (i.e., driveways) or property structures (i.e., fences, light posts, or other permanent features) that is impacted by the project will be restored and/or replaced in kind. A commitment stating such as been added to the Final EA.
22	Thomas Luebke	US Commission of Fine Arts	· We note that the impact would be even greater in Alternative 4, which we are pleased to see was not identified as the preferred alternative, although we note that the impact of Alternative 2 would be less.	Email, Received 11/16/2020	Alternatives	As noted, the Preferred Alternative (Alternative 3 Modified) was developed to lessen the impacts compared to Build Alternatives 3 and 4. Alternative 2, while having fewer impacts as noted, was not selected because it does not fully meet the purpose and need of the project; it does not provide sidewalks in conformance with the District’s Complete Streets Policy, the District’s Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction.
23	Thomas Luebke	US Commission of Fine Arts	We recommend the following revisions and additions to allow all parties to evaluate the impact of Alternative 3 Modified: · The renderings and sections consistently provide only a “best-case” illustration of the height of the walls on the west side of the roadway, but there are no renderings of the highest sections of these proposed walls, or of the walls on the east side of the roadway as seen from the park. Accurate and comprehensive renderings should be provided, including all portions of the proposed walls, as well as elevation drawings of the full length of the walls on both sides of the roadway, coordinated with the conceptual alignment plans in Appendix B.	Email, Received 11/16/2020	Preferred Alternative	The renderings represent a “typical” section, and are not intended to illustrate the full proposed corridor. The text in the Final EA prior to the renderings has been updated to clarify the intent of the renderings. Details of the proposed design for retaining wall height and length will be developed during future phases of design, and will be reduced to the extent possible to achieve the purpose and need of the project while remaining in the proposed footprint.
24	Thomas Luebke	US Commission of Fine Arts	· Right-of-way sections should indicate the true maximum height of the proposed walls, and should not be selected to illustrate only the lowest portions of the walls.	Email, Received 11/16/2020	Preferred Alternative	Similar to the renderings (Line #23 above), right-of-way sections represent a “typical” section, and are not intended to illustrate minimum or maximum heights for the full proposed corridor. The text in the Final EA prior to the right-of-way section graphics has been updated to state this. Details of the proposed design for retaining wall height and length will be developed during future phases of design, and will be reduced to the extent possible to achieve the desired protection while remaining in the proposed footprint.
25	Thomas Luebke	US Commission of Fine Arts	· Table 2-2 has not been updated to represent the Alternative 3 Modified; the locations, lengths, and heights of the walls are identical to Alternative 3 from the 2013 DEA and are not coordinated with the conceptual alignment plans in Appendix B. This table should be corrected.	Email, Received 11/16/2020	Preferred Alternative	Table 2-2 has been updated in the Final EA to match the location and height of retaining walls presented in the conceptual plans of Appendix B.
26	Thomas Luebke	US Commission of Fine Arts	· Clarification is needed on the calculation of the visible height of walls on east side of the roadway along the creek. The retaining wall section diagram (Figure 2-7) indicates that much of the wall height will be below grade, but given the history of erosion along this streambed, the section is not convincing. Also, while the traffic barrier portion of the wall is dimensioned at 3'-6”, Table 2-2 indicates a visible height on the stream side of less than 3'-6” in several locations, which seems inconsistent with the diagram.	Email, Received 11/16/2020	Preferred Alternative	The retaining walls on the east side have a visible height of 3 feet-6 inches on the roadway side, while the height of the opposite sides vary by location due to the ascending/descending slope of the existing landside grade.

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27	Meredith Upchurch	DC Department of Energy and Environment	1. The Environmental Assessment (EA) acknowledges the appropriate local floodplain requirements in the following statement (pg. 4-58): ".....(1) a building permit shall be required for all construction and development occurring in an identified floodplain area and (2) a floodplain development plan and (3) study are required." The "study" should include an encroachment analysis demonstrating the cumulative effect of the rehabilitation, when combined with all existing and anticipated flood hazard encroachment. The cumulative effects must not increase the base flood elevation more than one foot at any point {(DCMR Title 20, Ch. 30, Section 3104.11 (b))}.	Email, Received 11/16/2020	Floodplains	DDOT thanks the DC Department of Energy and Environment (DOEE) for reviewing the Revised Draft EA. The noted analysis would be performed and coordinated during future phases of final design, as required. A commitment for such continued coordination in accordance with, and to ensure compliance of, all applicable federal and District laws and regulations during design, permitting, and construction has been added to the Final EA.
28	Meredith Upchurch	DC Department of Energy and Environment	2. The following additional requirements apply for Floodplain review: Zone A- "Obtain and reasonably use available detailed data, including floodway data, from a Federal or state agency, or other source, such as the U.S. Army Corps of Engineers Floodplain Information Reports, U.S. Geological Survey, or similar acceptable reports, which may be accessed from the FEMA library at www.fema.gov; or Develop base flood data at the discretion of the Floodplain Administrator, prepared in accordance with currently accepted hydrologic and hydraulic engineering practices and shall submit the information, together with sufficient supporting studies, analyses, and computations to allow a thorough technical review, to the Department for review.{(DCMR Title 20, Ch. 30, Section 3104.8 (a) and (b))}.	Email, Received 11/16/2020	Floodplains	Required information will be developed to support the permit applications during future phases of the project, as required. A commitment for such continued coordination in accordance with, and to ensure compliance of, all applicable federal and District laws and regulations during design, permitting, and construction has been added to the Final EA.
29	Meredith Upchurch	DC Department of Energy and Environment	3. If the watercourse is altered, notifications must be sent to adjacent communities, owners of impacted properties, and FEMA.	Email, Received 11/16/2020	Floodplains	The noted coordination would be performed during future phases of design, as required at that time. A commitment for such continued coordination with agencies and the general public in accordance with, and to ensure compliance of, all applicable federal and District laws and regulations during design, permitting, and construction has been added to the Final EA.
30	Meredith Upchurch	DC Department of Energy and Environment	4. Any changes to base flood elevations or the Special Flood Hazard Area must be reported to FEMA via a Conditional Letter of Map Revision.	Email, Received 11/16/2020	Floodplains	The noted coordination would be performed during future phases of design, as required at that time. A commitment for such continued coordination in accordance with, and to ensure compliance of, all applicable federal and District laws and regulations during design, permitting, and construction has been added to the Final EA.
31	Meredith Upchurch	DC Department of Energy and Environment	5. A wetland and stream delineation in accordance with the US Army Corps of Engineers' method and regional supplements and delineation report will be required to ensure no wetlands are present within the limits of disturbance.	Email, Received 11/16/2020	Section 401 Water Quality Certification, Wetlands & Stream Impacts	The noted coordination would be performed during future phases of design, as required at that time. A commitment for such continued coordination in accordance with, and to ensure compliance of, all applicable federal and District laws and regulations during design, permitting, and construction has been added to the Final EA.
32	Meredith Upchurch	DC Department of Energy and Environment	6. In accordance with District Wetland and Stream Regulations DCMR Title 21, Chapters 25 and 26, mitigation is required for all permanent stream and wetland impacts, regardless of federal jurisdiction. There are two possible mechanisms for mitigation, in order of preference: permittee-responsible and payment into the District's Wetland and Stream Trust fund. Applicants are required to examine at least four potential permittee-responsible mitigation projects within the District prior to proposing payment into the Fund.	Email, Received 11/16/2020	Section 401 Water Quality Certification, Wetlands & Stream Impacts	Previous versions of the EA document included commitments for the noted mitigations; these commitments remain unchanged in the Final EA.
33	Meredith Upchurch	DC Department of Energy and Environment	7. Permanent stream impacts include the installation of new retaining walls along stream banks.	Email, Received 11/16/2020	Section 401 Water Quality Certification, Wetlands & Stream Impacts	As noted, the proposed retaining walls were analyzed in the impact assessment evaluations in previous versions of the EA document, and remain unchanged in the Final EA.
34	Meredith Upchurch	DC Department of Energy and Environment	8. Under the Preferred Alternative the existing roadway will be removed and replaced, and profile elevations will be raised and lowered. Indicate whether current pavement section requirements cause disturbance at an increased depth over that of existing conditions. Provide soil boring data along the length of the project limits, particularly in areas where the profile will be lowered. Refer to Appendix P – Geotechnical Information Requirements for Underground BMPs of DOEE's Stormwater Management Guidebook for specific requirements on geotechnical testing. Provide typical sections showing the depth of proposed pavement section.	Email, Received 11/16/2020	Stormwater Management	Details of the noted specifics -- including proposed pavement depth, soil boring data, and geotechnical testing -- will be developed and performed during future design phases of the project. A commitment for continued work in accordance with the noted DOEE's guidance, and to ensure compliance of, all applicable federal and District laws and regulations during design, permitting, and construction has been added to the Final EA.
35	Meredith Upchurch	DC Department of Energy and Environment	9. The EA considered and then dismissed raising the roadway outside the 10-year floodplain. Given this, provide additional design details on how the roadway will be designed to safely flood - conveying floodwaters without undermining or damaging the roadway.	Email, Received 11/16/2020	Stormwater Management	It would require increases of several feet in roadway elevation to raise the roadway elevations in the southern segment of the project to be outside the 10-year floodplain. In lieu of this significant vertical change in roadway elevation, improved drainage designs including an enlarged culvert at Soapstone Creek will better facilitate flood flows. Details of the roadway and drainage design, including the noted culvert design detail, will be developed during future phases of design.
36	Meredith Upchurch	DC Department of Energy and Environment	10. The EA states that in some project areas, "Stormwater management would be accomplished through a closed, underground system, which would collect and treat the runoff and direct it to the existing outfall locations along the corridor." Provide additional details on the type of systems being considered for treatment of stormwater.	Email, Received 11/16/2020	Stormwater Management	Details of the proposed stormwater management system will be developed during future design phases of the project, and will be coordinated with US EPA, DOEE and other appropriate agencies at that time. A commitment for such continued coordination and work during future phases of design, permitting, and construction has been added to the Final EA.

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37	Meredith Upchurch	DC Department of Energy and Environment	11. Under the Preferred Alternative the existing Soapstone Creek Culvert, a six-foot-wide stone arch culvert, will be replaced with a 16-foot by 9-foot high precast concrete arch culvert with an opening 16-feet wide by 4-feet high. An overall reduction in backwater flooding is expected with the increased floodwater capacity provided by the new culvert over Soapstone Creek. Provide an analysis showing that the increased flows will not have a negative downstream affect. Provide evidence that the stream segment of Soapstone Creek, just prior to the confluence with Broad Branch, will remain stable under proposed conditions. Additionally, provide evidence that Broad Branch, immediately downstream of the confluence, will remain stable as well.	Email, Received 11/16/2020	Stormwater Management	Details of culvert design, including the noted flow and/or stability analysis, will be developed during future design phases of the project.
38	Meredith Upchurch	DC Department of Energy and Environment	12. It is estimated that between 249 and 465 trees with diameters at breast height greater than 4 inches could be impacted and/or removed. The proposed stormwater management does not include tree preservation. Consider tree preservation as a stormwater management BMP. Section 4.11.3 of the EA states that a Special Tree Removal Permit will be required for trees greater than 55" in circumference. The requirements have changed since the EA was started and now a Special Tree Removal Permit is required for trees with circumference from 44" to 99.9". Heritage trees are greater than 100" in circumference and may only be removed if considered hazardous by a city arborist, otherwise heritage trees cannot be removed, topped, girdled, or destroyed. Provide an existing tree inventory of the entire project limit of disturbance. The inventory must include the following: diameter at breast height (DBH), species, condition, and ecological value; Locations of trees and forest stands; and Special trees and heritage trees, defined by Tree Canopy Protection Amendment Act of 2016 as having a minimum circumference of 44 or 100 inches, respectively. The inventory must be prepared by one of the following landscape professionals: Maryland Licensed Forester; Maryland Licensed Tree Expert; Virginia Experienced Forester; Maryland or Virginia Licensed Landscape Architect; or International Society of Arboriculture (ISA) Certified Arborist.	Email, Received 11/16/2020	Stormwater Management	Previous versions of the EA document included commitments for tree preservation/replacement in the project area; this mitigation commitment has been updated in the Final EA to reflect the current DOEE permit requirements for the tree removal.
39	Meredith Upchurch	DC Department of Energy and Environment	13. DOEE acknowledges DDOT's consideration of ensuring that the Broad Branch roadway work will be coordinated with DOEE's stream daylighting project. With that in mind, DOEE worked with DDOT and DC Water to redesign and permit the inlet at the end of the daylighting project where the stream goes under Broad Branch road. DOEE expects that DDOT will install these designs prior to, or during the Broad Branch roadway reconstruction project. DOEE looks forward to working with DDOT to design its stormwater practices to further improve this recently restored waterway.	Email, Received 11/16/2020	Project Coordination	The noted inlet/culvert improvement, as developed with DOEE, is included as part of the proposed action (Preferred Alternative/Alternative 3 Modified). DDOT will continue to coordinate with DOEE during future phases of the project, as noted. A commitment for such continued coordination during design, permitting, and construction has been added to the Final EA.
40	Mary Cheh	Councilmember Ward 3	I write to express my disappointment that the Revised Draft Environmental Assessment of the rehabilitation of Broad Branch Road does not recommend Alternative 4, which includes the construction of a bike lane. Although I understand that the District Department of Transportation ("DDOT") does not have sufficient right-of-way to construct a sidewalk and bike lane on Broad Branch Road, I am similarly disappointed that the National Park Service or the State Department is unable to reach a compromise with DDOT that would permit a few additional feet of right-of-way in order to construct a bike lane. As I wrote when commenting on the last draft environmental assessment in 2013, having a dedicated bike lane along this stretch conforms to the District's express policy goal of having a world-class bicycle transportation system. In addition, having a dedicated bike lane across the stretch improves everyone's safety: pedestrians, bicyclists, and motorists. I am deeply disappointed that we will not be using this opportunity to achieve our goals of constructing a bicycle network and improving safety for all road users. Although I hold out hope of a bike lane being added to this stretch as this project progresses, I do believe the next best choice is Modified Alternative 3, which includes a sidewalk. I appreciated that DDOT has chosen this alternative that will protect pedestrians as its preferred alternative.	Email (via Cole Wogoman), Received 11/9/2020	Bicycle Lanes	DDOT thanks Councilmember Cheh of Ward 3 for reviewing the Revised Draft EA. After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of similar extensive coordination with NPS, encroachments to park property were required to be minimized. For these reasons, a dedicated bicycle lane for the entire project corridor is not feasible. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and with a reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way.
41	Randy Speck	ANC 3/4G Chair	In 2013, after reviewing each of the alternatives, ANC 3/4F urged DDOT to adopt Alternative 4. which includes both a pedestrian sidewalk on the southbound side of the roadway and a four-foot wide bike path on the northbound side. The Commission noted that Broad Branch Road is "currently not at all safe for bicyclists" because "sight lines are too short, and cars trying to pass bikes run a high risk of accident, both for cars and bikes." Although Alternative 4 is projected to cost somewhat more and take a bit longer to construct, "it is worthwhile to make this addition now." We continue to value the multi-modal attributes of Alternative 4. This is the only study option that would give bicyclists safe access to the recreation and commuting bike trails in Rock Creek Park. As noted in the EA Summary, "Alternative 4 would provide a dedicated bike lane and removes the conflict for a safer travel way for both modes." While bicyclists continue to ride on Broad Branch Road, they are taking a significant safety risk. Without a bike path, neither bicyclists nor motorists will be safe.	Email, Received 11/11/2020	Bicycle Lanes	DDOT thanks Mr. Speck of ANC 3/4G for reviewing the Revised Draft EA, and for inviting DDOT to participate in ANC 3/4G Commissioner's Meeting on 11/9/2020. See Line #42 below for response regarding the preclusion of a corridor-long bicycle lane and the incorporation of a shared use path as an option of the Preferred Alternative in the Final EA.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
42	Randy Speck	ANC 3/4G Chair	DDOT is currently considering various options for modifying the reversible lanes on Connecticut Avenue, NW and some of those options include bike paths. A bike path on Broad Branch Road could be a viable alternative to Connecticut Avenue and would provide the additional benefits of access to Rock Creek Park. At a minimum, DDOT should study whether a Broad Branch Road bike path could affect the need for bike lanes on Connecticut Avenue.	Email, Received 11/11/2020	Bicycle Lanes / Other Projects	DDOT is in the process of evaluating alternatives for the Connecticut Avenue NW reversible lanes project; and continues to analyze feasibility of the protected bike lanes within the Connecticut Avenue NW corridor as part of that study. After years of continued discussions with the US State Department regarding the Broad Branch Road improvements, DDOT was unable to acquire additional right-of-way from the Sovereign Nations that would accommodate the addition of dedicated bike lane(s). Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized. For these reasons, a dedicated bicycle lane for the entire project corridor is not feasible. However, based on comments received on the Revised Draft EA, DDOT has revised the Preferred Alternative in the Final EA to include an option for a shared use path to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way. Additionally, the Preferred Alternative would improve vehicular, bicyclist, and pedestrian safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage. No vehicle-capacity improvements are proposed, and no increase in traffic is anticipated.
43	Randy Speck	ANC 3/4G Chair	Given the safety hazards if bicyclists use Broad Branch Road without a bike lane, we request that DDOT consider whether the design for Alternative 4 could be "refined" to address concerns about Sovereign Nations' lands - as it did for Alternative 3. For instance, DDOT should consider whether a bike lane can be included for the length of Broad Branch Road except for those portions on the southern end where the right-of-way is narrower and there could be significant intrusion on the sovereign lands of Italy and Malaysia. The northern end of Broad Branch Road from 27 <sup>th</sup> Street to Linnean Avenue has a much wider right-of-way and can certainly accommodate to a bike path as well as a sidewalk.	Email, Received 11/11/2020	Alternatives / Bicycle Lanes	Build Alternative 3 was identified as the most feasible alternative to refine based on coordination efforts between the US State Department and NPS; the encroachments that would be required by the elements of Build Alternative 4 were not acceptable to the federal agencies. See Line #42 above for response regarding the preclusion of a corridor-long bicycle lane and the incorporation of a shared use path as an option of the Preferred Alternative.
44	Randy Speck	ANC 3/4G Chair	DDOT should also work with our Congressional Representative, Eleanor Holmes Norton, to negotiate agreements with the National Park Service and the State Department that could expand the available right-of-way. We urge DDOT not to abandon safe bicyclists' use of Broad Branch Road without study ways to modify Alternative 4, as it did with Alternative 3.	Email, Received 11/11/2020	Alternatives / Bicycle Lanes	DDOT has discussed the project with the office of the Congressional Representative, Eleanor Holmes Norton, and has modified the selected alternative to include the option of a shared use path from Linnean Avenue to 27 <sup>th</sup> Street for bicyclists' safety in the Final EA.
45	Randy Speck	ANC 3/4G Chair	Except for the encroachment on Sovereign Nations' land, Alternative 3 modified and Alternative 4 are similar. Alternative 4's estimated construction costs and duration are only slightly greater than Alternative 3 modified. This rehabilitation of Broad Branch Road is unlikely to be repeated for decades, so we will have to live with whatever decisions DDOT makes now. It would be shortsighted, imprudent, and inconsistent with the spirit and stated goals of the "Vision Zero" campaign, to preclude one safe mode of transit - cycling - without thoroughly studying modifications to Alternative 4 that would permit a bike path, at least for the majority of the Road's length.	Email, Received 11/11/2020	Alternatives / Bicycle Lanes	See Line #42 above for response regarding the preclusion of a corridor-long bicycle lane and the incorporation of a shared use path as an option of the Preferred Alternative. The Preferred Alternative would improve vehicular, bicyclist, and pedestrian safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage. The design of the Preferred Alternative would be further developed in future phases of design with the safety of users as the priority, in accordance with DDOT's Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded).
46	Randy Speck	ANC 3/4G Chair	As in our 2013 comments, we urge DDOT to use the opportunity of the Broad Branch Road rehabilitation to improve or replace sewer and power lines that run under or over the Road, and this would be an opportune time to bury the existing Pepco lines above the Road. We continue to urge DDOT to limit tree removal where feasible and to replace as many trees as possible. As we recommended before, DDOT should use pervious pavements for the pedestrian walkway and the bike path to the greatest extent possible.	Email, Received 11/11/2020	Utilities / Impacts	The project has been, and will continue to be, coordinated with DOEE, including any utility improvements that would be developed and designed in future phases of the project. DOEE comments are provided in this table (see Line #27-39). Previous versions of the EA document included commitments regarding: 1) minimization of disturbance to trees, 2) restoration of native tree species and vegetation in the project area after construction, and 3) use of pervious materials; these commitments remain unchanged in the Final EA.
47	Randy Speck	ANC 3/4G Chair	Finally, the EA mentions the 2014 stream restoration "daylighting" project on an unnamed tributary of Broad Branch between Linnean Avenue and 27 <sup>th</sup> Street, NW. A culvert running under Broad Branch Road has been inadequate for the volume of water in that unnamed tributary and has caused repeated flooding. The District Department of Energy and the Environment has long recommended replacement of this culvert, but that project has been stalled. The rehabilitation of Broad Branch Road should include replacement of that culvert if it is not completed sooner.	Email, Received 11/11/2020	Project Coordination	The noted project is included as part of the proposed action (Preferred Alternative/Alternative 3 Modified). DDOT will continue to coordinate with DOEE during future phases of the project, as noted. A commitment for such continued coordination during design, permitting, and construction has been added to the Final EA. See Lines #27-29 for DOEE comments on the project and DDOT responses, particularly in support of their stream daylighting project, which will be further accommodated as part of the proposed action.
48	Randy Speck	ANC 3/4G Chair	In summary, ANC 3/4G asks that DDOT make design refinements to Alternative 4 - as it did with Alternative 3 - to determine the feasibility and ultimate inclusion of a bike path along all or most of Broad Branch as part of the rehabilitation.	Email, Received 11/11/2020	Alternatives / Bicycle Lanes	See Line #42 above for response regarding the preclusion of a corridor-long bicycle lane and the incorporation of a shared use path as an option of the Preferred Alternative.
49	Tom Quinn	ANC 3E Chair	Please see the attached resolution from ANC 3E regarding the revised Broad Branch Road EA. [...] At a properly noticed public meeting on May 9, 2013, ANC 3E unanimously supported Alternative 4 because it would provide safety to the highest percentage of users (including cyclists heading north who would be separated from car traffic) while also inconveniencing the least number of users (cars and cyclists would have no conflict heading north), which Alternative was also supported by ANC's 3F and 3/4G. [...]	Email, Received 11/16/2020	Alternatives	DDOT thanks Mr. Quinn of ANC 3E for reviewing the Revised Draft EA, and has reviewed the attached resolution (comments and responses provided in this table). Comments from the referenced ANCs are included in this table. Additionally, DDOT attended two ANC meetings regarding the Revised Draft EA (ANC 4A Commissioner's Meeting on 11/4/2020 and ANC 3/4G Commissioner's Meeting on 11/9/2020).  See response to Line #51 below for response to Alternative 4, which was not selected because the right-of-way encroachments that would be required by its elements were not acceptable to the federal agencies.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
50	Tom Quinn	ANC 3E Chair	This modified version of Alternative 3 would create an even worse conflict with cyclists and cars headed north due to installation of a curb that prevents any safe refuge from cars traveling north, particularly because a double yellow line informs cars that the only way to pass is to squeeze by slower moving cyclists thereby creating a life-threatening hazard, by design.	Email, Received 11/16/2020	Preferred Alternative	The Preferred Alternative (Alternative 3 Modified) includes curb and gutter as one of several required measures to reduce the volume and velocity of stormwater runoff of the existing inadequate stormwater drainage (an identified deficiency in the purpose and need of the project). Proposed pavement markings shown as part of the proposed action are in accordance with current design standards for the facility. The design of the Preferred Alternative, including both stormwater management systems as well as signage and pavement marking plans, would be further developed in future design phases of the project. At that time, signage and pavement marking plans would be further developed with the safety of users as the priority, in accordance with DDOT's Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices (MUTCD). Additionally, the Preferred Alternative would improve vehicular, bicyclist, and pedestrian safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage. No vehicle-capacity improvements are proposed, and no increase in traffic is anticipated.
51	Tom Quinn	ANC 3E Chair	DDOT does not appear to have employed its powers of eminent domain to claim any additional District of Columbia right of way from property owners along the proposed project, as is within its legal right when seeking to promote user safety nor does it appear that DDOT is even fully utilizing the public parking (better known as public space) available for significant stretches of the project area.	Email, Received 11/16/2020	Right-of-way	<p>After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes because sovereign lands are protected under the principle of inviolability of diplomatic missions as guaranteed by international law. Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized. For these reasons, additional use of right-of-way for project elements is not feasible.</p> <p>The Preferred Alternative may require additional right-of-way from residential properties to expand the roadway cross-section to include sidewalks, curbing, and drainage facilities, which will provide benefit to the entire project corridor. Efforts to further minimize potential impacts identified in the EA will occur for all resources, including right-of-way impacts to properties, during future phases of final design. As documented in the EA, any acquisition of right-of-way from private property owners, would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. All property access (i.e., driveways) or property structures (i.e., fences, light posts, or other permanent features) that is impacted by the project will be restored and/or replaced in kind. A commitment stating such as been added to the Final EA.</p> <p>See Line #52 below for response to use of available right-of-way for additional project elements.</p>
52	Tom Quinn	ANC 3E Chair	ANC 3E respectfully reiterates its strong preference for Alternative 4. To the extent that alternative 4 is not viable because of right of way restrictions we recommend that where there is sufficient room that DDOT install a bike lane on the northbound side of the road.	Email, Received 11/16/2020	Alternatives / Bicycle Lanes	As a result of the right-of-way restrictions noted in Line #51 above and as noted, a dedicated bicycle lane for the entire project corridor is not feasible due to right-of-way restrictions. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include a shared use path (in place of a sidewalk and with a reduced width rain garden) as an option for both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way.
53	Tom Quinn	ANC 3E Chair	<p>If Alternative 4 is no longer an option ANC 3E urges DDOT to improve alternative 3 by making the following changes to improve this project for both bicyclists and pedestrians:</p> <ul style="list-style-type: none"> <li>- Narrow the vehicular travel lanes from 10 feet to 9 feet and widen the sidewalk from 6 feet to 8 feet, and where space allows, widen the sidewalk even further to enable bicyclists and pedestrians to safely share the sidewalk and consider the sidewalk to be a multi-use trail for its entire length</li> <li>- Between 27th Street NW and Linnean Street NW where there are no apparent ROW limitations, DDOT should construct a bi-directional protected bike lane or a separated multi-use trail</li> <li>- For the remaining portions of the project area between Beach Drive and 27th Street NW, the speed limit lowered to 20mph, sharrows will be painted in the roadway every 500 feet, and standard street signs will be placed every 1,000 feet stating "[Bike Symbol] MAY USE FULL LANE".</li> </ul>	Email, Received 11/16/2020	Preferred Alternative	<p>The project will not narrow the travel lanes less than existing width (10 feet); the proposed sidewalks are standard width (6 feet) except for areas immediately in front of the Sovereign Nation's properties (5 feet) where no encroachments are permitted, which are compliant with ADA standards. Based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include a shared use path (in lieu of a sidewalk) as an option for both bicyclists and pedestrians between Linnean Avenue and 27<sup>th</sup> Street. Similarly, signing and pavement marking details, such as the noted sharrows, will be developed during future design phases of the project.</p> <p>While Broad Branch Road is currently posted for 25 mph, the roadway geometrics at two locations require speed reductions (to either 20 mph or 15 mph). Reduction of speed on the Broad Branch Road will be evaluated by DDOT's Traffic Engineering and Signals Division and in accordance with the Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices (MUTCD). DDOT will analyze the design and traveling speed of the roadway during future phases of the project, and will evaluate the appropriate speed and signage for the roadway based on the classification, volume, and safety needs. The findings of the analyses will be discussed with public as part of the public involvement program for the project at that time.</p>

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
54	Tom Quinn	ANC 3E Chair	ANC 3E believes a 2026 completion date for this project is unacceptable as it would be 13 years from the date of the initial environmental assessment. Therefore, ANC3E urges DDOT to complete this project by 2023, which is still an astonishing 10 years after the original publication of the Environmental Report.	Email, Received 11/16/2020	Schedule	Extensive and lengthy coordination efforts were carried out with NPS and the US State Department in an effort to acquire additional right-of-way for the project (see Line #51 above). Recognizing the extended period of time since the initial environmental document was published, DDOT and FHWA prepared a Revised Draft EA, instead of traditionally progressing straight to the Final EA. DDOT will implement the project as expeditiously as possible. The current schedule projects final design to initiate in 2021 and be completed in 2023. Construction is estimated to require 36 months and will be completed in 2026.
55	Tom Quinn	ANC 3E Chair	ANC 3E respectfully requests a meeting as soon as possible with DDOT Director Marootian and Ward 3 Councilmember Cheh to discuss how to secure adequate bike infrastructure in this project. <i>ANC 3E approved this resolution at its meeting on November 12, 2020 which was properly noticed and at which a quorum was present. The resolution was approved by a vote of 4-0-0. Commissioners Jonathan Bender, Amy Hall, Jonathan McHugh and Tom Quinn were present.</i>	Email, Received 11/16/2020	Coordination	The meeting request from ANC 3E has been communicated with the DDOT Director.
56	Robert Deyling	ANC 3F Streets and Sidewalks Committee	The Committee has reviewed the October 16, 2020 Draft EA for Broad Branch Road and strongly supports the DDOT recommendation to add a sidewalk to the west side of Broad Branch Road, as described in Build Alternative 3 Modified. Broad Branch Road borders a residential area with Rock Creek Park but is currently too dangerous for pedestrians to use. We also approve of the redesigned intersection of Broad Branch Road and Brandywine Street, and the addition of new sidewalks connectors to the existing sidewalks on Brandywine Street.	Email, Received 11/15/2020	Preferred Alternative	DDOT thanks Mr. Deyling of ANC 3F for reviewing the Revised Draft EA, and for their support of the Preferred Alternative.
57	Robert Deyling	ANC 3F Streets and Sidewalks Committee	We have two additional recommendations for the proposal. First, we recommend adding additional sidewalk space for pedestrians on Davenport Street between Broad Branch Road and Linnean Avenue. Currently there is only a very narrow pathway on the north side of Davenport which is insufficient for pedestrians, even in a non-COVID environment. As currently parking is not allowed on this block, there is very little protection for the pedestrian on the pathway. We recommend a sidewalk be built on this block of Davenport Street to connect to the new sidewalk on Broad Branch Road. A bike or a parking lane by the sidewalk would provide further protection from the traffic.	Email, Received 11/15/2020	Adjacent Improvements	The referenced improvements are outside of the area/action evaluated as part of the NEPA process for this project. During future phases of design of the project, DDOT would coordinate this project with other projects and programs within the area to determine how safe access can be provided from Davenport Street to Broad Broach Road.
58	Robert Deyling	ANC 3F Streets and Sidewalks Committee	Our second recommendation is for safe pedestrian access to Rock Creek Park starting near the intersection of Grant Road and Broad Branch Road. An official trail from this point should connect walkers and hikers with other trails in Rock Creek Park. The National Park Service (NPS) is the cooperating partner in the Broad Branch project. NPS has currently made other roads and trails in Rock Creek accessible to the ever-expanding community of walkers and hikers. We recommend that NPS also provide safe pedestrian access to Rock Creek Park trails starting from the new sidewalk on Broad Branch Road.	Email, Received 11/15/2020	Adjacent Improvements	Improvements within Rock Creek Park are under the purview of NPS and are outside of the area/action evaluated as part of the NEPA process for this project. As noted, NPS is a cooperating agency for this project. They will continue to cooperate in the post-NEPA phases of the project.
59	Gale Black	ANC 4A Chair	I am providing you a copy of the Advisory Neighborhood Commission 4A Resolution that was passed on November 4, 2020. [...] The ANC 4A08 area is adjacent to the project area. The ANC 4A08 is noted as an interested party. The residents of ANC 4A benefit from the near daily use of this public road. [...] I recommend that the ANC 4A support either Alternative 2 or the preferred Alternative 3 (modified). [...] The quickest, most cost effective option is the Candidate Build Alternative 2, which is the minimum width alternative that generally meets the purpose and need of the project (which is to fix the road and stop the erosion). [...] The city's recommended option is Alternative 3 (modified). [...] Alternative Build 4 had been supported by the Forest Hills ANC, but those commissioners are no longer on that commission. [...]	Email, Received 11/13/2020	Preferred Alternative	DDOT thanks Ms. Black of ANC 4A for reviewing the Revised Draft EA, and has reviewed the attached resolution (comments and responses provided in this table). Further, DDOT thanks ANC 4A for inviting DDOT to participate in their Commissioner's Meeting on 11/4/2020, as well as for the ANC's support of the Preferred Alternative (Alternative 3 Modified). Build Alternative 2 was not selected because it does not fully meet the purpose and need of the project; it does not provide sidewalks in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction. Build Alternative 4 was not selected because the right-of-way encroachments that would be required by its elements were not acceptable to the federal agencies.
60	Gale Black	ANC 4A Chair	The city has not shown that the proposed changes in function are necessary or in the public's interest. We disagree that there is no adverse impact, because there is the destruction of many trees, and the addition of paving to soils that are already eroding.	Email, Received 11/13/2020	Impacts	The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project's purpose and need as well as DDOT standards and guidelines. Specific statement that the project is necessary and in the best interest of the public, and the basis for that decision, is documented in the conclusion of the Finding of No Significant Impact (FONSI). In summary, the proposed action is necessary and in the best interest of the public because it will improve the infrastructure deficiencies documented throughout the EA and will mitigate flooding and erosion problems that are currently experienced.
61	Gale Black	ANC 4A Chair	Due to the unnecessary delays caused by these studies, the city and the Federal Government have not taken steps needed to protect the environment or preserve this historic road.	Email, Received 11/13/2020	Schedule and Coordination	Extensive and lengthy coordination efforts were carried out with NPS and the US State Department in an effort to acquire additional right-of-way for the project. Recognizing the extended period of time since the initial environmental document was published, DDOT and FHWA prepared a Revised Draft EA, instead of traditionally progressing straight to the Final EA. DDOT will implement the project as expeditiously as possible. The current schedule projects final design to initiate in 2021 and be completed in 2023. Construction is estimated to require 36 months and will be completed in 2026.
62	Gale Black	ANC 4A Chair	Right now, the purpose of Broad Branch Road is a road. "It does not currently have sidewalk facilities." The function would need to be changed to add "pedestrian facilities." A pedestrian path would also have to meet the requirements for the ADA.	Email, Received 11/13/2020	Pedestrian Facilities / ADA	All pedestrian facilities proposed as part of the Preferred Alternative are consistent with Americans with Disabilities Act (ADA) standards. Based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include a shared use path (in lieu of a sidewalk) as an option for both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
63	Gale Black	ANC 4A Chair	In addition, a portion of the existing Broad Branch Road lies within the 10-year floodplain for Broad Branch stream, resulting in significant erosion damage to the roadway. New pavement would increase the area of impervious surfaces and could result in more erosion.	Email, Received 11/13/2020	Roadway Design	The design of the Preferred Alternative would incorporate effective stormwater management systems, to be detailed in future design phases of the project. The proposed systems would reduce the volume and velocity of stormwater runoff, and would offset all additional runoff generated through increased impervious areas created by the alternatives.
64	Gale Black	ANC 4A Chair	Expansion of the roadway and the disturbance of areas adjacent to the roadway during construction would remove vegetation, including some large trees.	Email, Received 11/13/2020	Vegetation	Previous versions of the EA document included commitments for the restoration of native tree species and vegetation in the project area; these commitments remain unchanged in the Final EA. Additionally, the design of the Preferred Alternative, including curb and gutter as well as improved stormwater management systems, would reduce erosion compared to existing conditions. The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project's purpose and need as well as DDOT standards and guidelines.
65	Gale Black	ANC 4A Chair	I move that ANC 4A support Alternative 2, because it would address the most urgent need to restore the road and address the environmental concerns as quickly as possible, for less money, and without unnecessary paving that could further harm the environment. The other options would cost more and are likely to prove impractical, because DC does not currently own, or control, the land that would be needed to widen the roadway to put in a bike lane or add sidewalks.	Email, Received 11/13/2020	Alternatives	Build Alternative 2 was not selected because it does not fully meet the purpose and need of the project. It does not provide sidewalks in conformance the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction.
66	Gale Black	ANC 4A Chair	Therefore, be it resolved, that ANC 4A recommend that the city adopt Alternative 2, or if feasible, "Alternative 3 modified" (which would permit the addition of a sidewalk) and fix the infrastructure deficiencies in the next most cost-efficient manner. <i>Adopted by voice vote at a regular public ANC 4A meeting, for which notice was properly given and at which a quorum of 7 of seven Commissioners were present, by a vote of 7 yes, 0 no, and 0 abstentions.</i>	Email, Received 11/13/2020	Preferred Alternative	See Line #65 above for response to Build Alternative 2. The Preferred Alternative is Alternative 3 Modified, as supported in the comment.
67	Louis Arguello	DC Water	Recommend DDOT uses ProTrack [ <a href="https://dtap.ddot.dc.gov/Uwns/UwnsCoordMapView">https://dtap.ddot.dc.gov/Uwns/UwnsCoordMapView</a> [dtap.ddot.dc.gov] once the final alternative is determined and during design development to consider current and upcoming DC Water projects.	Email, Received 11/13/2020	Coordination	DDOT thanks DC Water for reviewing the Revised Draft EA. Comment noted, DDOT will continue to coordinate with DC Water during future phases of the project, as noted. A commitment for such continued coordination during design, permitting, and construction has been added to the Final EA.
68	Jeanne Braha	Rock Creek Conservancy	On behalf of Rock Creek Conservancy ("the Conservancy"), I submit these comments on the Broad Branch Road Environmental Assessment (October 15, 2020 Revised Draft Environmental Assessment; the "EA") in support of Alternative 2 with one lane dedicated to non-auto traffic. In its review of the comments, the Conservancy prioritized management of stormwater, the greatest threat to Rock Creek's water quality; preservation of parkland and natural resources; and the safe and equitable access to parklands for pedestrians and cyclists. Rock Creek Conservancy is a non-profit organization dedicated to restoring Rock Creek and its parklands as a natural oasis for all people to appreciate and protect. Since its founding in 2005, the Conservancy has engaged more than 40,000 community members in people-powered restoration. The Conservancy is a philanthropic and stewardship partner to Rock Creek Park (National Park Service). Representatives of the Conservancy have participated in most, if not all, public meetings on this project. The Conservancy is pleased that DDOT/FHA ("Agencies") have revised the 2013 plan for Broad Branch Road, despite the significant complexities of the project.	Email, Received 11/16/2020	Alternatives	DDOT thanks the Conservancy for their continued participation in the project and their support of the project revisions overall. The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project's purpose and need as well as DDOT policy guidance. Build Alternative 2 was not selected because it does not fully meet the purpose and need of the project; it does not provide sidewalks in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction. A single lane (one-way) option was not proposed as part of any alternative or alternative refinement in the Final EA because it would not accommodate future projected traffic volumes nor provide required system linkages, as identified in the purpose and need of the project. As discussed in Section 2.4, closure of Broad Branch Road to vehicles in one direction was considered early on in the alternatives development process, but eliminated due to potential lengthy, circuitous travel for vehicles. Based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street, while still meeting the right-of-way requirements as negotiated with the Sovereign Nations and NPS.
69	Jeanne Braha	Rock Creek Conservancy	First and foremost, RCC appreciates the efforts of the Agencies to tackle the constraints of rehabilitating Broad Branch Road. It desperately needs to be rehabilitated as it is currently dangerous for motorists, cyclists, and pedestrians. Furthermore, Broad Branch regularly floods onto the roadway and erodes the bank under the roadway. Stormwater is a major problem. The Conservancy is pleased to see the Agencies' plans take efforts to curtail stormwater. The District should do more to encourage residents and businesses at the top of the watershed to do more to control rain on their properties in addition to in the floodplain and Broad Branch.	Email, Received 11/16/2020	Stormwater Management	DDOT thanks the Conservancy for their continued support of rehabilitating Broad Branch Road overall and their understanding of the project constraints. The noted properties are outside of the project area of improvements and outside of the scope and identified purpose and need of this project. Regionwide stormwater management, as well as stormwater best management practices (BMPs) in the District of Columbia to meet pollutant removal goals, reduce peak discharges, and pass extreme floods, is under the jurisdiction and purview of the District Department of Energy and Environment (DOEE). DDOT coordinates with DOEE for supporting projects (see Lines #27 to 39 in this table for DOEE comments on this project).

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
70	Jeanne Braha	Rock Creek Conservancy	In a densely urbanized area, access to parkland is critical for the community's physical and mental well-being. While the impact on Rock Creek Park of Alternative 2 is minimal (1,192 square feet), it is just one project that places demands on Rock Creek Park's nearly 3,000 acres. Whenever possible, such impacts should be avoided.	Email, Received 11/16/2020	Parkland Access / Preservation	The Preferred Alternative (Alternative 3 Modified) would enhance public access to Rock Creek Park from adjacent neighborhoods by providing a sidewalk throughout the project corridor, and potential encroachments on park property were substantially reduced for the Preferred Alternative as compared to the original Build Alternatives. Section 4(f) of the USDOT Act of 1966 requires the selection of the Least Overall Harm Alternative to resources protected under the Act, which has been determined to be the Preferred Alternative, as documented in the EA. Indirect and cumulative impacts were also documented in previous versions of the EA and remain unchanged in the Final EA.  See Line #68 for response to Build Alternative 2. NPS (manager of the federally-owned Rock Creek Park) serves as a cooperating agency as part of the NEPA process, and continuous coordination has been conducted with the agency to minimize encroachments and impacts on the Rock Creek Park and its functions. As documented in the Final EA, NPS agreed that the minor encroachments of the Preferred Alternative on their property would not adversely affect the activities, features, or attributes of the park land and the roadway improvement would serve to better stabilize slopes at these same locations.
71	Jeanne Braha	Rock Creek Conservancy	Storm water is a serious problem for Broad Branch. During intense summer thunderstorms, the placid trickle of water becomes a raging torrent. That torrent is full of contaminated water from upland impervious services like roads, sidewalks, driveways, and buildings. That storm water has severely eroded the stream bank and damaged Broad Branch Road. There is not a stream flow gauging station on Broad Branch. The closest station is on Rock Creek near Sherrill Drive. For reference, flows in Rock Creek in summer are typically less than 50 cubic feet per second (CFS). During and immediately after intense thunderstorms, the flow regularly spikes to over 1,000 cfs (see data at USGS website -- <a href="https://waterdata.usgs.gov/dc/nwis/uv?site_no=01648000">https://waterdata.usgs.gov/dc/nwis/uv?site_no=01648000</a> ).	Email, Received 11/16/2020	Stormwater Management	DDOT thanks the Conservancy for the noted data. The project has been, and will continue to be, coordinated with DC Water and DOEE (see their comments in this table, Lines #27-39), particularly in support of their stream daylighting project, which will be further accommodated as part of the proposed action. DDOT will continue to coordinate with DC Water and DOEE during future phases of the project to ensure appropriate overall stormwater practices are designed and implemented. Detailed hydraulic analysis will be performed and coordinated during future phases of final design in accordance with, and to ensure compliance of, all applicable federal and District laws and regulations. A commitment for continued coordination during design, permitting, and construction has been added to the Final EA.
72	Jeanne Braha	Rock Creek Conservancy	The information presented in the EA about stormwater management seems woefully inadequate. On page 4-8, the EA states that the project is required (emphasis added) to store approximately 15,443 cubic feet of water. This "requirement" seems to be based only on the amount of impervious surface of the existing and reconstructed Broad Branch Road. Broad Branch Road itself is likely a minor contributor to the overall runoff during episodic rainfall events. Installation of a 1,000 ft linear rain garden above 27th Street and another rain garden in the Brandywine triangle would store 3,119 and 5,434 cubic feet, respectively, of water. This is only about 55% of the required storm water retention associated with Broad Branch Road. That will not alleviate stormwater problems for Broad Branch Road in the future.	Email, Received 11/16/2020	Stormwater Management	DDOT acknowledges that overall stormwater management needs are not limited to increases in impervious surfaces within the project area; the EA's statements on the topic are to ensure that direct effects of the project are properly mitigated. The type of drainage system proposed would improve upon existing conditions by capturing and conveying stormwaters in a much more effective manner, in addition to compensating for the impervious surfaces and allowing for groundwater regeneration closer to historic volumes. See Line #71 above for response regarding coordination with DOEE/DC Water and future detailed hydraulic analysis.
73	Jeanne Braha	Rock Creek Conservancy	Furthermore, the Agencies' conclusion that <i>"The Preferred Alternative would include the addition of stormwater management, which would alleviate future erosion and damage due to impervious surfaces and runoff, resulting in long-term beneficial impacts to geology, soils, and topography."</i> [EA page 4-4], seems erroneous because so much of the volume of water in Broad Branch during stormwater events originates beyond Broad Branch Road project boundaries. To "alleviate future erosion and damage due to impervious surfaces and runoff," DDOT will need to work with other DC agencies like the Department of Energy and the Environment to curtail runoff throughout the upper Broad Branch watershed. Use of offsite retrofits in areas that drain to Broad Branch Road might be appropriate given the project's location in the floodplain of Broad Branch. This could involve bioretention along other upland DDOT-managed roads, or on private property where stormwater management is otherwise voluntary. DDOT/FHWA need to explain better how they intend to meet the minimal requirements for storm water management associated with reconstruction of Broad Branch Road and land surrounding it.	Email, Received 11/16/2020	Stormwater Management	See Line #71 above for response regarding coordination with DOEE/DC Water and future detailed hydraulic analysis, and Line #72 for ensuring stormwater management design meets overall needs.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
74	Jeanne Braha	Rock Creek Conservancy	While Broad Branch Road has long been a popular avenue of ingress and egress to Beach Drive and other parts of Rock Creek Park, the Conservancy believes that the Agencies should plan roads for the future by fully incorporating pedestrian and cyclist uses on the roadways. The Conservancy believes that rebuilding Broad Branch Road as a multi-modal transportation corridor that enhances non-motorized forms of transit is more in line with Mayor Bowser's Challenge for Safer People and Safer Streets as called for in the District's VisionZero. Taking a less automobile-focused view of Broad Branch Road to serve a variety of users is called for. Broad Branch Road is narrow, curvy, and unlit. It is currently dangerous for pedestrians and cyclists to use. Nevertheless, people regularly run, walk, and ride bicycles up and down Broad Branch Road. RCC believes that while the DDOT/FHWA alternatives discuss alternatives to improve pedestrian access, the preferred alternative/proposed action falls short of meeting current demand for safe access to the Park. Times have changed radically since the Agencies began planning for rehabilitation of Broad Branch Road in 2011. DC now has a much more vibrant cycling and pedestrian infrastructure, with short-term rental bikes and electric assist bikes. Many more people are using bikes to commute and recreate.	Email, Received 11/16/2020	Park Access	DDOT recognizes the use of the corridor by multiple types of users. The design of the Preferred Alternative would be further developed in future phases of design with the safety of users as the priority, in accordance with DDOT's Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices (MUTCD). Improvements for the project considered all modes of transportation including motorized vehicles, bicycles, and pedestrians. Project improvements are constrained by right-of-way on both sides, which will not change.  After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized as part of the Section 4(f) of the USDOT Act of 1966. For these reasons, a dedicated bicycle lane for the entire project corridor is not feasible. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and with a reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage. No vehicle-capacity improvements are proposed, and no increase in traffic is anticipated.
75	Jeanne Braha	Rock Creek Conservancy	The Conservancy believes that providing safe pedestrian and bicycle access along Broad Branch Road is an essential component in the rehabilitation of the roadway. We are not likely to have another opportunity to rectify past problems again for many years. While we like the sidewalk and stormwater improvements in the proposed alternative, they don't go far enough. We would recommend DDOT/FHWA revise Project Alternative 2 so that one lane of Broad Branch Road would be closed to vehicular traffic and the other lane designated as a multi-use pedestrian and cycle way. This recommendation benefits non-automotive transportation and provides the lightest impact on parklands, including the fewest number of trees removed of all of the alternatives. We believe it is a workable solution that minimally affects Broad Branch by not encroaching on stream banks or requiring removal of many trees which all of the alternatives calling for expanding the breadth of the roadway do. Traffic plans can determine the most efficient way to route traffic to further reduce environmental and parkland impacts.	Email, Received 11/16/2020	Alternatives	See Line #68 above for response regarding preclusion of reducing Broad Branch Road to a single lane as part of any alternative refinement. See Line #74 above for response regarding the incorporation of a shared use path as an option of the Preferred Alternative.
76	Jeanne Braha	Rock Creek Conservancy	While we realize that the Agencies have spent years getting to the point where you are now with the proposed rehabilitation, it is important to step back and consider how project objectives may have changed in the last decade. The District's increased attention to safely promoting pedestrian and non-motorized transit options makes it imperative for the Agencies to pause this project and reconsider transportation options for current times. We appreciate your consideration of these comments and welcome an opportunity to discuss these thoughts with you.	Email, Received 11/16/2020	Coordination	DDOT recognizes the recent growth in pedestrian, bicycle, and non-motorized vehicle use in the Washington Region and gave serious consideration to incorporating such facilities in the proposed alternatives. Extensive and lengthy coordination efforts were carried out with NPS and the US State Department in an effort to acquire additional right-of-way for the project to accommodate dedicated bike facilities, however each federal agency was not willing to provide the required amount of lands to accommodate the additional width required (see Line #74 above for details).  Recognizing the extended period of time since the initial environmental document was published, DDOT and FHWA prepared the Revised Draft EA -- instead of traditionally progressing straight to the Final EA -- to give agencies, interest groups, and the general public an additional opportunity for review and comment. Additionally, DDOT attended two ANC meetings regarding the Revised Draft EA (ANC 4A Commissioner's Meeting on 11/4/2020 and ANC 3/4G Commissioner's Meeting on 11/9/2020).  DDOT will be open to meetings with different groups and individuals as part of the community engagement during future phases of the project to discuss different ideas and address any concerns.
77	Steve Dryden	Rock Creek Conservancy	Does this project include the repair and protection of the historic stone bridgework at Grant Rd., 36th and Nevada, etc? It just breaks my heart to see these important parts of the road/park landscape crumbling into the creek.	Email, Received 10/27/2020	Adjacent Improvements	The noted improvements are located outside of the project area and any additional historic preservation work is outside of the scope and identified purpose and need of the project.
78	Tim Outsa	Verizon	Verizon has underground (manholes and conduit) and aerial facilities (cables and poles) on Broad Branch Rd. between Beach Drive and Brandywine St. NW which may impact your proposed work. Relocations may be needed.	Email, Received 10/27/2020	Coordination	DDOT thanks Verizon for their review and comment. Previous versions of the EA document included several commitments regarding maintaining continuous coordination with utility companies during design and construction, which remain unchanged in the Final EA. DDOT will coordinate any required relocations with Verizon during future phases of the project.
79	Adam Rice	Verizon	VerizonBusiness/MCI does not have any facilities within the project limits.	Email, Received 10/19/2020	Coordination	DDOT thanks Verizon for their review and comment. See Line #78 above for response regarding continued utility coordination during future phases of the project.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
80	Garrett Hennigan	Washington Area Bicyclist Association	On behalf of the Washington Area Bicyclist Association, its 5,000 members in the Washington Region, and the tens of thousands of people who bike for transportation and recreation in the area, I write with comments on the Broad Branch Road Draft Environmental Assessment. At this study's last update in 2013, bicycling was surging in Washington DC. In response to the buildout of dozens of miles of new bike lanes downtown, including protected bike lanes on 15th St. NW and Pennsylvania Ave NW and the launch of Capital Bikeshare in 2010, bicycle mode share had climbed from 2.2% of trips to work in 2009 to 3.1% in 2013. Today, bicycle mode share has continued to climb to 5% as the Department of Transportation reconfigures streets with innovative designs to create low-stress bicycling options that appeal to more people. In the seven years since the public had the chance to weigh in on Broad Branch Road, more people are biking for all sorts of trips all over the city, DDOT has an aggressive sustainable transportation mode share goal, and the state of the practice for safe and low-stress bicycling options has evolved significantly.	Email, Received 11/16/2020	Public Involvement	DDOT thanks the Washington Area Bicyclist Association (WABA) for reviewing the Revised Draft EA. DDOT recognizes the recent growth in bicycle use in the Washington Region and gave serious consideration to incorporating bicycle facilities in the proposed alternatives. Extensive and lengthy coordination efforts were carried out with NPS and the US State Department in an effort to acquire additional right-of-way for the project to accommodate dedicated bike facilities, however each federal agency was not willing to provide the required amount of lands to accommodate the additional width required (see Line #82 below for details).  Recognizing the extended period of time since the initial environmental document was published, DDOT and FHWA prepared the Revised Draft EA -- instead of traditionally progressing straight to the Final EA -- to give agencies, interest groups, and the general public an additional opportunity for review and comment. Additionally, DDOT attended two ANC meetings regarding the Revised Draft EA (ANC 4A Commissioner's Meeting on 11/4/2020 and ANC 3/4G Commissioner's Meeting on 11/9/2020).
81	Garrett Hennigan	Washington Area Bicyclist Association	The Draft Environmental Assessment Purpose and Need notes that the road is used frequently by people on bikes and has numerous bicycle safety issues due to blind corners, speeding, and, most notably, a lack of dedicated space for people who bike. It erroneously notes that the master plan does not call for bicycle improvements. In fact the 2014 MoveDC plan does recommend new bike lanes on Broad Branch Road from Beach Drive to Nebraska Ave NW. The document does, however, conclude that bicycle improvements are needed for this road to serve as a viable link in the bicycle network.	Email, Received 11/16/2020	Bicycle Lane	DDOT acknowledges that a future bicycle lane was shown on Broad Branch Road in the 2014 moveDC plan, as noted. moveDC is intended as a high-level regional plan and does not supersede the NEPA process or project specific conditions such as right-of-way constraints (as detailed in Line #82 below). The more recent 2020 update to moveDC does not designate this section of Broad Branch Road as being on the Bicycle Priority Network (draft), available online: <a href="https://movedc-dcgis.hub.arcgis.com/pages/mobility-priority-networks#bike">https://movedc-dcgis.hub.arcgis.com/pages/mobility-priority-networks#bike</a>
82	Garrett Hennigan	Washington Area Bicyclist Association	Though it may have been acceptable in 2013, the preferred alternative is unacceptable today. It will not improve safety or access for the many people who currently bike on Broad Branch Road and it completely fails to accommodate potential future bicyclists who rightly expect new construction to deliver a low-stress bicycle experience. The preferred alternative fails to meet the EA's stated purpose and need, disregard's DDOT's own Complete Streets policy, and does not live up to today's District Department of Transportation standard practices for bicycle safety.	Email, Received 11/16/2020	Purpose and Need / Bicycle Lane	The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting both the purpose and need of the project as well as DDOT policy guidance, as noted in the comment. The Preferred Alternative will provide sidewalks in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction. Additionally, Section 4(f) of the USDOT Act of 1966 requires the selection of the Least Overall Harm Alternative to the park resources protected under the Act, which has been determined to be the Preferred Alternative, as documented in the EA. Project improvements are constrained by right-of-way on both sides of the roadway, which will not change. After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of extended similar coordination with NPS, encroachments to park property were required to be minimized as part of the Section 4(f) of the USDOT Act of 1966. For these reasons, a dedicated bicycle lane for the entire project corridor is not feasible. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and with a reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.
83	Garrett Hennigan	Washington Area Bicyclist Association	We appreciate DDOT's focus on pedestrian access and safety in this project, along with improving storm water treatment, sewer upgrades, environmental conservation, and the safer intersection design at Brandywine St. But for the price tag, the project must deliver a result that improves safety and access for people who bike, too. Rebuilding a smooth road for drivers and adding curbs, but requiring people on bikes to continue sharing a lane with motor vehicles that speed around blind corners is a failure of accommodation, not a safety improvement. Improving safety for people on bikes in this context, requires a minimum of a wide (5-6') climbing lane, restricting vehicle speed.	Email, Received 11/16/2020	Bicycle Lane	See Line #82 above for response regarding right-of-way constraints that would preclude such elements as the noted bicycle climbing lane, as well as the incorporation of a shared use path option on the northern end of the project.  Reduction of speed on the Broad Branch Road will be evaluated by DDOT's Traffic Engineering and Signals Division and in accordance with Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices (MUTCD). DDOT will analyze the design and traveling speed of the roadway during future phases of the project, and will evaluate the appropriate speed and signage for the roadway based on the classification, volume, and safety needs. The findings of the analyses would be discussed with public as part of the public involvement for the project at that time.
84	Garrett Hennigan	Washington Area Bicyclist Association	We insist that the project team return to the purpose and need and consider the alternatives. First, for the sake of limiting runoff and limiting the area of disturbance, we encourage the team to reconsider the merits of converting Broad Branch Road to one-way operation and using the additional road space to accommodate pedestrian and 2-way bicycle access. This option is by far the most environmentally friendly to water quality and wildlife, the best alternative for road safety, especially for drivers, and likely the lowest cost.	Email, Received 11/16/2020	Alternatives / Purpose and Need	A single lane (one-way) option was not proposed as part of any alternative or alternative refinement in the Final EA because it would not accommodate future projected traffic volumes nor provide required system linkages, as identified in the purpose and need of the project. As discussed in Section 2.4, closure of Broad Branch Road to vehicles in one direction was considered early on in the alternatives development process, but eliminated due to potential lengthy, circuitous travel for vehicles.  See Line #82 above for response regarding the incorporation of a shared use path option on the northern end of the project.

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85	Garrett Hennigan	Washington Area Bicyclist Association	Only if the one-way option must be fully eliminated, we support a mix of alternative C and a modified alternative D (with a wider 5' climbing lane). Along the majority of the road, right of way is sufficient to include a 6' sidewalk, a generous sidewalk buffer, and a 5' wide climbing bike lane. Where right of way is constrained, and only there, the climbing bike lane could transition to a shared lane until the right of way again allows a dedicated climbing bike lane. While still a significant compromise, this option arguably satisfies the purpose and need, meets minimum DDOT bike lane standards, and satisfies the mandate of the Complete Streets Policy.	Email, Received 11/16/2020	Alternatives	Project improvements are constrained by right-of-way on both sides of the roadway (see Line #82 above for response regarding right-of-way constraints). For the reasons noted there, a dedicated bicycle climbing lane for the entire project corridor is not feasible. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and with a reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way. Such improvements are not feasible south of Linnean Avenue within the project area. The Preferred Alternative will provide sidewalks in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction.
86	Garrett Hennigan	Washington Area Bicyclist Association	Finally, please note that the recently enacted Vision Zero Omnibus Amendment Act of 2020, when fully funded, will lower speed limits on collector roads, like Broad Branch Road, from 25mph to 20mph. The roadway design and geometry should use a target speed of 20mph rather than 25mph and should encourage this new, slower, and safer speed.	Email, Received 11/16/2020	Speed Limit	While Broad Branch Road is currently posted for 25 mph, the roadway geometrics at two locations require speed reductions (to either 20 mph or 15 mph). DDOT's Traffic Engineering and Signal Division will continue to evaluate reduction of speed on the Broad Branch Road in accordance with the guidelines of the Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices (MUTCD). DDOT will analyze the design and traveling speed of the roadway during future phases of the project, and will evaluate the appropriate speed and signage for the roadway based on the classification, volume, and safety needs. The findings of the analyses would be discussed with public as part of the public involvement for the project at that time.
87	Josh Rising	Ward 3 Bicycle Advocates	Thank you for the opportunity to comment on the Revised Draft Environmental Assessment, where DDOT has indicated its desire to proceed with a modified version of Candidate Alternative 3. We strongly disagree with this decision and have a number of suggestions as to how DDOT and FHWA can improve both the process and the outcome. At the outset, we would note that each of the adjoining ANCs (3/4G, 3F and 3E) requested in 2013 that (DDOT) to adopt Alternative 4 because it included a designated bike lane on the northbound portion of the roadway. ANCs 3/4G and 3E have also, over this past couple of weeks, passed resolutions reiterating that position and urged DDOT to revisit its selection of modified Alternative 3 to instead install the preferred Alternative 4.	Email, Received 11/16/2020	Alternatives	DDOT thanks Ward 3 Bicycle Advocates for their review and comment, and acknowledges the ANCs' continued support of Build Alternative 4. After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized, in accordance with the Section 4(f) of the USDOT Act of 1966 (which requires the selection of the Least Overall Harm Alternative to resources protected under the Act, which has been determined to be the Preferred Alternative, as documented in the EA). For these reasons, Build Alternative 4, nor a dedicated bicycle lane as part of the Preferred Alternative, were not selected. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and with a reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way.
88	Josh Rising	Ward 3 Bicycle Advocates	In the event that DDOT is unable to adopt Alternative 4, we request that it consider the following comments. More Unsafe for Cyclists than Under Current Conditions: Modified Alternative 3 creates a more dangerous situation for cyclists who are already subjected to life-threatening conflicts with northbound car travel under the existing alignment. This is because it includes a curb that would prevent any safe refuge for cyclists along with a double yellow line that encourages cars to squeeze cyclists toward that curb as they try to pass them.	Email, Received 11/16/2020	Preferred Alternative	See Line #87 above for response as to why Build Alternative 4 is not feasible as the Preferred Alternative. The Preferred Alternative (Alternative 3 Modified) includes curb and gutter as one of several required measures to reduce the volume and velocity of stormwater runoff of the existing inadequate stormwater drainage (an identified deficiency in the purpose and need of the project). Proposed pavement markings shown as part of the proposed action are in accordance with current design standards for the facility. The design of the Preferred Alternative, including both stormwater management systems as well as signage and pavement marking plans, would be further developed in future design phases of the project. At that time, signage and pavement marking plans would be further developed with the safety of users as the priority, in accordance with DDOT's Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices (MUTCD).
89	Josh Rising	Ward 3 Bicycle Advocates	Failure to Use City-Owned Land within the Right of Way: While we understand the challenges of dealing with the State Department and sovereign nations to try and get access to DC property within its right of way, we are disappointed that DDOT has not been able to convince one of the six nations to provide access. We would have thought that DDOT would have been successful with at least one embassy, so we are left to wonder without more evidence how much effort was expended to elicit this compromise.	Email, Received 11/16/2020	Right-of-way	Coordination efforts with the US State Department were extensive and lengthy, spanning years of discussion. That process ended when DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes.
90	Josh Rising	Ward 3 Bicycle Advocates	More disappointing is the fact that DDOT has not even attempted to include a bike lane along portions of the roadway where it has the right through eminent domain to use the right of way abutting private landowners. It does not appear that any effort was made to do so, perhaps because DDOT believed that it needed to install a bike lane along the entire stretch or install no bike lane at all. We disagree.	Email, Received 11/16/2020	Bicycle Lane	See Line #87 above for response regarding incorporation of a shared use path between Linnean Avenue and 27 <sup>th</sup> Street as an option of the Preferred Alternative based on comments received on the Revised Draft EA.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
91	Josh Rising	Ward 3 Bicycle Advocates	No Semblance of a Bike Lane Signals that Bikes Don't Belong: Our view is that physical clues are necessary on the northbound stretch of roadway that bikes are allowed on the roadway. Having partial bike lanes on stretches where DDOT can take more width must be explored to make this clear to drivers. We believe this should happen in each area that is abutted by private property, and north of 27th Street where there is plenty of room for two bike lanes, not just a northbound climbing lane.	Email, Received 11/16/2020	Bicycle Lane	See Line #87 above for response regarding incorporation of a shared use path (bicycle and pedestrian) between Linnean Avenue and 27 <sup>th</sup> Street as an option of the Preferred Alternative. Continuation of the shared use path or dedicated bicycle lane(s) are not feasible in the remainder of the project corridor due to the noted right-of-way constraints (see Line #89 above).
92	Josh Rising	Ward 3 Bicycle Advocates	Narrower Travel Lanes Could Permit More Alternative Uses: We are not clear on why DDOT has determined a 10-foot car travel lane is the best use of the available space, particularly along a stretch of road where cars already exceed the speed limit. Our view is that a narrower lane will cause cars to drive closer to the speed limit and could permit a further expansion of the sidewalk. It might also be possible then use the sidewalk for a shared use path, although we would clarify that our first choice would be to have a bike lane heading northbound.	Email, Received 11/16/2020	Alternatives / Travel Lanes	In accordance with the District's Design and Engineering Manual for minimum vehicular travel lane widths for this type of facility, the project will not narrow the travel lanes less than existing width (10 feet). See Line #87 above for response regarding incorporation of a shared use path north of Linnean Avenue as part of the proposed action.
93	Josh Rising	Ward 3 Bicycle Advocates	No Indication of Speed Limit Reductions or Signage to Promote Safety for Cyclists: We understand these decisions are being left for future design iterations, but we believe DDOT must make it clear to road users of its intention during this part of the process to reassure them of its commitment to safety. For the entire length of the project, DDOT should: <ul style="list-style-type: none"> <li>- Mark the road clearly as having a 20 mph speed limit as an added measure of safety;</li> <li>- Paint sharrow in the roadway every 500 feet where there is no bike lane;</li> <li>- Include standard street signs every 1,000 feet stating "[Bike Symbol] MAY USE FULL LANE."</li> </ul>	Email, Received 11/16/2020	Speed Limit / Signing and Pavement Markings	As noted in the comment, signing and pavement marking details, such as the noted sharrow or street sign spacing, will be developed during future design phases of the project in accordance with DDOT policy guidance at that time. While Broad Branch Road is currently posted for 25 mph, the roadway geometrics at two locations require speed reductions (to either 20 mph or 15 mph). Reduction of speed on the Broad Branch Road will be evaluated by DDOT's Traffic Engineering and Signals Division and in accordance with the Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices (MUTCD). DDOT will analyze the design and traveling speed of the roadway during the future phases of the project and will evaluate the appropriate speed and signage for the roadway based on the classification, volume, and safety needs. The findings of the analyses would be discussed with public as part of the public involvement for the project at that time.
94	Josh Rising	Ward 3 Bicycle Advocates	DDOT Should Commit to More Transparency Via a Public Meeting: It is frustrating that-- after so many years of having this project languish--DDOT publishes its recommendations after midnight on a Friday and then requires the public to comment within a little more than 2 weeks later without holding a public hearing or community meeting on its recommendation. DDOT should immediately announce a public meeting where it can answer resident questions and hear input from the community on the Alternative proposed. It should also leave open the public comment period until 2 weeks after that meeting is held.	Email, Received 11/16/2020	Public Involvement	In order to reduce the risk for COVID-19 (as defined by the Center for Disease Control) and in alignment with Mayor Bowser's Coronavirus Phase Two Guidance at the time of publication, DDOT and FHWA provided a complete digital copy of the Revised Draft EA, including all technical appendices, for public review and comment. DDOT prioritized electronically publishing the Revised Draft EA as soon as technically feasible after FHWA approved it for public review. Comments on the project were accepted during a 30-day comment period after publication. In lieu of a traditional in-person meeting for the aforementioned reasons, a narrated video presentation of the project and the findings of the Revised Draft EA were also provided on the website. Announcements of the availability of the Revised Draft EA were emailed to all individuals and special interest groups who requested to be on the project mailing list, and availability letters were also individually mailed to agencies, elected officials, utility representatives, and other project stakeholders. All parties were encouraged to review the project update and provide comments to be considered as part of the Final EA. Additionally, DDOT attended two ANC meetings regarding the Revised Draft EA (ANC 4A Commissioner's Meeting on 11/4/2020 and ANC 3/4G Commissioner's Meeting on 11/9/2020).
95	Allan Barlow	Citizen	I applaud the effort and detail that comprise the proposed alternatives. Whatever the choices made, I cannot imagine the project being completed and not taking advantage of the opportunity to have Pepco and/or others provide undergrounding of all utilities that need to follow Broad Branch. And all light poles should preferably exist on the uphill (West) side of the road.	Email, Received 10/18/2020	Utilities	DDOT thanks Mr. Barlow for reviewing the Revised Draft EA. The project has been, and will continue to be, coordinated with PEPCO, including any utility improvements that would be developed and designed in future phases of the project. The feasibility of placing power utilities underground will be further discussed when the project moves to the design phase.
96	Andrew Stevenson	Citizen	I'm writing in strong support of efforts to make Broad Branch Road in NW DC safer for cyclists, and to open it up so that pedestrians can walk along it. In its current configuration it is a very dangerous road for any pedestrian and quite risky for cyclists. I am happy to see movement on this as I've been advocating for rehabilitation of that road for years now.	Email, Received 11/16/2020	Pedestrian Facilities / Bicycle Safety	DDOT thanks Mr. Stevenson for reviewing the Revised Draft EA. The Preferred Alternative (Alternative 3 Modified) would provide a sidewalk throughout the length of the project, in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction. Although a dedicated bicycle lane is not feasible due to right-of-way constraints previously detailed in this table, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
97	Andrew Stevenson	Citizen	I support the DDOT recommendation to add a sidewalk to the W side of Broad Branch Road, urge you to please continue to give creative thought to how best to make this road safer for all users.	Email, Received 11/16/2020	Pedestrian Facilities / Multimodal Safety	The Preferred Alternative will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities. Additionally, DDOT will analyze the design and traveling speed of the roadway during future phases of the project, and will evaluate measures such as the appropriate speed and signage for the roadway based on the classification, volume, and safety needs. The findings of the analyses would be discussed with public as part of the public involvement for the project at that time. Elements such as speed reductions and specific signage and pavement marking plans would be further developed with the safety of users as the priority, in accordance with the Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices (MUTCD).
98	Andrew Stevenson	Citizen	I also support the addition of sidewalk connectors to the existing sidewalks on Brandywine St. so as to tie them in to any new sidewalk that is located on Broad Branch Rd.	Email, Received 11/16/2020	Pedestrian Facilities	The Preferred Alternative considered crosswalks wherever connections between existing or planned sidewalks are needed. Crosswalks and connections are included as part of the redesign of the Brandywine Street intersection.
99	Bradford McKee	Citizen	These comments state my personal views as a resident of the District of Columbia at my address listed above since April 1990. Since moving to this address in the Mount Pleasant neighborhood, one mile from the southern end of Broad Branch Road at Beach Drive NW, I have been a consistent user of Broad Branch Road and its environs both in DC neighborhoods and in the federal reservation of Rock Creek Park, via auto, bicycle, and walking/running. My occupation during this entire period has been as a journalist specializing first in reporting on architecture, urban design, and city and regional planning (...) That most recent position placed me at a vantage point for the past decade to see worldwide the complex and revolutionary changes occurring in the design thinking of cities, particularly assertive agendas to promote public health and access to nature for all people and to combat urgently the inexorable global climate emergency and its countless threats to all forms of life on the planet. As an ardent supporter of the public process and observer of it in many instances and localities in my work, I appreciate the fine-grained detail the project team for Broad Branch Road has put into its rebuilding. I also recognize the long period of time during which the team needed to work out many complicated and competing factors relating to the disposition of the road. This is an old project for an entirely new era. During the seven years since the original EA in 2013, DC like other progressive and design-conscious cities has continued to make impressive strides ahead in its livability through innovative kinds of attention to spatial quality, building on its history of integrating and repairing its urban fabric gently amid the living tissue of its natural setting. The major environmental moves in DC in recent years have been to emphasize active transportation, shared transportation, and microtransport; to reduce auto dependency; to clean the waterways through stormwater infrastructure and smarter land use; to reduce flooding; to protect trees for their beauty and as sacrosanct habitat and climate-regulating natural infrastructure; to strive toward a guarantee of safety for pedestrians through Vision Zero; to consider history and culture in building the identities of neighborhoods, and to think and plan beyond individual streets or corridors toward interconnectedness among the city's diverse assets. Except for the promise of improved stormwater detention, this EA makes clear that none of the broad overtures above influence the project plans for Broad Branch Road.	Email, Received 11/16/2020	Purpose and Need	DDOT thanks Mr. McKee for reviewing the Revised Draft EA. The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project purpose and need as well as DDOT policy guidance. It is an important goal of the District to maintain and protect Washington's unique landscape and natural features. The environmental document addresses the elements noted, particularly in the purpose and need that guide the project (infrastructure deficiencies; multimodal safety; system linkage; and local legislation/guidance), as well as the detailed resource impact analyses. Such improvements are consistent with DDOT's mission to enhance the quality of life for residents and visitors by ensuring that people, goods, and information move efficiently and safely with minimal adverse impact on residents and the environment. The design of the Preferred Alternative would be further developed in future phases of design with the safety of users as the priority, in accordance with DDOT's Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded).
100	Bradford McKee	Citizen	Now reverberating through that discordant context is the novel coronavirus pandemic, which has upended daily life, work, and movement for everyone. Locally, in the project area, it has drastically reduced commuter reliance on Broad Branch Road and as drastically increased the use of Rock Creek Park at all times of every day by multitudes who walk, run, cycle, or use scooters through its restorative environment. The long-range impact of these changes cannot possibly be gauged fairly for two or three years at least to look for lasting patterns, but it would be prudent to assume the project prospects as they have developed to date in this ecologically sensitive area of the city will scarcely pertain from here on.	Email, Received 11/16/2020	Purpose & Need / Impacts	DDOT acknowledges that the purpose and need developed for the project along with the analysis and data collected was prior to the pandemic. The purpose of the project to include multimodal options is still relevant to the current uses of the roadway under the pandemic while allowing the roadway the ability to handle the resurgence of traffic and pedestrian volumes in the future, if needed. Both temporary (during construction) and permanent environmental impacts of the project are evaluated in the EA. The elements of the proposed action have been continuously coordinated with the stakeholder agencies such as NPS and SHPO to preserve the ecological and cultural value of the project area. DDOT will continue coordination with NPS, who is the administrator of the Rock Creek Park, during the design phase of the project.
101	Bradford McKee	Citizen	Recommendation: Alternative 1 – No Action Alternative This is a provisional recommendation. Place the project on hold and maintain the Broad Branch Road corridor as best possible through 2024 while engaging a whole new set of guiding principles for its rehabilitation, none of which should be auto-centric. The elaborated build alternatives in the EA all place primacy on motor vehicles, an approach that is insufficient in every respect at this time in the life of the city.	Email, Received 11/16/2020	No Action Alternative	As stated in Section 2.2 of the Revised Draft EA, Alternative 1, the No Action Alternative, does not meet the purpose and need of the project. The roadway/culvert have passed its useful lifecycle under the continued deterioration due to erosion, and immediate replacement of the roadway and culvert is needed to maintain this critical connection through the city. The project has been evaluated in accordance with both Federal and local legislation, guidance, criteria, and initiatives, which are detailed in Chapter 1 of the Final EA, and will provide for multimodal safety and infrastructure needs, which are consistent with the long-term vision of the District.
102	Bradford McKee	Citizen	My main advice as a resident and user would be to close half the road to give the width of one full lane to pedestrians and cyclists. Make Broad Branch Road one-way in a single direction for cars, such as north to south, or create timed reversible auto travel on a single lane. Because a handful of residents have no other ways to reach their homes without using Broad Branch Road, their access must be preserved, but that does not force the full employment of the road for auto commuters and other transient drivers.	Email, Received 11/16/2020	Alternatives	A single lane (one-way) option was not proposed as part of any alternative or alternative refinement in the Final EA because it would not accommodate future projected traffic volumes nor provide required system linkages, as identified in the purpose and need of the project. As discussed in Section 2.4, reducing Broad Branch Road to vehicles in one direction was considered early on in the alternatives development process, but eliminated due to potential lengthy, circuitous travel for vehicles.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
103	Bradford McKee	Citizen	Every effort should go into conserving most if not all of the surrounding forest, working surgically where retaining wall repair and the like are needed. The loss of trees estimated in any build scenario of the EA would be an unacceptable erasure of tree canopy, which serves as habitat, regulates stream temperatures, holds a certain line on erosion, and vitally, cools the neighborhood as urban heat turns more extreme. The tree loss along Broad Branch will likely closely coincide with the large-scale destruction of forest along Soapstone Valley for the replacement of a failed drain beneath the Soapstone Creek stream channel. The two projects together will present a severe shock of habitat fragmentation, for which subsequent revegetation will take decades to compensate.	Email, Received 11/16/2020	Vegetation / Adjacent Projects	DDOT will first minimize unavoidable impacts (as noted in the comment) prior to repairing/restoring, reducing, or compensating for impacts, in accordance with NEPA. Previous versions of the EA document committed DDOT to avoiding disturbance to trees to the maximum extent possible, specifically in accordance with DDOT standard specifications, and these commitments remain in the Final EA document. Similarly, the EA document assessed cumulative impacts and determined such activities would not individually or cumulatively have a significant environmental effect. The design refinement of the Preferred Alternative reduced the amount of clearing and grading required and would have fewer impacts to trees and streams than the original Build Alternatives. Commitments in the Final EA require restoration of any such loss in accordance with the special permit requirements of NPS and DOEE.
104	Bradford McKee	Citizen	The EA and its accompanying documents make scarce if any mention of Broad Branch Road's natural beauty or speak emphatically to preserving its visual assets as a rare shady country road in the heart of a city. This, I find, might be the proper starting point for a future re-envisioning of Broad Branch Road as a quiet, safe, and not least, amphibious passage through DC. For reference, I would urge thinking more in the mode of Klingle Valley (having been here when it was still in use as Klingle Road and unthinkable for closure) and less in the mode of, say, Adams Mill Road, NW, between Kenyon Street and the National Zoo, a vastly overdrawn and overlit renovation. Broad Branch Road is not technically a park road, but it should every bit be regarded as one.	Email, Received 11/16/2020	Aesthetic and Visual Quality / Context	Chapter 3 of the EA documents the existing conditions of the project area, which provides the basis for potential impacts resulting from the project. It includes a detailed evaluation of the existing natural resources within and around the project corridor, as well as the aesthetics and visual quality as viewed to and from the existing roadway corridor. Broad Branch Road is functionally classified as a collector and under the purview of DDOT and accordingly must meet the standards and requirements of such a public facility.
105	Cary Kadlecek	Lawyer on behalf of Citizens	On behalf of the owners of the property ("Owners") located at 4668 Broad Branch Road NW ("Property"), this letter offers comments about the adverse impacts that Broad Branch Road Reconstruction Project – Alternative 3 Modified – ("Project") will have on the Property and neighboring properties. The Project's proposed expanded right-of-way will damage Owners' improvements and ability to access their Property, as well as decrease their property values.	Email, Received 11/16/2020	Residential Properties	DDOT thanks Mr. Kadlecek, and the property owners noted, for reviewing the Revised Draft EA. The Preferred Alternative would require additional right-of-way to expand the roadway cross-section to include sidewalks, curbing, and drainage facilities, which will provide benefit to the entire project corridor. The alignment plans, and associated potential impacts, presented in the EA are conceptual in nature, as appropriate to support the decisions to be made at this time. Efforts to further minimize potential impacts identified in the EA will occur for all resources, including right-of-way impacts to properties, during future phases of final design. As documented in the EA, any acquisition of right-of-way from private property owners, would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. All property access (i.e., driveways) or property structures (i.e., fences, light posts, or other permanent features) that is impacted by the project will be restored and/or replaced in kind. A commitment stating such as been added to the Final EA.
106	Cary Kadlecek	Lawyer on behalf of Citizens	As the Environmental Assessment ("EA") describes, planning for the Project began nine years ago, and the last direct public engagement about it was more than seven years ago. The general public was provided little to no information between then and when this EA was released. This EA is the first time that the general public has been made aware of and able to comment on the selected Alternative 3 Modified.	Email, Received 11/16/2020	Public Involvement	Extensive and lengthy coordination efforts were carried out with NPS and the US State Department in an effort to acquire additional right-of-way for the project, which resulted in the design refinements to the Preferred Alternative, as noted. Recognizing the extended period of time since the initial environmental document was published, DDOT and FHWA prepared the Revised Draft EA -- instead of traditionally progressing straight to the Final EA -- to give agencies, interest groups, and the general public an additional opportunity for review and comment. Announcements of the availability of the Revised Draft EA were emailed to all individuals and special interest groups who requested to be on the project mailing list, and availability letters were also individually mailed to agencies, elected officials, utility representatives, and other project stakeholders. All parties were encouraged to review the project update and provide comments to be considered as part of the Final EA. Comments on the Revised Draft EA were accepted during a 30-day comment period after publication. Additionally, DDOT attended two ANC meetings regarding the Revised Draft EA (ANC 4A Commissioner's Meeting on 11/4/2020 and ANC 3/4G Commissioner's Meeting on 11/9/2020).
107	Cary Kadlecek	Lawyer on behalf of Citizens	There are a handful of property owners, including the Owners, whose homes front on and whose driveways connect directly to Broad Branch Road. The Owners and their neighbors will be more directly and greatly impacted by this Project than anyone else who has not been directly consulted. For example, it appears the Project will adversely affect the Owners and their Property as follows: '1. The Owners' front light post and entry gate will be damaged and/or removed. While they are not on the Property, a light post and a driveway entry gate and its anchoring posts are located in the public parking area adjacent to the Property. <sup>1</sup> The Project's expanded right-of-way will encroach on the entry gate and posts and will, at a minimum, damage them, and likely necessitate their removal. This unfortunate and harmful encroachment on the Property could be avoided in various ways, including removing or narrowing the planting strip currently slotted between the road and the sidewalk, narrowing the sidewalk, and/or shifting the right-of-way to the east as was done to lessen the encroachment on the five embassy properties in the Project area.	Email, Received 11/16/2020	Residential Properties	See Line #105 above for response regarding restoration/replacement of private property access and structures and further minimization of potential impacts. See Line #106 above for response regarding public involvement.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
108	Cary Kadlecek	Lawyer on behalf of Citizens	2. The Property's driveway grade will significantly steepen, thereby making it more difficult, if not impossible, for the Owners to access their Property. The grade change from Broad Branch Road up to the Owners house is already steep, but the current length of the driveway from the road to the house allows it to gradually change so that it is sufficiently navigable by an automobile. With the Project's right-of-way expansion, the Owners' driveway will be shortened and the grade of the driveway will become significantly steeper, potentially too steep to be useful for an automobile. The few other properties similarly situated with direct access to and from Broad Branch Road will experience similar adverse impacts from the Project as currently designed.	Email, Received 11/16/2020	Residential Properties	See Line #105 above for response regarding restoration/replacement of property access and structures and further minimization of potential impacts. See Line #106 above for response regarding public involvement.
109	Cary Kadlecek	Lawyer on behalf of Citizens	Given how few property owners are in this situation and the disproportionate adverse impact this Project will have on the them, it is problematic that they were not considered "major stakeholders" and not directly consulted about the preferred design. Accordingly, before DDOT proceeds any further with the Project, we request that the Owners and others whose homes front on and directly access Broad Branch Road be offered an opportunity to discuss design elements of the Project, including suggesting modest adjustments, that will lessen its impact on those properties.	Email, Received 11/16/2020	Residential Properties	See Line #106 above for response regarding public involvement. The alignment plans, and associated potential impacts, presented in the EA are conceptual in nature, as appropriate to support the decisions to be made at this time. Efforts to further minimize potential impacts identified in the EA will occur for all resources, including right-of-way impacts to properties, during future phases of final design. DDOT will be open to meetings with different groups and individuals as part of the community engagement during the future design phase of the project to discuss different ideas and address any concerns. At that time, impacts would be evaluated quantitatively at a more refined level of detail to determine specific land acquisition requirements in consideration of slopes, drainage, and reasonableness in working with the property owners. If appropriate to do so, individual property owners would be consulted to address the potential for any special cases. Proposed right-of-way acquisition will be refined and developed very carefully, on a case-by-case basis, by an experienced DDOT right-of-way personnel.
110	David Cottingham	Citizen (also on behalf of Barbara Elkus and Jim McCarthy)	Mr. Cottingham attended many, if not all, of the public meetings on this project. He and Ms. Elkus live just north of Broad Branch Road and use it frequently as a way of driving between their homes and Beach Drive to access downtown DC. For years we rode our bicycles up and down Broad Branch Road. We no longer do that after narrowly avoiding accidents several times. Another of us (McCarthy) served as Chairman of the Chevy Chase / Hawthorne / Barnaby Woods Advisory Neighborhood Commission (ANC 3/4G), which represents the area west of the park from the Maryland border to Military Road. The ANC includes the northern portions of Broad Branch Road up to its entry into Rock Creek Park. We are all staunch and fervent advocates for Rock Creek Park and conservation of its natural resources. We offer the following comments on the Broad Branch Road Environmental Assessment (October 15, 2020 Revised Draft Environmental Assessment). We appreciate the efforts of DDOT and FHWA to tackle the constraints of rehabilitating Broad Branch Road. It desperately needs to be rehabilitated as it is currently dangerous for motorists, cyclists, and pedestrians. Furthermore, Broad Branch regularly floods onto the roadway and erodes the bank under the roadway. Stormwater runoff is a major problem, affecting both Broad Branch and Rock Creek. We are pleased to see DDOT and FHWA taking efforts to curtail stormwater, even if we deem them to be inadequate to handle the stormwater from upstream sources. The District should do more to encourage residents and businesses at the top of the watershed to control rain on their properties in addition to controls in the floodplain and Broad Branch.	Email, Received 11/16/2020	Stormwater Management	DDOT thanks Mr. Cottingham, and the noted citizens, for their continued participation in the project and their support of the project improvements overall. The noted properties are outside of the project area of improvements and outside of the scope and identified purpose and need of the project. Regionwide stormwater management, as well as stormwater best management practices (BMPs) in the District of Columbia to meet pollutant removal goals, reduce peak discharges, and pass extreme floods, is under the jurisdiction and purview of the District Department of Energy and Environment (DOEE). DDOT coordinates with DOEE for supporting projects (see Lines #27 to 39 in this table for DOEE comments on this project), of note their stream daylighting project, which will be further accommodated as part of the proposed action.  DDOT will continue to coordinate with DC Water and DOEE during future phases of the project to ensure appropriate overall stormwater practices for the area are designed and implemented. Detailed hydraulic analysis would be performed and coordinated during future phases of final design in accordance with, and to ensure compliance of, all applicable federal and District laws and regulations. The noted properties are outside of the project area of improvements and regionwide stormwater management is outside of the scope and identified purpose and need of the project.
111	David Cottingham	Citizen (also on behalf of Barbara Elkus and Jim McCarthy)	Select Candidate Build Alternative 4 as the Preferred Alternative: Alternative 4 provides the most attractive option of those evaluated in the EA. Our primary concern with the Preferred Alternative (Candidate Build Alternative 3 Modified) is that it does not include a 4-foot-wide bike path along the creek side of the rehabilitated roadway. Accordingly, we urge DDOT/FHWA to reconsider Alternative 4 and make it the Preferred Alternative. Broad Branch Road has long been an essential avenue of ingress and egress to Beach Drive, other parts of Rock Creek Park, and the Rock Creek and Potomac Parkway. It provides access to major downtown arteries like Virginia Avenue as well as Memorial Bridge. It is heavily used; probably too much so for a narrow winding roadway. It is currently dangerous for pedestrians and cyclists to use because of its curves, narrowness, and lack of sidewalks or paths. Nevertheless, people regular run, walk, and ride bicycles up and down Broad Branch Road. Rebuilding Broad Branch Road as a multi-modal transportation corridor that enhances non-motorized forms of transit (like pedestrians, bicycles, and scooters) is more in line with Mayor Bowser's <i>Challenge for Safer People and Safer Streets</i> as called for in the District's Vision Zero, which has the goal of reaching zero fatalities and serious injuries to travelers, particularly pedestrians and cyclists, by 2024. Taking a less automobile-focused view of Broad Branch Road to serve a variety of users is called for. The Preferred Alternative presented in the EA is too automobile focused and will not aid in reaching these important goals. Taking a more multidisciplinary view of Broad Branch Road to serve a variety of users is critical. The DDOT/FHWA Preferred Alternative only minimally addresses the need to improve pedestrian access. Times have changed radically since DDOT/FHWA began planning for rehabilitation of Broad Branch Road in 2011. DC now has a much more vibrant cycling and pedestrian infrastructure, with dedicated bike lanes throughout the city, short-term rental bikes, and electric assist bikes. Many more people are using bikes to commute and recreate. Mayor Bowser's efforts noted above recognize these changes in city resident behavior. Unfortunately, the Preferred Alternative does not do enough to add to the existing cycling infrastructure.	Email, Received 11/16/2020	Alternatives / Preferred Alternative	DDOT recognizes the use of the corridor by multiple types of users, as documented in the purpose and need for the project. Improvements for the project considered all modes of transportation including motorized vehicles, bicycles, and pedestrians. However, project improvements are constrained by right-of-way on both sides, which has not and will not change. After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized as part of the guidelines under Section 4(f) of the USDOT Act of 1966. For these reasons, Alternative 4, nor further expanding the cross-section of the Preferred Alternative to include a dedicated bicycle lane, is not feasible. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and with a reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way.  Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage. No vehicle-capacity improvements are proposed, and no increase in traffic is anticipated. The design of the Preferred Alternative would be further developed in future phases of design with the safety of users as the priority, in accordance with DDOT's Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices (MUTCD).

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
112	David Cottingham	Citizen (also on behalf of Barbara Elkus and Jim McCarthy)	Providing safe pedestrian and bicycle access along Broad Branch Road must be an essential component in the rehabilitation of the roadway. The sidewalks in the Preferred Alternative are an important step in the right direction. However, without a dedicated bike lane as presented in Alternative 4, many cyclists will use the new sidewalk, especially when making the dangerous ride uphill. This will inevitably make pedestrians less comfortable using the sidewalk. A 5 to 6-foot sidewalk will not be safe for either walkers/runners or cyclists when this is the only non-road option.	Email, Received 11/16/2020	Pedestrian Facilities / Bicycle Safety	See Line #111 above for response regarding right-of-way constraints through the corridor and incorporation of a shared use path option as an option of the Preferred Alternative in the Final EA.
113	David Cottingham	Citizen (also on behalf of Barbara Elkus and Jim McCarthy)	As presented in the EA, all of the candidate build alternatives would require some land from Rock Creek Park (see Table 4-12). Land access is severely restricted there. Data presented in the EA state that Alternative 4 would require a right of way between 42 ft wide and 47'-2.5" wide (see figure 2-14). Alternative 4 would encroach on National Park Service/Rock Creek Park lands by 2,333 square feet more than the Preferred Alternative (4,024 sq ft for Alternative 4 compared to 1,691 sq ft for Alternative 3 Modified) for a total encroachment beyond the existing ROW of almost 42,000 square feet (not all on NPS land). DDOT/FHWA and NPS officials have been negotiating on this project for almost a decade. We are not aware of the details of those discussions. We assume that NPS has reluctantly accepted the Preferred Alternative and rejected any project attributes that would take more Park lands or more adversely affect its resources. We understand that position. Nevertheless, we address this comment to NPS officials as much as DDOT/FHWA. We urge NPS Rock Creek Park officials to consider granting a ROW special use permit to DDOT/FHWA for 0.05 acres more than the area in the Preferred Alternative for construction of a bike lane. This is not for widening the roadway. This is for safe bicycle and pedestrian access to and from the Park in an urban area. The National Park Service builds bike lanes and paths on its property all the time in most National Parks throughout the country. Granting such a ROW or special use permit is a minimally invasive way to accomplish a Park goal of improving safe access.	Email, Received 11/16/2020	Park Impacts	As noted, NPS (manager of the federally-owned Rock Creek Park) serves as a cooperating agency as part of the NEPA process, and continuous coordination has been conducted with the agency to minimize encroachments and impacts on the Rock Creek Park and its functions. As documented in the Final EA, pursuant to the Section 4(f) requirements, NPS agreed that the minor encroachments of the Preferred Alternative on their property would not adversely affect the activities, features, or attributes of the park land and the roadway improvement would serve to better stabilize slopes at these same locations. For these reasons the NPS has supported the selection of Alternative 3 Modified as the Preferred Alternative. All temporary uses of NPS property will be controlled in a special use permit which will be finalized during the design phase. NPS will continue to be actively engaged in the post-NEPA phases of the project to complete the Transfer of Jurisdiction (TOJ) of properties, accommodate the final design, and construct the proposed action to meet the purpose and need of the project.
114	David Cottingham	Citizen (also on behalf of Barbara Elkus and Jim McCarthy)	We understand DDOT/FHWA and other Agencies are eager to wrap up this long NEPA public review and begin the much needed roadway rehabilitation. For the reasons stated above, we urge you to consider making Alternative 4 your Proposed Action. We would be happy to discuss our comments with you and NPS officials at your convenience.	Email, Received 11/16/2020	Coordination	See Line #111 above for response regarding the basis of selection of the Preferred Alternative. DDOT will be open to meetings with different groups and individuals as part of the community engagement during future phases of the project to discuss different ideas and to address any concerns.
115	Ellen Wormser	Citizen	I slogged through the whole document, but couldn't find an explanation of the modifications proposed to alternative 3 that are recommended. There is little new in this document from the 2011 and 2013 EA's. Just more detail. Unconscionable delay.	Email, Received 10/29/2020	Documentation	DDOT thanks Ms. Wormser for reviewing the Revised Draft EA. Extensive and lengthy coordination efforts were carried out with NPS and the US State Department in an effort to acquire additional right-of-way for the project, which resulted in the design refinements to the Preferred Alternative, as noted, that are detailed in the referenced sections of the Revised Draft and Final EA documents. Recognizing the extended period of time since the initial environmental document was published, DDOT and FHWA prepared the Revised Draft EA and Final EA in its entirety. Based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. Changes to the Final EA since the Revised Draft EA are noted in bold italic text in the document.
116	Ellen Wormser	Citizen	I hope that while these alternatives are under consideration (once again) the holes in the road are repaired and the logs and branches on the side of the road are removed. Also, before winter and ice are upon us, the flow of water from the hillside just south of the stop sign at 27th Street, is stopped. This has been a constant problem.	Email, Received 10/29/2020	Maintenance	Routine maintenance issues, such as those noted, are separate from the purview of this environmental document. DDOT performs annual routine street maintenance to keep the District's roadways as close as possible to a newly constructed condition. This results in a cost-effective use of limited available funds and provides maximum benefit to the traveling public by enhancing the safety of the roadway and improving the ride comfort of the road surface. DDOT encourages reporting routine maintenance requests/issues via their website. The project will be coordinated with other DDOT maintenance programs to protect against roadway deterioration.
117	Ellen Wormser	Citizen	I hope that the 3 new houses built on Broad Branch have copies of this proposal. The residual value of their expensive homes will be greatly diminished after their front yards are decimated. If I were in their shoes, I would sue to get the project recommendation changed to alternative 2.	Email, Received 10/29/2020	Residential Properties	Announcements of the availability of the Revised Draft EA were emailed to all individuals and special interest groups who requested to be on the project mailing list, and availability letters were also individually mailed to agencies, elected officials, utility representatives, and other project stakeholders. All parties were encouraged to review the project update and provide comments to be considered as part of the Final EA. The Preferred Alternative would require additional right-of-way to expand the roadway cross-section to include sidewalks, curbing, and drainage facilities, which will provide benefit to the entire project corridor. The alignment plans, and associated potential impacts, presented in the EA are conceptual in nature, as appropriate to support the decisions to be made at this time. Efforts to further minimize potential impacts identified in the EA will occur for all resources, including right-of-way impacts to properties, during future phases of final design. As documented in the EA, any acquisition of right-of-way from private property owners, would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. All property access (i.e., driveways) or property structures (i.e., fences, light posts, or other permanent features) that is impacted by the project will be restored and/or replaced in kind. A commitment stating such as been added to the Final EA.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
118	Ellen Wormser	Citizen	I am not a lawyer, but I would guess that cutting into embassy property involves steps and time that are not factored into this proposal.	Email, Received 10/29/2020	Right-of-way / Adjacent Properties	After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. The Preferred Alternative, therefore, does not require any right-of-way from such properties.
119	Ellen Wormser	Citizen	Personally, I would opt for alternative 2 - fewer trees cut, less cost, and less disruption (time the road won't be usable.)	Email, Received 10/29/2020	Alternatives	The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project purpose and need as well as DDOT policy guidance. Build Alternative 2 was not selected because it does not fully meet the purpose and need of the project; it does not provide sidewalks in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction.
120	Ellen Wormser	Citizen	Whichever option is finally chosen, I would argue strongly that it should be done in stages that would keep free for as long as possible the section of roadway between Beach Dr. and Brandywine. This would allow Crestwood residents to cross the park by going up Brandywine and across Linnean to get to Nevada Ave. and points north.	Email, Received 10/29/2020	Construction	The preliminary detour plans provided in the document appendix were developed at a conceptual level to ensure access is provided to all properties during the phased construction. A final maintenance of traffic (MOT) and detour plan will be developed, evaluated, and refined during the project's design phase and made available for public review / comment prior to construction. At that time, DDOT would assess the MOT and detour plan impact on adjacent street(s) and investigate the appropriate detour route(s) for the related construction activities for each segment or phase of the project in order to promote safe modes of travel.
121	Erin Talkington	Citizen	I would like to submit comment on the draft scenarios for Broad Branch reconstruction. I use Broad Branch every day (in both car and on bike). It is imperative that the option selected add separate bike/pedestrian facilities so that pedestrians no longer need to walk in the roadway. Today, while faster cyclists are comfortable in the road, there is significant pedestrian traffic that is forced to walk in the roadway into oncoming traffic in locations where visibility is limited. Any rebuild needs to address pedestrian safety.	Email, Received 10/19/2020	Pedestrian Facilities / Bicycle Safety	The Preferred Alternative (Alternative 3 Modified) would provide a sidewalk throughout the length of the project, in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction. The Preferred Alternative would also provide crosswalks wherever connections between existing or planned sidewalks are needed. Although a dedicated bicycle lane is not feasible due to right-of-way constraints previously detailed in this table, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.
122	Gary Thompson	Citizen	I am writing in response to the invitation for public comment regarding the Revised Draft Environmental Assessment for Broad Branch Rd. I live nearby (27 years) and am a frequent user of the road, primarily as a biker (to/from work), often as a driver, and occasionally as a runner/pedestrian along the sides of the road. Thus, I am very familiar with the condition and mixed uses of the Road. I was also on the Chevy Chase ANC 2007-14, and I carefully read the entire original Draft EA, and I recall our ANC then submitted comments in support of the project. I personally continue to favor the road improvement project, including installation of the alternatives of a sidewalk, bike lane, and continue to favor the road improvement project, including installation of the alternatives of a sidewalk, bike lane, and rain garden (in that order) – to the extent that there is sufficient room for all three features. Thank you also for the careful attention and preservation of the historic structures along the road, and the cultural significant of the few remains left of the Civil War era forts & batteries.	Email, Received 10/17/2020	Alternatives	DDOT thanks Mr. Thompson for reviewing the Revised Draft EA. DDOT has considered and responded to all comments received by ANCs, both on the initial EA as well as the Revised Draft EA (which are included above in this table). The Preferred Alternative (Alternative 3 Modified) would provide a sidewalk throughout the length of the project, in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction, and would provide crosswalks wherever connections between existing or planned sidewalks are needed. Although a dedicated bicycle lane is not feasible due to right-of-way constraints previously detailed in this table, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage. The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts -- including cultural and paleontological resources in accordance with the Advisory Council on Historic Preservation (ACHP) regulations implementing Section 106 -- while still meeting the project purpose and need as well as DDOT policy guidance.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
123	George Clark	Citizen	<p>Our driveway is on the alley that connects to Broad Branch Road immediately south of Brandywine Street. We have driven the stretch of Broad Branch from our alley to Beach Drive literally many thousands of times, and the rest of the Broad Brach project thousands of times too. (...) Our concern about the earlier plan was expressed at those meetings years ago. Broad Brach Road needs better water control, and repaving, but it doesn't need to turn into a superhighway. The good news is that the preferred alternative is a marked improvement over the original one. But it is still deficient and ignores the character of the small valley that borders the Park, the only part of the City that the Fort Circle Parks couldn't see. Let me explain.</p> <p>The Report is simply wrong when it says this at page 3-28:  <i>Elements of the rural setting, historic feeling, and association with parkland remain intact because the eastern side of the roadway still bounds an undeveloped, wooded setting that was designated a national park in 1890; however, repeated additions of curb and gutters, the construction of guard rails, and sequential repaving along the alignment as well as the residential development on the northern and western side of the roadway beginning in the 1920s and 1930s have altered the original rural character of the road.</i></p> <p>This paragraph does not do justice to what is actually on the ground and in the air. The section of Broad Brach from Beach Drive to Brandywine retains precisely this rural character in the middle of a capital city. The west side is bounded solely by Hillwood, Firenze (the Italian Embassy Residence), and the Malaysian Embassy residence. Each of these three properties presents basically as parkland and trees because the buildings (except for the small Firenze gatehouse) are nowhere to be seen from Broad Branch. That rural setting is maintained to this day (the 150 feet between the alley and Brandywine contains houses far above the street).</p>	Email, Received 11/16/2020	Aesthetic and Visual Quality / Context	DDOT thanks Mr. Clark for reviewing the Revised Draft EA. No vehicle-capacity improvements are proposed as part of the project; therefore, no increase in traffic is anticipated. The discussion on page 3-28 (as noted) is part of the historic structures assessment that was performed in cooperation with the DC SHPO and NPS. Its primary intent was to document the historical context of the roadway corridor and acknowledges the alterations of this setting over the past century. Other sections within Chapter 3 of the EA further document the existing character and context of the project area, including the detailed evaluation of the existing natural resources within and around the project corridor, as well as the aesthetics and visual quality as viewed to and from the existing roadway corridor. As noted in the companion sections in Chapter 4 (Section 4.2.2) and the Section 106 Memorandum of Agreement (Appendix O), all feasible efforts will be made by DDOT and the NPS to maintain the historical integrity and rural complexion of the roadway corridor.
124	George Clark	Citizen	<p>This stretch of Broad Branch always amazes visitors, whether from Virginia or Australia, who cannot believe they are in the City. It is unique to DC. And its charm is part of what has kept us here for over 40 years. When we turn onto Broad Branch from Beach, we immediately relax, breathe deeply, and feel at home with the City we have loved through good times and bad. Degrading that by doing more than effective storm water management is short-sighted (we're surprised that there is no reference to the floods that come down Soapstone Creek or along Broad Brach in severe thunderstorms. This project will not affect those, although they may affect the project). It is a far more rural setting than even the sheltered area in Woodland Normanstone, with so many houses along the road there.</p>	Email, Received 11/16/2020	Stormwater Management	<p>See Line #123 above for response to the roadway character/context.</p> <p>The project has been, and will continue to be, coordinated with DC Water and DOEE (see their comments in this table, Lines #27-39), particularly in support of their stream daylighting project, which will be further accommodated as part of the proposed action. DDOT will continue to coordinate with DC Water and DOEE during future phases of the project to ensure appropriate overall stormwater practices are designed and implemented. The type of drainage system proposed would improve upon existing conditions by capturing and conveying stormwaters in a much more effective manner, in addition to compensating for the impervious surfaces and allowing for groundwater regeneration closer to historic volumes. Detailed hydraulic analysis would be performed and coordinated during future phases of final design in accordance with, and to ensure compliance of, all applicable federal and District laws and regulations.</p>
125	George Clark	Citizen	<p>There is a positive climate effect along Broad Branch that the project may undermine. On a 95-degree day when you enter Broad Branch at Beach Drive the temperature drops to the mid-eighties by the time you reach Brandywine. To me it is an environmental miracle. Unless the tree cutting is restricted more than the relatively small reduction in trees lost in the preferred plan over the earlier plan, that temperature decline may disappear, especially over this rural section. Losing that effect would be a severe environmental degradation. Even in the preferred alternative too many trees are removed in this rural area between Beach Drive and Brandywine. Thirteen trees come down in the short 150-foot stretch between Brandywine and our alley. Fifteen more trees come down going south before you reach the incomplete Albemarle Street. That is 28 trees, many of them mature, in one short block. That will change the pastoral character of Broad Branch, expose the valley to more sunlight, and likely change the climate. In five years we'll probably have moved because of age or died. We'd like this generation and those that follow to experience the joy and comfort we've felt along Broad Branch. We ask that you revise the plan to try to reduce these impacts and preserve a special place in Washington, D.C.</p>	Email, Received 11/16/2020	Vegetation	<p>The design refinement of the Preferred Alternative reduced the amount of clearing and grading required and would have fewer impacts to trees and streams than the original Build Alternatives. During future phases of final design, permitting, and construction, DDOT will first minimize unavoidable impacts prior to repairing/restoring, reducing, or compensating for impacts, in accordance with NEPA. Previous versions of the EA document committed DDOT to avoiding disturbance to trees to the maximum extent possible, specifically in accordance with DDOT standard specifications, and these commitments remain in the Final EA document. Commitments included also require restoration and revegetation of any such loss in accordance with the special permit requirements of NPS and DOEE.</p>
126	Ian Stevenson	Citizen	<p>I'm writing in strong support of efforts to make Broad Branch Road in NW DC safer for cyclists, and to open it up so that pedestrians can walk along it. In its current configuration it is a very dangerous road for any pedestrian and quite risky for cyclists. I am happy to see movement on this as I've been advocating for rehabilitation of that road for years now.</p> <p>I support the DDOT recommendation to add a sidewalk to the W side of Broad Branch Road, as described in Build Alternative 3 Modified. I had hoped that both a bike lane and a pedestrian sidewalk would be possible but understand that Alternative 3 Modified may very well be the best we can manage now. Yet I urge you to please continue to give creative thought to how best to discourage the use of this road as a fast lane for people traveling it in cars.</p>	Email, Received 11/16/2020	Pedestrian Facilities / Bicycle Safety	<p>DDOT thanks Mr. Stevenson for reviewing the Revised Draft EA. As noted, a dedicated bicycle lane for the entire length of the project corridor is not feasible due to right-of-way restrictions (as detailed previously in this table). However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include a shared use path (in lieu of a sidewalk) as an option for both bicyclists and pedestrians between Linnean Avenue and 27<sup>th</sup> Street. The Preferred Alternative would also improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.</p>
127	Ian Stevenson	Citizen	<p>I also support the redesigned intersection of Broad Branch Rd and Brandywine St, and the addition of sidewalk connectors to the existing sidewalks on Brandywine St. so as to tie them in to the new sidewalk coming on Broad Branch Rd. I also suggest that additional sidewalk space be added on Davenport Street between Broad Branch Rd and Linnean Avenue because what is currently there is inadequate and given that Davenport St, feeding into Grant Rd, is a major access route to Rock Creek Park for both cars and hikers/runners and cyclists, this would be a welcome improvement. Additionally, following Grant Rd up from Broad Branch Rd, an improved trail near the intersection of Grant Rd and Broad Branch Rd leading up to the Western Ridge Trail and Ridge Rd would further support foot and cyclist traffic into the other trails in Rock Creek Park.</p>	Email, Received 11/16/2020	Intersection Improvements / Adjacent Improvements	<p>As noted, the Preferred Alternative would reconfigure the intersection with Brandywine Street to improve safety and stormwater management, and incorporate sidewalks/crosswalks with all existing and planned connections on adjacent streets. During future phases of design of the project, DDOT would coordinate this project with other projects and programs within the area to determine how safe access can be provided between Davenport Street and Broad Branch Road. Any additional improvements to neighboring roadways outside of the project area, including sidewalks, will be considered separately by DDOT as part of their comprehensive planning process. DDOT's moveDC is a 25-year Long-Range Transportation Plan which responds to the District's accelerating rate of growth and infrastructure needs. Improvement projects are progressed from the comprehensive plan to annual improvement programs based on funding availability.</p>

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
128	Jane They	Citizen	Make the road one way. Add a bike/hike lane. Restore the creek sides and bed.	Email, Received 10/20/2020	Alternatives	DDOT thanks Ms. They for reviewing the Revised Draft EA. A single lane (one-way) option was not proposed as part of any alternative or alternative refinement in the Final EA because it would not accommodate future projected traffic volumes nor provide required system linkages, as identified in the purpose and need of the project. As discussed in Section 2.4, closure of Broad Branch Road to vehicles in one direction was considered early on in the alternatives development process, but eliminated due to potential lengthy, circuitous travel for vehicles. A dedicated bicycle lane for the entire project corridor is not feasible due to right-of-way restrictions (as detailed previously in this table); however, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include a shared use path (in lieu of a sidewalk) as an option for both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. Portions of the stream bed and shores will be restored to original conditions following construction of stormwater outfalls and the restoration of some retaining walls. All in-water work will be performed in accordance with the Federal and DOEE guidelines and permit requirements. New culvert outfalls will be designed to minimize scour and plunge pool creation; the Final EA has been updated to include this commitment.
129	Jesse Caldwell	Citizen	The many utility poles along Broad Branch are ugly. The lines are often hit by tree limbs in the winter or during strong storms. When the lines go down, the neighborhoods are without power or other services. Putting the lines underground would go a long way toward making the road more beautiful. And, since Broad Branch Road will be under construction for your estimated 30 to 36 months, this is the ideal time for the utilities to be put underground.	Email, Received 11/16/2020	Utilities	DDOT thanks Ms. Caldwell for reviewing the Revised Draft EA. The project has been, and will continue to be, coordinated with PEPCO, including any utility improvements that would be developed and designed in future phases of the project.
130	Jesse Caldwell	Citizen	There is an alley next to our house that runs from Chesapeake Street, NW down to Broad Branch Road. It is almost unpassable, even for bicycle riding. There is a spring that freezes and thaws in the winter that has eaten away at the road. The potholes are more than a car length and the concrete foundation has eroded down to the dirt. Since the residents who live along Broad Branch Rd and the services such as garbage and recycling trucks, will have to use the alley, this rehabilitation should be part of the project.	Email, Received 11/16/2020	Maintenance	The noted access is outside of the project area of improvements and routine roadway maintenance is outside of the scope and identified purpose and need of the project. DDOT performs annual routine street maintenance to keep the District's roadways as close as possible to a newly constructed condition. This results in a cost-effective use of limited available funds and provides maximum benefit to the traveling public by enhancing the safety of the roadway and improving the ride comfort of the road surface. DDOT encourages reporting routine maintenance requests/issues via their website. The project will be coordinated with other DDOT maintenance programs to protect against roadway deterioration.
131	Julia Stevenson	Citizen	I'm writing in strong support of efforts to make Broad Branch Road in NW DC safer for cyclists, and to open it up so that pedestrians can walk along it. In its current configuration it is a very dangerous road for any pedestrian and quite risky for cyclists. I am happy to see movement on this as I've been advocating for rehabilitation of that road for years now. I support the DDOT recommendation to add a sidewalk to the W side of Broad Branch Road, as described in Build Alternative 3 Modified. I had hoped that both a bike lane and a pedestrian sidewalk would be possible but understand that Alternative 3 Modified may very well be the best we can manage now. Yet I urge you to please continue to give creative thought to how best to discourage the use of this road as a fast lane for people traveling it in cars.	Email, Received 11/15/2020	Pedestrian Facilities / Bicycle Safety	DDOT thanks Ms. Stevenson for reviewing the Revised Draft EA. As noted, a dedicated bicycle lane for the entire project corridor is not feasible due to right-of-way restrictions (as detailed previously in this table). However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include a shared use path (in place of a sidewalk and a reduced width rain garden) as an option for both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The Preferred Alternative would also improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.
132	Julia Stevenson	Citizen	I also support the redesigned intersection of Broad Branch Rd and Brandywine St, and the addition of sidewalk connectors to the existing sidewalks on Brandywine St. so as to tie them in to the new sidewalk coming on Broad Branch Rd. I also suggest that additional sidewalk space be added on Davenport Street between Broad Branch Rd and Linnean Avenue because what is currently there is inadequate and given that Davenport St, feeding into Grant Rd, is a major access route to Rock Creek Park for both cars and hikers/runners and cyclists, this would be a welcome improvement. Additionally, following Grant Rd up from Broad Branch Rd, an improved trail near the intersection of Grant Rd and Broad Branch Rd leading up to the Western Ridge Trail and Ridge Rd would further support foot and cyclist traffic into the other trails in Rock Creek Park.	Email, Received 11/15/2020	Intersection Improvements / Adjacent Improvements	As noted, the Preferred Alternative would reconfigure the intersection with Brandywine Street to improve safety and stormwater management, and incorporate sidewalks/crosswalks with all existing and planned connections on adjacent streets. During future phases of design of the project, DDOT would coordinate this project with other projects and programs within the area to determine how safe access can be provided between Davenport Street and Broad Branch Road. Any additional improvements to neighboring roadways outside of the project area, including sidewalks, will be considered separately by DDOT as part of their comprehensive planning process. DDOT's moveDC is a 25-year Long-Range Transportation Plan which responds to the District's accelerating rate of growth and infrastructure needs. Improvement projects are progressed from the comprehensive plan to annual improvement programs based on funding availability.
133	Karl Driessen	Citizen	I am a Forest Hill resident and bike a section of this road almost daily, and would strongly welcome improvements to safety. One of the main risks of the current situation - the dangerous passing of bicycles by cars that have limited visibility on the relatively busy and curvy stretch between Beach Drive and Brandywine Street - does not seem to be addressed in the proposed solution Alternative 3 Modified. Most bikes are traveling slow during the evening commute because of the northbound grade. Cars frequently start passing and then cut in front of bicycles when opposing traffic is suddenly spotted. Under Proposed Alternative 3 Modified, the safety of bikers is compromised as the barrier on the Eastern side limits the available safety margin. Would it be possible to add elements of Alternative 4 to the proposal? In particular, adding a northbound shared pedestrian/bike lane in the stretch between Beach Drive and Brandywine Street would increase safety significantly.	Email, Received 11/15/2020	Pedestrian Facilities / Bicycle Safety	DDOT thanks Mr. Driessen for reviewing the Revised Draft EA. The Preferred Alternative (Alternative 3 Modified) would provide a sidewalk throughout the length of the project, in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction. Alternative 4, nor further expanding the cross-section of the Preferred Alternative to include a dedicated bicycle lane, is not feasible due to right-of-way constraints previously detailed in this table. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
134	Katie Bous	Citizen	We enthusiastically welcome the project and its efforts to make Broad Branch safe for cyclists and pedestrians. Currently it is hazardous to walk or bike along Broad Branch because of the lack of sidewalk or bike lane, and the blind curves. With our kids (7 and 10 years), we are often fearful to walk or bike to Rock Creek Park from our home because of this dangerous stretch.	Email, Received 11/16/2020	Pedestrian Facilities / Bicycle Safety	DDOT thanks Ms. Bous for reviewing the Revised Draft EA. The Preferred Alternative (Alternative 3 Modified) would provide a sidewalk throughout the length of the project, in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction, and would provide crosswalks to connect to existing and planned sidewalks. Further expanding the cross-section of the Preferred Alternative to include a dedicated bicycle lane is not feasible due to right-of-way constraints previously detailed in this table. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.
135	Katie Bous	Citizen	We would like to highlight the important concerns outlined below about the project. In addition to these, we are in urgent need of speed cameras as well as other enforcement of the 15 mph limit on the 2800 block of Davenport street. Traffic goes dangerously fast and puts the lives of the many children on our block in grave danger. We implore the city to address this safety concern, control the traffic and ensure our kids can safely walk to Murch elementary school.	Email, Received 11/16/2020	Pedestrian Facilities / Bicycle Safety	As discussed in Sections 2.3 and 4.4 of the EA, the Preferred Alternative (Alternative 3 Modified) will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities. DDOT would coordinate with the Metropolitan Police Department (MPD) to investigate and address any speeding and safety concerns during future phases of the project.
136	Katie Bous	Citizen	1. Safe neighborhood access to Broad Branch Road requested: During the prior public comment period in 2013, quite a few Forest Hills residents noted they had experienced challenges using and accessing Broad Branch Rd, especially with kids. Although Modified Alternative 3 would directly address safe usage by adding a sidewalk, it would not enhance safe access to Broad Branch Rd from our neighborhood. As DDOT moves forward on the exciting 2023 plans to expand pedestrian options by building a sidewalk along Broad Branch Rd, all DC residents have a significant interest in ensuring they can safely access that sidewalk from local neighborhood streets. As a result, we encourage DDOT and the Mayor's Office to implement specific plans for improving DC resident pedestrian access to Broad Branch Rd.	Email, Received 11/16/2020	Neighborhood Impacts	Consistent with DDOT's Complete Street policies, the Preferred Alternative would enhance public access with adjacent neighborhoods by providing a sidewalk throughout the project corridor as well as crosswalk connections to existing or planned sidewalks on adjacent streets. Any additional improvements to neighboring roadways outside of the project area, including sidewalks, will be considered separately by DDOT as part of their comprehensive planning process. DDOT's moveDC is a 25-year Long-Range Transportation Plan which responds to the District's accelerating rate of growth and infrastructure needs. Improvement projects are progressed from the comprehensive plan to annual improvement programs based on funding availability.
137	Katie Bous	Citizen	The largest challenge to safe access in Forest Hills arises from the substantial volume of vehicular traffic that uses our neighborhood as a commuter cut-through. This is especially true on Davenport St. between Broad Branch and Linnean Rd. In 2019, more than 6,000 vehicles per day (VPD) traveled on Davenport St. between Broad Branch and Linnean during weekdays. The majority of those vehicles travel East to West between 7-9:30am and West to East between 4-6:30pm. Approximately 65-70% of those vehicles have Maryland license plates. For these commuters, Davenport serves as an entry and exit point for cutting through Forest Hills residential streets to bypass Military Road, Connecticut Ave, or 16th Street when traveling to and from work. Davenport is not the only street affected because commuters often turn onto 30th St., Albermarle, Brandywine, Ellicott and Linnean while cutting through the neighborhood after entering from Davenport. During Covid-19, commuter traffic has declined allowing for a substantial increase in pedestrian use of Davenport St. to access Broad Branch Rd. and Rock Creek Park. For example, we now see hundreds of DC residents (from North Cleveland Park, Van Ness, and Forest Hills) walking or cycling to and from the Park using Davenport St. each week. This is terrific and fits well with DDOT's larger goals of encouraging access to the Park. Davenport is an attractive Park entry route because it is a shorter and less steep option than other streets (including Tilden and Brandywine), it connects directly with Grant Rd. for safe Park trail access, and it allows for bicycle entry which is not available through Soapstone Valley Trail. We are very happy to see so many neighbors using this route to the Park and anticipate that with DDOT measures to mitigate traffic volume, Davenport St. can continue to be used as a primary entry to the Park for pedestrians and cyclists in the years to come. To ensure the improved Broad Branch Rd. and sidewalk envisioned in Alternative 3 Modified can be accessed safely by DC residents, we respectfully request that DDOT focus in the near-term on mitigating commuter cut-through traffic by closing the 2800 Block of Davenport between 7:00-9:30am and 4:00-6:30pm or adding it permanently to the Slow Streets program so that it is limited to local traffic. Without addressing pedestrian access challenges imposed by commuter traffic, the improvements to pedestrian usage of Broad Branch Rd. will be significantly less effective.	Email, Received 11/16/2020	Neighborhood Impacts / Traffic	Mitigating existing traffic characteristics along residential streets in surrounding neighborhoods is outside of the scope and identified purpose and need of the project. No vehicle-capacity improvements are proposed; therefore, no increase in traffic is anticipated. However, the proposed improvements are expected to relieve some of the cut-through and detoured traffic that currently divert from Broad Branch Road, particularly during existing peak periods and storm events. As part of future phases of project design and implementation, DDOT will examine the corridor to develop appropriate mitigation for any safety concerns identified. At that time, DDOT would coordinate this project with other projects and programs within the area to determine how safe access can be provided between Davenport Street and Broad Branch Road.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
138	Katie Bous	Citizen	2. Alternative detour routes requested: During construction of this project between 2023 and 2026, the majority of detours suggested involve diverting cars from Broad Branch road to Davenport St. We strongly encourage DDOT to consider alternative detour options. One of the main issues noted during prior public comment and in the current Environmental Assessment is a concern about pedestrian safety and wanting to avoid creating cut-through neighborhoods with commuter traffic. (Slideshow reference noted) This means that with each detour directing cars to Davenport, we would be adding a substantial increase in cut-through traffic for the Forest Hills neighborhood. As mentioned above, already Davenport St. has approximately 6,000 VPD. With the additions from the detour routes, that could add to 10,000 VPD on a residential street that feeds directly into a residential neighborhood and leads to several neighborhood schools. We strongly encourage DDOT to look at alternative detour options which focus on diverting drivers to large streets such as Military Road or Connecticut, which can handle an increase of between 3,000-5,000 cars more easily than a narrow street like Davenport and the corresponding residential neighborhood of Forest Hills which has many young children, older adults, and cyclists whose safety would be threatened by expanding the number of cut-through vehicles per day.	Email, Received 11/16/2020	Construction	The preliminary detour plans provided in the document appendix were developed at a conceptual level to ensure access is provided to all properties during the phased construction. A final maintenance of traffic and detour plan will be developed, evaluated, and refined during the project's design phase and made available for public review / comment prior to construction. At that time, DDOT would assess the MOT and detour plan impact on adjacent street(s) and investigate the appropriate detour route(s) for the related construction activities for each segment or phase of the project in order to promote safe modes of travel.
139	Kevin Carr	Citizen	Address commuter cut-through traffic in Forest Hills and surrounding neighborhoods. As the study notes, traffic volumes on Broad Branch Road exceed anticipated volumes which negatively impact safety. This is also true of the surrounding neighborhoods, including Forest Hills, where we continue to experience high volumes of cut-through traffic on Linnean Avenue NW, Davenport Street NW, and Brandywine Street NW, particularly during morning and afternoon commuting hours. Cars and commercial vehicles regularly violate posted speed limits and stop signs, endangering pedestrians and cyclists. Reducing and redirecting commuter cut-through traffic, particularly substantial traffic from Maryland suburbs, should be prioritized in coordination with any Broad Branch Road NW rehabilitation.	Email, Received 11/16/2020	Neighborhood Impacts / Traffic	DDOT thanks Mr. Carr for reviewing the Revised Draft EA. Mitigating existing traffic characteristics along residential streets in surrounding neighborhoods is outside of the scope and identified purpose and need of the project. No vehicle-capacity improvements are proposed; therefore, no increase in traffic is anticipated. However, the proposed improvements are expected to relieve some of the cut-through and detoured traffic that currently divert from Broad Branch Road, particularly during existing peak periods and storm events. As part of future phases of project design and implementation, DDOT will examine the corridor to develop appropriate mitigation for any safety concerns identified. At that time, DDOT would coordinate this project with other projects and programs within the area to determine how safe access can be provided between adjacent streets and Broad Branch Road.
140	Kevin Carr	Citizen	Reconsider detour routes. Related to the above, the suggested detours in the plan should be reconsidered. Traffic should be redirected to streets appropriately classified for handling higher volumes with detoured traffic. In particular, during Phase 1 Construction, the detour alternatives of Nebraska Avenue NW and Military Road NW should be considered in place of Linnean Ave NW / Davenport St NW.	Email, Received 11/16/2020	Construction	The preliminary detour plans provided in the document appendix were developed at a conceptual level to ensure access is provided to all properties during the phased construction. A final maintenance of traffic and detour plan will be developed, evaluated, and refined during the project's design phase and made available for public review / comment prior to construction. At that time, DDOT would assess the MOT and detour plan impact on adjacent street(s) and investigate the appropriate detour route(s) for the related construction activities for each segment or phase of the project in order to promote safe modes of travel.
141	Kevin Carr	Citizen	Alternative 4 Makes More Sense. Given the opportunity of this once-in-50-year upgrade of Broad Branch Rd NW as well as similar time and cost estimates, it only makes sense to include a bike lane in the installation. Such action is consistent with environmental considerations encouraging lower reliance on vehicles and vastly improves access to the park for a large number of cyclists in the immediate area and beyond	Email, Received 11/16/2020	Alternatives	The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project purpose and need as well as DDOT policy guidance. Build Alternative 4, nor further expanding the cross-section of the Preferred Alternative to include a dedicated bicycle lane, is not feasible due to right-of-way constraints previously detailed in this table. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.
142	No Name Provided	Citizen	Please divert traffic away from this area (2800 Davenport St NW). There are young kids and seniors in this area. The traffic is terrible and speed unacceptable. Help is direly needed.	Email, Received 11/18/2020	Neighborhood Impacts / Traffic	Mitigating existing traffic characteristics along residential streets in surrounding neighborhoods is outside of the scope and identified purpose and need of the project. No vehicle-capacity improvements are proposed; therefore, no increase in traffic is anticipated. However, the proposed improvements are expected to relieve some of the cut-through and detoured traffic that currently divert from Broad Branch Road, particularly during existing peak periods and storm events. During future phases of design of the project, DDOT would coordinate this project with other projects and programs within the area to determine how safe access can be provided between Davenport Street and Broad Branch Road. Additionally, DDOT would assess the MOT and detour plan impact on adjacent street(s) and investigate the appropriate detour route(s) for the related construction activities for each segment or phase of the project in order to promote safe modes of travel.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
143	Paul Harrison	Citizen	The EA's justification for failing to design and consider a one way with bikeway alternative relies on arbitrary and capricious factors. There is, for example, no evidence presented that any significant number of motorists miss their turns. By contrast, there is no protected bicycling access to Rock Creek National Park for Forest Hills and the neighborhoods to the west, communities with a significant population of children and seniors. Protected bicycle infrastructure is shown to not only significantly increase fatalities and injuries, it significantly increases bicycle use generally and particularly amongst women. The EA is therefore also in direct conflict with the city's VisionZero policy. DDOT can collect objective evidence to test whether cyclist access will outweigh any "motorist inconvenience" by simply instituting a one-year test of one-way motoring with the other lane turned into a shared use trail. Rush hour reversal of motor traffic would minimize any motorist inconvenience. As a resident, father of a six year old who deserves to be able to access the park, DC-registered motorist who does use this road, and a taxpayer I respectfully request that you either properly consider one-way with bikeway alternative or abandon this study under the no action alternative as the city as much better things to do with its money.	Email, Received 10/31/2020	Bicycle Lane / Safety	DDOT thanks Mr. Harrison for reviewing the Revised Draft EA. The design of the Preferred Alternative would be further developed in future phases of design with the safety of users as the priority, in accordance with DDOT's Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded). Guiding policies do not supersede the NEPA process or project specific conditions.  After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized in accordance with Section 4(f) of the USDOT Act of 1966. For these reasons, a dedicated bicycle lane for the entire project corridor is not feasible. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and with a reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.
144	Peter Breuer	Citizen	Our main concern is that the proposed Alternative 3 Modified does not meet the first project goal to deliver safety to all traffic participants as it raises risks to bicyclists relative to the current situation. Taking into account the constraints we proposed a combination of Alternative 3 and 4 along different stretches of the road. The proposed wall on the Eastern side of the roadway and the curb to the pedestrian walk will eliminate any possible emergency escape for bicyclists who have been cut off by cars, thus raising risk to bicyclists. It is a matter of fact that cars rarely follow bicyclists slowly for the full stretch of the road and instead overtake them under very hazardous conditions especially during rush hours, often cutting them off. Alternative 3 Modified will perpetuate these dangerous conditions and raise risks to bicyclists. At a minimum, the stretch between Beach Road and Brandywine Street should entail a bike lane as there is no alternative roadway for bicyclists between these two roadways and the reduced width of the sidewalk will not permit bike travel, and in any case would endanger pedestrians. North of Brandywine Street bicyclists do have alternatives and such bike lane may not be as important. Indeed, more bicyclists use Broad Branch Road in both directions than pedestrians and a safe bike lane is more important than a sidewalk. The bike lane may entail a slightly larger encroachment on National Park land than the currently envisaged 12 inches in some spots. This trade off is justified by the need to meet project's goals.	Email, Received 11/15/2020	Alternatives / Safety	DDOT thanks Mr. Breuer for reviewing the Revised Draft EA. The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project purpose and need as well as DDOT policy guidance. Improvements for the project considered all modes of transportation including motorized vehicles, bicycles, and pedestrians. After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized in accordance with Section 4(f) of the USDOT Act of 1966. For these reasons, Build Alternative 4, nor further expanding the cross-section of the Preferred Alternative to include a dedicated bicycle lane, is not feasible. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, signage/road markings, and stormwater drainage.
145	Peter Breuer	Citizen	The proposal needs to clarify access to Broad Branch Road for certain houses during the construction phase. Houses 4530-4550 Broad Branch Road depend on the alley up from Broad Branch Road for sole access to their houses and have no alternative access. Similarly, houses 2700-2750 Brandywine use this alley as the main vehicular access to their house. How will this access be maintained during the construction of the section between Brandywine Street and Beach Road?	Email, Received 11/15/2020	Residential Properties / Access	All property access (i.e., driveways and alleys) or property structures (i.e., fences, light posts, or other permanent features) that are affected by the project will be restored and/or replaced in kind. A commitment stating such has been added to the Final EA. Maintenance of traffic plans will be further refined as part of the project's final design and will provide detour arrangements during road closures to ensure access is maintained during project construction.
146	Peter Breuer	Citizen	Next steps towards improved safety on Broad Branch Road should be taken with urgency. We regret that a revision of the EA was necessary and that it has taken 7 years to produce it. We understand that complexities of discussions with numerous actors as described in the Annex and appreciate the effort undertaken. We cannot, however, follow the timeline and why it would take so long to bring these discussions to conclusion. This makes it even more urgent to achieve safe access to Rock Creek Park for pedestrians, bicyclists, and motorists alike.	Email, Received 11/15/2020	Coordination	DDOT recognizes the importance of this rehabilitation project. However, extensive and lengthy coordination efforts with NPS and the US State Department in an effort to acquire additional right-of-way for additional multimodal elements, resulted in several years of delay. Unfortunately, these discussions with the US State Department ended when DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. In denial of any encroachments on Sovereign Nation lands. Subsequently, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized in accordance with Section 4(f) of the USDOT Act of 1966. This coordination culminated in the design refinements to the Preferred Alternative, as noted. Recognizing the extended period of time since the initial environmental document was published, DDOT and FHWA prepared the Revised Draft EA -- instead of traditionally progressing straight to the Final EA -- to give agencies, interest groups, and the general public an additional opportunity for review and comment.
147	Peter Breuer	Citizen	Publication of comments should not entail release of private information. We note the publication of comments submitted, including with the private residential and electronic addresses of the submitting parties. It is not clear that this was anticipated by the submitters and we ask that our email and residential address not be published, though we welcome publication of the substance of our comment.	Email, Received 11/15/2020	Public Involvement	All such private information has been removed from comments received from the general public in the Final EA.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
148	Prudence Beidler Carr	Citizen	Thank you for providing an opportunity to comment on the Broad Branch Road Revised Environmental Assessment. More importantly, thank you for all the work that has gone into exploring options for improving Broad Branch Road between Linnean and Beach Drive. We are very supportive of the efforts and appreciate all you have been doing to advance this project. I have been a DC Resident for 12 years and have lived in Forest Hills for the last 9 years. Please accept these comments based on my experience as a resident and member of the Forest Hills community, one of the neighborhoods that will be most directly affected by the proposed changes. The leading proposal (Alternative 3, Modified) raises two significant implications for our neighborhood: 1. For Alternative 3 Modified to be effective, safe access to Broad Branch Road must be enhanced in Forest Hills; and 2. Davenport Street cannot sustain the increased vehicular traffic proposed and therefore should not be a detour during construction between 2023-2026. More details about both issues are outlined below.	Email, Received 11/16/2020	Neighborhood Impacts	DDOT thanks Ms. Beidler Carr for reviewing the Revised Draft EA. DDOT has responded to the detailed issues, as noted below.
149	Prudence Beidler Carr	Citizen	1. Safe neighborhood access to Broad Branch Road requested: During the prior public comment period in 2013, quite a few Forest Hills residents noted they had experienced challenges using and accessing Broad Branch Rd, especially with kids. Although Modified Alternative 3 would directly address safe usage by adding a sidewalk, it would not enhance safe access to Broad Branch Rd from our neighborhood. As DDOT moves forward on the exciting 2023 plans to expand pedestrian options by building a sidewalk along Broad Branch Rd, all DC residents have a significant interest in ensuring they can safely access that sidewalk from local neighborhood streets. As a result, we encourage DDOT and the Mayor's Office to implement specific plans for improving DC resident pedestrian access to Broad Branch Rd.	Email, Received 11/16/2020	Neighborhood Impacts	Consistent with DDOT's Complete Street policies, the Preferred Alternative provides would enhance public access with adjacent neighborhoods by providing a sidewalk throughout the project corridor as well as crosswalk connections to existing or planned sidewalks on adjacent streets. Any additional improvements to neighboring roadways outside of the project area, including sidewalks, will be considered separately by DDOT as part of their comprehensive planning process. DDOT's moveDC is a 25-year Long-Range Transportation Plan which responds to the District's accelerating rate of growth and infrastructure needs. Improvement projects are progressed from the comprehensive plan to annual improvement programs based on funding availability.
150	Prudence Beidler Carr	Citizen	The largest challenge to safe access in Forest Hills arises from the substantial volume of vehicular traffic that uses our neighborhood as a commuter cut-through. This is especially true on Davenport St. between Broad Branch and Linnean Rd. In 2019, more than 6,000 vehicles per day (VPD) traveled on Davenport St. between Broad Branch and Linnean during weekdays. The majority of those vehicles travel East to West between 7-9:30am and West to East between 4-6:30pm. Approximately 65-70% of those vehicles have Maryland license plates. For these commuters, Davenport serves as an entry and exit point for cutting through Forest Hills residential streets to bypass Military Road, Connecticut Ave, or 16th Street when traveling to and from work. Davenport is not the only street affected because commuters often turn onto 30th St., Albermarle, Brandywine, Ellicott and Linnean while cutting through the neighborhood after entering from Davenport. During Covid-19, commuter traffic has declined allowing for a substantial increase in pedestrian use of Davenport St. to access Broad Branch Rd. and Rock Creek Park. For example, we now see hundreds of DC residents (from North Cleveland Park, Van Ness, and Forest Hills) walking or cycling to and from the Park using Davenport St. each week. This is terrific and fits well with DDOT's larger goals of encouraging access to the Park. Davenport is an attractive Park entry route because it is a shorter and less steep option than other streets (including Tilden and Brandywine), it connects directly with Grant Rd. for safe Park trail access, and it allows for bicycle entry which is not available through Soapstone Valley Trail. We are very happy to see so many neighbors using this route to the Park and anticipate that with DDOT measures to mitigate traffic volume, Davenport St. can continue to be used as a primary entry to the Park for pedestrians and cyclists in the years to come. To ensure the improved Broad Branch Rd. and sidewalk envisioned in Alternative 3 Modified can be accessed safely by DC residents, we respectfully request that DDOT focus in the near-term on mitigating commuter cut-through traffic by closing the 2800 Block of Davenport between 7:00-9:30am and 4:00-6:30pm or adding it permanently to the Slow Streets program so that it is limited to local traffic. Without addressing pedestrian access challenges imposed by commuter traffic, the improvements to pedestrian usage of Broad Branch Rd. will be significantly less effective.	Email, Received 11/16/2020	Neighborhood Impacts / Traffic	Mitigating existing traffic characteristics along residential streets in surrounding neighborhoods is outside of the scope and identified purpose and need of the project. No vehicle-capacity improvements are proposed; therefore, no increase in traffic is anticipated. However, the proposed improvements are expected to relieve some of the cut-through and detoured traffic that currently divert from Broad Branch Road, particularly during existing peak periods and storm events. Additionally, DDOT will analyze the design and traveling speed of the roadway during future phases of the project, and will evaluate measures such as the appropriate speed and signage for the roadway based on the classification, volume, and safety needs. At that time, DDOT would coordinate this project with other projects and programs within the area to determine how safe access can be provided between adjacent streets and Broad Branch Road. The findings of the analyses would be discussed with public as part of the public involvement for the project at that time. Elements such as speed reductions and specific signage and pavement marking plans would be further developed with the safety of users as the priority, in accordance with District's Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the Manual on Uniform Traffic Control Devices.
151	Prudence Beidler Carr	Citizen	2. Alternative detour routes requested: During construction of this project between 2023 and 2026, the majority of detours suggested involve diverting cars from Broad Branch road to Davenport St. We strongly encourage DDOT to consider alternative detour options. One of the main issues noted during prior public comment and in the current Environmental Assessment is a concern about pedestrian safety and wanting to avoid creating cut-through neighborhoods with commuter traffic. (Slideshow reference noted) This means that with each detour directing cars to Davenport, we would be adding a substantial increase in cut-through traffic for the Forest Hills neighborhood. As mentioned above, already Davenport St. has approximately 6,000 VPD. With the additions from the detour routes, that could add to 10,000 VPD on a residential street that feeds directly into a residential neighborhood and leads to several neighborhood schools. We strongly encourage DDOT to look at alternative detour options which focus on diverting drivers to large streets such as Military Road or Connecticut, which can handle an increase of between 3,000-5,000 cars more easily than a narrow street like Davenport and the corresponding residential neighborhood of Forest Hills which has many young children, older adults, and cyclists whose safety would be threatened by expanding the number of cut-through vehicles per day.	Email, Received 11/16/2020	Construction	The preliminary detour plans provided in the document appendix were developed at a conceptual level to ensure access is provided to all properties during the phased construction. A final maintenance of traffic and detour plan will be developed, evaluated, and refined during the project's design phase and made available for public review / comment prior to construction. At that time, DDOT would assess the MOT and detour plan impact on adjacent street(s) and investigate the appropriate detour route(s) for the related construction activities for each segment or phase of the project in order to promote safe modes of travel.
152	Roy Cloud	Citizen	I live immediately above Broad Branch on the tiny section of Jenifer St bounded by 27 <sup>th</sup> and 28 <sup>th</sup> . On the hill next to my house is a Civil War gunpit that guarded the approach into the Broad Branch Hollow (but few know about it).	Email, Received 11/1/2020	Cultural Resources	DDOT thanks Mr. Cloud for reviewing the Revised Draft EA. The presence of all recorded historic resources within the project's Area of Potential Effect are presented in Sections 3.5 and 4.5 of the Final EA.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
153	Roy Cloud	Citizen	The restoration of the creek that took place the last couple of years has, to a real extent, succeeded in its aim to bring back aquatic life—in that upper section, there are frogs now, and the insect / amphibian sounds in the evenings are a joy to hear. Downstream, following the creek's passage under the road to the east side, the creek reverts to a watershed devoid of aquatic life. No doubt the quality of the water isn't ideal, but the obvious culprit is uncontrolled runoff from rainstorms that scours the watershed clean of any life. For that fundamental reason, I am in favor of Alternative 2. Any widening of the roadbed with additions of a sidewalk and/or bike lane is at odds with restoring the creek and promoting a haven for wildlife in the park. Widening would simply increase the runoff. I know that engineers may disagree—that their drainage systems would handle it—but that is perhaps true only so long as those systems function properly. Over time, they will degrade, and the degradation will remain in place for many years before a new round of funding takes place to fix it. Meanwhile, the creek will suffer from additional erosion and aquatic life won't return, all at a time when we are being subjected to increasingly violent storms due to climate change. The park is laced with trails for walking. Beach Drive is closed on weekends for bicyclists and pedestrians. We're talking about a two-mile stretch of road without a sidewalk (a sidewalk, it should be noted, that would lead really nowhere) and as such represents a percent or two of all the roads in the city.	Email, Received 11/1/2020	Alternatives / Stormwater Management	The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project purpose and need as well as DDOT policy guidance. Improvements for the project considered all modes of transportation including motorized vehicles, bicycles, and pedestrians. The project has been, and will continue to be, coordinated with DC Water and DOEE (see their comments in this table, Lines #27-39), particularly in support of their stream daylighting project at the northern end of the project (as noted), which will be further accommodated as part of the proposed action. The type of drainage system proposed would improve upon existing conditions by capturing and conveying stormwaters in a much more effective manner, in addition to compensating for the impervious surfaces and allowing for groundwater regeneration closer to historic volumes, to mitigate existing uncontrolled runoff from storm events. The stormwater management system will include a series of treatment train BMPs to reduce the flow of stormwaters, including outfall designs which incorporate dissipators to lessen the effect of scour and plunge pools and reduce effects to the receiving waters. Detailed hydraulic analysis would be performed and coordinated during future phases of final design ensure the appropriate overall stormwater practices are designed and implemented. Build Alternative 2 was not selected because it does not fully meet the purpose and need of the project; it does not provide sidewalks in conformance with the District's Complete Streets Policy, the District's Design and Engineering Manual, and the Priority Sidewalk Assurance Act of 2010 that requires the provision of sidewalks along DC streets for any roadway undergoing major reconstruction.
154	Seamus Joyce-Johnson	Citizen	I am pleased to see that the Preferred Alternative includes a sidewalk. However, I am dismayed to see that no bicycle facility has been included in the Preferred Alternative. Broad Branch Road NW is a critical link for bicyclists in Chevy Chase, Barnaby Woods, Forest Hills, and other Northwest DC neighborhoods to access Rock Creek Park. Despite the dangerous existing conditions, many bicyclists use the street even today to access Rock Creek Park (including Beach Drive, which NPS regularly closes to motor traffic and is a regional cycling destination) and to go to and from destinations downtown and across the park via the Rock Creek Trail. Unfortunately, many bicyclists have been unable to fully take advantage of Rock Creek Park as a transportation corridor because of the difficulty and danger (in unprotected lanes) of climbing out of the park in its northern stretches. It's almost impossible to understate the difference that making biking out of Rock Creek Park into the aforementioned neighborhoods safe would have in facilitating bike travel from other parts of the city; Broad Branch Road is a vital missing link in what is otherwise a bike-friendly corridor. DDOT has recognized this issue and provided climbing lanes on Park Rd NW, Porter St NW, Klinge Rd NW, and Tilden St NW, which have increased safety and induced bike ridership (both stated city transportation goals). It must do the same for Broad Branch. Where was a traffic count of the number of bicyclists using the street today and under the various proposed conditions as part of the EA? The statement in S.5 "Existing traffic volumes suggest that there is adequate capacity and no need for capacity improvements on Broad Branch Road" willfully ignores bicycle traffic, which is grossly inadequately accommodated on Broad Branch Rd. Currently, the sustained gradient of Broad Branch Rd as it descends into the Park makes it relatively easy to travel on a bicycle in the travel lane heading downhill, but exceedingly stressful and dangerous heading uphill. Candidate Build Alternative 4 appears to recognize this, correctly proposing a bicycle "climbing lane" on the east side, but it was dismissed presumably because of its slightly wider cross section which slightly increased the predicted environmental impacts. However, the environmental impacts listed in the report do not take into account 1) the immense benefit to the environment of facilitating safe bicycle travel, which through modal shift on the Rock Creek corridor can significantly reduce the air, carbon, and noise pollution in the park and the city, and 2) the serious threat of death and injury caused by continuing to force northbound bicyclists, who are slowed by the uphill gradient, to share the lane with motor vehicles. As the EA itself states in S.6.6, providing a bike lane "removes the conflict providing for a safer travel way for both modes." Why was this benefit dismissed?	Email, Received 11/3/2020	Bicycle Lane / Safety	DDOT thanks Mr. Joyce-Johnson for reviewing the Revised Draft EA. The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project purpose and need as well as DDOT policy guidance. Improvements for the project considered all modes of transportation including motorized vehicles, bicycles, and pedestrians. After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized as part of the Section 4(f) of the USDOT Act of 1966. For these reasons, a dedicated bicycle lane for the entire project corridor is not feasible, despite the noted benefits it could provide. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and with a reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.
155	Seamus Joyce-Johnson	Citizen	I also would like to comment that the proposed bicycle facility in Candidate Build Alternative 4 was wholly inadequate. 4' is well below the minimum width for a bike lane. Especially given the high speed differential between bicyclists and motor traffic, the bike lane should be a protected bike lane. This lane should be at sidewalk grade with minimum dimensions of a 2-3' buffer and 5' lane with preferred dimensions of 3' buffer and 7' lane. A wider bike lane would properly accommodate side-by-side riding and passing—important on any bike facility but particularly on a climbing lane, where speeds between bicyclists vary greatly. Broad Branch Road was singled out as requiring a bicycle lane in the 2014 MoveDC Plan. DDOT should follow its own recommendation and build a bike lane here.	Email, Received 11/3/2020	Bicycle Lane	DDOT conceptually designed Build Alternative 4 to meet minimum design standards. See Line #154 above for response regarding right-of-way constraints that preclude Build Alternative 4 and its dedicated bicycle lane, and incorporation of a shared use path as an option of the Preferred Alternative in the Final EA. DDOT acknowledges that a future bicycle lane was shown on Broad Branch Road in the 2014 moveDC plan, as noted. moveDC is intended as a high-level regional plan and does not supersede the NEPA process or project specific conditions such as right-of-way constraints (as detailed in Line #154). Additionally, the 2020 update to moveDC does not designate this section of Broad Branch Road as being on the Bicycle Priority Network (draft), available online: <a href="https://movedc-dcgis.hub.arcgis.com/pages/mobility-priority-networks#bike">https://movedc-dcgis.hub.arcgis.com/pages/mobility-priority-networks#bike</a>

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
156	Seamus Joyce-Johnson	Citizen	Lastly, I would like to observe that the right-of-way is already going to be widened to rehabilitate the roadway. Adding a few extra feet to the cross section was clearly deemed worthwhile to protect pedestrians. How can you possibly determine that bicyclists are not worthy of the same protection? Trees can be replanted, and clearly, based on this EA, drainage can be accommodated and retaining walls built. What's irreplaceable is the lives of bicyclists that will be lost if Broad Branch is rebuilt without a proper facility, and the long-term environmental impact of prioritizing car traffic IN A NATIONAL PARKS SITE over sustainable modes of transportation. If there truly is no more room to widen the street, then the most environment- and quality-of-life-friendly approach would be to close it to motor vehicle traffic entirely (just like Beach Dr). Car drivers would use Military Road or Tilden St to access the park. In conclusion, the draft Environmental Assessment utterly fails to explain why the alternative with a bicycle facility was not chosen. DDOT knows that Broad Branch Rd NW needs a bicycle facility, and it must build one. If DDOT/FHWA/NPS want to have a real chance at reducing environmental impacts in Rock Creek Park, they should focus on removing motor traffic and facilitating safe active transportation.	Email, Received 11/3/2020	Bicycle Lane / Right-of-way	See Line #154 above for response regarding right-of-way constraints that preclude Build Alternative 4 and its dedicated bicycle lane.
157	Shalom Flank	Citizen	I am writing in support of Candidate Alternative 4. My conclusion that Alternative 4 should be the preferred alternative is based on missing elements of the draft Environmental Assessment. The impact of omitting cyclist infrastructure was not considered in comparing the alternatives. For example, the transportation impact did not consider the long delays and detours needed for those relying on bicycles in order to safely reach their destinations within this transportation corridor, if the northbound bicycle line were omitted. I did note that similar delays and detours were considered for *drivers* in rejecting the one-way alternative. This treatment appears asymmetric and unjustified.	Email, Received 10/27/2020	Alternatives	DDOT thanks Mr. Flank for reviewing the Revised Draft EA. The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project purpose and need as well as DDOT policy guidance. Improvements for the project considered all modes of transportation including motorized vehicles, bicycles, and pedestrians. After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized in accordance with Section 4(f) of the USDOT Act of 1966. For these reasons, Alternative 4 and its dedicated bicycle lane for the entire project corridor is not feasible, despite the noted benefits it could provide. However, based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and with a reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street. The shared use path would remain within the same footprint and within DDOT right-of-way. Additionally, the Preferred Alternative would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.
158	Shalom Flank	Citizen	Similar, the EA did not consider the air quality impact of omitting cycling infrastructure. Based on those long delays and detours, some residents and visitors may be forced to adopt motorized transportation for some or all trips instead of bicycles. This choice, impelled by adoption of an Alternative other than Alternative 4, would clearly have an impact on emissions and local air quality.	Email, Received 10/27/2020	Air Quality	The air quality predictive model is based on emissions associated with the forecasted volumes and types of vehicular traffic on the roadway. Volumes are provided by models endorsed and approved by FHWA and the Metropolitan Council of Governments. Credits are not specifically made for diversions to non-emitting modes such as bicycles or pedestrians.
159	Shalom Flank	Citizen	As a final example, socioeconomic impacts would also change if bicycle infrastructure were not included in the preferred alternative. Bicycles are a far more affordable mode of transportation than motorized vehicles. For some individuals and families, they are the only affordable mode. Without safe means for traveling via bicycle, people face the choice of either not traveling, or bearing the negative impact of a much more extensive transportation cost burden.	Email, Received 10/27/2020	Socio-economics	The Preferred Alternative will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities. The absence of employment centers located along this section of Broad Branch Road suggests that individuals commuting by bicycle are travelling to locations further in distance. DDOT is in the process of evaluating alternatives for the nearby Connecticut Avenue NW reversible lanes project; and continues to analyze feasibility of the protected bike lanes within the Connecticut Avenue NW corridor.
160	Shalom Flank	Citizen	Given the topography, sight lines, and road width of this site, a north-bound (climbing) bicycle lane is a requirement for any sane cyclist to use Broad Branch Road. Therefore, as you move from Draft to Final EA, you should incorporate the missing elements and re-evaluate the impact of omitting cyclist infrastructure. When you do, you should reach the clear conclusion that Alternative 4 is the preferred alternative.	Email, Received 10/27/2020	Bicycle Lane	See Line #154 above for response to for response regarding right-of-way constraints that preclude Build Alternative 4 and its dedicated bicycle lane, and incorporation of a shared use path as an option of the Preferred Alternative in the Final EA.
161	Steve Seelig	Citizen	First, I want to express my disappointment with DDOT's inability to convince the property owners and sovereign nations abutting Broad Branch Road to be willing to give up a slice of their property so that we can accommodate all road users. Not being privy to those conversations, I will take it as a matter of faith that DDOT did its best work, and even reached out the US State Department to assist in these requests. I would certainly like to learn more about that process and why the results yielded no compromises.	Email, Received 10/29/2020	Right-of-way	DDOT thanks Mr. Seelig for reviewing the Revised Draft EA. Extensive and lengthy coordination efforts were carried out with NPS and the US State Department in an effort to acquire additional right-of-way for additional multimodal elements of the project. After years of continued discussions with the US State Department, DDOT was unable to acquire additional right-of-way from the Sovereign Nations for the project purposes. Additionally, as an outcome of similar extended coordination with NPS, encroachments to park property were required to be minimized in accordance with Section 4(f) of the USDOT Act of 1966. For these reasons, the proposed action does not encroach upon land of any of the Sovereign Nations, but does afford minor encroachments on NPS property, with their determination that these slivers would not adversely affect the activities, features, or attributes of the park land. These impacts allowed for the Preferred Alternative, as presented in the Final EA.
162	Steve Seelig	Citizen	Second, great job at getting better pedestrian access to the park for the length of Broad Branch.	Email, Received 10/29/2020	Pedestrian Facilities	Based on comments received on the Revised Draft EA, the Preferred Alternative has been updated in the Final EA to include an option for a shared use path (in place of a sidewalk and reduced width rain garden) to accommodate both bicyclists and pedestrians between Linnean Avenue and 27 <sup>th</sup> Street, while still meeting the right-of-way requirements as negotiated with the Sovereign Nations and NPS.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
163	Steve Seelig	Citizen	Third, I would like to understand more details on how DDOT expects to accomplish its goal of promoting safety for all users of the road, particularly cyclists. I would suggest the following be made part of the project: 1.) Painted sharrows and signage along the length of the road every 2/10s of a mile that indicate that cyclists have the right to use the full lane. This will be particularly important since there will be no room for cyclists to pull off the road with the stone wall now being right along the curb on the uphill side, and the sidewalk curb being on the other side. 2.) Similarly, the fact that there is a solid yellow line painted between travel lanes makes it difficult for drivers to understand that the only safe way to pass cyclists is to cross that line to do so. There will simply be no room for a car to pass any cyclist and still remain within the 10 foot lane. Cyclists also need to be reminded that they should take the entire lane to make it less likely a car would try and squeeze by. A dotted yellow line will help in this regard as would signage telling cars that can/should pass cyclists with care. 3.) Finally, I assume there will be a speed limit of no greater than 20 mph on this road, per the most recent changes the City has made to the max speed limit on local roads.	Email, Received 10/29/2020	Speed Limit / Signing and Pavement Markings	Signing and pavement marking details, such as the noted sharrows or street sign spacing, will be developed during future design phases of the project in accordance with DDOT policy guidance at that time. While Broad Branch Road is currently posted for 25 mph, the roadway geometrics at two locations require speed reductions (to either 20 mph or 15 mph). DDOT will analyze the design and traveling speed of the roadway during future phases of the project, and will evaluate measures such as the appropriate speed and signage for the roadway based on the classification, volume, and safety needs. The findings of the analyses would be discussed with public as part of the public involvement program for the project at that time. Elements such as speed reductions and specific signage and pavement marking plans would be further developed with the safety of users as the priority, in accordance with District's Vision Zero Enhancement Omnibus Amendment Act of 2020 (when funded) and the FHWA's Manual on Uniform Traffic Control Devices.
164	Steve Seelig	Citizen	Because there are no meetings scheduled, I request that DDOT set up a ZOOM call with me and others in the local cycling community to workshop possible solutions. I know that members of the Ward 3 Bike Advocates and local members of WABA would be interested in attending that meeting.	Email, Received 10/29/2020	Public Involvement	DDOT will be open to meeting with different groups and individuals as part of the community engagement during future phases of the project to discuss different ideas and to address any concerns.
165	Suzanne McQueen	Citizen	Please consider adding speed bumps along the road. Once the sidewalks are in place there will be many more people walking and riding along the road, including children. There are a number children who live along the road and in the neighborhoods, as well as those who will come to the area for a walk or ride because it is so beautiful and near Rock Creek Park. During the Covid period, many people have been walking and bicycling on Broad Branch, and it has been somewhat dangerous for them because the traffic has been fast and some drivers have not been paying close attention. Speed bumps would make the road safer.	Email, Received 11/16/2020	Alternatives / Traffic	DDOT thanks Ms. McQueen for reviewing the Revised Draft EA. Due to the classification of the roadway, speed bumps or other vertical obstructions are not allowed to be installed on this section of Broad Branch Road. During the design phase of the project, options to reduce vehicle speed and provide additional safety will be investigated, shared and discussed with the public as part of the public outreach.
166	Suzanne McQueen	Citizen	The many utility poles along Broad Branch are ugly. The lines are often hit by tree limbs in the winter or during strong storms. When the lines go down, the neighborhoods are without power or other services. Putting the lines underground would go a long way toward making the road more beautiful. And, since Broad Branch Road will be under construction for your estimated 30 to 36 months, this is the ideal time for the utilities to be put underground.	Email, Received 11/16/2020	Utilities	The project has been, and will continue to be, coordinated with PEPCO, including any utility improvements that would be developed and designed in future phases of the project.
167	Suzanne McQueen	Citizen	The alley that runs from Chesapeake Street, NW down to Broad Branch Road is almost unpassable. There is a spring that freezes and thaws in the winter that has eaten away at the road. The pot holes are up to fifteen feet long and the concrete base below the asphalt has eroded to the dirt below. Since the residents who live along Broad Branch Rd and the service e trucks, such as the garbage and recycling trucks, will have to use the alley, this rehabilitation should be part of the project.	Email, Received 11/16/2020	Maintenance	The noted access is outside of the project area of improvements and routine roadway maintenance is outside of the scope and identified purpose and need of the project. However, DDOT performs annual routine street maintenance to keep the District's roadways as close as possible to a newly constructed condition. This results in a cost-effective use of limited available funds and provides maximum benefit to the traveling public by enhancing the safety of the roadway and improving the ride comfort of the road surface. DDOT encourages reporting routine maintenance requests/issues via their website. The project will be coordinated with other DDOT maintenance programs to protect against roadway deterioration.
168	Suzanne McQueen	Citizen	A much less costly alternative for this project would be to make Broad Branch Road a one-way road – possibly heading north since that would be an evacuation direction if there were a need to evacuate the city. This would mean that there could be a wide bicycle/pedestrian path that would not require additional retaining walls, cutting of more than 300 trees, or taking more land.	Email, Received 11/16/2020	Alternatives / Vegetation	A single lane (one-way) option was not proposed as part of any alternative or alternative refinement in the Final EA because it would not accommodate future projected traffic volumes nor provide required system linkages, as identified in the purpose and need. As discussed in Section 2.4, closure of Broad Branch Road to vehicles in one direction was considered early on in the alternatives development process, but eliminated due to potential lengthy, circuitous travel for vehicles. The Preferred Alternative (Alternative 3 Modified) was identified as the alternative with the least environmental impacts while still meeting the project purpose and need as well as DDOT policy guidance. Previous versions of the EA document committed DDOT to avoiding disturbance to trees to the maximum extent possible, specifically in accordance with DDOT standard specifications, and these commitments remain in the Final EA document. Commitments included also require replacement of any such loss in accordance with the special permit requirements of NPS and DOEE.
169	William Caldwell	Citizen	1. The electrical and telephone lines along Broad Branch Rd are often broken by falling trees. They are also an eyesore. This is the time to put those lines underground along Broad Branch Road.	Email, Received 11/16/2020	Utilities	DDOT thanks Mr. Caldwell for reviewing the Revised Draft EA. DDOT will help facilitate or coordinate with any utility company choosing to install their assets underground in conjunction with the design and construction of this project.
170	William Caldwell	Citizen	2. Among the families from 4660 to 4668 Broad Branch Rd there are very young children. The cars going by often exceed the speed limit because the drivers consider it a country road. The plan should include speed bumps at least in front of these houses like those on Beach drive near Pierce Mill to slow the traffic.	Email, Received 11/16/2020	Alternatives / Traffic	Due to the classification of the roadway, speed bumps or other vertical obstructions are not allowed to be installed on this section of Broad Branch Road. During the design phase of the project, options to reduce vehicle speed and provide additional safety will be investigated, shared and discussed with the public as part of the public outreach program.

Line	Name	Affiliation	Comment	Forum	Topic	DDOT Response
171	William Caldwell	Citizen	3. The alley going from Broad Branch Rd to Chesapeake Street NW is badly in disrepair due to years of no maintenance and a spring that runs down the center of the alley. Since this alley will be used much more for access during the three-year Broad Branch Rd construction, it should be repaved or repaired so the large potholes don't damage cars. The repairs should be engineered so that the spring doesn't erode the surface.	Email, Received 11/16/2020	Maintenance	The noted access is outside of the project area of improvements and routine roadway maintenance is outside of the scope and identified purpose and need of the project. However, DDOT performs annual routine street maintenance to keep the District's roadways as close as possible to a newly constructed condition. This results in a cost-effective use of limited available funds and provides maximum benefit to the traveling public by enhancing the safety of the roadway and improving the ride comfort of the road surface. DDOT encourages reporting routine maintenance requests/issues via their website. The project will be coordinated with other DDOT maintenance programs to protect against roadway deterioration.