

The District of Columbia Department of Transportation (DDOT) and the Federal Highway Administration (FHWA), in coordination with the National Park Service (NPS) are proposing improvements to the intersection at Pennsylvania Avenue and Minnesota Avenue, S.E Washington, DC (Twining Square area) (see **Figure 1**) as defined in the **Revitalization of Pennsylvania Ave, SE for the Great Streets Initiative Concept Design Final Report (Great Streets Concept Design Report)**, which was published in 2007.

Key to this project is the potential for land transfer between DDOT and NPS to facilitate the reconfiguration of the Twining Square area with the intent to:

- Enhance safety for motorists and pedestrians;
- Create a consolidated, usable park space for pedestrians and visitors; and
- Function as a catalyst for neighborhood revitalization.

Prior to moving the project through final design and construction, an Environmental Assessment (EA) of the proposed action and its potential effects is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA). Additionally, the project will also include an assessment of effects on historical and cultural resources in accordance with the Section 106 of the National Historic Preservation Act of 1966 (NHPA).

FHWA and NPS are co-lead federal agencies for the project.

Please submit your comments to the addresses below by **October 15, 2012**.

Mail:

Penn/Minn Avenues Improvement Project
Attn: Austina Casey, Project Manager
District Department of Transportation
IPMA/PDE

55 M Street SE, Suite 500,
Washington, DC 20003

**Website:
via DDOT**

<http://ddot.dc.gov/PennMinnAvesProject>

via NPS

<http://parkplanning.nps.gov/twiningsquare>

**PENNSYLVANIA AVE-MINNESOTA AVE
INTERSECTION IMPROVEMENT
ENVIRONMENTAL ASSESSMENT**

PROJECT INFORMATION



Figure 1: Twining Square

***We thank you for your continued interest
and participation in this project.***



Project Background

In the past, the **Great Streets Initiative** and various other planning activities have been performed on Pennsylvania Avenue, SE and the surrounding community, including: Pennsylvania Avenue Task Force Vision Plan; Middle Anacostia River Crossing Transportation Study; and Pennsylvania Avenue, SE - Great Streets Framework Plan.

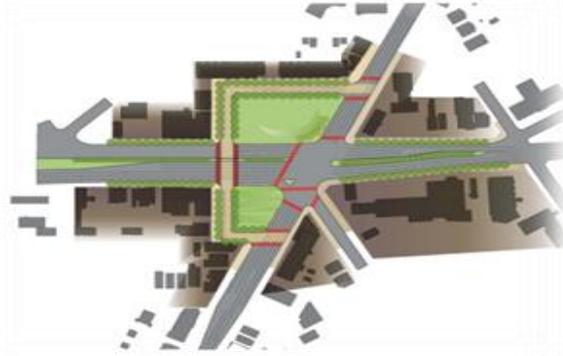
The **Great Streets Concept Design Report** identified the Twining Square area as one of three significant pedestrian-oriented activity nodes along Pennsylvania Avenue that can offer a diverse and high quality experience and recommended modifications to the traffic configuration at the intersection to improve mobility and safety for vehicular traffic movements and for pedestrian and bicycle movements.

Proposed Alternatives

During a design charrette for the **Great Streets Initiative** process, the community and other stakeholders developed the following three conceptual configuration designs for the Twining Square area (see **Figures 2 through 4**). An additional concept design (Figure 5) was developed as a refinement of the previous concepts during follow-up coordination to the Great Streets Initiative planning process. All of these concepts will be re-visited in the EA.

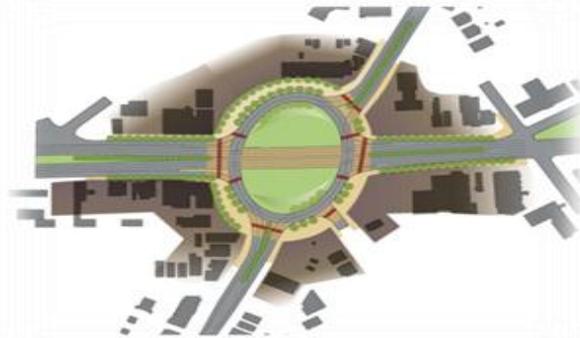
We would appreciate your input on the concept designs, your assistance in identifying any environmental or cultural resources within the project area, and any comments or suggestions you may have regarding important factors that should be considered in the assessment, including the purpose and need.

**Figure 2:
Conventional Intersection**



Conventional intersection of Pennsylvania Avenue and Minnesota Avenue with consolidated movements to one intersection.

**Figure 3:
Ellipse**



Circle within the square with Pennsylvania Avenue bisecting. Will provide increased green space, consolidated open space, and remove left turning conflicts.

**Figure 4:
Modified Traffic Square**



Square with Pennsylvania Avenue bisecting. Modified to reduce the impact to residential properties along Minnesota Avenue and 25th Street. Will provide increased green space and improve safety by reducing turning movements; and is closer to the current configuration of the square.

**Figure 5:
Revised Traffic Square**



The Modified Traffic Square was revised to avoid taking commercial property. Will have the same benefits as the Modified Traffic Square.