PHASE 4

Traffic Patterns:

1. The westbound entrance and exit ramps with temporary connector will serve as a westbound lane; and will provide access to Georgetown University.

2. The eastbound entrance/exit ramp will serve as an eastbound through lane. .(No Georgetown University access from eastbound ramp until four depressed lanes are opened to traffic).

3. The newly constructed proposed westbound lanes will provide one eastbound lane and one westbound lane at all times.

Construction Sequence:

1. Construct proposed eastbound lanes.

Anticipated Construction Time For PHASE 4: 2 Months.

TOTAL CONSTRUCTION TIME FOR ALTERNATE 3H: 18 MONTHS.

Board of Zoning Adjustment
District of Columbia
CASE NO.16566
EXHIBIT NO.7A8

GEORGETOWN UNIVERSITY ENTRANCE
ALTERNATE 3H

Utility Relocation Cost

Electrical Line 1	(Assume Standard Conduit)	1700 LF	@ $10/LF	$17,000
Electrical Line 2	(Assume Standard Conduit)	1700 LF	@ $10/LF	17,000
48" Water Line		1500 LF	@ $850/LF	1,275,000
36" Water Line		950 LF	@ $450/LF	427,500
30" Water Line		1700 LF	@ $350/LF	595,000
84" RCP (Jacked)		300 LF	@$1500/LF	450,000
72" RCP		275 LF	@ $500/LF	137,500
			Total	$2,919,000

GEORGETOWN UNIVERSITY ENTRANCE
CONSTRUCTION SEQUENCE AND TEMPORARY TRAFFIC PATTERN FOR ALTERNATE 2A – MODIFIED

PHASE 1

Traffic Patterns:

1. Maintain existing traffic patterns with no lane closures.

Construction Sequence:

Phase 1-A
1. Construct proposed retaining wall east of the existing Georgetown University access road.
2. Begin construction of proposed Georgetown University access road.

Phase 1-B
1. Construct proposed retaining wall at the Canal Road-Whitehurst intersection.
2. Complete construction of the proposed Georgetown University access road.

Anticipated Construction Time for PHASE 1: 2 Months.

PHASE 2

Traffic Patterns:

1. Utilizing the full width of the corridor, two lanes in each direction will be provided on Canal Road during peak traffic conditions. The existing Georgetown University access road, and its connection to Canal Road, will remain open until such time as the left turn storage lane has been completed.
2. Construction which requires encroachment onto or use of Canal Road will be scheduled during off peak hours (10 a.m. to 4 p.m. and 7 p.m. to 7 a.m.). The Contractor will be allowed to reduce Canal Road to one lane in each direction, if necessary, during this time only.

Construction Sequence:

Phase 2-A
1. The Contractor will widen Canal Road to five lanes to provide space for the left turn storage lane at the proposed Georgetown access road. Temporary pavement may be required in order to meet the requirement for maintaining two lanes of traffic in each direction.

2. At the intersection of Canal Road and the Whitehurst Freeway, removal of the raised median will be accomplished during non-rush hours. Following removal of the raised median, the existing pavement width will be restriped to accommodate four lanes of traffic along the northernmost portions of the existing width.

Phase 2-B

1. The remaining portion of the pavement width to the south of the through lanes will be closed and a temporary concrete traffic barrier wall installed to shield the construction area at the Canal Road – Whitehurst intersection.
2. Portions of the existing wall will be removed and the area behind the new wall constructed in Phase 1-B will be backfilled, compacted, and paved.
3. The temporary traffic barrier will be removed and final pavement surface will be placed on the new width of Canal Road and restriped to a five lane configuration.

Anticipated Construction Time for PHASE 2: 8 Months

TOTAL CONSTRUCTION TIME FOR ALTERNATE 2A–MODIFIED: 10 MONTHS

APPENDIX F

Comments and Responses on Draft Environmental Impact Statement

F-1 Agency Comments and Responses on the Draft Environmental Impact Statement

F-2 Public Comments and Responses on the Draft Environmental Impact Statement

F-3 FHWA Letters Sent in Response to Comments

F-4 Postcards Received on Draft Environmental Impact Statement

APPENDIX F-1

Agency Comments and Responses
on the Draft Environmental Impact Statement

Appendix F-1
Agency Comments and Responses on the Draft Environmental Impact Statement

INTRODUCTION

The Federal Highway Administration, Eastern Federal Lands Highway Division (FHWA-EFLHD) has complied with the National Environmental Policy Act (NEPA) with respect to formal public participation for the *Draft Environmental Impact Statement and Draft Section 4(f) Statement (DEIS)* by making the subject *DEIS* available for public review and comment from July 21 through September 30, 1995.

Comments received in writing from several agencies during the response period have been reviewed and are addressed or summarized in Appendix F-1. Public comments are addressed in Appendix F-2.

This Comment and Response Appendix is organized into four sections, as follows:

- The Introduction, which describes the process and approach taken in addressing comments.
- A table of agencies that commented and the document identification number assigned for reference.
- A table of consolidated comments and responses.
- Photocopies of the documents received.

Comments received that are similar in nature or address similar concerns have been grouped together and consolidated to focus on the issue of concern. Similarly, a single response applies. Some comments, although appreciated, do not require a specific response and are not called out herein.

It should be emphasized that responses to DEIS comments have been addressed in this comment-response appendix and in the text of the Final Environmental Impact Statement.

Each consolidated comment-response has been lettered sequentially. Each document received was assigned a unique identification number. Within each document, each individual comment is numbered sequentially.

A reader who wishes to read the specific comment(s) received may turn to the photocopies of the documents included in this appendix. Instructions for referencing the grouped comments-responses and the specific comment documents are as follows:

- Match the document identification number to that of an actual document. This is clearly marked in the upper right hand corner in bold print.

- Identify the comment number for which you are interested. The comments have been numbered sequentially within each document. The comment number is located left of the text in bold text.

- On each document, near each comment number is the letter of the group in which the specific comment has been encompassed, such as A or U.

Canal Road Entrance of Georgetown University

Agency Comment Letters

ID	Date	Representing	Author	Title	City, State ZIP	# Pgs
1	9/12/95	The Commission of Fine Arts	Atherson, Charles H.	Secretary	Washington, DC 20001	2
2	9/15/95	D.C. Department of Public Works	King, Larry	Director of Public Works	Washington, DC 20009	3
3	11/2/95	D.C. Department of Public Works	King, Larry	Director of Public Works	Washington, DC 20009	1
4	11/9/95	National Capitol Planning Commission	Griffith, Reginald W.	Executive Director	Washington, DC	5
5	9/21/95	Potomac Electric Power Company	Slayton, James R.	Supervisor, Engineering Liaison	Washington, DC 20068	3
6	9/14/95	U.S. Army Corps of Engineers, Baltimore District	Harris, Keith A.	Chief, Special Projects Permits Section	Baltimore, MD 21203-1715	1
7	8/2/95	U.S. Department of the Interior, National Park Service	Stanton, Robert	Field Director, National Capitol Area	Washington, DC 20242	2
8	9/27/95	U.S. Environmental Protection Agency, Region III	McDowell, Susan	Acting Chief, Environ. Plng & Assessment	Philadelphia, PA 19107-4431	2
9	10/10/96	National Capitol Planning Commission	Griffith, Reginald W.	Executive Director	Washington, DC	3
10	11/4/98	D.C. Department of Public Works	Bernardino, Cell	Acting Director	Washington, DC 20009	3
11	12/6/96	D.C. Department of Public Works	Bernardino, Cell	Acting Director	Washington, DC 20009	1
12	2/23/98	D.C. Department of Public Works	Price, Deborah	Director, DDOT	Washington, DC	4
13	7/30/98	D.C. Department of Public Works	Bernardino, Cell	Acting Director	Washington, DC 20002	1
14	11/16/98	U.S. Department of the Interior, National Park Service	Carleton, Terry P.	Regional Director, National Capitol Region	Washington, DC 20242	1

Appendix F-1
Agency Comments on the DEIS and Responses

Document # - Comment #	Group	Comment	Response
8-2	A	The USEPA endorses Alternative 3B, a grade-separated interchange.	The preferred alternative is selected in this FEIS. The preferred alternative, 2A - Modified, is the least expensive, has the least impacts and satisfies the project's purpose and need.
7-1	B	NPS recommends that consideration be given to identifying the at-grade intersection as the preferred alternative in the DEIS.	The preferred alternative, 2A - Modified, is selected in the FEIS. This alternative is an at-grade intersection.
1-5	C	The Commission of Fine Arts will formally review Alternative 2A if the concerns of the National Park Service are satisfied.	The preferred alternative is selected in the FEIS. This alternative is a modification of Alternative 2A. All of the concerns of NPS were satisfied. If a build alternative is selected, it will be submitted to the Commission of Fine Arts as a formal design review project.
4-5	D	NCPC recommends that the Supplemental DEIS examine three additional alternatives; 1) move Alternative 2A 200 feet to the east, 2) provide a traffic circle at the intersection of Canal and Foxhall Roads, 3) Alternative 4 from DCDPW.	Many alternatives were examined in the period between the DEIS and the FEIS. A discussion of some of these is included in Section 2.4 of the FEIS, including those requested by the NCPC. Also, see FHWA response to NCPC dated July 26, 1996.
2-1, 3-1	E	DCDPW recommends that an Alternative 4 be considered as a concept for further study. Alternative 4 is a loop at the intersection of Canal and Foxhall Roads for U turn movements and eastbound left turn storage bay.	This alternative was considered in the analysis following the DEIS. A discussion is included in Section 2.4 of the FEIS. A traffic circle would require taking 7 acres of parkland and reconstruction of Foxhall Road which results in a roadway grade of 18%. The capacity of the traffic circle would not be able to accommodate predicted year 2016 traffic volumes. Based on these impacts and a construction cost of over $3 million in addition to the actual construction of the entrance to GU, this alternative is not considered cost effective or reasonable.
3-2	F	Alternative 3H needs more detailed analysis regarding disturbance from construction and the feasibility of mitigating the resulting environmental consequences.	Each alternative was adequately analyzed in the FEIS to the same extent in order to determine social, economic and environmental impacts.

Appendix F-1
Agency Comments on the DEIS and Responses

Document # - Comment #	Group	Comment	Response
5-1	G	Each of the proposed alternatives would have an impact to the existing Potomac Electric Power Company underground facilities.	If a build alternative is selected, the final design will include relocation or protection of existing utilities as required. Only Alternative 3H has high utility impacts.
1-1	H	We are concerned by the considerable impact the various build alternatives would have on Georgetown and the park.	The significant impacts of all build alternatives are discussed in the FEIS.
8-3	I	The Final EIS should include a map and a thorough description of the proposed mitigation property for the National Park Service land impacted.	No description of the proposed mitigation property has been developed. The purpose of the EIS is to identify impacts associated with each alternative. The exact location of the mitigation property is not required to identify these impacts.
4-3	J	The DEIS should include a map that clearly delineates all parcels located between the University and Canal Road. The map should identify the land title and jurisdiction of each parcel, including a history of jurisdiction transfers and the reasons.	The FEIS includes such a map. See Figure 4 - 0. A history of jurisdiction transfers and the reasons is not shown because it is not required in order to present the impacts associated with each alternative.
8-1	K	The Final EIS should include a summary matrix listing the impacts for all the candidate build alternatives.	The summary matrix is included as Table S-2 in the Executive Summary.
4-4	L	Additional traffic analyses would need to evaluate impacts on the surrounding area.	A network analysis was performed and additional traffic counts were taken to present detailed impacts of the preferred alternative.
4-7, 9-2	M	Transportation issues that need to be assessed or more fully explained include possible queues, turning movements, construction impacts, congestion and the project's conformity with Federal legislation.	These issues are discussed in Chapter 4. More modeling of the traffic impact area is included in the FEIS. The project does conform with Federal legislation. These issues are discussed in Chapter 4.

Appendix F-1
Agency Comments on the DEIS and Responses

Document # - Comment #	Group	Comment	Response
4-8	N	More fully explain and pursue transportation systems management and transportation demand management methods. GU should state whether it uses or has considered satellite parking areas. Efforts should be made to enhance current GUTS shuttle bus service.	The purpose and need for the project is to improve access for the existing entrance at Canal Road. TSM and TSD's were discussed in Section 2.1.1 and all reasonable alternatives that meet the purpose and need were analyzed. TSM and TSD's were found not to meet the full purpose and need of the proposed project. Additionally, GUTS service and/or satelite parking not meet the Purpose and Need. Further discussion appears in Chapter 2.
1-4	O	GU may be able to resolve the current entrance problem within the campus itself.	The purpose of the project is to improve access for the existing Canal Road entrance to allow for all turning movements. TSM and TSD alternatives were analyzed in Chapter 2.
4-9	P	Evaluate issues relating to blasting activities and noise quality analysis.	There will no longer be any blasting activities with the preferred alternative (Alternative 2A - Modified). Noise impacts have been analyzed in the DEIS and the FEIS.
6-1, 8-4	Q	Lost vegetation should be replaced with native plants as opposed to exotic ones.	Landscaping activities will be determined during the final design and will be in accordance with the mitigation described in the FEIS. To the extent feasible, native plants will be utilized.
1-2, 7-2, 9-1	R	There is a lack of specificity in the DEIS regarding the potential development of the Riders' Fund property that may take place as a result of the proposed project. Include the latest information regarding the Riders' Fund property.	The information on the Riders' Fund (WMATA) property has been updated. The preferred alternative (Alternative 2A - Modified) does not impact this property.

Appendix F-1
Agency Comments on the DEIS and Responses

Document # - Comment #	Group	Comment	Response
7-3	S	The DEIS should address the potential for irreparable harm if, as a result of the project, access is provided to adjacent private land which would facilitate development and cause potentially severe aesthetic impacts to 4(f) resources. The project must include as a 4(f) mitigation measure a discussion on the effects of a controlled access facility to the university with no access to be provided to private lands which could be by enforcement of full access control or by acquisition of the private lands.	This is no longer an issue with the preferred alternative (Alternative 2A - Modified). No property or easements will be acquired from the Riders' Fund (WMATA) property. Impacts to 4(f) resources are discussed on the 4(f) Statement.
1-3	T	The Government should either purchase or condemn the Riders' Fund property in order to comply with the intent of the Park Service Memorandum of Agreement.	On May 31, 1996 the Riders' Fund property was transferred by order of the US District Court to the Washington Metropolitan Area Transit Authority (WMATA). The intent of the MOA was not to purchase this property.
4-1	U	A Supplemental DEIS should be prepared which addresses concerns pertaining to the effect of the alternatives on identified Federal interests, other impacts of the alternatives, the status of land title and jurisdiction in the corridor, the roles and responsibilities of the NCPC in the project, transportation, environmental, and historic resources considerations, and the need for analyses of the supplemental alternatives.	The FEIS has addressed these issues. A Supplemental EIS was not prepared. See Reevaluation in Appendix H. See letter dated July 26, 1996 to NCPC and NCPC response. The role of the NCPC is discussed in Section 1.2.2.
4-2	V	The Supplemental DEIS should evaluate each alternative's conformance with NCPC policies regarding the Potomac Palisades, Canal Road, C&O Canal, Georgetown Historic District, and Prospect Street gate area.	A Supplemental EIS was not warranted. See Reevaluation in Appendix H. However, the FEIS addresses these policies in Sections 1.2.2, 3.1.6, and 4.1.7.
4-6	W	Discuss NCPC's roles and responsibilities if a build alternative is selected and NCPC's role as a Cooperating Agency in the environmental documentation process.	NCPC's role as a Cooperating Agency is to assist the lead agency in the EIS process. NCPC will also approve the design details of the project in accordance with the MOA and will approve all federal lands transfers in accordance with established laws. The role of the NCPC is discussed in Section 1.2.2.

Appendix F-1
Agency Comments on the DEIS and Responses

Document # - Comment #	Group	Comment	Response
4-10	X	Analyze impacts to the built cultural resources such as the C&O Canal Historic District and the Georgetown Historic District.	Chapter 8 of the FEIS is a Section 4(f) Evaluation which discusses impacts to built cultural resources. The impacts and mitigation measures have been coordinated with the District of Columbia Historic Preservation Officer (SHPO) and the NPS.
2-2	Y	DCDPW offered editorial comments on the DEIS.	Comments have been noted and are reflected in this FEIS.
5-3	Z	PEPCO expressed concerns about cost estimates associated with the possible relocation of their facilities. They stated that the cost estimates used in the DEIS were unrealistic.	PEPCO's concerns are noted. However, the preferred alternative, 2A - Modified, involves only minor regrading of Canal Road.
5-4	AA	Should the proposed action become viable, PEPCO mentioned specific requirements that would need to be met during various phases of the proposed action.	PEPCO's comments are noted and requests will be met during the various phases of the project.
9-3	AB	NCPC requested that an additional alternative be studied. The alternative would involve adding a median break and an AM traffic signal.	FHWA has thoroughly evaluated this alternative. See Chapter 2.3 in the FEIS.
9-4	AC	The evaluation of secondary impacts should be coordinated with affected interested parties.	Comment noted.
9-5	AD	The NCPC opposes any alternative that could adversely affect the scenic environment and ecology of the Palisades by facilitating more intense development.	There are no impacts to the Palisades scenic environment.
9-6	AE	NCPC requests that FHWA assist the District or other public agencies in developing Comprehensive Traffic Management Plans and long term land use considerations.	These are not within the scope of this project.
10-1, 12-1	AF	DCDPW requested that the FHWA perform a traffic study on proposed entrance improvements and signalization on surrounding communities and expand the project area and include proposed expansion by the GU Master Plan.	See Appendix F-3 for response.

Appendix F-1
Agency Comments on the DEIS and Responses

Document # - Comment #	Group	Comment	Response
11-1	AG	DCDPW sent a follow up letter clarifying a mistake that had previously made in their 11/4/96 letter.	See Appendix F-3 for response.
13-1; 14-1	AH	Agency supports the Preferred Alternative, Alternative 2A-Modified.	No response necessary.

THE COMMISSION OF FINE ARTS
ESTABLISHED BY CONGRESS 17 MAY 1910

THE PENSION BUILDING
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001

202 504 2200
202 504 2195 FAX

12 September 1995

Re.: Georgetown University Canal Road Entry Project

Dear Mr. Hill:

The staff is in receipt of and has considered the Draft Environmental Impact Statement on the various proposals for improvements to the Canal Road entrance of Georgetown University. I have also discussed the project with the Old Georgetown Board, a review body created by Act of Congress to advise the Commission on matters pertaining to the Georgetown Historic District.

H[1] Everyone here is impressed with the exhaustive analysis provided by the Federal Highway Administration. However, the Commission must consider the project from the point of view of its effect on the character of the historic district, the C and O Canal and the adjacent parklands. In this regard, we are concerned by the considerable impact the various alternatives would have on Georgetown and the park. I understand that, with reservation, Alternative 2A appears to be the scheme preferred by the National Park Service. While the Citizens Association of Georgetown and the Advisory Neighborhood Commission have not taken a vote, there appears to be considerable disagreement between the "no-build" and Alternative 2A factions. This particular plan calls for an at-grade intersection on Canal Road that retains the Prospect Street entrance but limits left hand turns from the University onto Canal Road during AM peak hours. This seems to be the least destructive of the alternatives. However, I must note that any improvement to the Canal Road entrance creates a collateral problem: the disposition of Lot 822, the Riders Fund property.

R[2] In its Memorandum of Agreement, the Park Service would turn over its portion of the site (Lot 813), required by the FHWA for this project, on the basis that the new interchange would be used solely for the University. However, the District of Columbia Corporation Counsel has determined that it is obligated by law to provide access to the 2.5 acre Riders Fund property as the result of the construction of this new public interchange. Whether or not the Riders Fund property will be open to development is an issue of considerable importance to the Commission of Fine Arts.

3 In consideration of the various documented exchanges, it would appear that the only resolution to this problem is for the Federal

DOCUMENT 1

T[3] Government to either purchase or condemn the Riders Fund property in order to comply with the intent of the Park Service, though purchase of the property could far exceed the cost of constructing the interchange. In lieu of the full satisfaction of the Park Service in this regard, it may be premature to accept any of the build schemes.

O[4] Additionally, given the impetus, the University may be able to resolve the current entrance problem within the campus itself. It may be an oversimplification, but moving the existing security gates at the Leavey Center southward to include a portion of the surface parking area at the Main Campus might provide an incentive for some of the University commuters to use the Reservoir Road entrance.

C[5] In any event, should the concerns of the National Park Service be satisfied, a concept design for Alternative 2A could be developed. At that time, it should be submitted to the Commission of Fine Arts as a formal design review project. If you have any questions please feel free to call me or Jeff Carson on my staff.

Sincerely,

Charles H. Atherton
Secretary

Mr. Arthur Hill
Division Administrator
Federal Highway Administration
Union Center Plaza, Suite 750
820 First Street, N.E.
Washington, D.C. 20002

cc. Outerbridge Horsey, CAG
Maurice Foushee, NCPC
Steve Raiche, HPRB
Jeff Knoedler, NPS

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
2000 14th STREET N.W.
6th FLOOR
WASHINGTON D.C. 20009

OFFICE OF THE DIRECTOR
(202) 939-8000

SEP 15 1995

Mr. Arthur J. Hill
Division Administrator
FHWA, D.C. Division
820 First Street, N.E.
Suite 750
Washington, D.C. 20002

Re: Draft Environmental Impact Statement
Improvements to the Canal Road, N.W.
Entrance of Georgetown University

Dear Mr. Hill:

As requested in Mr. Gary Klinedinst's July 31, 1995 letter, we have reviewed the referenced DEIS and offer the following comments:

1. We believe that each of the Alternatives 3A thru 3H are costly and will result in unacceptable aesthetic and environmental impacts on the historic C & O Canal. Therefore, these alternatives will not be acceptable. The signalized intersection as proposed in Alternatives 2 and 2A will also adversely affect the traffic movements on Canal Road.

E 1 2. We are providing for consideration an Alternative 4, shown on enclosed sketch. This alternative will provide a loop, similar to those used in the Northeastern states, tying into the signalized intersection of Foxhall Road and Canal Road. A left turn storage bay and access will be provided for permitting eastbound traffic to enter the University. This alternative will eliminate the need for an additional signalized intersection at the entrance as required in Alternatives 2 and 2A.

3. We are also offering the following editorial comments:

(a) On page 4-15, section 4.3.1.b, first paragraph, second line, the word "combustion" should be inserted between "internal" and "engines". In the same line, the word "area" should be inserted between "populated" and the comma.

(b) On page 4-28, title line (bold caps), the word "AN" should be corrected to "AND".

We wish to thank FHWA for submitting the draft EIS for our review. If you have any questions regarding our comments please contact Mr. Harbhajan Sandhu or Mr. David Wakefield of my staff on (202) 939-8073.

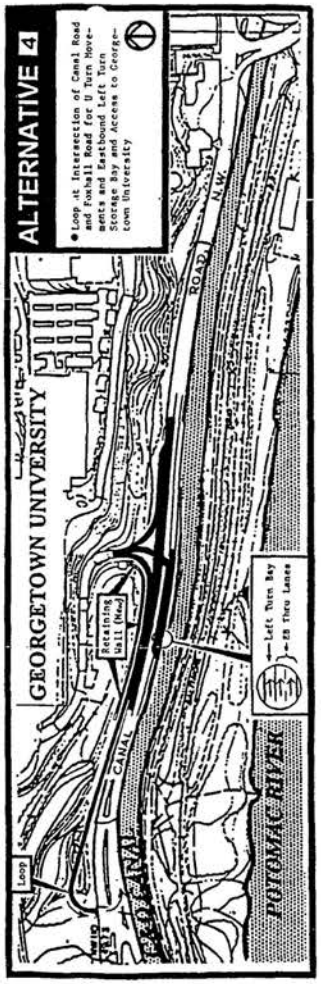
Sincerely,

Gary C. Bunch

Larry King
Director of Public Works

Enclosure

DOCUMENT 2



DOCUMENT 3

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
2000 14TH STREET N.W.
6TH FLOOR
WASHINGTON D.C. 20009

OFFICE OF THE DIRECTOR

NOV 2 1995

Mr. Arthur J. Hill
Division Administrator
FHWA, D.C. Division
820 First St., N.E.
Suite 750
Washington, D.C. 20002

RE: Draft Environmental Impact Statement (DEIS)
Improvements to the Canal Road, N.W.
Entrance to Georgetown University

Dear Mr. Hill:

E 1 The purpose of this letter is to clarify the comments included in our letter dated September 15, 1995. Please note that our comments on providing a loop at Canal Road (Alternative 4) were presented as a concept requiring further study. No evaluative traffic analysis was performed prior to advancing this proposal.

Alternatives 2 and 2A will require additional study by the Department. These alternatives were reviewed separately from street design and traffic analysis perspectives, thus resulting in somewhat different interpretations of the merits of the alternatives.

F 2 Alternative 3H is the most costly of the alternatives selected for analysis. However, we are more concerned with the level of disturbance from construction and the feasibility of mitigating the resulting environmental consequences. As such, this requires a more detailed analysis than provided in the DEIS.

We look forward to meeting with you after all comments have been considered, to select a preferred alternative.

Sincerely,

Larry King,
Director

NATIONAL CAPITAL PLANNING COMMISSION

COMMISSION MEMBERS

Appointed by the President of the United States
Harvey B. Gantt CHAIRMAN
Susan A. Daines
Margaret G. Vanderhye

Appointed by the Mayor of the District of Columbia
Arrington Dixon
Dr. Patricia Elwood

Secretary of Defense
Honorable William J. Perry

Secretary of the Interior
Honorable Bruce Babbitt

Administrator of General Services
Honorable Roger W. Johnson

Chairman, Committee on Government Affairs, United States Senate
Honorable Ted Stevens

Chairman, Committee on Government Reform and Oversight, U.S. House of Representatives
Honorable William [illegible]

Mayor, District of Columbia
Honorable Marion [illegible]

Chairman, Council of the District of Columbia
Honorable David A. Clarke

IN REPLY REFER TO:
NCPC File No. 5517

NOV 0 [illegible] 1995

Mr. Arthur Hill
Division Administrator
Federal Highway Administration
Union Center Plaza - Suite 750
820 First Street, N.E.
Washington, D.C. 20002

Dear Mr. Hill:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for Improvements to the Canal Road Entrance of Georgetown University. The Commission considered this proposal at its November 2, 1995 meeting, at which a large number of citizens and civic groups provided testimony. Consequently, the Commission approved the following comments for your consideration

U 1 In view of the extensive public interest in this project and the new alternatives which have been suggested by this Commission and others during the comment period, we respectfully request that the Federal Highway Administration (FHWA) prepare a Supplemental DEIS for the Canal Road Entrance. The Supplemental DEIS should address concerns expressed by this Commission and others who have recommended substantial changes in the DEIS. These concerns pertain to the effect of the alternatives on identified Federal interests, other impacts of the alternatives, the status of land title and jurisdiction in the corridor, the roles and responsibilities of this Commission in the project, transportation, environmental, and historic resources considerations, and the need for analyses of the supplemental alternatives.

EXECUTIVE DIRECTOR Reginald W. Griffin 2 In particular, we note that the build alternatives could affect several Federal interests within the Commission's area of responsibility, and we urge the FHWA to address these matters in the EIS. The Comprehensive Plan for the National Capital contains policies related to several Federal interests in the project area. Several policies, as explained in the Comprehensive Plan section of the attached staff report, seek to protect the scenic qualities of the Potomac Palisades, Canal Road, and the C&O Canal and others call for preserving the historic character of the C&O Canal and the Georgetown Historic District. Additional policies relate to the special protections

V 2 afforded the Georgetown University campus, including the Prospect Street gate area, as a Special Place, Canal Road as a Special Street and a Gateway, and the C&O Canal as a Historic Park. The Comprehensive Plan also designates the Potomac Palisades as a Natural Feature. In addition to identifying applicable Comprehensive Plan policies, the Supplemental DEIS should evaluate each alternative's conformance with these policies.

National Park Service (NPS) jurisdiction over the C&O Canal and the Potomac Palisades constitutes another Federal interest. The Commission, through Comprehensive Plan policies and project reviews, has committed itself to helping NPS protect natural and historic features that convey special meaning to visitors and residents.

J 3 Although the DEIS notes that NPS manages land in the study area, the revised DEIS should include a map that clearly delineates all parcels located between the University and Canal Road. The map should identify the land title and jurisdiction of each parcel, including a history of jurisdiction transfers and the reasons for the transfers. An additional map showing other nearby Federal parkland should be included to help identify surrounding Federal interests that could be affected by the improvements project.

Based on the information in the DEIS, the No Build Alternative would least likely adversely affect the scenic qualities of the Potomac Palisades, Canal Road, and the C&O Canal. The No Build Alternative retains the existing scenic environment for drivers who travel on Canal Road and for people who recreate along the C&O Canal. This alternative also preserves panoramic views of the Canal Road area from the George Washington Memorial Parkway in Virginia. We recognize, however, that the No Build Alternative does not resolve the issue of providing all directional vehicle movements for traffic entering and leaving the campus at the Canal Road entrance.

Alternative 2A presents a solution to the problem of improving access at the University entrance. It also offers the opportunity for NPS to receive parkland it could use to preserve or enhance the visual quality of the corridor. As proposed with this alternative, keeping the Prospect Street gate open in order to restrict eastbound Canal Road movements from the University during the morning peak period may lessen impacts on upper Canal Road and the Clara Barton Parkway, reduce the need

for large structures on the Palisades and along C&O Canal, and diminish traffic impacts in the Georgetown Historic District, compared with existing conditions.

The Commission could not support Alternative 2A if it could potentially adversely affect the scenic environment and ecology of the Palisades through the facilitation of more intense development. Our concerns about future development include possible generation of conspicuous structures that radically change the Palisades' natural slopes, which we and NPS have sought to retain as gradual transitions to urban character, and major traffic generators which would further overwhelm an already stressed road system. Additional traffic analysis would need to evaluate impacts on the surrounding area to assist us in determining the desirability of Alternative 2A and any variations of that alternative.

L 4

The Commission recommends that the Supplemental DEIS examine three additional alternatives. One is a modification to Alternative 2A that moves the future entrance road approximately 200 feet to the east of the existing entrance to provide direct, fully-controlled access. Providing a traffic circle at the intersection of Canal and Foxhall Roads constitutes a second alternative. This option calls for reconfiguring the Canal and Foxhall Roads intersection to permit vehicles leaving the University and wanting to go eastbound on Canal Road to first turn westbound onto Canal Road, drive around a new circle, then turn onto eastbound Canal Road and proceed to Key Bridge or the Whitehurst Freeway. Finally, we request that the Supplemental DEIS evaluate the District of Columbia Department of Public Works' Alternative 4 as a third alternative. These three alternatives should be examined for impacts on traffic, topography, historic resources, and the scenic quality of the Palisades. And, each alternative should be evaluated for its potential effects beyond the fairly limited area delineated in the DEIS (i.e., impacts on the University, the surrounding residential and nearby business community).

D 5

We do not support Alternative 3B, which involves a grade-separated facility with elevated westbound Canal Road lanes, or Alternative 3H with its grade-separated interchange and depressed Canal Road lanes. These alternatives would create significant adverse visual impacts on the Potomac Palisades, Canal Road, and the

C&O Canal. We believe that the potential negative visual impacts associated with these alternatives outweigh any potential traffic benefits.

The Commission offers several recommendations to strengthen the EIS. The document needs to discuss the Commission's roles and responsibilities if a build alternative is ultimately selected. The Memorandum of Agreement (MOA), executed by FHWA, NPS, and the District of Columbia, stipulates that the MOA signatories shall seek "review and approval of the design of the Demonstration Project by the National Capital Planning Commission..." In addition, Commission approval would be required for any transfers of jurisdiction associated with the project. Also, the document should explain our role as a Cooperating Agency in the environmental documentation process.

W 6

Transportation issues that need to be assessed or more fully explained include possible queues, turning movements, construction impacts, and the project's conformity with Federal legislation. The analysis needs to examine the potential for queues on nearby roads such as upper Canal Road, Foxhall Road, Whitehurst Freeway, Key Bridge, and Reservoir Road. This analysis would help staff better evaluate the potential traffic flow and safety effects of each alternative. A discussion of turning movements should evaluate traffic weaving as eastbound Canal Road vehicles leaving the University approach the Whitehurst Freeway. The EIS also needs to assess the potential traffic delays and detours that could occur during construction if FHWA selects a build alternative. FHWA should consider coordinating with the District, NPS, and surrounding neighborhoods to develop a comprehensive traffic management plan for the area to address construction-related issues, long-term land use considerations, as well as transportation impacts. All alternatives should be evaluated for their compliance with the Clean Air Act Amendments and the Intermodal Surface Transportation Efficiency Act.

M 7

We suggest that future environmental documentation more fully explain and pursue transportation systems management and transportation demand management methods. Georgetown University should state whether it uses or has considered satellite parking areas, particularly if the university owns any nearby land. The University should explore arrangements with businesses that could accommodate satellite

N 8

DOCUMENT 4

parking and, consequently, minimize traffic impacts in residential areas. Efforts should also be made to enhance the current G.U.T.S. shuttle bus service to increase its convenience.

P 9 The document should evaluate environmental issues related to blasting activities and noise quality analysis. We understand that blasting activities are associated with all of the build alternatives. Yet, the DEIS does not discuss the potential impacts of such activities on the C&O Canal and nearby slopes. The Supplemental DEIS should provide assurance that if a build alternative is selected, blasting activities will not affect the structure or underlying foundation of the C&O Canal wall or affect soil stability. Furthermore, blasting activities should be evaluated for potential effects on water pipelines and other utilities. Additionally, the document should justify why level-of-service (LOS) "C" was used to predict traffic noise levels instead of the projected LOSs which range from "D" to "F."

X 10 Finally, the EIS needs to analyze impacts to the built cultural resources such as the C&O Canal Historic District and the Georgetown Historic District. This analysis would assist in determining the best alternative.

We appreciate your consideration of our comments and recommendations which the enclosed Executive Director's Recommendation discusses in greater detail. Please let us know if we can assist you further in the development of the document.

Sincerely,

[signature] Robert E. Gresham

Reginald W. Griffith
Executive Director

Enclosure

DOCUMENT 5

POTOMAC ELECTRIC POWER COMPANY • 1900 PENNSYLVANIA AVENUE, N.W., WASHINGTON, D.C. 20068
(202) 872-2000

September 21, 1995

Mr. Arthur Hill
Division Administrator
Federal Highway Administration
Union Center Plaza
Suite 750
820 First Street, N.E.
Washington, D.C. 20002

Dear Mr. Hill:

Subject: Improvements to the Canal Road Entrance of Georgetown University

In response to Mr. Gary L. Klinedinst's letter dated July 31, 1995 which transmitted the Draft Environmental Impact Statement (DEIS) for the subject project, we offer the following comments:

Electrical Line 1

G 1 After reviewing the DEIS, we have determined that each proposed alternative, for the exception of Alternative 1, would have an impact to our existing underground facilities within the limits of the project. Our facilities consist of manholes and an underground conduit system that houses two (2) 69KV cables along with alarm cables which detect trouble as it occurs with the 69KV circuits.

Alternatives 2 and 2A - At Grade. Normally these alternatives would have the least impact to our facilities provided that finished grades remain very close to the existing grade in the area of our facilities. A slight fill in grade (12" or less) can usually be accommodated rather simply by making minor adjustments to the manhole's surface access frames and covers. Cuts in final grades present a totally different problem depending on the amount of cut in relationship to the existing amount of cover over the manhole/conduit system. Should the cuts be made to a point that would not provide the minimum amount of cover (approximately 36") over the conduit system a total rebuild may be necessary.

Based on the information provided in the DEIS and the projected affected area (approximately 1700 LF), we have ballpark estimated our cost to rebuild/replace our facilities to be in excess of 1.2 million dollars. This estimate does not include any permanent resurfacing costs nor does it include any contingencies should we encounter rock during our excavating activities. In addition, the estimate is based on our ability to work during normal work hours from 9:30 a.m. until 3:30 p.m., Monday through Friday.

Appendix E, page E-9 of the DEIS a figure of $10/LF was used to estimate the cost of relocating Electrical Lines 1 and 2. This dollar amount per linear foot is an unrealistic figure, especially involving Electrical Line 1.

Electrical Line 2

This facility consists of an underground fed streetlighting system that is the property of the District of Columbia. Currently, PEPCo is under contract to the District of Columbia to maintain their system. However, any estimates concerning the relocation, removal, installation and/or adjustment of these facilities must be furnished by the District of Columbia's Department of Public Works, Bureau of Traffic Services, Street Light Branch.

Should this become a viable project, we must receive 65% (or more) completed plans at least seven (7) months in advance of the project being advertised. This lead time is necessary for us to schedule the preparation of our construction drawings, receive all necessary permits, and to order and receive cables along with other required materials. Our work will probably require at least four (4) months to complete.

If it is necessary for us to complete our work before the project's contractor begins then we must receive design plans one (1) year in advance of the contractor being given "Notice to Proceed". If the project is going to require cuts and/or fills exceeding twelve (12") inches in the area of our re-constructed facilities then our work will have to be performed concurrently with the project's contractor. Excessive cuts and/or fills will have to be done prior to us beginning our work.

DOCUMENT 5

Should you have any questions regarding this matter, please contact me at telephone number 202-872-2845.

Sincerely,

James R. Slayton
Supervisor
Engineering Liaison

cc: Mr. G. L. Klinedinst, FHWA
Mr. David Stoneburner, DC DPW

DOCUMENT 6

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

REPLY TO ATTENTION OF

Operations Division

Subject: CENAB-OP-RX(DC DPW/CANAL ROAD ENTRANCE TO GEORGETOWN UNIVERSITY)95-00989-4

Federal Highway Administration
Attn: Mr. Arthur Hill, Division Administrator
820 First Street, Suite 750
Washington, DC 20002

Dear Mr. Hill:

We have reviewed the Draft Environmental Impact Statement for the proposed upgrade of the existing Canal Road entrance to Georgetown University, in Washington, DC. We find the document acceptable for adressing aquatic resource issues.

We have concluded, however, that the proposed project is exempt from Section 404 of the Clean Water Act and/or Section 10 of the River and Harbor Act of 1899 regulations. Furthermore, the Corps has the following comment(s) relating to secondary impacts resulting from the upgrade:

Q1 a. The loss of trees within the riparian corridor of the Potomac River would affect water temperatures, specifically in the C&O Canal, and should be replanted with shade producing, native riparian species of trees.

b. If there are any changes to the proposed alternatives which may result in impacts to wetlands or other waters of the United States, we would require submittal of the changes for review.

If you have any questions concerning this matter, please contact Mr. Arthur Coppola of this office at (410) 962-1723.

Sincerely,

for Keith A. Harris
Chief, Special Projects
Permits Section

Copy Furnished:

FWS, Bill Schultz
DCRA, James Collier

DOCUMENT 7

United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, SW
Washington, D.C. 20242

HDR
AUG 11 1995
ALEXANDRIA, VA

L3027(NCR) AUG 2 1995

'95 AUG -7 P4:10

Mr. Gary L. Klinedinst
Federal Highway Administration
Eastern Direct Federal Division
Loudoun Tech Center
21400 Ridgetop Road
Sterling, Virginia 22170

Dear Mr. Klinedinst:

This is in reference to our meeting of March 10, 1995, with Ms. Carol Jacoby and Mr. James Sinnette of your office regarding the completion and distribution of the Draft Environmental Impact Statement/Section 4(f) document (DEIS) and replacement of parklands for the proposed south entrance to Georgetown University. We have completed our Section 4(f) review of the document and offer the following comments.

B1 We recommend that consideration be given to identifying the at-grade intersection as the preferred alternative in the DEIS. We base this recommendation on the extensive differences in the potential range of impacts to park resources and the wide disparity of costs between this alternative and other options when viewed within the available funding limits. The at-grade intersection fully meets project purposes at minimal cost and impact. It is our opinion that it would be fiscally responsible, and in the public interest, to release the document with a preferred option. We believe that in this particular instance a supportable case can be made for the selection of a preferred alternative. We trust you can concur in this matter.

R2 Regarding the issue of replacement lands and impacts to 4(f) resources, we understand that the District of Columbia, Office of Corporation Council has completed its title search of the Riders Fund holdings and has concluded that the property has no preestablished access rights. However, their findings also have concluded that any new entrance will create a pubic right-of-way for which the District would be obligated to provide access to if requested by the Riders Fund. We feel that it is important that this information be included within the DEIS in order to evaluate the potential development of the property in relation to the impacts to 4(f) resources and our agreement. We believe that the intent of the legislation was to improve traffic access to the university as a major traffic generator and not to provide access to other properties. It was with this understanding that the National Park Service entered into the Memorandum of Agreement to provide access solely for university purposes. If the circumstances have changed then reconsideration of the agreement may be warranted.

DOCUMENT 7

S3 In this respect, we feel that the DEIS should address the potential for irreparable harm if, as a result of the project, access is provided to adjacent private land which would facilitate development and cause potentially severe aesthetic impacts to 4(f) resources. The project must, therefore, include as a 4(f) mitigation measures a discussion on the effects of a controlled access facility to the university with no access to be provided to private lands. This could be either by enforcement of full access control or acquisition of the private lands.

Depending on the impacts to 4(f) resources and whether restrictions could be placed on the use of the road for university purposes our priority for acquisition would be either by direct purchase by the university for exchange with the NPS for the required parklands or by purchase by FHWA as a project related 4(f) mitigation item. If the latter is not possible, then FHWA could provide acquisition funds for the NPS to acquire the property under its authority.

We thank you for the opportunity to comment. If you require any additional information, please do not hesitate to contact me or Mr. Jeffrey L. Knoedler of my staff. Mr. Knoedler can be reached on (202) 619-7106.

Sincerely,

Robert Hanbury

Field Director, National Capital Area

DEC.31.1996 1:08PM NOR MCENWORTH 703 548 0527 NO.599 P.3/3

DOCUMENT 8

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107-4431

September 27, 1995

Mr. Arthur Hill
Division Administrator
Federal Highway Administration Union Center
Plaza - Suite 750
820 First Street, N.E.
Washington, DC 20002

RE: Improvements to the Canal Road Entrance of Georgetown University: Draft Environmental Impact Statement & Draft Section 4(f) Statement

Dear Mr. Hill:

In accordance with the National Environmental Policy Act and Section 309 of the Clean Air Act, EPA has reviewed the draft Environmental Impact Statement (EIS) and Section 4(f) Statement for the proposed improvements to the Canal Road Entrance of Georgetown University.

Based upon our review of the draft EIS, we have rated the project an LO for Lack of Objections. This rating indicates that our review has not identified any potential environmental impacts requiring substantive changes to the proposal (see enclosed Summary of Rating Definition).

We offer the following comments:

K1 * The final EIS should include a summary matrix listing the impacts for all the candidate build alternatives. This listing should be consolidated so that the impacts of each alternative can be readily compared. As it is currently written, the impacts are listed in various places throughout the document.

A2 * Of the four candidate build alternatives, we endorse alternative 3B, a grade-separated interchange that would shift the westbound lanes of Canal Road to the north and would elevate them. This alternative has less habitat impacts than 3H and costs less. It also appears that this alternative would have less traffic buildup than alternatives 2 and 2A which have signalized intersections.

DOCUMENT 8

I[3] * The project will impact National Park Service land. The draft EIS mentions that the NPS land would be part of an in-kind transfer with suitable adjacent replacement property. The Final EIS should provide a map of where the proposed mitigation property is located along with a thorough description of the area considered for the in-kind transfer.

Q[4] * We fully endorse the NPS's recommendation to replace lost vegetation with native plants as opposed to exotic ones. Native species will help ensure a greater success rate of revegetation and be more suitable as wildlife habitat.

We appreciate the opportunity to comment on this draft EIS. Should you have any questions, please contact Mary Ann Boyer at (215) 597-3634.

Sincerely,

Susan McDowell

Susan McDowell, Acting Chief
Environmental Planning & Assessment

NATIONAL CAPITAL PLANNING COMMISSION

COMMISSION MEMBERS

Appointed by the President of the United States
Harvey B. Gantt
CHAIRMAN
Robert A. Gaines
Margaret G. Vanderhye

Appointed by the Mayor of the District of Columbia
Arrington Dixon
Dr. Patricia Elwood

Secretary of Defense
Honorable William J. Perry
Secretary of the Interior
Honorable Bruce Babbitt
Administrator of General Services
Honorable David J. Barram (Actg.)
Chairman, Committee on Governmental Affairs
United States Senate
Honorable Ted Stevens
Chairman, Committee on Government Reform and Oversight
U.S. House of Representatives
Honorable William F. Clinger
Mayor, District of Columbia
Honorable Marion S. Barry, Jr.
Chairman, Council of the District of Columbia
Honorable David A. Clarke

EXECUTIVE DIRECTOR
Reginald W. Griffith

IN REPLY REFER TO:
NCPC File No. 5517

DOCUMENT 9

OCT 10 1996

Mr. Arthur Hill
Division Administrator
Federal Highway Administration
Union Center Plaza - Suite 750
820 First Street, N.E.
Washington, D.C. 20002

Dear Mr. Hill:

Thank you for your July 26, 1996, letter responding to our November 9, 1995, comments on the Draft Environmental Impact Statement (DEIS) for the Improvements to the Canal Road Entrance of Georgetown University. We appreciate your efforts to address our concerns, including examining alternatives suggested by the Commission and the District of Columbia Department of Public Works, and meeting with our staff to explain your responses.

Your letter requests that the Commission review and concur with your decision to proceed directly with the preparation of a Final EIS. After careful consideration of your responses, the Commission at its October 3, 1996, meeting voted to concur with your decision to proceed with a Final EIS. As a cooperating agency, we recognize the need to assess the environmental impacts of providing full turning movements from Canal Road to Georgetown University and to limit University-related traffic impacts on nearby Georgetown residential streets. Based upon your written responses contained in the July letter and the subsequent August 14, 1996, letter, as well as your meeting with staff on September 12, 1996, we agree that a Supplemental Draft EIS is not needed to address the Commission's previous concerns. None of the three build alternatives, generally referred to as an eastern shift in the existing entrance, a traffic circle at the intersection of Canal and Foxhall Roads, or the extended University entrance parallel to Canal Road, which we requested the Federal Highway Administration (FHWA) to study, appear to adequately address the traffic and aesthetic concerns which led to the Commission's original request for the supplemental document.

The alternatives would adversely affect Federal interests to a similar or greater degree than the alternatives evaluated in the DEIS. The impact of retaining walls required for a shifted entrance or a parallel road would be extremely disruptive to the scenic quality of the Potomac Palisades, which are under the jurisdiction of the National Park Service. Further, the traffic circle and parallel road alternatives would require the acquisition of Park Service land from the Glover-Archbold Park. We have consistently supported avoidance of parkland disturbance, unless the need is critical and unavoidable and mitigation measures are in-place to minimize impacts on park uses and aesthetics.

R 1 We have additional concerns as well. Your response notes that a construction easement from the Washington Metropolitan Area Transit Authority (WMATA) parcel would be required, but may not be obtainable, for the shifted entrance alternative. Furthermore, we are concerned about the potential traffic congestion

M 2 which could occur at the Canal and Foxhall Roads intersection from the traffic circle and parallel road alternatives. The steep grades associated with the approach to the traffic circle also are troublesome. We would hope that none of the alternatives would generate greater adverse impacts on local neighborhoods.

AB 3 However, as FHWA proceeds with the preparation of a Final EIS, we urge you to assess an alternative recently presented to you and raised by several citizens at the Commission's October 3, 1996, meeting. The alternative involves adding a break in the median at the entrance to Georgetown University. A traffic signal, activated only after the AM rush hour, could control left turn movements from the University to Canal Road. The Commission strongly encourages FHWA to cooperate with local communities in the development of details for this alternative. Our request that FHWA study such an alternative should not be interpreted as an endorsement of this alternative, and is not meant to preclude other alternatives.

AC 4 We offer two additional comments. We are pleased to know of your intention to evaluate potential secondary impacts in the Final EIS, but urge FHWA to coordinate with affected and interested parties (neighborhood groups, Park Service, and WMATA) and our staff regarding such an evaluation.

5 AD Although we are not aware that WMATA has made any decisions regarding the maintenance, development, or disposition of the parcel that has been transferred to it by the courts, we reiterate our previous position opposing any alternative that could adversely affect the scenic environment and ecology of the Palisades through the facilitation of more intense development. Finally, although FHWA states that the development and consideration of comprehensive traffic management plans and long-term land use considerations are not within the scope of the project, we request FHWA to assist the District or other public parties in developing such plans if requests are made.

6 AE

Again, we appreciate your interim responses to our comments on the DEIS. We look forward to continued cooperation with FHWA, the Park Service, and the District as you continue with the environmental documentation process. Information developed during the NEPA process will be key to the Commission's review of any proposed transfers of jurisdiction or demonstration project designs. Please let us know if we can further assist FHWA during this process.

Sincerely,

Robert E. Graham (for)

Reginald W. Griffith
Executive Director

Enclosure

1) GL 2) AF

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
2000 14TH STREET, N.W.
6TH FLOOR
WASHINGTON, D.C. 20009

DOCUMENT 10

OFFICE OF THE DIRECTOR
(202) 939-8000

November 4, 1996

'96 NOV 14 P 2:23

RECEIVED
EASTERN FEDERAL LANDS HWY. D

Mr. Arthur J. Hill
Division Administrator
Federal Highway Administration
Union Station Plaza, Suite 750
820 First Street, N.E.
Washington, D.C. 20002

Dear Mr. Hill:

As you know, the National Capital Planning Commission met on October 3, 1996 and concurred with the Federal Highway Administration's decision to proceed to prepare a Final Environmental Impact Statement (FEIS) for the Georgetown University Canal Road Entrance. In its comments, the Commission requested that the Federal Highway Administration (FHWA) assess a proposal proffered by community residents, as a part of the FEIS. The alternative is as follows:

> An at-grade signal at the existing entrance with a median break at the intersection of Canal Road and the entrance. Left turns, from Canal Road into the entrance, would be restricted during morning rush hours. No new lanes would be constructed. During evening rush hours, a long green cycle would be provided for vehicles exiting the university.

Please be advised that the District of Columbia Department of Public Works supports the study of this alternative in the FEIS.

AF 1 In addition, we request that the Federal Highway Administration perform a traffic study on the impact of the proposed entrance improvements and signalization on the surrounding community. The proposed study area boundaries are Reservoir Road, 39th Street, Whitehaven Parkway, Wisconsin Avenue, Q Street, Rock Creek and Potomac Parkway, 23rd Street, H Street and the Whitehurst Freeway. A map is enclosed for your information.

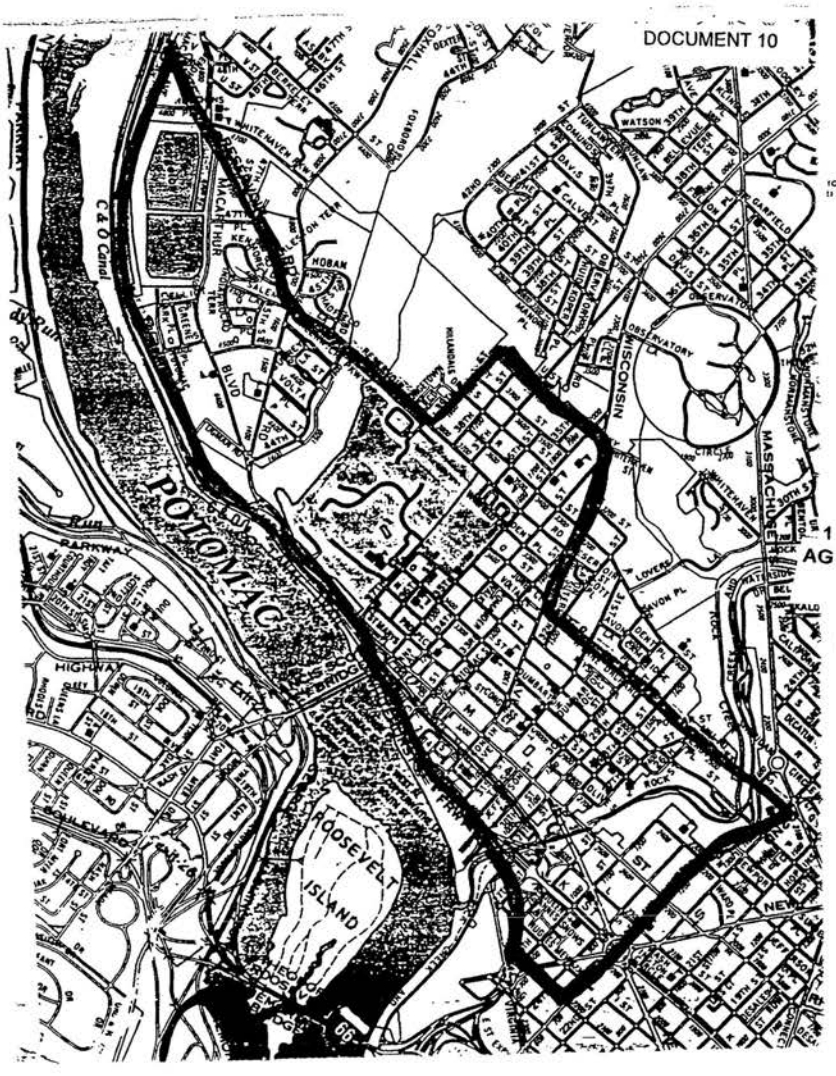
Your assistance in this matter is appreciated and should you have any questions, please contact Mr. Kenneth Laden, Acting Administrator of the Office of Policy and Planning at 939-8010.

Sincerely,

Cell Bernardino
Acting Director

Enclosure

cc: Gary Klinedinst, Division Engineer, FHWA,
Eastern Federal Lands Highway Division



GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
2000 14TH STREET N.W.
8TH FLOOR
WASHINGTON, D.C. 20009

DOCUMENT 11

OFFICE OF THE DIRECTOR
(202) 939-8000

December 6, 1996

Mr. Arthur J. Hill
Division Administrator
Federal Highway Administration
Union Station Plaza, Suite 750
820 First Street, N.E.
Washington, D.C. 20002

Dear Mr. Hill:

This is a follow-up to my November 4, 1996 letter on the proposed Georgetown University entrance at Canal Road (copy enclosed). In that letter, the Department of Public Works supported the study of a community generated proposal in the Final Environmental Impact Statement. Please be advised that our description of the alternative was in error. The correct description of the proposal, taken from the National Capital Planning Commission's October 10, 1996 letter to you, is as follows:

> "The alternative involves adding a break in the median at the entrance to Georgetown University. A traffic signal, activated only after the AM rush hour, could control left turn movements from the University to Canal Road."

We regret any difficulties that this error may have caused. Should you have any questions, please contact Mr. Kenneth Laden, Acting Administrator of the Office of Policy and Planning at 939-8010.

Sincerely,

Cell Bernardino
Acting Director

Enclosure

cc: Gary Klinedinst, Division Engineer, FHWA,
Eastern Federal Lands Highway Division

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS

REPLY

DOCUMENT 12

FEB 23 1998

Mr. James Sinnette
Federal Highway Administration
Eastern Federal Lands Highway Division
U.S. Department of Transportation
Loudoun Tech Center
21400 Bridgetop Circle
Suite 300
Sterling Va. 20166

Dear Mr. Sinnette:

Thank you for sending the Department a copy of the Draft Technical Memorandum/Network Simulation Traffic Operations Analysis - III for the proposed Canal Road entrance to the Georgetown University, dated October 6, 1997. I have forwarded the document to the Department's Design, Engineering and Construction Administration for review and comment. I apologize for the long delay in providing you this response.

Our first major concern with the study is that it appears that FHWA chose not to expand the study area as requested by the Department and local residents. The report indicates that the study boundaries were Georgetown University on the north, the C & O Canal on the south, near Foxhall Road on the west and Key Bridge on the east. We requested that the boundaries of the traffic analysis be extended west to Reservoir Road, north on 39th street, east on Whitehaven Parkway, south on Wisconsin Avenue, east on 'Q' Street, south on 23rd Street N.W., and west on 'H' Street N.W. and the Whitehurst Freeway. A map of the proposed study area, which was sent to the FHWA Division Administrator in November 1996, is enclosed for your information. We strongly urge FHWA to conduct traffic impact analyses for the project area initially indicated in our November 1996 request.

Furthermore, we request that the traffic analysis take into account the potential expansion of the Georgetown University campus, as indicated in the Campus Plan for the Year 2010. We believe that the potential construction of an additional 3.8 million square feet of campus could impact future traffic at a Canal Road entrance.

While it would appear that most of the intersections analyzed in the draft report show improvement in level of service or no change to the level of service under the build scenario in 1998, we also notice that the level of service worsens at some intersections in the year 2016 under the build scenario for AM peak traffic, specifically, Foxhall Road, and Reservoir Road, N.W., as well as Foxhall Road and MacArthur Blvd., N.W. While these levels of service problems are described as minimal, we would appreciate FHWA's interpretation as to whether these level of service reductions are inconsistent with congressional intent that the Georgetown University Canal Road entrance must not decrease the efficiency of any Federal-aid highway.

Finally, the proposed build scenario calls for the construction of a new 120 foot eastbound lane from the Whitehurst Freeway to the proposed southern entrance of Georgetown University at Canal Road. This additional lane could present a severe problem due to the extremely narrow right of way. Adding a new eastbound lane will either impact existing lane widths, the C & O Canal or the steep bluff north of Canal Road, or all three elements. We have serious concerns about the feasibility of this element of the proposed scenario. However, we also recognize that if this additional lane is not built, traffic congestion at intersections in the study area would worsen and thereby be in conflict with the Congressional mandate that the proposed entrance not decrease the efficiency of any Federal-aid highway.

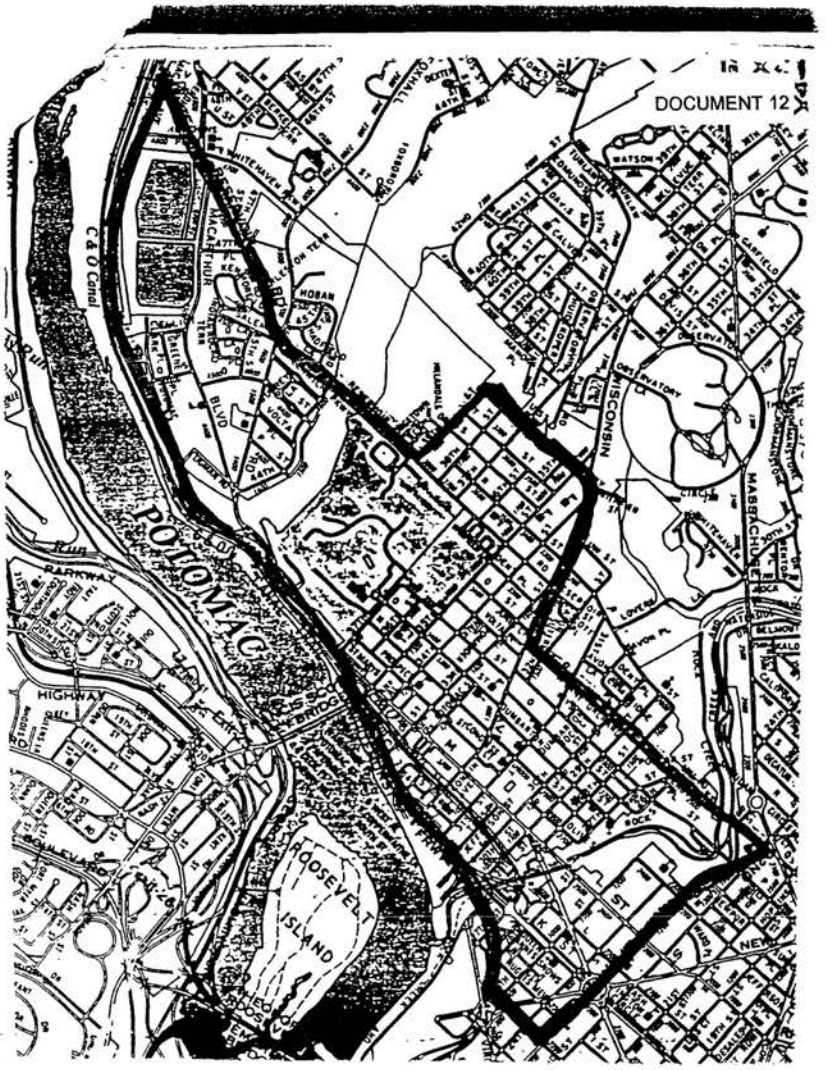
AF 1 In summary, at this time, we are requesting that FHWA expand the project area and perform additional traffic analyses as requested in November of 1996. We also request that the year 2016 analyses include as an assumption the construction of an additional 3.8 million square feet of university as proposed in the Campus Plan. Finally, we request that FHWA provide additional analysis of the proposed 120 foot eastbound lane and its impacts on lane width and surrounding land use.

Thank you for the opportunity to comment on the draft report. If you have any questions, please contact either Mr. Kenneth Laden, Intermodal Planning, at 939-8012 or Mr. Gary Burch, Design, Engineering and Construction, at 939-8060.

Sincerely,

Deborah Price
Director, DDOT

Enclosure



GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
2000 14TH STREET, N.W.
6TH FLOOR
WASHINGTON, D.C. 20009

OFFICE OF THE DIRECTOR
(202) 939-8000

DOCUMENT 13

July 30, 1998

Mr. James A. Cheatham
Division Administrator
Federal Highway Administration
Union Center Plaza II
820 First Street, N.E.
Suite 750
Washington, D.C. 20002

Dear Mr. Cheatham:

Thank you for your letter of June 29, 1998 responding to the Department's questions regarding the proposed Georgetown University Southern Entrance. Based upon your responses, we are satisfied that Federal Highway Administration (FHWA) staff has thoroughly reviewed and addressed all of our questions regarding this project.

AH 1 At this time, we support Alternative 2A as outlined in your June 29 correspondence. We look forward to receiving the final Environmental Impact Statement later this summer, and expedited design and construction of the modifications to the Canal Road entrance to the campus.

I greatly appreciate the effort you and your staff have made to assess the alternative approaches to improving access to the Georgetown University campus. I believe the analyses performed by the FHWA will greatly assist in obtaining public acceptance of the project.

Please contact me if I can be of any further assistance in this effort.

Sincerely,

Cell Bernardino
Director

DOCUMENT 14

United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:
L1425(NCSO)

NOV 16 1998

Mr. James A. Cheatham
Division Administrator
Federal Highway Administration
Union Center Plaza, Suite 750
820 First Street, NE.
Washington, D.C. 20002

RECEIVED
NOV - 0
HDR

Dear Mr. Cheatham:

AH 1 We are pleased to comment on the review draft of the Final Environmental Impact Statement (FEIS) for the proposed entrance to Georgetown University from Canal Road. We have had an opportunity to review the documentation supporting the preferred alternative (alternative 2A-Modified) and find this alternative consistant with our prior discussions on the use of parklands. We look forward to completion of the FEIS and development of the preliminary engineering plans for submittal to the National Capital Planning Commission and the Commission of Fine Arts.

If you require any additional information, please do not hesitate to contact me or Mr. Jeffrey L. Knoedler of our staff. Mr. Knoedler can be reached at (202) 619-7106.

Sincerely,

Terry R. Carlstrom

Regional Director, National Capital Region

cc:
Jim Sinette
Federal Highway Administration
Eastern District Federal Division
Loudoun Tech Center
21400 Ridgetop Road
Sterling, Virginia 22170

APPENDIX F-2

Public Comments and Responses
on the Draft Environmental Impact Statement

Appendix F-2
Public Comments and Responses on the Draft Environmental Impact Statement

INTRODUCTION

The Federal Highway Administration, Eastern Federal Lands Highway Division (FHWA-EFLHD) has complied with the National Environmental Policy Act (NEPA) with respect to formal public participation for the *Draft Environmental Impact Statement and Draft Section 4(f) Statement (DEIS)* by making the subject *DEIS* available for public review and comment from July 21 through September 30, 1995.

Comments received in writing from the public during the response period have been reviewed and are addressed or summarized in Appendix F-2. Agency comments are addressed in Appendix F-1. Comments from the Public Hearing also were reviewed (see Appendix D- 2).

This Comment and Response Appendix is organized into four sections, as follows:

- The Introduction, which describes the process and approach taken in addressing comments.
- A table of commentors and their document identification number assigned for reference.
- A table of consolidated comments and responses.
- Photocopies of the documents received.

Comments received that are similar in nature or address similar concerns have been grouped together and consolidated to focus on the issue of concern. Similarly, a single response applies. Some comments, although appreciated, do not require a specific response and are not called out herein.

It should be emphasized that responses to DEIS comments have been addressed in this comment-response appendix and in the text of the Final Environmental Impact Statement.

Each consolidated comment-response has been lettered sequentially. Each document received was assigned a unique identification number. Within each document, each individual comment is numbered sequentially.

A reader who wishes to read the specific comment(s) received may turn to the photocopies of the documents included in this appendix. Instructions for referencing the grouped comments-responses and the specific comment documents are as follows:

- Match the document identification number to that of an actual document. This is clearly marked in the upper right hand corner in bold print.

- Identify the comment number for which you are interested. The comments have been numbered sequentially within each document. The comment number is located left of the text in bold text.

- On each document, near each comment number is the letter of the group in which the specific comment has been encompassed, such as A or U.

Canal Road Entrance of Georgetwon University Comment Letters

ID	Date	Author	Representing	Address	Pgs	Supports Alternative					Primary Issue	Additional Issues **					
				City, State ZIP		1	2	2A	3B	3H		T	R	G	A	E	O
1		This entry left intentionally blank.															
2	9/12/95	Barker, Michael	Self	Washington, DC 20007	1		X	X	X	X	Support						
3	9/22/95	Bateman, Grace	Self	Washington, DC 20007	5		X	X			Alternative 2 or 2A		X				
4	11/3/95	Beck, David C.	Self (MD res.)	Washington, DC 20036	1	X					Environmental	X			X	X	X
5	10/25/95	Bikoff, Linda	Self	Washington, DC 20007	1	X					Traffic	X	X	X			X
6	10/19/95	Boek, Jean K.	Self	Washington, DC 20016	1	X					Opposed to light	X					
7	9/19/95	Bray, Howard & Ann	Self	Washington, DC 20007	1	X					Traffic to Foxhall	X	X	X		X	X
8	9/23/95	Browne, Ray	Self	Washington, DC 20007	1		X	X			Traffic	X					
9	10/19/95	Bulleit, Thomas N. Jr.	Self (MD res.)	Washington, DC 20004	1	X					Traffic	X					
10	12/6/95	Buras, Robert	Self	Washington, DC 20007	1						Alternates						X
11	9/30/95	Byrd, Westy; Dollenmayer, Judith; Harrington, Brian; Jost, Beverly	ANC 2E		2	X					Riders' Fund	X	X	X	X		X
12		Ciccoretti, Eric	Self	Washington, DC 20007	2						Bike/Ped. Access						X
13	8/30/95	Cort, H. Russell; Schwartz, Louisa	Self	Washington, DC 20007	1		X				Traffic	X					
14	8/31/95	Cortese, Alfred W., Jr.	Self	Washington, DC 20007	1		X				Traffic	X					
15	9/29/95	Dollenmayer, Judith	ANC 2E-01	Washington, DC 20007	2	X					Traffic	X					X
16	8/29/95	Donovan, Maura J.	Self	Washington, DC 20002	1		X	X			Support						
17	9/14/95	Edson. Margaret	Self	Washington, DC 20007	1		X				Support						
18	9/19/95	England, Richard	Self	Washington, DC 20016	2						Problem Solving Conference						X
19	10/30/95	Estes, Deborah	Self	Washington, DC 20016	1	X					Traffic	X			X		X
20	10/20/95	Eveland, Krista	Self		1	X					Traffic	X					
21	10/23/95	Evelyn, Martha & Douglas	Self	Washington, DC 20007	1	X					Traffic	X	X	X	X		X
22	9/27/95	Fallon, Sally	The Palisades Citizens' Assoc.	Washington, DC 20016	2	X					Traffic	X	X	X	X		X
23	10/20/95	Farrar-Wellman, Avery M.	Self	Washington, DC 20007	1	X					Environmental					X	X
24	1/18/96	Feldman, Cary M. & Nancy	Self	Rockville, MD 20852	2	X					Traffic	X		X	X		X
25	10/20/95	Ferguson, Robert	Self	Falls Church, VA 22046	1	X					Environmental					X	
26		Fletcher, Ronald	Hillandale Home Owners Assoc.	Washington, DC 20007	2	X					Traffic	X		X			
27	8/29/95	Fork, Robert J.	Self	Washington, DC 20007	1						Traffic	X					
28	9/24/95	Forman, Geoffrey	Self	Washington, DC 20007	1		X	X	X	X	Support						
29	9/25/95	Fuehrer, Edward & Penne	Self	Washington, DC 20007	1		X				Support						
30	10/17/95	Gladwin, Michael	Self	Washington, DC 20015	1	X					Traffic	X			X		X

** T = Traffic, R = Riders' Fund property, G = GU Growth, A = Aesthetics/Park Impacts, E = Other Environmental, O = Other

Canal Road Entrance of Georgetwon University Comment Letters

ID	Date	Author	Representing	Address City, State ZIP	Pgs	Supports Alternative 1	2	2A	3B	3H	Primary Issue	Additional Issues ** T	R	G	A	E	O
31	9/29/95	Goodman, Joseph S.	Self	Washington, DC 20007	1						Traffic to Foxhall	X					
32	9/27/95	Griffin, MaryAnn	Self	Washington, DC 20007	1	X					Traffic	X					
33	9/19/95	Guggenheim, Marion	ANC 3-D	Washington, DC 20016	3	X					Traffic	X	X				X
34	9/26/95	Harrington, Brian P.	ANC 2E02	Washington, DC 20007	4	X					Development	X	X	X			X
35	10/26/95	Himelfarb, Elliot	Self	Bethesda, MD 20816	1	X					Traffic	X			X	X	X
36	10/25/95	Hindman, Michael	Self	Rockville, MD 20850	1	X					Taxpayers Money	X				X	X
37	9/10/95	Horsey, Hamilton	Self	Washington, DC 20007	1			X			Support						
38	9/12/95	Horsey, Outerbridge	The Citizens Assoc. of Georgetown	Washington, DC 20007	2			X			Alternative 2A		X			X	
39	9/18/95	Hueper, Mrs. Klaus	Self	Washington, DC 20007	1	X					Oppose						
40	10/12/95	Hueper, Ms. Katherine	Self	Washington, DC 20007	1	X					Oppose						
41	9/28/95	Jeffcoat, Carl	Self		1		X	X			Traffic	X					
42		Jeffries, Alexander H.	Self	Washington, DC 20007	1						Global Traffic	X					
43	9/29/95	Johnson, Carrie	Self	Arlington, VA 22201	2						Infrastructure		X		X		X
44	9/29/95	Johnston, Rod; Davitan, Craig; Jacobs, Ted; McFarlane, Jonda	ANC 2E	Washington, DC 20007	1		X	X			Traffic	X					
45		Joseph, Jerome E.	Self	Potomac, MD 20854	1	X					Traffic	X				X	
46	9/19/95	Juarrero, Alicia	Self	Washington, DC 20007	1	X					Traffic	X	X				
47		Juarrero, Alicia	Self	Washington, DC 20007	1						Rational Behavior						X
48	9/21/95	Kahlow, Barbara F.	Self	Washington, DC 20037	3						Development	X		X			
49	9/21/95	Kelly, Loraine	Self	Washington, DC 20007	1		X	X			Traffic	X					
50	10/19/95	Kiriacos, Joseph	Self	Washington, DC 20037	1						Traffic	X					X
51	10/13/95	Kumar, Raj	GU Student Assoc.	Washington, DC 20057	1			X			Support						
52	9/7/95	LoPinto, Anthony J.	Self	Washington, DC 20007	1		X	X	X	X	Traffic	X					
53	9/26/95	Lucan, Alice Neff	Self	Washington, DC 20007	1						Bike/Ped. Tunnel						X
54	9/29/95	Maddux, Sara	ANC-2A	Washington, DC 20006	3	X					Development	X		X		X	X
55	9/14/95	Mainwaring, Micheal W.	Self	Washington, DC 20007	2		X				Traffic	X					
56	10/25/95	McCollough, Virginia	Self	Rockville, MD 20852	1	X					Taxpayers Money						X
57	9/25/95	McFarlane, Jonda	Francis Scott Key Foundation	Washington, DC 20007	4		X	X			Traffic	X	X				
58	10/01/95	Miller, Dorothy	ANC 2A05	Washington, DC 20037	2	X					Traffic Impact	X					X
59	9/6/95	Moore, Arthur Cotton	Self	Washington, DC 20007	2						C&O Canal Towpath						X
60	9/27/95	Mopsik, Frederick I.	C&O Canal Assoc.		3	X					Infrastructure	X	X	X	X	X	X

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Canal Road Entrance of Georgetwon University Comment Letters

ID	Date	Author	Representing	Address	Pgs	Supports Alternative					Primary Issue	Additional Issues **					
				City, State ZIP		1	2	2A	3B	3H		T	R	G	A	E	O
61	9/23/95	O'Harrn, James	Self	Washington, DC 20007	2		X				Traffic	X					
62	10/19/95	Panter, Bonnie	Self	Bethesda, MD 20816	1	X					Traffic	X					X
63	1/22/96	Peay, Anne O'Brien & Terry G.	Self	Washington, DC 20004	1	X					Traffic	X			X		X
64	9/19/95	Phillips, Susan M.	Self	Washington, DC 20007	1		X	X	X	X	Traffic	X					
65	9/29/95	Polk, Scott	Foxhall Community Citizens Assoc.		3	X					Impact on Foxhall	X		X			X
66		Pulsifer, Peter	Burleith Citizens Assoc.	Washington, DC 20007	2			X			Traffic on Reservoir Road	X	X	X			X
67	8/29/95	Recagni, Matteo	Self	Washington, DC 20007	3		X				Traffic	X					
68	9/19/95	Reese, Anne H.; Pfeiffer, Paul & Jane	Self	Washington, DC 20007	2	X					Traffic	X	X	X			X
69	10/24/95	Reisenfeld, Kenneth & Hayes	Self	Washington, DC 20007	1	X					Taxpayers Money	X					X
70	10/19/95	Sanders, Maurice	Self		1	X					Traffic	X			X		X
71	10/24/95	Scheininger, Michael G.	Self (MD res.)	Washington, DC 20005	1	X					Traffic	X					X
72		Sebastian, Joju & Mini	Self	Gaithersburg, MD 20877	1	X					Traffic	X			X		
73		Sherman, Rick	Self	Washington, DC 20007	1		X	X	X	X	Traffic	X					
74	9/27/95	Slowinski, W. Kent	Self	Washington, DC 20007	1						Global Traffic	X	X				X
75	10/6/95	Smith, Edward L.	Fire Dept.	Washington, DC 20007	1		X	X	X	X	Emergency Services						X
76	9/22/95	Smyth, Frances P.; Ravenel, Gaillard F.	Self	Washington, DC 20007	1		X				Traffic	X				X	X
77	9/28/95	Stauffer, Thomas	Self	Washington, DC 20007	20						Opposed	X	X	X	X	X	X
78	8/29/95	Stone, Roger D.	Sustainable Development Inst.	Washington, DC 20007	1		X	X	X	X	Traffic	X					
79	5/22/96	Todd, Kenneth	Self	Washington, DC 20009	3						Alternates						X
80	9/29/95	Tyler, Maria	ANC-2A03	Washington, DC 20037	2	X					Traffic	X				X	X
81	9/19/95	Veisey, Donald	Self	Washington, DC 20007	2							X	X				X
82	9/8/95	Wannen, John C.	Wannen and Co.	Washington, DC 20007	1		X	X	X	X	Traffic	X				X	X
83	9/25/95	Williams, Michael N.	Georgetown Bus. & Prof. Assoc.	Washington, DC 20007	1		X	X			Support						
84	9/25/95	Wilson, Robert & Huguette	Self	Washington, DC 20007	1		X				Support						
85	9/18/95	Wouk, Herman	Self	Washington, DC 20007	1		X				Support						
86	9/1/95	Wumma, Jean W.	Self	Washington, DC 20007	1		X	X	X	X	Support						
87	10/21/95	Yaffe-Oziel, Susan	Self	Rockville, MD 20850	1	X					Traffic	X					
88	10/20/95	Young, Stefano J.	Self	Arlington, VA 22206	1	X					Development			X	X		X
89	9/30/95	Zartman, Barbara	Self	Washington, DC 20007	6						Traffic	X		X	X	X	X
90	10/26/95	Zartman, Barbara	Canal Road	Washington, DC 20007	2						Traffic	X			X		X

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Canal Road Entrance of Georgetwon University Comment Letters

ID	Date	Author	Representing	Address	Pgs	Supports Alternative					Primary Issue	Additional Issues **					
				City, State ZIP		1	2	2A	3B	3H		T	R	G	A	E	O
			Protection Coalition														
91	11/21/96	Kuser, Suzanne	Self	Washington, DC 20007	1	X					Oppose	X		X	X	X	
92	11/22/96	Todd, Kenneth	Self	Washington, DC 20009	6						Alternates						X
93	11/22/97	Mozer, Bernard	ANC-2A	Washington, DC 20002	4	X					Oppose						
94	8/30/95	Gordon, Harold	Rider's Fund	Washington, DC 20036	3						Rider's Fund		X				
95	9/15/95	Gordon, Harold	Rider's Fund	Washington, DC 20036	2						Rider's Fund		X				

** T = Traffic, R = Riders' Fund property, G = GU Growth, A = Aesthetics/Park Impacts, E = Other Environmental, O = Other

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
2-1, 8-1, 13-1, 14-1, 29-1, 52-1, 61-1, 64-1, 67-1, 73-1, 78-1, 82-1, 86-1	A	I support the Canal Road Project in Georgetown.	Your support was noted.
7-1, 15-8, 22-1, 26-4, 32-2, 33-7, 34-12, 46-3, 54-13, 58-1, 60-1, 65-1, 93-1	B	I support Alternative 1, the No Build Alternative.	Your support was noted.
3-1, 41-1, 44-1, 49-1, 57-2, 83-1	C	I support Alternative 2 or 2A.	Your support was noted.
16-1, 55-1, 76-3, 84-1, 85-1	D	I support Alternative 2.	Your support was noted.
38-1, 51-1, 66-2	E	I support Alternative 2A.	Your support was noted.
4-1, 5-1, 6-1, 9-1, 11-1, 19-1, 20-2, 21-1, 23-1, 24-1, 25-1, 30-1, 35-1, 36-3, 39-1, 40-1, 45-2, 56-2, 62-3, 63-1, 68-1, 69-1, 70-5, 71-2, 72-3, 80-4, 87-1, 88-1, 91-4	F	I oppose the Canal Road Project in Georgetown.	Your opposition was noted.
66-4	G	We are opposed to closing the Prospect Street entrance.	With the preferred alternative (Alternative 2A - Modified), the Prospect Street entrance will remain open at all times.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
3-2, 76-1	H	Alternatives 2 and 2A are "forgiving" alternatives. The timing of the signal and the use, if any, of the Prospect Street entrance can be adjusted to minimize any negative traffic impacts that might occur in the surrounding communities.	With the preferred alternative (Alternative 2A - Modified), left turns exiting GU onto Canal Road will be restricted during the morning peak period. The heavier eastbound through traffic on Canal Road would not be stopped by a traffic signal during the morning peak period. In the morning peak period, only the lighter westbound through traffic would be stopped periodically to permit left turns into GU. The Prospect Street entrance will remain open at all times.
33-4, 60-6	I	Alternative 2A would not work because the stack lane (left turn storage lane) would not be long enough.	There was a queuing analysis performed to determine the length of the left turn lane on Canal Road. It was determined to be 325 feet which will be adequate for the preferred alternative (Alternative 2A Modified).
4-2, 9-2, 23-3, 26-3, 33-8, 35-2, 36-1, 54-9, 56-1, 58-3, 62-2, 65-8, 68-3, 69-2, 70-4, 90-1, 91-1, 94-2	J	The project would use millions of dollars of public funds to benefit a private, non-taxpaying institution to the detriment of area residents, commuters, and the historic parkland throughout the project site. What authority does FHWA have to expend Federal Funds for preparation of the DEIS?	Funding is from dedicated federal "demonstration" funds and is not applicable for any other use.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
60-3	K	The entire section on noise and air pollution does not mention the levels appropriate for the Canal Park. We feel that there should be no further worsening of the noise situation. Also no attention has been paid to the lengthening of peak impacts.	Table 3-7 in Chapter 3 shows the FHWA Noise Abatement Criteria for different types of land uses. Canal Park is defined under category B which has an exterior Leq (h) limit of 67 dBA. The existing noise readings at Canal Park are 65.2 dBA or less. The proposed construction of the preferred alternative (Alternative 2A-Modified) would slightly lower noise levels in Canal Park, see Section 4.3.2 for details. Table 3-6 shows the criteria for analyzing air quality. The lengthening of peak impacts is taken into consideration. Air quality impacts are discussed in Section 4.3.1.
77-15	L	The Government should either purchase or condemn the Riders' Fund property in order to comply with the intent of the Park Service Memorandum of Agreement.	On May 31, 1996 this property was transferred by order of the US District Court to the Washington Metropolitan Area Transit Authority (WMATA). The intent of the MOA was not to purchase or condemn any property.
3-3	M	The FHWA should not allow the Riders' Fund property controversy to further delay or to stop this project.	The former Riders' Fund (now WMATA) property controversy was not the cause of delaying the FEIS. During the period between the DEIS and the FEIS, additional alternatives were analyzed and additional traffic studies were completed. The preferred alternative (Alternative 2A-Modified) has reduced impacts to the area and does not impact the WMATA property.
11-2, 34-10, 94-3	N	FHWA has failed to resolve the title and access rights for the Riders' Fund property. Any development on this palisade property is unacceptable.	On May 31, 1996 this property was transferred by order of the US District Court to the Washington Metropolitan Area Transit Authority (WMATA). The preferred alternative (Alternative 2A - Modified) will not utilize any part of this property, thus not allowing access rights. Secondary impacts including potential secondary development are discussed in Section 4.1.1.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
34-6	O	A resident states the National Park Service may withdraw its support for the Canal Road entrance development if the Riders' Fund property can be developed.	This is no longer an issue with the preferred alternative (Alternative 2A - Modified). The former Riders' Fund (WMATA) property will not be utilized and therefore will not gain access rights to the entrance road.
5-4, 7-3, 21-7, 22-6, 24-8, 34-5, 38-1, 43-4, 46-2, 57-1, 66-3, 68-5, 77-11, 89-11	P	There is a lack of specificity in the DEIS regarding the potential development of the Riders' Fund property that may take place as a result of the proposed project.	This is no longer an issue with the preferred alternative (Alternative 2A - Modified). The former Riders' Fund (WMATA) property will not be utilized and therefore will not gain access rights to the entrance road.
60-4, 60-10	Q	The visual impact of this project and the Riders' Fund property will be quite large. Canal Park plays a major role in protecting the Potomac Gorge and is a very valuable resource for the Washington Metropolitan Area for both its residents and visitors.	Every effort has been made to reduce the visual impact of this project by minimizing the construction limits. The visual impact of the retaining walls will be reduced through the use of landscaping and architectural treatments such as materials, colors, textures, detailing and lighting. The impact of potential secondary development is discussed in Section 4.1.1.
81-7	R	Please show detailed plat plans for all properties in this area so the public can understand the Riders' Fund property.	A map of existing property ownership is included as Figure 4 - 0.
22-9, 34-4, 74-4	S	GU may be able to resolve the current entrance problem within the campus itself.	The purpose of the project is to improve access to the existing Canal road entrance to allow for all turning movements. TSM alternatives are discussed in Section 2.1.
5-2, 22-10, 26-2	T	GU has failed to provide adequate parking for users of their property.	Parking on the GU campus is limited by ruling of the Board of Zoning Adjustments. Providing additional parking does not address the purpose and need and is considered to be beyond the scope of this EIS.
5-3, 22-8, 77-1, 77-2	U	GU must address it's own problems and look for alternative solutions.	The EIS describes the impacts associated with alternatives to satisfy the purpose and need. TSM and all reasonable alternatives were considered.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
7-4, 22-7, 34-3, 68-4, 77-12, 88-4, 89-13	V	Commercial developments anticipated on the Georgetown campus depend heavily on the proposed project. The project would further such developments and lead to detrimental environmental impacts.	This project shifts the entrance; to the extent that GU development occurs, it occurs with or without this project and is assumed in all alternatives.
65-4	W	Commercial development on the GU campus (leased for profit with tax free exempt status) of any scale could not be accomplished unless access can be provided. Is this the real reason this Canal project is being pursued?	The purpose of the project is to improve access to the existing Canal Road entrance. The BZA rulings on the GU Master Plan do not tie any future development to the completion of this project. This is not a GU capital improvement project. This is a demonstration project to improve Canal Road entrance to GU.
68-4	X	Why doesn't GU conduct better fund raising and capital improvement campaigns, instead of proposing new projects every few years that are disruptive to the surrounding neighborhoods?	This is not a GU capital improvement project. This is a demonstration project to improve the Canal Road entrance to GU.
77-10, 89-2	Y	How binding was the language of the GU master plan in designing the parameters of the DEIS?	The BZA approvals of the GU Master Plan was considered the best available information regarding GU development issues.
11-5	Z	FHWA has failed to assess the impact of future GU build-out. The argument that the project does not entail such development in no way mitigates what the project may facilitate.	The EIS does assess the impact of future build-outs based on BZA rulings and the GU Master Plan. It should be noted that this is not a GU capital improvement project, it is a demonstration project to improve the Canal Road entrance to GU. According to the BZA rulings and the existing master plan, number of on-campus parking spaces will not increase in the future.
11-4, 21-2, 22-3, 24-2, 35-3, 62-1, 66-5	AA	FHWA has failed to provide any detailed information about the traffic impact during construction such as disruption to neighborhood streets.	Appendix E contains the Construction Sequencing and Maintenance of Traffic (during construction). Construction is proposed only at the Canal Road entrance and at Whitehurst Freeway. Construction will be staged to minimize impact to traffic flow.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
11-3, 34-7, 60-7, 65-6, 77-5, 80-3, 89-1, 89-4	AB	FHWA has failed to provide evidence of the traffic impact on the overall community.	Section 4.2 of the FEIS, provides an analysis of traffic impacts.
4-4, 23-2, 25-2, 35-5, 36-2, 38-1, 70-3, 72-2, 88-3, 91-3	AC	We should not damage the environment by replacing greenway with development.	FHWA has attempted to minimize the impacts of the project. Where impacts were unavoidable, mitigation measures were instigated.
7-2, 31-2, 34-1, 54-11, 65-7	AD	The DEIS fails to assess the severe negative impact the proposed project is likely to have on neighborhoods to the west of the campus, including Foxhall Village.	Traffic studies were completed that show there are no severe negative impacts west of the campus. This project does not increase the volume of traffic entering the university nor change the origin or destination of these trips. The traffic analysis is included in Section 4.2.
10-1	AE	Allowing U-turns at either end of the present median strip would accomplish the same goal as the plans to allow left turns into and out of the entrance.	This was one of the alternatives studied. To allow for U-turns, the WB Foxhall/WB Canal intersection would need to be shifted north to accommodate the turning radius, and would impinge on grassy area towards the C&O Canal on the south side. It would add another cycle to that intersection and would provide a circuitous route for traffic. Also at Whitehurst Freeway intersection the additional cycle would severely impact the operation of those intersections.
10-2	AF	Add an entrance to the Medical Center from Canal Road.	The separation of traffic between the medical and academic campuses is mandated by the Board of Zoning Adjustments (BZA). Any additional cross traffic flow would have to be approved by the BZA. This would also not satisfy the purpose and need for the project.
79-1, 92-1	AG	Try using an "offside priority" alternate.	Many alternatives were taken into consideration between the DEIS and the FEIS. See Section 2.4. This will not work because it present safety and traffic problems without the appropriate signalization and geometrics.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
34-11	AH	What can we do to prevent the evening rush-hour traffic congestion caused by southbound commuters on Wisconsin Avenue who turn right on Reservoir Road and attempt to take a shortcut to the Key Bridge by traveling south on 34th and 35th Streets?	This would be an issue for the DCDPW to take into consideration. This EIS is for an improvement to the existing Canal Road entrance to Georgetown University. Also, these movements would not be affected by improvement of the entrance.
59-3	AI	Will westbound traffic be permitted to join existing GU traffic and make a left turn eastbound on Canal Road?	The Preferred Alternative is not designed to accommodate that movement. A similar concept to that suggested by the commentor was evaluated as a Signalized Intersection Concept #2 (See Briefing Paper of January 31, 1997). Subsequent analysis revealed the double break in the median to render poorer traffic service than Concept #1.
11-6	AJ	FHWA has underestimated the cost of even the least expensive alternatives, both in dollars and time.	FHWA prepared estimates based on the best available information.
4-5, 11-7, 21-6, 22-4, 24-7, 34-8, 63-4, 89-12, 91-12	AK	FHWA has underestimated the complexity and threat to precious resources, including the 130 year old concrete water mains upon which the District depends for water.	The Final EIS discusses social, economic and environmental impacts associated with all alternatives, including water mains. See Section 4.1.4 for water main discussion.
15-3	AL	Nine schools or hospital facilities with a school component within 1.4 miles of Canal and Foxhall Roads augment congestion during morning and afternoon rush hours. Has FHWA studied their impacts on traffic flow? If not, why not?	Traffic associated with other land uses is accounted for in the growth of the background traffic. No specific studies of other facilities have been undertaken as they are outside the scope of this project.
15-4, 77-22	AM	Georgetown Day school has worked with its neighborhood to mitigate congestion. Has FHWA studies included the Visitation school's contribution to traffic congestion, with approximately 400 trips per day in student drop-off and pick-up? If not, why not?	The traffic going to the Visitation School is accounted for in background traffic. The traffic routes will not be impacted by the project.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
11-8, 81-4	AN	FHWA traffic studies conflict with themselves in their premises, their observations, and their mathematics.	FHWA is not aware of any significant conflicts. Efforts have been made to correct tables. More sophisticated modeling was undertaken to better analyze potential impacts and results are summarized in Chapter 5 of the FEIS.
31-3	AO	The DEIS on the proposed Canal Road Entrance Project is not as thorough as it should have been in regards to current and future traffic studies.	A traffic simulation model and other traffic analyses have been used to more thoroughly define the impacts to be expected from this project. Expanded analyses have been performed to show that the study area is appropriate.
33-5, 60-9	AP	The proposed traffic figures and rush hour periods are not correct.	A few of the figures in the DEIS had incorrect volumes shown and these have been corrected. Peak period traffic counts were converted to peak hour to form the basis for the highest use for relative comparisons among alternatives. This is standard practice for traffic studies.
34-2, 77-4	AQ	Does GU traffic on Prospect Street contribute substantially to the gridlock at 34th and 35th Streets during the rush hour?	GU traffic on Prospect does contribute to the traffic congestion during rush hour, especially during the pm peak since traffic heading east or south of campus must use Prospect Street.
81-8	AR	How long will left turn queuing lanes be?	The eastbound left turn lane will be approximately 250 feet long.
81-2, 81-3	AS	Do the authors truly understand the traffic flows in these neighborhoods? You cannot turn north on Foxhall from MacArthur Blvd. or Canal Road. There is a bus route eastbound on Q Street.	No traffic is shown to turn left at these locations in our analyses. However, actual field counts show a very few motorists do make these movements. Bus routes are depicted on Figure 3-14 of the DEIS which does include the Q Street route.
33-2	AT	Currently, traffic in and out of GU is "scattered" out of a number of different exits. This modification would make Canal Road a major thoroughfare to GU.	Canal Road is classified as a Principal Arterial roadway making it a logical choice for traffic instead of a residential street. Currently, the two campuses are physically separated. Access to the south campus is by Canal Road and Prospect Street only.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
54-5, 58-2	AU	The traffic flows under any build alternative for the Canal Road entrance would increase traffic congestion and lengthen peak p.m. periods of traffic in Foggy Bottom/West End.	Traffic analysis indicates that this is not the case. There is no noticeable effect to the traffic in Foggy Bottom/West End. It is estimated that there is an increase of less than 0.5% of the intersection volume at 27th St./K St./Whitehurst intersection. Normal daily traffic fluctuations are in the 2-3% range.
89-14	AV	Were additional parking spaces for the GU Parking Garage III figured into traffic studies or neighborhood impact assessments in preparing the DEIS?	The proposed garage does not increase the total number of parking spaces on the academic campus. The BZA limits the parking spaces on the south campus to the existing number.
22-9, 66-1, 89-15	AW	Did you consider the porous nature of the campus division? Did you anticipate that passes for the internal locked campus gate constitute potential for eliminating the impact on neighborhood streets under a campus wide traffic plan?	The District of Columbia Board of Zoning Adjustment (BZA) approved GU's Master Plan. Within this approval is the mandate for use of the gate. FHWA perceived this as a constraint on the project.
11-10, 19-4, 21-5, 22-5, 24-6, 34-9, 43-1, 45-1, 60-2, 63-3, 70-3, 89-17	AX	FHWA would despoil the historic C&O Canal. The Canal Wall is fragile and could not withstand the blasting and additional weight involved in construction, much less the greater burden of increased traffic that would be occasioned by a GU build-out.	The Canal Wall would not be physically impacted by the preferred alternative (Alternative 2A - Modified). No blasting will occur with Alternative 2A- Modified.
12-1	AY	In all alternatives, bicycling and pedestrian access to and from the C&O Canal/Capital Crescent Trail should be improved.	Improvements of this type are not a part of this study. However, any proposed roadway improvements will include maintaining existing access. Also, sidewalks will be provided on the north side of Canal Road at the Georgetown University entrance.
53-1	AZ	There is a pedestrian/bike tunnel under Canal Road and the Canal itself, adjacent to the intersection with Foxhall Road. Please do not destroy or block this important passageway, even for a day.	Construction impacts will be minimized as much as possible.
59-1	BA	Will the ramp down to C&O Canal towpath be affected?	With the preferred alternative (Alternative 2A - Modified), the current ramp down to the C&O Canal towpath will be shortened and slightly narrower.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
59-2	BB	Will a sidewalk be provided to new intersection permitting pedestrian crossing at new signal?	Yes. Sidewalks will be provided on the north side of Canal Road at the Georgetown University entrance.
15-2, 48-2, 48-5, 54-2, 54-10, 77-18, 89-6, 90-3	BC	FHWA can do nothing to increase traffic load on the Whitehurst Freeway. Where is the evidence that the larger entrance will maintain current levels of traffic on the Whitehurst Freeway? If FHWA has no evidence, how can it proceed with this project?	Further traffic modeling has been included in the FEIS (see Section 4.2). The increase of traffic on Whitehurst Freeway is expected to be 13 vehicles in the pm peak hour. This would not create a noticeable impact.
46-1	BD	Being able to turn left onto the GU campus will make matters worse, as it would divert traffic that currently goes through Reservoir Road onto Canal Road.	Canal Road is a Principal Arterial, a roadway which is designed to accommodate higher levels of traffic. Traffic on Reservoir Road will only change minimally. It is estimated that about 62 vehicles will divert from Reservoir Road to Canal Road during the am peak hour. This volume is less than 2% of the existing eastbound traffic at the entrance. Normal daily traffic fluctuations can be 2-3%.
14-2, 27-1, 66-6	BE	Improvements to the Canal Road entrance must be supplemented by improvements in both physical equipment and traffic management, particularly on Canal Road, Key Bridge and the Whitehurst Freeway.	Both types of improvements are recommended in this study. There will be an adjustment in lanes at the Whitehurst Freeway intersection with Canal Road. An additional right turn lane will be added. During detailed design interconnection of traffic signals will be performed as a mitigation measure.
4-3, 19-2, 20-1, 21-3, 22-2, 24-3, 26-1, 30-2, 32-1, 33-1, 35-3, 54-6, 63-2, 65-5, 68-2, 71-1, 72-1, 74-2, 81-5, 88-4, 89-3	BF	Canal Road is already very congested, and any kind of traffic control will only further congest this major commuter route.	Microscopic computer modeling shows that with the proposed improvements, traffic service does not degrade noticeably, and in some cases, may improve slightly due to the mitigation improvements at Whitehurst Freeway. See Section 4.2 for further detail.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
70-1	BG	At community meetings, it was estimated that the new traffic signal would add 30 minutes each way to a commute. A representative from GU argued that it would help relieve congestion at the corner of 34th and Prospect. Why does 34th & Prospect have higher priority than Canal Road?	Based on current studies, a new signal will not have a noticeable effect on commuting time. Computer modeling shows that with the proposed improvements, travel time from Reservoir Road to Key Bridge may be slightly less in some cases due to the mitigation measures at Whitehurst Freeway and increased by less than a minute for the worst case.
21-4, 24-4, 33-6, 48-1, 48-3, 48-6, 54-1, 54-3, 54-12, 60-8, 74-3, 77-7, 77-20	BH	The DEIS does not address traffic generated by the Riders' Fund property, GU master plan development, and traffic diverted from Prospect Street.	The Riders' Fund (WMATA) property is not affected under the Preferred Alternative. This project therefore causes no changes in access rights to that property. GU Master Plan Development is taken into consideration for the studies. The trips diverted from the Prospect Street entrance are accounted for.
76-2, 77-19	BI	What about an EIS for the traffic situation at 34th and Prospect Street?	The FEIS does discuss project impacts at 34th and Prospect.
81-1, 81-6, 89-18	BJ	By moving traffic to Canal Road it would reduce congestion on two of the three additional sides of campus. It will increase congestion on Foxhall Road.	Traffic may increase on Canal Road but it will not have a noticeable effect. See Section 4.2.2.a of the EIS for discussion on changes to travel patterns.
11-9, 19-3, 24-5, 30-3, 43-2, 43-3, 60-5, 88-2, 89-8	BK	The lack of analysis, not to mention any differentiation among alternatives, of the visual impacts on the Palisades makes the 4(f) Statement sadly perfunctory.	The preferred alternative (Alternative 2A - Modified) has significantly reduced the impacts to the Palisades. The 4(f) Statement has addressed the taking of Park property for each alternative.
60-11	BL	We are concerned by the Section 4(f) exchange of property to compensate for the use of the Park Service property that is needed. A mention is made of a parcel along the western edge of GU, but the most environmentally sensitive part of the Canal is along the southern edge of campus. It is not clear that there is any parcel along the western part of the campus that would benefit the Canal.	The National Park Service will assist GU to locate the best available parcel.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
89-7	BM	The DEIS does not satisfy the 4(f) criteria in demonstrating that no feasible or prudent alternatives exist.	The FHWA believes that the 4(f) Statement does demonstrate that no feasible or prudent alternatives exist.
77-14, 89-16, 94-1, 95-1	BN	Has a scenic easement been dedicated? 'Has an appraisal been done for the 2.5 acres of scenic easement? If so, is it adequate to cover the 20% match? If so, has the easement been placed in escrow? What arrangements exist to reimburse the 20% match for the $1.2 Million committed to the project to date?	The exchange will not be made until an alternative has been selected.
90-5	BO	The particular parkland involved in this project was apparently acquired under the Capper Crampton Act of 1937, which requires the sign-off of the Governors of Maryland and Virginia before the use of that parkland can be changed.	This parkland was not acquired under the Capper Crampton Act.
77-13, 90-2	BP	GU had agreed to offer 6.5 acres of scenic easement in return for National Park Service land. Suddenly National Park Service is willing to take 2.4 acres. Where is the documentation for the change in conditions? Was this change legal?	In the Legislation for this project in 1987 and the Memorandum of Agreement prepared for this project in 1991, it is stated that 2.5 acres will be dedicated as a scenic easement.
77-6, 89-9, 90-4	BQ	Is there not a requirement that the EIS discuss each 4(f) property and prove each avoidance alternative?	The 4(f) statement is included in the EIS for each 4(f) property.
89-10	BR	The DEIS acknowledges that the construction area encompasses an old trolley line and GU's own maintenance facilities which are listed as potentially contaminated. The National Park Service cannot accept contaminated lands as part of an exchange of properties.	A visual review of the property revealed that there is a low potential for contamination.
77-8	BS	Why is the history of oil spills on campus not discussed in the EIS? Where are the soil surveys? Where is the remediation discussed?	There is no indication that oil spills have occurred on lands that would be used for the project.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
77-9	BT	Has the National Park Service responded to the possible contamination of its lands in and around Archbold Glover Park?	Contamination of land beyond the project impact limits is beyond the scope of the EIS.
15-6	BU	How could a "demonstration project" focused on GU's Canal Road entrance fail to study any on-campus traffic flows and how they might contribute to better traffic dispersal into the street grid?	The purpose of the study is to improve access to the entrance. On-campus traffic flows were studied to determine impacts.
15-7, 20-3, 42-1, 65-2, 74-1, 77-23, 77-24, 80-1	BV	The focus of the study was too narrow and does not address neighborhood or regional traffic problems.	This is not meant to be a regional study. The study only documents impacts associated with the project. Impacts will not occur on a regional basis.
31-1, 74-2	BW	The DEIS contains incomplete, misleading and false information.	The FHWA is not aware of any incomplete, misleading or false information.
89-5	BX	Is there not a requirement that the DEIS fully disclose all controversy surrounding the project, all unresolved issues, all other federal actions (including other grants to GU and other FHWA projects in the immediate vicinity), in order to provide a realistic assessment of the impact of the project?	The DEIS and FEIS does disclose these items.
77-3, 77-16, 77-21	BY	Where does the EIS assess the option of : 1) restricting deliveries to off-peak hours 2) eliminating all coal use to bring the existing utility plant into compliance with the clean air standards and 3) satellite parking/bus options?	TSM and TDM alternatives are discussed in Section 2.1.1. Clean air standards at the utility plant are outside the scope of this study. Very few, if any, deliveries are made during the peak travel periods.
77-25	BZ	A formal complaint has been filed with the office of the Inspector-General of DOT. Review of the EIS, and related materials from Freedom of Information Act requests, indicates a persistent pattern of suppression, omission, and distortion of information.	The FHWA does not agree with the characterization of our actions on this project. Any complaints with the Inspector-General are not released for public distribution and therefore are outside the scope of the EIS.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
65-3, 77-17, 77-26	CA	History suggests strongly that filings by GU or information supplied by GU must be reviewed with more than ordinary care.	All information has been reviewed with care.
77-27	CB	Where is evidence that the commuters from Virginia and Maryland were informed? Where are responses or concerns from those parties?	There have been advertisements in the newspapers.
15-1	CC	The Canal Road Project is entitled a "demonstration project". What will this project demonstrate?	This project is to demonstrate that motor vehicle access at a major traffic generator can be improved without decreasing the efficiency of a Federal-aid primary highway. The proposed action is a congressional mandate.
15-5	CD	Estimates in the DEIS for maintenance costs of any alternative but "No-Build" appear very low. On what basis were they calculated? Do these maintenance estimates include repaving and pot-hole filling costs, or snow removal only?	Maintenance includes annual costs associated with maintenance and operation activities, such as signal maintenance, electric bills, pump maintenance, bridge inspection, etc. It does not include any reconstruction or major rehabilitation costs.
33-3	CE	ANC 3D would be unfairly effected by these proposed changes.	The FHWA is not aware of unfair effects to ANC 3D. Proposed changes do not affect the origin or destination of campus traffic. Thus travel northwest of the campus is virtually unchanged.
47-1	CF	All of the alternatives assume rational, civic-minded behavior on the part of motorists.	All alternatives are based on standard assumptions such as those mentioned.
48-4, 54-4	CG	Please include estimates instead of asterisks for 1996 and 2016 under the No-Build, 2 and 2A Alternatives in Table 4-2.	A different model has been used so that values for all alternatives and time frames are calculated. See Section 4.2 of the FEIS.

Appendix F-2
Public Comments on the DEIS and Responses

Document ID # - Comment #	Group	Comment	Response
54-7, 54-8, 80-2	CH	Conditions in the Foggy Bottom/West End area relating to pedestrian safety, traffic vibrations, and air and noise pollution have either not been addressed at all in the DEIS or been examined only very superficially.	There is no noticeable effect to the traffic in Foggy Bottom/West End. It is estimated that there is an increase of less than 0.5% of the intersection volume at 27th St./K St./Whitehurst intersection. Normal daily traffic fluctuations are in the 2-3% range. All pedestrian safety impacts associated with the project are discussed.
70-2	CI	At various times GU said that an underpass would be built, when it seems obvious that GU was planning an "at-grade" crossing that would create a bigger traffic jam.	An EIS must analyze the full range of reasonable alternatives, both roadway and non-roadway. The FHWA is the governing agency for the EIS, not GU.
75-1	CJ	The project will reduce response time for emergency services, as well as traffic and pedestrian safety.	Your comment is noted. Please refer to Sections 3.1.3 and 4.2.1c of the DEIS.
81-9	CK	Inaccurate drawings *(assume Figures 4-1 to 4-4 in DEIS)* indicate a retaining wall in Section A-A. Is this suppose to be Section C-C?	Yes, Figures 2-2 to 2-5 and 4-1 to 4-4 were corrected in the FEIS.
18-1	CL	All affected parties should appoint leaders to represent them at a direct problem-solving conference.	Your comment is noted, however, this type of conference is not required to complete the EIS.
50-1	CM	Requesting information.	Information was provided.
94-4, 95-2	CN	The legislation does not give any authority for either Federal or district condemnation of private property.	The preferred alternative, (Alternative 2A - Modified) would not impact the Rider's Fund property.

DOCUMENT 2

MICHAEL BARKER
[redacted]
WASHINGTON, D.C. 20007

9-12-95

DEAR MR. HILL:

ON BEHALF OF MY WIFE AND MYSELF,
I WOULD LIKE TO EXPRESS OUR VERY
STRONG SUPPORT FOR THE CANAL ROAD
PROJECT IN GEORGETOWN. THE EXISTING
TRAFFIC IS NOT ONLY AN ENVIRONMENTAL
BURDEN ON OUR NEIGHBORHOOD, IT
ALSO POSES A REAL THREAT TO THE
CHILDREN WHO LIVE AND PLAY HERE,
INCLUDING OUR OWN YOUNG SON.

SINCERELY,

MR. ARTHUR HILL
FHWA

A 1

Grace Bateman **DOCUMENT 3**

September 22, 1995

Mr. Arthur Hill
Federal Highway Administration
Suite 750
820 First Street, N.E.
Washington, D.C. 20002

RE: Proposed Modification to Canal Road, N.W.

Dear Mr. Hill:

Enclosed are my written comments on the draft environmental impact statement on the proposed Canal Road, N.W. project.

I testified at the September 19, 1995 public hearing, and I respectfully submit these written comments to supplement the statement that I made at the hearing.

Thank you for your consideration.

Sincerely yours,
Grace Bateman
Grace Bateman

[redacted], WASHINGTON, D.C. 20007

TESTIMONY OF GRACE BATEMAN ON THE CANAL ROAD PROJECT

Federal Highway Administration Hearing

September 19, 1995

My name is Grace Bateman. I have served two terms as a member of Advisory Neighborhood Commission 2E, and currently am active in a number of civic organizations in Georgetown. I am here today to encourage the Federal Highway Administration to select Canal Road Alternative 2 or 2A. C[1]

Current Conditions Are Intolerable

For the past 15 years that I have lived on the west side of Georgetown I have watched traffic conditions grow steadily worse. Today, 4,300 cars, trucks, and buses travel over our narrow residential streets daily on their way into and out of the Georgetown University campus. Conditions crescendo from 5 to 8 p.m. as hundreds of cars back up on 34th and 35th Streets, polluting the air, blocking parking spaces, and making it impossible for an ambulance or fire truck to get through. All this occurs because the current road configuration makes it impossible for commuters to be where they should be: on Canal Road, an arterial roadway, instead of on Georgetown's local streets.

In the coming years, unless something is done about the Canal Road situation, these conditions will only grow worse. Not because Georgetown University will have more commuters when the University reaches complete buildout. Fortunately the D.C. Board of Zoning

Adjustment has imposed a parking cap of 4,080 spaces on campus and our residential parking permit program prohibits commuters from parking on our residential streets. Traffic conditions will grow worse simply because of the growth in non-University traffic volumes in our neighborhood that will occur over the next 20 years regardless of what is built on the GU campus.

Alternatives 2 and 2A Are The Best Choices

The Federal Highway's Administration's Draft Environmental Impact Statement presents a detailed, painstaking analysis of the impacts of five alternative approaches to the Canal Road problem. The appended correspondence with residents and community organizations that has been ongoing since 1993 illustrates that every conceivable question related to this project has been asked and answered several times over.

Moreover, the FHWA's three public meetings and four newsletters have continued to keep the community informed as the project has developed. The addition of Alternative 2A midway in the EIS process--an alternative that grew out of these community discussions--demonstrates that the FHWA's community information and involvement process has indeed worked.

The Draft EIS evaluates the impacts of four build alternatives and a no-build alternative. The no-build alternative is clearly unacceptable because it does nothing to solve the traffic and environmental problems that thousands of University-related cars, buses, and trucks are creating every day on our residential

streets

Alternatives 3 and 4, the overpass and the underpass, would solve our traffic problem but would have major negative visual impacts, would involve massive construction that would cause considerable neighborhood disruption, and are both very costly.

Alternative 2 and Alternative 2A would also solve our traffic problem. Both of these Alternatives have the least visual impact, could be constructed quickly and with minimal disruption, and, with price tags of $1.7 million each, are the least costly. Moreover, these Alternatives will not have a significant negative impact on our neighbors who use Canal Road for their daily commute. Alternative 2 will result in only a 10 to 15 second delay in the travel time for commuters who use Canal Road to travel to and from downtown from neighborhoods to the north and west of the University, and Alternative 2A will result in only a 6 to 10 second delay.

2 In addition, both Alternative 2 and Alternative 2A are "forgiving" alternatives. Once the construction is completed and the traffic signal is installed, the timing of the signal and the use, if any, of the Prospect Street entrance by commuters can be adjusted to minimize any negative traffic impacts that might occur in the surrounding communities while ameliorating traffic conditions on Georgetown's local streets.

Finally, a word about the specter of development of the Riders' Fund Property on the Palisades adjacent to the University's Canal Road entrance. It is fortunate that all segments of

the community--residents, business, the University, the National Park Service, the Commission of Fine Arts, and the FHWA--agree that there should be no development whatsoever on this parcel. These groups can be counted upon to vigorously oppose any development.

Unfortunately, some individuals who prefer the "no build" alternative for other, unrelated, reasons have seized upon the Riders' Fund issue as an excuse for choosing the "no build" alternative. They have attempted to persuade those who are less knowledgeable about the merits of the Canal Road project that any change to Canal Road will automatically result in the construction townhouses on the Riders' Fund site.

The FHWA has committed to the community that it will not go forward with any improvement to Canal Road if the improvement would result in the development of the Riders' Fund property. There are several alternative approaches for blocking development of this site, including condemnation of the property or exchange of the property for another developable site. Regardless of how this problem is resolved, the FHWA should not allow the Riders' Fund Property controversy to further delay or to stop this much-needed project. M3

The goal of the Canal Road project is to improve the intolerable traffic conditions in Georgetown, at a minimum cost, and with minimum impact on other communities. Alternatives 2 and 2A do this. A solution to this problem is long overdue. I urge the FHWA to move forward quickly with Alternative 2 or 2A.

SENT BY:Xerox Telecopier 7021 :11- 3-95 :11:42AM ;

DOCUMENT 4

PROSKAUER ROSE GOETZ & MENDELSOHN
[redacted]
Washington, D.C. 20036-2396
[redacted]
Fax transmission problems: (202) 416-6885

FAX COVER PAGE

TO: Arthur Hill, FHWA Regional Director PHONE: 523-0163

FAX: 523-0181 DATE: November 3, 1995

FROM: David C. Beck CLIENT: 0075-000

TOTAL NUMBER OF PAGES, INCLUDING COVER SHEET: 1

* * *

To whom this may concern:

F 1 As a resident of Maryland who commutes daily to and from downtown D.C. along the Clara Barton Parkway and Canal Road, I wish to express my strong opposition to the proposal to add a signal to Canal Road, and make other disruptive changes, solely to benefit Georgetown University. It would be unconscionable to use scarce public monies to fund a project that would (1) damage the environment; (2) degrade already terrible traffic conditions; (3) threaten the District's infrastructure; and (4) replace greenway with development. This is particularly true where the sole beneficiary of this project would be a private institution. Please act to prevent this ill-conceived project from going forward!

J 2
B F 3
C 4
K 5

Sincerely,

David C. Beck

F341\F\0074\99999\001
161776.F84

11/03/95 10:49am
#3230 (B&B)

10-25-1995 5:04PM FROM SPC/KIRSCHNER BIKOFF 20

DOCUMENT 5

October 25, 1995

Mr. Arthur Hill, Division Administrator
Federal Highway Administration
Union Center Plaza, Ste. 750
820 First St., NE
Washington, DC 20002

Dear Mr. Hill,

F 1 As residents of the Hillandale community located on 39th and Reservoir Rds., my husband and I are strongly opposed to the proposal to alter the current traffic access on Canal Rd. Any additional restrictions on Canal Rd. will only exacerbate the current problems on Reservoir Rd., particularly near the university's facilities.

T 2
U 3
P 4 Most of the problems on Reservoir are due to the fact that Georgetown University has failed to provide adequate parking for users of their property. The university must address these problems and look for alternative solutions. Given the current financial situation of the District, it is outrageous to spend public money to improve access to the university off Canal Rd. while neighboring taxpayers must suffer negative consequences. We have additional concerns for what might result as exploitation of the tract of land included in the "trust" on Canal Rd.

It is time the system pay heed to those residents who have chosen to remain in the District and lend their support through taxes and by conducting business with neighboring vendors.

Sincerely,

Linda Bikoff

Linda Bikoff
[redacted]
Washington, DC 20007

DOCUMENT 6

10/19/95

Dear Mr. Pena:

We respectfully request that you consider the many hours of time that we as commuters from DC to Virginia have to waste creeping toward Key Bridge via Canal Road. While the situation is currently dreadful every working day of our lives, we expect it to worsen if Georgetown U. adds its own road and light at that choke point.

F 1

Sincerely,

Jean K. Beek, PhD

[redacted]
DC 20016

95 OCT 24 P12:47

ADMINISTRATION

ACTION
is assigned to
FHWA

DOCUMENT 7

September 19, 1995

Hearing Examiner
Federal Highway Administration

In The Matter of Proposed FHA Canal Road-Georgetown University Project

B 1 We and countless of our neighbors favor the No Build option for the proposed project at the South Entrance to Georgetown University.

AD 2 The EIS fails to assess the severe negative impact the proposed project is likely to have on neighborhoods to the west of the campus, including Foxhall Village. Nor does the EIS examine the environmental implications of this project leading to the opening up for development of the so-called Riders' Trust tract adjacent to the university.

P 3

V 4 Commercial developments anticipated on the Georgetown campus depend heavily on the proposed FHA project. The project would further such developments and lead to detrimental environmental impacts.

We oppose the project.

Ann Bray

Howard Bray

[redacted]
Washington, D.C. 20007

DOCUMENT 8

September 23,1995

Mr. Arthur Hill
PHWA
820 First Street,NW
Washington,DC 20002

RE: CANAL ROAD PROJECT

Dear Mr. Hill.

A 1 | I am a long time Georgetown resident who currently resides at [redacted]. I would like to express my support for a liberalized entrance to Georgetown University from Canal Road. My daily activities frequently involve me in very heavy traffic flow on 34th or 35th Street as I attempt to return to my home. It is clear that a large contributor to this evening traffic jam is the traffic exiting Georgetown University from Prospect Street.

A traffic signal at the intersection of the University entrance allowing Virginia traffic to move towards Key Bridge would significantly alleviate the 34th and 35th Street congestion.

An important neighborhood consideration in all this is the fact that some measure of ill-will towards the University is generated by the perception that it is the University which has created this difficulty in our midst. At a time of improving town/gown relations, this is an unfortunate perception.

Sincerely yours,

Ray Browne

DOCUMENT 9

HOGAN & HARTSON
L.L.P.
COLUMBIA SQUARE
[redacted]
WASHINGTON DC 20004-1109
[redacted]

THOMAS N. BULLEIT, JR.
PARTNER
[redacted]

BRUSSELS
LONDON
PARIS
PRAGUE
WARSAW
BALTIMORE, MD
BETHESDA, MD
DENVER, CO
MCLEAN, VA

MEMORANDUM

October 19, 1995

BY TELECOPY

TO: Persons on Attached Distribution List

FROM: Thomas N. Bulleit, Jr.

RE: **Proposed "Georgetown" Changes to Canal Road**

F 1 | As a resident of West Bethesda, Maryland, I strongly oppose the proposal of Georgetown University and the Federal Highway Administration to install a traffic light on Canal Road at the Georgetown entrance and make the other proposed traffic and building development changes currently contemplated. The stretch of road in question is already a rush hour nightmare for thousands of Maryland and Virginia commuters headed to or from downtown. The proposed changes would provide a small benefit for relatively few Georgetown employees and visitors at the considerable expense of all of these commuters. The plan should be defeated.

J 2 |

Attachment

DOCUMENT 10

GEORGETOWN UNIVERSITY MEDICAL CENTER

LOMBARDI CANCER CENTER
Research • Education • Treatment

Department of Surgery

Robert R. Buras, M.D., F.A.C.S.
General and Oncologic Surgery

Lombardi Cancer Center
Georgetown University Medical Center
3800 Reservoir Road NW
Washington, DC 20007-2197
Telephone: 202-687-8900
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Lombardi Cancer Center
Georgetown University Medical Center
9715 Medical Center Drive, Suite 230
Rockville, MD 20850
Telephone: 301-762-5556
Fax: 301-738-5760

1135

Vice President For
Administration & Facilities

December 6, 1995

James M. Wagner
Vice-President for Administrative Services
202 Healy

Dear Mr. Wagner:

As a faculty member who occasionally uses the Canal Road entrance to the University, I have followed the planning for upgrade of this entrance with interest. It seems to me that there is a solution to this problem which would result in minimal disruption of traffic flow and would not require extensive construction (and therefore environmental impact statements, public hearings, etc.), and I wonder if this alternative has been considered.

E[1] Briefly, allowing U-turns at either end of the present median strip would accomplish the same goal as the plans to allow left turns into and out of the entrance. The following alterations of lane designation would be necessary. 1) At the north end, there would be a need for two turn lanes instead of just one - the far left lane for U-turns only and the next lane over for vehicles travelling north on Canal Road. There is presently space for two turn lanes, and this situation does indeed exist during the afternoon rush hour. In fact, during the afternoon rush hour, it is quite simple to make a U-turn (illegally) since there is no oncoming traffic when the light is green. It might prove to be necessary to limit the flow of traffic out of the entrance to avoid backups on Canal Road. 2) At the south end, an additional lane would be needed to allow one lane for right turns onto the Whitehurst Freeway, one lane to proceed straight onto M Street and one lane for U-turns. This portion of the road could be widened to accomodate three lanes by using the space currently occupied by an unused ramp down to K Street.

F[2] While I am giving unsolicited advice, I will add that I have long been an advocate of an entrance to the Medical Center from Canal Road. A double-lane road past the toll gate, north of McDonough Gym, and below Yates Fieldhouse would allow access to Garage 2 and Reservoir Road. I understand additional parking facilities are being planned, and I have no doubt you have considered this and other possibilities. I hope you find my suggestions helpful.

Sincerely yours,

Robert R. Buras, M.D.

NCI CCC

A Comprehensive Cancer Center Designated by the National Cancer Institute

DOCUMENT 11

Advisory Neighborhood Commission 2E

September 30, 1995

Mr. Arthur Hill, Division Administrator
Federal Highway Administration
Union Center Plaza, Suite 750
820 First Street, N.E.
Washington, D. C. 20002

By Fax to (202) 523-0181

Dear Mr. Hill:

Re: Canal Road Entrance Project

F[1] We the undersigned are Commissioners of Advisory Neighborhood Commission 2E. As we stated at our special meeting on September 26, we oppose any of the build alternatives presented; we wish to put on record our collective position regarding the Draft Environmental Impact Statement.

We are troubled that, despite spending $1.2 million, FHWA has failed to address matters that have repeatedly been raised in public meetings and correspondence:

N[2] • FHWA has failed to resolve the title and access rights for the Riders Trust property. As must be clear from virtually every voice raised during this review process, any development on this palisade property is unacceptable. To raise construction alternatives that could trigger development rights is irresponsible.

AB[3] • FHWA has failed to provide evidence of the traffic impact on the overall community. To propose an irreversible project without any evidence of its impact on our constituents' daily lives is to ask that we blindly hope no harm will come. In light of the air and noise pollution that are already unacceptable, this is a risk we cannot take.

AA[4] • FHWA has failed to provide any detailed information about the traffic impact during construction. This is a true cost, as it could overwhelm our communities for more than a year. The case documentation suggests at most a single through lane of traffic on Canal Road during rush hours, with detouring commuters diverted to Reservoir Road. (During non-rush hours, all traffic would apparently be diverted to Reservoir Road.)

Z[5] • FHWA has failed to assess the impact of future Georgetown University build-out, i.e., action to complete some or all of the 3.8 million square foot addition allowed in the current GU Master Plan. Your argument that the project doesn't entail such development in no way mitigates what it may facilitate. The burdens on Canal Road, on the Canal Wall, and on our neighborhoods would be as real in either event.

Instead, the DEIS causes us to believe that:

AJ[6] • FHWA has underestimated the cost of even the minimal projects, both in dollars and in time.

AK[7] • FHWA has underestimated the complexity and threat to precious resources, including the 130-year-old concrete water mains upon which the District depends for water.

AN[8] • FHWA traffic studies - such as they are - conflict with themselves in their premises, their observations, and their mathematics.

BK[9] • FHWA would put in jeopardy the historic resource that is the Potomac palisade; you would blast away at its rock and woods to present an eight-land expanse of asphalt and sheer retaining walls.

AX[10] • FHWA would similarly despoil the historic C & O Canal. The Canal Wall is fragile and could not withstand the blasting and additional weight involved in construction, much less the greater burden of increased traffic that would be occasioned by a GU build-out.

All of these concerns move us to oppose any build alternative at this time.

We will use our best efforts to assure that such Federal dollars as are available will be used to the benefit of the greater Georgetown community, working toward a long-range resolution of the heavy traffic burden that plagues all our neighborhoods.

Our constituents believe that there is an area-wide traffic problem which includes - but is far from limited to - University traffic. Our opposition to this project rests on its narrow focus on Canal Road alone; its likely negative impacts and future development consequences are absent from the DEIS.

Sincerely,

Westy Byrd

Westy Byrd, Commissioner

/s/ Brian Harrington

Brian Harrington, Commissioner

Judith Dollenmayer

Judith Dollenmayer, Commissioner

Beverly Jost

Beverly Jost, Commissioner

FHWA - Canal Road Entrance Project
at Georgetown University

COMMENT SHEET

All comments are due by Sept. 30, 1995

AY[1] In all alternatives, bicycling & pedestrian access to & from the C&O Canal / Capital Crescent trail should be improved. The trail will soon be completed allowing bicyclists from Bethesda and the Maryland suburbs to reach Georgetown University without increasing car traffic. Sidewalks from the University's Canal Rd entrance (to the C&O tunnel) should be 12' wide to accomodate two way bicycle - pedestrian traffic. In addition to commuter traffic, a large proportion of students ~~would use~~ needs good access for recreation on the C&O / Capital Crescent trail. A large curbcut in front of the tunnel entrance is needed for bicyclists esp. those riding from M Street and the Key Bridge. (OVER)

Please add me to the Project Mailing List check ☐

PLACE IN DESIGNATED BOX AT THE PUBLIC HEARING
OR MAIL TO:

Mr. Arthur Hill, Division Administrator,
Federal Highway Administration
Union Center Plaza, Suite 750,
820 First Street, NE
Washington, DC 20002

Fax: (202) 523-0181

Name: Eric Ciccoretti
Address: [redacted]
Wash, DC 20007

DOCUMENT 12

The final EIS : the chosen alternative should improve bicycling access to and from Georgetown & the Capital Crescent trail. Reduction of car traffic from such improvements should be a factor in making a selection of the alternatives. and reduction of air pollutic

	DIV. ADMINISTRATOR
	ASST. DIV. ADMIN.
	FIELD OPERATIONS
	A2
	A3
	BRIDGE ENGINEER
	PLANNING/RESEARCH
	FINANCIAL MANAGER
	FISCAL
	CLERK TYPIST 1
	CLERK TYPIST 2
	SECRETARY
	MOTOR CARRIER, D/C
	SAFETY SPEC.
	TRAINEE
	ALL

DOCUMENT 13

[redacted]
Washington D.C. 20007
August 30, 1995

Mr. Arthur Hill
FHWA
820 First Street, NE
Suite 750
Washington, DC 20002

Dear Mr. Hill:

A1 We are writing to express our fervent support for the Canal Road project that will divert overwhelming traffic from Prospect Street. Our neighborhood has become glutted with traffic and attendant pollution that early city planners never could have foreseen. We now need a remedy. Please implement one of the Canal Road alternatives, preferably alternative 2.

Sincerely,

H. Russell Cort
Louisa V. W. Schwartz

DOCUMENT 14

ALFRED W. CORTESE, JR.
[redacted]
WASHINGTON, D.C. 20036-1685
[redacted]

August 31, 1995

Dear Mr. Hill:

A1 As a Georgetown resident (1430 33rd Street, N.W.), I urge FHWA to approve any plan that would reduce congestion in our neighborhood resulting from Georgetown University commuters. In particular, I commend the plans that would open direct access to Canal Road from GTU traffic and close the Prospect Street access. Any plan that would improve traffic flow on Georgetown's already overcrowded streets without severely impacting access to Georgetown or points beyond is in everyone's interest.

BE2 Also very important is permitting non-stop direct access to the Whitehurst Freeway for Canal Road traffic and breaking the bottleneck at M Street and Key Bridge which backs up traffic for blocks east and north of M Street.

Please let me know how the various planned alternatives address these problems.

Sincerely,

Mr. Arthur Hill
FHWA
820 First Street, N.W.
Suite 750
Washington, D.C. 20002

cc: Ms. Jonda McFarlane
ANC 2E-06

Judith Dollenmayer

Advisory Neighborhood Commissioner (ANC2E, District 1)

[redacted]

Washington DC 20007-2508 [redacted]

Mr. Arthur Hill
Division Administrator
Federal Highway Administration
Union Center Plaza, Suite 750
820 First St. NE
Washington, DC 20002 By FAX: (202) 523-0181

September 29, 1995

Dear Mr. Hill: re: Canal Rd. Entrance DEIS

I wish to make additional comments for the record, on the DEIS for the upgrade of the Canal Rd. Entrance to Georgetown University. I submitted other comment for the record at the September 19 public hearing at Mt. Vernon College, and via a letter from myself and three other ANC commissioners from ANC 2E who favor the "No Build" option.

CC [1] ■ The Canal Road upgrade is entitled a "demonstration project." What will this project demonstrate?

BC [2] ■ By law, the FHA can do nothing that will increase traffic load on the Whitehurst Freeway. Where is evidence that the larger entrance will maintain current levels of traffic on the Whitehurst Freeway? If FHA has no evidence, how can it proceed with this project?

AL [3] ■ Nine schools or hospital facilities with a school component (excluding Georgetown University's) within 1.4 miles of the choked intersection of Canal and Foxhall Rds. augment congestion during morning and afternoon rush hours. (These are Our Lady of Victory, St. John's Development Center, St. Patrick's, The Lab School, Georgetown Day Lower School, Hardy School, Mt. Vernon College, Convent of the Visitation and [in the licensing process] Riverside Psychiatric Hospital on Mac Arthur Blvd. and Foxhall). Has FHA studied their impacts on traffic flow? If not, why not?

AM [4] ■ An official of the Convent of the Visitation testified at the Sept. 19 public hearing in favor of a "Build" option, citing the school's concern for traffic congestion on 35th Street. Georgetown Day has worked with its neighborhood to mitigate congestion by scheduling earlier opening hours and a dedicated entrance with traffic officer to speed parent drop-offs. Have FHA studies included the Visitation school's contribution to traffic congestion, with approximately 400 trips per day in student drop-off and pick-up? If not, why not?

CD [5] ■ Estimates contained in the DEIS for maintenance costs of any alternative but "No Build," all of which costs the DC/DPW would bear, appear very low. On what basis were they calculated? Do these maintenance estimates include repaving and pot-hole filling costs, or snow removal only?

BU [6] ■ How could a "demonstration project" focused on the university's Canal Road entrance fail to study any on-campus traffic flows and how they might contribute to better traffic dispersal into the street grid both north and east of the campus, as well as south and west? No solution to an area-wide traffic problem will emerge from such a narrowly focused project. Our community fears that, if this project becomes "the answer," no workable answer that involves federal or local funds will be forthcoming for years to come. Hence our concern to "get it right," not just to "get it done."

BV [7] Mr. James Sinnette of FHA said at the September 26 meeting of ANC 2E that this demonstration project's focus, and thus the focus of the EIS studies, was only on Canal Road itself. This shows the project's fundamental flaw: lack of a holistic approach to a much larger problem -- of which the Canal Road site is a result, not a cause. Consider that Canal Road on the segment between Foxhall and Key Bridge -- the only focus of FHA study -- is the narrow end of a multi-lane funnel. Flowing into that funnel are Canal Road's one-way influx from Maryland and Virginia (no a.m. left turns are permitted onto Canal from the DC access, Arizona Avenue) -- 4 lanes from Maryland and 4 from Virginia streaming into 2 on Canal Road; plus MacArthur Blvd. (2 lanes); Foxhall Road (2 lanes). So the segment of Canal Road by the entrance project carries the input of at least 6 lanes. Today, at any time between 7:30 and 10:30 a.m. an eastbound commuter may wait from 3 to 5 changes of light at Canal and Foxhall to enter that segment. The DEIS study of inflows to this segment from north and west of the University is entirely lacking, focusing only on the entrance and its consequences.

B [8] For these detailed reasons -- in addition to larger considerations of tax base, environmental and development consequences -- I support the "No Build" alternative. Thank you for the opportunity to comment.

Sincerely yours,

Judith Dollenmayer

DOCUMENT 16

August 29, 1995

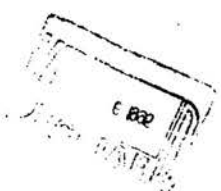
Mr. Arthur Hill
FHWA, Suite 750
820 First St., NE
Washington, DC 20002

Dear Mr. Hill:

D[1] I am a resident of Georgetown and live in the vicinity of the university. I support Alternative 2, the installation of an at grade traffic light allowing left turns from Georgetown University onto Canal Road. Thank you for your time and attention to this matter.

Sincerely,

Maura J. Donovan
[redacted]
Washington, DC 20007



DOCUMENT 18

Richard England
Chairman Emeritus
Hechinger Company
[redacted]
Washington, D.C. 20016-3406
[redacted]

September 19, 1995

Mr. Arthur Hill
Division Administrator
Federal Highway Administration
820 First Street, NE, Suite 750
Washington, DC 20002

Dear Mr. Hill,

As a resident of the Palisades area for 45 years, and as a past president of the Palisades Citizens Association, I am very worried about the impact of any changes to the Canal Road entrance of Georgetown University. For this reason, I had a long conversation with Congresswoman Eleanor Holmes Norton on September 12.

Mrs. Norton is quite familiar with the traffic congestion that occurs during every morning and evening rush hour on Canal Road, because she at one time had two children in Georgetown Day School, which has its only entrance and exit on MacArthur Boulevard at Q Street, N.W. She is very sympathetic to the problems caused by traffic congestion, and is also aware of the legitimate concerns of Georgetown University and the Georgetown Citizens Association to relieve the crowding on Georgetown's narrow streets.

CL[1] It was suggested by Mrs. Norton that the affected parties appoint leaders to represent them at a direct problem-solving conference. She thinks that such a meeting should start early in the day, and keep going for one or two days until a compromise solution is reached. Doing nothing will not be satisfactory to the University or the citizens of Georgetown. Adding to traffic congestion on Canal Road will not be acceptable to the thousands of District residents who use the route almost daily.

I do not believe Congresswoman Norton has a huge community meeting in mind. The principal parties would elect representatives and give them authority to thrash out an agreement. Personally, I hope that the solution will involve spending a minimum of federal taxpayers' funds since there are currently so many pressing needs in our society.

DOCUMENT 18

Mr. Hill, it would be great if you could offer a comfortable meeting room where food could be served. Thank you for your consideration of this proposal! I look forward to hearing from you soon.

Respectfully,

Richard England

Richard England

DOCUMENT 19

FAX MESSAGE

TO: FHWA Regional Director Arthur Hill 202 523-0181

RE: Georgetown University's proposal for new entrance on Canal Road

F 1 | **I strongly oppose** Georgetown University's to add a new entrance with a traffic light and special traffic lanes on Canal Road.

As a resident of the Palisades, D.C. neighborhood, I have been a daily commuter along the MacArthur Blvd/Canal Road route for several years. This area already has two serious traffic bottleneck during rush hour and during the weekend when people go into Georgetown. (MacArthur/Foxhall/Canal and Canal/Whitehurst/Key Bridge/ M St.)

BF 2 | An additional light with cars turning into and coming from G.U. would commute would greatly exascerbate this tough traffic situation.

As a past resident of Burleith and Georgetown, close neighbor of the University and a G.U. alumna, I have not noticed any problems with their existing entrances and exits. And it would be a disaster if all the existing traffic carried by Canal Road were to be re-routed to Reservoir Road with its emergency hospital entrances etc.

BK 3
AX 4 | I am also concerned about the impact of construction on the C & O Canal walls and the rock palisades above the canal. The canal is an extraordinary urban park resource which must be protected.

Please use your influence to stop this ill-considered proposal. Thank you.

Sincerely,

Deborah Estes

Deborah Estes
[redacted]
Washington, DC 20016

10/25/95 09:03 ☎202 366 8712 FHA H
BARNES MORRIS MGMT SVS [illegible] x:202-223-2395

DOCUMENT 20

ACTION
is assigned to
FHWA

To: Secretary Federico Pena
366-7952

From: Krista Eveland
[redacted]

Date: October 20, 1995

Re: Proposed traffic light on Canal Road

BF 1 | As a resident of Washington, DC living on MacArthur Boulevard, I can attest to the horrible morning rush-hour bottlenecks which occur at the intersection of Foxhall and MacArthur Boulevard. Traffic is already a huge problem in this area and the addition of a traffic light would be devastating not only to the neighborhood but also to the commuters that are a large part of D.C.'s work force. I strongly object to Georgetown University and the Federal Highway Administration's narrow minded proposal.
F 2 |
BV 3 |

OPTIONAL FORM 99 (7-90)
FAX TRANSMITTAL
# of pages ▶ 3
To Gerald Yakowenko
Dept./Agency
Phone # 202-366-8043
Fax # 202-523-0181
From Cluny Eng
Phone # 202-366-8043
Fax # 202-[illegible]-8712
GENERAL SERVICES ADMINISTRATION
NSN 7540-01-317-7368 5099-101

95 OCT 23 AM 10:32
U.S. DEPARTMENT OF TRANSPORTATION
SECRETARIAT
FEDERAL HIGHWAY ADMINISTRATION

DOCUMENT 21

October 23, 1995

Arthur Hill
FHWA Regional Director
820 First Street, NE/Suite 750
Washington, DC 20576

Dear Mr. Hill:

F 1 | We are very opposed to Georgetown University's plans to add a traffic light and lanes only for GU to Canal Road, NW. We oppose these plans for the following reasons:

AA 2 | 1. During the construction period of up to two years, commuter traffic would be detoured to Reservoir Road; only one lane of traffic would be permitted on Canal Road.

BF 3 | 2. After construction the new stoplight would add a third bottleneck to an already conjested corridor.

BH 4 | 3. More traffic would be generated by a planned build-out of Georgetown University, about the size of the Pentagon. This traffic would use the new entrance.

AX 5 | 4. The rock palisade above Canal Road would be blasted away to add four more lanes for GU traffic.

AK 6 | 5. The blasting would endanger the wall of the C & O Canal and the DC water mains.

P 7 | 6. The new road would trigger development on a presently landlocked piece of land above the Canal.

Thank you for your consideration.

Martha Evelyn Douglas Evelyn
Martha and Douglas Evelyn
[redacted]
Washington, DC 20007
(202)333-9029

10/23/95 09:32 FAX 202 911 5490 COPY GENERAL 001

THE PALISADES CITIZENS' ASSOCIATION
[redacted], PALISADES STATION, WASHINGTON, DC [redacted]

DOCUMENT 22

September 27, 1995

Mr. Arthur Hill, Division Administrator
Federal Highway Administration
Union Center Plaza, Suite 750
820 First Street, NE
Washington, DC 20002

Dear Mr. Hill,

B[1] At its September 10th Board of Directors meeting, the Palisades Citizens Association Board voted unanimously to support Alternative 1 (the No-Build option) of the Draft Environmental Impact Statement concerning improvements to the Canal Road entrance of Georgetown University. The Board expressed strongly opposes to any alternative that would allow the University to convert the Canal Road entrance into a major access for the University.

The following concerns were expressed by Palisades Citizens Association board members:

F[2] 1. The Canal Road entrance is positioned mid-way between two major chokepoints for traffic entering and leaving the District of Columbia--the Foxhall Boulevard/Canal Road intersection and Key Bridge. Rush hour delays at these two points are already considerable. Additional traffic using the Canal Road entrance, and delays caused by left-hand turns into and out of the University, would have serious consequences not only for the immediate neighborhoods but for the City as a whole. It is even doubtful whether the transfer of a large part of Georgetown University traffic to Canal Road would significantly lessen traffic on Georgetown streets near the Prospect Street entrance.

A[3] 2. Most or all commuter traffic during construction would be rerouted to Reservoir Road, a medium-sized City Street containing numerous stoplights. Construction could last as long as two years. It would be a nightmare.

K[4] 3. The construction of any of the Alternatives--even the At-Grade Intersection--would involve considerable blasting, thereby jeopardizing hundred-year-old water mains and conduits that serve a large part of the City; it would also pose a threat to the historic C & O Canal wall.

X[5]

P[6] 4. If the Canal Road entrance becomes a public road--the consequence of all but Alternative 1--a 2 1/2 acre parcel owned by the Riders' Trust, located adjacent to the proposed entrance, would be made available for development. Seventeen to forty townhouses have been proposed for this parcel. This would severely worsen traffic and impact on the Georgetown landscape and unspoilt nature of the historic Canal area.

V[7] 4. Construction of a Canal Road entrance would open the way for Georgetown to go forward with its Master Plan, which includes a number of *high-density, multi-story* buildings, totaling 3.8 million square feet, enough space for 20,000 employees! Most of these employees would be commuters using the already highly congested Whitehurst Freeway and Canal Road/MacArthur Boulevard access. A larger Canal Road entrance would ultimately create more congestion, not less, for everybody.

U[8] 5. There are many other solutions to the problem posed by the Prospect Street entrance. The simplest and most obvious is for Georgetown University to require all busses and trucks to use the existing Canal Road entrance. This is apartial solution that could be enacted immediately at no cost to anyone. We also feel that the university should discuss with the community the possibility of most efficiently using the several entrances to their campus--the solution that other urban university towns have found most workable--along with on-campus changes that allow internal flow-through. It makes no sense for all traffic to enter via Prospect Street when a viable option is four or more entrances--two on the Georgetown side, the existing right-turn only entrance on Canal Road (for traffic coming from the east, or leaving to the west) and a right-turn only entrance on Reservoir Road (for traffic coming from the north and west, and leaving to the east). Such a plan would require the University to eliminate the artificial division between the North and South Campus so that sorting and flow-through could occur *on the campus*, and not on our crowded city streets. Furthermore, a Reservoir Road entrance should be predicated on the University's providing parking spaces for all of its employees so that they do not have to park in Georgetown. We need to reopen whatever discussions are necessary to accomplish this because University employees parking on City streets is a major cause of the traffic problems under discussion.

S,AW[9]

T[10]

We urge you to choose Alternative 1--No-Build, and to redirect the earmarked FHA funds to a project that will help, rather than worsen, the traffic situation in the Nation's Capital.

Sincerely yours,

Sally Fallon

Sally Fallon
President

DOCUMENT 23

Avery M. Farrar-Wellman
[redacted]
Washington DC. 20007

October 24, 1995

Regional Director Arthur Hill
FHWA:

F 1 | I am writing to voice my objection with the Georgetown University Entrance project that is
AC 2 | intended for Canal Road. The loss of greenspace and/or the increased congestion make
J 3 | the project entirely unattractive. Further, I certainly hope that no public moneys would be allocated to essentially a private venture for a private benefit.

Sincerely,

Avery M. F-W

SENT BY: 1-19-96 ; 9:09AM ;

DOCUMENT 24

Cary M. and Nancy Feldman
[redacted]
Rockville, MD 20852

ACTION is assigned to Flynn S-10

January 18, 1996

VIA TELECOPIER
Mr. Federico Pena
Transportation Secretary
Washington, D.C

Dear Mr. Pena:

I recently learned that Georgetown University is urging the Federal Highway Administration to add a traffic light on Canal Road in the District of Columbia. I also understand that they are asking for the creation of Georgetown University-only lanes on Canal Road. As someone who uses Canal Road on a daily basis to commute between my home and my office in Georgetown, I am very much opposed to these proposals. This commute is not an easy one to begin with. There is virtually no margin for error on Canal Road since there are no shoulders in the event of problems. The construction on upper Canal Road or the Clara Barton Parkway was only recently completed and created a major traffic headache. I would hope that you will do everything in your power to ensure that these Georgetown proposals are not implemented.

F 1 |

If one or both of these proposals go forward, I understand that the following may happen:

AA 2 | • There will be detours for construction that will last a long time.

BF 3 | • There would be an additional traffic light to add to the already existing bottlenecks on this main commuter route.

BH 4 | • Since Georgetown University is planning a major expansion, the traffic problems that would be caused by their proposals would be exacerbated for the rest of us.

BK 5 | • The rock palisade above Canal Road might be blasted away and replaced by artificial retaining walls.

AX 6 | • If this blasting does take place, it also will endanger
AK 7 | the C&O Canal and the 100 year-old water mains that supply the entire District of Columbia.

P 8 | • The landlocked parcel above the Canal, which is now park land, would be developed into townhouses, etc.

SENT BY: 1-19-96 ; 9:07AM ;

DOCUMENT 24

I always have viewed Georgetown University as an asset to the west end of town and to the District of Columbia in general. However, these proposals are likely to detract from the environment and inconvenience too many for the benefit of too few. Accordingly, I ask your support in resisting these traffic proposals.

Sincerely yours,

Cary M. Feldman

12:27 ☎202 333 5755 CHAR

DOCUMENT 25

Robert Ferguson
[redacted]
Falls Church, VA 22046
Tel. 703-536-2474

October 20, 1995

Senator Chuck Robb
Fax. 224-8689

Dear Senator Robb:

F 1 AC 2 I am writing to protest the proposal made by Georgetown University to alter the terrain and traffic patterns of the Canal Road area. The canal and park-like landscape around Canal Road has to be one of the most beautiful parkways in the D.C. area. Protection for this area should be granted as similarly maintained for George Washington Parkway and Rock Creek Parkway.

There are many arguments against this proposal which can best be reiterated by the community action group organizing this protest. This group can be contacted by calling 202-337-6505 or faxing 202-337-6504. I am in agreement with all the arguments outlined by this group.

As a homeowner and resident of Fairfax county that must commute to Georgetown daily, and constituent that has supported you at the voting booth, I ask that your office do everything necessary to ensure that this proposal does not receive approval.

Sincerely,

Robert Ferguson

FHWA - Canal Road Entrance Project
at Georgetown University

COMMENT SHEET

All comments are due by Sept. 30, 1995

See Attached

Please add me to the Project Mailing List check ☒

PLACE IN DESIGNATED BOX
AT THE PUBLIC HEARING
OR MAIL TO:

Mr. Arthur Hill, Division Administrator,
Federal Highway Administration
Union Center Plaza, Suite 750,
820 First Street, NE
Washington, DC 20002

Fax: (202) 523-0181

Name: Ronald Fletcher
Address: [redacted]
Washington, D.C. 20007

DOCUMENT 26

PRESENTATION AT FHWA PUBLIC HEARING ON PROPOSED GEORGETOWN UNIVERSITY CANAL ROAD INTERCHANGE

- My name is Ronald R. Fletcher. I am a resident of Hillandale at George Town and an elected member of Hillandale Home Owners Association's Board of Directors.
- Hillandale is locate North of Reservoir Road and West of Thirty-ninth street.
- Hillandale's only access is Reservoir Road as thirty ninth street is signed to prevent traffic from entering or exiting to the North Hillandale Residents therefore have a vital interest in what happens to Reservoir Road as we are land locked if Reservoir becomes impassable for any reason.
- Reservoir Road is currently beyond its capacity during peak periods
  - Reservoir is a four lane residential street not designed to be an arterial highway There is parking on either side of Reservoir making it a two lane street. There is posted no parking during peak periods in the direction of peak traffic presumably to allow two lanes in the direction of peak traffic. These peak period restrictions are not in place on Reservoir at Foxhall and Reservoir becomes two lane prior to intersecting with Wisconsin making Reservoir four lane for a short distance including the North side of Georgetown University, however the traffic is reduced to two lane within one-half mile in each direction making the short stretch of four lane of little or no value in speeding traffic flow. The no parking restriction during peak periods is never observed out of frustration. Tonight September 17, 1995, which is not atypical, I counted eight illegally parked cars restricting Reservoir to one lane in the direction of peak traffic. Additionally Georgetown University has two entrances on the South side of Reservoir. It is difficult to find a time of the day when west bound traffic on Reservoir is not impeded by traffic trying to make a left turn into one of Georgetown University's four entrances on Reservoir. In short Reservoir is functionally a two lane residential street with conditions that often reduce it to one or no lanes of moving traffic;
  - It is common leaving Hillandale on Thirty-ninth to have to wait through more than one cycle of the traffic light at Reservoir. While waiting to turn onto Reservoir during peak periods I have often observed Georgetown University Hospital ambulances, fire equipment and police cars stuck in traffic. The current situation is a public safety issue as to Hillandale Residents and other persons required to use Reservoir or reliant on it for public safety reasons e.g. police, fire and ambulance access..
  - Further aggravating the problem thirty-ninth street is a three lane residential street with: one lane reserved for parking; one lane used by frustrated double parkers who cannot find another spot; leaving one lane often not wide enough for emergency vehicles. Thirty-ninth street based on its current use is a one or no lane street.
  - Heavy traffic on Reservoir is destroying the historically designated wall on the South side of Hillandale
- It is understandable why Georgetown University wants an access on Canal Road as its' two accesses on Reservoir have become so congested as to be nearly impassable.
- The culprits are:
  - Too many cars trying to fit on too little road - a problem not being addressed here; and
  - Georgetown University's failure to provide adequate parking for the users of their property, which is in large measure responsible for both the parking and the congestion on Reservoir.

BF 1
T 2

DOCUMENT 26

J3 • Hillandale opposes any solution to Georgetown University ingress and egress problems which impedes traffic on Canal Road e.g. additional traffic lights or prolonged construction. Impeding traffic on Canal Road necessarily moves traffic to Reservoir as the only reasonable alternative to Canal Road, which it cannot handle. It is unconscionable to spend the publics money to improve Georgetown University's access to C Road while at the same time exacerbating the problem on Reservoir Road for which e largely responsible.

B4 • Hillandale supports alternate one, the no build option.

DOCUMENT 27

Au t 29, 1995

Arthur Hill, Division Administrator
FHWA
820 1st Street, NE - Suite 750
Washington, D.C. 20002

Dear Mr. Hill:

BE1 Please consider a suggestion for improvement in the traffic pattern on Canal Road near the Key Bridge and Whitehurst Freeway.

Currently, one left hand lane is designated for southwestern bound traffic for Key Bridge. This occurs before the right hand lane exit ramp to the Whitehurst Freeway. The traffic flow for the Whitehurst Freeway moves quite smoothly as a green, right turning arrow is almost constant. However, the Key Bridge traffic backs up considerably DURING ALL TIMES OF DAY because of the one lane restriction at this intersection. This situation seems to get worse as time passes. Could the right hand lane also be used for Key Bridge traffic? This would slightly delay Whitehurst Freeway traffic. However, the Key Bridge traffic could be more evenly dispersed rather than having to squeeze into a single lane.

It has been well publicized that this area (Georgetown Hospital - Canal Road) has been studied for future road construction improvements. However, motorists need some type of corrective action at this time. Both lanes should be used for all southwestern bound traffic. A "right on red" option could also be established for Whitehurst Freeway traffic.

Thank you for your attention in this matter.

Sincerely,

Robert J. Fork

[redacted]
Washington, DC 20007

DOCUMENT 29

[redacted]
Washington, DC - 20007
September 25, 1995

Mr. Arthur Hill
FHWA, Suite 720
820 First Street
Washington, DC - 20002

Dear Mr. Hill,

A 1 Please accept this letter as an appeal and support for the opening of the road from Georgetown University to Canal Road. As residents of Prospect Street, it has become increasingly more difficult to both gain access to, and leave our neighborhood. Although we realize that no single action will cure the traffic jams we experience, there is no doubt that this access will substantially relieve the situation that presently exists.

Thank you for your consideration of our request.

Sincerely,

Edward G. Fuehrer

Penne P. Fuehrer

DOCUMENT 30

Michael Gladwin
[redacted]
shington DC 20015
(202) 686-0333

To: FHWA Regional Director-Arthur Hill

17 October 1995

Subject: Georgetown University Access from Canal Road in Washington DC.

Dear Mr. Hill,

F 1 I wish to state my objection to the proposed traffic light and construction on Canal Road at the exit from Georgetown University and the proposal to expand the width of the road by removing the rock palisade to the side of Canal road. This area is already a traffic block BF 2 and both the construction, extra light and additional traffic that it will introduce will make this route even more constricted. If the infrastructure of this area cannot sustain the existing traffic then plans BK 3 to expand Georgetown University should be limited to a level that can be managed without major road construction.

Your help in blocking this plan will be much appreciated.

Sincerely,

Michael Gladwin

SEP-29-'95 14:14 ID:CCFSB HOME EQUITY MD

DOCUMENT 31

September 29, 1995

Mr. Arthur Hill, Division Administrator
Federal Highway Administration
Union Center Plaza, Suite 750
820 First Street, NE
Washington, DC 20002

RE: FHWA- Canal Road Entrance Project at Georgetown University

Dear Mr. Hill:

Traffic now in the morning at the intersection of Foxhall Road & 44th St. backs up Foxhall Road and 44th St. Commuters now speed and cut-down P St. and Volta Place, turn right onto 44th St. and speed down to Foxhall Road again to wait for many lights to change just to turn left onto Foxhall Road again just so they can gain only a few car lenghts on the commuting back-up.

BW 1 Why didn't the FHA study the commuter traffic now on P Street?
Why didn't the FHA study the commuter traffic now on Volta Place?
Why didn't the FHA study the commuter traffic now on 44th Street?

It is obvious more traffic will commute south on Foxhall Road if the south entrance is opened.

AD 2 Why didn't the FHA study the future commuter traffic on P Street?
Why didn't the FHA study the future commuter traffic on Volta Place?
Why didn't the FHA study the future commuter traffic on 44th Street?
Why didn't the FHA study the future commuter traffic on Q Street?
Why didn't the FHA study the future commuter traffic on Greenwich Parkway?
Why didn't the FHA study the future commuter traffic on Surrey Lane?
Why didn't the FHA study the future commuter traffic on the south alley on Reservoir Road 100 feet east of the Foxhall/Reservoir intersection?

AO 3 So as you can see, I do not feel the Federal Highway Administrations Environmental Impact Statement on the proposed Canal Road Entry Project is as thorough as it should have been.

Thank You,

Joseph S. Goodman

Joseph S. Goodman
[redacted]
Foxhall Village
Washington, DC 20007
[redacted]

DOCUMENT 32

[redacted]
Washington, D.C. 20007
September 27, 1995

Mr. Arthur Hill
Division Administrator
Federal Highway Administration
Union Center Plaza, Suite 750
820 First Street, N.E.
Washington, D.C. 20002

Dear Mr. Hill:

I am writing to express my concern regarding the FHWA Canal Road Entrance Project for which your agency is responsible. As a homeowner on Foxhall Road, near 44th Street and McArthur Blvd., I will tell you that on an average morning that access to Foxhall Road from 44th Street routinely takes between 6 to 9 minutes (routinely, 3 to 4 traffic light cycles). In brief, given the current traffic situation, it takes an average of 15 minutes to get from my home (between P & Volta Streets) to the entrance to the Key Bridge; this represents 2/3 of my entire commuting time to Falls Church.

BF 1 Any changes in the Canal Road entrance would dramatically increase the volume of traffic on Foxhall and Canal Roads. In its current structure, between the total lanes of Foxhall Road, MacArthur Blvd., Canal Road and 44th Street, there are 7 lanes of traffic convervging into two lanes, slightly above the entrance to the university. With the closing of Pennsylvania Avenue, the traffic on both M Street and the Whiteburst Freeway is further and longer backed up and has added to the volume of traffic on Foxhall Road.

Opening the Canal Road entrance, in any manner other than its present form, will ultimately add to the volume of traffic and all of the feeder roads, creating an even greater commuter's nightmare.

B 2 Therefore, as a homeowner and a commuter, I wish to be on record as supporting alternative 1 - No Build!

I trust that you will take seriously my concerns. Further, I would invite you to my home to make the trip down Foxhall Road on any morning, to gain firsthand experience regarding the points which I have made.

Sincerely,

MaryAnn Griffin

cc: Scott Polk, President, Foxhall Citizens Assoc.
Brian Herrington, ANC 2E
Judith Dollameyer, ANC 2E District 1

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3-D
[redacted]
Palisades Station
Washington, D.C. 20016

September 19, 1995

Mr. Arthur Hill
Division Administrator
Federal Highway Administration
Union Center Plaza
Suite 750
820 First Street, N.E.
Washington, D.C. 20002

Re: Draft Environmental Impact Statement at Georgetown University Entrance on Canal Road, N.W.

Dear Mr. Hill,

The Commissioners of Advisory Neighborhood Commission 3D (ANC 3D) wish to again voice their concerns regarding the Draft Environmental Impact Statement at Georgetown University Entrance on Canal Road, N.W. Advisory Neighborhood Commission 3D is comprised of seven single member districts in the Spring Valley, Wesley Heights, Kent and Palisades neighborhoods and the American University Campus. The ANC boundaries (under the 1990 census data) run from Westmoreland Circle down Massachusetts Avenue to 42nd Street, to W Street, south on Foxhall Road, than down Whitehaven Parkway to the Potomac River and the Maryland/District border. The Commission represents approximately 14,000 constituents.

At their last monthly meeting, Advisory Neighborhood Commission 3D was briefed by Environmental Planning Engineers from your office regarding plans for the entrance to Georgetown on Canal Road, N.W. The Commissioners were updated on the proposed options; Alternative 1 - no build option, Alternative 2 - at grade intersection and closing of Prospect Street, Alternative 2A - at grade intersection and Prospect Street stays open, Alternative 3B - westbound Canal Road elevation and Alternative 3H - Canal Road underpass.

ANC 3D has been following the progress of plans to modify the Georgetown University Entrance on Canal Road for over a year. The Commissioners have held three (3) public hearings on the subject and corresponded with representatives of the Federal Highway Administration (FHA). After studying the DEIS, questioning Federal

DOCUMENT 33

BF 1 | Highway officials and meeting with area residents, ANC 3D has a number of concerns regarding Georgetown University plans. Canal Road is already very congested, and any kind of traffic control will only further congest this major commuter route and back up to MacArthur Blvd. and Foxhall Road, N.W. Even the DEIS admits that this corridor is congested :

> "Travel times varied substantially which indicates that delays, queues and travel speeds are not consistent along this corridor. This is partially explained by the fact that the network is over saturated and any small stoppage or delay dominos and multiplies through the corridor."
> (Chapter 4, pg. 13)

Besides adversely effecting commuters from ANC 3D, most of whom commute to downtown via this corridor, residents from Montgomery County, MD. would be impacted as they try to make their way downtown. Fairfax County, VA. residents would also feel the squeeze as they attempt to come across Chain Bridge onto Canal Road. Rush hour on these major thoroughfares is already very slow. This is acknowledged in the DEIS:

> "On average, the data indicated a corridor travel speed of 9.6 to 12.8 kilometers per hour (6 to 8 mph). Based on the 1994 Highway Capacity Manual, a principal arterial with an average travel speed of 20.8 km/h (13mph) or less has LOS F. LOS F characterizes arterial flow at extremely low speeds below one - third to one- fourth of the free flow speed. Intersections are congested with high delays and extensive queuing ... In particular, it was not possible to model the queuing at the Canal Road/Whitehurst Freeway intersection, since the traffic volumes were so much greater than the calculated intersection capacity."
> (Chapter 4, pg. 13)

AT 2 | Citizens are concerned that long term construction and ensuing traffic controls would force neighbors out of their normal "in town" routes. Currently, traffic in and out of Georgetown University is "scattered" out of a number of different exits. The Commission feels strongly that this modification would make Canal Road a major thoroughfare to the University. Based on the above quotes from the DEIS, the

CE 3 | Commissioners feel that this neighborhood would be unfairly effected by these proposed changes. Additionally, the Commission feels that specifically Alternative 2A,

I 4 | the stack lane, would not work because the lane which has been proposed would not be long enough.

AP 5 | The Commission and residents also question the proposed traffic figures and rush hour timing . It is believed that these numbers are low, and many more cars then projected

will be using these road in the next twenty years. Additionally, as stated in previous correspondence to the FHA, the Commission disagrees with the DEIS times for the morning rush hour. The engineers claim the rush hour is 7 - 8 am., where the Commissioners who live in the neighborhood and many who themselves commute along this corridor, feel 8 - 9 am. is more accurate.

BH[6] ANC 3D also feels that the proposed forty (40) townhouses to be built under the "Riders' Trust" were not taken into consideration when proposed traffic figures were developed. The construction of new lanes on Canal Road would allow access to the "Riders' Trust" property which is currently not available. The effect 40 additional housing units would have on the neighborhood and traffic on Canal Road would be significant and only a brief mention was made in the DEIS.

B[7] Therefore, the Commissioners support the "no build " alternative. We do not feel that
J[8] major changes to the Canal Road entrance is an appropriate use of ever-shrinking federal road dollars. Any of the above options would be extremely costly and only effect 400 - 500 Georgetown University cars each day. Moreover, the options presented would not solve the problem and most likely create new traffic situations.

Advisory Neighborhood Commission 3D asks that their support of the "no build" alternative be included in the public record. The Commissioners trust that this recommendation will be given the "great weight" it carries under D.C. Code 1-261 (d). Thank you for your consideration, and please keep the ANC informed as the process proceeds.

Sincerely,

Marion Guggenheim /EMW

Marion Guggenheim
Chair

cc: D.C. City Council Members
Mr. John Hill
Representative Eleanor Holmes Norton
Mayor Marion Barry
Commissioner Kathy Patterson

Commissioner Brian P. Harrington
ANC 2E02
[redacted]
Washington, D.C. 20007

September 26, 1995

Mr. Arthur Hill, Division Administrator
Federal Highway Administration
Union Center Plaza
Suite 750
820 First Street, N.E.
Washington, D.C. 20002

Dear Mr. Hill:

Thank you for allowing me to respond to the draft EIS on the Canal Road Entrance to Georgetown University Project.

To understand this project and the draft EIS I asked myself the basic questions the draft EIS was supposed to, but clearly did not, answer .

AD[1] Is this very expensive project really necessary and worth additional disruption to an already bad traffic situation in our neighborhoods?

AQ[2] Does the Georgetown University traffic on Prospect Street contribute substantially to the gridlock at 34th and 35th Streets during rush hour?

While I personally considered these questions, I remembered a comment from a concerned citizen from our area:

"It (the proposed development) involves, at a minimum, reconstructing Canal Road with stoplights, turn lanes, queuing lanes, and the blasting away of parts of the park land palisade between the C&O Canal and the University. Further, the construction would wreak havoc on the streets of the greater Georgetown community well into 1997."

Citizens who have attended our previous ANC meetings will recall my suggestion that GU take a firm position on which of the alternatives they supported and then argue vigorously for their new entrance. FHA responded to me that GU had no role in this new entrance and would, in fact, not join, nor have any role the

in debate. I took great exception to this response and suggest to you that GU may have dramatically compromised its new entrance by not strongly and openly advocating the merits of their case for an expanded entrance.

V 3 Further, I'm told that GU's master plan includes a large Canal Street entrance and that new commercially leased space will be developed near the proposed entrance. Again, only silence from the draft EIS.

S 4 Let me note here for the record that I am seeking any GU and FHA suggestions for changing internal GU traffic patterns to alleviate the many traffic and parking problems on Reservoir Road. This clearly was missing from the draft EIS and the subsequent, collective debate.

P 5 To continue, an additional critical issue affects the proposed development. A piece of privately-held land between the National Park Service property and the University would be accessible if this new entrance was developed. This property, called the Riders Trust Property, is the planned site for 17 new luxury townhomes once it is no longer landlocked. I am certain that these homes would undoubtedly add traffic congestion on Canal Road.

I am frankly shocked that FHA would even release the draft EIS before the many questions surrounding the Riders Trust development of the 17 new luxury townhomes were answered. Incidently, I understand that the National Park Service may

O 6 withdraw its support for the Canal Road entrance development if the Riders Trust Property, now palisades and woods, can indeed be developed.

Further, to better understand the impact of this development I am submitting a formal request to FHA for the following research. I am requesting information:

AB 7 1) on how neighborhood traffic on Reservoir Road, Foxhall Road and MacArthur Blvd will be impacted since the draft EIS is virtually silent on this critical issue even though such study was requested in comment letters last year to FHA;

AK 8 2) on the real impact to the 100+ year-old water mains under Canal Road;

AX 9 3) on the integrity of the C&O Canal Wall and whether it could in fact be compromised;

N 10 4) on the Rider's Trust development issue and any title questions still unresolved, and

AH 11 5) on ways to prevent the evening rush-hour traffic congestion caused by southbound commuters on Wisconsin Avenue who turn right on Reservoir Road (thereby avoiding the long traffic signal at Wisconsin and M Streets) and attempt to take a shortcut to the Key Bridge by traveling south on 34th and 35th Streets. This, by the way, is the most significant and real reason there is traffic congestion in the neighborhoods west of Wisconsin Avenue.

As many of you know, several citizens who live near GU's Prospect street entrance have strongly argued for this new, expanded entrance to GU. I have heard comments such as:

> "the extreme benefit the entrance will have for Georgetown outweighs any small impact on the residents along Foxhall and MacArthur Roads."

Another said:

> "that while it is true that there are few additional benefits to other communities, it is also true that their is virtually no additional impact."

I find these statements to be narrow, naive and very selfish. To say that a greater number of citizens will benefit from a new entrance is simply not true. A far greater number of people travel on Canal Road from Maryland, Virginia and Northwest Washington than live near GU.

Additional traffic congestion on Canal Road could potentially adversely affect the tens of thousands that commute yearly into our city, let alone the residents who live to the west of the University.

B 12 In conclusion, I am voting for the "no build" alternative because I do not believe that the essential questions I have raised have been answered by the draft EIS. Nor am I certain that they can in fact be answered by the draft EIS.

I am hopeful that ANC 2E will join together and reject any build alternative until the FHA can study the severe traffic problems around all of Georgetown.

DOCUMENT 34

I hope that GU will first physically join the debate over how to solve our collective traffic problems. Then, I am certain, we can address Georgetown University's desire for a beautiful new entrance.

With additional research from FHA, with active participation by GU and all area neighborhoods, I am confident we can find a solution to the traffic problems we face.

Sincerely yours,

Brian P. Harrington

Minker Design - 301.229.3758 - Created: Thursday, Oct

DOCUMENT 35

DEPT OF TRANSPORTATION
OCT 04 25
ACTION is assigned to FHWA
9-10

Elliott Himelfarb
[redacted]
Bethesda, MD 20816

October 26, 1995

Honorable Federico Pena
Secretary of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Pena:

F 1 I am writing to you to express my strong opposition to the proposed Canal Road construction near Georgetown University in Washington, DC.

J 2 As a DC native and daily commuter along this route, I cannot see where such a project would benefit anyone but a relatively small number of GU students, faculty and employees. The negatives however, are many, including worse-than-normal traffic tie-ups, and degradation of the area's esthetics and environment during and after construction. All this so that a private college can offer easier access to the local road system? Given these factors and the current budget constraints, the federal government should not even consider its funding.

3 4 5 BF /AC AA

Please decide against the Canal Road project--it caters to the special interests of a privileged few, while forsaking the rest of us.

Sincerely,

Elliott Himelfarb

10/25/95 12:39 ☎703 841 5103 IBAA 1

DOCUMENT 36

Michael Hindman
[redacted]
Rockville, Maryland 20850

October 25, 1995

Secretary Pena:

I was very disturbed to learn that Georgetown University is again pushing the Federal Highway Administration to add a stoplight and turn lanes on Canal Road for its private and exclusive use.

J 1 | I resent the fact my tax dollars would be funding something for the private use of an already very well endowed private school. Beyond that, roads serving the east side of the Potomac are already tremendously congested. This project would simply add to the problem.

AC 2 | I question too the ecological and environmental impact the construction would have on the palisades and parkland along the river.

F 3 | I oppose this project and and ask that you please use your offices to oppose it, as well.

Sincerely yours,

Michael Hindman

09-13-1995 11:38AM FROM HORSEY AND THORPE

DOCUMENT 38

THE CITIZENS ASSOCIATION OF GEORGETOWN

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James A. van Straaten
Neville R. Wiers, Jr.
Al Wheeler

Washington, DC 20007
[redacted]

September 12, 1995

MEMORANDUM

To: ANC's 2E, 3B, 3C and 3D, area civic associations, Georgetown University, committee members

From: Outerbridge Horsey, 1st Vice-President and CAG Traffic and Parking Committee Chair OH

Re: Georgetown University Canal Road Entry Project - CAG Membership vote

On the recommendation of the Traffic and Parking Committee, and with the unanimous support of the Board of Directors, the CAG membership voted last night to adopt the attached resolution in support of Alternative 2A with two conditions. The vote was unanimous with about 130 members in attendance.

One of the conditions addresses the potential development of the Riders Fund property, an extremely important issue which we feel has been dealt with securely by our resolution. The other condition addresses the need for landscape treatment to mitigate the aesthetic impact of the retaining walls.

As you will recall Alternative 2A was developed as a result of the public forums held on the project and in response to various concerns, principally traffic build-up and delays in the AM rush-hour along MacArthur Boulevard and Foxhall Road.

Alternative 2A will provide us here in Georgetown with significant relief from our tremendous traffic congestion. While it is true that there are few additional benefits to other communities it is also true that there is virtually no additional impact.

As you may know the National Park Service favors Alternative 2 or 2A provided the Riders Fund issue is satisfactorily resolved (see letter by Robert Stanton dated August 7, 1995). The Commission of Fine Arts has indicated it is willing to review a concept design for Alternative 2A (see letter by Charles Atherton dated September 12, 1995).

We would hope that your organization will see its way to supporting us (or at least not opposing) on this project which brings much needed relief to our neighborhood with no impact to other residential communities.

Thank you for your attention on this matter.

cc: Rod Johnston, Chair, ANC-2E
David Jory, Chair, ANC-3B
Jeremy Bates, Chair, ANC-3C
Marion Guggenheim, Chair, ANC-3D
Peter Pulsifier, Burleith Citizen's Association
Scott Polk, Foxhall Citizens Association
Steve Hopkins, Cloisters of Georgetown Association
Max Sporer, Cloisters West Homeowners Association
Tom Silverstein, Georgetown Reservoir Neighborhood Association
Sophia Henry, Glover Park Citizens Association
Sally Fallon, Palisades Citizens Association

09-13-1995 11:38AM FRM HORSEY AND THORPE

DOCUMENT 38

RESOLUTION

WHEREAS the Federal Highway Administration (FHWA) has issued and requested public comment on a draft Environmental Impact Statement (EIS) on the proposed alternatives for the Canal Road Entrance of Georgetown University; and

WHEREAS the historic village of Georgetown has serious traffic congestion, which is exacerbated by the fact that the principal entrance to Georgetown University, the largest landowner, employer and traffic generator in the village, is on 37th Street opposite Prospect Street, among its narrowest residential streets; and

WHEREAS Georgetown University has an existing entrance on Canal Road, a major arterial highway outside the residential area, which is not currently fully usable because left turns into or out of that entrance are physically blocked; and

WHEREAS the CAG Traffic & Parking Committee, after careful consideration of the issue over the past year, has recommended approval of Alternative 2A in the EIS, i.e. opening the Canal Road entrance to left turns at grade, controlled by a traffic signal (except during morning rush hour, when left turns out of the University would remain prohibited), creating two new turning lanes on Canal Road by carving out the hillside on the University side of Canal Road, and leaving the Prospect Street entrance open; and

WHEREAS the Traffic & Parking Committee has also recommended rejection of Alternatives 3B (an overpass) and 3H (an underpass); and

WHEREAS the Board of Directors has unanimously accepted the Traffic & Parking Committee's recommendation upon two additional conditions,

E 1 P AC

NOW, THEREFORE, BE IT RESOLVED that the Citizens Association of Georgetown opposes Alternatives 1 (no build), 2 (traffic light at grade with unrestricted left turns and closing Prospect Street entrance), 3B (overpass), and 3H (underpass), and favors Alternative 2A, provided that the rejection of the proposed development of 40 townhouses on the Riders' Trust property to the west of the University's Canal Road entrance is assured before FHWA approves any build option, and further provided that measures, such as landscaping, are taken to mitigate the environmental impact of the retaining walls which are to be built along the north edge of Canal Road in order to accommodate the two new turning lanes.

Dated: September 11, 1995

DOCUMENT 39

F 1

Mrs. Klaus W. Hueper
[redacted]
Washington, D. C. 20007
September 18, 1995

Dear Mr Hill

I'm writing to add my voice, and that of Mr. Hueper, to the many you must have heard from — to express our strong disapproval of the idea of the Georgetown University South Entrance Project.

While we sympathize with the University's "command of position" that is something it will have to live with and make the best of. Certainly there can be no justification for the inconvenience traffic situation which would develop with such an action. It's mind-boggling to their clients!

A cursory look at a city map and an glance at the traffic on Canal Road already should be sufficient to convince anyone of the situation which would develop. Leave out at 5:30 P.M. some afternoon & see for yourself any direction. Please !! No!

Cordially,
Katherine B Hueper