



Government of the District of Columbia
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**ANC 3/4G Testimony Before the
Committee on Transportation and the Environment
FY 2025 April 30, 2024 Budget Hearing on
The Broad Branch Road Rehabilitation Project**

Chairperson Allen and members of the Committee on Transportation and the Environment, I am James Nash, ANC 3/4G Commissioner for Single Member District (SMD) 03, and Chair of the ANC 3/4G’s Transportation Committee. Thank you for the opportunity to testify at this hearing concerning DDOT’s 2025 budget. I am testifying on behalf of our Commission, which authorized this testimony at a properly noticed, regularly scheduled meeting, quorum being present, on April 8, 2024.

On July 24, 2023, ANC 3/4G passed a unanimous [resolution](#) supporting the Rehabilitation of Broad Branch Road NW, from Linnean Avenue NW to Beach Drive NW. I am here today to urge the Council to include this critical project in DDOT’S 2025 budget.

This beautiful, narrow, winding road on the western edge of Rock Creek Park is extremely hazardous for motorists, pedestrians and cyclists. If left unaddressed, this 1.5 mile stretch of Broad Branch Road is an invitation to serious injuries and fatalities for all who use it—or who would like to use it, but who are now too terrified to risk it.

At present, the road has no sidewalks and despite its connection to Rock Creek Park and the new recreational opportunities of Beach Drive, it is unsafe for any recreational use. With the permanent closure of Beach Drive to through traffic, Broad Branch Road has become a busy commuter corridor filled with speeding motor vehicles and little traffic safety enforcement.

Prone to flooding after storms, the road has many potholes and blind curves with driveways leading to homes, and inadequate signage. It is therefore hazardous for motor vehicles as well.

DDOT announced the Rehabilitation of Broad Branch Road project several years ago, stating that it “will improve roadway and drainage infrastructure conditions, enhance safety operations for vehicles, bicyclists and pedestrians, improve intersections and provide ADA-compliant sidewalks for the entire length of the corridor.” <https://www.popville.com/2021/03/update-on-the-rehabilitation-of-broad-branch-road-nw/>

The proposed action would provide two 10-foot-wide travel lanes with standard curb and gutter and replacement of the Soapstone Creek culvert, which regularly floods the roadway. In March of 2021, in conjunction with the Federal Highway Administration and in cooperation with the National Park Service, DDOT released the Final Environmental Assessment of the project, with the Finding of No Significant Impact.

For reasons that remain unclear to this day, this project was never funded.

Recent events since March of 2021 make the completion of this project even more critical than it was three years ago. As mentioned previously, the permanent closure of Beach Drive north of its intersection with Broad Branch Road has increased traffic safety hazards on Broad Branch, due to the diversion of northbound traffic to Broad Branch.

In addition, residents of my SMD and ANC 3F want to have access to the many new recreational opportunities created by the closure of Beach Drive to motor vehicles. Broad Branch Road is virtually our only way to walk or cycle Beach Drive. But Broad Branch is a narrow, winding road filled with speeding motor vehicle commuter traffic. It has no sidewalks. Therefore, the only safe way for residents to access the new recreational opportunities of Beach Drive is, quite ironically, to drive there!

Finally, the continuing impact of global warming means the chronic flooding of Broad Branch Road will only increase over time, posing an increasing threat to water quality, motor vehicle and pedestrian safety, and the maintenance of the roadway itself.

Councilmember Matt Frumin has called for the allocation of \$7 million across FY25 and FY26 for DDOT to complete the design of the Broad Branch Rehabilitation Project, and \$24 million across FY27 and FY28 for construction. The Commission agrees with Councilmember Frumin’s view that project delays since it was first announced in 2021, have led to critical safety concerns that must be addressed.

I testify in support of Councilmember Frumin’s proposal, and the Commission urges the Committee to speed up the timetable. Our constituents have already endured years of dangerously unsafe conditions on Broad Branch Road. We do not think they should be forced to wait until 2028 for this road to be safe for commuting and recreational uses.

I look forward to working with the committee on this very important project and will answer and questions you may have.

Thank you,