



Public Workshop #2 and Pop-up Event Summary

June 12, 2019

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CHAPTER 1 INTRODUCTION

The Rock Creek East I (RCEI) Livability Study is an effort by the District Department of Transportation (DDOT) to evaluate and improve transportation safety and accessibility throughout the Rock Creek East I study area. The study area is defined by Rock Creek Park and the Maryland border to the West, Eastern Avenue the North, New Hampshire Avenue NE and the Red Line Metrorail tracks to the East, and Military Road NW, Missouri Avenue NW, and Riggs Road NE to the South.

DDOT is undertaking the Rock Creek East I Livability Study to evaluate the transportation network in the study area from a system perspective and look for opportunities for a safer and more accessible multimodal network. There are several public engagement events throughout the duration of the livability study. Public workshops and engagement pop up events are centered around major project milestones in order to garner public feedback on existing conditions, initial concepts designs, and draft recommendations. These events will be held throughout the study area over the course of project. The feedback gained at these events will be used to develop, refine, and assist in the selection of recommendations for short, medium, and long-term improvements that will have a positive impact on livability in the RCEI Study area. Feedback from the first public workshop is being utilized to refine conceptual-level recommendations.

1.1 Purpose of the Workshop and Pop-up Event

Workshop #2

The second of three public workshops for the RCEI Livability Study was held on Wednesday, June 12, 2019. The purpose of this neighborhood study is to enhance the community quality of life through improvements to transportation safety and connections to destinations for all modes. At the second public workshop, DDOT presented the livability study's initial focus areas based on comments received from the previous community outreach efforts as well as extensive data research and analysis. Public workshop attendees had an opportunity to evaluate and share their ideas for specific livability design improvements at these focus areas through interactive workshop activities. The workshop was held on Wednesday, June 12, 2019 from 6:30 to 8:30pm at the Holy Comforter Episcopal Church at 7420 Georgia Ave NW, Washington, DC 20002. The workshop location is located within the study boundary.

Pop-up Event

The project team held a public pop-up event at one of near one of the study's focus areas on Saturday, June 29, 2019. The purpose of the pop-up was to provide opportunities for local residents to give input on the study's initial focus areas. The pop-up event was held, within three weeks of the second public workshop, on Saturday, June 29, 2019 from 10:00 am to 12:00 pm. The location was in front of the Safeway located at 6500 Piney Branch Road NW, Washington, DC 20012. The pop-up event location was chosen due to it's proximity to Piney Branch and Georgia Avenue, one of the study's focus area intersections.

The next public workshop will be held in early to mid-September 2019. The location and exact date are to be determined.

1.2 Format

Workshop #2

The public workshop was open-house style with informational boards and interactive activities around the room. Cynthia Lin, DDOT project manager, gave a brief overview of the RCEI Livability Study. The public workshop resumed promptly after. Residents were encouraged to take part in activities throughout the room and engage with DDOT staff and the project team to discuss their feedback for the study.

A number of project boards were displayed at the open house which described project goals and study process, and the detail methodology behind the selection of initial focus areas. This was complemented by Interactive activity stations, allowing residents and stakeholders to provide comments about initial focus areas. DDOT and members of the study's consultant team were stationed next to boards and interactive stations, helping to guide participants through the analysis process to select the initial set of focus areas. Other members of the team were circulating around the meeting to answer questions when necessary. Comments were provided either by sticker notes on the boards/plot map or on Title VI forms.

Pop-up Event

The pop-up event at Safeway was an informal event which allowed the project team to intercept the public to discuss the RCEI project and engage them in providing feedback about the study and the initial focus areas selected for recommendations. The project team was equipped with board maps and informational flyers about the study. Participants were asked to look at the focus areas and provide comments about

other locations which should be considered. The pop-up event allowed participants to come and go on their own schedule, allowing for greater flexibility in attendance.

1.3 Boards and Activities

Workshop #2

Boards and activities were designed to give attendees an overview of the study and its purpose and need, as well as to collect their feedback on transportation related issues. All board and activities were posted on the website for additional public feedback and understanding. The following boards and activities were presented:



Informational

- **Welcome Board**
- **Study Area:** Map of the study area that includes community facilities
- **Study Goals and Objectives:** Overarching goal and the objectives of the study
- **Study Process:** Project timeline and major milestones
- **What is Livability?:** Information about DDOT's livability Study Program
- **Initial Focus Areas & Methodology:** Map of the initial focus areas that based on the comments received from previous community outreach efforts as well as extensive data research and analysis

- **Current DDOT Planning & Design Projects:** Map and table of the current DDOT project in the study area
- **Walter Reed Development Access Map:** Overview of the Walter Reed National Military Medical Center and redevelopment plans
- **Urban Street Design Toolbox (3 boards):** A matrix of traffic calming elements (Pedestrian, Bicyclists, Traffic Calming) that may be considered for the livability Study

Interactive Station

- **Interactive Station #1 - Initial Focus Areas Intersections:** A flashlight map shows 6 focus intersections in the study area:
 - 16th St. NW at Juniper St. NW
 - Georgia Ave. NW at Alaska Ave. NW
 - Georgia Ave. NW at Piney Branch Rd. NW
 - North Capitol St. at New Hampshire Ave. NW
 - North Capitol St. at Milmarson Pl. NW and Blair Rd. NE at McDonald Pl. NE
 - Blair Rd. NE at Aspen St. NW
- **Interactive Station #2 - Initial Focus Areas Corridors:** A flashlight map shows 2 focus corridors in the study area:
 - Corridor C-1: Georgia Ave. NW between Fern St. NW and Juniper St. NW
 - Corridor C-2: 14th St. NW between Sheridan St. NW and Aspen St. NW
- **Interactive Station #3 - Initial Focus Areas Corridors:** A flashlight map shows 2 focus corridors in the study area:
 - Corridor C-3: Georgia Ave. NW between Rittenhouse St. NW and Van Buren St. NW
 - Corridor C-4: Blair Rd. NW between Cedar St. NW and Piney Branch Rd. NW
- **Interactive Station maps:** Plot maps show the intersections and corridors
 - C – 1 Georgia Ave between Floral St NW and Iris St NW
 - C – 2 14th St NW between Sheridan St NW and Aspen St
 - C – 3 Georgia Ave between Rittenhouse St NW and Van Buren St NW
 - I – 1 Blair Rd NW Corridor between Cedar St NW and Piney Branch Rd NW

- I – 2 Alaska Ave NW at Georgia Ave NW
- I – 3 Piney Branch Rd NW at Georgia Ave NW
- I – 4 North Capitol St at New Hampshire Ave NW
- I – 5 North Capitol St at Milmarson Pl NW
- I – 6 Blair Rd NW at Aspen St NW



Pop-up

The study team provided two boards that introduced the project and gave out an information sheet to attendees who came to the table. Maps were also provided if the attendee was interested in more details about a specific intersection or corridor. Sticker notes were provided for any comment attendees might want to leave. Information sheets were distributed for those that didn't have time to stop. The sheet included the website and email address to leave comments.

Boards

- **Study Goals and Objectives:** Overarching goal and the objectives of the study
- **What is Livability?:** Information about DDOT's Livability Study Program

Information Sheet:



STAY INVOLVED!

Project Schedule



Stay Involved!

Visit the **Project Website** for Workshop and Project Materials

Submit Comments Online

Contact Information

Project Website:
www.rceast1.com

Contact:
Cynthia Lin, DDOT
202-671-2381
Cynthia.lin@dc.gov



ROCK CREEK EAST I LIVABILITY STUDY PROJECT UPDATE



What is Livability?

Livability is a term that refers to community quality of life as experienced by the people who live, work, and recreate there.

In a transportation context, livability refers to **improvements in public space that increases safety and access for all users of the transportation system.**

Recommendations Implementation

Short Term (1-2 Years)

Can be executed through existing contracts and do not need capital funding design work or environmental clearance

Medium Term (2-5 Years)

Projects that need more advanced design, but may not be subject to a full environmental impact statement (EIS) depending on the nature of each project.

Long Term (5+ Years)

Larger capital projects, which need to be programmed into the budget process with detailed designs and right-of-way examination

Project Approach

Livability Studies Aim to Achieve:

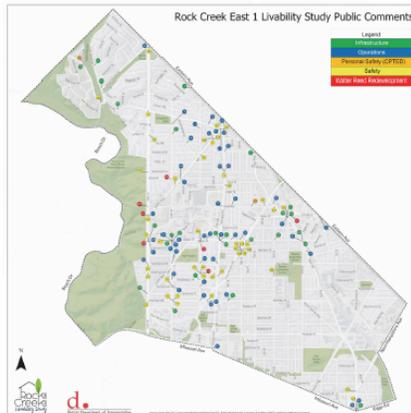
- Comprehensive look at community concerns—proactive NOT reactive
- Community driven and data supported analysis
- Integrate past planning work under one umbrella



Community Comments

Collected and Analyzed Hundreds of Public Comments Related to Transportation Safety and Access in the Study Area

- ~200 Public Workshop #1 and #2 comments
- ~50 Website and Online Public comments
- ~325 DC's Vision Zero and DC 311 comments



Initial Focus Areas based on "Flashlight" Analysis

Mapped Community Comments and Analyzed with Measured Data

Analysis Methodology



ID	Study Location/Corridor
I-1	13th St NW at Langley St NW
I-2	Georgia Ave NW at Rockville Ave NW
I-3	Georgia Ave NW at Pappas Branch St NW
I-4	North Capitol St at New Hampshire Ave NW
I-5	North Capitol St at Wisconsin Pl NW and Blue Pl NE at McDevitt Pl NE
I-6	Blair Rd NE at Aspen St NW
C-1	Georgia Ave NW Between Ford St NW and Langley St NW
C-2	13th St NW Between Decatur St NW and Aspen St NW
C-3	Georgia Ave NW Between Rockhouse St NW and Fox Run St NW
C-4	Blair Rd NE Between Cedar St NW and Pappas Branch St NW

CHAPTER 2 OUTREACH EFFORTS

Outreach for the second public workshop was similar as the first workshop. The outreach team took careful effort to include stakeholders, organizations, institutions, and as many residents as possible.

2.1 Notifications

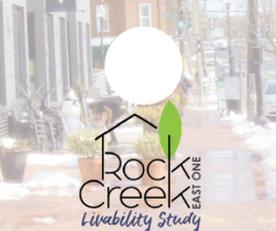
The outreach team contacted organizations, elected officials, residents, civic, faith-based and community organizations. Methods of contact included phone calls, e-mail blasts, social media, door to door canvassing, and participation in community meetings.

2.1.2 Electronic Communications and Social Media

The outreach team created a project contact list for the first round of outreach that includes interested residents and stakeholders who signed up on the project website, ANCs, representatives from the Ward 4 Councilmember's office, the Mayors Office of Community Relations, small businesses, and other neighborhood and community organizations and listservs. This list currently has over 100 contacts and the list is expected to grow throughout the process of the study. Information regarding public workshops, project updates, and materials were forwarded to these constituents. The team also sent the information to our public meeting database which contains residents across the District that participated in moveDC. This list contains over 4000 recipients. In addition, information was also posted on neighborhood listservs, (Brightwood, Manor Park, and Shepherd Park), transportation-oriented listservs and NextDoor.

2.2 Door Hangers and Posters

The outreach team distributed 500 door hangers and 30 posters in English, throughout the study area and to stakeholders. From the last meeting, we learned that most of the Ethiopian and Hispanic businesses preferred English materials since the majority of their customers spoke English. The doorhangers and posters were placed in libraries, recreation centers, churches, restaurants, cafes, grocery stores, businesses, resident homes and other community spaces around the study area.



PUBLIC WORKSHOP #2

When:
Wednesday
June 12, 2019
 6:30 PM - 8:30 PM
 Brief presentation starts at 7:00 PM

Where:
Holy Comforter Episcopal Church
 701 Oglethorpe Street NW, Washington, DC 20011

Getting There:
 metrobus 62/63, 70, 79

More Transit Info: wmata.com and goDCgo.com
 Be sure to check out www.goDCgo.com to learn about transportation options for getting to the workshops



The Rock Creek East One Livability Study will identify opportunities to enhance community quality of life through transportation safety and access improvements for all modes within the study area.

Study Area



If you need special accommodations or language assistance services (sign language interpretation), please contact Cesar Barreto at 202-671-2029 or Cesar.Barreto@dc.gov five days in advance of the meeting. If you need language assistance services (translation), please contact Kamei Randolph at 202-671-2020 or Karen.Randolph@dc.gov five days in advance of the meeting. These services will be provided free of charge. The District Department of Transportation (DDOT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code §§ 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intimate partner, or place of residence or business. Sexual harassment is a form of sex discrimination, which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

VISION ZERO
 **d.** DISTRICT OF COLUMBIA
 DC MURIEL BOWSER, MAYOR

Workshop #2 Door Hanger



Come Join Us!

The Rock Creek East One Livability Study will identify opportunities to enhance community quality of life through transportation safety and access improvements for all modes within the study area.

Study Process

- Gather Information and Existing Conditions
- Develop and Screen Potential Concepts
- Evaluate Concepts and Draft Recommendations
- Final Recommendations

Public and Intergovernmental Involvement

Public Workshop #1
Public Workshop #2
Public Workshop #3

We are here

PUBLIC WORKSHOP #2

When:
WEDNESDAY
JUNE 12, 2019
 6:30 PM - 8:30 PM
 Brief presentation starts at 7:00 PM

Where:
Holy Comforter Episcopal Church
 701 Oglethorpe Street NW, Washington, DC 20011

metrobus 62/63, 70, 79
 More Transit Info: wmata.com and goDCgo.com

STAY CONNECTED

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 (802) 671-2381

www.rces1.com
 f WkMvDC
 # DCVivables

Study Area



Workshop #2 Poster



Pop-up Event Flyer

2.3 Title VI Outreach

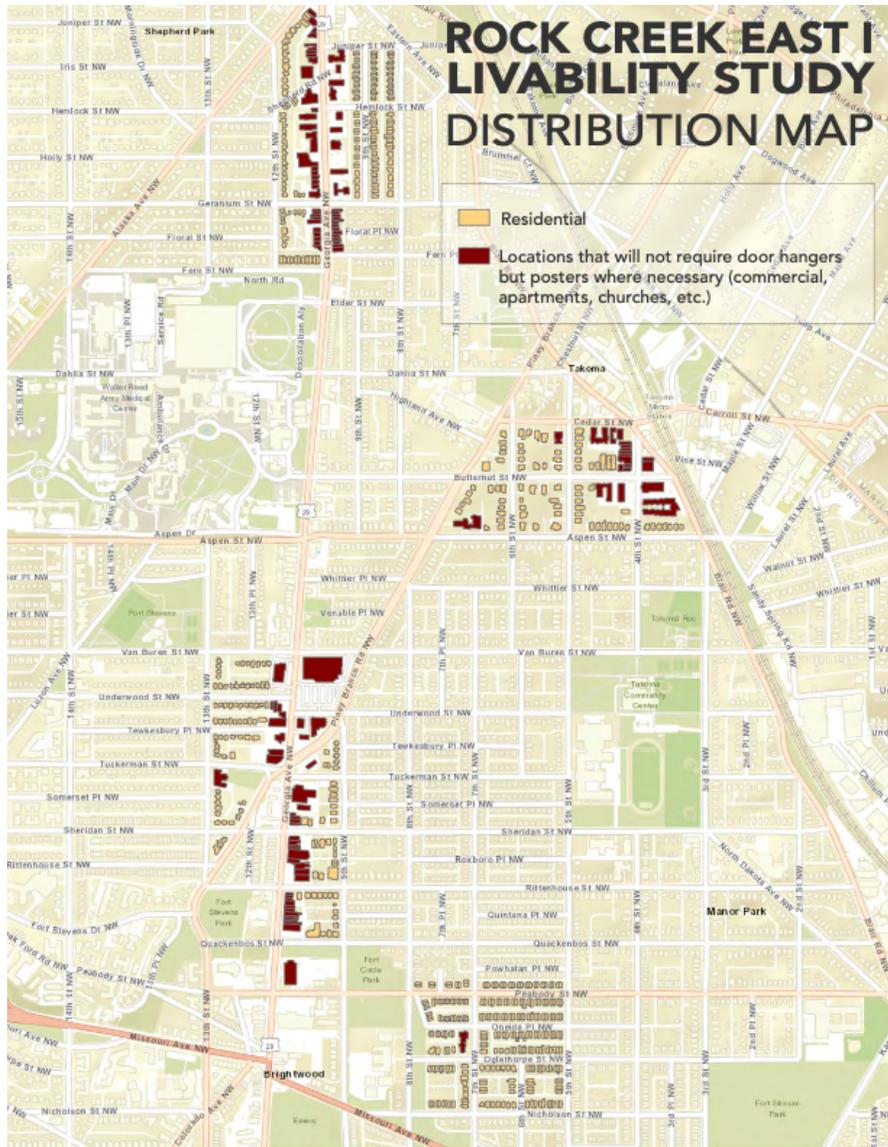
In addition to going door to door in specific parts of the study area and distributing information, the team reached out to community institutions such as schools, churches, community centers, and small businesses (in and around the study area) to inform them about the livability study. Key locations in the study area were identified that served native Amharic and Spanish speaking populations to ensure we reached a broad cross section of Title VI populations. From the first workshop outreach, we learned that they all prefer to use the English material.

Community Centers	Churches	Schools
Petworth Recreation Center	Seekers Church	Coolidge High School
Fort Stevens Recreation Center	Trinity Episcopal Church	Whitter Education Campus
Emery Heights Community Center	Washington Metaphysical Church	Lasalle Backus Education Campus
Takoma Park Neighborhood Library	National Spiritual Science Center	Brightwood education campus
Juanita E. Thornton/Shepard Park	Nineteenth Street Baptist Church	Takoma Education Campus
Hamilton Recreation Center	The Church of Jesus Christ Latter Day	Barnard Elementary School
Upshur Recreation Center	Mt. Zion Baptists Church	West Education Campus
Raymond Recreation Center	Star of Bethlehem Church of God in Christ	Theodore Roosevelt Center City Public Schools

Parkview Recreation Center	Evangelical Church Apostles	MacFarland Middle School
	Nativity Catholic Church	Raymond Education Campus
	Emory United Methodist Church	Washington Yu Ying
	Holy Comfort Episcopal Church	

2.4 Distribution Map

A distribution map was created to help with the distribution of the doorhangers and posters. The outreach identified four focal areas for distribution: Shepherd Park, Takoma, Brightwood, targeting residential near workshop location and commercial corridors.



CHAPTER 3 ATTENDANCE

Workshop #2

Approximately 30 members of the public attended the second public workshop. These attendees included area residents, elected officials (ANCs, councilmember's staff), members of community and civic organizations. Of the 30 participants only 12 submitted Title VI forms and some of them opted not to include their demographic information.

Pop-up Event

The project team gave out around 50 project information sheets to the residents who visited the Safeway. Most attendees were local residents who live nearby the Safeway. Since the attendees at the pop-up usually came and left at their own schedule, the team also pointed out the website and email address on the factsheet in case they need to submit comments.



CHAPTER 4 COMMENTS

The sections below show the input received at the second public workshop and pop-up event.

4.1 Key Takeaways

Accessibility:

- *Need more public transportation routes*
- *Desire for improved bus facilities*
- *Upgrade sidewalks and facilities*

Safety:

- *Unsafe crossings for pedestrians and bicyclists*
- *Concerns about speeding and safety*
- *Concerns of personal safety throughout the study area*
- *Vehicle access and visibility concerns*
- *Better traffic and safety enforcement*
- *Reconfigure some key intersections*

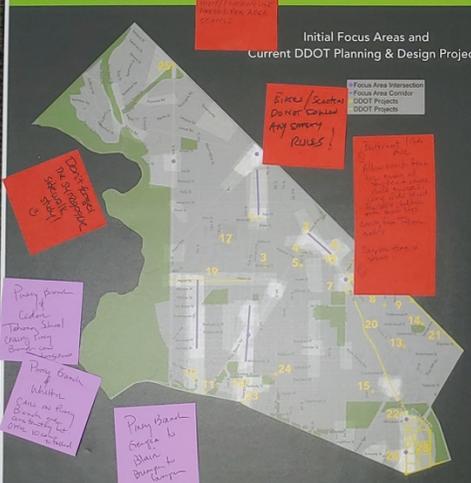
4.2 Activity Comments

Public workshop participants were asked to provide comments regarding the study's initial focus areas through boards and sticky notes. The following tables and images document their comments.



CURRENT DDOT PLANNING & DESIGN PROJECTS

Initial Focus Areas and Current DDOT Planning & Design Projects



Active Safety Project List

1	Georgia Row Development Safety Improvements	Pedestrian Safety
2	Piney Branch Rd at Blair Rd NW Safety Improvements	Pedestrian Safety
3	9 th St at Butternut St NW Crosswalk Restriping	Pedestrian Safety
4	6 th St at Cedar St NW Crosswalk Restriping	Pedestrian Safety
5	6 th St Butternut St NW Crosswalk Restriping	Pedestrian Safety
6	Takoma Metro Station Entrance Improvements	Pedestrian Safety
7	3 rd St at Whittier St NW Safety Improvements	Pedestrian Safety
8	First St at Van Buren St NW Crosswalk Restriping	Pedestrian Safety
9	Eastern Ave at N Capitol St Crosswalk Restriping	Pedestrian Safety
10	14 th St at Peabody St NW Pylon Replacement	Pedestrian Safety
11	Latin American Montessori Bi-lingual PCS Pavement Markings	Pedestrian Safety
12	Eastern Ave at Walnut St NW Safety Improvements	Pedestrian Safety
13	Roots Activity Learning Center Pavement Markings	Pedestrian Safety
14	Underwood Pl at Underwood St NE Crosswalk Restriping	Pedestrian Safety
15	Capital City PCS Pavement Markings	Pedestrian Safety
16	Center City PCS Brightwood Pavement Markings	Pedestrian Safety
17	Walter Reed Local Redevelopment Access	Pedestrian Access
18	14 th St/Cedar St/Blair Rd NW Streetscape	Streetscape
19	Aspen St Streetscape and Safety Improvements	Streetscape
20	Metropolitan Branch Trail Extension	New Ped/Bike Facility
21	Eastern Ave Rehabilitation and Streetscape	New Ped/Bike Facility
22	Blair Rd at Nicholson St NW Safety Improvements	Transit Access
23	Enforcement Speed Camera (MPD) Location	Traffic Safety / Traffic Calming
24	8 th St at Quackenbos St NW Stop Bar Repainting	Traffic Safety / Traffic Calming
25	16 th St NW Circle at Silver Spring Improvements	Traffic Safety / Traffic Calming
26	Enforcement Speed Camera (MPD) Location	Traffic Safety / Traffic Calming
27	Sandy Spring/Aspen/Willow Safety Improvements	Traffic Safety / Traffic Calming
28	Manor Park Study	Traffic Safety / Traffic Calming



Let us improve your Neighborhood Aerial Map	
Location	Comments
Corridor C-3	It should be from Missouri Ave to Van Buren St given the activity generators that are there.
Corridor C-4	Blair Road should be a priority corridor to the Maryland line.
Unspecified	Bikes and scooters do not follow any safety rules.
Unspecified	Don't forget the signalized crosswalk.
Piney Branch & Whittier Street	Cars on Piney Branch are constantly hit, over 10 cars total
Piney Branch & Cedar Street	Takoma School - crossing on Piney Branch can be dangerous
Piney Branch Rd & Georgia Ave & Blair	Bumper to bumper traffic
Aspen Intersection	More hawk signals, hawk at Aspen St new intersection

Plot Map comments	
Location	Comments
Corridor C-1	8 th St signage says 2 ways for bikes, but no paint to identify. Especially for oncoming traffic.
	Better pedestrian level lighting on Georgia Ave and Geranium St.
Corridor C-2	Aspen St is a nightmare for bicycles and be cautious; Aspen and 14th St.
	School crossing officials are not helpful. They direct traffic, not the kids; Aspen Dr. and 14th St.
	Intersection too congested at rush hour and school closing; Aspen Dr. and 14th St.

	Cars are constantly blocking the 14th St. bike lane for this entire map and further; 14th St. and Whittier Pl.
	Bus stop at 14th St. and Aspen St. - school kids, double parked, parents parked at intersections, BUSES CANNOT TURN; 14 St. into Aspen.
	Double parking and Parking at the corners (not allowed); 14th Pl. and Aspen St..
	Cars make very fast right turns onto Alaska from 16th NB - dangerous for pedestrians; Alaska Ave. and 16 th St
	Too much speed coming onto the hill; 16 th St and Aspen St
	No right on red from NB Aspen to NB 16 th ; Aspen St. and 16th
	Intersection - people are unsure who should go first. There are 5 streets that feed; 14th St. and Van Buren St.
	Double stop signs at 14th St and Van Buren are extremely confusing especially for bikes, but also cars.
	Dangerous intersection at Luzon/Van Buren/14th St. It's hard to cross.
	Speed humps added at Underwood St., Somerset Pl., and Sheridan St., GOOD!
	Tuckerman and Somerset - 1300 blocks - very narrow for cars to pass.
	Hard to enter 14th St. (left turns) from side street at away intersection in and out of four way stop sign.
	Improve crosswalks and pedestrian visibilities along 14th St. Sheridan and 14th St.
Corridor C-3	Very tight for turning at intersection at Van Buren and Georgia Ave.
	Tight and dangerous for cars on 1200 block of Underwood St.
	Removal & replacement of temp Jersey barriers on this cul-de-sac at Tewkesbury Pl.
	Cars do not stop for crossing people here on Georgia Ave. and Underwood St.
	Slip through lane making cross challenging at Piney Branch Ave. and Tuckerman St.
	A bike and pedestrian priority signal would be ideal at Piney Branch and Georgia Ave.
	Two-way access on Tuckerman creating crossing issues for Red and North Bound Georgia Ave. drivers. Tuckerman St. and Georgia Ave.
	Post office needs more parking
	This light is WAY too long. Adjust timer for traffic patterns at Georgia Ave. and Sheridan St.
	Recently added stoplight is great at Sheridan St. and Georgia Ave.
	Stop sign at Sheridan and 12th St. is dangerous for getting rear ended.
	Dangerous to enter Piney Branch at Rittenhouse St. and Sheridan St.
Evaluate intersection 13 th St. and Rittenhouse St.	
Corridor C-4	Add speed camera on Piney Branch Ave.
	Dahlia/Piney Branch future cut through one Dahlia St. continues through WR.
	Sidewalk on Blair Rd. is very narrow and right against traffic & obstruction.
	Blair Rd. one way?
	Will the cross walk be made parallel to Cedar St? Cedar St and Blair Rd?
	Will the median be closed as planned on Cedar St and 4th St.
	Diagonal parking is planned for 6900 block of 4th St. (Northside). At 4th St and Cedar St.
	Roundabout to reduce speeds at Fifth St./Blair St./Dahlia St.

	Traffic calming 6900 block on 5th St. (Fifth St and Cedar St.)
	Traffic light not pedestrian friendly (Fifth St and Cedar St)
	Cars run stop sign at Fifth and Butternut
	Evaluate improving or moving bike lane on Butternut St..
Blair Rd NW at Aspen St NW	Suggest: Traffic calming on Aspen/Blair and Whittier between 5th and 3 rd St.
	Poor sidewalks, narrow and poorly maintained at 3rd St and Blair Rd
	Out of the box traffic calming? A mural along the B&O Viaduct
	Suggest: - 4 way stop - Pedestrian crossing posts at Whittier and 3rd
	Global comment: getting people out of cars and onto bus/bike will reduce the number of potential conflicts and get us closer to Vision Zero
	North Capitol and xxx Ave. light on the North Dakota (xxx) side needs to be addressed.
North Capitol St at Milmarson Pl NW	Stop sign at McDonald Pl NE and New Hampshire and S Dakota Ave that need bike trail.
	Flexi posts at North Capitol St. and New Hampshire Ave.
North Capitol St at New Hampshire Ave NW	Do not block this box sign at New Hampshire Ave. and Longfellow St.
	Post office needs more parking
Piney Branch Rd NW at Georgia Ave NW	Tuckman St. onto Piney Branch or Georgia Ave., impossible to merge or cross.
	Bus stop at Georgia Ave. and Piney Branch Ave. piles up the right turn onto Piney Branch Ave.
	Sometimes unclear what right of way you have when existing Tuckerman St. onto Georgia Ave.
	Take away 1 lane in each direction and make it a dedicated bus lane. WMATA should double up service on all S Routes.
16th St NW at Juniper St NW	Long straight lanes are conducive to speeding, need more traffic calming.

4.3 Pop-up Event Comments

General Comments
800-900 Block of Aspen Street, we need to control the flow in the morning and evening. They knock the mirrors off of our cars. We need a stop sign at the intersection of 9th Street and Aspen Street or more rumble strips.
Repave the streets at 14th Street at Military Rd. all the way down
Bike lanes on Georgia Avenue would be great.
Street lights are too dim at night time at 8th and Roxboro Ave.
14th Street at Kennedy and Colorado Avenue-the lights let you turn in several direction. Colorado Avenue is not signalized, and it is problematic. There is a daycare there with kids. 9th street and Piney Branch-only a stop sign is a problem
People trespass on the property and litter.

Georgia Avenue and Missouri Ave- Left turn is too tight and difficult.
Minority cyclist are being injured in car accidents and are not reporting them to the police or seeking medical treatment. In many cases this data is not being captured.
I cannot park in front of my home at 7823 12th St., NW. The businesses on Eastern Avenue on Sundays from 7am to 3 pm, cars are parked illegally in front of fire hydrants. 2,000-3000 more people will be living at the Walter Reed developments. What changes are being done to accommodate the additional residents.
Only one lane north in front of Howard University Hospital.
When Walter reed opens up, Dahlia Street will be a straight East/West connection between Blair and Piney Branch and Alaska and 16th Street. This will be a commuter cut through and thought needs to be put into this NOW. Lots of pedestrians walk from Georgia Ave to Takoma Education Campus and Metro.

Location	Pop-up Comments (plot map)
C-1 Georgia Ave NW Corridor between Floral St NW and Iris NW	Driving lanes taken up by drivers waiting to turn into gas stations; Georgia Ave. and Shepherd Rd.
	Dangerous road block pedestrian crossing; Georgia Ave. and Geranium St.
C-2 14 th St NW Corridor between Sheridan St NW and Aspen St NW	14th and Aspen on the school drop making for very challenging biking. I drop my kids by the bike and going north on 14th St in the AM, cars block bike lanes. Dangerous!! 14th St. and Aspen Dr.
Blair Rd NW Corridor between Cedar St. NW and Piney Branch Rd NW	Topography makes this 2-way stop difficult; Piney Branch and Dahlia
	Parking isn't useful at all since meters went in. These spots are great for commuter and bus. At Piney Branch and Blair Rd.
	Pedestrian & right turn conflict; Carroll St at Takoma Station.
Alaska Ave NW at Georgia Ave. NW	People turning right on red off Alaska are hazard. Too many roads coming in; Alaska and Kalmia Rd.
	Left turn arrow off Georgia like at Eastern?
Blair Rd NW at Aspen St NW	This intersection needs improvement. Another turn lane under the overpass.
	We need turning lanes under overpass. Very confusing.

4.4 Title VI Comments

Approximately 8 attendees out of the 12 members of the public who opted to submit the Title VI form provided comments. All of the attendees who provided comments are in Ward 4.

Title VI Comments	
Ward	Comments
4	Wish there was a little more info given during presentation. Don't know how you capture all the info given during conversations. I wish WMATA was part of this study.
4	Concern about different city services aligning, make sure WMATA is at least on renew/advisory for connecting transit for moving forward with projects and final recommendation. Also, overall bus and bike lanes on the same block (like 14th) can be problematic when both are parallel, they travel at similar speeds and are constantly crossing paths.
4	We (on Tewkesbury Pl, NW) are still waiting to hear from someone at DDOT about the replacement of the temp Jersey barriers at the Cul-de-sac on the 1200 block of Tewkesbury Pl. NW. There are traffic, parking, and accessibility concerns. DDOT promised 10 years ago that a permanent solution would be implemented. We can be reached at 1210Tewkesbury@gmail.com (202) 445-8481.
4	Bicyclist and Electric Scooters do not follow the safety rules, while car/vehicle safety is always emphasized. Why?
4	I'm concerned that DC and DDOT seem willing to make any bold decisions in order to assure pedestrian and cyclist safety. Everything seems to be done piecemeal, with each project in no way touching the greater whole that is why we have bike lanes that lead to nowhere, unprotected bike lanes. No way for people to get across Rock Creek Park if they're not in a car, etc. I don't own a home or a car, so I don't seem to matter. Why are other cities in the U.S. doing better than we are when it comes to pedestrian and cyclist safety? Why can't we be the leaders? Why must we constantly bow to drivers and parking at the expense of everyone else safety?
4	Don't understand why presenter one was willing to answer 3 questions. Several more people had questions that weren't answered because presentation ended. The Questions and Answers may have been useful to hear. Despite my neighborhood (South Manor) being included in the study area, and despite the presentation map showing several overlay issues in that area. Nothing in the workshop addressed the area. From my perspective there was no point coming to this.
4	Implementation time needs to be better communicated and publication of results. Transparency in time of traffic studies. Interdependencies of land use and transportation. These results should be objective as to where, how and how much land development can occur without impeding livability and multi modal transportation. (Ex. Don't let this be used as a tool to drive/encourage development. Use it as a tool to guide development without straining the transportation system.
4	safety improvements are taking too long.