



Public Workshop #1 Summary

February 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 will work with members of the community and key stakeholders to identify specific opportunities to improve accommodations for people walking, biking, riding the bus, driving, and making deliveries. There are a number of public engagement events throughout the duration of the livability study. Public workshops and engagement pop up events are centered around major project milestone. 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

The first of three public workshops for the RCEI Livability Study was held on Wednesday, February 6, 2019. The purpose of the first workshop was to identify existing issues and opportunities for a safer and more accessible multimodal travel throughout the study area. The project team presented materials that provided context for the overall goals, objectives, study process, and transportation analysis. Workshop boards and activities allowed residents to review existing multimodal conditions, identify challenges and opportunities in the study area, and discuss their concerns with DDOT staff, the project consultant team, and mark up maps.

1.2 Event Information

The workshop was held on Wednesday, February 6, 2019 from 6:30 to 8:30pm at the Juanita E. Thornton/Shepherd Park Library. The library is located at 7420 Georgia Ave NW, Washington, DC 20002, which is about one mile from the Takoma Metro Station on the Red line and accessible by the 70, S2, 52, 54, and 59 buses.

The next public workshop will be held in June. The location and exact date are to be determined.

1.3 Format

The public workshop was open-house style with informational boards and interactive activities around the room. Ward Four Councilmember Brandon Todd, introduced the study at 7:00 pm, and Cynthia Lin, DDOT project manager, gave a brief overview of the RCEI Livability Study. The public workshop resumed promptly after, and 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.

Boards helped residents gain an understanding about the study goals and process, as well as existing conditions within the study area. Interactive activities were provided for residents and stakeholders to supply feedback. DDOT and members of the study's consultant team were stationed next to boards and activities and helped to guide participants and listen to stakeholder comments. Other members of the team were circulating around the meeting to answer questions when necessary.

1.4 Boards and Activities

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

Existing Conditions

- **Plan Review Map:** Map of previous transportation plans and studies in the study area as well as District-wide plans that were relevant to the livability study
- **Pedestrian and Bicycle Crashes:** Map illustrating crashes reported to the Metropolitan Police Department between 2016 and early January 2019, involving a pedestrian or a cyclist
- **Sidewalk Gaps:** Map of streets within the study area that do not have any sidewalks on either side of the street
- **Existing and Proposed Bike Facilities:** Map of existing and future bike infrastructure within the study area
- **Existing Transit:** Map of average daily ridership at WMATA Metrobus stops within the study area
- **Walter Reed Development Access Map:** Overview of the Walter Reed National Military Medical Center and redevelopment plans
- **Urban Street Design Toolbox:** A matrix of traffic calming elements that may be considered for the Livability Study

Workshop Activities

- **Let Us Improve Your Neighborhood Aerial Map (Activity):** This was a large aerial map that depicted streets, buildings, and open spaces in the study area. Participants were asked to use Post-it notes to mark locations on the map where they have concerns and recommendations for existing transportation issues
- **Let Us Improve Your Neighborhood Vision Zero Heat Map (Activity):** This was a large heat map that depicted locations in the study area where DDOT has already received requests from the public through the DC 311 system or the Vision Zero website to study or fix transportation issues. Participants were asked to use Post-it notes to mark locations on the map where they have concerns and recommendations for existing transportation issues
- **Take Me to Walter Reed...by Bus (Activity):** This was a large map that depicted streets and existing bus facilities, as well as the site plan for the redevelopment of the Walter Reed National Military Medical Center.

Participants were asked to use markers and illustrate how they would change the existing WMATA Metrobus routes to take them to different destinations at the proposed Walter Reed site.

CHAPTER 2 OUTREACH EFFORTS

Outreach for the first public workshop was key in promoting community participation and engagement throughout the project process. For this 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, community news outlets, 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 that includes interested residents and stakeholders who signed up on the project website, with their ANCs, 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.

Utilizing the DDOT and VisionZeroDC Twitter and DDOT Facebook profiles, workshop information was posted regularly up to and on the meeting date. Posting through these platforms allowed us to reach approximately 45,350 followers. In addition information was also posted on neighborhood and transportation-oriented listservs and NextDoor.

2.2 Door Hangers and Posters

The outreach team distributed 600 door hangers, for the first public workshop, in English and 31 posters (25 in English, 4 in Spanish, 3 in Amharic) throughout the study area and to stakeholders. The doorhangers and posters were placed in libraries, recreation centers, churches, restaurants, cafes, grocery stores, businesses, and other community spaces around the study area. Most of the Ethiopian and Hispanic

businesses preferred English materials since the majority of their customers spoke English.

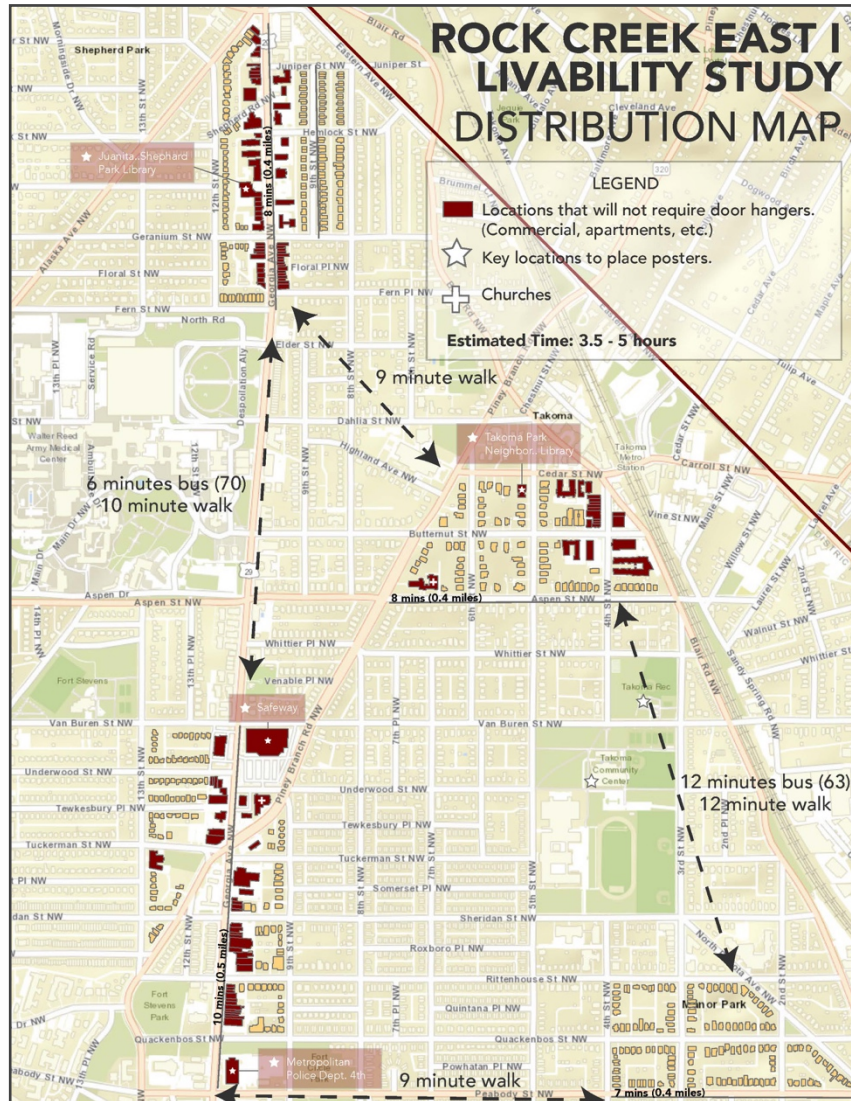
2.3 Title VI Outreach

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.

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, Manor Park, and Brightwood, targeting residential and commercial corridors.



CHAPTER 3 ATTENDANCE

Approximately 60 members of the public attended the first public workshop. These attendees included area residents, elected officials (ANCs, councilmember's staff), members of community and civic organizations. Of the 60 participants only 28 submitted Title VI forms and some of them opted not to include their demographic information.

CHAPTER 4 COMMENTS

Comments were received at each activity station as well as online. The sections below show the input received by the activities.

4.1 Key Takeaways

Accessibility:

- *Need more public transportation routes*
- *Desire for improved bus facilities*
- *Upgrade sidewalks and a facilities*
- *Shuttle service connecting Walter Reed Development to nearby metro stations*

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*

Streetscape:

- *Traffic calming improvements*
- *Better traffic signage, a large demand for stop signs*
- *Desire for on-street parking*
- *Additional street lights and traffic lights*
- *Street maintenance*

4.2 Activity Comments

We contacted organizations, elected officials, residents, and institutions through phone calls, e-mail blasts, and sending information about the study.

Let us improve your Neighborhood Aerial Map	
Location	Comments
North of Sycamore Street	Missing sidewalks
West Beach Dr.	Lack of sidewalks, sufficient streets, and lights in this area.
Unspecified	No safe way for bicyclist to cross the park
16th and Eastern	Traffic circle improvements at 16th & Eastern including improved signal lights
13th street	Enforce one way
13th Street	Enforce one way in the a.m.
Kalmia Rd.	Speeding volume, school, too narrow for the current rating (same as Alaska)
Kalmia and Jonquil, 13th and Morning side	Alley between Kalmia and Jonquil, 13th and Morning side needs repair
Unspecified	Request 4 way stop sign
Jonquil St.	Fix my curb
Juniper St.	Unsignaled crosswalk, speeding major issue of 16th
Kalmia and Jonquil, 13th and Morning side	Many Shepherd Park stop signs are obscured by foliage
Alaska Avenue (between 12th and 13th)	Speeding cars and buses my dog was killed by car speeding here.
Georgia Ave.	Repair North side of Georgia Avenue from Fern to McDonald's
East of Georgia Ave.	Traffic calm geranium speeders at Georgia and Blair
Blair Rd.	No ADA access sidewalk anywhere on Blair Rd.
Dahlia & Georgia/ Dahlia & 9th Street	Low visibility for cross traffic due to parking too close to corners. 2-way stop sign is confusing, doesn't slow traffic on dahlia
7th & Dahlia	Street and school empty, dark and dangerous at night, uncomfortable walk to and from metro due to crime, concerns when school is open
Near Butternut St.	Bike beltway missing
Aspen into Blair	Under metro bridge is confusing, need left turn lane

3rd St.	Let bikes easier access to Walter from and water toy thing
8th and Piney	8th and Piney dangerous
8th	Need road managing for contraflow bike lanes on 8th in both direction
near Aspen St.	Street car?
12th & Aspen St.	Parking for public pool?
Brightwood to Shepherd Park	Need safe N-S bike routes
Aspen & 14th	DCI/Lamb School, double parking, student foot traffic
14th street	Bike lanes always blocked during school drop off/ pick up, need more public transit.
Near 14th Street	Parking restriction are an issue throughout B'Wood
Near 14th & Underwood	Confusing Intersection
Georgia Ave to 16th	All thru streets from Georgia Avenue to 16th street- rush hour traffic speeding is side swiping
14th & Tuckerman	Stop sign is needed
Underwood	1200-1300 Block of Underwood- speeding, side swiping, pedestrians, danger.
Georgia Ave.	Bike lanes ridiculously skinny
1200 block of underwood	Speeding/speed bumps needed
Tewkesbury	Improve infrastructure at these temp jersey barriers Tewkesbury Pl.
Tewkesbury	Parking in Public space on Tewkesbury
Piney Branch & Sheridan	Traffic light is needed
Piney Branch/Sheridan/Rittenhouse	Terrible safety for pedestrians
8th & 9th	9th flatter than 8th, make 9th bike route with contraflow.
Piney	Crossing Piney is dangerous
13th & Sheridan	Repair 13th between Sheridan and Rittenhouse
13th & Sheridan	Bumper strips or bumpers on the 1300 block of Sheridan
14th & Sheridan	Difficult crossing
16th/Somerset/ Luzon Ave.	Complicated neighborhood vehicles turning from 16th to Luzon fast, hard to see
Unspecified	Sidewalks on both sides of all streets within 1/2-1 mile of schools.
14th Street	Cars always blocking bike lanes
Georgia Ave.	Georgia Ave. (in general) speeding south bound, unsafe at Schools for crossing guard and kids, lights not effective.
Unspecified	Personal safety especially at night throughout the area.
Georgia Ave.	Georgia Ave. becomes a speedway south of MD Ave. to Kennedy to Gallatin
Missouri and N. Capital	Terrible traffic back-ups all four ways
Riggs and Blair	Safe route between Riggs & Blair is along metro/traub, /tracks to Oglethorpe & Blair as residents attending community meeting have made it known.
Unspecified	Major issues with spill over problems from PG county. Traffic bottle neck, drags, and shootings.

Unspecified	Signage and other-support for residential properties near buses. E.g. signage, painted curbs to prevent/minimize advance efforts on home.
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Improve your Neighborhood Vision Zero Heat Map

Location	Comments
14th Street	Agree many children need to cross here and it's unsafe
14th Street	Narrow Street, big dumpster trucks already damage cars on street
14th Street	Not enough parking for Jonquil Street residents, soccer field patrons, school and staff
14th Street	Already congested with school drop off and teacher parking
14th Street	4 way stop sign needed
Kalmia Rd.	Kalmia too narrow only one car can go through when parking is on both sides.
Eastern Ave.	Alley needs to be northbound only to divert traffic out of the neighborhood, Make alley one way to eastern.
Kalmia Rd.	Speeding on Kalmia and property damage
Kalmia Rd.	Residential parking needed for 12th St., NW and & Kalmia
Georgia Ave./Kalmia Rd./Alaska Ave.	Protected left turn signals needed at Georgia Ave. Kalmia/Alaska at all sides.
Kalmia Rd.	New development for target-7 truck, traffic on kalmia-18 wheelers - need to address parking.
Alaska Ave.	Speeding on Alaska
14th Street.	14th St.-speeding and children plus WR will open gate and increase traffic
Unspecified	Fix the circle it's a death trap
North Portal/16th/West Beach Drive	Sidewalk needed on N. Portal from 16th to West Beach Dr.
Unspecified	The hill next to the sidewalk has completely corroded
Georgia Ave.	Repave Georgia Ave. from Fern to McDonalds going north.
Unspecified	Walk and bike thru access efficient all direction
14th/Walter Reed	Please do not allow thru traffic on 14th St. inside Walter Reed
Dahlia/Piney Branch	Dahlia & Piney-Vehicles speed on Piney Branch, many do not yield to pedestrians, yield to pedestrian's signs insufficient.
Unspecified	Pedestrian Safety-kids to school, people to metro
Aspen/16th/Georgia Ave.	Aspen st,16th, Georgia Ave.- needs a comp. traffic, parking and exit/entrance plan. Lots of traffic, buses, foot and bike.
Brightwood	Parking is an issue thru-out Brightwood. Affects traffic flow, pedestrian safety and bike lanes.
Georgia Ave.	Georgia Ave. & Underwood-safer crossing across Georgia Ave. to Safeway & CVS heavy pedestrian traffic
16th St.	Poor timing on this light. Hard to make left turn from south-bound 16th.
Whitter St.	Whitter St needs repaving
Aspen St.	Widen Aspen and but better sidewalks, buses can't fit, and children walk through area.
12th/Underwood	Dangerous sidewalk 1200 block of Underwood
12th/Underwood	Dangerous alley opening 1200 block of underwood
14th/Tuckerman	14th & Tuckerman- difficult /dangerous crossing

14th/Sheridan	14th & Sheridan-difficult/dangerous crossing
Piney Branch/Ft. Stevens/Georgia Ave.	Safer crossings across Piney Branch b/n Fort Stevens to Georgia traffic calming
Tuckerman St.	Eliminate street parking on both sides of Tuckerman St. People park there and catch the bus w/ MD tags and litter.
Sheridan/ 12th Pl.	Remove stop sign at Sheridan and 12th Place
13th/Sheridan	Bumper stops on 1300 block of Sheridan
Tewkesbury	Tewkesbury cul-de-sac beautification 1200 block of Tewkesbury Pl.
Whitter St.	PB /Whitter intersection-very difficult to turn from Whitter to Piney Branch or to cross Whitter. Tough for pedestrians to cross at all, very dangerous.
Walter Reed/Aspen	Once Water Reed gets built out will Aspen St east of Georgia lose its parking on one side, I sincerely hope not.
Piney Branch/Aspen	Would be nice to pave cross walk markings across Piney Branch at Aspen, Now DCI students cross and the general neighbors need it to.
Unspecified	Badly timed lights, confusing, dangerous, congested; stormwater runoff
Chestnut/Blair	Traffic blocks intersection of Chestnut & Blair
Eastern/Piney	Enter street needs to be repaved (Eastern between Piney Branch & NH
4th/Cedar/Blair Rd.	Confusing intersection for pedestrians and traffic (4th/Cedar/Blair Rd.)
Riggs Rd.	Traffic backup all along Riggs Rd. / blocking the box
Riggs Rd.	North sidewalks along Riggs Rd.-need bike infrastructure or Riggs Rd.

Take me to Walter Reed by bus

Location	Comments
12th	12th Street too narrow for commuter bus.
12th/Walter Reed	Please look prospectively at traffic calming along 12th St. to North of Walter Reed.
Georgia Ave. /Fern St	There have been several bad car accidents at Georgia Ave. and Fern St./Pl. People drive fast. How about lowering speed limits on Georgia Ave. to 25 mph.
Georgia Ave.	Improve Georgia Ave. bus service.
Georgia Ave. Kalmia	Awkward intersection From Georgia Avenue & Kalmia
Unspecified	School kids fast, heavy and traffic don't mix!
16th St.	I live nearby and would mainly walk to Walter Reed.
Walter Reed	Vans to go from/to Walter Reed development to metro like when prior facilities were open.
Floral St. /Alaska	Poor visibility coming off of Floral St. onto Alaska Ave. Also, how about lowering speed limit on Alaska to 25 MPH.
Unspecified	Need to move north bound bus to north of road.
Unspecified	Need Hawk to move high schoolers to north bound bus stop
Aspen St.	Make Aspen St. straight not bumped out. Contributing buildings-should demolished to make Aspen St. safe maintain consistent width of multi-use trail of Aspen St. Aspen St. will be heavily traveled then.
14th/Aspen	Strengthen bus facilities where 14th meet at Aspen St.
Aspen/Georgia Ave.	Need room for bus to turn from Aspen onto Georgia Ave.
Aspen St./13th	Aspen St. and 13th Street straight bus lane and take the two down. They are minor contributing buildings, initially planned to be demolished.
Unspecified	Market rate parking to encourage use of buses and other modes
Takoma/Silver Spring/Walter Reed	Need free shuttles from Takoma and Silver Spring Metro to Walter Reed, DC circulator or similar.
Dahlia St./16th/Piney Branch/Blair Rd.	Dahlia St. will be only straight EW Rd throughout Walter Reed campus from Alaska/16th to Piney/Blair. Concerned about speed cut through traffic.
Walter Reed	Loop -Metro to Walter Reed to Silver Spring

4.3 Title VI Comments

Approximately 12 attendees out of the 28 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	Helpful- Good introduction and opportunity to provide input. More are needed, follow ups on specific challenges are needed.
4	Provided written comments to Ms. Lin
4	I appreciate the interactive element being able to look at maps and provide feedback on specific locations. I also appreciate the opportunity for folks to provide online feedback. It seems like many of the people in the room were political/govt folks, and it would be great to get more involvement from neighbors. I'm happy to help spread the work.
4	You need a bigger meeting room
4	This study operates on the premise that traffic moves to quickly and freely in DC. I find DC increasingly unlivable because the opposite is true. Speed cameras have made me a less safe driver, staring at my speedometer, amazed that I'm going both above the speed limit and so slowly, keeps my eyes off the road. I've paid over \$1000 to put me in the state of fear. Side note, I hate writing by hand as much as you hate reading my writing this would be better online.
4	There have been 4-5 Jersey barriers placed on the 1200 block of Tewkesbury Pl., NW. (West of GA Ave.) and just left there for a few years. This was done in order to stop Tewkesbury Pl. from becoming a through street to FA Ave. DDOT assured the residence of Brightwood that this was a temporary solution, and that a more permanent solution would be coming yet nothing was ever done. These temporary Jersey barriers pose a few different problems to the residence of Tewkesbury Pl. Vehicles still use the street as a potential through street because the barriers are so low, that it appears that you can still drive through to GA Ave., making the street unsafe still for our residence and children. People patronizing the dentist office, banks and eateries on GA Ave are still parking on Tewkesbury PL and walking over because they can see right over the barriers and park there anyway. There is also a safety issue for pedestrians walking through that barrier and alley and parking lot. Lastly, it looks TERRIBLE, it appears that someone just dumped them there and forgot about them which they did! We were promised a COMPLETE SOLTION! and this isn't it!
4	Take me to Walter Reed by bus. I would take an S-4 bus from near my residence near 16th St, NW to Main Drive and take a "timed transfer" bus along Main Drive to the shops and walk to the grocery store/shops. Calming measures bump out works best in the narrow streets of Shepherd park. Kalmia Road is too narrow for a formal bike lane, even though it is a street.

4	Teach people the laws-can't go into cross walk while a person is in it!!!. No right on Red in DC at all. Make bicyclist wear reflective light not dark clothing at night. If you put in a speed bump-mark it. Teach people to stop for school buses and pull over for emergency equipment.
4	Short notice about meeting, Website incomplete, info needed was not on the website when accessed close to it being set up. DDOT has not followed up with community after 65% update of Metropolitan Branch Trail. Bike trail between Riggs Rd. and Blair, between McDonald and Oglethorpe NE. Mass do not clearly designate streets of concern, 1st NE, McDonald Pl., NE and Oglethorpe NE.
4	Love that a livability study is being done especially because the population in the area will triple within the next few years. I walk everywhere and want to be able to continue to enjoy doing that without a lot of Concrete Jungle to open spaces.
4	Interested in the senior citizen building on the Walter Reed complex.
4	Seems to primarily serve wealthier portions of the area. Maps are empty of comments over by and south of Whittier.
4	The meeting room was way to small and parking was a problem.