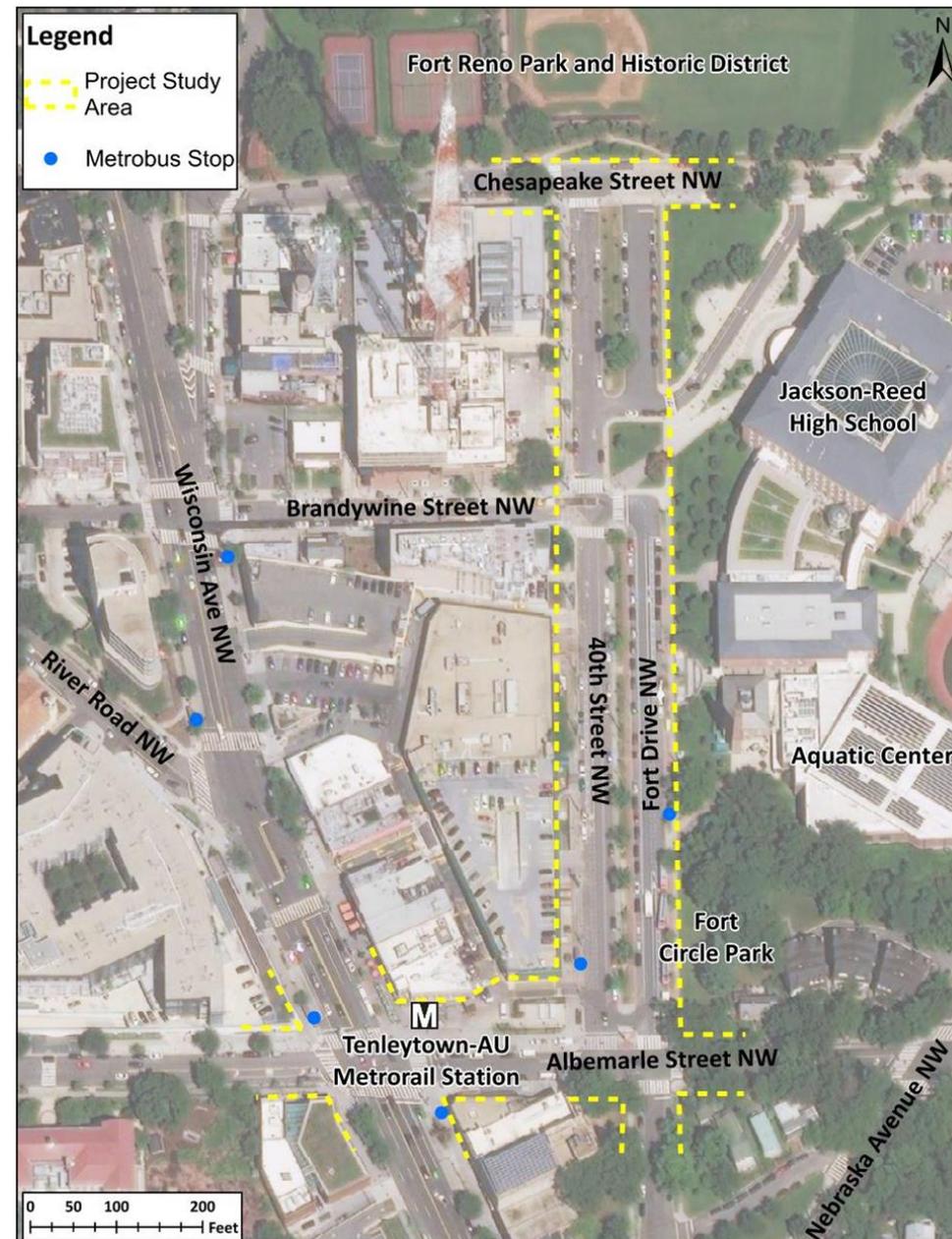


DISTRICT DEPARTMENT OF TRANSPORTATION

Tenleytown Multimodal Access Project

Community Advisory
Group Meeting
November 29, 2022



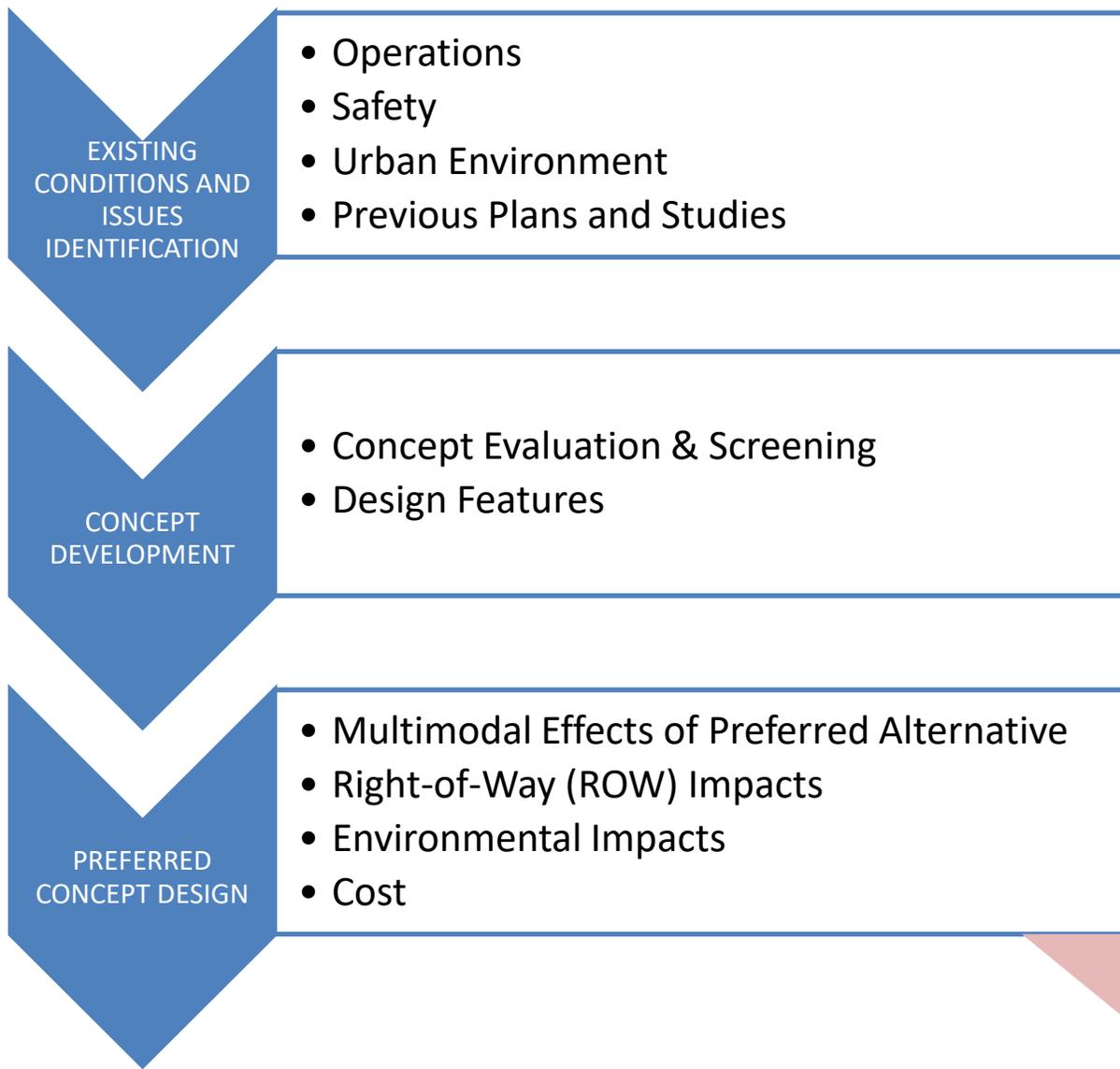
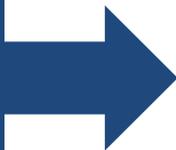
Agenda

1. Project Status
2. Community Feedback Summary
3. Improvement Concept Evaluation Framework
4. Working Draft Concepts
5. Next Steps
6. Questions & Discussion



Project Status

We Are Here



Stakeholder & Community Engagement Throughout

Community Feedback Summary

Initial Public Engagement Activities

- **Timeframe:**
 - May 5 – June 10, 2022
- **Purpose:**
 - Share & get feedback on **current conditions and experiences** in the project area
 - Review and get feedback on the **final recommended concept** from the **WMATA** study

UPCOMING MEETING!

Tenleytown

Multimodal Access Project

Virtual Community Meeting

Tuesday, May 24, 7:00pm
Register @ rebrand.ly/TMAP1

To seek public input, the District Department of Transportation (DDOT) is hosting a virtual community meeting to kick off the project with residents.

DDOT is advancing plans from a previous WMATA study to refine a final concept design for pedestrian, streetscape, and multimodal safety and access improvements in the area surrounding the east entrance of the Tenleytown-AU Metrorail Station.

Join us to learn more about the project and **share your input** about improvements you would like to see.

You can also share your ideas on a feedback form (open through June 10).

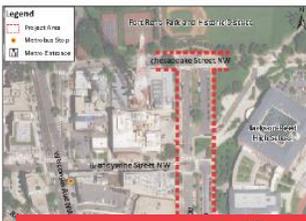
Access the feedback form by scanning the QR code, or at surveyMonkey.com/r/GC5JFFB.

IMPROVEMENTS MAY INCLUDE:

- Enhanced pedestrian spaces
- Better sidewalk design
- Improved intersections & vehicle circulation
- High-visibility crosswalks
- Streetscape and landscaping
- Improved bus shelters and bus layover space
- Bicycle infrastructure
- Safer curb cuts and driveways
- Improved public spaces

CONTACT INFORMATION:

- Ted Van Houten, DDOT Project Manager
- theodore.vanhouten@ddc.gov
- (202) 671-4580



¡PRÓXIMA REUNIÓN!

Proyecto de acceso multimodal de Tenleytown

Reunión comunitaria virtual

Martes, 24 de mayo, 19:00
Inscríbese en rebrand.ly/TMAP1

Para solicitar la opinión de la comunidad, el Departamento de Transporte del Distrito (DDOT) organiza una reunión comunitaria virtual para iniciar el proyecto con los residentes.

El DDOT está avanzando en los planes de un estudio previo de la WMATA para perfeccionar un diseño conceptual final para las mejoras de seguridad y acceso peatonal, paisajístico y multimodal en la zona que rodea la entrada este de la estación de Metrorail de Tenleytown-AU.

Únase a nosotros para obtener más información sobre el proyecto y compartir su opinión sobre las mejoras que le gustaría ver.

También puede compartir sus ideas en un formulario de comentarios (abierto hasta el 10 de junio).

Acceda al formulario de opinión escaneando el QR de arriba, o en surveyMonkey.com/r/GC5JFFB.

LAS MEJORAS PUEDEN INCLUIR:

- Mejora de los espacios peatonales
- Mejor diseño de las aceras
- Mejora de las intersecciones y de la circulación de vehículos
- Cruces peatonales de alta visibilidad
- Paisaje urbano y paisajismo
- Mejora de las marquesinas y de los espacios de descanso para los autobuses
- Infraestructura para bicicletas
- Cortes de acera y accesos más seguros
- Mejora de los espacios públicos

INFORMACION DE CONTACTO:

- Ted Van Houten, DDOT, Gerente de Proyecto
- theodore.vanhouten@ddc.gov
- (202) 671-4580

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ASISTENCIA LINGÜÍSTICA:

Si necesitas asistencia lingüística, por favor contacta a Cesar Bañuelos al (202) 671-2829 o por correo electrónico a Cesar.Bañuelos@ddc.gov 72 horas antes de la reunión. Si necesitas asistencia con lenguaje limitado o interpretación, por favor contacta a Karan Randolphi llamando al (202) 671-2620 o por correo electrónico a Karan.Randolph@ddc.gov 72 horas antes de la reunión. Estos servicios son gratuitos.

- **AYUDA EN SU IDIOMA:** Si necesitas ayuda en Español, por favor llama al 202-671-2700 para proporcionar un intérprete de manera gratuita.
- **AIDE LINGUISTIQUE:** Si vous avez besoin d'aide en Français appelez le 202-671-2700 en assistance d'un interprète vous sera fourni gratuitement.
- **GIÚP DŨ VĒ NGỮ HỮU:** Nếu quý vị cần giúp đỡ về tiếng Việt xin gọi 202-671-2700 để chúng tôi hỗ trợ có tiếng Việt miễn phí nhóm quý vị miễn phí.
- **言語支援:** 如果您需要语言帮助，请拨打 202-671-2700 寻求帮助。

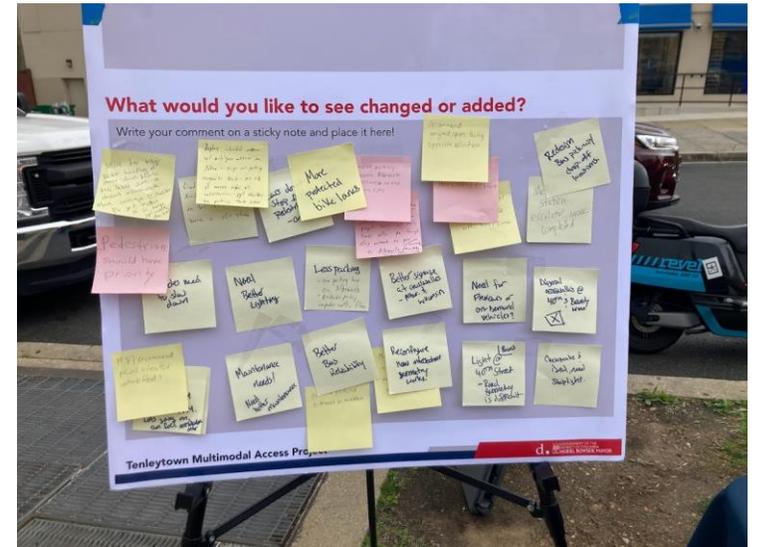
언어 지원: 한국어로 언어 지원이 필요한 경우 202-671-2700로 연락을 주시면 무료로 통역이 제공됩니다.

語言協助: 如果您需要語言協助, 請電 202-671-2700, 我們將免費提供中文翻譯服務。

THE GOVERNMENT OF THE DISTRICT OF COLUMBIA
d. DC MURIEL BOWSER, MAYOR

Initial Public Engagement Activities

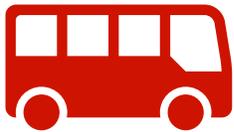
- Email announcements/press releases
- Pop-up event
- Flyering in the neighborhood at 22 locations and multiple bus stops
- Webinar (51 attendees)
- Feedback form (153 responses)
- Emails/letters received (4)



We received input about what people are currently concerned about in the project area.



Pedestrian and bicyclist safety



Safety and reliability for bus riders



Driver speeding/behavior, parking, congestion, and poor sightlines



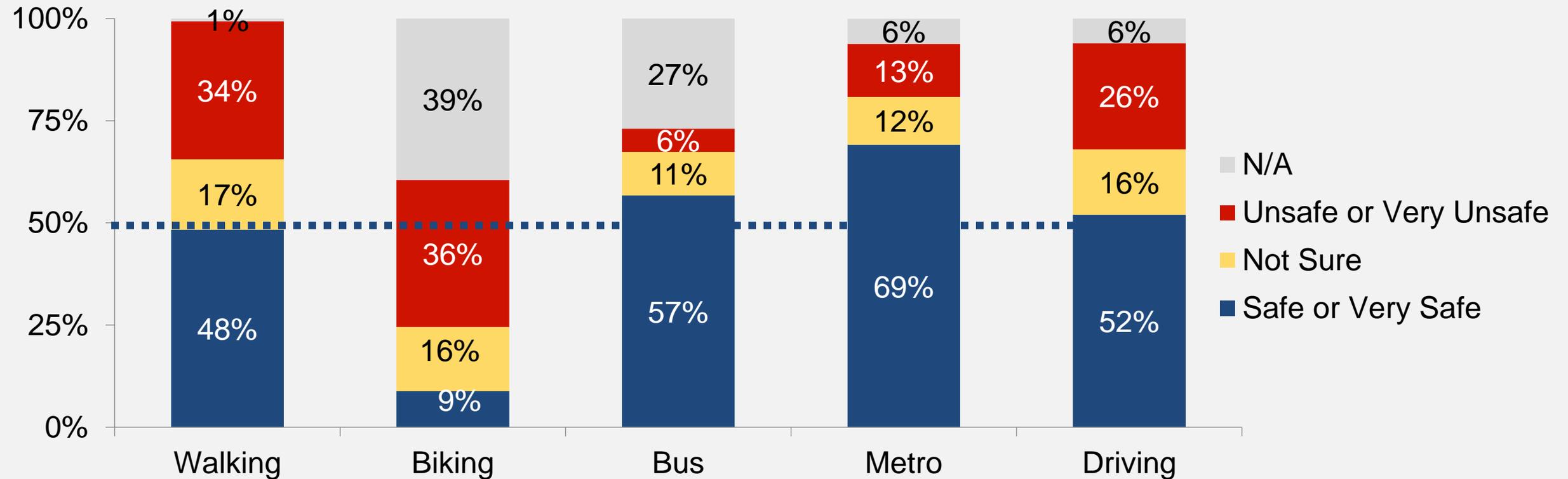
Some said the area feels unsafe at certain times of the day



There were also comments about area aesthetics

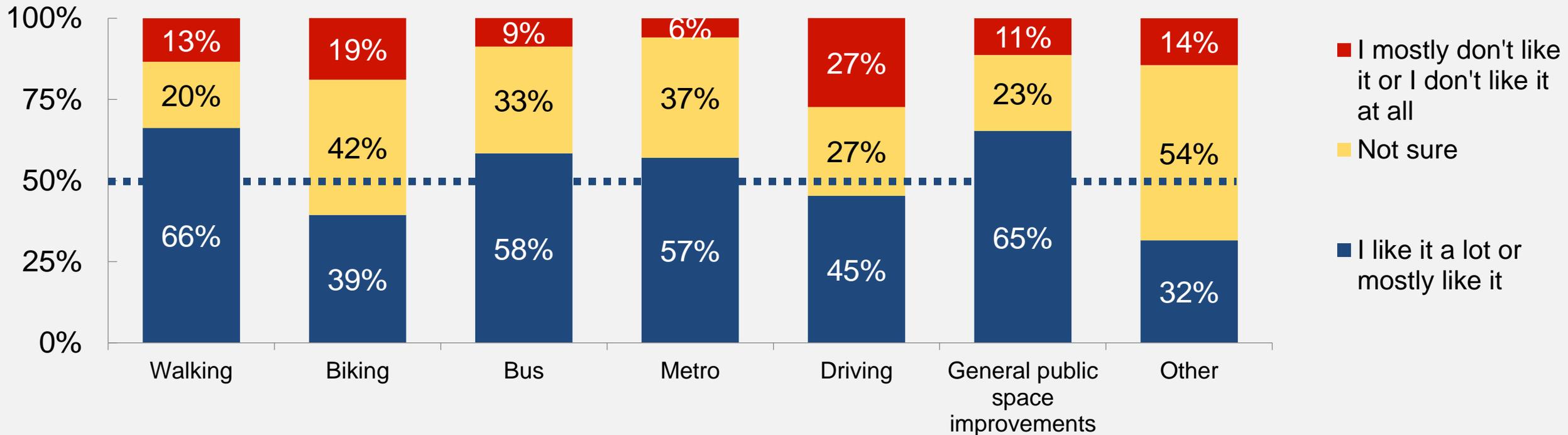
People feel more safe while using Metro and riding the bus, and least safe while biking.

How safe do you feel while traveling in this area in terms of each of the travel modes below?



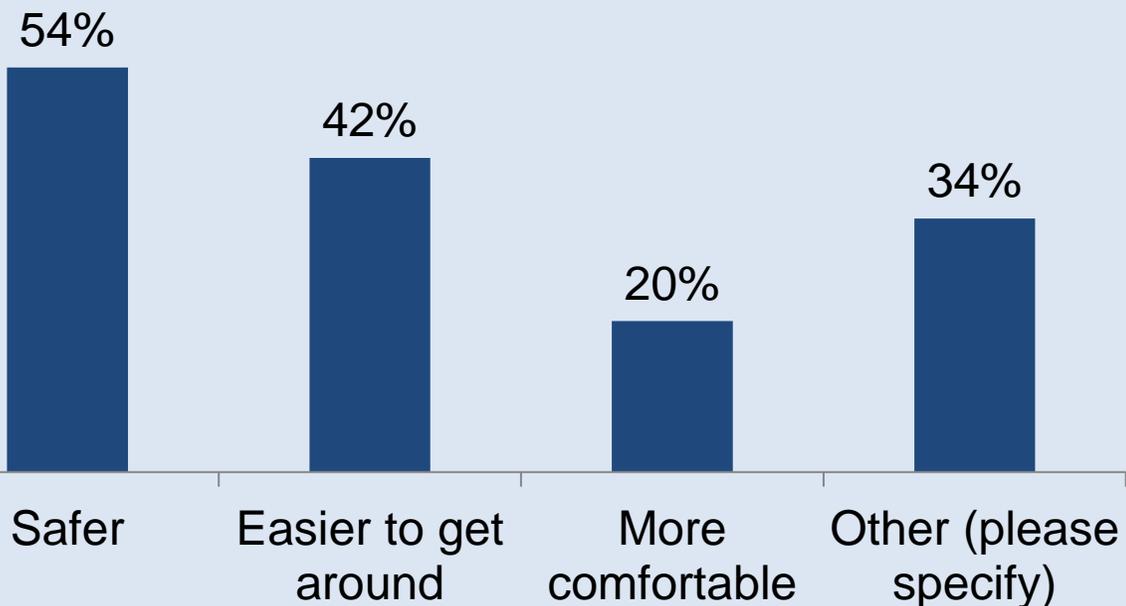
The most positive responses were to improvements for walking and public space, and least support for improvements related to biking and driving.

How do you feel about the improvements the WMATA concept outlines related to each of these travel modes?



Most think the WMATA concept would provide safer travel, and many think it would make it easier to get around.

What do you like about what the 2016 WMATA concept proposes, as compared to today's condition's?



We also collected information about what individuals feel may be lacking from the WMATA concept. These included:

- Concerns about reduced parking (mixed opinions on this)
- Roadway safety (incl. bus user safety, bus stop location, driver behavior)
- Desire to see more emphasis on bicycle and multimodal infrastructure
- Desire to see more landscaping and green space incorporated into the design

Improvement Concept Evaluation Framework

Priorities & Objectives

Evaluation Considerations

As we are evaluating the concepts, we are considering several types of trade-offs and existing constraints.



Walkability



Bikeability



Transit Facilities & Operations



Parking/Traffic Operations



**Stormwater Management/
Green Infrastructure**



Public Realm

Walkability

- ✓ Improve Pedestrian Experience and Attract New Users
- ✓ Provide Comfortable and Connected Pedestrian Facilities and Crossings



Bikeability

- ✓ Minimize Conflicts Between Modes
- ✓ Improve Bicycle Experience and Attract New Users
- ✓ Improve Bicycle Accessibility
- ✓ Provide Safe, Comfortable and Connected Bicycle Facilities for Riders of all Skill Levels



Transit Facilities & Operations

- ✓ Enhance Bus Stop Amenities
- ✓ Provide Sufficient Bus Stops and Layover Space
- ✓ Manage Bus and Shuttle Operations
- ✓ Provide for Safe and Efficient Bus Circulation in Project Area



Traffic Operations

- ✓ Parking Considerations
- ✓ Provide Safe and Convenient Access to Businesses, School & Aquatic Center
- ✓ Provide Safe and Efficient Traffic Flow
- ✓ Provide Compact Intersections
- ✓ Accommodate Metro Short-Term/Kiss and Ride Parking



Stormwater Management/ Green Infrastructure

- ✓ Apply Stormwater Management Best Practices
- ✓ Provide Green Infrastructure Improvements
- ✓ Provide Open Space Areas
- ✓ Minimize/Mitigate Impervious Surfaces



Public Realm

- ✓ Provide Expanded, Comfortable and Active Public Use Areas
- ✓ Enhance Landscaping Features
- ✓ Enhance Area Lighting
- ✓ Unify Streetscape Elements, Including Signage
- ✓ Public Art Opportunities



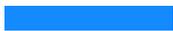
Working Draft Concepts

For discussion only

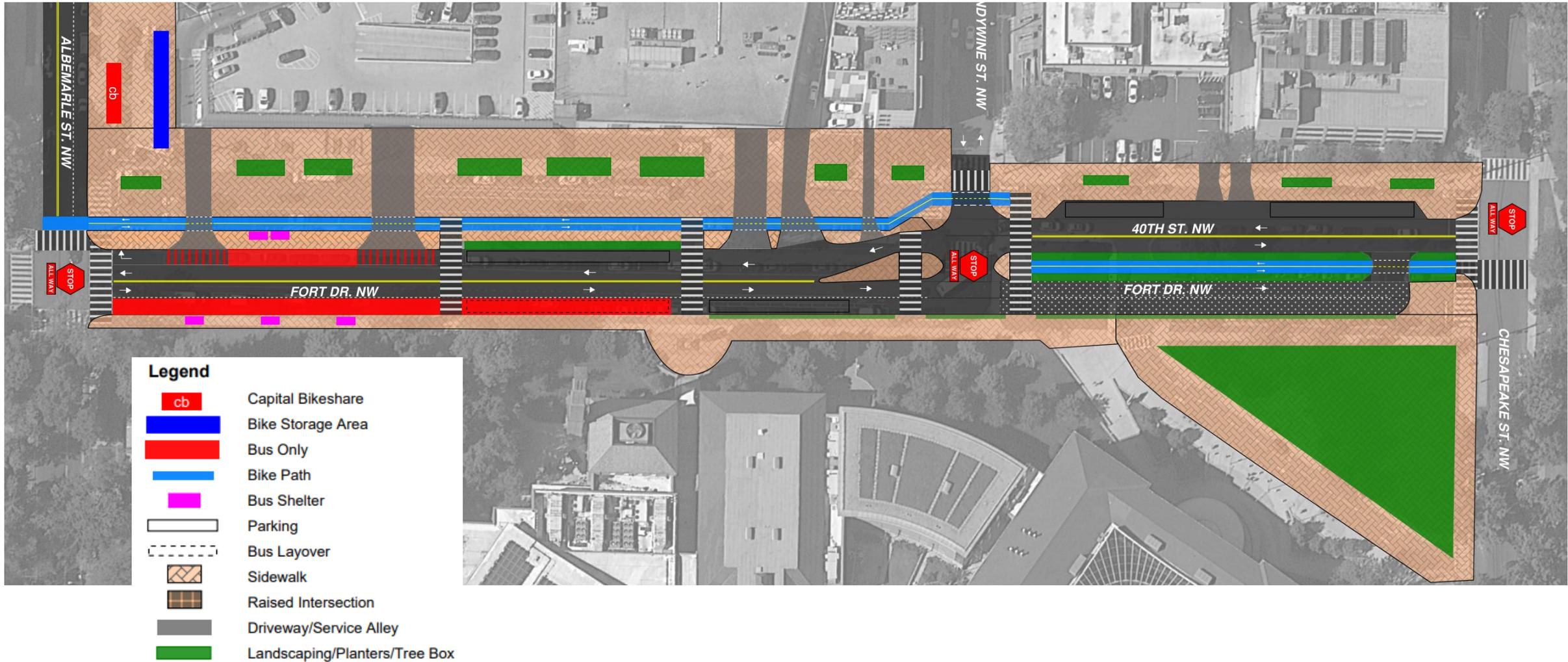
Improvement Elements Common to All Options

- ✓ Expanded Station Plaza, Pedestrian Space and Active Public Use Areas
- ✓ Protected Bicycle Lanes
- ✓ Additional Pedestrian Crossings
- ✓ Improved Bus Stop and Layover Accommodations
- ✓ Traffic Safety and Operations Improvements
- ✓ Enhanced Landscaping Features and Lighting

Legend

	Capital Bikeshare
	Bike Storage Area
	Bus Only
	Bike Path
	Bus Shelter
	Parking
	Bus Layover
	Sidewalk
	Raised Intersection
	Driveway/Service Alley
	Landscaping/Planters/Tree Box

Draft Concept 1 – Maximize green space along the corridor



Draft Concept 2 – Maximize pedestrian and public use areas



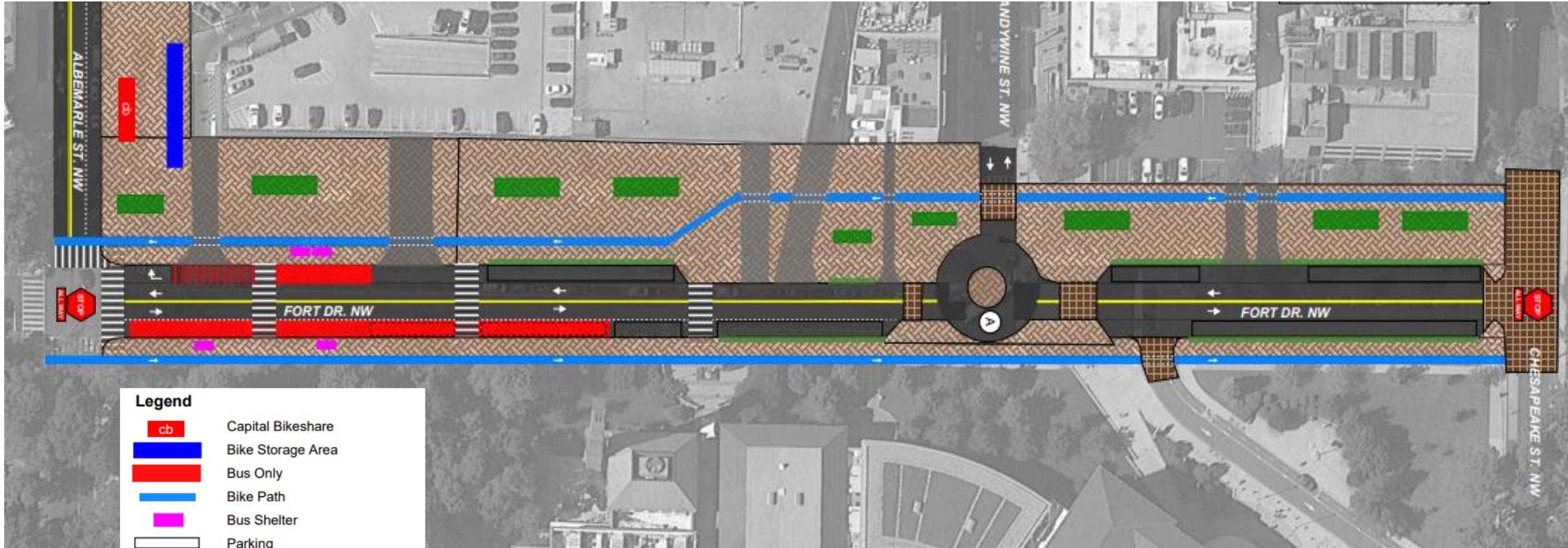
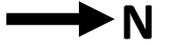
Draft Concept 2A – Improve and Simplify Street Alignment



Legend

	Capital Bikeshare
	Bike Storage Area
	Bus Only
	Bike Path
	Bus Shelter
	Parking
	Bus Layover
	Sidewalk
	Raised Intersection
	Driveway/Service Alley
	Landscaping/Planters/Tree Box

Draft Concept 3 – Brandywine Roundabout & Dual One-Way Bike Lanes



- Legend**
- Capital Bikeshare
 - Bike Storage Area
 - Bus Only
 - Bike Path
 - Bus Shelter
 - Parking
 - Bus Layover
 - Sidewalk
 - Raised Intersection
 - Driveway/Service Alley
 - Landscaping/Planters/Tree Box

Draft Concept 4 – Median Protected Two-Way Bike Lane



Legend

■ cb	Capital Bikeshare
■	Bike Storage Area
■	Bus Only
■	Bike Path
■	Bus Shelter
	Parking
	Bus Layover
	Sidewalk
	Raised Intersection
	Driveway/Service Alley
■	Landscaping/Planters/Tree Box

Key Differences among Draft Concepts

Best concepts for "project priorities"

<i>Project Priorities</i>	<i>All concepts include</i>	CONCEPT 1 Two-way bike lane, and new pick-up/drop-off area at school	CONCEPT 2 Two-way bike lane and expanded sidewalk	CONCEPT 2A Two-way bike lane and continuous street	CONCEPT 3 Dual outside bike lanes and roundabout	CONCEPT 4 Median bike lanes
Pedestrian Circulation/ Infrastructure	<i>Expanded pedestrian space near retail and high school</i>	Maximizes pedestrian space	Mid-block crossing opportunities	Mid-block crossing opportunities	Maximizes pedestrian space	Mid-block crossing opportunities
Transit Circulation/ Infrastructure	<i>Expanded bus boarding areas</i>	Maintains current locations for stops and layovers	Layover space along median	Largest bus layover space, including along median	Maintains current locations for stops and layovers	Layover space along median
Bike Circulation/ Infrastructure	<i>Protected bike lanes</i>	Bike lanes transition from curb to median	2-way curb running bike lanes	2-way curb running bike lanes	One-way outside bike lanes	Continuous bike lanes, fewest intersection conflicts
Greenspace/ SWM	<i>Stormwater best practices</i>	Greatest increase in green space	Moderate increased green space	Moderate increased green space	Moderate increased green space	Moderate increased green space
Parking	<i>Accessible parking and pick-up/drop-off areas</i>	21 on-street spaces	37 on-street spaces	50 on-street spaces	34 on-street spaces	46 on-street spaces
Traffic Circulation/ Operations	<i>4-way stops at Albemarle and Chesapeake</i>	Closure of existing school drop-off lane	Brandywine intersection creates predictable traffic flow	Enlarged Brandywine intersection maximizes circulation	Roundabout at Brandywine and consistent street alignment	Most similar to existing operations

Next Steps

Stakeholder Coordination



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graph TD; A[Stakeholder Coordination] --> B[Public Meeting – Late February 2023]; B --> C[Future Traffic and Multimodal Analyses]; C --> D[Selection of Preferred Concept]; D --> E[Design of Preferred Concept]; E --> F[Stakeholder & Community Engagement throughout];
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Public Meeting – Late February 2023

Future Traffic and Multimodal Analyses

Selection of Preferred Concept

Design of Preferred Concept

Stakeholder & Community Engagement throughout

Questions & Discussion

CONTACT INFORMATION:

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District Department of Transportation

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