

District Department of Transportation

Public Engagement Summary

May 5 – June 10, 2022



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1. INTRODUCTION

1.1. Project Summary

DDOT is developing a concept design for pedestrian, streetscape, and multimodal safety and access improvements in the area surrounding the east entrance of the Tenleytown-AU Metrorail Station.

The project area focuses on 40th Street and Fort Drive NW, between Albemarle and Chesapeake Streets. Beginning with specific recommendations from a 2016 WMATA study, DDOT is refining the prior concepts and working with community and agency stakeholders to review project objectives and seek feedback on proposed design elements.

The products at this stage of project development will be conceptual engineering design and NEPA environmental documentation. The project team will also use a participatory planning process to identify specific “pop-up” demonstration projects for experimentation and early implementation.

1.2. Purpose of this Outreach Phase

The purpose of the outreach and community input activities in May and June 2022 was to share and get feedback on current conditions and experiences in the project area, and to review and get feedback on the final recommended concept from the WMATA study.

1.3. Outreach and Notification

The meeting and feedback form were advertised in several ways, including email announcements/press releases, direct emails to stakeholders in the area, the pop-up event, and flying in the neighborhood at 22 locations and multiple bus stops. The notifications were provided in both English and Spanish. The email notification can be found [here](#).

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-ADU 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 above, or at surveyMonkey.com/GC5J7FB.

IMPROVEMENTS MAY INCLUDE:

- Enhanced pedestrian spaces
- Better sidewalk design
- Improved intersections & vehicle circulation
- 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@dc.gov
- (202) 671-4550

LANGUAGE ASSISTANCE:

Centro de Servicios al Ciudadano (202) 671-3229 or Casa B. In addition to the meeting if you need special assistance, please contact the Center for Citizen Services at (202) 671-3229 or Casa B. before the day of the meeting. These services will be provided by the Center for Citizen Services.

ASISTENCIA LINGÜÍSTICA:

Centro de Servicios al Ciudadano (202) 671-3229 or Casa B. Además de la reunión si usted necesita asistencia especial, por favor contacte al Centro de Servicios al Ciudadano (202) 671-3229 o Casa B. antes del día de la reunión. Estos servicios serán proporcionados por el Centro de Servicios al Ciudadano.

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

Acceda al formulario de opinión compartiendo el QR de arriba, o en surveyMonkey.com/GC5J7FB.

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
- Confort de acera y acceso más seguros
- Mejora de los espacios públicos

ASISTENCIA LINGÜÍSTICA:

Si necesita asistencia especial, por favor contacte a Casa B. o al Centro de Servicios al Ciudadano (202) 671-3229 o por correo electrónico a CasaB@dc.gov o theodore.vanhouten@dc.gov antes del día de la reunión. Estos servicios serán proporcionados por el Centro de Servicios al Ciudadano.

CONTACTO:

- Ted Van Houten, DDOT, Gerente de Proyecto
- theodore.vanhouten@dc.gov
- (202) 671-4550

2. ENGAGEMENT ACTIVITIES

2.1. Pop-up Event

In order to capture the large student population that utilizes the Tenleytown Station Area, the project team held a 4-hour in-person Pop-Up event on May 5th at the Tenleytown Station entrance. The display boards from the Pop-Up are shown in the Appendix.

The Pop-Up event focused on engaging pedestrians in the area to both disseminate information about the project and upcoming public meeting, as well as collect information about what individuals like in the area and what needs to be changed. We gathered comments verbally as well as on an activity board. Comments from the activity board are listed on the following page.

In general, individuals provided broad feedback about what needs to be changed in the Study Area and were generally supportive of interventions that would benefit pedestrians and bicyclists. Individuals noted that the area is heavily utilized during two peak periods, the morning commute and early afternoon when the nearby schools let out. Multiple individuals noted that the area should be physically redesigned in order to ensure that pedestrians are both safe and have priority over other forms of transit.



What do you like about this area?

- Keep the trees in the median
- The Metro Elevator works!

What would you like to see changed?

- Reconfigure the intersection geometry to make it safer and more convenient for pedestrians
- Better bus reliability (timing, etc.)
- Add a picnic area at the Whole Foods for individuals
- Pedestrians should have priority
- Replace individual meters with multispacer meters on Albemarle. Stripe out parking. Reorganize block – get rid of meters right at intersection; people shouldn't ever be parking there.
- Make the alley one-way. Extend roadway (40th) through green space at

the southwest corner of Albemarle & 40th. Include left turns from Whole Foods garage.

- Recommend angled spots facing opposite direction
- Make sure pedestrians are discouraged from crossing through bike lanes
- Redesign bus pick up and drop off locations
- Can't turn left from southbound Wisconsin to eastbound Albemarle – not allowed. People turn into the Whole Foods alley and go through the alley network to get to Albemarle. Reconsider Wisconsin/Albemarle turn restrictions.
- Worried about losing parking spots along 40th St & Fort Drive
- More protected bike lanes
- Remove parking on north side of Albemarle between 40th Street and Wisconsin
- Cars don't stop for pedestrians at crosswalks
- Lived here since 1994. Avoid this place except on foot.
- More bus bays. Better handling of snow – don't block the bus entrance. Make sure ice doesn't accumulate at

bus shelters. More coverage at shelters. Fix the pedestrian button so it helps people cross the street to catch the bus.

- Vehicles need to slow down
- Need better lighting
- Less parking-- one parking lane on Albemarle; curbside parking impedes traffic flow
- Better signage at crosswalks at Albemarle & Wisconsin
- Need for flexcars or on-demand vehicles?
- Add a diagonal crosswalk at 40th Street & Brandywine
- Chesapeake & 40th Street needs a stoplight
- Need a stoplight at 40th Street for buses; the road geometry is difficult
- More design features to help people who are blind/ have lower visual ability
- Recommend protected bike lanes in median
- Need better maintenance in the area
- Busy times in the area are between 730-9AM, 315-4PM. Lots going on and can feel overwhelming

2.1. Virtual Public Meeting

The first public meeting was held virtually on May 24th, 2022, from 7-8:30PM. A meeting recording is available on YouTube: https://www.youtube.com/watch?v=evLljZJ5j_A.

Approximately 51 community members attended the meeting. The purpose of the meeting was to provide an introduction and overview to the project and what the community can expect moving forward through the planning process, and to get feedback from the community about what they want to see.

Approximately 22 comments and questions were received during the meeting and an extensive question, answer, and discussion session was held after the presentation.

The general themes of the discussion and question broadly fell into five categories: Pedestrian Access and Circulation, Bicycle Access and Circulation, Bus Service and Facilities, Traffic Circulation and Parking, and Area Aesthetics.

Pedestrian Access and Circulation

- Access to the alley behind the Whole Foods and Wawa is extremely important, particularly those who may be mobility impaired. Preserving access to the alley and preserving open movement between the alley and the surrounding areas (including the Metro Station) is important to many community members. One community member suggested making the alley a “woonerf,” or shared pathway.
- There is a desire for pedestrian improvements including redesigned crosswalks that would reduce vehicular speed, improve safety, and improve pedestrian access across roadways. Individuals also noted a need/desire for traffic safety improvements including red-light cameras.

Bicycle Access and Circulation

- Individuals noted that the existing Capitol Bikeshare locations in the area are very heavily utilized and suffer, at times, from not having enough bikes. This is particularly an issue in the afternoon and evenings when many docking stations are empty, as Bikeshare users typically do not ride the bikes into Tenleytown (preferring, due to geography, to ride them out of the neighborhood). The desire and need for a larger or more numerous stations was clearly expressed.
- Individuals noted that the shared bicycle and pedestrian path shown in the WMATA concept may not be adequate or sufficient for the area and called for dedicated, protected, and continuous bicycle lanes.

Bus Service and Facilities

- Individuals generally acknowledged the high level of bus activity in the study area and noted that an additional shuttle service run by the Department of Homeland Security also utilizes the area (in addition to shuttles services shown on the DDOT slide presentation during the meeting).
- Some community members requested that other locations be considered for bus layover space, given the high level of activity in the study area.
- Some community members called for the potential provision of a shuttle bus to the Wegman’s Grocery Store being constructed nearby.

Traffic Circulation and Parking

- General concerns about parking were brought up by multiple individuals in the meeting. One individual noted the impact that reduced on-street parking may have on access to the aquatic center, particularly those who are mobility-impaired.
- Multiple individuals requested an improved area for pick-up and drop-off near the Metro Station (such as a “kiss n’ride”).

- Some individuals requested the installation of a four-way stop at the intersection of Albemarle Street and Fort Drive in order to improve safety.

Area Aesthetics

- Meeting participants generally noted that the area needs to be updated visually to be more inviting and to present a better front for the Tenleytown area. Updates that could be included are tree and flower plantings, community amenities such as benches and a fountain, and general landscaping.
- Multiple participants expressed that they liked the WMATA concept which expands the station plaza. Participants expressed a desire for consistent materiality and potential streetlight and other safety improvements for the expanded plaza.
- Multiple comments were made about the need to clean up the area (pick up trash).

General Notes

- In general, most meeting participants noted that priority should be given to pedestrian and bicycle modes of travel in the study area, over automotive or motorized modes of transit.

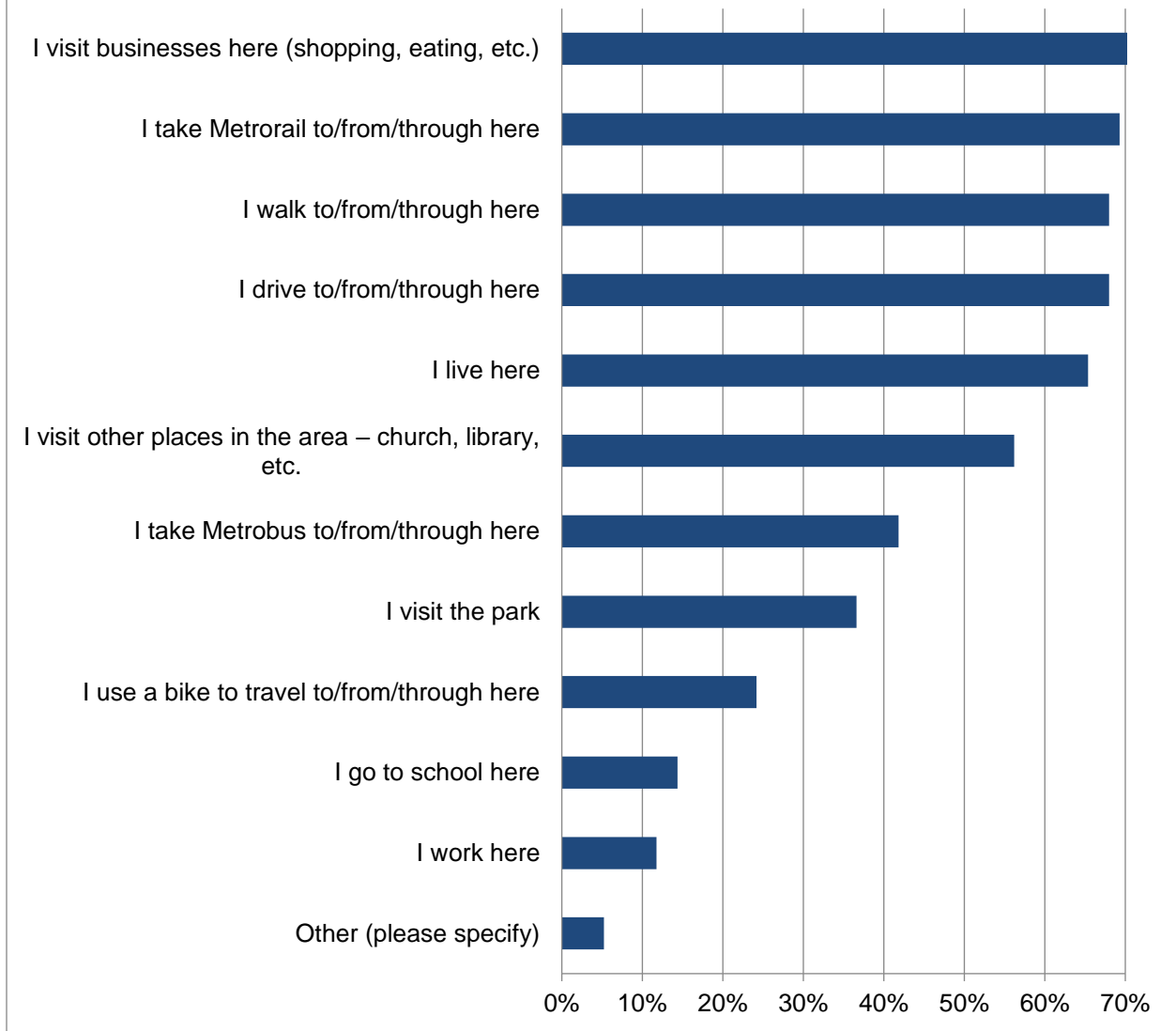
2.2. Community Feedback Form

An online feedback form was open from May 5 to June 10, 2022 and received 153 responses. The form collected general information about how and how often individuals travel through the study area, perceptions of safety for different modes of transportation, what is and isn't working well in the study area today, and opinions of the 2016 WMATA concept.

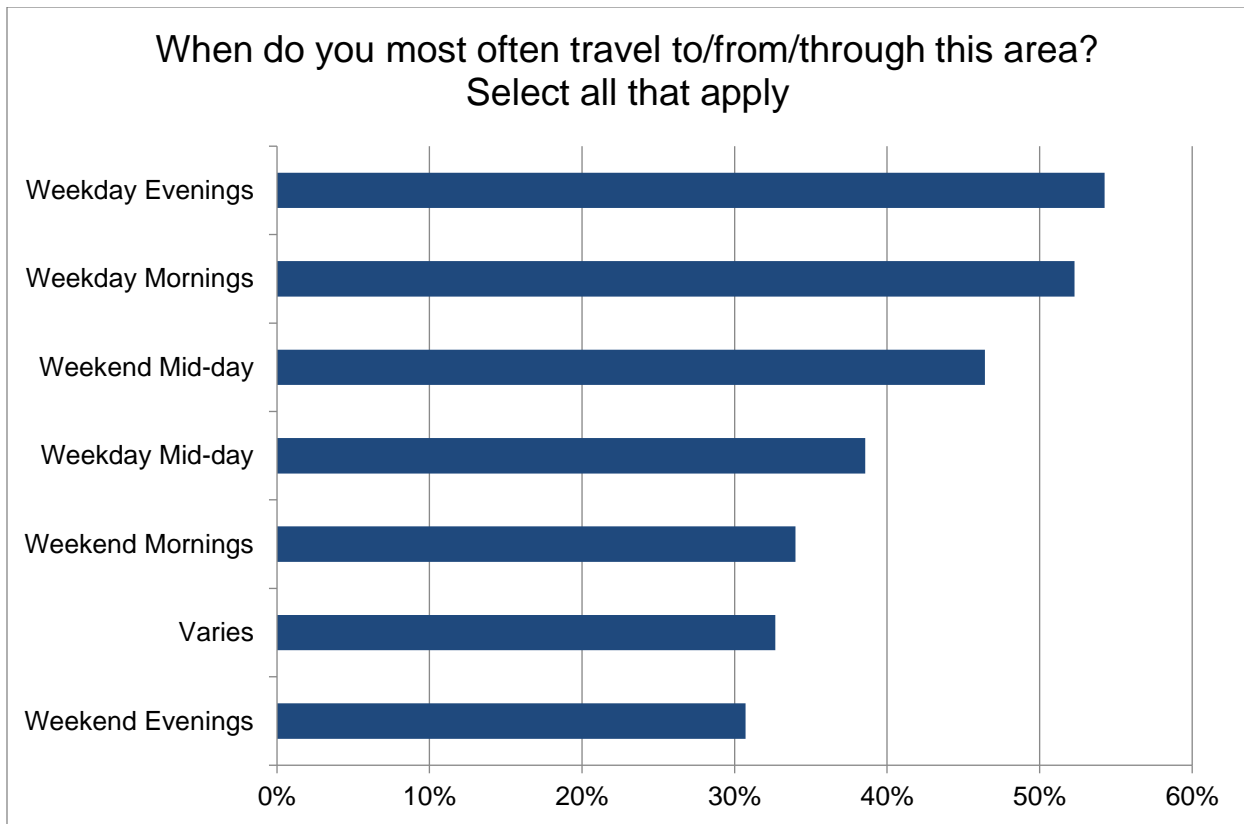
The feedback form received a variety of responses and revealed insightful information.

Respondents experience the area in a variety of ways with a high number of respondents stating that they travel through the area by a variety of transportation modes including walking, biking, driving, bus, and metro. Many individuals visit local businesses or attractions in the area and a number of individuals indicated that they live in and around Tenleytown. In the "other" category, a small number of individuals noted that they travel to the area to utilize the public pool and a few individuals noted that their children attend school in the Tenleytown area.

How do you currently experience and use this project area? Please review all and select all that apply to you.



Individuals travel through the study area at a variety of times during the week. The broad responses would seem to indicate that individuals travel through the area at a variety of times of the day and week.



The feedback form asked individuals about what is currently working well in the study area, as well as what isn't working well. A total of 123 open ended responses provided extensive information about the area.

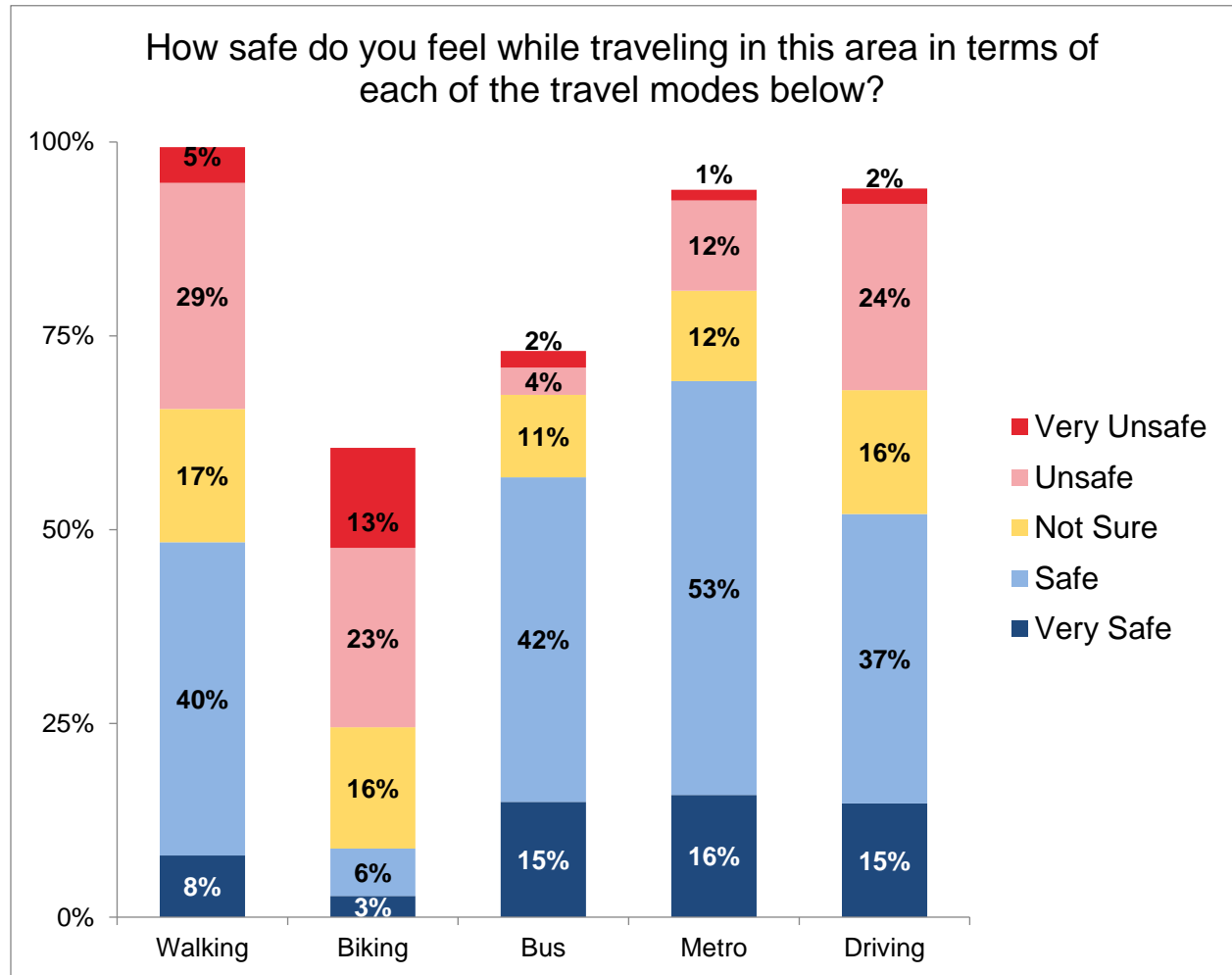
In general, most respondents felt that there is currently very little that is working well in the study area. Some respondents felt that, in general, the driving conditions are safe for drivers and that the wide sidewalks in the area are a great asset for pedestrians. Other comments, however, called out a myriad of issues that the area is dealing with.

In broad terms, pedestrian and bicyclist safety were broadly noted as an issue, as well as a need for more infrastructure for both groups of travelers. Concerns relating to automotive traffic included: congestion, speeding, disregard for traffic and safety laws, as well as poor sightlines for drivers throughout the area. Some individuals also noted that the area feels unsafe at different times of the day due to the large number of students, loiterers, panhandlers, and that the lack of good lighting at night makes the area feel less safe.

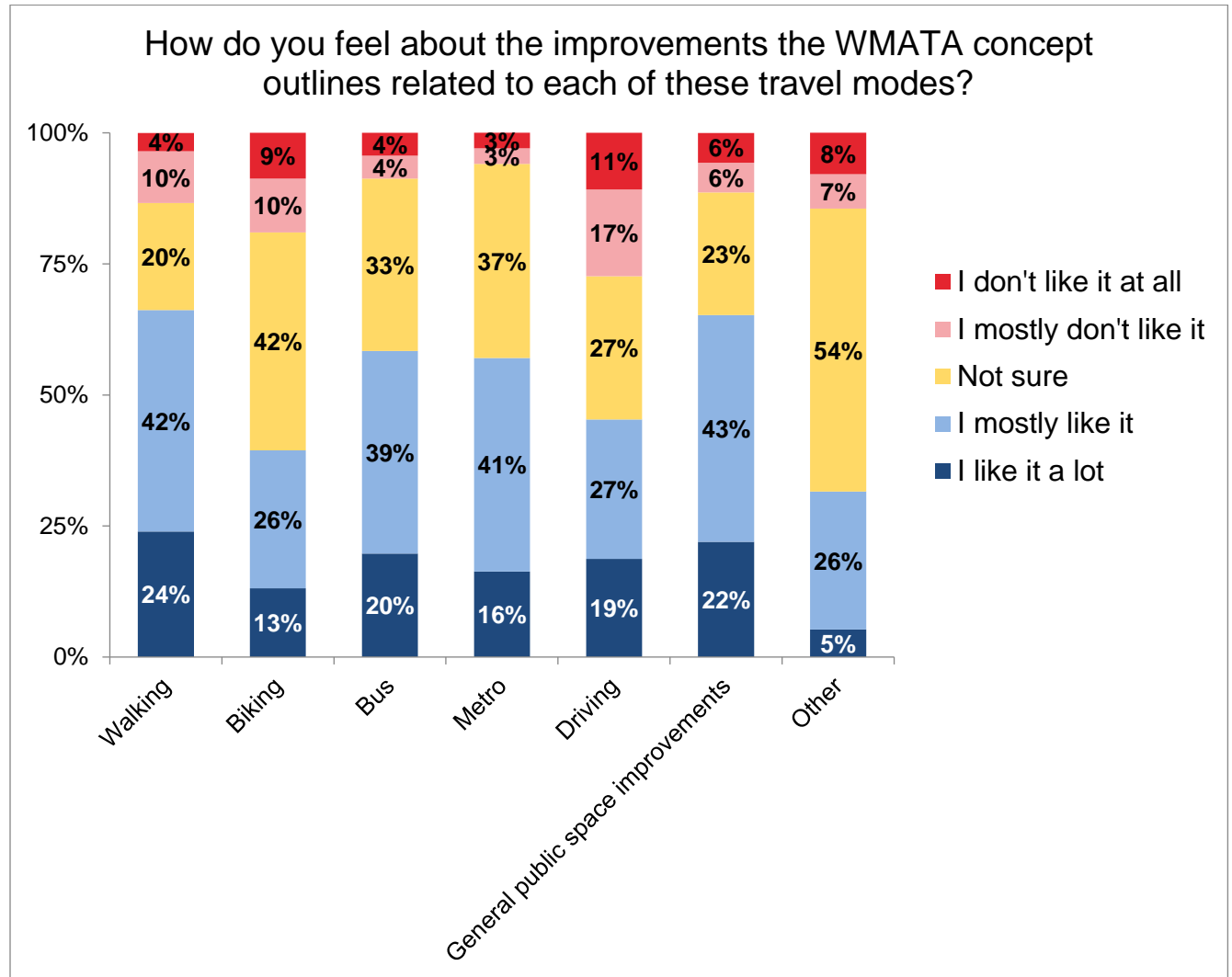
A full list of general themes and comments can be found on the following page.

What works well now	What doesn't work now	General comments/ suggestions for improvement
<ul style="list-style-type: none"> • Driving conditions are generally safe • Wide sidewalks are great 	<ul style="list-style-type: none"> • Crossing Wisconsin Avenue is difficult and dangerous • Need additional lighting • Roadway geometry (particularly intersection of 40th Street, Fort Drive, and Albemarle) makes area unsafe • Speeding is an issue • Gun violence • Student population makes area feel unsafe • Area around Metro station feels unsafe • Sightlines for drivers are not good • Traffic congestion • General busy-ness and level of activity makes the area unsafe • Heavy level of automotive vehicles impacts pedestrian safety • Alley behind Whole Foods feels unsafe/ needs to be updated • Need for additional protected bicycle infrastructure • Drivers are aggressive in the area • Pedestrian sightlines are not good, facilitating pedestrian-vehicle/ pedestrian-bicycle accidents • Persons experiencing homelessness contribute to feeling the area is unsafe • Speeding is a concern and “rolling stops” are an issue • Need for more green-infrastructure, shade trees, landscaping • Lack of clear instruction (intuitive or otherwise) for vehicles and bicyclists • Lack of enforcement of traffic rules and regulations • Signage in area is lacking and confusing where it exists • Students have little regard for existing infrastructure and cross wherever/whenever • Albemarle Street between 40th Street and Wisconsin Avenue is too narrow to allow parking for cars 	<ul style="list-style-type: none"> • Please do not reduce parking at the Aquatic Center • Desire for additional police presence • Area is full of trash and needs to be cleaned up • Make Albemarle/ 40th Street/ Fort Drive intersection a 4-way stop • Need for “drop lanes” at library and Janney School • Need for a 4-way stop along Chesapeake Street NW

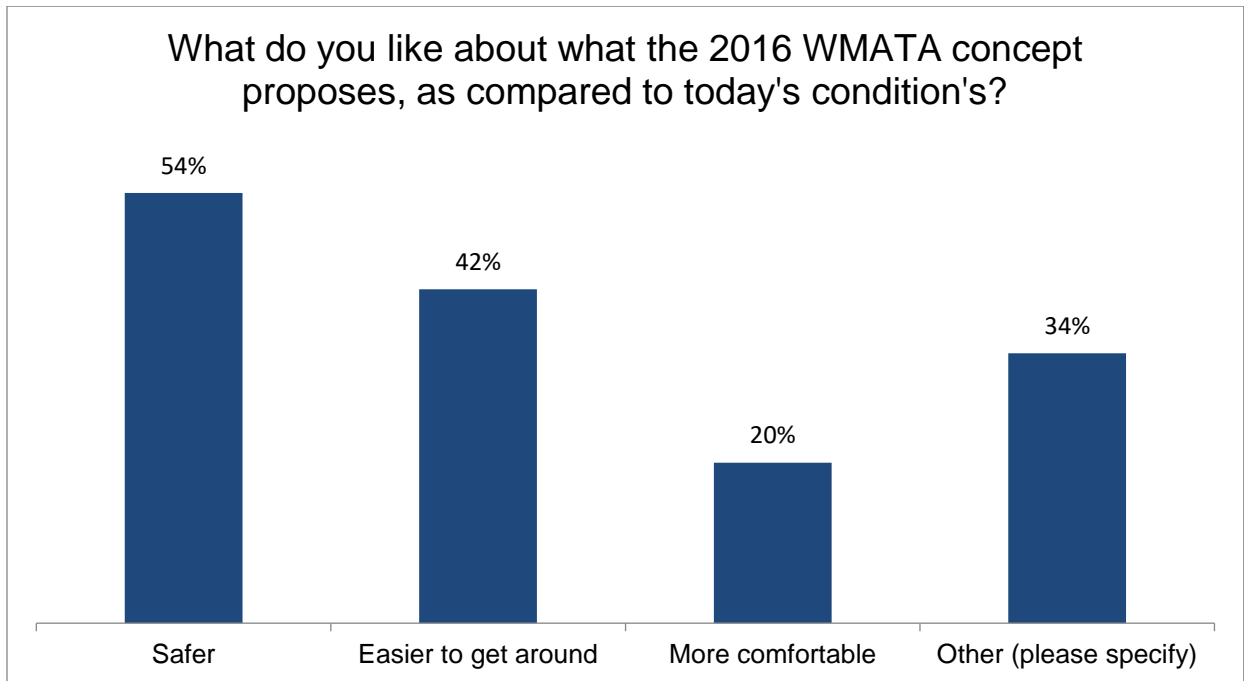
In general, respondents responded that they feel safe while walking, taking the bus, taking the Metro, or while driving. The responses for each of these modes were overwhelmingly either “very safe” or “safe.” For each of these modes. In regard to biking, however, respondents noted that they largely feel “unsafe” or “very unsafe” when traveling in the area via bike.



In general, respondents felt positively about the proposed concepts outlined in the WMATA concept. This sentiment held true for the proposed walking, biking, bus, Metro, driving, and general public space improvements. It is important to note, however, that a large percentage of individuals were “unsure” of how they felt about many of the improvements. This may indicate a need for greater education about the ultimate proposed improvement concepts.



Overall, respondents felt that the 2016 WMATA Concept design would make the area safer (54%) and easier to get around (42%).



There was space for open-ended responses (“Other”) and individuals generally liked that the WMATA concept provided more greenspace, a greater emphasis on pedestrian, bicycle, and multimodal infrastructure, as well as that it seemingly increased the safety of the area through physical interventions such as more crosswalks, more stop signs, and wider sidewalks.

As the 2016 WMATA Concept will be a starting point for improvements to the study area, the feedback form collected information about what individuals feel is lacking from the concept or what they didn't like. The responses were wide-ranging, but broadly fit into a number of discrete categories. These include:

- Parking concerns
 - Many individuals noted that the 2016 concept reduces the amount of on-street parking. Some feedback from respondents were supportive of this change, while others expressed concerns about a lack of adequate parking near the Aquatic Center, the cost of parking in nearby garages, and a fear that the removal of parking may cause individuals to park in surrounding neighborhoods.
- Protected bicycle and multimodal infrastructure
 - Many individuals felt that the concept did not go far enough to prioritize bicycle and multimodal infrastructure. Multiple comments called for the installation of protected, dedicated bicycle lanes that are separated from pedestrian infrastructure.
- Landscaping
 - Many comments noted that they felt the concept did not include enough landscaping and tree plantings in the design. Many individuals called for the installation of additional landscaping and amenities to help transform the area.

- Roadway safety interventions (cars, buses, etc.)
 - There were multiple comments around roadway safety. These comments ranged from concerns about bus safety and location to driver behavior to physical interventions to slow down cars and reduce speeding.
 - There was a robust discussion about the best location of the bus bays and bus layover space on Fort Drive. Some comments were supportive of the current design and other comments called for the potential relocation elsewhere in the study area.
 - Many comments called for ways to slow down and reduce car traffic in the area. These included four-way stop intersections, raised intersections, additional stop lights, speeding cameras, among other interventions.

Finally, the feedback form asked individuals about what one thing they would change in the area if they had the ability to do so. The responses were wide ranging and covered a variety of topics including parking, physical infrastructure changes, improved green spaces, and multimodal infrastructure improvements. A large number of responses called for the installation of hardened, separated bicycle lanes that are physically separate from existing pedestrian and automotive transit lanes. Other individuals noted that they would add trees, plantings, flowers, and other elements that would beautify the area and improve the public realm. There were comments both for and against removing parking with some responses favoring reduced parking areas, and others advocating for the preservation of (or increase) of parking areas. The installation of improved multimodal infrastructure was another theme that was common in the responses.

2.3. Comments Sent via Email

DDOT received four emails containing comments or letters. Topics covered in these emails include:

- Providing affordable parking near Metro in order to support more people using the Metro
- Comment about improving intersection alignment
- Bus and shuttle location
- Bicycle and pedestrian facility improvement and safety
- Parking location
- U-turn location
- Suggestion to think “outside the box” and consider ideas such as creating a raised pedestrian park with bus and delivery truck zone areas at ground level
- Question related to Tenley Circle, which is owned by the National Park Service

3. APPENDIX

3.1. Pop-up Event Display Boards

Project Overview

What is this project?

DDOT is developing a **concept design for pedestrian, streetscape, and multimodal safety and access improvements** in the area surrounding the east entrance of the Tenleytown-AU Metro Station.

What are we starting from?

Beginning with specific recommendations from a 2016 WMAIA study, **DDOT will refine the prior concepts and work with community and agency stakeholders** to review project objectives and seek feedback on proposed design elements. This project will also consider the findings from the Office of Planning's Tenleytown Public Life Study.

Project schedule & next steps

Spring 2022	Summer 2022	Fall 2022	Winter/ Spring 2023
<ul style="list-style-type: none"> • Study of area • Data collection • Public workshop • Initial recommendations 	<ul style="list-style-type: none"> • Feasibility review • Re-evaluation of WMAIA design concepts 	<ul style="list-style-type: none"> • Conceptual design of improved landscape • Public charrette • Design for safety, better transit, and better streetscape • Review with community and agency stakeholders 	<ul style="list-style-type: none"> • Implementation plan • Construction of multimodal improvements • Final public workshop

UPCOMING VIRTUAL MEETING

To learn more about this process, join us for a virtual public meeting on May 24, 7-8:30pm! Register at: rebrand.ly/TMAP1

PLEASE PROVIDE YOUR INPUT!

In addition to providing your feedback today, we also encourage you to respond to the feedback form, which will be open through **June 10**.

We will use feedback from pop-ups and the public meeting as we evaluate and refine the WMATA concept!



Access the feedback form via the QR above or at surveymonkey.com/r/GC5JFFB

The project area focuses on 40th Street and Fort Drive NW, between Albemarle and Chesapeake Streets.



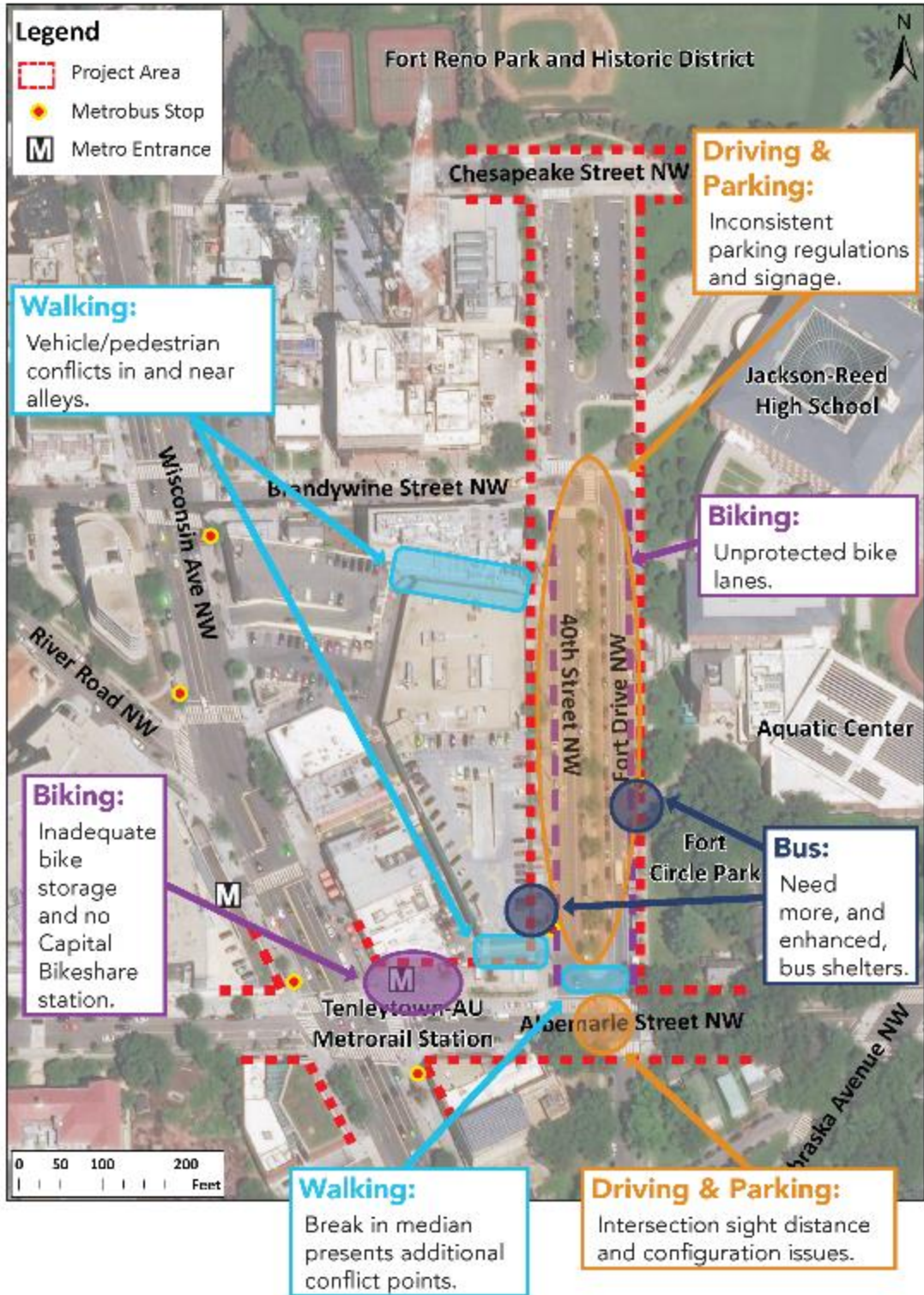
Project improvements may include...

- Enhanced pedestrian spaces & better sidewalk design
- High visibility crosswalks
- Improved intersection geometry & vehicular circulation
- Improved bus shelters & bus layover space
- Streetscape & landscaping
- Bicycle infrastructure
- Safer curb cuts & driveways
- Improved public spaces
- Pop-up "test" improvements

Tenleytown Multimodal Access Project



Current Conditions



Tenleytown Multimodal Access Project



Starting Point: WMATA Concept

Overview

This DDOT project will use the 2016 concept developed by WMATA as a starting point.

Proposed Improvements

Bus

1. Five bus bays
2. Bus shelters with arrival information & better coverage
3. Bus lane on Fort Drive
4. Bus layover space

Walking

5. Improved crosswalks
6. Expanded pedestrian plaza
7. Multi-use path along Fort Drive/40th Street
8. More green space & trees
9. Reduced crossing distances
10. Fencing to separate the pedestrian plaza & the loading alley

Biking

11. Multi-use path along Fort Drive/40th Street
12. More bike storage
13. New Capital Bikeshare station
14. High-visibility bike boxes
15. Clearly-marked shared roadways

Driving & Parking

16. Improved intersection alignments
17. Provision for delivery trucks to safely and legally make required deliveries
18. U-turn relocated to be opposite Whole Foods Market entrance, allowing drivers to turn left/northbound
19. Improved roadway signage throughout



Tenleytown Multimodal Access Project

d. DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION

What Do You Want to See?

What do you like about this area today?

Write your comment on a sticky note and place it here!



What would you like to see changed or added?

Write your comment on a sticky note and place it here!



Public Life & Placemaking

Tenleytown Public Life Study Overview

- One of the other studies being considered for this project is the Office of Planning's 2019 Tenleytown Public Life Study.
- The purpose of that study was to answer the question: **How is the Tenleytown-AU Metro Station area performing as a place for people?**

Relevant Strategies/Suggestions

- Design Tenleytown plaza **for people**
- Activate spaces with **temporary installations**
- **Celebrate built features** through design
- Enhance **comfortable movement**
- **Enhance the alley network** to improve pedestrian movement across large sites

Many of these improvements are supported by the 2016 WMATA concept, and will be considered in this process!



Photos from the Tenleytown Public Life Study (2019)