

New York Avenue Streetscape and Trail Project Public Meeting #2 Summary

Holiday Inn Express and Suites, NE – The Arboretum Room
Washington, DC
April 25, 2017

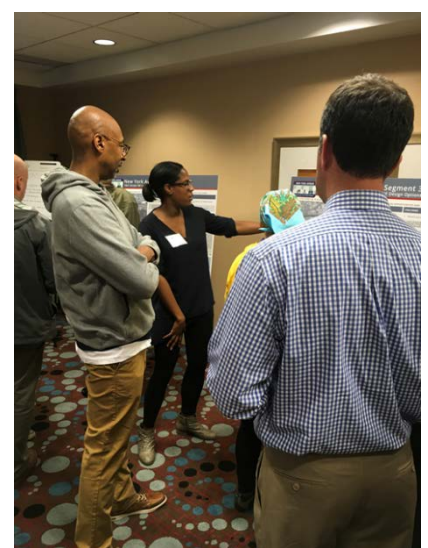
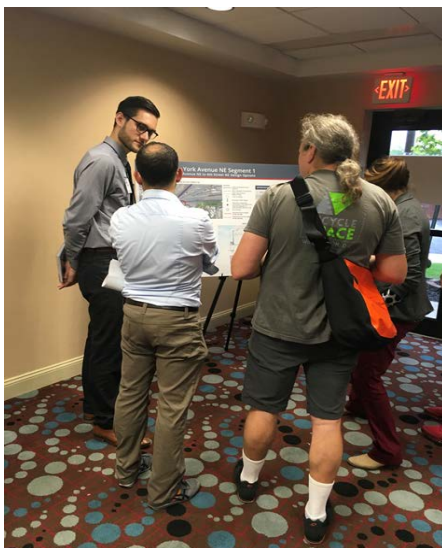


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1.0 INTRODUCTION

The District Department of Transportation (DDOT) is working to create a cohesive corridor streetscape and trail to serve the community and users of New York Avenue, NE, from Florida Avenue to Bladensburg Road. Four (4) public meetings are planned during this project to help identify and develop implementable design improvements that include sidewalks, streetlights, plantings, trees, benches, public art and other public space improvements.

This report provides a summary of community feedback, key themes and comments collected from Public Meeting #2 and the first Public Engagement event. The purpose of these events was to share initial conceptual streetscape and trail design concepts based on feedback from on-line survey responses and interactive map comments from Public Meeting #1 held February 23, 2017 at the I. King Jordan Student Activity Center (SAC) on the Gallaudet University campus.

1.1 Public Meeting #2

Public Meeting #2 was held on Tuesday, April 25, 2017 from 6:00 pm – 8:00 pm at the Holiday Inn Express & Suites located at 1917 Bladensburg Rd NE, Washington DC. The Holiday Inn is located near the eastern-end of the corridor project boundary, New York Avenue and Bladensburg Road, NE. It is anticipated that the third public meeting will be located on the west side of the project, and near the Gallaudet University Metro Station stop.

The project team shared four (4) corridor design concepts and alternatives in an open house to engage attendees so that they could learn and discuss comments and suggestions about the concepts with the DDOT team and staff. The concepts and alternatives presented can be found in Section 1.4 of this document.

1.1.1 Format

To inform and engage the community, Public Meeting #2 was set-up in an open-house style format with corridor exhibits, and attendees were given a project survey highlighting the concepts shared during the meeting to gain additional insight on community preferences. DDOT and consultant team members engaged with attendees at meeting board stations.

1.2 On-Site Public Engagement Event

A public engagement event was held on-site on New York Avenue on May 20, 2017 from 9:00 am – 12:00 pm. Public Engagement event #1 focused on specific intersections located within the project corridor. The team went to New York Avenue and set up a tent with location

specific meeting boards to discuss with visitors at three (3) key corridor intersections with project information allowing for stakeholders to provide additional comment and feedback directly to DDOT team members:

- Bladensburg Road/New York Avenue NE
- Montana Avenue/New York Avenue NE
- Mount Olivet/9th Street /New York Avenue NE

DDOT team representatives were on-site and prepared to meet and discuss with corridor residents and stakeholders, existing challenges and potential solutions to the initial streetscape and trail improvement concepts shared during Public Meeting #2 held on April 25, 2017. Comment and survey forms were provided to stakeholders to capture their concerns and feedback.

1.3 Meeting Boards and Activities

1.3.1 Meeting Boards

Boards were developed for Public Meeting #2 to provide attendees an overview of initial concepts developed by the team based on existing conditions along the corridor and community feedback captured from the on-line survey and interactive map from Public Meeting #1. The following is a list of the boards presented:

- **Welcome:** Provided the title of the project with a map highlighting the project corridor and description of each project station. A project schedule was also included.
- **Project Goals:** Description of project goals related to improving the off-street transportation system including project elements, i.e., sidewalks, trail design and bicycle facilities, green infrastructure, crosswalks, etc.
- **Public Meeting #1 Themes:** Summary of feedback received from the first public meeting captured from general comment forms, on-line survey and interactive map comments.
- **Streetscape Planting Options:** Graphic description of the various plant types and options, streetscape standards for pavement and curbs, and 'Crime Prevention Through Environmental Design (CPTED)' concepts.
- **Green Infrastructure:** Graphic options and implementation for the utilization of green infrastructure BMPs including bioretention planters, bioswales, and permeable pavement.
- **Corridor Segment 1:** Florida Avenue NE to 4th Street NE design options including segment design challenges and opportunities.
- **Corridor Segment 2 Concepts:** 4th Street NE to 16th Street NE design options and design challenges and opportunities for the following segment concepts:
 - Concept 1 – Raised Cycle Track and Sidewalks
 - Concept 2 – Shared Use Path with Open Space

- Concept 3 – Cycle Track and Sidewalks
- Concept 4 – Sidewalks and Streetscape Only
- **Corridor Segment 2 Trail Crossings:** 4th Street NE to 16th Street NE trail and cycle track crossing goals and typical sections:
 - Trail crossings at New York Avenue
 - Cycle track crossing at intersections
- **Corridor Segment 3 – Montana Avenue:** Focus was on concept design challenges and opportunities at this intersection, including potential Montana Avenue Circle improvements – green space, sidewalks, lighting, street trees, etc.; public art and gateway signage; and green infrastructure.
- **Corridor Segment 4 – Bladensburg Road:** 16th Street NE to Bladensburg Road NE design options and design challenges and opportunities at this intersection highlighting streetscape options and intersection design goals.
- **Off New York Avenue Bicycle Route:** Focus on bicycle facility type, route locations, and key features, as well as typical sections (graphical) of shared use path, shared lanes and protected bike lanes (cycle track) for facilities not located along New York Avenue NE. Concepts included the following street routes:
 - **Shared Use Path:** Penn Street, Brentwood Parkway, Mount Olivet Road, and West Virginia Avenue
 - **Shared Lanes:** Delaware Avenue, Mount Olivet Road, T Street, 24th Street and R Street
 - **Cycle Track/Protected Bike Lane:** M Street, 4th Street, Union Market Alley, 17th Street, Fenwick Street, Okie Street, 16th Street, Mount Olivet Road, West Virginia Avenue and New City Development
- **Stay Connected:** Provided the various methods that the community can stay connected to project status and updates and provide feedback.

1.3.2 Interactive Activities

The activity for this meeting was the survey created to capture community preferences around the initial concepts developed as shown here.

New York Avenue NE Streetscape and Trail Project Survey

DDOT wants your input! Please take a few moments to review the four New York Avenue NE concepts for Segment 2 and complete the following survey on the reverse side. Segment 2 provides the most available space along the corridor to allow for the different Concepts shown and described below.

CONCEPT 1 – RAISED CYCLE TRACK AND SIDEWALKS



Concept 1 Highlights

- Separated pedestrian and bike facilities
- Two-way 10' wide north side raised cycle track
- 6' to 10' wide north sidewalk

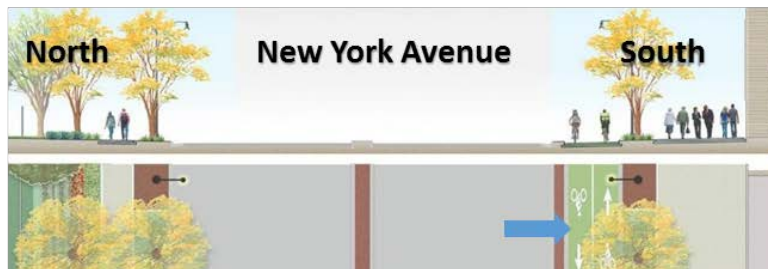
CONCEPT 2 – SHARED USE PATH WITH OPEN SPACE



Concept 2 Highlights

- Combined pedestrian and bike facility north side
- 15' of open/green space
- Two-way 14' wide north side shared use path

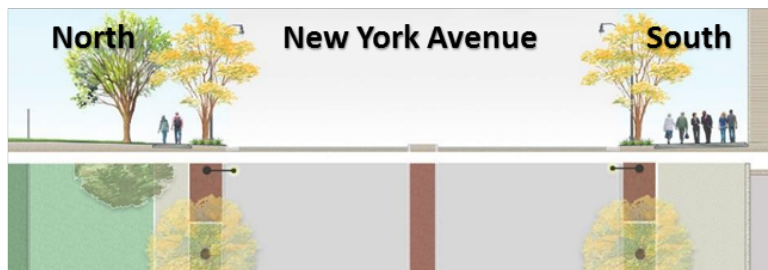
CONCEPT 3 – CYCLE TRACK WITH SIDEWALKS



Concept 3 Highlights

- Separated pedestrian and bike facilities south side
- 12' of open/green space
- Roadway shift to the north
- Two-way 10' wide cycle track
- 6' to 10' wide north sidewalk

CONCEPT 4 – SIDEWALKS AND STREETScape ONLY (Includes Bicycle Route off of New York Avenue)



Concept 4 Highlights

- All bicycle routing would be off of New York Avenue
- 23' of open/green space
- 6' to 10' wide north sidewalk

NOTE: The south side sidewalk is consistent throughout all Concepts at 10' to 16' wide.

1.) How important are the following to you? (Please rank in order of priority: 1=highest to 4=lowest)

Separation between bicyclists and pedestrians	
Minimized conflicts between cyclist and vehicles	
Decrease of hard surfaces and increase of green space and vegetation	
Wide sidewalks for pedestrian use only	
Additional comments:	

2.) Rank the concepts in order of preference (1=top choice, 4=least favorite)

Concept 1	Raised cycle track and sidewalks	
Concept 2	Shared use path with open space	
Concept 3	South side cycle track and sidewalks	
Concept 4	Sidewalks and streetscape only (includes bicycle route off of New York Avenue)	
Additional comments:		

*Streetscape improvements along New York Avenue are included in all concepts.

How likely are you to...?

	Likely	Unlikely
3.) Follow signage that encourages you to walk on the south side and bicycle on the north side of the New York Avenue NE Bridge near the Metropolitan Branch Trail?		
4.) Walk or bike on a sidewalk or trail on the north side of New York Avenue NE if you are required to cross New York Avenue NE at-grade?		
5.) Use a multi-use trail that crosses over New York Avenue NE via the unused Railroad Bridge and continues along the train tracks and behind the businesses to Bladensburg Road?		
Additional comments:		

6.) Rank the site features you prefer for the future design of Montana Avenue Circle. (1=most important, 3=least important)

Landscaping treatments	
Gateway features (public art, signage)	
Space for bicyclists and pedestrians to use refuge islands	
Additional comments:	

2.0 OUTREACH EFFORTS

Outreach for Public Meeting #2 for New York Avenue Streetscape and Trail was key to connecting with the community and ensuring they were informed of project progress and the meeting. Community residents, civic organizations, and key stakeholders were contacted through email, postcard mailings, and posting and handing out meeting materials.

2.1 Electronic Communication and Social Media

A public meeting notice was developed and distributed via DDOT's Office of Communication, as well as, posted to DDOT social media (twitter and Facebook) accounts. The team contacted community leaders, civic and neighborhood organizations and enlisted their assistance for distribution via their individual listservs and websites.

2.2 Direct Mailing and Public Notices

For this meeting, the focus was on those neighborhoods adjacent to the corridor. A postcard was developed and mailed to District residents living in the 20002 and 20018 zip code areas. Additionally, postcards were also distributed via the grass roots team and handed out at the NoMa-Gallaudet University Metro Station, Union Market, Hecht Warehouse District at Ivy City, and Gallaudet University. Public Notices were also posted at corridor locations that included MOM's Organic Market, Planet Fitness, Union Market, churches, schools and wellness centers in and around the project area.

2.3 Neighbors and Civic Organizations

Neighborhood and civic organizations, and blogs were also contacted and sent information about the public workshop. These organizations included:

- ANCs 5C, 5D, and 5E
- Bicycle Advisory Council (BAC)
- Gateway to the City (Fort Lincoln)
- Greater Greater Washington
- HechtWarehouse
- Ivy City Civic Association
- NewKidOnEckingtonBlock
- NOMA Bid
- Pedestrian Advisory Council (PAC)
- TheDCBikerBlogger
- TheFrozenTropics
- TheWashCycle
- Trinidad Neighborhood Association
- Urbanturf
- Washington Area Bicycle Association (WABA)

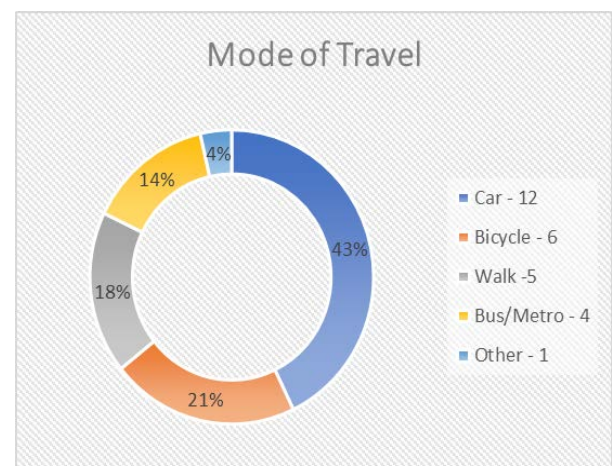
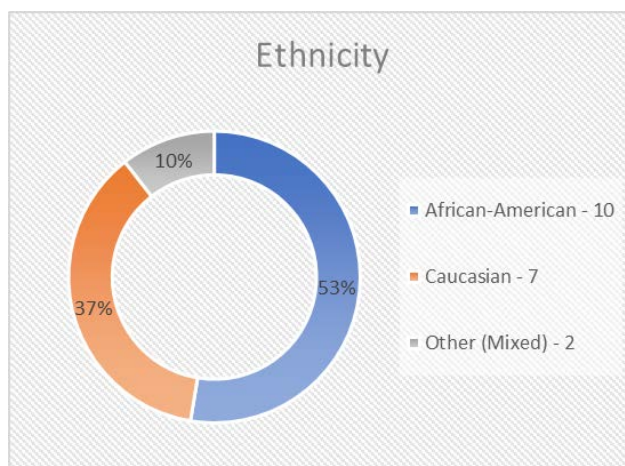
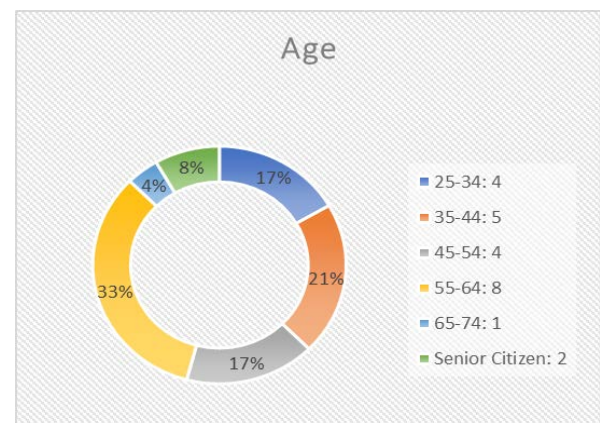
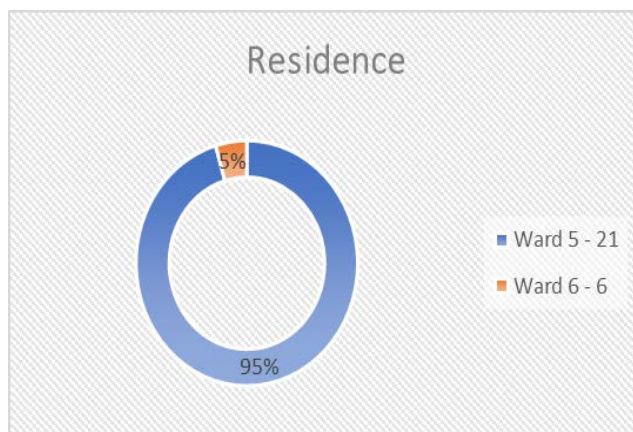
3.0 Attendance

3.1 Public Meeting #2 and Public Engagement Attendees

Forty-three (43) attendees representing the public, including representatives from neighborhood ANCs and residents attended Public Meeting #2. Additionally, six (6) DDOT staff members, two (2) interpreters, and seven (7) consultant team members were also in attendance.

Eleven (11) visitors met the project team – two (2) DDOT staff members and five (5) consultant team members – during the Public Engagement event.

Twenty-four (24) completed Title VI forms were collected from both events. The following charts below represent the demographic makeup of meeting attendees.

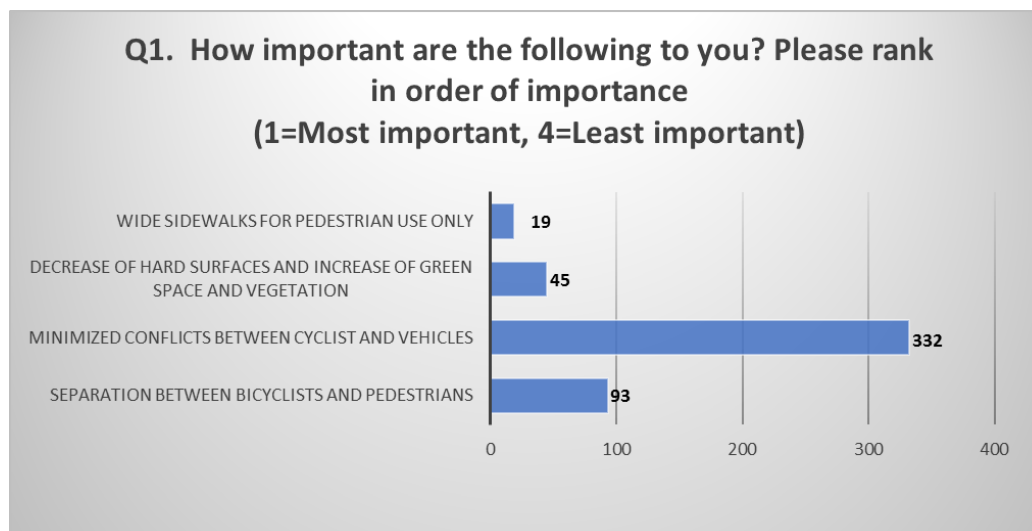


4.0 Feedback Results

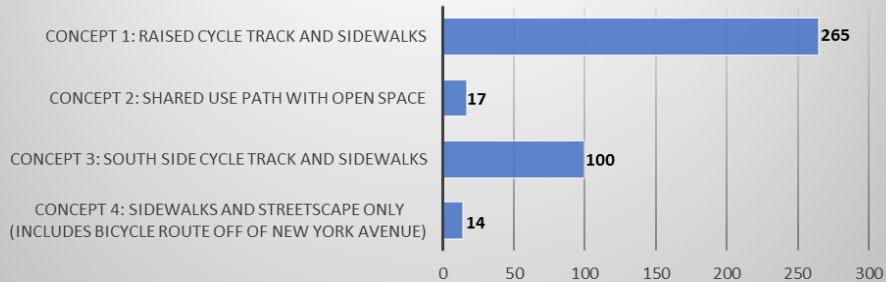
Like Public Meeting #1, meeting attendees were provided various opportunities to provide comment and feedback on the concepts shared via DDOT Title VI forms, general comment forms and meeting tablets. Additionally, residents, stakeholders and interested parties were also provided an opportunity to give feedback via the on-line survey on the project website: www.newyorkavenueproject.com. Stakeholders could provide feedback immediately following the public meeting on April 25, 2017 through May 21, 2017.

4.1 Survey

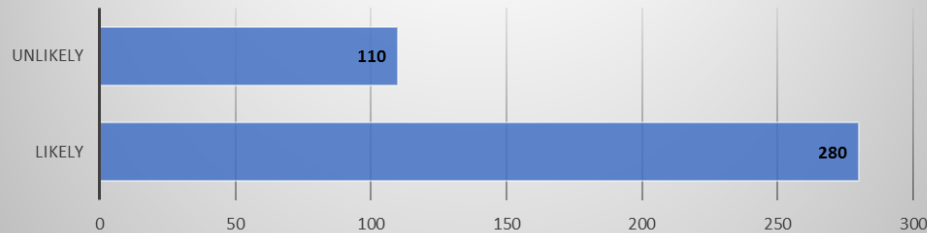
A survey was available during Public Meeting #2 and on the project website. The survey asked six (6) questions with 'Additional Comments' sections for each. Three hundred and ninety-three (393) surveys were completed. Responses are based on individual preferences and utilization (current and future) of the New York Avenue NE corridor. Please find the results of the survey feedback below.



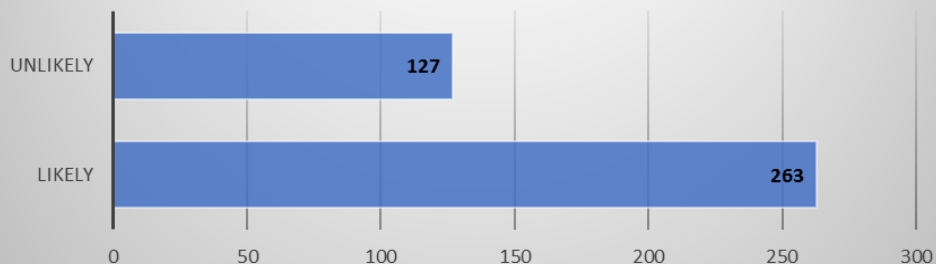
**Q2. Rank the concepts shown in order of preference
(1=Top choice, 4=Least favorite)**

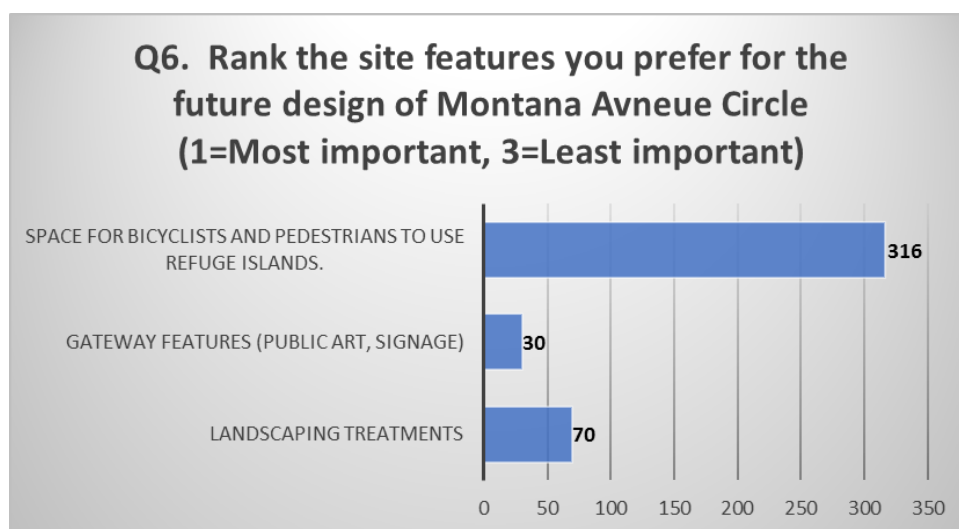
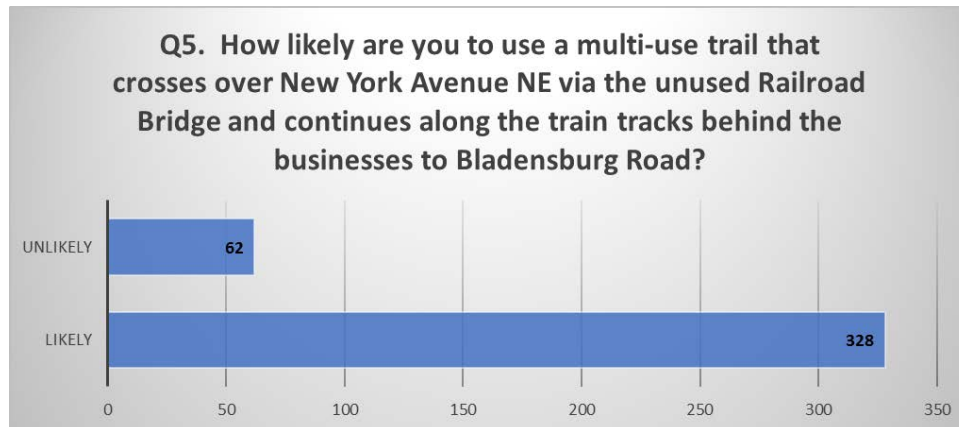


Q3. How likely are you to follow signage that encourages you to walk on the south side and bicycle on the north side of the New York Avenue bridge near the Metropolitan Branch Trail (MBT)?



Q4. How likely are you to walk or bike on a sidealk or trail on the north side of New York Avenue NE if you are required to cross New York Avenue at -grade?





4.2 Key Themes

In addition to the survey responses, three (3) key themes emerged from the comments received:

- Safety for pedestrians and bicyclists (protected) along the corridor
- Trail connections to existing bike/pedestrian trails
- Increase in greenspace; beautification of the corridor

4.3 Written Comments

The Project Team received a combined total of nearly three hundred comments and survey responses from the April 25th Public Meeting #2 and the May 20th Public Engagement event.

Comment Type	# of Comments
Public Meeting #2	
Title VI Form	8
Comment Form	4
Comment Tablet	5
Survey	20
On-Line Comments	
Survey	251
Public Engagement Event	
Comment Form	3
Survey	6
TOTAL	297

The sections below summarize the input received from Public Meeting #2, Public Engagement event and on-line survey submissions.

4.3.1 Survey Comments

The key themes that emerged from the survey comments are summarized below.

- Design Elements
 - Safety for all users is the #1 priority.
 - The design should focus on pedestrian and bicycle users.
 - For safety, the separation of cars and bicycles is a key factor.
 - Respondents are willing to have trees and landscape if pedestrian/bicycle elements are not sacrificed or compromised.
- Concept Preference
 - Concept #1-Raised Cycle Track and Sidewalks (as shown on the Survey) is preferred of the options presented.
 - Best concept is the one that has the least interaction of cyclists and vehicles (turning movements).
 - A preference for a design that allows safe and easy bike passage without disrupting a major commuting corridor and without creating additional bottlenecks along the corridor.
 - North side location of cycle track/bike lanes is preferred because of the low number of pedestrian traffic, curb cuts and vehicle turning movements, however New York Avenue crossings to get to destinations is still concerning.
 - The South side location of cycle track/bike lanes was noted as a challenge because of the high number of intersection crossings, curb cuts and vehicle turning movements.

- Crossings and Connections
 - Safety at night is a concern.
 - Connections should be meaningful to connect pedestrians/bicyclists to other trails, neighborhoods and destinations.
 - Open to additional options for crossing New York Avenue including tunnel or bridge options.
 - Bridge and sidewalks would need to be widened; additional lighting.
 - At-grade crossings are fine but DDOT would need to consider safety from vehicular speeding along the corridor (bike/pedestrian signalization).
 - Multi-use trails that are separate from vehicular roads are preferred.
- Montana Avenue NE (Circle)
 - Green spaces, trees and public art are appreciated and would be welcomed, but features improving the safety of pedestrians and bicyclists should be the priority.
 - Refuge islands are helpful, but it's preferred if there was less traffic to take refuge from—reduction in points of conflict between pedestrians, bicyclists and vehicles.
 - Impacts to traffic flow with conceptual improvements.

4.3.2 Public Meeting #2

The comments collected during the meeting on the comment tablet highlighted the following themes:

- For scenic purposes suggest a broadening of New York Avenue with historical markers and the insertion of a street car line to North Capitol Street; Advise that Bladensburg Road and adjacent parallel streets be used for biking – K, L and I Streets – towards 6th Street NE to Union Station; and connect upper and lower NE using 18th Street as well as South Dakota towards Bladensburg Road.
- Transitions and connections at terminus of project, east of project limit towards South Dakota Avenue.
- Montana Ave Circle – traffic circulation
- Bridge underneath railroad at Montana Avenue is dark and unsafe – needs lighting
 - Address with existing Montana Avenue
 - Green space north of Montana Avenue Circle – can it be used to improve pedestrian/bike experience?
 - N-S connections thru Montana Avenue Circle
- To link upper and lower NE rely on these corridors into the City towards the 1st Street NE business and residential area:
 - Queens Chapel to Bladensburg – H, I, L, and K Streets corridor to Downtown

- Landen/18th Street to Montana Avenue toward West Virginia/Gallaudet University to I, L and K Streets to Downtown
- 13th Street to 9th Street bridge to Brentwood Parkway towards Union Market, 6th Street to Downtown

4.3.3 Public Engagement Event

The comments collected during this outreach event highlighted the following themes:

- Trail connection to Metropolitan Branch Trail (MBT)
- Design elements focused on the safety of pedestrians and cyclists
 - Longer signalized lights for pedestrians
 - Wider sidewalks to accommodate bicycles
 - Higher pedestrian visibility

4.4 Additional Comments

Additional comments were collected from the general comment and Title VI forms. Those comments echo many of the remarks noted throughout this section, and are summarized below.

- A desire for having protected bike lanes and pedestrian space.
- Desire for Circulator bus service connecting the Ivy City neighborhood to Union Station.
- Expansion of Metro Bus D4 service all day versus only at peak AM/PM hours.
- Concern that the project will focus on MD commuters and DC residents.
- Connect this project to the South Dakota Ave improvement project.
- Cycle track preferences:
 - North side location for cycle track – least amount of curb cuts/driveways
 - Utilization of RR bridge near Montana Avenue with connection to MBT
- Need for signage along trail to guide pedestrians and cyclists.
- Welcome to DC or similar gateway signage to highlight the corridor.

5.0 APPENDIX

- Sign-In Sheets
- Title VI Form Comments
- Comment Forms
- Survey Comments