

**NEW YORK AVENUE STREETScape AND TRAIL
PUBLIC MEETING #1**

ON-LINE SURVEY RESPONSES THRU MAR 15, 2017		
1	How do you use New York Avenue from Florida Avenue to Bladensburg Road?	
	(A) Commuting	19
	(B) Resident in a neighborhood adjacent to project area	54
	(C) Shopping/Retail Destination	34
	(D) Job/Work	4
	(E) Church/School	0
	(F) Other	4
	<i>I would use it as a committing route (by bicycle or jogging) if it were safer to do so. Currently, the traffic and limited sidewalks make it unsafe.</i>	
	<i>Works at Gallaudet University and lives near to Eckington.</i>	
	<i>I would use it for commuting (via bike), if I didn't think I'd die in the process. And by car, if traffic wasn't so terrible during rush hours. B. I am a resident of Langdon and C. I frequent the Hechts development and nearby locations regularly for shopping, etc</i>	
	<i>Live nearby but typically avoid this street due to traffic and blight.</i>	
	<i>All of the above</i>	
	<i>It's how we get out of town on the weekends or go to the arboretum.</i>	
	<i>Gym</i>	
	<i>To visit friends who live near there, or who live outside DC in MD</i>	
	<i>Only commuting in/out of city on weekends.</i>	
	<i>Please focus more on the fact that there are nearby residents! We want to use the neighborhood more but are deterred by the speeding traffic, poor sidewalks and cross walks, and lack of bicycle friendly routes!!!</i>	
	<i>Also shopping etc.</i>	
	<i>I live close by and try to avoid NY Ave completely.</i>	
2	What time do you typically use New York Avenue?	
	(A) Morning (6am – 10am)	20

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	(B) Midday (10am – 3pm)	42
	(C) Evening (3pm – 7pm)	45
	(D) Night (7pm – 6am)	12
3	What do you like <u>most</u> about current conditions of New York Avenue? (Please write your ideas below)	
	<i>Direct route to Ivy City and (almost) the Arboretum</i>	
	<i>Traffic flows smoothly for cars except inbound at Bladensburg</i>	
	<i>Easy access in to the city by car</i>	
	<i>It offers a direct route into downtown.</i>	
	<i>The Gateway design.</i>	
	<i>A lot of it is a hot mess. Unappealing, uninviting. I have been excited for the Hecht Warehouse development, the development at Montana Ave. and filling in the at the beginning of Florida Ave. These efforts and like them, need to be green lit. With it though a plan to deal with more traffic on an already congested route needs to be considered.</i>	
	<i>Very under utilized area but has great potential. I like the development that is happening in Ivy City and hope to see continuous improvement.</i>	
	<i>Not much</i>	
	<i>pretty much nothing</i>	
	<i>I think some of the improvements near Union Market are encouraging, but otherwise not a whole lot.</i>	
	<i>There's not much to like right now.</i>	
	<i>Congestion is generally pretty well-regulated outside of rush hour. Not a whole lot else.</i>	
	<i>I appreciate that it's a smooth and efficient straight route home.</i>	
	<i>Not much</i>	
	<i>Nothing, the street is consistently backed up during rush hour and it is so wide that in non-rush hour periods the traffic goes too fast.</i>	
	<i>): New York Avenue is the most unpleasant street in the district and serves as a wall for those of us who live here.</i>	
	<i>It is convenient for most vehicle traffic and has good sightlines. The road condition is also good. Speed cameras help keep aggressive unsafe driving in check.</i>	
	<i>Nothing, New York Avenue is a terrible corridor and I wish we could just turn it into an urban boulevard and remove a lot of the non-local traffic.</i>	

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	<i>nothing</i>	
	<i>Absolutely nothing. Its terrible for cars, and deadly for pedestrians and bikes. The only saving virtue is that it is a direct route from downtown to my home in Langdon and to hwy 50.</i>	
	<i>I can't think of anything I like about it. I work at a bar in Ivy City and I always bike there from NoMa via New York Ave because it's the most direct and quickest route and I prefer not to drive. But it lacks lighting, bike lanes, wide sidewalks, smooth ramps, everything...</i>	
	<i>Not much</i>	
	<i>Honestly - nothing. The street has poor sidewalks with poor visibility. Many homes less camps have set up in the green spaces which makes it dangerous to travel at night. It's also one of the streets where cars are very prone to speeding and running the red lights which makes crossing the road hazardous. I walk and ride a bike, and often will go out of my way to completely avoid NY Ave.</i>	
	<i>N/A</i>	
	<i>I like the art along the bridge just east of the intersection of Florida and NY Avenues.</i>	
	<i>Wide sidewalks by Hecht development.</i>	
	<i>It still needs a lot of rejuvenation.</i>	
	<i>Nothing</i>	
	<i>Nothing</i>	
	<i>Do not like anything about New York Avenue NE! Works best for high-volume, higher speed vehicle traffic headed inbound. Doesn't work well for anybody else.</i>	
	<i>Wide open sights. Great access/views. Tremendous potential!</i>	
	<i>It's a straight shot right into the city. I also like the new commerce centers of Ivy City and Union Market.</i>	
	<i>Traffic moves pretty quickly outside of rush hour.</i>	
	<i>Nothing; traffic is heavy and travels way too fast. Unfortunately, NY Ave is treated as a freeway light way of getting into and out of the city.</i>	
	<i>Nothing. The sidewalks are inadequate and the cars are too fast. Also, there is no bus service along New York Avenue.</i>	
	<i>Easy route in and out of the city. But need to increase lanes to reduce traffic and we need a metro or circulator into downtown.</i>	
	<i>That it is developing with more shops, nice bars, and food options other than chain fast food.</i>	
	<i>The turning lane at 4th street by union market.</i>	
	<i>New retail including the MOM's Organic.</i>	

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	<i>Not much. Traffic is bad. Road conditions aren't great. Sidewalks are broken and unsafe. There is no safe place to bike.</i>	
	<i>With the buildings torn down, you know change is coming.</i>	
	<i>New York Avenue is generally terrible. But, I really like the tree sculptures on the bridge by NY and Florida.</i>	
	<i>It's a direct route from Brookland to Ivy City, Union Market, NoMa. However, everything about it is scary on a bicycle! High speeds, distracted drivers, loud, etc.</i>	
	<i>I like that things are being built in places such as Ivy city. And the art spaces that are along the way as well.</i>	
	<i>Seriously? It's a hellscape of dangerous traffic, concrete, and noise.</i>	
	<i>The access point to Mt Olivet road is really helpful.</i>	
	<i>It's difficult to think of anything. As a pedestrian and cyclist myself, it's very unsafe.</i>	
	<i>Not much, much of it is very bleak. However, it does connect with other places, so provides needed connectivity.</i>	
	<i>Nothing</i>	
	<i>Nothing</i>	
	<i>Multiple lanes, direct access to highway.</i>	
	<i>Nothing</i>	
	<i>Pretty direct and not too heavy with traffic</i>	
	<i>Not much, but at least there are sidewalks of a sort.</i>	
	<i>The conditions of New York Avenue are terrible! It is unsafe due to the traffic and unfriendly pedestrian crosswalks. Please focus on the residents and not only the commuters!</i>	
	<i>Nothing. It is horrible. Too much traffic/trash; bad traffic light timing. The north side is an industrial wasteland - no one needs to see that. I bike everywhere but not on NY Avenue because I don't want to die.</i>	
	<i>The frequency of traffic lights slow the speed of most cars; otherwise, cars would be going upwards of 60-70mph.</i>	
	<i>I appreciate the ample space NY Ave has for cars, cyclists, and pedestrians, though this advantage is immediately cancelled out by the terrible and amateurish design of the NY Ave-FL Ave intersection.</i>	
	<i>Brentwood parkway refresher; 3 lanes open</i>	
	<i>To be honest not too much except for the potential to be a terrific main street with pedestrian friendly elements</i>	

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	<i>Nothing.</i>	
4	Please select <u>three</u> streetscape improvements that you think should be a priority along the New York Avenue corridor?	
	(A) Streetscape Amenities (Benches, Trash Receptacles, Bike Racks)	45
	(B) Sidewalks, Sidewalk Ramps, & Crosswalks	71
	(C) Bicycle Accommodations	88
	(D) Lighting	37
	(E) Trees	28
	(F) Landscaping	21
	(G) Park Spaces	24
	(H) Green Infrastructure (Permeable Pavers, Rain Gardens, Swales)	30
	<i>All of the above</i>	
5	What are the existing issues or barriers to using New York Avenue as a pedestrian and/or bicyclist?	
	<i>It's very congested with cars, air quality is bad, it's not attractive (too much concrete, not enough green space).</i>	
	<i>Bring back the old T st bridge. Or create a pedestrians/bicycle only bridge from Rst to The Penn St at Union Market. That would shorten my commuter and promote connectivity between the Eckington and the Union Market/Ivy City.</i>	
	<i>There are no bicycle facilities.</i>	
	<i>Small sidewalks and no Designated bike lanes</i>	
	<i>It's dangerous. There is not a consistent route or path by foot or bike that is safe. Needs to be contiguous.</i>	
	<i>It is not safe for pedestrians or bicyclists</i>	
	<i>Don't feel safe riding my bike in ward 5 from Fort Lincoln to New York avenue</i>	
	<i>difficult to connect to other bike trails safely</i>	
	<i>The road is scary, with lots of high speed traffic.</i>	
	<i>High-speed car traffic makes walking along NYA feel unsafe. Narrow sidewalks and wide rounded curb cuts further add to the problem.</i>	

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	<i>Heavy, fast-moving traffic with no bicycle lanes.</i>	
	<i>The speed and volume of motorized traffic is such that it is extremely dangerous for a cyclist to attempt to even use NY Ave NE at present. Visually the walkways are either non-existent (see the roadway immediately adjacent to the Howard Johnson's) or not very pleasing, when the streetscape is littered it also sends the message that we as a city collectively do not care. Furthermore there are virtually no connections to mass transit along the roadway, a big issue I have with making this area walkable/cyclist-friendly is ensuring that there are good connections to other parts of the city, and that we do not end up having a bunch of people trying to commute in a space that really isn't intended for that purpose. NY AVE NE is an arterial roadway that has many neighborhood roads drop into it (i.e. WV Ave/Montana Ave, Fenwick Ave, 9th Street), making sure that those cross-roads are also safe for cyclists, motorist, and pedestrians alike is critical</i>	
	<i>It's too far between crosswalks or crosswalks are missing such as at Fenwick (it's there but the north side is difficult to walk on), Kendall and Fairview and sidewalks are small or non-existent. I currently avoid walking NY Ave most of the time, if I can, but I'd like it to be usable, especially if there was transit along it. If looking at a bike lane, it should be physically sepearted (not just painted) because it's safer and also because of the speed of the roadway.</i>	
	<i>Heavy traffic</i>	
	<i>Speed of the traffic, constant glass on the sidewalk, heavy truck/bus/van usage of driveways along the sidewalk (Particularly City owned facilities)</i>	
	<i>There aren't enough crosswalks/safe crossings; the speed of cars makes it feel unsafe</i>	
	<i>Sidewalks are too small or nonexistent with poles and posts in some. Puddles cause road spray to splash on pedestrians walking only inches from the roadway. Few lighted intersections and many mid-block intersections. Most users are commuters aggressively traveling through the area and they do not have patience to operate safely around pedestrians and bicyclists. Light cycles for crossing NY Ave are long.</i>	
	<i>No bike lanes. Fast traffic.</i>	
	<i>Simply put, New York Ave NE is extremely intimidating for those either on foot or a bicycle.</i>	
	<i>No barrier between the sidewalk and traffic</i>	
	<i>High speed traffic, lack of bike lane or trail, lack of sidewalk in areas.</i>	
	<i>Its too fast and dangerous. Its a highway. Its impossible to bike here and feel safe. I'd like to see a separated bikeway, preferably on the south side, which connects with the MBT but also allows easy access to Ivy City and Union market.</i>	

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	<p>OMG. Have you ever been on the street? Here are a few: '(1) Drivers speed like crazy, it is a freaking racetrack between lights (except for the speed camera where everyone slams on their breaks to creep past and then speeds up again - the road structure makes this worse, with the spacing of the lights, and the lack of traffic calming measures. Drivers here think they are on a highway, not an urban street. '(2) the sidewalks are in disrepair, and in places (such as the north side of the street past the hotels as you are going inbound) dont even seem to exist. '(3) there are several lots on the north side of the street that are vacant, or seem to be vacant, but also seem to have suspicious activity frequently. (4) the shelter on NYA just south of Hechts - its not the presence of the shelter, but rather the unattended vagarants who are confrontational, made worse by the fact that the north side of the street is not exactly pedestrian friendly there either. (5) the sidewalks are not wide enough to support bikes and pedestrians, and are often uneven (or as noted above) don't seem to really exist in the first place. (6) there are too few crosswalks, and where they do exist, they are timed for the benefit of cars. (7) the lamp posts are often right in the middle of the sidewalk, which is not terribly condusive to being a human on the sidewalk. .. I could go on, but you probably get the point.</p>	
	<p>I bike on it and I never feel safe. The sidewalk is too narrow and bumpy with too many pedestrians. The street has high-speed traffic and cars don't share the road.</p>	
	<p>High speed traffic</p>	
	<p>Made for high speed cars. Not multimodal at all. Need bike lanes, sidewalks, crosswalks, slower speeds. Need pedestrian and bike connections to major retail destinations if we want neighborhoods to connect and grow.</p>	
	<p>Due to speeding issues with vehicle traffic, bicycles are forced to ride on the sidewalk. When the sidewalk narrows (specifically on the bridge) this causes a lot of congestion with pedestrian traffic. Only one side of the bridge has a sidewalk which means that unless the pedestrian or cyclist knows in advance, they are forced to illegally cross the road at a dangerous point. I am truly surprised no one has been killed.</p>	
	<p>Traffic is too dangerous! Preferably a separate trail could be built, but some form of dedicated infrastructure for biking coupled with traffic calming measures would be ideal.</p>	
	<p>Road is way too wide and fast, with traffic zooming in and out of the suburbs at nearly all hours of the day. Traffic gets backed up at "Dave Thomas Circle", which needs a complete overhaul. Consider digging a tunnel under "Dave Thomas Circle" for New York Avenue only. This would allow continuous traffic for commuters, while turning the "upper" area into a much less chaotic area for Florida Ave and North Capitol only. The city could even re-constitute a true "circle" for those two remaining streets. In general, any improvements (bike lanes, wider sidewalks, landscaping, trees, human-scale retail, etc.) that turns the walk along Florida Ave and New York Ave more pleasant would be excellent for DC residents, especially as Union Market and NoMa get developed and denser.</p>	
	<p>On ramp from South Dakota Avenue</p>	

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	<i>Scary fast speeds, few intersections, difficult to cross. I would never bike on New York Avenue with the current conditions, and it is uncomfortable to be a pedestrian along much of the stretch.</i>	
	<i>A lot of traffic, not enough of Restaurants, not enough of parking.</i>	
	<i>No bike lanes. Consider creating a crossover path above so people don't have to risk injury trying to cross a major street. It's like when the made Vegas more pedestrian friendly by creating the bridges to cross over on top rather than at street level.</i>	
	<i>It's too busy.</i>	
	<i>Not safe and outdated infrastructure.</i>	
	<i>Incomplete sidewalks, no bike lanes, fast driving traffic.</i>	
	<i>the road is too wide, the speed limit is too high, there's no really sidewalk network and where there is, there are telephone poles in the way.</i>	
	<i>High volume of traffic with many signalized intersections. Pedestrian facilities do not feel safe and are in poor condition. No safe or useful place to bike to on east end of corridor. Private property on north side has limited development potential. Should avoid putting pedestrian/bike facilities on north side of street, to reduce need for crossings and to reduce incursions on rail yards. Ideally, buy out private property on north side of New York, shift inbound traffic as close as possible to the railroad property, install landscape buffer, then do complete streets treatment with streetscape and protected bike lane on south side.</i>	
	<i>TOOOOOOOOOO MANY TO NAME! Microscopic side walks, soo many cars, multi-modal transportation is laughable. Legit garbage, concrete, and light poles obstructing almost every usable inch of this space.</i>	
	<i>Vehicle Speed. Lack of sidewalk on the northern side of NY Ave. Difficult crossing conditions (Crosswalks not easily seen by drivers.)</i>	
	<i>VRE Mid-Day Train Storage</i>	
	<i>NY Ave is designed for cars, not walkers or bikes. Its not safe or pleasant for walking or biking.</i>	
	<i>Traffic is too dangerously fast; cars act like it is an interstate highway!</i>	
	<i>It is currently far too dangerous to even consider using as a pedestrian or bicyclist</i>	
	<i>The sidewalks are lacking and traffic moves too fast for cyclists to keep up.</i>	
	<i>Such intense traffic! Make you feel unsafe with no green to separate you from traffic. Nothing makes you want to walk there. I am speaking as a pedestrian.</i>	

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	<i>Rough patches that are poorly lit, no public transport (like the trolleys on h street corridor), not enough commercial development all they way down NY ave</i>	
	<i>Traffic</i>	
	<i>Speeding</i>	
	<i>Lack of cycle track network.</i>	
	<i>Too much traffic. Lanes often closed for construction. People change lanes at the last moment because of people turning when traveling westbound. No sidewalks for part of it.</i>	
	<i>No bike lanes and sufficient lighting or traffic calming areas.</i>	
	<i>There is no safe place to bike. You can use the sidewalks, but many of them are cracked badly and broken so are unsafe for both bicyclists and pedestrians. There needs to be a safe place for bicyclists.</i>	
	<i>lighting, crumbling or non-existant sidewalks. cars move too fast or are erratic at intersections like FL Ave, Montana and Bladensburg. To the best of my memory, there aren't bike lanes.</i>	
	<i>Traffic is too fast and I feel like I'm walking right alongside a highway. Narrow the road and put in trees!</i>	
	<i>New York Avenue is unabashedly designed for cars. I would never ride a bicycle on it because I do not want to die. As a pedestrian, it is inconvenient to walk anywhere, with difficult crossings and sidewalks that disappear.</i>	
	<i>Terrible Florida Ave & NY Ave intersection -- please use eminent domain and get rid of that wendy's.</i>	
	<i>Speed of car traffic, volume of car traffic. I feel so scared riding on NY Ave. I would go to Ivy City so much more often (I love the Ivy City Smokehouse and Atlas Brewery) but I just am too frightened to ride my bike over there. My parents are coming into town, and while I'd like to take them over there, I just won't be able to because it's too dangerous to bike.</i>	
	<i>There is no bike lane so I won't ride it. If it also had a bike lane connecting Rhode Island, up near Montana, to connect it to NY ave, I think that'd be beneficial to commuters and retail/restaurant goers from Brookland, Brentwood and Mt raineer...</i>	
	<i>Fast traffic, insufficient bicycle accommodation</i>	
	<i>The many diagonal intersections/crosswalks are dangerous and hard to navigate. Cars can turn right when pedestrians have the right of way, which is dangerous and often leads to congestion.</i>	
	<i>The lack of protected bike lanes, tiny sidewalks, way too many lanes for vehicles, dangerously high speeds for vehicles.</i>	

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	<i>Lack of separated bike facilities; signal timing; large distances between pedestrian crossings; wide traffic lanes encourage excessive speed</i>	
	<i>I am a resident of Brentwood and to walk to the developments in Ivy City I must use the Montana Ave. underpass which can be unsafe because it is secluded and just unpleasant to walk. Once on NY Ave. it also becomes dangerous as I have to pass many lanes of traffic and stand close to fast moving cars. Biking is not bad but I would very much enjoy a dedicated bike path on the north side of NY ave. My current route is to take West Virginia all the way to L st. because it is too dangerous to bike on NY Ave.</i>	
	<i>Seems unsafe</i>	
	<i>The road is used like a highway with high speeds and wide lanes. It feels very dangerous to ride a bike on NY Ave.</i>	
	<i>Lots of hard crossing sections, cars are going fast</i>	
	<i>Fast moving vehicles scare me, as a cyclist, and the noise from the fast, high-volume traffic makes pedestrian travel unpleasant. It's hot in the summer and windy in the winter because of no tree cover. Possible destinations have little to no bike parking, so I don't stop, since I can't safely lock my bike to legal racks.</i>	
	<i>Busy, no separation from streets to sidewalks.</i>	
	<i>Traffic. Cars are going very fast & bicycling on this street is scary.</i>	
	<i>Aggressive drivers</i>	
	<i>Scarce lighting and no bike lanes</i>	
	<i>Not bike friendly at all and the sidewalk areas are horrible as well.</i>	
	<i>The high-speed, large volume of traffic, lack of bike lanes, ADA sidewalks, and protected crosswalks deters us pedestrians and bicyclists from using new york avenue in its current state of catering to commuters and not the residents.</i>	
	<i>It's a huge feeder road w/almost no infrastructure for bicycle safety, & limited infrastructure for pedestrian safety. Speed cameras have helped to calm speeding & aggressive driving.</i>	
	<i>It feels unsafe--both as a biker and a pedestrian. It's too cut off and desolate to feel safe walking at night. During the day, it's awfully busy and just rather unpleasant.</i>	
	<i>Not at all safe. No sidewalks, bike lanes, and very few actual destinations. If I want to go anywhere between Florida and Bladensburg, I use the neighborhood streets.</i>	

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	<i>There is a significant amount of automobile traffic as well as long stretches with no infrastructure. I think safety is the number one concern. A safe designated space to bike and walk would be ideal as well as significant lighting and bicycle accommodations. I water fountain would be great also. I think Bladensburg Rd to H Street/Benning Rd is an important strip as well. There is a growing community who would like to utilize Bladensburg and Mt. Olivet Rd to access the new Hecht shopping district and upcoming New City DC project. Both streets are major connectors to NY Ave and there is no point in fixing NY Ave paths if people in the neighborhoods cannot safely get to it.</i>	
	<i>New York Avenue has too much traffic and is too wide (when crossing) to comfortably use as a pedestrian. There is no shoulder and cars move too fast to use as a cyclist.</i>	
	<i>NY Ave is a major traffic artery that is not friendly to pedestrians or cyclists due to the heavy traffic, nor it should necessarily be. I think that having a bicycle trail separate from NY Ave would be a much safer option for cyclists and pedestrians and will help preserve NY Ave's utility as a commuter route for drivers.</i>	
	<i>NY Avenue is a very dangerous place to bike. I don't even consider going onto it.</i>	
	<i>3 lanes</i>	
	<i>It's very intimidating, stressful, and dangerous to cross or to walk along. The intersection with Bladensburg Road is particularly pedestrian in friendly (understatement)</i>	
	<i>Vehicles travel at a high speed and it does not feel safe to bicycle along there. Also, because there is relatively little pedestrian/cyclist traffic, NY Ave can feel dangerous because of isolation.</i>	
6	What potential bicycle route do you prefer?	
	A. Along New York Avenue	58
	B. Off of New York Avenue	56
7	If the bicycle route is along New York Avenue, which side of the road would you prefer for the route?	
	(A) North Side Trail	38
	(B) South Side Cycle Track / Protected Bike Lanes	66

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8	If necessary, what are your preferred locations for a trail to cross New York Avenue? (pick two)	
	(A) Tunnel at 4 th Street	59
	(B) Crosswalk at 4 th Street	26
	(C) Crosswalk at 9 th Street	26
	(D) Crosswalk at Fenwick Street	40
	(E) Crosswalk at 16 th Street	24
	<i>Question 8 -- I do not think there should be a trail crossing --- do not place trail on north side.</i>	
9	If the bicycle route is off New York Avenue, what is your preferred bicycle route infrastructure?	
	(A) On-Street Bike Lanes	6
	(B) Separated Cycle Track / Protected Bike Lanes	106
	(C) Shared Lanes	0
	(D) No Bicycle Infrastructure	2
10	What should be the main goal of the bicycle accommodations?	
	(A) A commuter route through the corridor.	26
	(B) Local connections for nearby residents.	63
	(C) Recreational trail for outdoor use.	21
	(D) Other	4
	<i>Connecting the trail to the arboretum would be fantastic, if possible.</i>	
	<i>This is a stupid question.</i>	
	<i>ALL OF THE ABOVE.</i>	
	<i>I put local connections because I want access to the adjacent commercial and residential activity centres - but I cannot stress enough how much this needs to be a TRAIL. NY Ave is just too congested for a protected bike lane to work.</i>	
	<i>It should both be a commuter route and a way for local connections. That shouldn't be a distinction.</i>	
	<i>I think both A and B should be priorities. A protected bike lane/cycle track can accomodate both commuters and local residents who want to stop at the commercial areas - in fact the two categories often overlap.</i>	

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	<i>all of the above. cyclists don't make this distinction and neither should DDOT. it depends on where you're going.</i>	
	<i>I think designing for all of these uses will make the plan most succesful.</i>	
	<i>It's imperative that the bicycle accommodations are protected bike lanes (and it almost goes without saying that there need to be bicycle accommodations on this road). Anything less than that isn't safe on a road like this and leaves the lives of cyclists at risk.</i>	
	<i>All three are not mutually exclusive. Accomodations can provide safe commuting though a recreational/mixed use corridor that connects residents to their community and surrounding trail/bike network.</i>	
	<i>Ideally the trail would work for both commuters but also would link up the existing trail network to provide better access for recreational and local uses as well.</i>	
	<i>I think a trail would be utilized in many ways. Similar to the metro branch trail. It will connect neighborhoods, provide for safe and efficient commuting as well as recreational use.</i>	
	<i>I get the sense that the questionnaire is asking for the respondent to choose between either a commuter thru route or a route with local.connections. is it possoble.to have some elements of both, rather than truly and "either / or" scenario?</i>	
11	What destinations are the most important to you within the corridor? (pick two)	
	(A) National Arboretum	63
	(B) NoMa-Gallaudet Metro Station	45
	(C) Metropolitan Branch Trail	59
	(D) Place of employment	8
	(E) Retail/shopping	54
	(F) School/Library/Church	1
	(G) Gallaudet University	4
	(H) Other	6
	<i>Residential</i>	
	<i>Ivy City</i>	
	<i>Union Market, Mom's Organic Market</i>	
	<i>Police Substations.</i>	
	<i>Ivy city/Union Market</i>	
	<i>Other being venturing to eateries and art space along NY ave</i>	
	Additional Comments	

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	<i>Connections on the east/west corridor are crucial. This project is not just an opportunity to connect H street and Union Market to Ivy City; it is also an opportunity to improve bike and pedestrian routes between Eckington/Truxton Circle and Ivy City. Please make sure that you look beyond the obvious need for north/south routes.</i>	
	<i>Is there an opportunity to use the old RR overpass between West Va and 16th? I really like the idea of the bike trail on the north side and the connection through the old tunnel at 4th St.</i>	
	<i>Just wanted to thank you for considering the opinions of those who will be using these amenities. I also would like to suggest another possible entrance to new york ave. from the Brentwood neighborhood. Currently as a resident I feel somewhat secluded as my only options to cross over NY ave. are to take the Montana ave. underpass which is unpleasant or to go all the way to 9th St. overpass which is roundabout. I realize because of the train tracks this would be extremely difficult but to have a walking bridge from somewhere on W st. to the NEW bicycle track/walking path on the north side of New York Ave. would be beneficial. The residents of the neighborhood would have much more pleasant/safer walk to NY ave. and Ivy City developments. Thank you again and please feel free to contact me with any questions or if you would simply like an advocate to speak on behalf of this project. Enrique Lopez, benitoenriquelopez@gmail.com</i>	
	<i>Thank you for working on this trail. Northeast DC is underserved asking the New York Ave corridor.</i>	
	<i>Bridging the divide by rails is as important as any development. Too many people who works for small paychecks need a faster commuter-time.</i>	
	<i>You give an option for choosing "no bicycle infrastructure." Why can't I choose "no car infrastructure?" A bit biased, hmm?</i>	
	<i>So much potential. So much blight and unsightly parcels of land.</i>	
	<i>Residents should be able to connect across the city via bicycle to promote other commute options</i>	
	<i>A connection to the Anacostia Riverwalk Trail would be great too.</i>	
	<i>I am excited about the prospect of a bike trail along NYA with connections to other trails on both sides. I am also looking forward to the further expansion of amenities and housing at Union Market, Hecht Warehouse in Ivy City, and the NewCityDC development at Bladensburg Rd. NE and places inbetween over time. I am hopeful about the VRE railyard project being built with an overbuild so the trail and additional development can sit on top of it. Rail infrastructure is great, but overbuilds that allow that land to be used for housing and retail is best.</i>	
	<i>EXTEND THE SCOPE OF THIS PROJECT TO THE ANACOSTIA RIVER TRAIL!</i>	
	<i>The goal of this project needs to be connectivity. ALL of these destinations are important and need to be addressed.</i>	
	<i>Additional Comments added to the map above.</i>	
	<i>Please make it easier to bike to growing Ivy City. None of the approaches from any direction feel safe but there is a lot of economic potential there.</i>	
	<i>Please make bicycle accommodations protected lanes or off-street trails ONLY. NY Ave is prone to speeding cars and people running red lights since traffic tends to free up in this area. It is absolutely not safe to be sharing a road as a cyclist on this street and any "sharrow" or not fully protected lanes will not be utilized -- wasting funds. I would prefer to see a trail extension of the MBT - which would be safest option for bicycles and pedestrians alike.</i>	

**NEW YORK AVENUE STREETSCAPE AND TRAIL
PUBLIC MEETING #1**

	<i>DDOT needs to show improved connections along New York Ave. at both Montana Ave. and Bladensburg road which were previously requested. WMATA was ready to even eliminate a bus stop due to the road infrastructure and resulting traffic congestion on Bladensburg Road. There are serious multi-modal infrastructure issues which should be reviewed equally with bikes. It will be very difficult to get community support without putting as much emphasis on the other issues as DDOT is doing with bike issues.</i>	
	<i>Just pick two from the destinations? Come on folks. All of the above should be an option. As a pro-bike resident, NY Ave and the MBT are great N/S options for getting into the city and reducing parking and vehicles on the road for residents. the E/W transit potential with NY Ave and FL Ave are so exciting to see, but i'm sure they will be poorly executed because the "squeaky wheel" of cranky old votes wont allow precious vehicle lanes to be spared for non vehicle gentrifiers. Raised barrier protected bike lanes or bust!</i>	
	<i>I'd love to see a bicycle highway network in DC! We need to invest a lot more in active transit infrastructure.</i>	
	<i>Dave Thomas Circle is the worst intersection in the city--terrible to walk through, impossible to bike through. New York and North Capital is a close second!</i>	
	<i>The neighborhoods are important destinations. Ivy City, for example, can thrive if given any attention to pedestrian walks.</i>	
	<i>A well landscaped bike trail on the north side that hides the train tracks would be great if there were tunnel or "fly over" access. Bike lanes along Bladensburg, Mt Olivet, West Virginia and Florida would probably be easier and make more sense. If NY Ave is to actually be a part of the city, rather than an ugly protuberance of PG county, it will have to have good turn lanes and crosswalks, but also well-timed lights to get the traffic moving comfortably. (Good luck)</i>	
	<i>As an avid cyclist, I can say that the only safe and effective way to move bike traffic on NY Avenue is with protected lanes on one side of the road. The preference would be to have the bike lanes not on NY Avenue and through other neighborhoods - this would allow for either bikes lanes in each lane, shared lanes or a separate track (if space allows).</i>	
	<i>I would normally support a trail next to NY Avenue, in order to separate cyclists from the traffic. I am opposed to any trail, however, that would interfere with the ability of VRE to create a rail yard for storing its trains during the day. I believe the regional need for that rail yard is greater than the need for a bike trail. Therefore I support a cycle track on NY Avenue as an alternative to the bike trail.</i>	
	<i>Please dramatically improve pedestrian and bicycle accommodations along NY Ave. Thank you for this project and opportunity to respond to survey!</i>	