



Public Workshop #1 Summary

June 25, 2016



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1. INTRODUCTION

The Far Southeast III Livability Study (FSEIII) is an effort by the District Department of Transportation (DDOT) to find opportunities to create safer means of travel for visitors and residents to the FSEIII study area neighborhoods of Greenway, Twinning, Fort DuPont, Fort Davis, Benning Ridge, Benning Heights, Civic Betterment, Capitol View, and Marshall Heights. Throughout the duration of the FSEIII Livability Study, there will be 3 Public Workshops, 3 Citizens Engagement Group meetings, 6 Interagency Technical Advisory Committee meetings, and 1 Engagement Event. These events will be held throughout the study area. The feedback gained at these events will be used to develop, refine, and assist in the selection of recommendations for short-, medium-, and long-term improvements that will have a positive impact on livability in the FSEIII Study area. Feedback from previous public involvement events is being utilized to refine concept-level recommendations.

1.1 Purpose of the Workshop

This was the first large public event for the FSEIII study. The purpose of this meeting was to identify opportunities for improving the quality of life in the neighborhoods of Greenway, Twinning, Fort DuPont, Fort Davis, Benning Ridge, Benning Heights, Civic Betterment, Capitol View, and Marshall Heights. The study team presented materials that provided a study overview, discussed process and goals, and helped residents understand the importance of low-impact development and green infrastructure.

1.2 Event Information

The workshop was held on Saturday, June 25, 2016 from 10am-1pm at Plummer Elementary School. The school is located at 4601 Texas Avenue SE, Washington DC 20019, accessible by the U5, U6, U8, W4, E32, 96, and 97 Metrobuses, as well as the Blue and Silver lines at the Benning Road Metrorail Station, which is three-tenths (0.3) of one mile from this location. The next public workshop will be held in September 2016.

1.3 Format

The study team displayed boards that featured the existing conditions in the study area that will help guide the formation of preliminary recommendations. The workshop was open-house style with information boards and interactive activities around the room. The meeting began with the study team presenting findings and discussing preliminary recommendations. During and after the presentation, there were on-going questions and answers by members of the consultant team, DDOT staff, and the public who attended the meeting.

1.4 Boards and Activities

Boards and activities were designed to give attendees an overview of the study, as well as its purpose and need, to collect their feedback on the proposed livability improvements through the study area. The following boards and activities were presented:

Background and Project Overview

- **Welcome Station:** This board provided guidance to participants in navigating around the room and what people can expect to see at the meeting.
- **Study Area Map:** This board showed existing bike, pedestrian, and bus facilities, including land use facts.
- **Project Goal, Objectives, and Process:** These boards showed the Project Goal, Objectives, and Process that highlighted the 3-part approach that focuses on Safety, Accessibility, Green Infrastructure.
- **Project Goal:** This board described the overarching goal of the Livability Study, including: Safety, Accessibility, Mobility, Green Infrastructure, and Health.
- **Previous Plans and Studies:** This board discussed the various studies (moveDC, Sustainable DC Plan, and Vision Zero) that have produced recommendations that the District Government is seeking phased implementation.

Existing Conditions

The following Existing Conditions boards were displayed at the workshop:

- **Existing Land Use:** This board focused on the land use patterns in the FSEIII Study Area, as well as the Zoning classifications within the study area boundaries.
- **Existing Streets:** This board provided an overview of the existing street network to illustrate how traffic circulates in the study area.
- **Existing Topography and Hydrology:** This board graphically described the elevations within the Study Area and showed directional flow of water ways and drainage patterns.
- **Existing Public Transportation:** This board showed the Public Transportation Networks, as well as bus routes and specific route frequency within the study area, including the 1/8th mile mass transit buffer.
- **Existing Modeshare:** This board showed the study area divided into Census Block Groups and through pie charts, expressed the different modes by which people commute for work trips.
- **Existing Pedestrian Facilities:** This board highlighted the network of pedestrian facilities in the study area and depicted the coverage of the sidewalk network, including differentiation of the existing conditions and where issue areas exist.
- **Existing Bicycle Facilities:** This board highlighted the network of bicycle facilities, bike trails, and Capital Bikeshare stations in the study area.
- **Roadway Crashes:** This board depicted the clustering of roadway accidents. Minnesota Avenue, Benning Road, and Southern Avenue SE are the main corridors that experience elevated levels of collision density, as well as the areas that have experienced traffic fatalities.
- **Transportation and Health:** This board highlighted the health issues that impact the residents of the study area ranging from high incidences of chronic diseases and low levels of physical activity, as well as opportunities to mitigate the health disparities through investment in alternative transportation modes that promote physical exercise, like walking and biking.

Interactive Activities

- **Activity 1 – Vision Wiki-Map:** This activity was a live mapping station in which participants noted specific issue areas the study should address. The activity was also posted on the FSEIII study website.
- **Activity 2 – Livability Is...:** This activity included using a roll of paper on a table for participants to write what “Livability” means to them. The study team used these personal opinions to distill the essence of Livability in the study area community.
- **Activity 3 – Livability Parade:** Participants went for a walk around the site of the first public meeting, and through the use of temporary chalk spray cans, marked off areas that would benefit from Livability improvements ranging from pedestrian safety upgrades to opportunities for installation of green infrastructure at strategic locations in the study area.
- **Activity 4 – Map My Route:** Using dot voting, participants were asked to represent how they move through the study area and document routes they utilize to get around. Options presented included: walking, biking, driving, and transit.
- **Activity 5 – Improvements Map:** Using dot voting, participants were asked to locate and identify improvements ranging from: Traffic Calming Needed, Traffic Enforcement Needed, Improve Bus Stop, Improve Signage and Wayfinding, Improve Road Conditions, Improve Visibility, Improve Bike Access/Facility, Bikeshare station needed, Improve Pedestrian Conditions, Add or Enhance Green Space, Drainage/Stormwater Issue, Improve Food Access. This feedback would be used to refine specific concepts of future study recommendations.

2. OUTREACH EFFORTS

Outreach for the first public meeting was key to allow the community to follow up with the study and remain engaged in the process. For this workshop, we took careful effort to include stakeholders, organizations, institutions, media outlets, and as many residents as we could reach.

2.1 Notifications

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

2.1.1 Media

The following media outlets were contacted and sent information:

Due to delays in approval of outreach promotional materials, we were unable to meet the deadlines for several media outlets for outreach regarding the upcoming public meeting.

2.1.2 Electronic Communications and Social Media

moveDC collected contact information for its planning effort with contacts from all 8 wards, information was sent to the that listserv. The study team is building a contact list for FSEIII that includes interested residents that sign up on the website, ANCs, and other stakeholders. This list currently has over 65 contacts.

Meeting announcements were sent to the Ward 7 neighborhood listserv, East of the River listserv and sent out to over 450 residents using Nextdoor (a social media site for

neighborhoods). Utilizing the moveDC Twitter and Facebook profiles, workshop information was posted regularly leading up to and on the day of the public meeting. Posting through these social media platforms allowed us to reach approximately 2,700 followers.

2.2 Rack Cards and Posters

750 rack cards (500 in English and 250 in Spanish) and 20 posters (10 in English, 10 in Spanish) were distributed throughout the study area and community focus areas. Community focus areas where the rack cards and posters were placed including libraries, senior centers, recreation centers, churches, grocery stores, public engagement events and other community spaces around the study area. This type of distribution has also been effective in reaching Title VI populations in previous community outreach efforts.

2.3 Title VI Outreach

Key locations in the study area were identified (i.e. locations that serve low-income residents, non-English speaking populations, seniors, etc.) to areas in which we could reach Title VI populations about the Far Southeast III Livability Study. Information was sent both electronically and physically distributed to the following locations:

ANC Commissioners

- *ANC 7E and ANC 7E sub-groups*

Religious Institutions

- *St. Luke Roman Catholic Church*
- *Episcopal Church the Atonement*
- *Jones Memorial Methodist Church*
- *The New Macedonia Baptist Church*

Community Centers/Libraries

- *Benning Park Community Center*
- *Benning Park Pool*
- *Capitol View Neighborhood Library*
- *Dorothy I Height/Benning Neighborhood Library*

Organizations

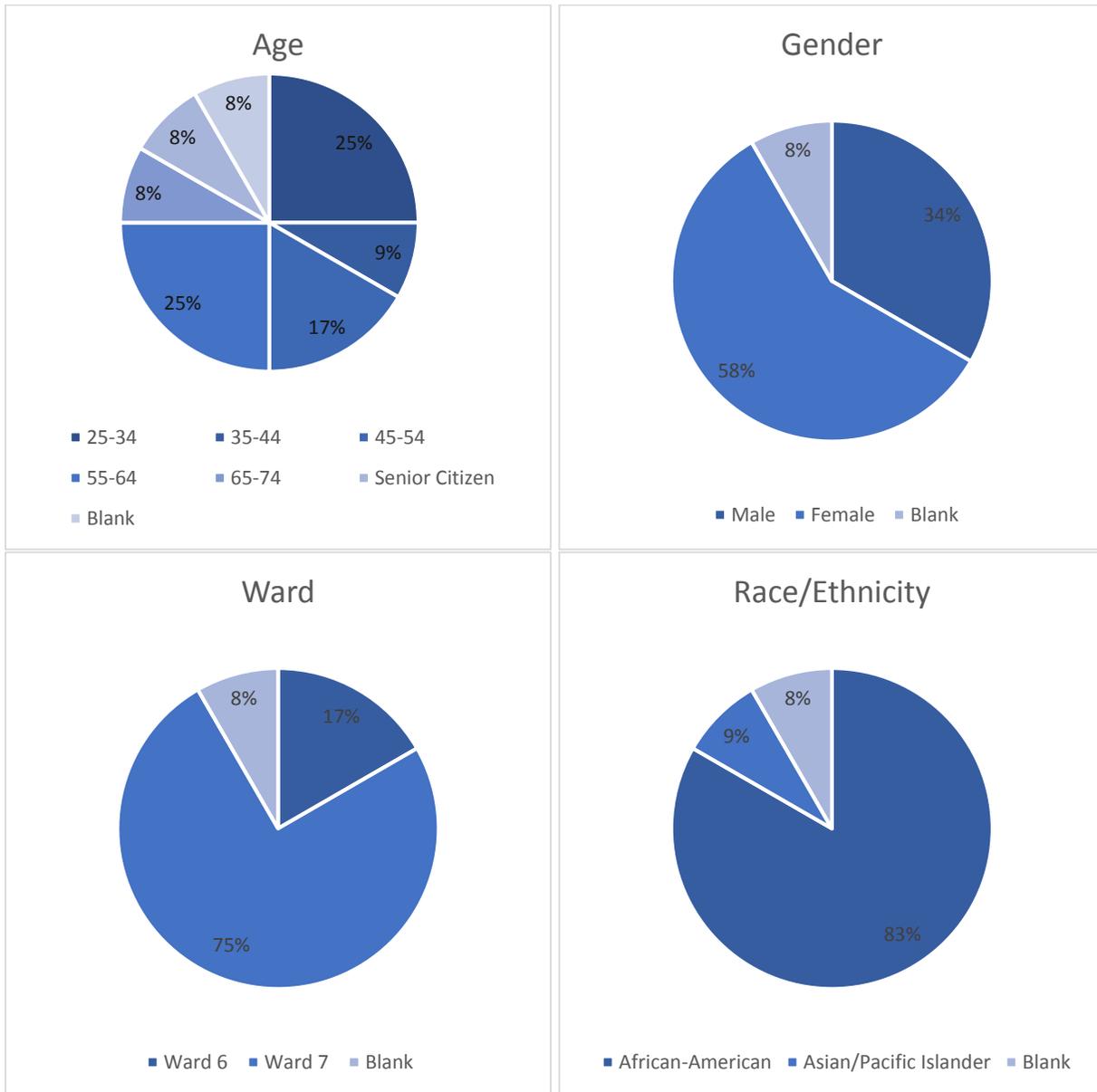
- *DC Mayor's Office of Community Relations*
- *Sixth District Community Chair*
- *Metropolitan Police Department / 6th District Substation*
- *District Department of Motor Vehicles*

3. ATTENDANCE

Approximately 30 members of the public attended the first public workshop. These attendees included ANC Commissioners, local leaders, and community residents.

3.1 Attendees

The charts below represent the demographic makeup of meeting attendees taken from Title VI forms that were completed and submitted to the Study Team.



4. COMMENTS

Comments were received at each activity station. The sections below summarize the input received by activity.

4.1 Key Takeaways

- Participants supported the focus on traffic calming and transportation infrastructure safety improvements meant to increase pedestrian safety.
- Participants expressed a desire for greater access to bicycle sharing and improved bicycle infrastructure
- There are connectivity issues in the study area that limit resident's ability to navigate major thoroughfares that were not designed with pedestrian mobility as a priority.
- Drainage and Stormwater Issues are prevalent in the Study Area and need to be addressed to mitigate sewer overflow

4.2 Activity Summaries

4.2.1 Comment Forms / Title VI Form Comments

This form asked participants what improvements and boards they liked most and if any observed issues were not addressed in the preliminary recommendations,

4.2.2 Livability Is...

The "Livability Is..." scroll used a roll of paper on a table where participants wrote about what "Livability" means to them. Later the Study Team will utilize these personal opinions to distill the essence of Livability in the Study Area community.

4.2.3 Livability Parade Comments/Notes

The Livability Parade was a guided walking tour of a select portion of the FSEIII study area. During this workshop, community members were encouraged to highlight problem areas that they want to see addressed. Numerous attendees participated in this event.

4.2.4 Interactive Map

Attendees were able to identify issue areas through a digital mapping station set up on a laptop. Participants were asked to use predefined categories relating to traffic management, existing pedestrian and bicycle conditions, green space, infrastructure improvements, and an "other" category to identify specific points in the public right of way that was the physical location of the comment.

Stakeholders expressed support for traffic calming measures in the neighborhood. The hot spots were mostly around areas where children play, such as recreation centers, schools, and parks, as well as intersections that lacked signage or compliance with stop signs. Driving issues

were noted about a lack of signage, disabled traffic signals, and painted markings that create confusion. Environmental factors such as litter and pooling stormwater were identified in the study area. Storm drains were identified as improperly functioning due to debris obstructions causing overflow on sidewalks and in roads.

A final tabulation and map of the data will be summarized once the interactive mapping exercise is closed, approximately one month after it is started as part of the Livability Study. As of July 6, 2016 there were 43 comments submitted to the map. These comments are being analyzed and will be presented as a summary at the next public meeting.

4.2.5 Unedited Comments

Other comments were either written in by email within two weeks of the public meeting or public comments captured by the study team during and after the presentation at the FSEIII Public Workshop #1. They have not been edited or paraphrased.

The aforementioned subsections of 4.2 have been compiled into the following table:

Category	Comment	Contact Method
Area Planning	What traffic studies are planned for Ward 7? How are the dates and times to perform the traffic study?	Comment Form/Title VI Form Comments
Public Benefit, Infrastructure Maintenance, Connectivity, Public Safety	Residents of Ward 7, Marshall Heights community would like more access to community resources (grocery stores, coffee shops, community centers). My major concerns are the following: 1) Immense potholes on Fort DuPont Drive (needs to be repaved - safety issues from cars trying to avoid potholes in opposing lanes) *DDOT Volunteer for this project*; 2) Streetcar needs to be developed to come over to Ward 7, down Benning Road to the end of the state lines *DDOT Volunteer for this project*.; 3) Missing/broken cement on sidewalks; 4) More lighting - Marshall Heights neighborhoods are dark. Thank you!	Comment Form/Title VI Form Comments
Connectivity	Streetcars/Vince Gray/ Yvette Alexander/Barbara Gordon	Comment Form/Title VI Form Comments

Connectivity, Infrastructure Maintenance	Just a meeting notices are posted on the listserv, recorded meeting comments should also be posted on the listserv. This created a real "check and balances." The streetcar extension has not been approved, so to delay needed roadway improvements is reckless and irresponsible. Safety 1st for residents, commuters, biker, etc. Please widely publish comments and proposed actions of moving plans forward before they are implemented. Don't tell the community, collaborate with the community. Transportation is the key! Thank you for coming on to Ward 7, but we need you to seriously consider our input and find ways to incorporate.	Comment Form/Title VI Form Comments
Connectivity, Public Benefit	Streetcar to connect to Benning Road! We want access to bars and restaurants too :)	"Livability Is..." Scroll
Infrastructure Maintenance	No bumps/potholes on major roads	"Livability Is..." Scroll
Connectivity	Access	"Livability Is..." Scroll
Traffic Calming	Clear signage for drivers	"Livability Is..." Scroll
Public Benefit	Green space	"Livability Is..." Scroll
Public Benefit	Walkable parks with lighting	"Livability Is..." Scroll
Public Benefit	Art! Beautiful Murals that say "Welcome to Marshall Heights"	"Livability Is..." Scroll
Public Benefit	Retail for Example: coffee Shops / places where you can meet new neighbors	"Livability Is..." Scroll
Public Benefit	Friendly neighbors	"Livability Is..." Scroll
Public Benefit	Facilities with community access	"Livability Is..." Scroll
Pedestrian Safety/Infrastructure	The need to re-stripe the crosswalk was identified at Texas Ave and B St.	Livability Parade
Pedestrian Safety/Infrastructure	Project team marked off a potential four-way crosswalk at Texas Ave and B St.	Livability Parade
Pedestrian Safety/Infrastructure	The need for a crosswalk was identified at Texas Ave and A St.	Livability Parade

Pedestrian Safety/Infrastructure, Traffic Calming	It was reported that there a lot of mid-block crossing in area, particularly near E. Capitol and Benning Rd, where there should be crosswalks.	Livability Parade
Pedestrian Safety/Infrastructure, Traffic Calming	Concerns were expressed that pedestrians were not well-accommodated at Texas-Benning-E. Capitol intersection and that the design of the intersection caused congestion and confusion for drivers, as well.	Livability Parade
Pedestrian Safety/Infrastructure	Participants asked about the status of any planned improvements at the Texas-Benning-E. Capitol intersection.	Livability Parade
Pedestrian Safety/Infrastructure	There was a need identified to re-stripe the existing crosswalk where A Street hits Texas Ave with a stop bar.	Livability Parade
Traffic Calming, Traffic Enforcement	There were concerns about speeds on Texas Ave and wondered whether stop signs would help. The project team also identified how striping lanes and parking on Texas could help to calm traffic and the residents seemed supportive of that option.	Livability Parade
Pedestrian Safety/Infrastructure, Infrastructure Maintenance	The parade also took a look at the sidewalks on A St. On the north side, the sidewalk is affected by trees and on the south side the sidewalk is constrained by utility poles.	Livability Parade
Bicycle Safety/Infrastructure	It would be nice to have more bike share bike stations, outreach on Capitol Bikeshare to encourage participation, more frequent bus coverage at the stops to compensate for the lack of connections, an effort to end the food desert, and more police presence at our metro stops in the weekend evenings. We also need a food cooperative or grocery store where Walmart abandoned the community.	Other Comments
Traffic Calming, Traffic Enforcement	I would like to see marked parking lanes like those on 49th St NE in some areas. Some people park cars to close to the edge of corners making it difficult to see oncoming traffic.	Other Comments
Public Safety, Pedestrian Safety/Infrastructure	Trimming overhanging trees and brush would also help with traffic visibility and pedestrian walkways.	Other Comments

Pedestrian Safety/Infrastructure, Infrastructure Maintenance	Adding and repairing sidewalks on many streets in Marshall Heights would be nice. It is difficult and unsafe walking a dog in the neighborhood. Additionally, wider sidewalks are needed. Some walkways are too narrow for two people to walk in opposite directions.	Other Comments
Public Safety, Public Benefit	There are too many abandoned and decaying properties in Marshall Heights. These properties foster hiding places for vagrants and vermin. We already have seen a presence of snakes and mice in the mid-May and early June. Many vacant lots are unkempt, with trash and tall grass. Either lot owners are going to be fined or institute eminent domain and confiscate the property for public use, i.e. a park or playground.	Other Comments
Public Benefit, Public Safety	This section of Marshall Heights has too many group homes. I'm not saying they should not be allowed, but the number of group homes in one area is too much. Given the volatile nature of turf wars and like, it has the potential to place residents in harm's way.	Other Comments
Public Benefit	There are no walkable public parks or playgrounds available for children in Marshall Heights. The recreation center at Kelly Miller and Southern Avenue are too far for children. The two schools in SE have gated playgrounds that are not open to students after school hours. There has to be some area for children to play and develop needed muscle strengthening and healthy physical activity.	Other Comments
Public Benefit	Satellite Academic campuses from CCDC or other institutions need to be located to aid not only in educational pursuits, but also to provide workforce certificate programs in high demand fields such as HVAC, plumbing, electrical work, and nursing and dental techs. Other employment training services could also be offered for the numerous young people.	Other Comments
Public Benefit	More corner trash receptacles would be nice. It would curb the trash on the streets.	Other Comments

Public Benefit	While I never thought I would say this, there is just too many lights on some streets. I, for one, think the lights from the Harris school and the street lights are just too bright to sleep. Having motion sensor lighting would reduce the light pollution in the city and conserve energy.	Other Comments
Pedestrian Safety/Infrastructure, Traffic Calming, Traffic Enforcement	Having light reflecting crosswalks would help promote pedestrian safety at all major intersections.	Other Comments
Traffic Calming, Traffic Enforcement, Pedestrian Safety/Infrastructure, Connectivity	Something has got to be done to curb the use of allies near Blaine, Ames, and Brooks as alternative freeways during morning rush hour traffic. It has become most difficult for students to cross these intersections, as well as Benning Rd, C St and East Capitol. These areas also lack walkways for pedestrians/students, especially on parts of Division, Sycamore and 49th Streets.	Other Comments
Infrastructure Maintenance	In conjunction with this, the syncing of traffic lights needs to be done. The lights do not allow for the smooth flow of traffic from Texas Ave, Benning Rd, East Capitol, Southern, and C St. A left turn light needs to be added at corner of Southern and Central Avenue (at Cap Heights metro), corner of Benning and Minnesota, and corner of Southern and Central SE (near church and liquor stores).	Other Comments
Public Safety	As a parent, I am concerned about the health and sanitation conditions of the ice cream trucks that roam the neighborhood. I have no clue if the trucks are up to code on food handler's licenses, if their cooling systems are at the proper temperatures, or if they are even licensed/legal businesses in the city. Riding in the neighborhood with blaring carnival music at 9-11 pm is not cool either.	Other Comments
Public Benefit, Transportation Options, Connectivity	There now will be no Walmart and/or major supermarket accessible to people in this community. I would rather see the closing Safeway turned into an Aldi rather to be left	Other Comments

	<p>with no close grocery store. Some people in this community rely on public transportation to venture to the Safeway now. Trekking to the Shoppers on Marlboro Pike or even travelling to Giant in Largo is unfathomable. Not to mention now with the metro shutdown, people can't get to Capitol Hill to the Safeway on Kentucky or Harris Teeter on Potomac Ave. Another grocery option is vital.</p>	
<p>Pedestrian Safety/Infrastructure, Public Benefit, Connectivity</p>	<p>This community is not a walkable community. For me, the community establishments signal that it is more important to have 5 liquor stores than to have quality retail or non-fast food restaurants in the area. Having more sound and sustainable economic development would help make the community thrive. Having a street that looks like Connecticut Ave or Wisconsin Ave where residents can walk to theatre, grocery store, cleaners, clothing store, banks, library, and restaurants keep money in the neighborhood and develop a feeling of community. Benco shopping center on Benning Road is not that kind of place! The Shrimp Boat is not that place. Putting amenities in a hub like near the Height library only generates congestion and potential conflicts/hazards for consumers and residents. In my opinion that particular compound is a safety hazard due the construction of the limited ways to exit and enter.</p>	<p>Other Comments</p> <p>Other Comments (cont'd)</p>
<p>Infrastructure Maintenance</p>	<p>Larger and more readable street signs and other signage helps. The letters need to be reflective as well for night driving.</p>	<p>Other Comments</p>
<p>Infrastructure Maintenance</p>	<p>Concerns with the condition of Fort Davis Drive, which is maintained by the National Park Service. Several reported that federal dollars appropriated for Fort Davis repairs had been reallocated to the Memorial Bridge project.</p>	<p>Comments Captured by Study Team</p>
<p>Transportation Options, Public Benefit,</p>	<p>Concerns about the extension of the streetcar, particularly that it would result in the loss of tree canopy and that improvements to the Minnesota-Benning intersection were being</p>	<p>Comments Captured by Study Team</p>

Infrastructure Maintenance	held up by the streetcar project. Mr. Onyeador confirmed that the Minnesota-Benning improvements were in Phase II of the Minnesota Avenue project and would be made independent of the streetcar.	
Connectivity, Transportation Options,	More bicycle options were requested through the park trail system.	Comments Captured by Study Team
Area Planning	There was interest in knowing what work had been done as part of the Far NE Livability Study and whether there would be coordination between NE and SE since people in Ward 7 are traveling between the two frequently.	Comments Captured by Study Team
Area Planning	Concerns that previous studies had been done in the area without consistency or follow-up. They want to see results from this work, not just meetings.	Comments Captured by Study Team
Pedestrian Safety/Infrastructure, Traffic Calming, Traffic Enforcement, Transportation Options	There were many comments about problems, for vehicles and pedestrians, with the East Capitol-Texas-Benning intersection.	Comments Captured by Study Team
Connectivity, Transportation Options	Access across the river is a major obstacle, with limited pedestrian and bicycle access across East Capitol or Pennsylvania.	Comments Captured by Study Team
Area Planning	It was noted that Police and Fire-Rescue need to be consulted about proposals. In past, that coordination has not happened, which has led to problems when there are changes in traffic patterns. Also an interest in WMATA coordination.	Comments Captured by Study Team
Transportation Options, Area Planning	The question of how much money is spent on Ward 7 within the transportation budget was raised.	Comments Captured by Study Team
Connectivity	There were concerns that stopping the study at East Capitol splits up the larger travel patterns of residents. People are constantly moving back and forth between NE and SE.	Comments Captured by Study Team
Public Benefit	There was significant discussion of the outreach done for this meeting.	Comments Captured by Study Team

Traffic Calming	It was noted that all traffic calming devices require their own individual traffic safety study	Comments Captured by Study Team
Pedestrian Safety/Infrastructure	There were concerns about the closure of the path through Marvin Gaye Park as part of a redevelopment project.	Comments Captured by Study Team
Transportation Options	There were reports of bus bunching on U line around Benning Road and need for more east-west bus capacity to reach downtown, as opposed to just looping around towards the Benning Road Metro.	Comments Captured by Study Team
Traffic Calming, Traffic Enforcement	Speed issues were identified on Texas Ave because of the lack of stop signs between E Street and C Street (and only the one stop sign at E Street before points to the south).	Comments Captured by Study Team
Pedestrian Safety/Infrastructure	It was noted that children accessing the Nats Academy could use a dedicated trail rather than having to walk down Ridge Road	Comments Captured by Study Team
Pedestrian Safety/Infrastructure	There is a desire for better crossing of East Capitol Street at Fort Chaplin Park.	Comments Captured by Study Team
Pedestrian Safety/Infrastructure	There is a desire for pedestrian and bicycle accommodations on East Capitol Street Bridge – connect study area to RFK.	Comments Captured by Study Team
Pedestrian Safety/Infrastructure	There is a need for sidewalks/on-street trails in Fort DuPont.	Comments Captured by Study Team
Public Safety, Pedestrian Safety/Infrastructure	There is a need for street lights along paths/street in Fort DuPont.	Comments Captured by Study Team
Public Benefit	Want to define neighborhood with some sort of Art/mural/Central square/facility – brought up rejuvenation of Deanwood as example.	Comments Captured by Study Team
Public Benefit	There is a desire for more commerce in study area.	Comments Captured by Study Team
Pedestrian Safety/Infrastructure	There were multiple comments about the need for sidewalk improvements and crumbling/broken curb areas.	Comments Captured by Study Team
Public Benefit	There is a desire for greater public hours/use of indoor tennis courts at Fort Chaplin Park.	Comments Captured by Study Team

Public Benefit	There is no dog park east of the Anacostia River – need better facilities for dogs to reduce dog waste on street.	Comments Captured by Study Team
Pedestrian Safety/Infrastructure, Public Safety	It was reported that off-leash dogs frequently have conflicts with peds/bikes along trail system, particularly in Fort DuPont Park.	Comments Captured by Study Team
Traffic Calming	There is a need for better signage at lane contraction along East Capitol Street at 46 th Street since there is a loss of a lane at the bus stop.	Comments Captured by Study Team
Connectivity	Within the study area, Minnesota Avenue and Benning Road were identified as the primary North-South routes, and E. Capitol Street was identified as the only East-West route. Massachusetts Avenue is perceived to be too far to the south and too difficult to get to as you have to go through Fort DuPont.	Comments Captured by Study Team
Traffic Calming	It was mentioned that the inability to make left turns from westbound E. Capitol Street to Benning Road increases traffic on Texas Avenue and U-turns/illegal turns. Queuing is still an issue despite the restriction.	Comments Captured by Study Team Comments Captured by Study Team (cont'd)
Pedestrian Safety/Infrastructure	It was reported that the trail through Fort Chaplin is not well-maintained – largely dirt, and doesn't line up with midblock crosswalk across E. Capitol Street near 41 st Street.	Comments Captured by Study Team
Pedestrian Safety/Infrastructure	It was reported that the other midblock crossing on E. Capitol Street at 40 th Street does not line up with roads/Benning Stoddert Rec Center	Comments Captured by Study Team