

# 1. USE OF THE PLAZA

Please select the following statements that best describe you.

Answer Options	Response Percent	Response Count
I live near the Eastern Market Metro Plaza	88.7%	102
I work near the Eastern Market Metro Plaza	13.9%	16
I visit retail and other commercial establishments near the Eastern Market Metro Plaza	74.8%	86
I use the Eastern Market Metro Plaza to access or transfer between Metro, Buses, and/or Bikeshare	56.5%	65
Other (please specify)	4.3%	5
<b>answered question</b>		<b>115</b>

Other (please specify)
I walk dogs in this neighborhood and must cross the metro plaza several times daily
Eastern Market Metro Plaza is a neighborhood destination.
music performrance, drum circle
My children play on the plaza.
I used as play area for my kids growing up

## 2. PARCEL 2 CURB EXTENSIONS

**Curb Extensions (also known as bump-outs)** Curb extensions are located at crosswalks to shorten the pedestrian crossing distances and to increase visibility for both pedestrians and drivers. Curb extensions, which would be about the width of a parked car, are proposed for six intersections within the study area. Building curb extensions do not typically result in a loss of legal parking spaces. Please provide feedback on curb extensions at the following intersections:

Answer Options	Strongly Oppose	Oppose	Neutral/Don't Care	Favor	Strongly Favor	Response Count
8th Street/D Street (North)	11	7	23	25	36	102
South Carolina/D Street (North)	11	5	26	23	37	102
9th Street/D Street	11	8	28	21	35	103
Comments						21
<i>answered question</i>						<b>103</b>

Comments
There are already far too few bike lanes on Capitol Hill - why make the streets even less bike friendly? DC sidewalks have more than enough space for all pedestrian traffic.
Seems to me that this will make it even harder for bikers to avoid sharing lanes with cars. We already don't have bike lanes on most Capitol Hill streets - why make the streets even less bike friendly?
The recently added left hand turn lane on 8th Street heading North is already adding an unsafe place for drivers and pedestrians. On any given day there is usually backed up traffic. Drivers are forced to move into the righthand lane because of the recently added left hand turn lane. And there is inevitably a bus stopped at the other side of the intersection. And then the crosswalk between dunkin donuts is really dangerous. Drivers attention is already spread thin as they try to change lanes and catch the very short green light. I think drivers are already careful. And they can see pedestrians pretty well. I think the overall plan of the intersection is poor and dangerous. I walk here daily and probably the timing of the lights is the real frustration. As a pedestrian you wait a really long time for a crosswalk and are better off using the zebra stripes without the light. In fact this is the sort of intersection that makes me think maybe we are better off without traffic lights because people would do a better job being polite and taking turns than the planners have.
would these extensions narrow lanes for ars so traffic wold be worse? More traffic makes it more difficult to get to and from the metro
Curb extensions work well at the intersection of 9th and G and help to ensure that 9th is one-way going South.
I would like to see a film of current pedestrian traffic at these intersection .
Many of these intersections are currently dangerous, and I refuse to use them with my children. Making them same for pedestrians is very welcome.
A map provided with the survey questions would would help
There is a lot of ill-directed traffic at this intersection, and I believe the curb extensions will make it clearer for the driver, even more-so than the pedestrian, of how to negotiate this intersection safely.
UGLY! I have never seen curb extensions that were aesthetically pleasing from an urban design perspective.
Curb extensions are death to bicyclists -- they force bikers to swerve into traffic. Who came up with this nutty idea?
Crosswalks should be clearly indicated, e.g., by lighting and/or signage, without such extensions.
Bump-outs will increase difficulty for delivery trucks and trash trucks to access the streets listed.
If and only if this would have no impact on cyclist safety, it sounds like a good idea. But if bump-outs will make it so cyclists have to swerve into traffic to get by, this is a terrible idea.
This northeast corner to the park is not as much of an issue for cars & peds as much as the southwest corner of the park, so I do not see bump-outs as necessary here, and I certainly think the that not only are they ugly, but the width of a parked car is far too much jutting into the street. These are not needed at these intersections.
This seems like an idea in search of a problem to solve, rather than a solution to an existing problem.
As the Ward 6 rep to the DC Pedstrian Advisory Council, I favor any change that will give pedestrians additional times to cross streets.
It would be better to lengthen the crosswalk times
8th and D is a narrow crossing where cars are forced to stop by the prevailing flow of traffic. The other two intersections, South Carolina and D in particular, are wide crossings that cars often speed through despite heavy use by pedestrians.
Curb extensions look useless and will mess up bike lanes! I don't believe they will rectify the traffic/danger issue to pedestrians.
There hasn't been a case made to justify the cost of installing these. Niether D St. or 9th St. are wide here, so does not appear to be a need to shorten the pedestrian crossing distance. No evidence has been provided that there is any particular pedestrian safety issue at these intersections. Doing something simply for the sake of doing it doesn't make practical or economic sense.

### 3. REVERSAL OF D STREET (NORTH)

Reversal of D Street (North) D Street (North) between 8th Street and 9th Street is proposed to be reversed to eastbound only in order to reduce the amount of cut-through traffic, and to take pressure off the 8th Street / D Street (North) intersection. What do you think about reversing the direction of D Street (North) between 8th Street and 9th Street?

Answer Options	Strongly Oppose	Oppose	Neutral/Don't Care	Favor	Strongly Favor	Rating Average	Response Count	
	17	10	35	19	20	3.15	101	
Comments								15
<b>answered question</b>							<b>101</b>	

Comments
with the bus stop, pedestrians, and cars trying to get through the double light quickly, that street just adds an element of confusion and sometimes surprise and is not really a necessary connection.
I personally think that this portion of D st could be closed to cars and turned into a bike/ped facility between 7th and 9th/Penn. This would reduce car/ped conflict at 8th st to strictly n/Sbound traffic.
Whatever change you make is bound to make my life more difficult as a pedestrian and as a driver.
This is a difficult crossing now. The proposal would make Parcel 1 more attractive and create a safer approach.
Anything to make it safer for pedestrians is welcome.
I'm one of those drivers who use this route. I also bike, walk, etc. For those of us moving through early in the morning, this is a great convenience, and likely saves about a minute to get from 9th street to 7th street. Neckdowns, and even a speed bump (or other traffic calming) can address some of the 'pressure' at 8th and D, but allow the 'desire lines' of movement to continue.
Unnecessary, and would be counter to the flow of traffic on the adjoining Pennsylvania Avenue.
Drivers coming from the north on 8th St or heading west on D St will have longer route to Pennsylvania Ave. Pressure will be shifted, not relieved.
Reversal of traffic will make for discontinuous traffic along D Street, with one block going west and the other east, thereby complicating and confusing traffic flow.
This reduces traffic because it's inefficient. Driving in this city is inefficient enough without purposefully making it worse.
This will fall under the law of unintended consequences. It may (or may not) reduce the 'amount of cut-through traffic', but that traffic is going to go someplace else and replaced by other traffic. I will also increase the traffic on 9th St SB waiting for the light at Penna, backing up traffic on 9th, So. Carolina, and D, and thereby funneling more traffic onto Penna between 8th and 9th. Also, this could create this new route as a shortcut or a re-route of NB 8th St during rush hours for those that wish to avoid getting stuck on 8th, which is no picnic during rush hours. For the amount of 'relief' projected by this solution, I think it will make things worse for other surrounding streets.
Not sure what problem is being solved here. I say leave all traffic patterns alone.
My only concern is that what is know a busy and congested three-way stop-sign intersection becomes an even busier four-way stop-sign intersection, making it harder for cars and pedestrians alike. I'd have to oppose, but understand the suggestion.
Just get rid of this part of the street. Make it part of the park or something. Reversing it will just make it useless, and it won't stop pedestrians from getting run over at 8th and D.
The reason why vehicles "cut through" is because it provides an extremely useful, practical access to westbound Penn. Ave. for neighborhood traffic that minimizes the need to get onto congested 8th St. As such, this serves a purpose; reversing the flow essentially makes the road useless and eliminates an important link used by neighborhood residents (not commuters). If the LOS at 8th & D intersections is poor, planners need to devise another solution that doesn't create larger problems & inconveniences for the established neighborhood traffic flow. The proposed solution pretends the current use is not an important local link, and ignores the consequences of reversing the flow. This proposal has also been shot down numerous times in the past, for good reason - why insist on resurrecting it again?

Interactive Map Comments
Let's concentrate on the design and put off any conversations about changing the direction of D Street or closing off the connection through the stubs to Pennsylvania Ave. That's just muddling things up and confusing the conversation of 7th and South Carolina.
Definitely reverse traffic flow in this block, and close the next block. This will do much to discourage traffic anf make the area much safer.
I'd prefer to keep the traffic on D Street going westbound. to make it less 'attractive', include traffic calming devices such as neckdowns and traffic bumps.
What if D Street stayed westbound, but we close the small extension of D Street in front of Hine, and the 8th and D intersection (north side) is right-turn only? No left turn onto 8th?
Reversinf traffic on this block will be a giant step in the right direction. Please do it!

## 4. USE OF CURBSIDE SPACES

How would you like to see the following curbside spaces used?

Answer Options	Taxi Stand	Car-share space	Loading zone	Parking	Response Count
Taxi stand on 7th Street behind the Metro Station	41	26	5	18	90
Car-share space on 7th Street	3	48	3	34	88
Car-share space on D Street	3	46	6	33	88
Comments					13
<i>answered question</i>					<b>91</b>

### Comments

There currently is no place to load/unload Metro or bus passengers from private vehicles -- some sort of passenger loading zone would be great to add.

You should get rid of the taxi stand and car share space and move them over to Pennsylvania Avenue. And put a crosswalk across Seventh to D Street because that is where I and everyone else crosses.

Suggest parking for disabled people on D or 7th

1. There are plenty of taxis coming down Penn and most people use apps to get them anyway. 2. There are at least three loading zones in this general area (a very large one near CVS that seem to already handle demand) 3. For the most part, these areas are near retail locations/library where those of us who live on the Hill are stopping by for 15-min errands (CVS, coffee, YES organic). Car share spots could be housed in the parking lot at the end of Barracks row where spaces are ample and they can sit for long periods of time if need be. Making these quick stop spaces so busy people can be in and out and on with their lives is both useful to residents and those retail establishments who want their business!

My only concern about putting a Taxi Stand at 7th behind the Metro is that it will encourage taxis driving around parcel 4, or even the next block east, in order to position themselves at the taxi stand.

Parking! It's necessary for many people who shop and eat at nearby places of business.

Don't remove taxi stand unless you replace it elsewhere. Not many taxis there, but it makes a major difference in the morning when there are.

Eliminating the taxi stand altogether would be a problem. That's the ONLY place on the Hill to get a cab reliably, especially at odd hours.

It's best left as is, unless they are to take some of the north side side walk space from 700 block of D to add more angled parking spaces, which would help the parking situation in the area - but I seriously doubt anyone is going to go for this.

The current arrangement seems fine, so I am not sure why it needs to change.

Unless the car-share space is really in demand, meaning very high usage, then it's better off using this premium space for parking. Keep the taxi stand if this is convenient for commuters.

The study doesn't appear to show any evidence that the current arrangement is problematic, and the taxi stand does serve a purpose. Why change it if it isn't broken?

I find it very dangerous to cross 7th street to access the library. Parked cars on 7th street block a pedestrian's view when crossing. I'd prefer that there be no parking at all to increase visibility.

### Interactive Map Comments

The taxi-stand should be 24-hour, not just for limited hours as it is now.

A possibly more efficient way of "pooling" space would be to have 3 or 4 spaces in a combined taxi and car-share area. Might make the bottom space dedicated to car-share, the top space dedicated to taxi, and one or two middle spaces that are available to either.



Great place for the taxi-stand.

Did you consider the impact of removing the taxi stand? Where will people go to get taxis? Where will taxis loiter?

I love the idea of replacing the unnecessary taxi stand that few people use with car share spots, thus increasing available parking spaces.

## 5. RELOCATING SOUTHBOUND BUS STOP

What do you think about relocating the WMATA bus stop from Starbucks to the eastern edge of Parcel 4? The Circulator bus stop would remain in its present location in front of Starbucks.

Answer Options	Strongly Oppose	Oppose	Neutral/Don't Care	Favor	Strongly Favor	Rating Average	Response Count	
	4	9	24	35	27	3.73	99	
Comments								20
<i>answered question</i>							<b>99</b>	

Comments
why have the circulator stop on both the north edge and the eastern edge of the parcel? One stop should be plenty, especially if it is well lit and sheltered.
This bus stop is always crowded and blocking other pedestrians trying to walk up or down 8th. As a bus rider, i find it hard to find an appropriate place to stand. On the other hand, its VERY hard to drive through that Penn intersection and i think it might be better if the stops moved to the next intersection so that everyone clears out of the dangerous intersection, buses dont line up, and cars are driving through an obstacle course!
I think if the WMATA bus stop relocates, the addition of a water feature in Parcel 4 needs to be seriously reconsidered.
This seems like it would cause traffic backups into the intersection.
That sounds dangerous. I walk here.
The Circulator Buses have overly long routes making them unreliable. Shorter buses and shorter routes would be more useful.
I think it would help clear the area of those that are simply loitering, hanging out after school to an area actually designed for that. My husband's office is above Kraze Burger and the walk from Starbucks to his office is constant dodging of people who certainly don't seem to be aware of anything around them.
Essential to commercial viability and proper firehouse functioning.
I think that if you are going to move the WMATA stop, you should move the Circulator stop
Given that it looks like you'd 'add' a lane for the bus at the eastern edge of Parcel 4 (subtracting it from Parcel 4), is there a reason why both the Circulator and WMATA stop couldn't be at that location?
If several WMATA buses arrived at the stop at the same time they would back up across the intersection of 8th St. and Pennsylvania Ave. It might be better to leave the WMATA stop in front of Starbucks and move the Circulator bus stop to the eastern edge of Parcel 4.
May help, not sure it won't just shift the problem.
The Navy Yard Circulator stops between 7th and 8th and also at Starbucks. It could eliminate the Starbucks stop.
Walking down the sidewalk here is difficult do to the number of people waiting for the bus; spreading them out would improve the situation for everyone.
This would be a great idea and would relieve the loitering lounge that this spot has become - but to where does this stop go that's workable? (unless the D St between 8th and 9th is reversed, then the tiny bit of D west of 8th on the Hines side of Penna could be an expanded bus stop.
I understand this idea, alleviates people congestion in front of the Starbucks at that corner. However, the plan, as configured, does not have enough space for pedestrians coming from Eastern Mkt and 7th making their way through to 8th Street Barracks Row. You're just moving some congestion and creating another congested area. More space must be given to Parcel 4 in both A and B plans for pedestrian flow from 7th to 8th streets. So, I would say neutral because it's going to be congested either way.
The chaos caused by that bus stop, both for pedestrians crossing 8th st and for those trying to navigate the sidewalk, would be greatly reduced.
What does this solve? Nothing! You will still have the same number of buses stopping and messing up traffic, and now cars will be stuck in that weird tiny section of the intersection, blocking the box as they wait on the bus! Is this the best you could come up with?? You definitely don't live here.
Why not simply enlarge (marginally) the bus zone in its current location? Moving it closer to the Penn. Ave. intersection unnecessarily complicates traffic at that intersection, as well as potentially blocking pedestrian access to crosswalks across 8th St. if buses try to queue in that relatively short distance (as happens all around town at similar bus stop configurations).

**Interactive Map Comments**

If the bus stop stay in this section the side walk should be brought in so that the buses are not blocking the incoming traffic



This location is a good location for the buses that currently arrive in front of Starbucks. I recognize that there's not enough frontage for more than one bus, but I'd prefer more buses arriving here than south of the intersection.

I can't determine if you are moving this bus stop to the plaza or not. If not, you should because its an eyesore, blocks the sidewalk and is the source of much pedestrian congestion.

In addition to my earlier comment about moving all bus stops that are currently located here, another reason is to reduce the substantial loitering in this space in front of the nearby businesses (e.g., Starbucks, OXXO).

This comment applies to both Concept A and Concept B. The bus stop here should be moved for all buses (including the circulator). Preferably it should be tied into a bus stop on Pennsylvania Avenue (e.g., nearer to the Metro Plaza).

The design team should make clear, if it is true, that the bus stop in front of Starbucks can't be moved north (adjacent to the plaza) unless D Street is reversed to one way westbound. It's a trade off.

The bus stop here absolutely must go! It belongs in the same black as the Metro station.

In addition to my earlier comment about moving all bus stops that are currently located here, another reason is to reduce the substantial loitering in this space in front of the nearby businesses (e.g., Starbucks, OXXO).

This comment applies to both Concept A and Concept B. The bus stop here should be moved for all buses (including the circulator). Preferably it should be tied into a bus stop on Pennsylvania Avenue (e.g., nearer to the Metro Plaza).

## 6. PARCEL 4 CURB EXTENSIONS

**Curb Extensions (also known as bump-outs)** Curb extensions are located at crosswalks to shorten the pedestrian crossing distances and to increase visibility for both pedestrians and drivers. Curb extensions, which would be about the width of a parked car, are proposed for six intersections within the study area. Building curb extensions do not typically result in a loss of legal parking spaces. Please provide feedback on curb extensions at the following intersections:

Answer Options	Strongly Oppose	Oppose	Neutral/Don't Care	Favor	Strongly Favor	Response Count
7th Street/D Street	12	4	17	26	35	94
South Carolina/D Street (South)	9	7	15	28	34	93
8th Street/D Street (South)	10	8	14	27	34	93
Comments						15
<i>answered question</i>						<b>94</b>

Comments
As I said before, this would make the streets around Eastern Market even less bike friendly.
This sounds like an expensive change that won't address the real problem.
Need traffic lights at 8th and D
I generally favor the concept of curb extensions. D street between 7th & 8th is narrow and I wonder at the capability of trucks to turn R/L onto 7th if that stretch of D is reverse to westbound
As noted with regard to question 1, curb extensions are death to bicyclists. Boo!
Again, crosswalks should be clearly indicated by signage and/or lighting.
The ability for trucks, firetrucks, and other cars to make the turns in will be greatly affected. I do worry that it will take away parking spaces as well.
These may help, but they seem like a band-aid solution. It doesn't address any of the root problems with auto or pedestrian traffic flow/interaction.
Crossing these streets is not currently a problem. D Street in particular is so narrow that curb extensions are unnecessary for pedestrian safety. Curb extensions would make use of D Street difficult for delivery trucks and trash trucks. This would be a particular problem for merchants along the street, since they do not have rear access for delivery and trash service.
See my prior comment about the impact on cyclists.
At this intersection, I don't support such bump-outs. Generally don't support them for the most part, and certainly don't at the width of a car size. But what could be done is something where So.Carolina meets 7th. This is not a good intersection. I don't think bump-outs would be the solution. Perhaps one on the north side of the intersection would be a help. But a better help, would be an island in the middle of the So Carolina street, like they have in Europe. This would provide a better defining of the intersection, and provide a safe, median for pedestrians crossing such a wide street intersection, which is a problem in heavy traffic times, i.e. rush hours with lots of peds and cars. This would be a better solution than bump-outs everywhere you looked.
Again, this seems like a stupid idea. It's especially bad for 7th and D given that the CVS trailer trucks already can't make the turn onto D Street without running over the sidewalk. Please, please, please don't add these stupid things.
8th and D is a narrow mouth intersection where cars are naturally forced to stop by the prevailing flow of traffic, so this seems like a waste of money. The other two seem beneficial.
See previous comments about curb extensions.
As with Parcel 1, the street widths here and lack of documented pedestrian safety issues make the addition of these bump-outs unnecessary. In addition, the narrowness of D St. at 7th St., combined with the frequently used CVS loading zone on D St., often makes access to and from D St. problematic, especially if northbound traffic is backed up at Penn. Ave. This situation makes it difficult to make right turns southbound onto 7th St. from D if vehicles queuing for the left turn do not leave passing room. A bump out here would exacerbate this situation by making it impossible to make that right when the loading zone is being used as there would be no room for a right turn vehicle to get by; vehicles trying to go southbound on 7th from D would effectively be trapped on D St. at the mercy of the signals/traffic at the Penn. Ave. intersection.

### Interactive Map Comments



wide sidewalk is unused; indent parking spaces into walk area to increase visibility of drivers for peds and viceversa; also enhance traffic flow/safety



indent curb for short term parking for Library and drug store and Metro. Enhance flow/parking drop off, to increase access for elders/people w/ luggage, during bad weather. Make area attractive to folks from beyond immediate walking range, with luggage, This is not a "relaxing park; it;s a trafer point--try to reduce conflict betwn pads and cars; not by blocking cars.



Indent curb for parking and to allow safer ; traffic flow btw 7 and 8. walk is not used except for snack cart at 8th wider street allows safer pickup/dropoff for merchants and METRO

As a biker, the crosswalk extensions make it really obnoxious to bike next to cars.

I will add curb extension, on all corners.

I like the proposed curb extensions to help with pedestrian crossings.

## 7. REVERSAL OF D STREET (SOUTH)

D Street (South) between 7th Street and 8th Street is proposed to be reversed to westbound in order to improve vehicle flow and take pressure off the 8th Street / D Street (South) intersection. Delivery vehicles servicing the D Street (South) businesses would access D Street (South) via 8th Street and would exit on to 7th Street to access Pennsylvania Avenue. Note: If the Metrobus stop currently located in front of Starbucks is to be relocated to Parcel 4, the reversal of D Street (South) from eastbound to westbound may be necessary for safety and operational reasons. Note: If the D Street connection between 8th Street and Pennsylvania Avenue is removed, it may be necessary to reverse D Street (South) due to queuing at the 8th St. & Pennsylvania Avenue intersection conflicting with the loading zone on the east side of 8th St., or the re-located north-bound bus stop on the east side of 8th Street What do you think about reversing the direction of D Street (South) between 7th Street and 8th Street?

Answer Options	Strongly Oppose	Oppose	Neutral/Don't Care	Favor	Strongly Favor	Rating Average	Response Count	
	18	11	22	26	17	3.14	94	
Comments								18
<i>answered question</i>								<b>94</b>

Comments
how about closing D street to make a parking lot or extending the plaza all the way to the store fronts. it would offer an interesting opportunity for al fresco dining should any restaurant choose to locate there.
Making a left turn from NB 8th onto D would be an absolute nightmare with the amount of pedestrian traffic.
That sounds dangerous too. I often cross here with my dogs. This removes the only safe crossing.
Concerned re the impact of the reversal on 7th street traffic, especially pedestrians. It is heavily used by what I call the panzer brigade (i.e. those tank-like baby carriages) and of course the traffic to and from the library and CVS. Should be examined before proceeding. Know it's a tough and hardly either/or issue. Appreciate that the possibility is raised.
It makes sense to reverse the direction. But left turns on to D St. from northbound 8th street should be prohibited. Otherwise it will back up traffic in front of the fire station and additional safety concerns with drivers turning from Pennsylvania onto southbound 8th St.
I fear that there may be an underestimation of how many cars 'arrive' at Eastern Market Metro Plaza, and Eighth Street (Barracks Row). Reversing these traffic directions may just push more traffic into the side streets. I'd prefer extensive use of traffic calming (neckdowns, etc.) to make it safe if you use the area, but make it frustrating enough that a car might choose a totally different route. e.g., if it is congested to go through eighth street, many may choose 11th and 6th and 4th. But if they need to go into eight street, funnel them via 8th, and minimize the increase in traffic on 9th and 7th.
This makes no sense at all. It would direct motor vehicles toward, rather than away from, residential areas. With regard to interface with Metrobus, changing the direction of D Street would make turning right from 8th Street onto D a challenge of driving around stopped buses. Queuing for vehicles turning left from 8th onto D would interfere with fire trucks leaving the station for transit north, east, and west.
This will cause more problems than it will solve.
Do you really want people turning left from 8th St northbound onto a reversed D St? Do you want to force people to remain on 8th St northbound to turn right onto Pennsylvania Ave when they can now take the extension and relieve the 8th St traffic?
Please consider the affect that this would have on the local businesses (not just community connections). Trash and delivery trucks will not go down D street if it is reversed and they need to turn West on D from 8th. Especially with the bump outs and having to swing out around buses on 8th street, they will not be able to make the turns.
It looks like it will make the traffic on 7th Street worse since cars leaving that block will be entering the stream at a difficult spot. That stretch of 7th is already bad for cars and difficult for pedestrians to negotiate. I don't see anything in the slides that addresses that or any indication that has been studied sufficiently. Closing it would put more pressure on parking in the neighborhood which is already a problem.
This change would make the problematic intersection of 8th and D Streets considerably more dangerous. Vehicles entering the 700 block of D from the north would have to evade buses entering and exiting bus stops, and would clog 8th Street as they wait to turn. Vehicles entering this block from the south would have to turn left against traffic turning from Pennsylvania onto 8th, much of which would not be on the alert for another intersection immediately ahead. Vehicles waiting to turn left could also block access to 8th Street for fire trucks leaving the fire station to perform emergency work to the north, east, or west.
This is just not a good idea, nor very workable. It really wouldn't gain much, but would create a mess at the D & 7th side. I would then also force more traffic from 7th into the heavily ped-trafficked 7th & Penn intersection, thereby impeding on right-turning cars, causing back ups and frustrated drivers - this is a recipe for bad, hurried and cheating drivers trying to 'not get caught' at the 7th & Penn red light. Someone will get hit, a car or a person.
The current traffic pattern works great for those of us who live near the metro plaza. This seems like change for the sake of change. Leave things alone.
Again, same concern as with D Street North--making a busy 3-way into an even busier 4-way. Causing more congestion at the 7th street intersection, impacting the wonderful Library extension that everyone seems to want.
At the 7th and S. Carolina intersection the current one way of D st makes for awkward reading of the intersection stop and for pedestrians to cross. This would improve traffic flow immensely.
Just get rid of that entire section of D st and the connector in front of Dunkin Donuts. Gosh. Problem solved.

As with the northern leg of D St., the proposal ignores the fact that this street is a vital link in the local traffic flow that allows local traffic to cross Penn. Ave. while avoiding the highly congested 8th St./ Penn. Ave. intersections (especially at rush hours). Reversing the direction effectively makes this road useless for anything other than retail loading and parking, while eliminating a key eastbound local corridor. The two noted reasons presented to justify this reversal are in themselves unnecessary and appear to create more problems than they purport to address. While the LOS at 8th & D may be poor, it does function, despite what the study reports, and eliminating this outlet for eastbound local traffic without providing something in its place effectively turns a poorly functioning intersection into a completely non-functioning intersection. Getting rid of something that functions poorly without accommodating the need it served and then pronouncing the problem solved is not a solution - it just makes the problem worse. If eliminating the D St. connection between 8th & Penn requires jumping through all these other hoops to replace what it is providing, then the obvious solution is to not eliminate it, and rather find a more functional solution to improve the 8th and D intersection's LOS. As with the proposals for the north leg of D. St., these proposals suggest a fundamental misreading of the local traffic patterns used extensively by neighborhood residents in favor of abstract urban planning paradigms that are inappropriate in the actual circumstances present.

**Interactive Map Comments**

The traffic flow on this section of D Street should NOT be reversed. It would only serve to bring more traffic and more people looking for parking into the residential streets

Close off this section of Dst completely to cars with bollards. A sufficient indent of the bollard line would allow delivery trucks to sufficiently service between here and 8th st. This would reduce ped/car conflict at the other intersection

I don't see how reversing the current eastbound direction of D Street will help -- the only way to access D Street would be by making a right turn from 8th SB or a left from 8th NB -- neither of these will be easy to do with the amount of pedestrian traffic at this intersection. What might be helpful would be to keep D Street eastbound, but make a "No turns" at 8th and D, meaning traffic would have to continue straight across onto the small D Street extension.

D Street should be a "woonerf" (look it up) -- a street that is for people and cars. People like to cross in the middle of the road so doing to access businesses should be encouraged.

Please do reverse the traffic flow. This will do much to improve the area by removing cars from the street

make this a woonerf -- a street for cars and people

Before you reverse streets, shouldn't you consider the impact on an area greater than this four-block area? How are drivers supposed to get from the southwest to the northeast, or the reverse, across this intersection? how many blocks out of their way will they have to go?

## 8. PARCEL 3 MODIFICATIONS

Please share your views on the following Parcel 3 transportation related modifications:

Answer Options	Strongly Oppose	Oppose	Neutral/Don't Care	Favor	Strongly Favor	Response Count
Remove the D Street (South) connection in front of Dunkin' Donuts and Community Connections between 8th Street and Pennsylvania Avenue.	14	18	17	17	27	93
Relocate the northbound WMATA/Circulator bus stop currently located at 8th Street/E Street south of the fire station to the western edge of Parcel 3 .	6	13	29	26	17	91
Comments						13
<i>answered question</i>						<b>93</b>

Comments
Anything to take the pressure off that intersection! However, it would be nice to have an easier curb turn to turn right onto Penn from 8th.
I think removing the parking spaces on the D Street connection would be just as useful as removing the connection altogether. I favor moving all of the various bus stops near/on the 8th and D (south) intersection to positions away from that intersection to de-cluster it all.
I don't understand the second question. Are you asking the bus stop should be moved to the north side of the fire station? If so, I don't see the purpose of moving it.
If you close the D street connection, more design consideration should go into Parcel 3. It by default becomes the front yard for The Neighborhood Coalition (TNC); and if the buses are at the west edge of it, visibility will be greatly compromised.
The principal effect of the first idea would be to eliminate parking, thereby harming shops and restaurants. Anyone suggesting the second idea must not have consulted with the firemen at the station.
At no point was moving the bus stop to north of the fire station discussed in meetings. Have you guys consulted the fire department?
Removing the connection will just make for a bad right turn and put more pedestrians at risk. Drivers turning without watching at intersections is the most dangerous part of pedestrian life. It's why we jaywalk on the Pennsylvania Ave 600 block: it's much safer than crossing at the intersections. Idiots who want to stop it should have to live on the Hill and experience that 7th Street intersection themselves.
Parking in the area is limited, and removing parking spaces would compound this problem. Removing parking spaces would decrease business for local merchants, many of whose non-Capitol Hill customers arrive by car.
There is no good gain from removing the Dunkin Donuts part of D St. In light of the amount of traffic on 8th St NB and D St EB, you will be forcing more traffic to try to turn right at 8th & Penn, competing with peds, those turning left on Penn and those who just want to go straight. This will create a further mess on 8th St, with no real, concrete gain.
That little connector is useful. Taking it away makes no sense.
This has always been the most isolated and under utilized part of the area. If removing altogether or putting the Circulator stop there helps make it more inviting and active, then fine.
The D Street (South) connection makes it safer for pedestrians to cross Pennsylvania Avenue because there are no cars turning from northbound 8th Street onto eastbound Pennsylvania.
Once again, these proposed solutions appear to be trying to solve a problem that doesn't exist. The southern leg of D St. provides a vital eastbound local traffic corridor for neighborhood vehicles to access/cross Penn. Ave. (especially at rush hours) while avoiding the heavily congested thru-traffic intersections at 8th and Penn. In addition as is pointed out, this leg provides a needed location for Community Connections loading that is off the major through-streets of 8th and Penn.; eliminating this and moving the loading to either of those streets defies logic, and if anything would make the situation worse for both traffic and pedestrians accessing Community Connections. RE: moving the bus stops, if there was a compelling reason to do so, it hasn't been made in the presentation. It would appear that there is much more space available to expand the bus stops if necessary at their current locations between D and E Sts. than between Penn. Ave. and D, and without the potential queuing conflicts that could result at Penn. Ave. & 8th. intersection.

Interactive Map Comments
I definitely support removing this part of D St. It could add a good amount of green space and seems like such a trivial roadway that only makes the intersection of D and 8th all the more dangerous and difficult to cross.
If either the northwest or southeast short extensions of D St are to be removed, I recommend adding an indented right-turn only space for cars that wish to turn on to Pa Ave. A good examplon Capitol Hill is at the corner of Mass Ave & 2nd St NE where a right turn only queuing lane was added about 15 years ago. it works great.
Why not reverse direction here on D and allow for the buses currently stopped on to turn right from PA ave. Make it bus only and give them priority in turning back onto 8th
get rid of this cut through!!
Do get rid of this street. It will allow creation of a nice space with trees and benches. Combined with reversing flow on D, it will do much to discourage cars in this area.
get rid of this street and create better public space
Did you consider the impact of closing this street? Do you really want drivers going north on 8th to turn 120 degrees to go southeast on Pennsylvania? Is that good transportation planning?

## 9. COMMUNITY CONNECTIONS DROP OFF ZONE

I would like to see a drop-off zone for community connections provided on:

Answer Options	Response Percent	Response Count
Remain on D Street	26.4%	23
8th Street	6.9%	6
Pennsylvania Avenue	20.7%	18
Either (Doesn't Matter)	46.0%	40
Comments		12
<b>answered question</b>		<b>87</b>

Comments
Take the parking spaces off D Street and just make it an unloading zone.
On 8th or on Penn - usually when they drop off on D they block the pedestrian cross walk
CC has been a problem for a long time, and I and my fellow ANC commissioners met with CC staff to try to deal with the congregations outside the CC office, both on D Street and on the north side of PA Avenue (btw 10th and 11th, if I have it right. Did some good, and staff. The root problem is of course the location for the type of service provided as well as lack of an inside waiting area, meaning the clients are forced onto the street including the smokers), and some drift over outside Starbucks and Oxxo where they panhandle. None of the location choices offered are great but I selected the best for a problem that will continue.
I think there is a curb area there that is large enough to consider setting the drop-off slightly inset from the street
Maybe a bump out on Pennsylvania ave. But if you remove the d st connection, drop-offs will cause traffic tie-ups, especially if left turns are allowed onto west bound D St and parking continues to be allowed on the east side of 8th St north of the fire station.
Again, make 8th street the destination. ultimately 8th should probably be bus, bike, taxi and pedestrian only . . . just a thought.
Let's not rearrange streets to help Community Connections when it will harm shops and restaurants.
D street is out of the way right there. By moving it to Penn or 8th street you will create backups on major, fast moving streets.
Don't know enough to comment, don't know how much it's used.
D St or 8th, but not Penn.
I don't even know what this is. Please explain.
As noted above, the current location on D St. provides an area out of the through-traffic lanes of Penn. Ave. and 8th St. Providing a pull-off, or even worse taking up a current traffic lane, on either of those streets does not make sense when there already exists a pull-off area on a spur road that for the most part sees only local traffic seeking to by-pass the through-traffic intersections at 8th & Penn. Moving that location creates more problems for no discernible reason. As stated earlier, if the poor LOS at 8th and D Sts. is the underlying rationale for all of these more radical changes to traffic and loading patterns, it would behoove the planners to devise a solution that improves that intersection to the extent possible without creating larger unforeseen problems due to a misreading of local usage. If that means that the intersection remains functioning at less-than-A grade LOS, that is still better than no longer functioning at all for the real uses it currently accommodates.

## 10. PENNSYLVANIA AVENUE

Based on direction from the District Department of Transportation, modifications to the Pennsylvania Avenue roadbed are not part of this study. However, if in the future such modifications are studied as part of a corridor-wide effort, we would appreciate your feedback on the following potential changes.

Answer Options	Strongly Oppose	Oppose	Neutral/Don't Care	Favor	Strongly Favor	Response Count
Provide a buffered bicycle lane in both directions on Pennsylvania Avenue.	8	7	13	27	37	92
Provide a transit-only lane in both directions on Pennsylvania Avenue.	10	23	26	17	14	90
Provide a wide transit-only lane to be shared by bikes and buses in both directions on Pennsylvania Avenue.	18	31	15	12	14	90
Comments						19
<b>answered question</b>						<b>93</b>

Comments
Bike lanes on Penn Ave NW are awesome!
A buffered bike lane would seriously diminish the charm of this stretch. A shared bike/bus lane would provide the flexibility to increased shared space
I think adding transit only lanes would be dangerous here because drivers have to make lefthand turns. All your ideas sound dangerous. Are you sure you are qualified in this field? Bikes and Buses should never share the same lane. What are you thinking? You should remove the tall signs on the rental bikes because they make it hard to cross the street in the middle of the block for pedestrians.
Provide Transit only lane possibly for rush hour traffic with parking allowed during non peak. Run hop on hop off transit between the Capitol and river to help integrate all of Capitol Hill. Also hop on hop off routes going North and South along three or so routes from M st SE to Florida Ave.
Wary of how a shared bus/bike lane would work. I do know who would "win" in a physical encounter aka accident.
Reducing the number of lanes from three to two is needed to reduce the speed of traffic in the area. I would be concerned about a shared lane for buses and bikes given WMATA bus drivers' track record of hitting people.
I'm a bicyclist, and use Pennsylvania avenue all the time. I would not propose that the medians be converted into bus or bike lanes, as in NW. I'd prefer that Pennsylvania Avenue be made wider -- perhaps narrowing the median -- but have a conventional bike lane on the right hand side of the traffic rights of way, in both directions. I like having the cherry (crabapple) trees, but also want the bike to be more integral with the remaining traffic.
It seems silly to "improve" the small, relatively useless triangular park areas without rerouting PA Ave and making the entire space a single, unified park. This is the best long term solution. Why can't this be done?
Aren't we being a bit selfish here? Residents of Hillcrest Heights and Prince George's County need Pennsylvania Avenue for commuting. We must consider their needs, too.
If there were buffered bicycle lanes, all bicyclists should be required by law to use them. If bicyclists were to ride in the other lanes they should be ticketed.
Don't mess with Penn. Ave. Traffic is too heavy at rush hour to take lanes away, and parking is already crazy. No one with any sense should be on a bicycle there anyway, and there aren't enough buses traveling that route to give up lanes to them. Dumb dumb dumb and hurrah for DDOT for stopping it.
Biking on PA Ave is a dicey prospect, especially with children. My family enjoys cycling, but I'm nervous taking even my 11-year-old on PA Ave because the traffic is SO FAST and bicycles seem to be viewed by drivers as interlopers on their territory.
A shared transit lane that mixes buses and bikes could be very dangerous. A buffered bike lane is the best solution.
The bicycle lanes in the center of Penn NW work well. It's safer for cyclists than being in the curb lane where double-parked cars, open car doors, bus stops, and jay-walking pedestrians. Putting buses and bikes together is a recipe for accidents; I would not feel safe as a cyclist in that situation.
The best ideas would likely be left turn lanes for 7th St and 8th St. Bike lanes or bus lanes in the median of such a busy road with such short blocks makes absolutely no good sense, or practicality.
I favor using the median, as nice as it is to have some green space, to expand the use of public transit and bikes. Bikers are just plain dangerous on Pennsylvania Avenue and they need dedicated lanes. Dedicated public transit lanes, hopefully street cars, could go a long way in alleviating traffic congestion and inviting pedestrians. Maybe a pedestrian dedicated trail or running path could also be considered.
The city needs more bike lanes. This is a great idea. As for bus lanes, while I'm generally in favor of improving the bus-riding experience, this route runs on top of a Metro line, and in my experience is generally not that congested, so this doesn't seem to me like a high priority relative to other bus lines.
Bikers need safe lanes more than cars need buses out of their way.
The problem with providing transit and bike lanes in the middle of a street as busy as Penn. Ave. is that you need to get transit riders and bikers from the middle over the sides at some point, which then creates considerably greater safety and traffic flow issues, or costly fixes. Transit cannot deposit riders without either crossing the through-traffic lanes (which defeats the purpose) or providing access pads in the median, which take up an unacceptable amount of additional ROW, not to mention the safety and traffic issues of providing accommodating riders who then are forced to cross a busy street to get to the public transit. For bikers, there is a similar problem of getting to and from the central bike lanes - at some point then will need to cross all lanes of traffic to exit the road. For both uses, utilizing transit and bike lanes on either side of the street would be much more convenient and safe for the users, and could potentially be accommodated by shifting through-traffic lanes in (i.e., in place of the median).

**Interactive Map Comments**

If we're changing the median of Pennsylvania Avenue, why wouldn't we put bike lanes in the middle of the median? We could still put plants, etc. on either side, and then the middle could be bike lanes.

From 6th street to 10th street, the traffic needs to slow down. put in traffic calming, speed bumps, neckdowns to slow it coming into the Eastern Market Park. Then the whole zone can be more pedestrian friendly.

It also would allow for a mid-block crossing between 7th and 8th, perhaps punctuated by a raised crosswalk.

I think you need to speed up traffic on Pennsylvania Avenue by timing the lights properly.

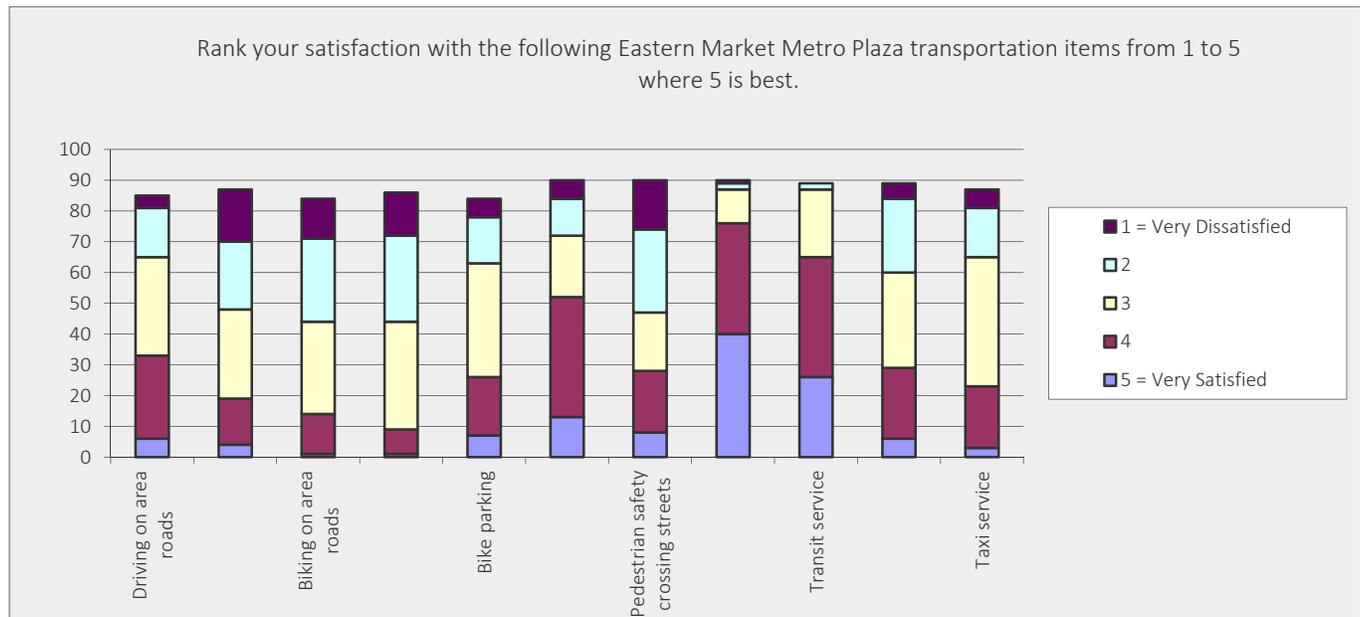
I'd like conventional bike lanes on both the Eastbound and Westbound lanes of Pennsylvania Avenue. The bikes need to integrate into the traffic patterns, but also knit themselves into the community. This is still a residential neighborhood, and bikes will come into the metropark from all directions (mine sure does!) as buses, etc. I'd prefer to keep that stretch of D street open.

If we're changing the median of Pennsylvania Avenue, why wouldn't we put bike lanes in the middle of the median? We could still put plants, etc. on either side, and then the middle could be bike lanes.

## 11. TRANSPORTATION SATISFACTION

Rank your satisfaction with the following Eastern Market Metro Plaza transportation items from 1 to 5 where 5 is best.

Answer Options	1 = Very Dissatisfied	2	3	4	5 = Very Satisfied	Response Count
Driving on area roads	4	16	32	27	6	85
Car parking	17	22	29	15	4	87
Biking on area roads	13	27	30	13	1	84
Bicycle safety	14	28	35	8	1	86
Bike parking	6	15	37	19	7	84
Walking on area sidewalks	6	12	20	39	13	90
Pedestrian safety crossing streets	16	27	19	20	8	90
Access to transit	1	2	11	36	40	90
Transit service	0	2	22	39	26	89
Upkeep of streets and sidewalks	5	24	31	23	6	89
Taxi service	6	16	42	20	3	87
<i>answered question</i>						<b>90</b>



**Interactive Map Comments**

As a biker I avoid this whole area.

## SOUTH CAROLINA AVENUE/7<sup>TH</sup> STREET/D STREET, SE

### Interactive Map Comments

During the live presentation, it was asserted that people have trouble crossing this intersection. I've been here for 15 years and have never seen anyone have a problem with it.

A small island might be appropriate, but it would have to be quite small to allow traffic moving northeast on S. Carolina to have separate "straight: (D St.) and left-turn lanes. But it isn't really needed.

A small median here would provide some pedestrian refuge crossing the wide street and would make the automobile traffic more predictable.

## 8<sup>TH</sup> STREET/D STREET (NORTH), SE

### Interactive Map Comments

Part of the problem with this multi-modal intersection is that so many competing modes are using an awkward geometry. One solution may be to pave a 'super rectangle of space from the north part of D, north of the park, to the south part of D, south of the park, and then about 10' beyond the east and west sidewalks of 8th street. Let the whole zone be paved w/pervious paving. Then let there be a three phased traffic signal -- one for E/W-bound Pennsylvania Avenue traffic, one for N/S-bound 8th street traffic, and a third for pedestrians to cross wherever and however they need to. The traffic lights should be briefer than they currently are, and the pedestrian one should be long. with Concept A, most pedestrians can avoid the mid-block desire line. Also, it may force more traffic to detour around Eastern Market metropark, and head for 395, or other alternate routes to get to the other side of this neighborhood. It could also be a more European square feeling, and more neighborhoody.

## 8<sup>TH</sup> STREET/D STREET (SOUTH), SE

### Interactive Map Comments

This should, at minimum, be an all way stop. drivers get confused frequently and peds get timid about crossing

This intersection is very dangerous for pedestrians. A timed crosswalk from one side of 8th Street to the other is definitely needed (i.e., a timed signal that's used to connect the Starbucks side of 8th Street to the Dunkin' Donuts side); otherwise, it will continue to be a dangerous and difficult place to cross the street.

Would a small traffic circle here make cars behave better?

I love the idea of backing the traffic light up to the 8th and D intersection!!

This intersection is very dangerous for pedestrians. A timed crosswalk from one side of 8th Street to the other is definitely needed (i.e., a timed signal that's used to connect the Starbucks side of 8th Street to the Dunkin' Donuts side); otherwise, it will continue to be a dangerous and difficult place to cross the street.

I still don't feel that either of these plans make it much easier for me to cross 8th St here. The cars just fly down 8th and only see the light at Pennsylvania. The totally ignore D St. Can the stop for the light be moved back to D st so that cars have to stop half a block back? Could the entire "box" be turned into a pedestrian friendly crosswalk? It's just so dangerous now.

## PENNSYLVANIA AVENUE MEDIAN/CROSSINGS

### Interactive Map Comments

A mid-block crossing + pedestrian amenities in the median should be considered here. If "jaywalking" is "designed out" of these proposals, it's likely that after the redesign the area will be less functional and useful to pedestrians than it was before.

And I realize crossing Pennsylvania Ave mid-block involves "jaywalking" today and it thus "illegal" but I'm not sure that trying to design away jaywalking is the appropriate answer.

Today you can cross Penn Ave in 120 feet if you walk perpendicularly across Penn from the metro entrance/bus stops to the mini-plaza, right where D St lets out onto the north side of Penn. Sure, it's "jaywalking". But a lot of people really want to do it! So many, in fact, that grass doesn't grow on a wide swath of the median because of the constant foot traffic.

And it's a pretty easy crossing, too! It's only 40-feet to cross each set of travel lanes, and in the middle you get a luxuriously wide, 40-foot median where you can rest/wait until you the second crossing. Sight lines for both drivers and pedestrians are excellent as well, with no visual obstructions or elevation changes anywhere in the vicinity.

If you design out this "jaywalking", your 120-foot crossing becomes 400 feet to get between the same points (if you walk down to 8th St, cross, then walk back up to the bus stops).

I'm not sure we're "improving" the design of a public space if we make one of the most desired movements through that space take 3.5 times longer to do than before its "improvement."

Rather than make the median impassable, there should instead be a mid-block crossing here. Doing otherwise adds a lot of distance for pedestrians

Plan needs to address issue of pedestrian crossing in middle of street to access the Metro. Plan also needs to address the reality that dogs owners need a place to relieve their pets. It's wonderful to plant more trees as Capitol Hill needs more green space. But finished every square foot with expensive landscape undermines the quality of real life.

Can this plan consider the width of sidewalks in the median crosswalks? This sidewalk is particularly narrow for the amount of traffic it gets crossing from the metro to Eastern Market.

End the jaywalking mid-block with either design. There's no excuse for pedestrians breaking the law out of laziness on this stretch. Cross at the lights.

I really think that a mid-block crossing should be considered. People need it and we should make it safe for them to do so.

I continue to be dismayed that the design team dismisses the idea of a mid-block crossing out of hand. Pedestrian patterns clearly show that a mid-block crossing is and will continue to be used by people regardless of what the "planners" want. The idea should have been included in the transportation survey and should be given serious consideration. The pressure on pedestrian safety at mid-block will only increase with the new buildings on the Hine site -- as a main entrance will be located in the middle of the block directly across from the Metro station. Does anyone seriously believe that people won't be tempted to (and find a way to) cross directly from the Metro station to the building entrance at mid-block?

you can't just put up a fence in the way of a currently used path. Need a straight route through from D st here

As with my comment on Concept A regarding the median in this block, the block between 6th and 7th Streets is about twice as long as the one from 7th to 8th St. If there's an argument for a mid-block walkway between 7th and 8th to get to the Metro, there's twice that argument for a mid-block crossing in the 600-block of Pennsylvania.

The median sidewalk on the west side of 7th St. also needs to be widened a bit.

A mid block cross-walk would be helpful - everyone jaywalks because crossing at 8th street is not convenient for the Metro entrance. And there will be even more people crossing mid-block when the Hine project is built.

NOT an ugly fence down the median, yuck. Raised bed alternative is fine, although (this is the tricky part with regard to raised bed) I agree strongly on the need for a mid-block crossing with a light and crosswalk. That midblock crossing will be even MORE important when the entrance to the Hine tower is midblock, too.

A mid-block crossing + pedestrian amenities in the median should be considered here. If "jaywalking" is "designed out" of these proposals, it's likely that after the redesign the area will be less functional and useful to pedestrians than it was before.

And I realize crossing Pennsylvania Ave mid-block involves "jaywalking" today and it thus "illegal" but I'm not sure that trying to design away jaywalking is the appropriate answer.

Today you can cross Penn Ave in 120 feet if you walk perpendicularly across Penn from the metro entrance/bus stops to the mini-plaza, right where D St lets out onto the north side of Penn. Sure, it's "jaywalking". But a lot of people really want to do it! So many, in fact, that grass doesn't grow on a wide swath of the median because of the constant foot traffic.

And it's a pretty easy crossing, too! It's only 40-feet to cross each set of travel lanes, and in the middle you get a luxuriously wide, 40-foot median where you can rest/wait until you the second crossing. Sight lines for both drivers and pedestrians are excellent as well, with no visual obstructions or elevation changes anywhere in the vicinity.

If you design out this "jaywalking", your 120-foot crossing becomes 400 feet to get between the same points (if you walk down to 8th St, cross, then walk back up to the bus stops).

I'm not sure we're "improving" the design of a public space if we make one of the most desired movements through that space take 3.5 times longer to do than before its "improvement."

Bike lanes in this median would be a great idea, but I understand that DDOT has asked you not to tinker with Pa. Ave. Please DO NOT put in raised walls.

The Metro entrance creates the regrettable jay-walking across the median, but that jay-walking is important to 90% of busy pedestrians exiting and entering the Metro from the North, the East and the Northwest. Go with the existing pedestrian pattern. Put a light there in the middle of the block. Create walkways so pedestrians do not have to walk in mud, slush, rain. For sure, eliminate grass from the medians. And do not ruin the lovely views up and down Pennsylvania Avenue of the Capitol and the Library of Congress with shrubs taller than the existing plum or cherry trees. The medians are baking hot in summer so the existing shrub roses work well. But please put yourself into the shoes of the hurrying pedestrian. Do not force her to walk all the way to the corner, wait 1 minute for the light to change, and then have to dash across Pennsylvania at 8th, across both sides of the PA Avenue boulevard in 20 seconds. Inhuman. Lengthen the length of that light and also allow for cross-median pedestrian travel. Because that's the way the Metro forced it to happen. Go with what pedestrians need

I think these raised medians would be a great deterrent to the current mid-median crossings. I support them, but would add community art/sculpture to them.

End the jaywalking. I love either design that forces pedestrians to obey the law and cross at the lights.

Although you're concerned about "lines of desired travel" (I think that's the term) in other areas, you seem to abandon that idea when it comes to medians. Why not look at the way people walk to the Metro and try to accommodate those routes, instead of making them impossible?

You really need a mid-block crossing. I think bioswales will also breed mosquitos and be dirty.

I continue to be dismayed that the design team dismisses the idea of a mid-block crossing out of hand. Pedestrian patterns clearly show that a mid-block crossing is and will continue to be used by people regardless of what the "planners" want. The idea should have been included in the transportation survey and should be given serious consideration. The pressure on pedestrian safety at mid-block will only increase with the new buildings on the Hine site -- as a main entrance will be located in the middle of the block directly across from the Metro station. Does anyone seriously believe that people won't be tempted to (and find a way to) cross directly from the Metro station to the building entrance at mid-block?

## PARCEL 4 MODIFICATIONS

### Interactive Map Comments



Moving the bikeshare racks makes sense. The current location seems to be right in the midst of a lot of pedestrians. I feel like I'm always about to run someone over. Is this location much better, though? It still seems very exposed. What about on the south side of the tree bosque or west side of the lawn by the library?

Why not re-locate the bus stop on Penn Ave near 7th street, near the bike racks.... so when folks ascend from the metro, they are not immediately greeted with bus fumes and the clutter. Instead visitor's eyes would see trees and the info hub.



Please DO NOT widen 7th Street. We need to discourage traffic, not facilitate it.

I agree with what a few commenters have said about perhaps widening 7th into Parcel 4 a bit to allow for better parking/car share/taxi placement. There's room in the park; why not use it to help a congested street?



This is definitely a much better place for all the bikes.

It's nice that the coffins will be gone, and this is a much better placement for the bike rack.



Is it possible to have the bus stop by the bikes? Moving the stop closer to 7th street allows those emerging from the Metro a more inviting view....and it would encourage those who ride the bus to use the cross walk at 7th Street...instead of jay walking jaywalking.

## PARCEL 6 MODIFICATIONS

### Interactive Map Comments



I like the surround seating, but this could be most helpful in the areas immediately behind the bus stops where there is never enough seating or shelter. Could the plan incorporate additional shelters that would fit with the aesthetic of the new park?

I agree entirely with the earlier poster. If we can close the south portion of D, let's do the same up here! It's an eyesore and hard to cross here.

There is talk of eliminating the tiny stretch of D St. SE (south) in front of Dunkin' Donuts. I like that. So why not also close off the stretch of D St. SE (north) and provide some kind of mini-plaza/open space in front of the coming Hine development? At least that would make the parcels complementary.

Yes! Agree with other commenters -- let's get rid of the northwest and southeast extensions of D Street

get rid of this extension -- total waste of space and only encourages accidents and car use

This street should definitely be closed and used for park space. The idea of a fountain is a great one. With traffic on D reversed, the utility of this street will approach zero.

get rid of this street and create better and more attractive public space

With the existence in this concept of a raised median, the point is made all the more clearly: DELETE this stub of D St SE and INSERT a Metro Entrance on this side of Penn Ave.

## GENERAL COMMENTS

### Interactive Map Comments



Pedestrians use south side of D St now. Police park on brick sidewalk on north side-- indent north curb into park--for 3 add'l short term parking spots. Green in park is not now and probably never will be maintained. Snow is never cleaned. Parking is better use; with historical signs, bus stop active uses. Keep traffic access to Pa Ave from D

Talking about changing traffic patterns muddies the whole conversation Let's set that conversation aside for another time and focus on the design of Metro Entrance Plaza and this park. Traffic pattern discussions are a lot more complicated than people think. For one, tiny, personal example: I live on this block of D Street, and I am working with a mobility trainer from Columbia Lighthouse for the Blind to get around using a cane for now and soon a guide dog. Lesson #1 was how to cross 8th Street from east to west at the end of D Street, something I do every day. He said the safest approach for me is to cross when a car is coming out of D Street. If you reverse D Street, you've made this intersection a little more dangerous for one blind pedestrian. Obviously, there are bigger impacts of changing traffic patterns. If you remove the D Street stub westbound traffic uses to get onto Pennsylvania Ave you will drive stray traffic onto all the surrounding blocks, instead of keeping traffic on South Carolina, Pennsylvania Ave and 8th Street where it belongs. The pleasure of strolling around the neighborhood on those other streets will be diminished when those other streets are filled with red-faced, flummoxed drivers blocked from getting where they want to go.