

In response to the May 4, 2016 request by Commissioner Wallace on behalf of ANC 3E, WMATA offers the following comments:

Q: Planning process to date. What agencies have been involved to date and their roles. For example, we understand that DDOT has been an active participant but, for example, is OP involved?

Phase I summary

The first phase of the Tenleytown Station Access Improvements Study began in 2013. The purpose of Phase I was to analyze current conditions and develop improvement alternatives in the Tenleytown station area to accommodate all modes of access with an emphasis on bus and parking access on WMATA owned property. In collaboration with DDOT, three conceptual design alternatives were developed that reconfigured the bus service loop and Kiss and Ride facilities while improving the pedestrian realm. Ranging from low to high degrees of impact and capital investment, each alternative accommodated the existing and future demand while providing for improved access for all modes of transportation in the station area. Phase I design concepts were presented to the following stakeholders for feedback: ANC3E, Ward 3Vision, Circle Management Company, and Tenleytown Neighbors Association.

Transition process to Phase II

After completing the first phase in March 2014, DDOT requested that WMATA conduct additional analysis to understand the impacts of realigning Albemarle/40th St/Fort Drive intersection, and how to best accommodate pedestrian and bicycle circulation. Realigning the Albemarle/40th St/Fort Drive intersection was seen as a benefit by the project team and many community members – based on feedback received during the initial study. Both Concepts B and C included this realignment. However, changing Brandywine Street into a one-way street, as proposed in Concept C, was seen by the project team as disruptive to the traffic circulation in the area and had the potential of impacting utilities. Both Concepts A and B did not change the circulation on Brandywine Street. Concept B was seen by the project team as the alternative that most effectively balanced the benefits and impacts in the study area, so Phase II of the project was initiated to further refine Concept B.

Phase II summary to-date

The second phase of the Tenleytown Station Access Improvements Study began in March, 2015 with collaboration between WMATA, DDOT, and DCOP. With input from each agency, the project team initiated study of the parking demand in the project area as well as current traffic conditions. With this information, three new design concepts were developed on the basis of the elements originally conceptualized in Phase I Concept B. After the design consultant completed the next phase of design alternatives, an expansive public outreach effort was launched in early 2016.

The communications and outreach plan was developed to adhere to WMATA's FTA approved Public Participation Plan and was approved by DDOT for the Tenleytown project.

- Project overview briefing was sent to Councilmember Cheh in December 2015.
- DDOT & WMATA met with ANC 3E Commissioners to discuss the project in February 2016, review the alternatives and present the public outreach plan.
- Direct email was sent to over 9,600 registered SmarTrip customers who had used the Tenleytown Metrorail station or a Metrobus route serving Tenleytown at least 5 times within the last month.
- Direct mail postcard (English/Spanish) was mailed to over 4,700 residents within a ¼ mile radius of the Tenleytown Metrorail station.
- Signs (English/Spanish) were posted at the Tenleytown Metrorail Station and at bus stops about pop-up events, open house & survey.
- Three pop-up events were held at the Tenleytown Metrorail station held the week of April 11th during high ridership dates/times. Close to 2,000 brochures were distributed, and outreach team included Spanish bilingual team members.
- An open house was held at Wilson High School on Saturday, April 23. 12 people attended.
- A notification stakeholder email was sent out to over 50 local businesses, senior centers, schools, community-based organizations, churches, etc. encouraging feedback through the survey, at the pop-up events or open house. List was reviewed (and added to) by Commissioner Anne Wallace & Tenleytown Main Street.
- Press release/advisory was sent on April 13.
- WMATA staff visited 45 local businesses, senior centers, schools, community-based organizations, churches, etc. to drop off brochures and talk about the project in person.
- WMATA and DDOT met with Circle Management Company (Whole Foods/etc.) to discuss project.
- WMATA internal communication included notification to Rail, Bus, Plant and MTPD who serve Tenleytown Station as well as an email announcement to all WMATA staff through Employee Communications.
- WMATA has requested to present public feedback results and a revised design at a summer ANC meeting.

At the request of the ANC, the project team has extended the 30 day comment period an additional 14 days, scheduled to close May 16, 2016.

Q: We are asking DDOT to describe their role in the project to date and going forward and it would be helpful to understand what elements WMATA is responsible.

WMATA is responsible for technical analysis, conceptual design development, stakeholder outreach, agency coordination, and production of a final report that highlight project findings. After WMATA completes the final project report in fall 2016, DDOT will lead implementation once funding becomes available.

Q: Objectives. Briefly describe WMATA's objectives, i.e., pedestrian safety, bus scheduling, ADA improvements. Has WMATA considered how the Metro plaza will be used by the community as a gathering place. What are the plans if any for retail uses of the plaza?

WMATA is committed to increasing and improving access to its Metrorail stations. This includes facilitating easy bicycle, pedestrian, bus and vehicular access in the station areas, and working with local jurisdictions to encourage and enable quality [development] opportunities around our stations. At the request of DDOT, WMATA has provided space for an enhanced pedestrian plaza around the Tenleytown Metrorail station with an opportunity to enhance the public realm and pedestrian environment. Considerations such as landscaping, planters, and tree boxes have been incorporated into the three design concepts. However, the plaza design has not been advanced nor have particular plans for retail uses been incorporated into this Station Access study. Both DDOT and WMATA would work with the new Tenleytown Main Street program on the final design elements for plaza areas and programming for this space.

Q: Funding. As the project moves forward, what costs is WMATA responsible for, i.e., planning, design and construction? Does WMATA have funds to cover the project costs for which it is and will be responsible?

WMATA is not responsible for any costs associated with project implementation. This project would be advanced by DDOT. Because most of the construction activity would take place on DDOT property, the majority of the construction costs are likely to fall to DDOT. WMATA may have some associated costs for elements such as bicycle parking. The plan has, from the beginning, assumed that responsibility for all metered parking at Tenleytown would transfer to DDOT thereby provided a modest new revenue stream to the agency.

Q: Next Steps and Timeline. What are the next steps and what is the timeline for completing those steps?

Next steps of Tenleytown Station Access Improvements Study Phase II include:

- Close of public comment period (May 16, 2016)
- Compilation of survey results and written comments (May/June 2016)
- Draft public outreach report (June 2016)
- Publish final public outreach report to project website (July 2016)
- If a reasonable plurality can be reached in public/stakeholder response, develop final alternative based on a combination of most desired features of each. (July/August 2016)
- Complete and present final project results to stakeholders/publish to project website (August/September 2016)

Q: Public Input. In light of the project's impact on truck access, loading zones and customer access, has WMATA met with commercial stakeholders and what concerns have they expressed? Going forward, what opportunities will the ANC and other stakeholders including Tenleytown Main Street have to provide input?

As indicated in the above description of outreach activities, WMATA has met with commercial stakeholders. In general, they want to ensure that freight and customer access are not impeded with any station area improvements. WMATA and the commercial stakeholders are both

producing turning radii analysis drawings, a common practice in modern transportation design work, to evaluate the design proposals and confirm that they will "work" for the commercial stakeholders.

The public comment period is open through May 16th for stakeholders to provide input. This completes a 45 day public comment period. See above for a description of outreach activities during this time.

If the project is advanced, details such as landscaping and lighting specifics will come forth in the construction design effort and those details would be brought to the ANC for review.

Q: Project Scope. The ANC has some concerns about the scope of the project and the fact that, at the moment, the alternatives don't address the traffic and pedestrian safety issues at Chesapeake Street that ANC3E has discussed with DDOT. Will DDOT expand the project scope to address Chesapeake Street or, for that matter, curb cuts on Wisconsin Avenue, all of which are implicated by changes to traffic flow along 41st St and Fort Drive. Please comment on these concerns and provide your perspective.

It is WMATA's understanding that the ANC is in communication with DDOT on this matter. WMATA has no additional comments on whether DDOT will expand their scope.