

## Appendix H. Outreach Report

# METROPOLITAN BRANCH TRAIL PINEY BRANCH ROAD TO BLAIR ROAD NW

COMMUNITY WORKSHOP #1  
MEETING SUMMARY



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## INTRODUCTION AND PURPOSE

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The Metropolitan Branch Trail (MBT) is an eight mile trail in the Washington DC metropolitan area. The MBT is an essential transportation route providing connections to homes, work, and play as well as access to seven Metro stations. Current plans include connections to the area's trail network such as the Capital Crescent Trail, Anacostia Trails System, and integration into the East Coast Greenway. When complete, this trail will deliver connectivity to Washington DC and Maryland providing a healthy form of transportation for all.

Once constructed the Piney Branch Road to Blair Road portion of the trail will complete the Metropolitan Branch Trail in its entirety. The project team is currently creating design alternatives for the project area. On December 7, 2021, the project team hosted the first Community Workshop to present design alternatives and to obtain community feedback.

## MEETING FORMAT

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To prevent the spread of COVID-19, the project team presented a virtual community workshop via CISCO WEBEX. The meeting began at 6:30 p.m. sharp and began with a brief introduction of the project team. The project team provided an overview of CISCO WEBEX. The vision of the project was shared followed by a brief overview and update of the remaining MBT segments.

The team shared the purpose of the project, the anticipated timeline, a description of the six segments within the project area, and the design alternatives for each segment. The attendees were encouraged to join one of three breakout sessions of their choice to gather more information and discuss the alternatives for each segment. After the sessions, the attendees asked questions and provided comments to the project team. Lastly, a link to the Title VI public survey was shared with all attendees at the end of the meeting. The survey remained opened from December 7, 2021 to January 7, 2022.

# OUTREACH EFFORTS AND MATERIALS

Outreach efforts for the Piney Branch to Blair Road project area included distribution to Councilmembers, the Advisory Neighborhood Commission (ANC), local organizations, special interest groups, residents, businesses, and other stakeholders impacted by the project. TB&A in coordination with the project team created outreach materials and distributed project information via a grass roots campaign and electronic distribution.

**Public Meeting Notice** – The team partnered with DDOT staff to post a notice on social media and on DDOT’s website of the community workshop. The notice included the meeting location, date and time, access credentials, and the project teams contact information.

**Information Card** – The team distributed a double sided information card to businesses and at ANC meetings advertising the community workshop. The card included the project goals, objective, background, and the project teams contact information.

**Door Knocker** – The team created a double sided card for residents (hung on doors) advertising the public meeting. The door knocker provided project information such as the project goals, objective, background, and a Quick Response (QR) code.

**Public Meeting Notification Signage** – The team created and placed signs throughout the project area to notify the community of the community workshop on December 7, 2021.

**Fact Sheet** – The team shared a fact sheet with the ANC and with attendees from the community workshop as a take-a-way. The sheet included the project goals, objective, background, project area map, meeting access credentials, and a QR Code.



## GRASSROOTS ENGAGEMENT APPROACH

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Public meeting notification signs were placed at the following locations:

- 6901 4th Street NW
- 400 block of Aspen St NW
- Blair Rd NW
- 7000 Cedar St NW
- 7051 Spring PL NW

TB&A distributed approximately 300 information cards and door knockers and 150 meeting notices to the ANC, residents, businesses, recreation centers, and schools within and nearby the project area. The team distributed information cards to businesses and door knockers to residents. Multiple cards were delivered or posted at local community gathering spaces and meetings.

The team conducted community engagement by informing the public of the community workshop and provided project information. TB&A attended ANC 4B monthly meetings in October 2021 and November 2021 to notify the public of the upcoming meeting.

## COMMUNITY WORKSHOP

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**MEETING:** MBT Piney Branch to Blair Road Community Workshop

**DATE:** Tuesday, December 7, 2021

**TIME:** 6:30 p.m.

**LOCATION:** CISCO WEBEX

A list of the attendees is included in the Appendix.



## COMMENTS AND QUESTIONS

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### Ron B

Q: Will parking be taken away from Chestnut St?

Q: Given that some sections of the trail will be in an alley and informal existing trails, can you talk a little about any safety measures you can implement?

Q: Is there a reason you didn't mention a one-way street with a contra-flow bike lane? That approach has been very successful here on 8th St., and it works well with a narrow roadway.

### Evan Yeats

Q: Previous renderings showed a bike bridge that crossed Piney Branch Road? Is that still being considered?

### Robert Patten

Q: How can you address the wing wall of the bridge at Cedar Street just west of the Metro Sta. entrance.

### V. Preston

C: As a suggestion, I would select Van Buren Street for Segment 6 because it continues east past the Red Line train tracks.

### Robert Patten

Q: Will you cross under RR at Piney Br. on the north or south side of the street?

### Jason Levitis

C: Great, thanks

### Tanya

Q: You mentioned that the property at the trestle at Piney Branch is owned by WMATA. This property had been for sale. So they did not sell it?

### Jim Werner

Q: if we do not build a bridge over Piney Branch NOW, will we have to wait for decades like the bridge over Riggs at Fort Totten that Paul Meier spent so many years advocating?

### George Branyan

Robert, it would come down the grassy bank to the south side of Piney.

### Bradley Green

Q: Have you considered taking the trail off street and through the parks around the Takoma Recreation Center?

### George Branyan

C: Bradley, that's an interesting idea. Come to the breakout room for Segment 6 and we can talk about it.

### Jason Levitis

Q: Have you thought about how any of these options might connect to an east-west route toward Walter Reed? Currently the only east-west bike route is Butternut, and it has bike lanes only part of the way and is major thoroughfare for Metrobuses, Greyhound buses, impatient commuters, etc. With all the new construction and bike infrastructure coming in at Walter Reed and the MBT, it's important to have a link.

### Ron B

C: I asked the question about parking on Chestnut St, which has not been answered.

**Bradley Green**

Q: What kind of gradient is achievable in taking the trail from Piney Branch to Chestnut?

**Robert Patten**

C: The ramps and switchback on the grassy hill will be a major downside for through movement of using the west side trail.

**Jim Werner**

C: That's great news Michael. I hope DDOT can buy it. Thanks for the Question Tanya. Big news.

**Tanya**

C: Michael (and Jim S, because I know you are out there) thank you both for working on the land acquisition of that parcel from WMATA.

**Julie Lawson**

Q: Do traffic counts include people moving outside of cars? bikes, pedestrians, kids on scooters getting to school?  
from Jim Werner to Everyone: I'm unclear why publicly funded roads are being used for storage of private personal property (i.e., "parking" of cars).

**Jason Levitis**

C: Thank you.

**David**

C: I didn't get a chance to attend last meeting, but I was wondering if you considered adding 4 way stop signs on Aspen and Blair to improve safety.

**Bradley Green**

Q: Is there a separate traffic count category for scooters?

**Julie Lawson**

C: Thanks, Charlie!

**Robert Patten**

Q: Where on the screen is the BO room selected?

**Robert Patten**

C: I do not see choose a breakout room.

**Robert Patten**

C: Nice Bomb Jim.

**Robert Patten**

C: I suggest a public walk through on a non-snowy day.

**Dulce Naime**

C: It was great!

**Robert Patten**

C: This meeting really worked well. Nice Job.

**Beth Kingsley**

C: The meeting went really well, thanks to all who made it work.



**Linda Gray to Everyone:**

C: Thank you for hosting this meeting, Again Michael THANK YOU for putting this alignment on the table!

**Joe Church**

Q: With regard to the discussion in breakout room 3. We have concerns about the widening of a sidewalk along the south side of Whittier, as this might cut into our yard at the corner of 3RD and Whittier.

**Evan Yeats**

C: Thanks for all the folks working late tonight!

**Jason Levitis**

Q: Agree. Really helpful, and clearly lots of great thought and work went into it.  
from Julie Lawson to Everyone: Thank you!

Q: To Michael I'd like to address the western Alignment.

**Beth Kingsley**

Q: At Aspen Street, is the plan to still have the trail go east there as in the currently planned segment, or will the new connection replace that so the trail stays on the west side of the tracks? Sorry if this was answered, I joined a couple minutes late.

**Becky Bosshart**

Q: Can you cover what is going to happen at the intersection of Aspen & Blair? There is a huge number of accidents and a lot of traffic there.

**George Branyan – 7:17pm**

**Adelle Dantzler**

Q: HOW and WHO will you be conducting traffic studies? There is a lot of traffic in this area around 5pm.

**Ric**

Q: For the part of the plan that could go down 4th St, has there been any consideration given to taking away some of the parking spots? I hope not; it's not heavily trafficked like Aspen

**DDOT Host – 7:21pm**

## BREAKOUT ROOMS

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### Breakout Room 1 (Segments 1-3)

- Attendance was light
- One participant introduced a corkscrew alternative that had previously been discussed
- Facilitators concerns from a Chestnut Street resident that outreach was not sufficient to attract neighbors to the meeting

### Breakout Room (2 Segments 4-5)

- Attendance was light
- We should follow up with DC Fire and EMS to understand any response events where accessing Spring Place has been difficult due to parked vehicles
- Some residents of Spring Place are familiar with the previous proposal for a Woonerf and are excited by the idea
- Because of drainage improvements at 343 Cedar Street, the trail may be seen as beneficial by residents

### Breakout Room 2: Q&A

1. What will be the lighting solution for the shared use path along 343 Cedar Property? There might be the possibility to propose the lights integrated with the retaining wall.

**A:** Michael mentioned that the traditional light fixtures should be proposed on the side of the trail on the building side and modified to make sure that it will properly illuminate the trail but not illuminate towards the building. Also, the proposed light fixtures should be easily maintainable from DDOT. Michael mentioned that although lights embedded in the retaining wall falls within the standard items under DDOT specifications, these lights would not provide the required illumination for the trail and the maintenance is difficult.

2. Is there any plan to control the runoff coming from the embankments along 343 Cedar Property?

**A:** Ranjit mentioned that the trail will be sloped away from the building and the runoff will flow along the face of the retaining wall and can be collected through the proposed inlet at the triangular area between wingwall, sidewalk, and driveway.

3. What is the possibility of a sustainable stormwater management facility like a rain garden in the triangular area between the wing wall, sidewalk, and driveway?

**A:** Michael pointed that the proposed improvement falls under the property of WMATA and the construction will be done within the easements obtained from WMATA. As per previous experiences, WMATA does not allow stormwater retention to be proposed on their property. As the design progresses and as we have property lines, we can determine if it is possible to propose those facilities in that area if it is owned by DDOT Public ROW.

4. With the woonerf design in the spring place, have we explored the different textured pavement instead of the asphalt pavement? Will these options create the feel of Woonerf design?

**A:** We are not proposing full-scale redevelopment of this area. We have also discussed the possibility of using a different color for the pavement with DDOT about this and will still be discussed further as we move forward with our design. Michael mentioned that in the alternative with the chokers for the spring place, the speed of the vehicles will be less, and it will be comfortable to use for the pedestrian and cyclists.

5. For the retaining walls along with the 343 Cedar property can we get murals, like the area opposite Tanner Park? It is most likely that they will get graffitied quick otherwise. There are art schools nearby and the walls can be used for the art project.

**A:** This is a great suggestion and possibly using a third-party partner the murals can be put in the retaining wall. This will be beneficial since we are developing this as a public space.

**Breakout Room 3 ( Segment 6)**

- Attendance was high
- People generally liked the 2-way protected bike lane for the 4thStreet block from Butternut to Aspen
- People generally preferred Whittier Street to Aspen or Van Buren
- There was skepticism regarding advisory bike lanes
- People asked for as much separation from vehicles as possible
- Is it possible to widen the sidewalk on the south side of Whittier Street along Takoma Park? (two facilities, a sidewalk and a neighborhood bikeway)



January 5, 2022

Re: Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Comments

Dear Project Team:

Thank you for the opportunity to provide comments on the **Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey**. We are very excited about this project as it helps address a major gap in the city's trail system and provides a key link in the bicycle and pedestrian transportation network.

WABA's top two priorities in need of your attention are on Segment 6 and Segment 5:

- On Segment 6: none of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe trail experience that is suitable for all ages and abilities. Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking).
- On Segment 5: only alternative 3 delivers a manageable slope and a wider trail. The others are quite steep.

More detailed comments regarding each segment are listed in reverse numerical order (south to north) to highlight the importance of the longest segment in need of most attention.

#### **Segment 6 (Bair Rd to Cedar St)**

WABA supports branching the through-running trail from Blair Rd starting at Whittier St, then turning north on 4th St. NW. However, none of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe walking and biking trail experience that is suitable for all ages and abilities. Instead, we propose:

- A new multi-use trail on the south side of Whittier St (using park land and DDOT right of way),

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- A continuous 2-way protected bike lane (PBL) along the east curb of 4th St. NW from Whittier to Cedar St (as proposed from Aspen to Cedar and by converting 4th one-way southbound plus repurposing east side vehicle parking between Aspen to Whittier), and
- A new traffic signal at Whittier St and Blair Rd to facilitate a safe trail crossing.

Why is a PBL critical for 4th street? If the PBL is not continuous, southbound bicyclists must transition from the east side of the street to the general travel lane at a stop-controlled intersection (either Aspen or Butternut). This is not intuitive and drivers will not expect it. Furthermore, less confident riders will not feel safe navigating this transition. This would eliminate no more than 8-11 legal/safe parking spaces. All west side parking spaces would remain. This block has 5 homes on the east side and 2 have driveways for off-street parking. The safety and all-ages usability of a regional trail should be a priority versus residential car parking 1,000 feet from a Metro Station.

At the Cedar/Blair intersection, WABA supports alternative 1 which directs people on bikes to cross Cedar to the west of the pedestrian crosswalk. This locates potential bike and pedestrian conflicts on the widened north side sidewalk rather than the middle of the intersection, where additional conflicts are possible and the potential for injury is higher. If the north side travel lane removal is, for unforeseen traffic reasons, not possible, consider removing the south side travel/parking lane and narrowing the median island to find the needed road width. Widening the north side sidewalk should be a priority for improving the inadequate pedestrian spaces near the Metro and retail corridor.

#### **Segment 5 (343 Cedar Trail)**

WABA supports alternative 3 which provides a 12 ft trail and the gentlest slope behind 343 Cedar St. A 12' trail is preferable here because it will be a popular pedestrian path to the Metro and shops for residents. The additional width allows for more comfort near the tall retaining wall. Most importantly, the gentler 5% grade will be much easier to climb than the 8% grade proposed for alternatives 1 and 2.

#### **Segment 4 (Spring St)**

WABA supports alternative 2 with chokers and chicanes. As the vehicle parking and alley access for many Cedar St and Blair Rd buildings, Spring St sees more frequent vehicle use and is a tempting location for illegal parking. Chokers and chicanes will keep vehicle speeds low while discouraging illegal parking that may block sightlines and endanger more vulnerable trail users (like children). This design prioritizes safety for vulnerable road users and trail users while they walk and bike in the shared street.

**Segment 3 (Chestnut St)**

WABA supports the proposed street design. Vehicle traffic is for the few local addresses only, so a new speed bump and in-street sharrow markings should be sufficient. Additional MBT branded wayfinding signage would also be helpful and should be planned for.

**Segment 2 (Ramp to Chestnut St)**

WABA is supportive of either alternative 4 or 5. Though all five alternatives have similar slopes and are ADA compliant, the smoother turns of alt 4 and 5 will be easier to navigate by bike. Stairs create potential conflict points between walking and rolling users if they use the ramp simultaneously, but stairs also offer a more convenient path for pedestrians. WABA supports either alt 4 or 5, whichever is more popular with the public.

We also recommend that DDOT explore options and neighborhood interest for a small pocket park with benches at the top of the hill or partner with DC's Department of Parks and Recreation to explore a recreation use for this public space.

**Segment 1 (Piney Branch Rd)**

WABA supports Alternative 1 which constructs a new off-street multi-use trail on the south side of Piney Branch Road from the ramp to Eastern Ave. Alternative 2 (2-way protected bike lane) does not provide enough space for a comfortable 2-way protected bike lane and creates a complicated intersection at the bottom of the ramp that requires sharp turns without adequate space. Alternative 1, with appropriate wayfinding signage for southbound trail users, will avoid any confusion about where and how to cross Piney Branch Rd.

Thank you for your consideration.

*Stephanie Piperno*

Sincerely,

Stephanie Piperno

Trails Coalition Manager

Washington Area Bicyclist Association





# **Government of the District of Columbia Advisory Neighborhood Commission 4B**

## **RESOLUTION #4B-22-0303**

**Providing Feedback on Construction of the Metropolitan Branch Trail  
from Blair Road, NW, to Piney Branch Road, NW**

**Adopted March 28, 2022**

Advisory Neighborhood Commission 4B (ANC 4B or the Commission) takes note of the following:

- The construction of the Metropolitan Branch Trail segment from Blair Road, NW, to Piney Branch Road, NW, was first identified in the Metropolitan Branch Trail concept plan (2004) and was included in the Metropolitan Branch Trail Environmental Assessment (2012) and the MoveDC long-range transportation plan (2014).
- Advisory Neighborhood Commission 4B previously expressed support and provided feedback for the construction of this trail connection. See Resolution 4B-18-0107, Comments and Recommendations Regarding The Metropolitan Branch Trail from McDonald Place/New Hampshire Avenue NE to Aspen Street/Sandy Spring Road NW AND from Piney Branch Road/Takoma Avenue NW to the Maryland MBT (Jan. 22, 2018); [Resolution 4B-18-0403](#), Supporting Funding for the Design Of The Final Section of the Metropolitan Branch Trail (Apr. 23, 2018); [Resolution 4B-20-0702](#), ANC 4B Additional Recommendations on the Metropolitan Branch Trail (July 27, 2020); [Resolution 4B-21-0101](#), Supporting Construction of the Metropolitan Branch Trail (Jan. 25, 2021); [Resolution 4B-21-0206](#), Providing Feedback on 65% Design of Metropolitan Branch Trail from Fort Totten to Takoma (Feb. 26, 2021).
- Advisory Neighborhood Commission 4B previously expressed support for “timely progress on and completion of the MBT as a whole.” [Resolution 4B-20-0702](#), ANC 4B Additional Recommendations on the Metropolitan Branch Trail (July 27, 2020).
- Advisory Neighborhood Commission 4B previously expressed support for the Metropolitan Branch Trail as a “long-planned and long-overdue essential transportation link,” and the Commission asked the government to “fully fund and construct” the Metropolitan Branch Trail. [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan (Jan. 27, 2020); [Supplemental Letter re Advisory](#)

- This Resolution is informed by constituent comments, feedback at a public meeting hosted by the District Department of Transportation held on December 7, 2021; a walkthrough hosted by the Commissioners for Single Member Districts 4B01, 4B02, and 4B07 on February 11, 2022; community meetings held for impacted multi-family buildings; and a meeting to hear from affected local businesses coordinated by the Old Takoma Business Association.

**RESOLVED:**

That Advisory Neighborhood Commission 4B supports the District Department of Transportation's planned construction of the Metropolitan Branch Trail from Blair Road, NW, to Piney Branch Road, NW, with the following recommendations:

- That the District Department of Transportation move rapidly to expedite construction of the Trail and complete it as soon as possible.
- That the District Department of Transportation carefully consider and design all intersection crossings for the Trail to ensure safe crossing at those intersections in furtherance of the community's traffic calming and safety goals and return to the Commission with its designs for the intersections of Van Buren Street, NW, and Blair Road, NW; Whittier Street, NW, and Blair Road, NW; and Aspen Street, NW, and Blair Road, NW, to allow community engagement and comment.
- That the District Department of Transportation use both Van Buren Street, NW, and Whittier Street, NW, as the east-west route to connect Blair Road, NW, to Fourth Street, NW, including traffic calming and contraflow bike lanes like those for the 8th Street neighborhood bikeway along Van Buren Street, NW, between Third Street, NW, and Fifth Street, NW, and an off-street multi-use path along the south side of Whittier Street, NW.
- That the District Department of Transportation utilize a protected two-way cycle track along the east side of Fourth Street, NW, with parking on both sides of the street by converting Fourth Street, NW, to one-way southbound from Cedar Street, NW, to Van Buren Street, NW.
- That the District Department of Transportation utilize Alternative 1 to cross Cedar Street, NW, eliminating a confusing movement for Trail users, but ensure that the crosswalk to cross Blair Road, NW, on the north side of the intersection is maintained in alignment with the corner and parallel to the Cedar Street, NW, roadway alignment to preserve pedestrian safety.

- That the District Department of Transportation utilize Alternative 3 for the pathway along 343 Cedar Street, NW, and work with the Washington Metropolitan Area Transit Authority and DC Water to explore stormwater mitigation efforts through permeable pavement and green infrastructure such as bioswales in this segment to fix a persistent water runoff and flooding issue in this area. The District Department of Transportation should also consider using in-wall lighting or other lower lighting solutions to mitigate light pollution for nearby residents for this segment of Trail.
- That the District Department of Transportation use Alternative 2 with chokers for Spring Place, NW, and use those chokers for bioswale or other green infrastructure and stormwater mitigation; explore additional physical roadway changes along Spring Place, NW, like textured pavement or pavers to reinforce the shared nature of the street; and ensure that the proposed public art is installed contemporaneously with the Trail.
- That the District Department of Transportation explore additional physical roadway changes like textured pavement or pavers to reinforce the shared nature of the street along Chestnut Street, NW.
- That the District Department of Transportation and the District Department of Parks and Recreation jointly explore ways to beautify and utilize the land DC will acquire to connect Piney Branch Road, NW, and Chestnut Street, NW, as a community asset through beautification, gardens, stormwater infrastructure, trees, or other park space.
- That the District Department of Transportation utilize Alternative 1 to provide a multi-use path along Piney Branch Road, NW, to provide a consistent Trail experience from Chestnut Street, NW, to the Maryland border, as well as consider the addition of a mid-block crossing, preferably with a pedestrian hybrid beacon to allow access to the Trail from both sides of Piney Branch Road, NW, at the Chestnut Street, NW “park.”
- That the District Department of Transportation provide wayfinding and placemaking signage for Trail users that encourages the Trail and its users to spend time in the community and enjoy our community resources and patronize local businesses.
- That the District Department of Transportation continue to seek opportunities for public art as part of this project, particularly through the use of murals along the Blair Road, NW, metropolitan subdivision wall.

**FURTHER RESOLVED:**

That the Commission designates Commissioner Evan Yeats, ANC 4B01, and

Commissioner Erin Palmer, ANC 4B02, to represent the Commission in all matters relating to this resolution.

**FURTHER RESOLVED:**

That, in the event the designated representative Commissioners cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matters relating to this resolution.

**FURTHER RESOLVED:**

That, consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

**ADOPTED** by voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of seven members was present) on March 28, 2022, by a vote of 7 yes, 0 no, 0 abstain.



# APPENDIX



## MBT SURVEY SUMMARY

Community members were invited to complete a survey at the close of the meeting. The survey was open for a complete month during the holiday season. Two hundred eighty-one (281) stakeholders participated and were most interested in Segment 1 and Segment 6. Below the survey is summarized and the complete survey can be found in the Appendix of this report

Segment 1 is identified as the Piney Branch Road portion of the MBT project. The community was presented with two alternatives. **Alternative 1, which is the 10-foot multi-use path on south side of Piney Branch Road**, and Alternative 2, Two-way protected bike lanes on south side of Piney Branch Road. Eighty-one (81) percent of participants preferred Alternative 1. Residents who agreed with this alternative thought that it is a safe option with the use of proper wayfinding signage.

Segment two (2) is identified as the Piney Branch to Chestnut Street portion of MBT project. For this portion, the community was presented with five (5) alternatives. Alternative 1- 10-foot multi-use switchback ramp with retaining wall and 7,300 SF green space (5% slope). Alternative 2 -10-foot multi-use switchback ramp with retaining wall and 8,300 SF green space (5% slope). Alternative 3, 10-foot multi-use switchback ramp with staircase and 4,600 SF green space (5% slope). Alternative 4, 10-foot multi-use curvilinear path and 5,500 SF green space (5% slope). **Alternative 5, 10-foot multi-use curvilinear path with staircase and 5,500 SF green space (5% slope)**. About 85% of the residents who participated in this survey approved Alternative 5. The stakeholders preferred this option because it offers convenient options for pedestrians, cyclist, and wheelchair users.

Segment three (3) is identified as the Chestnut Street portion of the MBT project. Stakeholders were only presented with one alternative which is a neighborhood bikeway. Cyclist had numerous safety concerns and requested protected bike lanes. There were also request for more alternatives to choose from.

Segment four (4) is identified as the Spring Pl portion of the MBT project. Two (2) alternatives were presented to the community. Alternative 1 is a neighborhood bikeway with gateway. Alternative 2 is a shared Street (Woonerf), chokers. **Alternative 2 was the preferred option with almost 70% approval from survey participants**. Comments indicate a concern of using chockers and chicanes on such a narrow street.

Segment five (5) is identified as the Cedar Street portion of the MBT. Three alternatives were presented for this segment. Alternative 1 10-foot multi-use path with 5-foot retaining wall (8.3% slope). Alternative 2 ,12-foot multi-use path with 6-foot retaining wall (8.3% slope). **Alternative 3, 12-foot multi-use path with 6-foot retaining wall along CSX embankment and 3-foot retaining wall along 343 Cedar Street property (5% slope)**. Alternative 3 was had the highest approval score. The lesser slope and wider trail provided in this alternative is favored amongst the cyclist who participated in the survey.

Segment 6 identifies the intersection along the MBT project. There are four (4) intersections:

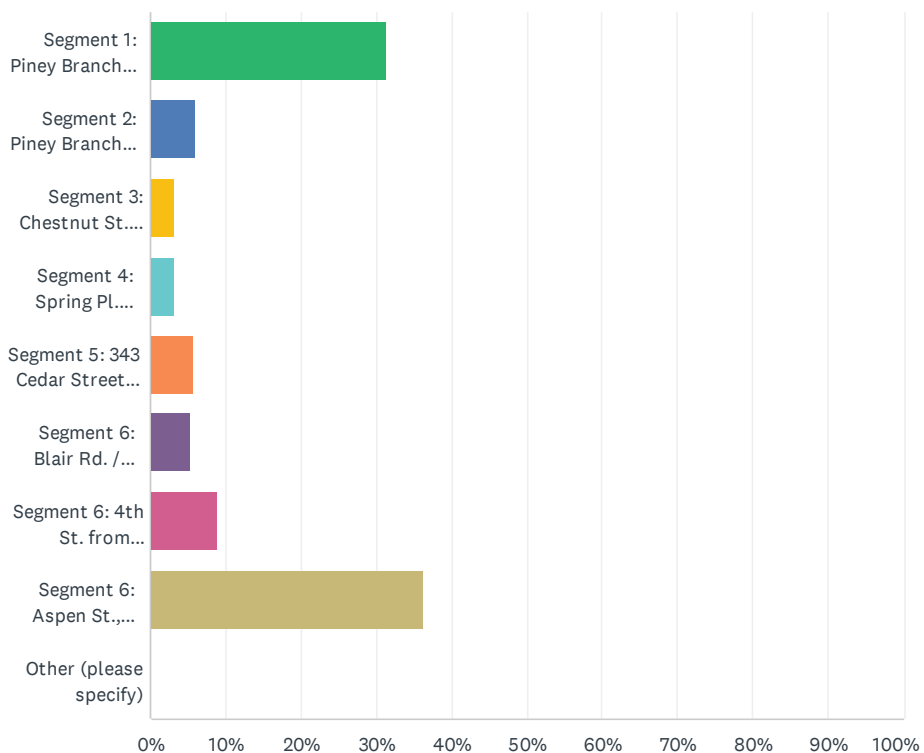
1. Cedar Street/ Blair Road, Cedar Street / Blair Road Intersection to Butternut Street- survey results indicate that participants preferred alternative 1- A 20-foot multi-use path and two-way protected bike lanes on the east side of the intersection
2. 4th Street from Cedar Street / Blair Road Intersection to Butternut Street- survey results indicate that participants preferred alternative1- A 20-foot multi-use path and two-way protected bike lanes on the east side of the intersection
3. 4th Street from Cedar Street / Blair Road Intersection to Van Buren Street - survey results indicate that participants preferred alternatives 1 and 2. Two-way protected bike lanes on east side of 4th street from Cedar Street / Blair Road to Butternut Street Two-way protected bike lanes on east side of 4th Street. The comments indicate that cyclist would like to see more protected bike lanes.
4. Aspen Street, Whittier Street, and Van Buren Street survey results indicate that participants preferred alternative 2 -One-way bike lanes on north and south sides of Aspen Street. Comments are concerned about safety for cyclist in this portion of segment 6.



Metropolitan Branch Trail: Piney Branch Road and Blair Road Design Survey

Q1 Each survey below is associated with each segment in the Metropolitan Branch Trail. Select a segment you would like to provide feedback on and click "Next" to fill out the survey. You do not have to comment on all alternatives but can do so if you wish. Once you finish one survey, you will have the option to continue by selecting "Yes" or "No." If "Yes" is selected, then you will return to this page to select another segment. You may repeat this process as many times as you would like but are not required to respond to every survey. Once you finish, selecting "No" will conclude the survey.

Answered: 281 Skipped: 0



### Metropolitan Branch Trail: Piney Branch Road to Blair Road Design Survey

ANSWER CHOICES	RESPONSES	
Segment 1: Piney Branch Rd. Alternatives	31.32%	88
Segment 2: Piney Branch Rd. to Chestnut St. Alternatives	6.05%	17
Segment 3: Chestnut St. Alternative	3.20%	9
Segment 4: Spring Pl. Alternatives	3.20%	9
Segment 5: 343 Cedar Street Alternatives	5.69%	16
Segment 6: Blair Rd. / Cedar St. Intersection Alternatives	5.34%	15
Segment 6: 4th St. from Cedar/Blair Rd. to Van Buren St. Alternatives	8.90%	25
Segment 6: Aspen St., Whittier St., & Van Buren St. Alternatives	36.30%	102
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>281</b>

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

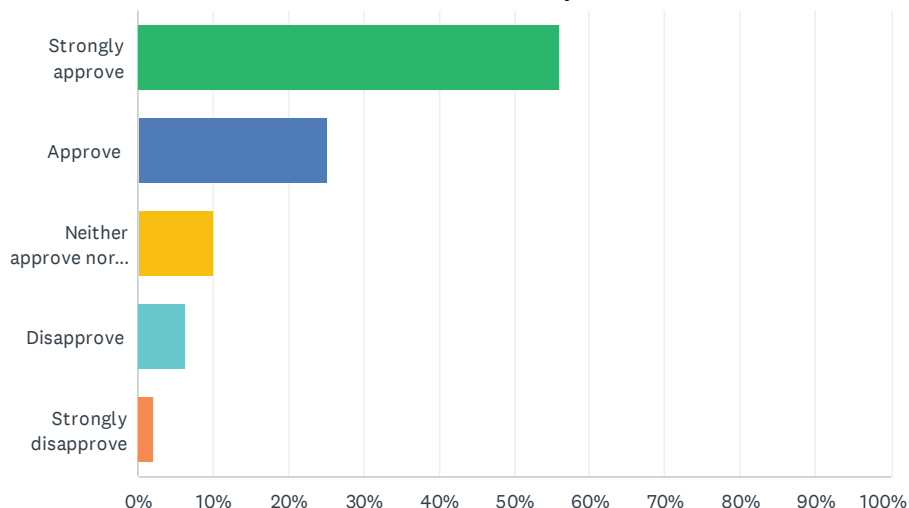
SEGMENT 1

Metropolitan Branch Trail: Piney Branch Road and Blair Road Design Survey

Q2 Based on the design for Alternative 1 and pros/cons, how supportive are you of Alternative 1?

Answered: 139 Skipped: 142

1A: 10-foot multi-use path on south side



ANSWER CHOICES	RESPONSES
Strongly approve	56.12% 78
Approve	25.18% 35
Neither approve nor disapprove	10.07% 14
Disapprove	6.47% 9
Strongly disapprove	2.16% 3
TOTAL	139

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q3 What other comments do you have about Alternative 1?

Answered: 31 Skipped: 250

#	RESPONSES	DATE
1	Get it done to accommodate all users safely	1/8/2022 12:19 AM
2	A shared path is okay, but it can lead to conflicts between bikes and pedestrians. Better would be to upgrade the existing protected bike lanes, perhaps to a cycletrack or similar.	1/7/2022 3:50 PM
3	I support Alternative 1. Alternative 1, with appropriate wayfinding signage for southbound trail users, will avoid any confusion about where and how to cross Piney Branch Rd.	1/7/2022 3:30 PM
4	I don't believe there is redundancy between on street PBL and multi-use trail. Any option to give more travel space to pedestrians and people on bikes is preferred	1/7/2022 3:10 PM
5	Would need clear signage so pedestrians know bikes are welcome on the multi-use path. Otherwise they won't make room for bikes.	1/6/2022 10:31 PM
6	This is a better than alternative 2 as long as it includes appropriate signage for southbound users.	1/6/2022 9:12 PM
7	Going with WABA recommendation here. Link to the hill path would be more straightforward. Also, unrelated but important: the existing bike lane north of this segment is useless because it's so dangerous: tree roots pushing up the pavement combined with poor lighting make falling hazards nightmarish. It's fine for running, but I just ride on the street.	1/6/2022 8:00 PM
8	Seems like it would be better for wayfinding.	1/6/2022 7:00 PM
9	Ped volume is very low there so mixing should not be a problem. Is there a way to gain elevation closer to Eastern Avenue so the switchbacks can be less?	1/6/2022 12:48 PM
10	Intuitive and consistent is good	1/6/2022 11:17 AM
11	The confusion between the bike/pedestrian Multi-use Trail directly adjacent to the the dedicated bike lanes provides undue confusion. The bike and pedestrian facilities should remain separate. However, the bike lane width can be improved on the south side in the underpass, given the ample green space left available.	1/5/2022 11:12 PM
12	I'm less concerned about the redundancy of the protected lanes. It seems to give cyclists options, and may sort out based on comfort levels. Include clear signage on the MUP that it is a space for people on foot and bikes.	1/5/2022 9:40 PM
13	Piney Branch is a stressful street and I would prefer being off of it.	1/5/2022 11:18 AM
14	I think this option is excellent! The redundancy is a pro, not a con. Sure, there may be some mild confusion but ultimately it will allow the facility to support higher volumes of bicycle traffic.	1/5/2022 10:14 AM
15	Multi-use path is safest and most consistent with MBT.	1/4/2022 5:37 PM
16	Pedestrians sharing traffic with bikes is a no-go	1/4/2022 4:30 PM
17	Prefer separated bicycling and pedestrian space. Remove parking from road to allow for separated bike lanes would be preferable.	12/29/2021 11:31 PM
18	don't see why bikers and walkers can't share	12/29/2021 7:19 AM
19	Elevated sidewalk/trail is worse for cycling because you can't merge into the left lane to turn left and continue northbound. Instead it requires stop and dismount like a pedestrian.	12/15/2021 6:57 PM
20	Please get cars as far away from cyclists and pedestrians as possible to keep us safe!	12/15/2021 4:18 PM
21	This would make me feel really safe and would encourage families to use the whole trail	12/14/2021 2:59 PM
22	The connection point at the intersection matters	12/14/2021 2:43 PM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

23	it does seem confusing but having an off-street trail is more intuitive for people on foot/less comfortable bicyclists	12/14/2021 2:22 PM
24	I like the options it creates for cyclists. Presumably lower-risk users will be the ones who employ the shared use path while more experienced cyclists can use the PBL.	12/14/2021 1:47 PM
25	This seems like a bad design to me. Cyclists heading southbound from Eastern Ave will intuitively think that the MBT is turning right onto PBR, and then they'll end up riding the bike lane to Georgia Ave before realizing that they're no longer on the MBT.	12/13/2021 10:56 AM
26	I would prefer it if we could widen the sidewalk from the intersection with Blair, converting the existing bike lane into a multi-use path at sidewalk level to allow maximum capacity for younger cyclists going to/from school at TEC, the Takoma Metro, or up to Belle Ziegler park.	12/11/2021 1:25 PM
27	Reduce the width of the sidewalk enough to create adequate protected bike lanes. That way, pedestrians and cyclists are separated and there are no duplicate bike lanes.	12/9/2021 3:54 PM
28	I *strongly* believe that a mixed-use path is the best alternative for pedestrians, cyclists, community members who need parking, and drivers. Having used mixed-use paths in other cities, sharing a space between pedestrians and cyclists is a virtual non-issue.	12/8/2021 1:57 PM
29	I guess I'd still try to separate pedestrians and cyclists somehow, such as two-way cyclist lanes each 3.5' and a 3' pedestrian lane marked with red something like under the Woodrow Wilson Bridge. Not sure what lane widths are there. I think prefer this alternative, but not "strongly".	12/7/2021 11:13 PM
30	Better protection from cars.	12/7/2021 8:49 PM
31	What about combining the existing protected bike lane with the trail, making one super-wide trail, perhaps with lane marking separating walkers and bikers like this: <a href="https://img.geocaching.com/waymarking/large/782246b5-fc93-4dbb-b7da-742584ff6bda.jpg">https://img.geocaching.com/waymarking/large/782246b5-fc93-4dbb-b7da-742584ff6bda.jpg</a> ? Could maintain some of the green strip by shifting that space to be between the widened path and road.	12/7/2021 8:23 PM

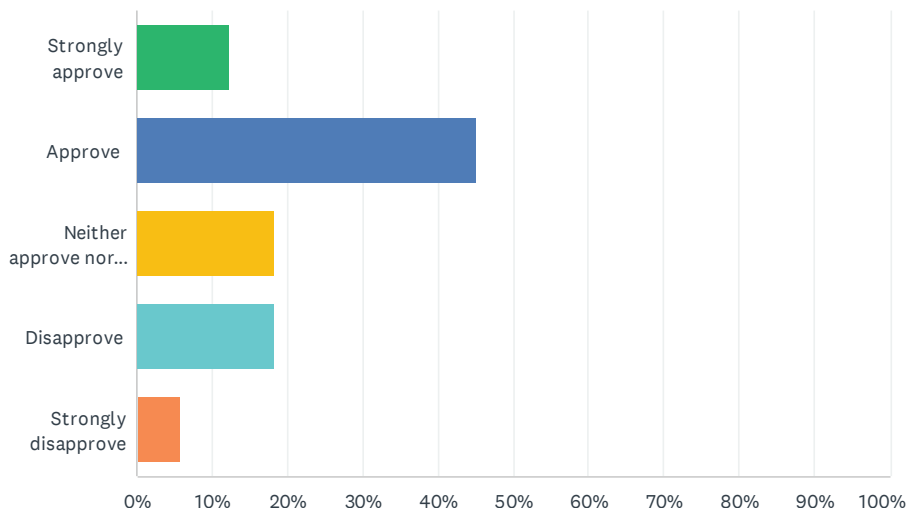
SEGMENT 1

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q4 Based on the design for Alternative 2 and pros/cons, how supportive are you of Alternative 2?

Answered: 137 Skipped: 144

1B: 4-foot two-way protected bike lanes on south side, 12-foot travel lanes



ANSWER CHOICES	RESPONSES
Strongly approve	12.41% 17
Approve	45.26% 62
Neither approve nor disapprove	18.25% 25
Disapprove	18.25% 25
Strongly disapprove	5.84% 8
TOTAL	137



## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q5 What other comments do you have about Alternative 2?

Answered: 30 Skipped: 251

#	RESPONSES	DATE
1	Get it done ASAP to accommodate all users safely	1/8/2022 12:19 AM
2	I think this is a better option than A, but better *still* would be to remove some on street parking and make the PBLs *more* buffered/separated.	1/7/2022 3:50 PM
3	Alternative 2 does not provide enough space for a comfortable 2-way protected bike lane and creates a complicated intersection at the bottom of the ramp that requires sharp turns without adequate space.	1/7/2022 3:30 PM
4	I believe this is too narrow	1/7/2022 3:10 PM
5	It's not enough space for any significant volume of bikes and pedestrians.	1/6/2022 9:12 PM
6	Bike lane looks too narrow	1/6/2022 3:08 PM
7	a two-way facility AND a one way facility, with the southbound portion of the two-way disappearing is VERY confusing.	1/6/2022 2:43 PM
8	Make bike lanes wider even if it means fewer on street parking spaces.	1/6/2022 2:28 PM
9	A fully dedicated, bi-directional bike lane is a fantastic design decision, if more width were allocated to the bike facility. Considering the amount of green space between the sidewalk/trail and the cycletrack, more width can readily be provided.	1/5/2022 11:12 PM
10	At four feet, those two-way lanes seem way too narrow. Other segments of the trail have become incredibly popular, and a similar volume here would make that two-way portion very uncomfortable for some users.	1/5/2022 9:40 PM
11	I was caught in one of these types of lanes and I am not a fast cyclist. I went into the road to get around a slow family and was then caught in the street due to few openings in or out of the lane.	1/5/2022 9:29 PM
12	This is good but I think the first one is better.	1/5/2022 10:14 AM
13	Too narrow for bike lanes, confusing intersection.	1/4/2022 5:37 PM
14	Confusing bicycling patterns with non-continuous two-way protected lane and single continuous lane on North side of street. DDOT has issues with two way bike lanes that are inconsistent and cause more conflicts with traffic than necessary (for example, M street NE lanes)	12/29/2021 11:31 PM
15	Don't like counterflow bike lanes. Existing bike lanes (one on each side of road) are best for cycling and minimize chance you'll have to stop, dismount and walk your bike to cross a street.	12/15/2021 6:57 PM
16	Please get cars as far away from cyclists and pedestrians as possible to keep us safe! A narrow PBL would not work as well for bigger cargo bikes families use to transport their kids.	12/15/2021 4:18 PM
17	Would be better if you reduced street parking. But having bike and ped paths separate is a plus	12/14/2021 8:39 PM
18	Quit calling this sort of bike lane protected, if a car can physically enter it without being totaled and it's at the same grade, it's not a PBL, raise your damn standards and quit trying to come up with cheap solutions to a problem that's already been solved. Just literally copy and paste what they do in the Netherlands and quit half assing this stuff	12/14/2021 6:13 PM
19	Still pretty safe - I would hope that 'protected' is more than flex posts, but is a real barrier to keep people safe. Is there data on family usage on two-way bike lanes? I would prioritize whatever makes families taking kids to school safer. I also like that it's two-way on one side, but still keeps a parking-shielded protected bike lane on the other side.	12/14/2021 2:59 PM

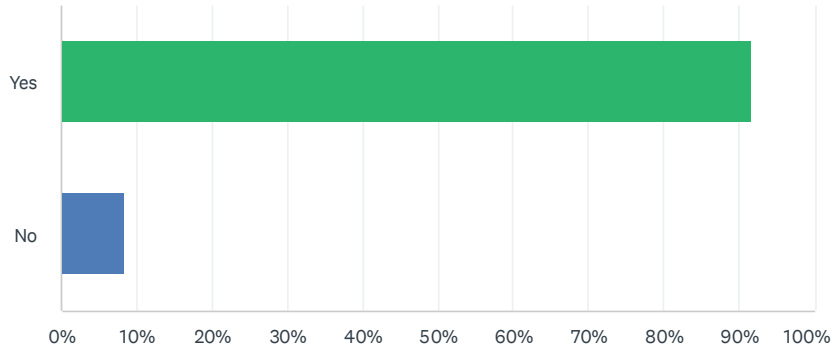
## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

20	Parts of the existing MBT get very crowded during rush hour when the weather is nice. Making sure that the design will accommodate future bike volume is an important consideration for me.	12/14/2021 2:58 PM
21	Makes the most sense for bike users	12/14/2021 2:43 PM
22	these lanes are too narrow	12/14/2021 2:22 PM
23	The westbound cycling movement is very unnatural and seems destined to create conflicts with other cyclists and pedestrians.	12/14/2021 1:47 PM
24	I like both options but think I prefer Alternative 2. Am concerned about how transition to shared use path will work at the west side of this segment.	12/14/2021 1:35 PM
25	OK for an interim treatment, but the final outcome should emphasize a fully separated trail. Left turn from cycletrack onto ramp could be tricky if bike/ped volumes are high	12/14/2021 11:54 AM
26	This seems like a better design to link the MBT from Eastern Ave. I would suggest that you increase width of the cycletrack by decreasing the width of the center median for cars, which is really wide.	12/13/2021 10:56 AM
27	Reduce the width of the sidewalk enough to create adequate protected bike lanes. That way, pedestrians and cyclists are separated and there are no duplicate bike lanes.	12/9/2021 3:54 PM
28	Reducing parking in the neighborhood will be onerous to residents.	12/8/2021 1:57 PM
29	So, there's a sidewalk for pedestrians where the multi-use trail would be in Alt. 1? As long as the barriers are concrete I'd be okay with it being at level with the road.	12/7/2021 11:13 PM
30	Seems too narrow for bikes. See suggestion above to shift green space and make one super-wide trail.	12/7/2021 8:23 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q6 Do you want to continue providing feedback on other segments?

Answered: 143 Skipped: 138



ANSWER CHOICES	RESPONSES
Yes	91.61% 131
No	8.39% 12
TOTAL	143

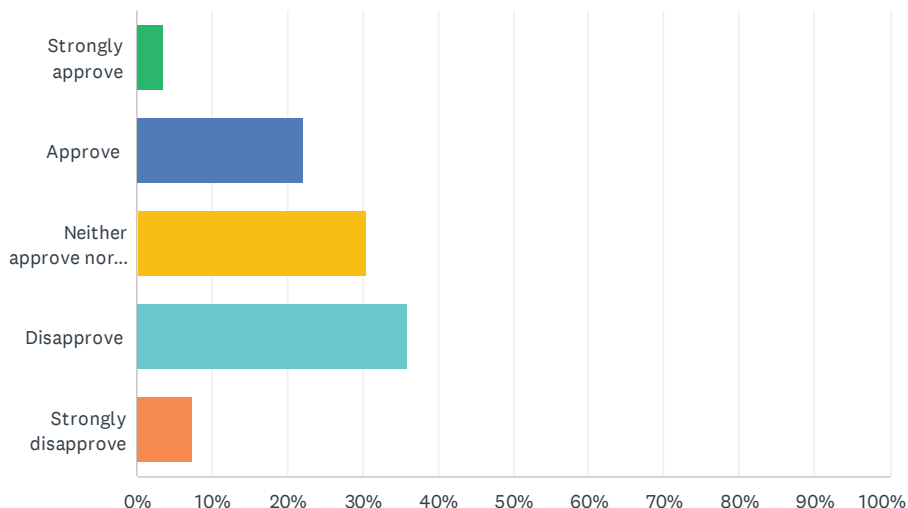
SEGMENT 2

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q7 Based on the design for Alternative 1 and pros/cons, how supportive are you of Alternative 1?

Answered: 108 Skipped: 173

2C. 10-foot multi-use switchback ramp, retaining wall and 7,300 SF green space



ANSWER CHOICES	RESPONSES
Strongly approve	3.70% 4
Approve	22.22% 24
Neither approve nor disapprove	30.56% 33
Disapprove	36.11% 39
Strongly disapprove	7.41% 8
TOTAL	108

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q8 What other comments do you have about Alternative 1?

Answered: 16 Skipped: 265

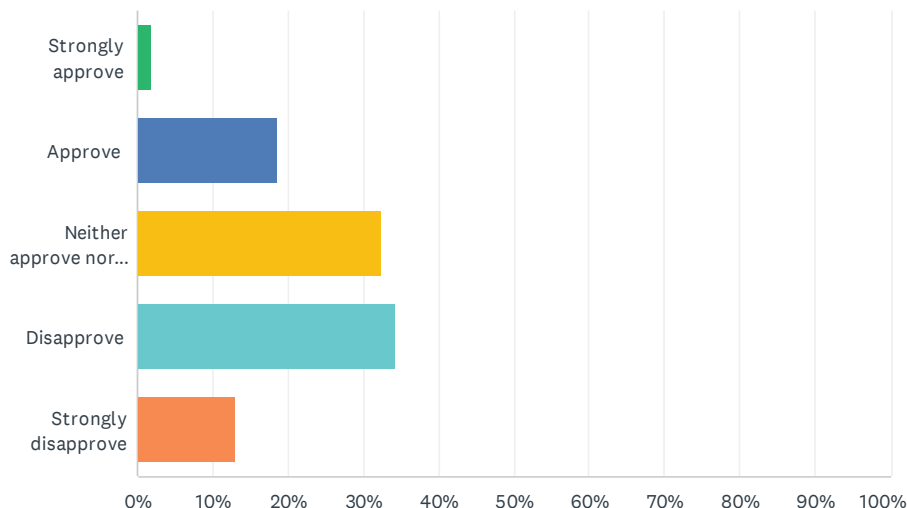
#	RESPONSES	DATE
1	Get it done ASAP to accommodate all users safely	1/8/2022 12:23 AM
2	The sharp turns would be difficult to navigate on bike.	1/6/2022 9:17 PM
3	Sharp bike turns	1/6/2022 2:38 PM
4	A 9 to 12 foot looming retaining wall will feel imposing, induce more maintenance cost, be prone to graffiti, and eliminate sightlines. We do not need more, looming, large, blank, concrete walls. The sharp turns will slow downhill bike riders but will cause them to take the turn wider, putting them in conflict with uphill riders.	1/5/2022 10:47 PM
5	Better option of the alternatives to include a retaining wall. Turns look like they could be sharp and include blind spots for trail users.	1/5/2022 9:51 PM
6	The ramp is great but there is no reason to exclude a more direct staircase connection.	1/5/2022 10:21 AM
7	Direct path is necessary	1/4/2022 4:33 PM
8	Curves are too tight for bicyclists; no direct access for pedestrians	12/29/2021 11:33 PM
9	I'm concerned that the alternatives in these concepts will make for a poor experience for bicyclists. Most of the MBT is a multi-use path, but these concepts will deviate from that significantly, and could result in numerous different experiences over just a few blocks. While some of these concepts might be appropriate for pedestrians, I would encourage DDOT to consider an alternative that would take bicyclists farther to the west on protected bike lanes. For instance, a PBL on Van Buren St. NW could connect directly from the MBT to the bike lanes on Piney Branch Rd., and/or could swing north on 6th St. or 8th St. to provide a route slightly more parallel to the Metropolitan Branch train tracks. A PBL with a detour of a few blocks would probably provide a better experience for many cyclists.	12/21/2021 2:28 PM
10	Alternative 1 is inferior to Alternative 2 which provides more space in the corners and Alternative 3 which adds the useful staircase for walkers to use.	12/15/2021 7:05 PM
11	This looks very hard to navigate on a bike	12/15/2021 1:24 PM
12	I love that it keeps a lot of green space - the retaining wall is also an opportunity for public art OR could even put planters or ivy or something	12/14/2021 3:07 PM
13	Those turns seem very sharp. It's also inhospitable to pedestrians.	12/14/2021 1:52 PM
14	Tight turns and unattractive design.	12/9/2021 3:41 PM
15	No direct walkway will just mean green space will be trampled.	12/8/2021 1:59 PM
16	I like the green space. Is it easier to make the turn than in Alt. 2?	12/7/2021 11:54 PM

SEGMENT 2

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q9 Based on the design for Alternative 2 and pros/cons, how supportive are you of Alternative 2?

2D. 10-foot multi-use switchback ramp, retaining wall and 8,300 SF green space Answered: 108 Skipped: 173



ANSWER CHOICES	RESPONSES
Strongly approve	1.85% 2
Approve	18.52% 20
Neither approve nor disapprove	32.41% 35
Disapprove	34.26% 37
Strongly disapprove	12.96% 14
TOTAL	108



## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q10 What other comments do you have about Alternative 2?

Answered: 15 Skipped: 266

#	RESPONSES	DATE
1	Get it done ASAP to accommodate all users safely	1/8/2022 12:23 AM
2	The sharp turns would be difficult to navigate on bike.	1/6/2022 9:17 PM
3	Sharp bike turns	1/6/2022 2:38 PM
4	A 9 to 12 foot looming retaining wall will feel imposing, induce more maintenance cost, be prone to graffiti, and eliminate sightlines. We do not need more, looming, large, blank, concrete walls. The sharp turns will slow downhill bike riders but will cause them to take the turn wider, putting them in conflict with uphill riders.	1/5/2022 10:47 PM
5	The assortment of retaining walls make this feel like a boxed in travel route, which can make trails feel a bit less safe. Turns look like they could be sharp and include blind spots for trail users.	1/5/2022 9:51 PM
6	The ramp is great but there is no reason to exclude a more direct staircase connection.	1/5/2022 10:21 AM
7	Direct path is necessary	1/4/2022 4:33 PM
8	Curves are too tight for bicyclists; no direct access for pedestrians	12/29/2021 11:33 PM
9	Sharp corners are hard for bikers, even at relatively low speeds	12/22/2021 10:41 AM
10	It's OK but the staircase version Alternative 3 is better.	12/15/2021 7:05 PM
11	Looks very hard to navigate by bike	12/15/2021 1:24 PM
12	Trail space seems even more constrained than option 1. I think I like this option the least.	12/14/2021 1:52 PM
13	Tight turns and unattractive design.	12/9/2021 3:41 PM
14	No direct walkway will just mean green space will be trampled.	12/8/2021 1:59 PM
15	I like the usable green space.	12/7/2021 11:54 PM

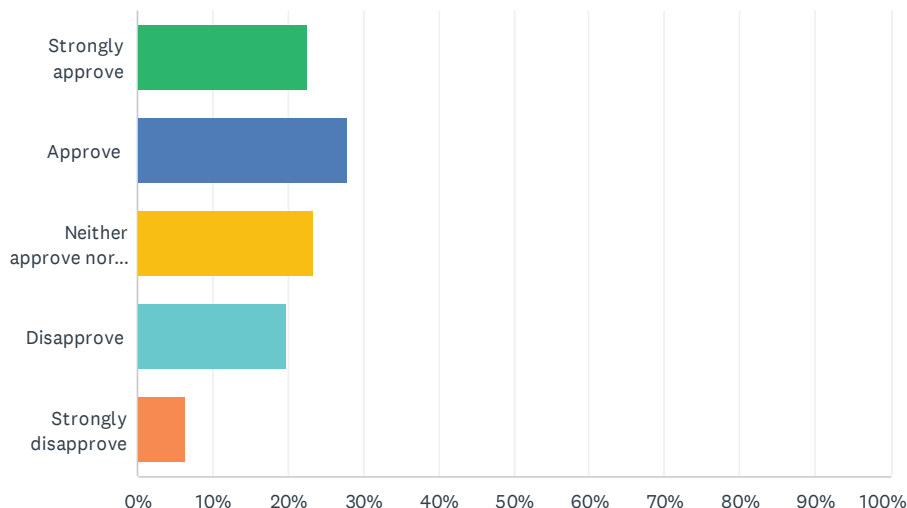
SEGMENT 2

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q11 Based on the design for Alternative 3 and pros/cons, how supportive are you of Alternative 3?

Answered: 111 Skipped: 170

2E.10-foot multi-use switchback ramp, staircase and 4,600 SF green space



ANSWER CHOICES	RESPONSES
Strongly approve	22.52% 25
Approve	27.93% 31
Neither approve nor disapprove	23.42% 26
Disapprove	19.82% 22
Strongly disapprove	6.31% 7
TOTAL	111

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q12 What other comments do you have about Alternative 3?

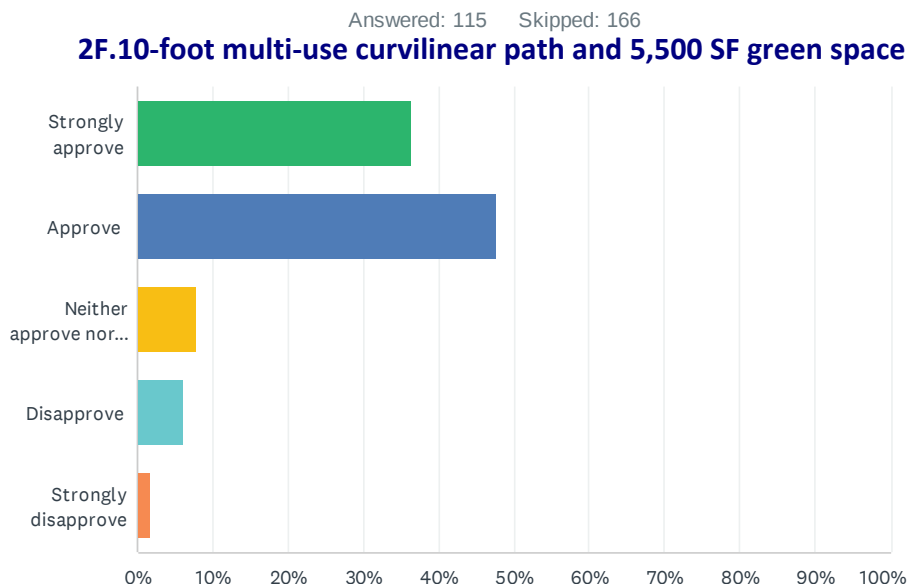
Answered: 22 Skipped: 259

#	RESPONSES	DATE
1	Get it done ASAP to accommodate all users safely	1/8/2022 12:23 AM
2	Improving usability is more important than green space.	1/7/2022 3:18 PM
3	The sharp turns would be difficult to navigate on bike.	1/6/2022 9:17 PM
4	Sharp bike turns	1/6/2022 2:38 PM
5	Way too easy to bike over the stairs. Not good design.	1/6/2022 1:59 PM
6	The sharp turns will slow downhill bike riders but will cause them to take the turn wider, putting them in conflict with uphill riders.	1/5/2022 10:47 PM
7	Prefer this alternative to the similar configurations with retaining walls. Stairs could create potential conflict points with inattentive walkers and/or cyclists. Turns look like they could be sharp.	1/5/2022 9:51 PM
8	If the retaining wall is high/ cuts visibility to the cyclists of the pedestrians using the staircase, I think it could cause some stress or unease from users.	1/5/2022 11:33 AM
9	There should be a direct route up the hill	1/5/2022 11:17 AM
10	It is important to be as direct as possible. The staircase does this for users on foot while the ramp provides bicycle and ADA access. This is the best option for all users.	1/5/2022 10:21 AM
11	Curves are tight for bicyclists	12/29/2021 11:33 PM
12	Worry about bikers being able to see the stairs before they get to them	12/22/2021 10:41 AM
13	This is the best option, people will walk in a straight line and get to where they are going quicker. When I am riding my bike it means fewer people to pass because they're more out of the way.	12/15/2021 7:05 PM
14	Again, how are these designs to navigate by bike	12/15/2021 1:24 PM
15	People like walking in direct lines	12/14/2021 8:37 PM
16	I like this, having the steps there for walkers and runners would be nice	12/14/2021 3:07 PM
17	I don't like either the potential for conflict between turning cyclist and pedestrians crossing the trail for the stairs at the top and bottom of the stairs.	12/14/2021 3:03 PM
18	Seems like an obvious win	12/14/2021 2:40 PM
19	the staircase is a helpful alternative for those who can use it and creates a clear visual connection for everyone else	12/14/2021 2:23 PM
20	Seems to have same drawbacks as alternatives 1 and 2. Staircase makes this option slightly more attractive.	12/14/2021 1:52 PM
21	Tight turns. unattractive design.	12/9/2021 3:41 PM
22	Not crazy about stair interactions with cyclists. Stairs nice for pedestrians in a hurry.	12/7/2021 11:54 PM

SEGMENT 2

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q13 Based on the design for Alternative 4 and pros/cons, how supportive are you of Alternative 4?



ANSWER CHOICES	RESPONSES	
Strongly approve	36.52%	42
Approve	47.83%	55
Neither approve nor disapprove	7.83%	9
Disapprove	6.09%	7
Strongly disapprove	1.74%	2
TOTAL		115

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q14 What other comments do you have about Alternative 4?

Answered: 17 Skipped: 264

#	RESPONSES	DATE
1	Get it done ASAP to accommodate all users safelyY	1/8/2022 12:23 AM
2	The smoother turns of alternative 4 will be easier to navigate by bike.	1/7/2022 3:35 PM
3	This would be much easier to navigate by bike.	1/6/2022 9:17 PM
4	Use the cost savings here to build the less steep option for Segment 5	1/6/2022 11:21 AM
5	Alt 5 is similar to Alt 4, but explicitly addresses with the design what would ultimately become desire lines. This provides shortcuts for pedestrians to avoid the chicanes of the hill, while providing a usable grade for other users. Even though the green space will be "minimal" when compared to other designs, it is still plenty of available land.	1/5/2022 10:47 PM
6	Seems like the best of the bunch. Avoids feeling boxed in by retaining walls.	1/5/2022 9:51 PM
7	The alignment "feeling natural" is not nearly as important as providing an intuitive, direct route. This is a classic example of planners looking at the pretty, birds-eye view instead of considering how people will actually use the space. If this option is in place, people will just walk across the grass and you will end up with "desire lines" where there should have been a staircase.	1/5/2022 10:21 AM
8	Curved path will be easier and safer to navigate by bike.	1/4/2022 5:35 PM
9	Walkers will just cut straight through, wearing a path in the grass.	12/30/2021 11:40 AM
10	People are going to hate walking around this silly path, they'll end up cutting across the middle. As a cyclist it's worse than Alternative 5 too.	12/15/2021 7:05 PM
11	THis appears to be navigable by bike	12/15/2021 1:24 PM
12	I'd be interested in what wheelchair users have to say about this one. Would the 4.4% approach before the 2% break be tiresome? If not, this is a good option to avoid the retaining wall costs	12/14/2021 3:07 PM
13	Pedestrians will shortcut across the grass directly up/ down the slope	12/14/2021 2:40 PM
14	I like this option. It's my second favorite after Alternative 5. I don't understand why the "minimal green space" is a problem. It's not really usable space right now anyway.	12/14/2021 1:52 PM
15	This alternative is the most aesthetically pleasing, because of the curving pathway. It has the lowest grades and the widest curves, which are important design features.	12/9/2021 3:41 PM
16	No direct walkway will just mean green space will be trampled.	12/8/2021 1:59 PM
17	I prefer less potential interactions with pedestrians at stairs. Woodrow Wilson is nice without stairs, but it may be less of a commute route thus people don't mind the extra walk/run.	12/7/2021 11:54 PM

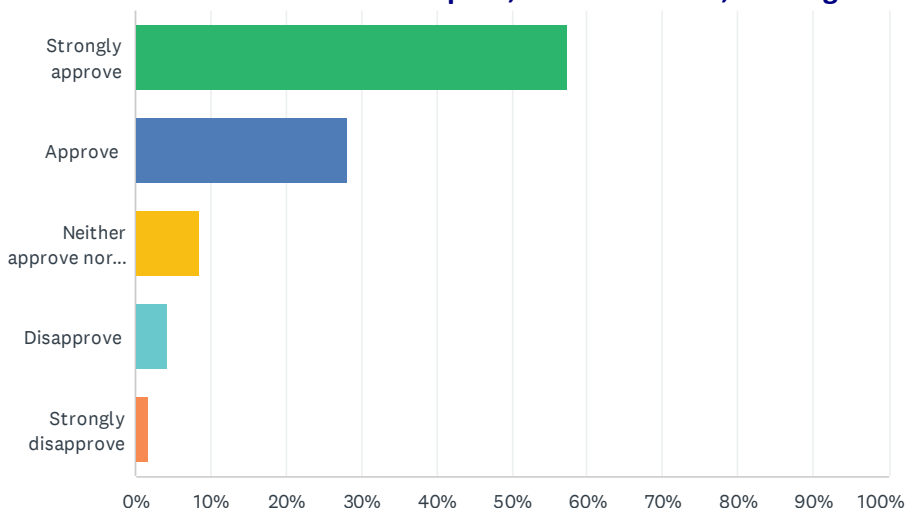
SEGMENT 2

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q15 Based on the design for Alternative 5 and pros/cons, how supportive are you of Alternative 5?

Answered: 117 Skipped: 164

2G. 10-foot multi-use curvilinear path, staircase and 5,500 SF green space



ANSWER CHOICES	RESPONSES
Strongly approve	57.26% 67
Approve	28.21% 33
Neither approve nor disapprove	8.55% 10
Disapprove	4.27% 5
Strongly disapprove	1.71% 2
TOTAL	117

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q16 What other comments do you have about Alternative 5?

Answered: 27 Skipped: 254

#	RESPONSES	DATE
1	Get it done ASAP to accommodate all users safely	1/8/2022 12:23 AM
2	Overall, better to have additional options for pedestrians, given the nature of the pathway. But all of these options are pretty good.	1/7/2022 3:53 PM
3	Stairs create potential conflict points between walking and rolling users if they use the ramp simultaneously, but stairs also offer a more convenient path for pedestrians.	1/7/2022 3:35 PM
4	This alternative provides the best fun for skateboarders	1/7/2022 12:57 PM
5	This looks to provide the best of both worlds, giving pedestrians a shortcut and cyclists a path easy to navigate. A+	1/6/2022 9:17 PM
6	As someone who frequently bikes around this area - and and also walks - this is the best design.	1/6/2022 8:50 PM
7	I don't imagine there will be much demand for this as a pedestrian route but if you don't put the stairs in then people will walk down the hill anyway.	1/6/2022 7:56 PM
8	Curves actually permit cycling, plus a direct walk route is highly preferable.	1/6/2022 1:59 PM
9	This is preferable to Alt 4 due to stairs, but both are good designs.	1/6/2022 11:21 AM
10	Alt 5 is similar to Alt 4, but explicitly addresses with the design what would ultimately become desire lines. This provides shortcuts for pedestrians to avoid the chicanes of the hill, while providing a usable grade for other users. Even though the green space will be "minimal" when compared to other designs, it is still plenty of available land.	1/5/2022 10:47 PM
11	Stairs seem like they could create additional conflict points between inattentive walkers and/or cyclists.	1/5/2022 9:51 PM
12	This is slightly better than Alt 4 but it still prioritizes an abstract bird's eye view that no one will ever actually see. The priority should be providing a convenient and direct route. The staircase here helps, but it is still not as direct as Alt 3, which is the best option.	1/5/2022 10:21 AM
13	Curved path will be easier and safer to navigate by bike.	1/4/2022 5:35 PM
14	Seems confusing if there are bikers and pedestrians traveling at the same time with different methods	12/22/2021 10:41 AM
15	Slightly better than #4 but as a cyclist it provides 2 places where people are cutting in at a 90 degree angle and that's not good.	12/15/2021 7:05 PM
16	this appears navigable by bike	12/15/2021 1:24 PM
17	What is the total Greenspacr for each? If the difference is minimal that matters	12/14/2021 7:03 PM
18	Personally, I love this one - would want to know what wheelchair users think on that much 5% slope - great opportunity for some beautiful landscaping, though	12/14/2021 3:07 PM
19	This option seems great.	12/14/2021 3:03 PM
20	Also very nice	12/14/2021 2:40 PM
21	this might be the most ideal option other than alternative 3	12/14/2021 2:23 PM
22	Seems most natural option for cyclists. I also like that a direct stair option is included but doesn't create confusion.	12/14/2021 1:52 PM
23	None of these designs are ideal, but this one at least provides cyclists with an alignment that is more natural and pedestrians with a direct path.	12/13/2021 11:01 AM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

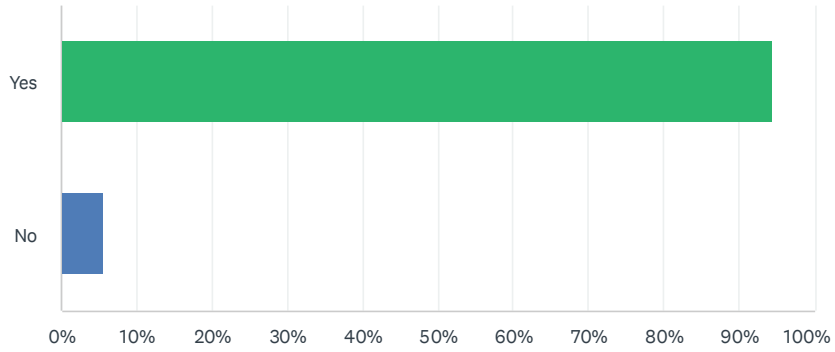
24	I like that it avoids the otherwise inevitable tendency of pedestrians to take the direct route.	12/11/2021 1:27 PM
25	Steeper grade than one of the alternatives.	12/9/2021 3:41 PM
26	This is by far the best alternative, clearly, based on the pros and cons.	12/8/2021 1:59 PM
27	I'm not completely following why the space is usable in one and not the other. Missed that part of the meeting. If there is plenty of room for turning (like Woodrow Wilson east side), the other would probably be preferable - like alt. 1 or 2. I like the shortcut for pedestrians since this is more of a commute route than Woodrow Wilson. But WW is nice without stairs.	12/7/2021 11:54 PM



Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q17 Do you want to continue providing feedback on other segments?

Answered: 128 Skipped: 153



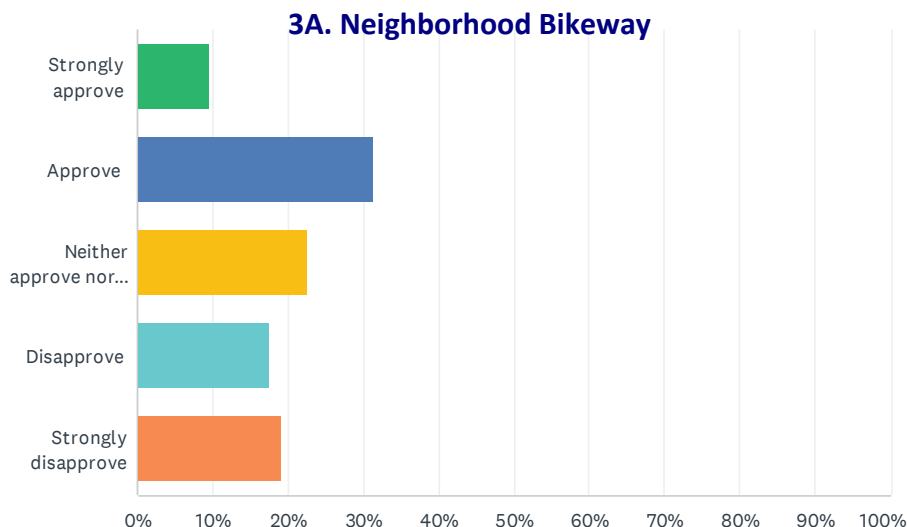
ANSWER CHOICES	RESPONSES
Yes	94.53% 121
No	5.47% 7
TOTAL	128

SEGMENT 3

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q19 Based on the design for Alternative 1 and pros/cons, how supportive are you of Alternative 1?

Answered: 115 Skipped: 166



ANSWER CHOICES	RESPONSES
Strongly approve	9.57% 11
Approve	31.30% 36
Neither approve nor disapprove	22.61% 26
Disapprove	17.39% 20
Strongly disapprove	19.13% 22
TOTAL	115

SEGMENT 3

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q18 What other comments do you have about Alternative 1?

Answered: 45 Skipped: 236

#	RESPONSES	DATE
1	Even on what seem like quiet neighborhood streets, forcing vulnerable bike users into the same space as car users can be dangerous and discouraging. It can also complicate way-finding for people less familiar with the MBT. It would be much better to create a protected bike lane of lanes, even at the expense of on-street parking or a car travel lane.	1/7/2022 9:06 PM
2	I am new to biking, in part due to Covid and the way it's changed our lives (more time at home, less metro access, etc.). I am very nervous about riding near cars and I live in Takoma, so I strongly prefer a map with more orange and green (off-street trails and protected bike lanes) and less red (on-street biking).	1/7/2022 6:09 PM
3	If there's only one alternative what's the point of input?	1/7/2022 5:40 PM
4	This is dangerous for bikers and pedestrians. Why are no alternatives provided?	1/7/2022 5:09 PM
5	Given this is part of the met branch trail system, even streets like this need *protected* bike lines, no shared spaces. This is meant to be a major bike transit route, and it needs to have consistent infrastructure throughout.	1/7/2022 3:47 PM
6	As a user, it would be confusing to find the train if I had to leave a dedicated bike lane or trail space to share a normal looking road	1/7/2022 3:09 PM
7	DANGEROUS	1/7/2022 2:38 PM
8	do a separated /protected bike lane instead - take away some parking spaces - make it at grade with the sidewalk too	1/7/2022 1:27 PM
9	I don't think a shared street is a good idea here. Please add a protected cycletrack and repurpose on-street parking. All of these houses have off-street parking and/or curb cuts with driveways. I'm not comfortable letting my children ride on a street they share with cars.	1/7/2022 1:02 PM
10	Please consider additional speed control measures like speed bumps, as well as more street markings like shared lane marks, wayfinding signs, and striped chicanes or bulb outs. This road should COMMUNICATE that people biking and walking have priority.	1/7/2022 9:44 AM
11	"No changes to on-street parking" is not necessarily a Pro.	1/6/2022 10:51 PM
12	This should work.	1/6/2022 9:21 PM
13	This is a dead-end street so this makes sense	1/6/2022 8:52 PM
14	I just don't see how "neighborhood bikeways" are any improvement over nothing. Bikers can already go on any road — how is this an improvement over any other street?	1/6/2022 8:42 PM
15	this is disappointing for several reasons, one of which is that it eliminates kids from being able to use this section of trail	1/6/2022 5:39 PM
16	Bikeway should be protected even if off street parking is eliminated.	1/6/2022 2:32 PM
17	30' width is WAY too wide and encourages speeding. Narrow the width and maybe add chicanes and it would be much better	1/6/2022 2:00 PM
18	Even though this is a dead-end for vehicular traffic, it still sees double parking. It should be more difficult for a vehicle coming from Blair to enter Chestnut, with a chokepoint at the street entrance.	1/5/2022 10:50 PM
19	It'd be great if there was an alternative that created more of a visible trail. Sharrows rarely seem to encourage drivers to slow down or drive cautiously around people. It may not be family or beginner friendly. Are there contingencies if vehicle volumes or speeds change?	1/5/2022 10:07 PM
20	There should be dedicated space for bikes along this segment--with two 10 foot lanes, there is	1/5/2022 11:19 AM

## SEGMENT 3

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

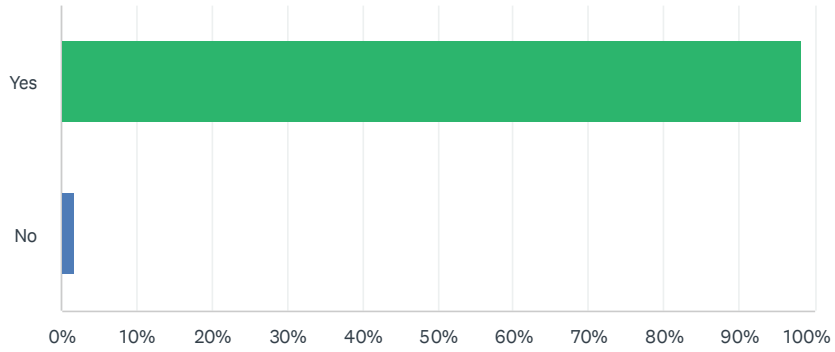
enough space for two protected bike lanes or one bidirectional protected lane. Parking would be eliminated, but each house has garage and driveway, or could park a few feet farther from their home

21	I am not a fan of making cyclists and drivers share the same space, but I think it might be okay here since Chestnut is so low-traffic. I'm neutral on this one.	1/5/2022 10:22 AM
22	Adding a new speed bump and in-street sharrow markings would be beneficial. Additional MBT branded wayfinding signage would also be helpful and should be planned for.	1/4/2022 5:32 PM
23	Get rid of the parking in favor of a separated space for peds and bikes	1/4/2022 4:34 PM
24	It's fine, but the only alternative.	1/4/2022 3:54 PM
25	Speed tables or lane narrowing should be considered to limit automobile speeds.	12/29/2021 11:38 PM
26	Cons People biking and driving share the same space. Put down 1000 speed bumps so cars literally cannot speed and this is fine. Otherwise, this isn't appropriate for the MBT	12/18/2021 4:19 AM
27	This is pretend infrastructure and people would get hit by cars	12/16/2021 12:22 AM
28	It's fine, I do wish you would paint a big solid green stripe or something on the street leading from point A to point B. The problem with these neighborhood detours is the signs always get knocked over overgrown by tree branches and if you're not familiar with the area you end up going the wrong way. Happens to me constantly on the Anacostia River Trail where it dumps you next to Thomas Elementary, no idea what I'm supposed to do.	12/15/2021 7:11 PM
29	Cars and bikes sharing roads is too dangerous in DC.	12/15/2021 8:22 AM
30	Separated spaces are necessary	12/14/2021 9:43 PM
31	Include chokers or other calming measures and this is fine	12/14/2021 7:04 PM
32	You might as well call this something other than a bike trail because this is garbage. Take space from cars or go home.	12/14/2021 6:15 PM
33	Sharrows aren't actual bike infrastructure. People won't use this.	12/14/2021 3:08 PM
34	If there is has to be mixed traffic with cars, I would like to see more traffic calming than what looks like a single speedbump.	12/14/2021 3:05 PM
35	I mean, fine, just because it's a dead-end street	12/14/2021 2:42 PM
36	this is not a trail	12/14/2021 2:25 PM
37	Wish we could do more for this segment. Could you at least add another speed bump between Blair and Spring rd and/or convert Chestnut and Spring to an all-way stop?	12/14/2021 1:56 PM
38	Every one of these houses has a driveway for parking, so a loss of street parking isn't fatal. Why can't DDOT provide at least some protection for cyclists and runners/walkers?	12/13/2021 11:12 AM
39	This should be a protected bike lane.	12/13/2021 9:02 AM
40	I don't disapprove but being in the street would be a concern for young cyclists or parents with bucket bikes or people with strollers or wheelchairs	12/11/2021 1:28 PM
41	Consider chokers to reduce vehicle speeds.	12/9/2021 3:29 PM
42	People biking and driving share the same space is a serious drawback. Does very little for bike users.	12/8/2021 1:36 PM
43	Signs explaining cyclists may use full lane.	12/8/2021 12:14 AM
44	Better than nothing.	12/7/2021 9:11 PM
45	In quiet dead-end streets like this cycling on a well-marked road is fine. Minimizing disruption to parking, where possible, is important in building support for the cycleways.	12/7/2021 8:24 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q20 Do you want to continue providing feedback on other segments?

Answered: 120 Skipped: 161



ANSWER CHOICES	RESPONSES
Yes	98.33% 118
No	1.67% 2
TOTAL	120

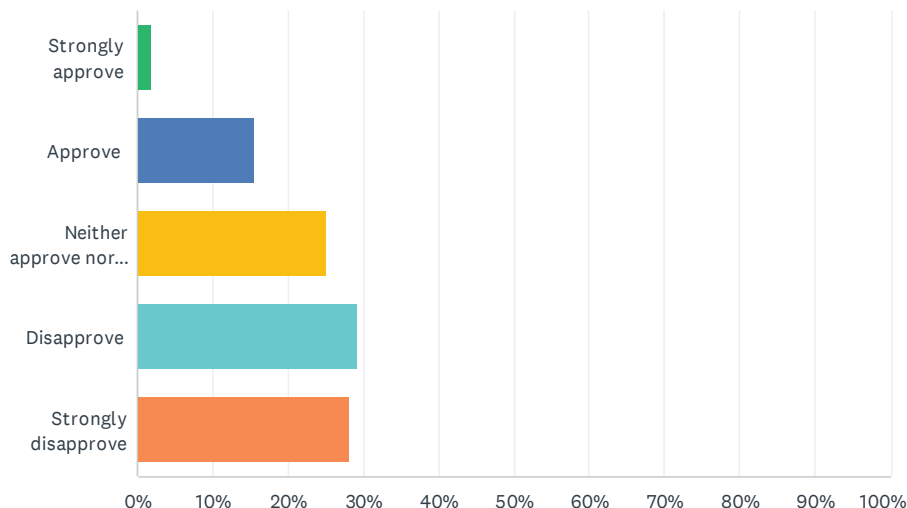
SEGMENT 4

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q21 Based on the design for Alternative 1 and pros/cons, how supportive are you of Alternative 1?

Answered: 103 Skipped: 178

4A.Neighborhood bikeway treatment with gateway



ANSWER CHOICES	RESPONSES
Strongly approve	1.94% 2
Approve	15.53% 16
Neither approve nor disapprove	25.24% 26
Disapprove	29.13% 30
Strongly disapprove	28.16% 29
TOTAL	103

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q22 What other comments do you have about Alternative 1?

Answered: 23 Skipped: 258

#	RESPONSES	DATE
1	This is an extremely narrow road already that is essentially alternating one-way at times. Narrowing it any further would make the road unusable. A business parks it vehicles along this street and moving trucks for the Gables need to get back here, as well as delivery trucks. There are also quite often other delivery cars/uber parked in the street itself just waiting even though they are blocking traffic. It is a very unsafe place for on rode bike traffic. Also it is already a tight space for emergency vehicles to get to. More space is needed back here, not plantings or artwork There has got to be a better alternative to using Spring Street	1/7/2022 11:36 PM
2	I am new to biking, in part due to Covid and the way it's changed our lives (more time at home, less metro access, etc.). I am very nervous about riding near cars and I live in Takoma, so I strongly prefer a map with more orange and green (off-street trails and protected bike lanes) and less red (on-street biking). I appreciate the art space but I prioritize my safety first.	1/7/2022 6:12 PM
3	Again, all segments on the MBT need to have protected lanes or better. Shared spaces aren't good enough.	1/7/2022 3:48 PM
4	Need to address all the cons listed. This seems like a disservice to vulnerable road users.	1/7/2022 3:14 PM
5	DANGEROUS	1/7/2022 2:40 PM
6	This is unacceptable because you are placing novice and new trail users into unprotected interactions with cars. Please reduce the curb width as much as possible to get the safest, narrowest street.	1/7/2022 1:05 PM
7	measures to control vehicle speeds should be present throughout the segment	1/7/2022 9:47 AM
8	I don't understand how this is different than alternative 2 except it doesn't have chokers	1/6/2022 8:44 PM
9	are kids supposed to be able to use this trail or what?	1/6/2022 5:44 PM
10	This is basically nothing. Not good design, and does almost nothing to ensure slow speeds and low volumes.	1/6/2022 2:03 PM
11	Infrastructure should actively lower vehicle speeds, not rely on drivers to follow the posted limits.	1/6/2022 11:13 AM
12	The existing green-painted facility will be confusing for many users, as it is designed as though it were a dedicated bike facility, while actually being a pedestrian-only facility. Existing vehicle speeds may be low, but the frequency of illegal parking is high.	1/5/2022 10:52 PM
13	It'd be great if there was an alternative that created more of a visible trail. Sharrows rarely seem to encourage drivers to slow down or drive cautiously around people. It may not be family or beginner friendly. Are there contingencies if vehicle volumes or speeds change? Between the two alternatives, the lack of chokers to slow vehicles mid-block makes this a less desirable alternative.	1/5/2022 10:13 PM
14	This option is okay, but Alt 2 is much better because it includes traffic calming.	1/5/2022 10:23 AM
15	Speed reducing mechanisms for vehicles would be good.	12/16/2021 6:02 PM
16	I guess art is good. I prefer this to the Chokers which I do not like. Woonerf or different paving to indicate shared space would be better than plain street.	12/15/2021 7:18 PM
17	At ZERO points on this bike "trail" should bikes be sharing space with cars, no exceptions. I don't care if you think vehicle speeds are low, this is garbage.	12/14/2021 6:16 PM
18	Sharrows aren't actual bike infrastructure. I do like the calming measure at the end of the street, though - we need much more of it in DC	12/14/2021 3:11 PM
19	still not a trail	12/14/2021 2:27 PM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

20	It's not a trail. It's sharrows.	12/14/2021 2:00 PM
21	Again, DDOT places street parking above safety.	12/13/2021 11:14 AM
22	This should be a protected bike lane.	12/13/2021 9:04 AM
23	Monuments and public art are fine, but I probably wouldn't make them a priority of this project given all the competing desires and constraints.	12/7/2021 8:29 PM



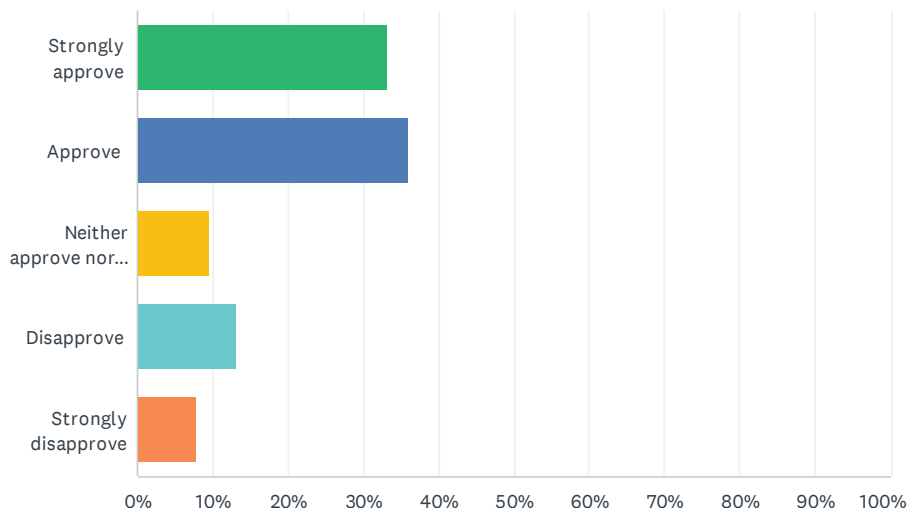
SEGMENT 4

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q23 Based on the design for Alternative 2 and pros/cons, how supportive are you of Alternative 2?

Answered: 114 Skipped: 167

4B.Woonerf with chokers



ANSWER CHOICES	RESPONSES	
Strongly approve	33.33%	38
Approve	35.96%	41
Neither approve nor disapprove	9.65%	11
Disapprove	13.16%	15
Strongly disapprove	7.89%	9
TOTAL		114

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q24 What other comments do you have about Alternative 2?

Answered: 36 Skipped: 245

#	RESPONSES	DATE
1	This is an extremely narrow road already that is essentially alternating one-way at times. Narrowing it any further would make the road unusable. A business parks it vehicles along this street and moving trucks for the Gables need to get back here, as well as delivery trucks. There are also quite often other delivery cars/uber parked in the street itself just waiting even though they are blocking traffic. It is a very unsafe place for on rode bike traffic. Also it is already a tight space for emergency vehicles to get to. More space is needed back here, not plantings or artwork There has got to be a better alternative to using Spring Street	1/7/2022 11:36 PM
2	As an active cyclist I can tell you that chicanes and chokers put cars and cyclists in contention with each other (cyclist always loses, always having to look backwards to see what the car is going to do while looking forwards to navigate the chicane/choker), and also can be dangerous for cyclists at night, in the rain, ice, and snow even when no cars are around.	1/7/2022 6:41 PM
3	I am new to biking, in part due to Covid and the way it's changed our lives (more time at home, less metro access, etc.). I am very nervous about riding near cars and I live in Takoma, so I strongly prefer a map with more orange and green (off-street trails and protected bike lanes) and less red (on-street biking).	1/7/2022 6:12 PM
4	Separated space for bikers and pedestrians should be prioritized.	1/7/2022 5:10 PM
5	Marginally better than a shared street, but still not protected and thus not good enough for the MBT.	1/7/2022 3:48 PM
6	I support alternative 2 with chokers and chicanes. As the vehicle parking and alley access for many Cedar St and Blair Rd buildings, Spring St sees more frequent vehicle use and is a tempting location for illegal parking. Chokers and chicanes will keep vehicle speeds low while discouraging illegal parking that may block sightlines and endanger more vulnerable trail users (like children). This design prioritizes safety for vulnerable road users and trail users while they walk and bike in the shared street.	1/7/2022 3:36 PM
7	Like chokers for slowing vehicle speeds. Also support reducing public car storage on important connecting streets	1/7/2022 3:14 PM
8	DANGEROUS	1/7/2022 2:40 PM
9	I support this. Please maximize the use of curb narrowing the calm vehicle traffic. I support whatever on-street parking removal is necessary to make the safest road.	1/7/2022 1:05 PM
10	add additional MBT wayfinding throughout clearly communicate that people walking and biking have priority here.	1/7/2022 9:47 AM
11	This is much closer to what a calmed street looks like.	1/6/2022 10:52 PM
12	As a resident of Takoma Park, MD, which has used chicanes to narrow the city streets, I've noticed that they are effective. Driver behavior on this streets is much more tolerable than comparable streets without them. Let's do this!	1/6/2022 9:24 PM
13	Chokers are the better option here	1/6/2022 8:55 PM
14	There is only one way in or out for all the residents of Spring street and this area gets a lot of emergency calls, so there is a lot of emergency vehicle usage. Choking off the street will lead to nightmare scenarios. I don't live there, but I know it will be bad. I live near enough to see the chaos that already prevails.	1/6/2022 7:51 PM
15	If the vehicle volumes are low enough for people on bike to share the street with cars, they are low enough to create a much more aggressive choker design, should be just wide enough for 1 car (9' max).	1/6/2022 2:03 PM
16	The existing green-painted facility will be confusing for many users, as it is designed as though	1/5/2022 10:52 PM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

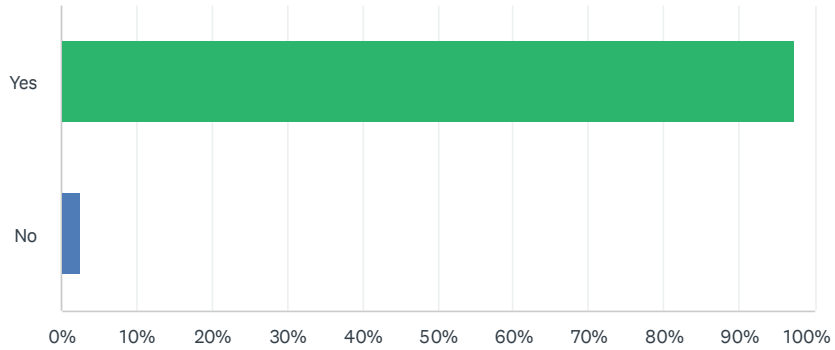
it were a dedicated bike facility, while actually being a pedestrian-only facility. Existing vehicle speeds may be low, but the frequency of illegal parking is high. Chicanes are excellent design choices that can be applied elsewhere, provided they are strong enough. If they prove to be sufficiently frustrating to the local residents, business, and deliveries, they may end up destroyed or vandalized.

17	It'd be great if there was an alternative that created more of a visible trail. Sharrows rarely seem to encourage drivers to slow down or drive cautiously around people. It may not be family or beginner friendly. The inclusion of chokers to slow vehicles seems like an improvement over alternative 1. The MBT is an incredibly valuable asset to the region and the communities it connects. Removing parking to build a better trail doesn't seem like it should be considered a con or cause hesitation for planning. Make the trail the best pedestrian, bicycle, transit-friendly route that it can be.	1/5/2022 10:13 PM
18	I can see the situation of cats choking out and cutting off cyclists or the cyclist will risk being squeezed into this with a car.	1/5/2022 9:33 PM
19	This is great! The chokers will help with traffic calming and make it a shared space.	1/5/2022 10:23 AM
20	As the vehicle parking and alley access for many Cedar St and Blair Rd buildings, Spring St sees more frequent vehicle use and is a tempting location for illegal parking. Chokers and chicanes will keep vehicle speeds low while discouraging illegal parking that may block sightlines and endanger more vulnerable trail users (like children). This design prioritizes safety for vulnerable road users and trail users while they walk and bike in the shared street.	1/4/2022 5:31 PM
21	Consider additional narrowing and pedestrian walkway on south side of street.	12/29/2021 11:39 PM
22	Don't like this, on my bike the choke points seem like they just create a hazard, or put me closer to a car. Or 2 cars will fight each other over who goes first through the choke point. Drivers here are hostile, they will blame me for these garbage obstructions on their street.	12/15/2021 7:18 PM
23	The trail needs dedicated separated space. Parking should be a secondary concern	12/14/2021 9:44 PM
24	What about a woonerf here?	12/14/2021 9:26 PM
25	chokers and chicanes push cyclists into car traffic and should be avoided	12/14/2021 8:19 PM
26	At ZERO points on this bike "trail" should bikes be sharing space with cars, no exceptions. I don't care if you think vehicle speeds are low, this is garbage.	12/14/2021 6:16 PM
27	Sharrows aren't actual bike infrastructure. I would feel much safer living and riding through this neighborhood, than with nothing, however	12/14/2021 3:11 PM
28	Can we get a raised crosswalk at the intersection with Chestnut St?	12/14/2021 3:07 PM
29	not a trail but the choker will at least send a visual message to users that this is special. could this be a woonerf?	12/14/2021 2:27 PM
30	This is better than alternative 1 but it still feels like we can do more to prioritize and protect trail users. There is a lot of parking back here....really feels like we're doing a lot of work to avoid considering the best option, which is keeping the trail on Blair.	12/14/2021 2:00 PM
31	Better than Alt1, but still doesn't provide safe cyclist/runner protection. DDOT should create an Alt3 option to add a protected path the way the MBT is in almost all other places.	12/13/2021 11:14 AM
32	This should be a protected bike lane.	12/13/2021 9:04 AM
33	There's tons of parking in the nearby garages and people pay to live near a metro station so they can avoid owning a car. I would get rid of as much parking as possible to create a pedestrian-friendly place and would save what's left for disabled parking and short-term rideshare/delivery	12/11/2021 1:29 PM
34	I prefer this if the road is painted through the choker to indicate cyclists have the right of way and to yield. Otherwise, drivers in this area tend to try to pass where the road narrows creating a more dangerous situation.	12/8/2021 12:24 AM
35	Better traffic calming for more safety.	12/7/2021 9:14 PM
36	Monuments and public art are fine, but I probably wouldn't make them a priority of this project given all the competing desires and constraints.	12/7/2021 8:29 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q25 Do you want to continue providing feedback on other segments?

Answered: 117 Skipped: 164



ANSWER CHOICES	RESPONSES
Yes	97.44% 114
No	2.56% 3
TOTAL	117

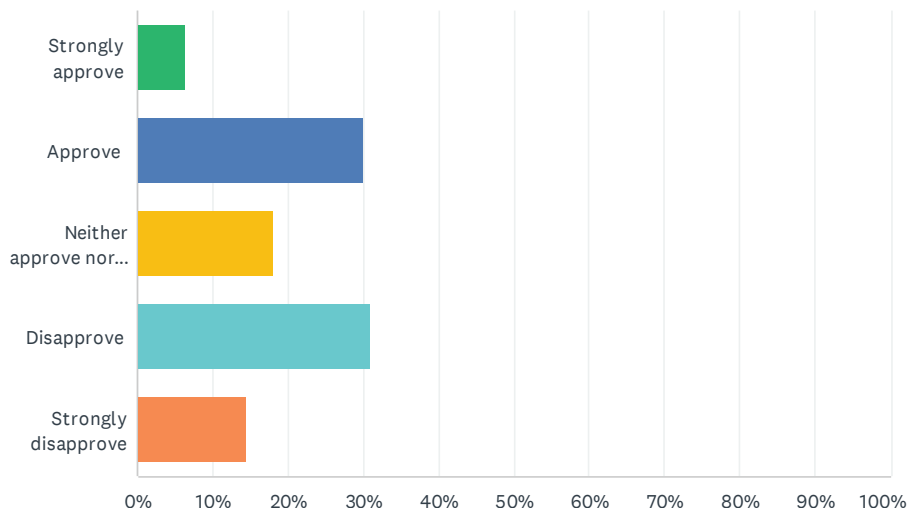
SEGMENT 5

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q26 Based on the design for Alternative 1 and pros/cons, how supportive are you of Alternative 1?

Answered: 110 Skipped: 171

5A. 10-foot multi-use path with 5-foot retaining wall (8.3% slope, max.)



ANSWER CHOICES	RESPONSES
Strongly approve	6.36% 7
Approve	30.00% 33
Neither approve nor disapprove	18.18% 20
Disapprove	30.91% 34
Strongly disapprove	14.55% 16
TOTAL	110

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q27 What other comments do you have about Alternative 1?

Answered: 22 Skipped: 259

#	RESPONSES	DATE
1	Why not go on the other side of the Metro tracks and then up Eastern Ave to Piney Branch Road? This would avoid all the Spring and Chestnut street issues.	1/7/2022 11:41 PM
2	Too narrow and less protection	1/7/2022 9:14 PM
3	Too steep	1/7/2022 6:04 PM
4	On Segment 5: only alternative 3 delivers a manageable slope and a wider trail. The others are quite steep.	1/7/2022 3:06 PM
5	Too steep and narrow.	1/7/2022 3:06 PM
6	This is too narrow, and the shy distance of the retaining wall will reduce the usable width even more.	1/7/2022 1:10 PM
7	8% is a steep climb for many casual cyclists and 10 feet is not very wide for a path that likely will be used by many pedestrians and cyclists near the Metro stop.	1/6/2022 9:28 PM
8	if there is a place to cut costs on this project, this seems like a logical place	1/6/2022 9:03 PM
9	As you know, WABA's feedback is that this is the only alternative 3 delivers a manageable slope and a wider trail. I plan to return to bike commuting into DC and my knees are starting to have problems - please, please minimize steep climbs so I can still bike anyway!	1/6/2022 4:30 PM
10	Too steep	1/6/2022 3:10 PM
11	Too steep	1/6/2022 2:44 PM
12	10' adjacent to a retaining wall is more like 8' of useable width (people cant walk or cycle inches away from a wall), which is way below standards.	1/6/2022 2:05 PM
13	If we have to accept a steeper grade due to costs, it should at least be a wider trail to provide more separation between faster and slower users.	1/6/2022 11:11 AM
14	A 10' design width will soon become a chokepoint in the network, as the retaining wall and existing construction are unable to be widened in the future, unlike the grade trails elsewhere.	1/5/2022 10:57 PM
15	Make the trailer wider, if possible. Use one of the 12-ft alternatives.	1/5/2022 10:18 PM
16	I don't understand why you'd pursue an inferior 10-ft wide option if a 12-ft one is possible. This trail may be crowded, so making it wider is important. Also, the aesthetics of retaining walls are not nearly as important as providing a safe and efficient trail.	1/5/2022 10:27 AM
17	Too narrow, to steep to accommodate trail users of all abilities.	1/4/2022 5:30 PM
18	As a resident of Cedar Crossing, I want something official along that path than nothing at all, but this is the least favorable option	12/30/2021 4:09 PM
19	This is second best, wall only on one side. Prefer the wider path though.	12/15/2021 7:24 PM
20	Really should be wider	12/14/2021 2:47 PM
21	Need to invest in wider trail for the entire route. 10 feels tight when the trail is busy.	12/14/2021 2:03 PM
22	An 8.3% trail grade is too steep.	12/9/2021 3:21 PM

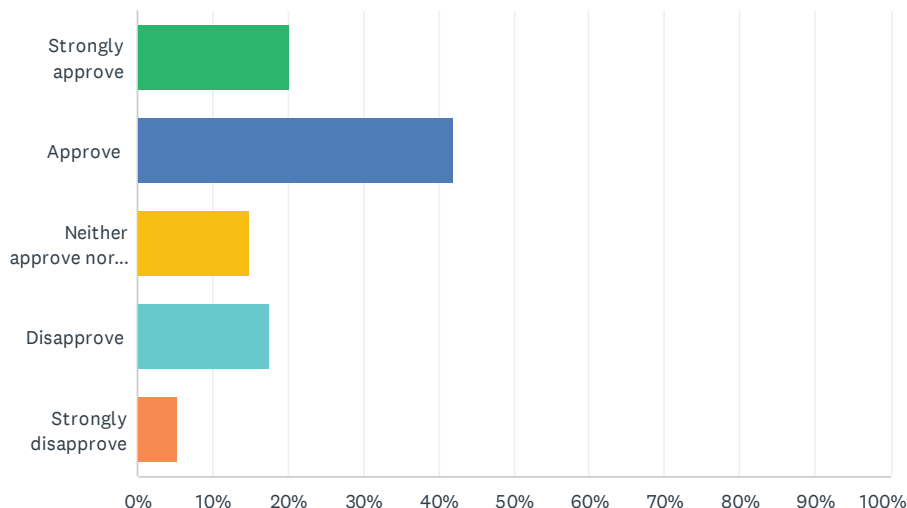
**SEGMENT 5**

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

**Q28 Based on the design for Alternative 2 and pros/cons, how supportive are you of Alternative 2?**

Answered: 114 Skipped: 167

**5B.12-foot multi-use path with 6-foot retaining wall (8.3% slope, max.)**



ANSWER CHOICES	RESPONSES
Strongly approve	20.18% 23
Approve	42.11% 48
Neither approve nor disapprove	14.91% 17
Disapprove	17.54% 20
Strongly disapprove	5.26% 6
TOTAL	114

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q29 What other comments do you have about Alternative 2?

Answered: 18 Skipped: 263

#	RESPONSES	DATE
1	bigger is better	1/8/2022 12:37 PM
2	Prefer 12 ft, but open on one side. Two retaining walls feels unsafe for potential crime	1/7/2022 10:07 PM
3	Still too narrow and too little protection	1/7/2022 9:14 PM
4	Too steep	1/7/2022 6:04 PM
5	Too steep	1/7/2022 3:06 PM
6	I like this because it's wider, but it's steeper than I want.	1/7/2022 1:10 PM
7	12' path seems better than 10' path. Not clear why alternative 1 would be chosen over alternative 2 unless cost was significantly different.	1/6/2022 10:45 PM
8	8% is a steep climb for many casual cyclists	1/6/2022 9:28 PM
9	Too steep	1/6/2022 3:10 PM
10	Too steep	1/6/2022 2:44 PM
11	This is the 2nd best option.	1/6/2022 11:11 AM
12	12' is a good with, allowing for future demand, but keeps a large grade that is not needed.	1/5/2022 10:57 PM
13	Steeper slopes are preferable to two retaining walls.	1/5/2022 10:18 PM
14	Much better than the 10-ft option. Also, the aesthetics of retaining walls are not nearly as important as providing a safe and efficient trail.	1/5/2022 10:27 AM
15	Similar to above	12/30/2021 4:09 PM
16	Wider trail is best, with the slope it means passing walkers a lot. Prefer 8.3% grade too, a little variety on the trail is nice, and that's not very steep.	12/15/2021 7:24 PM
17	12 foot trail is better. Should do it right an make the slope less steep though.	12/14/2021 2:03 PM
18	An 8.3% trail grade is too steep.	12/9/2021 3:21 PM

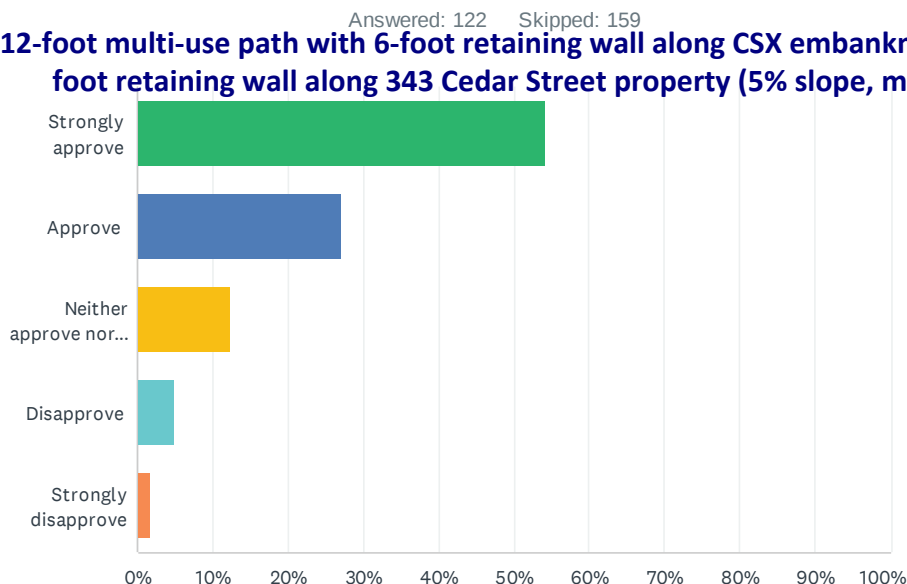


SEGMENT 5

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q30 Based on the design for Alternative 3 and pros/cons, how supportive are you of Alternative 3?

5C. 12-foot multi-use path with 6-foot retaining wall along CSX embankment and 3-foot retaining wall along 343 Cedar Street property (5% slope, max.)



ANSWER CHOICES	RESPONSES
Strongly approve	54.10% 66
Approve	27.05% 33
Neither approve nor disapprove	12.30% 15
Disapprove	4.92% 6
Strongly disapprove	1.64% 2
TOTAL	122

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q31 What other comments do you have about Alternative 3?

Answered: 30 Skipped: 251

#	RESPONSES	DATE
1	Best option for safety and space	1/7/2022 9:14 PM
2	The wider the path the better, given the shared use.	1/7/2022 3:54 PM
3	I support alternative 3. A 12' trail is preferable here because it will be a popular pedestrian path to the Metro and shops for residents. The additional width allows for more comfort near the tall retaining wall. Most importantly, the gentler 5% grade will be much easier to climb than the 8% grade proposed for alternatives 1 and 2 (though personally I quite like steep climbs, the aim is to make the trail accessible to the widest array of people!).	1/7/2022 3:39 PM
4	The lesser slope and wider trail is preferred. in particular, trail users like kids and older adults may struggle on anything steeper than this and the MBT should be accessible to those individuals.	1/7/2022 3:06 PM
5	This is my favorite alternative. I want the widest trail possible and the lowest gradient possible. I'm okay with the need for an additional retaining wall.	1/7/2022 1:10 PM
6	Minimizing the slope is an important ADA and accessibility concern, and merits the additional investment for retaining walls. A 12-foot trail is also vital for the amount of metro station foot traffic that this location will receive, in order to minimize conflicts between people getting to transit and those using the trail to travel through.	1/7/2022 9:49 AM
7	This is a well-balanced alternative - a more gradual grade with the widest possible path.	1/6/2022 9:28 PM
8	Going with the WABA recommendation. Wider trail and shallower grade.	1/6/2022 7:46 PM
9	I strongly prefer gentle slopes over steep slopes	1/6/2022 7:08 PM
10	As you know, WABA's feedback is that this is the only alternative 3 delivers a manageable slope and a wider trail. I plan to return to bike commuting into DC and my knees are starting to have problems - please, please minimize steep climbs so I can still bike anyway!	1/6/2022 4:30 PM
11	Better than 8% slope	1/6/2022 3:10 PM
12	We need a manageable slope and a wider trail for it to be multi-purpose.	1/6/2022 2:44 PM
13	All three alternatives are fine. #3 would be nice	1/6/2022 12:58 PM
14	Keep in mind that we want bike lanes that serve all ages and abilities. Moms with kids and older people are not always able to climb steep grades.	1/6/2022 12:42 PM
15	This is the best option due to most favorable width and grade. I understand it is probably the most costly. How do the costs compare to the capital budget for infrastructure for cars and trucks?	1/6/2022 11:11 AM
16	The shallowed slope and widest design is fantastic choice, that will provide great potential for new users and the most room for growth. The retaining wall will be no higher than any other wall proposed for this section.	1/5/2022 10:57 PM
17	Wider trail is preferable to 10-foot option.	1/5/2022 10:18 PM
18	Gentle slope by far best option.	1/5/2022 5:59 PM
19	By far the best option. The grades are gentle and the path is wide. This option should definitely be pursued, even it's a bit more expensive. Also, the aesthetics of retaining walls are not nearly as important as providing a safe and efficient trail.	1/5/2022 10:27 AM
20	A 12' trail is preferable here because it will be a popular pedestrian path to the Metro and shops for residents. The additional width allows for more comfort near the tall retaining wall.	1/4/2022 5:30 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

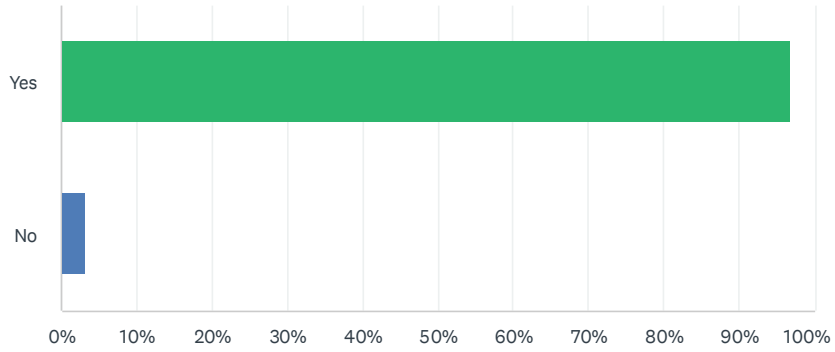
Most importantly, the gentler 5% grade will be much easier to climb than the 8% grade proposed for alternatives 1 and 2.

21	A 12' trail is preferable here because it will be a popular pedestrian path to the Metro and shops for residents.	1/4/2022 3:56 PM
22	Seems the most favorable option and would allow for increased privacy for the condos along that path	12/30/2021 4:09 PM
23	Don't like double walls, riding next to walls is not pleasant and reminds me of the time I got knocked into a wall by an idiot on a scooter. Collision with wall is seriously no fun, concrete is very hard.	12/15/2021 7:24 PM
24	gentler slope seems better. can the retaining walls have mural space?	12/15/2021 12:45 PM
25	Eh, maybe worth saving the money	12/14/2021 2:47 PM
26	Maximize width and grade improvements. Seems far superior to other options.	12/14/2021 2:03 PM
27	I prefer the wider path and gentler slope.	12/13/2021 9:06 AM
28	Trail grade is less steep as compared to the presented alternatives.	12/9/2021 3:21 PM
29	What is sloped 5%? The greenspace?	12/8/2021 12:51 AM
30	More comfortable ride.	12/7/2021 9:21 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q32 Do you want to continue providing feedback on other segments?

Answered: 123 Skipped: 158



ANSWER CHOICES	RESPONSES
Yes	96.75% 119
No	3.25% 4
TOTAL	123

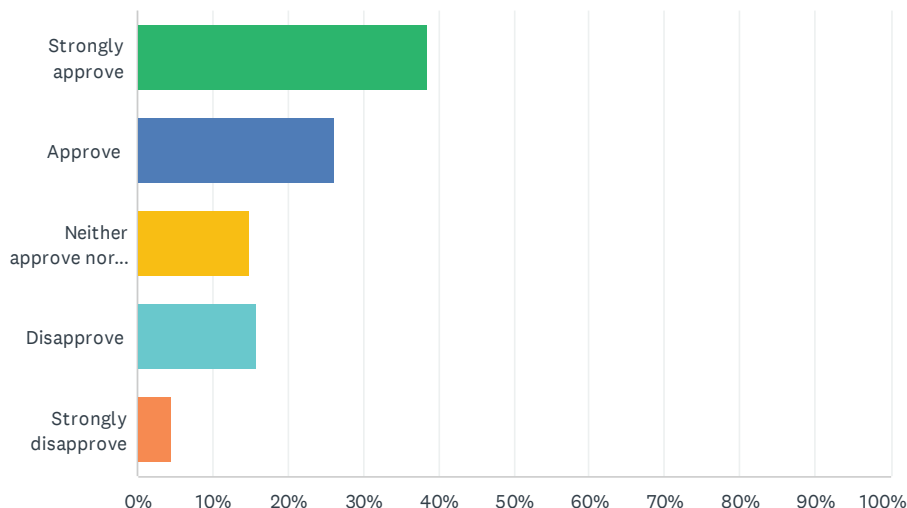
**SEGMENT 6**

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

**Q33 Based on the design for Alternative 1 and pros/cons, how supportive are you of Alternative 1?**

Answered: 114 Skipped: 167

**6B.1 20-ft multi-use path, two-way crossing on the east side of the east intersection**



ANSWER CHOICES	RESPONSES	
Strongly approve	38.60%	44
Approve	26.32%	30
Neither approve nor disapprove	14.91%	17
Disapprove	15.79%	18
Strongly disapprove	4.39%	5
<b>TOTAL</b>		<b>114</b>

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q34 What other comments do you have about Alternative 1?

Answered: 30 Skipped: 251

#	RESPONSES	DATE
1	There are often vehicles parked in the North side Cedar Street in the right turn lane for Blair. This is already a very busy intersection that backs up with vehicles waiting to turn.	1/7/2022 11:46 PM
2	Support two-way continuous bike lane	1/7/2022 9:17 PM
3	At the Cedar/Blair intersection, I support alternative 1 which directs people on bikes to cross Cedar to the west of the pedestrian crosswalk. This locates potential bike and pedestrian conflicts on the widened north side sidewalk rather than the middle of the intersection, where additional conflicts are possible and the potential for injury is higher. If the north side travel lane removal is, for unforeseen traffic reasons, not possible, consider removing the south side travel/parking lane and narrowing the median island to find the needed road width. Widening the north side sidewalk should be a priority for improving the inadequate pedestrian spaces near the Metro and retail corridor.	1/7/2022 3:44 PM
4	This is fine, but you're dumping people onto a tiny sidewalk on the north side to go both west and east. You need to make it safer to bike on Cedar itself.	1/7/2022 1:22 PM
5	Expands a constrained sidewalk and locates potential conflicts between trail users to separated spaces outside of the intersection.	1/7/2022 9:52 AM
6	I support the position of WABA, an organization that advocates for bike safety and had my back after I was hit by a car. There position is: none of the proposed on-street facility types for Whitter or 4th St are sufficient to create a continuous and safe trail experience that is suitable for all ages and abilities. Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking). I support the recommendations that WABA has proposed instead.	1/7/2022 9:52 AM
7	As someone who often cycles and drives through this intersection, I can say with authority that it is confusing and difficult for anyone to get through. Cyclists and pedestrians need as much accommodation as possible here.	1/6/2022 9:54 PM
8	it has to be obvious where the trail is going and this design is most intuitive	1/6/2022 9:20 PM
9	This is better than alternative 2	1/6/2022 7:43 PM
10	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:38 PM
11	Propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:33 PM
12	I also support WABA's recommendations for segment 6: Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 4:31 PM
13	This section needs a continuous PBL on 4th street.	1/6/2022 2:37 PM
14	Either alt is fine. #1 is better.	1/6/2022 1:02 PM
15	An MUP, separated from vehicle traffic, is a strong advantage for this alternative. Reducing capacity for vehicles should not be a deterrent from building a better option for alternative transportation.	1/5/2022 10:26 PM
16	Of the two, this option is far superior. It keeps the path intuitive. Requiring bicyclists and	1/5/2022 10:29 AM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

pedestrians to share the same space happens all the time on the existing trail. Keeping bikes away from cars is more important.

17	This locates potential bike and pedestrian conflicts on the widened north side sidewalk rather than the middle of the intersection, where additional conflicts are possible and the potential for injury is higher. If the north side travel lane removal is, for unforeseen traffic reasons, not possible, consider removing the south side travel/parking lane and narrowing the median island to find the needed road width. Widening the north side sidewalk should be a priority for improving the inadequate pedestrian spaces near the Metro and retail corridor.	1/4/2022 5:28 PM
18	At the Cedar/Blair intersection, WABA supports alternative 1 which directs people on bikes to cross Cedar to the west of the pedestrian crosswalk. This locates potential bike and pedestrian conflicts on the widened north side sidewalk rather than the middle of the intersection, where additional conflicts are possible and the potential for injury is higher. If the north side travel lane removal is, for unforeseen traffic reasons, not possible, consider removing the south side travel/parking lane and narrowing the median island to find the needed road width. Widening the north side sidewalk should be a priority for improving the inadequate pedestrian spaces near the Metro and retail corridor.	1/4/2022 3:58 PM
19	Definitely prefer this straight bikeway path across the road	12/15/2021 7:30 PM
20	Good, I just wish cyclists and pedals each had their own space.	12/14/2021 8:36 PM
21	I think this could be my preferred alternative if it incorporated protection to slow drivers turning right from Blair onto Cedar.	12/14/2021 3:30 PM
22	This looks good!	12/14/2021 3:15 PM
23	good, this intersection is awful and if anything less space for drivers would encourage people to find alternatives	12/14/2021 2:31 PM
24	Both of the alternatives for segment 6 are disappointing. I would love to see Cedar street reduced to one lane in each direction at the trail crossing to protect trail users. I like the bulb-out that is created by alternative 2 but I find the crossing movements to be unnecessarily complex. I think i prefer the trail crossing to be to the west side of the crosswalk as displayed here but would like to add the lane narrowing from alternative 2.	12/14/2021 2:09 PM
25	It's difficult to understand what the two alternatives are proposing.	12/13/2021 9:12 AM
26	Having a straight as possible path for cyclists is the safest approach. Having the actions of a cyclist be as predictable as possible for other users (mostly for drivers) is the best approach as it is safer and will be less confusing other users. Simply put drivers will not be expecting cyclists to be making multiple turns to cross the street and the further away from the intersection the cyclists are crossing the less likely they are to be seen by drivers.	12/10/2021 5:10 PM
27	This makes the best of a bad intersection.	12/9/2021 3:15 PM
28	Conflict potential as well plus too sharp a turn on sidewalk to get to trail.	12/8/2021 1:11 AM
29	Consider connecting here to an east-west bike route. Could follow Cedar east to 5th, go up to 5th Dahlia, and then across Dahlia all the way to Georgia. Could make Dahlia one-way with a contra-flow bike lane.	12/7/2021 9:32 PM
30	See comment below.	12/7/2021 8:44 PM



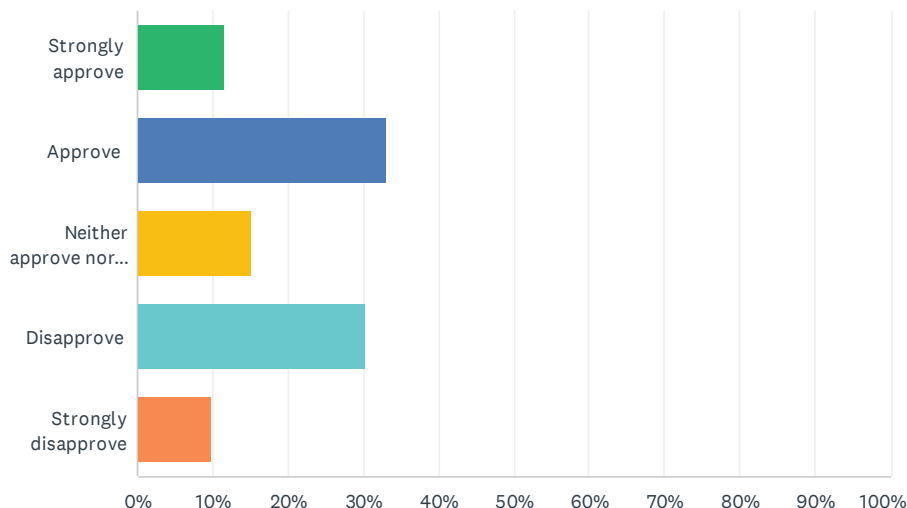
SEGMENT 6

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q35 Based on the design for Alternative 2 and pros/cons, how supportive are you of Alternative 2?

Answered: 112 Skipped: 169

6C.1 20-ft multi-use path, two-way crossing on the west side



ANSWER CHOICES	RESPONSES	
Strongly approve	11.61%	13
Approve	33.04%	37
Neither approve nor disapprove	15.18%	17
Disapprove	30.36%	34
Strongly disapprove	9.82%	11
TOTAL		112

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q36 What other comments do you have about Alternative 2?

Answered: 32 Skipped: 249

#	RESPONSES	DATE
1	Too confusing. Not intuitive	1/7/2022 10:04 PM
2	Strongly support two-way bike lane along east curb of 4th street from Whittier to cedar st.	1/7/2022 9:17 PM
3	This one is confusing and hard to follow, but I'd prefer dedicated bike lanes across the Cedar. Why not combine the crossing approach in (1) with the PBL in (2)?	1/7/2022 3:56 PM
4	I like this, but the bike turn movements onto cedar should be protected with concrete curbing. There are still inadequacies here, so I support the WABA idea below: 1. A new multi-use trail on the south side of Whittier St (using park land and DDOT right of way), 2. A continuous 2-way protected bike lane (PBL) along the east curb of 4th St. NW from Whittier to Cedar St (as proposed from Aspen to Cedar and by converting 4th one-way southbound plus repurposing east side vehicle parking between Aspen to Whittier), and 3. A new traffic signal at Whittier St and Blair Rd to facilitate a safe trail crossing.	1/7/2022 1:22 PM
5	Locates potential conflicts between people walking and biking to the intersection, where there is much more exposure to vehicles. Not acceptable for a multi-use trail.	1/7/2022 9:52 AM
6	I support the position of WABA, an organization that advocates for bike safety and had my back after I was hit by a car. Their position is: none of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe trail experience that is suitable for all ages and abilities. Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking). I support the recommendations that WABA has proposed instead.	1/7/2022 9:52 AM
7	Motorists are not going to stop at the white line, so this will cause confusion.	1/6/2022 7:43 PM
8	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:38 PM
9	Propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:33 PM
10	This seems confusing	1/6/2022 7:12 PM
11	I also support WABA's recommendations for segment 6: Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 4:31 PM
12	extremely confusing/tight turns compared to the alternative	1/6/2022 2:44 PM
13	This is okay but inferior to Alternative 1.	1/6/2022 11:04 AM
14	Keeping the trail access closest to the crossing will reduce confusion, keeping cyclists from attempting to ride up Blair instead of taking the trail. The stop line, signage, and lights must be positioned to correctly identify where to stop, so as to avoid drivers from stopping on top of the trail.	1/5/2022 11:01 PM
15	The twisting bike lane to cross Cedar St. will create confusion and has a lot of potential conflict points.	1/5/2022 10:26 PM
16	Bikes will be too close to cars in this alternative. Also, the path is not intuitive.	1/5/2022 10:29 AM
17	Clear signage would be helpful	12/22/2021 10:46 AM

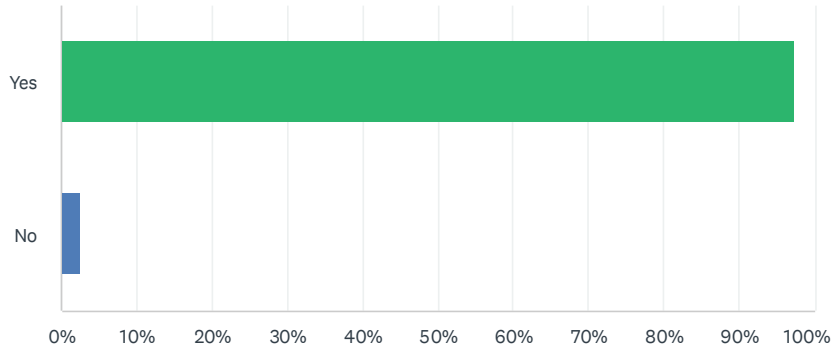
## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

18	This is way too kooky. It's not straight, gotta cross two crosswalks, plus I'm going to have to look a full 180 over my shoulder to check for cars when riding northbound, versus the straight one where it's just a 45 degree glance to the left.	12/15/2021 7:30 PM
19	That bike path looks confusing. (I'm not a cyclist, though, I'm mostly a pedestrian.)	12/15/2021 12:43 PM
20	Cyclists need maximum separation from cars	12/14/2021 8:36 PM
21	I worry about drivers accelerating after they turn right from Blair onto Cedar right as they cross the bike lanes. I do prefer the shorter turning radius on that corner in this alternative compared to alternative 1	12/14/2021 3:30 PM
22	This looks good, so long as it is physical barriers, not flexposts	12/14/2021 3:15 PM
23	Like the protected bike path at the junction better. Using the green paint in the junction will help cyclists find it	12/14/2021 2:51 PM
24	seems more legible for people on foot or bike	12/14/2021 2:31 PM
25	Both of the alternatives for segment 6 are disappointing. I would love to see Cedar street reduced to one lane in each direction at the trail crossing to protect trail users. I like the bulb-out that is created by alternative 2 but I find the crossing movements to be unnecessarily complex. I think I prefer the trail crossing to be to the west side of the crosswalk as displayed in alternative 1 while keeping the bulb-out that is displayed in alternative 2.	12/14/2021 2:09 PM
26	There is frequent bus traffic turning right on Cedar from Blair Rd NB. Based on the image, I'm not sure that buses will be able to make the turn from the right turn lane.	12/14/2021 1:55 PM
27	Neither option is ideal, but this is clearly the safer option.	12/13/2021 11:17 AM
28	It's difficult to understand what the two alternatives are proposing.	12/13/2021 9:12 AM
29	I like this but only if the space is protected for real with concrete or steel bollards, not flex posts which will be destroyed in the first couple of weeks. S&S has delivery trucks which routinely park in this space and they will ignore anything which is not a hard barrier.	12/11/2021 1:33 PM
30	Alternative #2 puts the trail on a significant incline, unlike alternative #1.	12/9/2021 3:15 PM
31	Would require "yield to pedestrians" signs, but most of the time the most direct.	12/8/2021 1:11 AM
32	The image here seems to be wrong -- it shows 4th St. as two-way, but it's one-way south, and I think would remain so. That seems to create more options, since the roadway can be much narrower. One might be to bump out the sidewalk on the southeast corner of 4th and Cedar. That would allow the southern ends of both the crosswalk and the bike crossing to move west a bit from what's shown in Alternative 2, creating a less windy path for bikes.	12/7/2021 8:44 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q37 Do you want to continue providing feedback on other segments?

Answered: 120 Skipped: 161



ANSWER CHOICES	RESPONSES
Yes	97.50% 117
No	2.50% 3
TOTAL	120

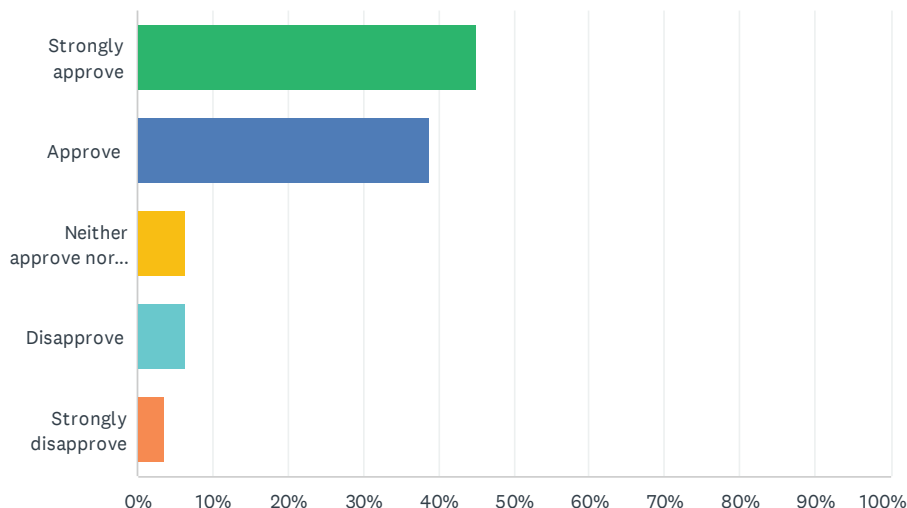
**SEGMENT 6**

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

**Q38 Based on the design for Alternative 1 and pros/cons, how supportive are you of Alternative 1?**

Answered: 111 Skipped: 170

**6A.2 5-ft two-way protected bike lanes on the east side**



ANSWER CHOICES	RESPONSES
Strongly approve	45.05% 50
Approve	38.74% 43
Neither approve nor disapprove	6.31% 7
Disapprove	6.31% 7
Strongly disapprove	3.60% 4
<b>TOTAL</b>	<b>111</b>

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

### Q39 What other comments do you have about Alternative 1?

Answered: 23 Skipped: 258

#	RESPONSES	DATE
1	Like making the car travel lanes smaller, safer	1/7/2022 10:00 PM
2	None of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe trail experience that is suitable for all ages and abilities. Instead, consider a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/7/2022 6:04 PM
3	This design should include hardened infrastructure separating bikes from cars, not just flex posts which cars ignore.	1/7/2022 5:16 PM
4	I support branching the through-running trail from Blair Rd starting at Whittier St, then turning north on 4th St. NW. However, none of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe walking and biking trail experience that is suitable for all ages and abilities. Instead, I support WABA's proposal: A new multi-use trail on the south side of Whittier St (using park land and DDOT right of way), A continuous 2-way protected bike lane (PBL) along the east curb of 4th St. NW from Whittier to Cedar St (as proposed from Aspen to Cedar and by converting 4th one-way southbound plus repurposing east side vehicle parking between Aspen to Whittier), and A new traffic signal at Whittier St and Blair Rd to facilitate a safe trail crossing. If the PBL is not continuous, southbound bicyclists must transition from the east side of the street to the general travel lane at a stop-controlled intersection (either Aspen or Butternut). This is not intuitive and drivers will not expect it. Furthermore, less confident riders will not feel safe navigating this transition. This would eliminate no more than 8-11 legal/safe parking spaces. All west side parking spaces would remain. This block has 5 homes on the east side and 2 have driveways for off-street parking. The safety and all-ages usability of a regional trail should be a priority versus residential car parking 1,000 feet from a Metro Station.	1/7/2022 3:48 PM
5	There should be a continuous 2-way protected bike lane (PBL) along the east curb of 4th St. NW from Whittier to Cedar St (as proposed from Aspen to Cedar and by converting 4th one-way southbound plus repurposing east side vehicle parking between Aspen to Whittier), and a new traffic signal at Whittier St and Blair Rd to facilitate a safe trail crossing.	1/7/2022 3:35 PM
6	Don't understand the reference on transitioning from two way to one way south of Aspen Street. Need more information and a better map to show Aspen Street.	1/6/2022 10:55 PM
7	I agree with WABA: None of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe trail experience that is suitable for all ages and abilities. Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 9:55 PM
8	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:39 PM
9	Protected bike lanes need more than just those easily destroyed polls. They need concrete barriers.	1/6/2022 7:16 PM
10	Like the bike lane near the stores	1/6/2022 3:16 PM
11	transitioning PBLs is not great, but much better than no protection.	1/6/2022 11:01 AM
12	Fully protected and separated traffic is the best choice. This keeps the existing configuration.	1/5/2022 11:08 PM
13	Protected bike lanes are better than unprotected lanes. They make the trail more beginner and family friendly. Wider lanes will make the trail more user friendly during high-volume use. Cars	1/5/2022 10:47 PM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

pulling into and out of angled parking create challenges for and risks to other road users. The transition to one-way lanes south of Aspen sounds more complicated for users.

14	There should be dedicated, protected, bike facilities along the entire route	1/5/2022 11:25 AM
15	This looks great. Just make sure the bike lanes are wide enough (look at 13th St NW at New Hampshire Ave as an example, and not 13th further south from there).	1/5/2022 10:36 AM
16	southbound bicyclists must transition from the east side of the street to the general travel lane at a stop-controlled intersection (either Aspen or Butternut). This is not intuitive and drivers do not expect it. Furthermore, less confident riders will not feel safe navigating this transition.	1/4/2022 5:26 PM
17	Prefer continuous two-way facility south of Aspen rather than transition to one way facilities that introduce additional conflicts between automobiles and bicycles.	12/29/2021 11:52 PM
18	Don't like 2-way lane for short segment on a neighborhood street. It's overkill and wastes time.	12/15/2021 7:40 PM
19	Prefer multi-use or woonderf	12/15/2021 2:16 PM
20	I think this is pretty great, other than being concerned about the possibility of drivers accidentally turning into the bilke lanes from Blair rather than into the right turn lane. I think raising the bike path to sidewalk height while it crosses Blair or a centerline flex post could prevent that.	12/14/2021 3:47 PM
21	So long as physical barriers, not flexposts. I like this type of parking more. Crosswalks should be raised	12/14/2021 3:19 PM
22	I like the protected trail facility.	12/14/2021 2:14 PM
23	Drivers speed down Butternut. Bike lanes need to be protected.	12/14/2021 12:17 PM

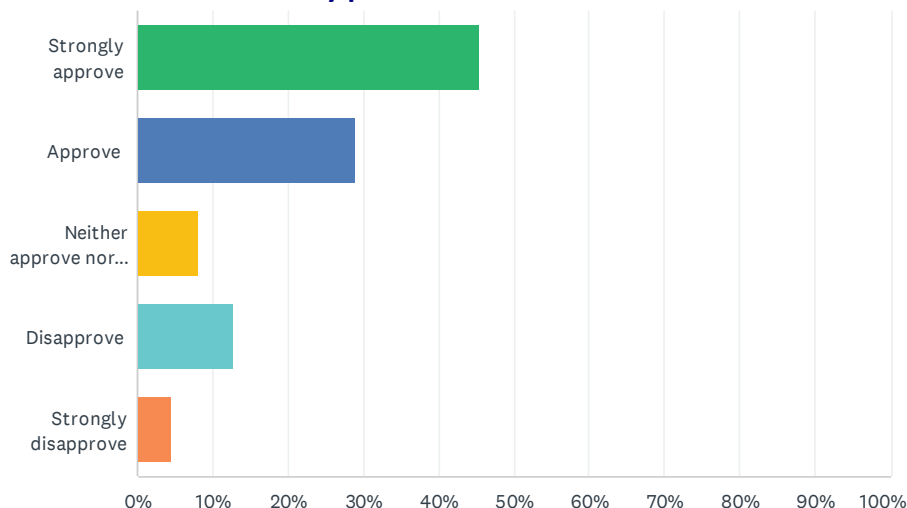
SEGMENT 6

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q40 Based on the design for Alternative 2 and pros/cons, how supportive are you of Alternative 2?

Answered: 110 Skipped: 171

6B.3 6-ft two-way protected bike lanes on the east side



ANSWER CHOICES	RESPONSES	
Strongly approve	45.45%	50
Approve	29.09%	32
Neither approve nor disapprove	8.18%	9
Disapprove	12.73%	14
Strongly disapprove	4.55%	5
TOTAL		110



Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q41 What other comments do you have about Alternative 2?

Answered: 28 Skipped: 253

#	RESPONSES	DATE
1	Like one way streets for cars. Safer for bikes	1/7/2022 10:00 PM
2	I support branching the through-running trail from Blair Rd starting at Whittier St, then turning north on 4th St. NW. However, none of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe walking and biking trail experience that is suitable for all ages and abilities. Instead, I support WABA's proposal: A new multi-use trail on the south side of Whittier St (using park land and DDOT right of way), A continuous 2-way protected bike lane (PBL) along the east curb of 4th St. NW from Whittier to Cedar St (as proposed from Aspen to Cedar and by converting 4th one-way southbound plus repurposing east side vehicle parking between Aspen to Whittier), and A new traffic signal at Whittier St and Blair Rd to facilitate a safe trail crossing. If the PBL is not continuous, southbound bicyclists must transition from the east side of the street to the general travel lane at a stop-controlled intersection (either Aspen or Butternut). This is not intuitive and drivers will not expect it. Furthermore, less confident riders will not feel safe navigating this transition. This would eliminate no more than 8-11 legal/safe parking spaces. All west side parking spaces would remain. This block has 5 homes on the east side and 2 have driveways for off-street parking. The safety and all-ages usability of a regional trail should be a priority versus residential car parking 1,000 feet from a Metro Station.	1/7/2022 3:48 PM
3	There should be a continuous 2-way protected bike lane (PBL) along the east curb of 4th St. NW from Whittier to Cedar St (as proposed from Aspen to Cedar and by converting 4th one-way southbound plus repurposing east side vehicle parking between Aspen to Whittier), and a new traffic signal at Whittier St and Blair Rd to facilitate a safe trail crossing.	1/7/2022 3:35 PM
4	This maintains parking for businesses, churches and residents while still providing a high-quality experience for people biking. please continue it all the way to whittier street.	1/7/2022 9:58 AM
5	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:39 PM
6	How is this different from Alternative 1? It looks the same to me.	1/6/2022 7:37 PM
7	Protected bike lanes need more than just those easily destroyed polls. They need concrete barriers.	1/6/2022 7:16 PM
8	The PBL should be continuous.	1/6/2022 2:39 PM
9	Would a 1-way 11' driving lane encourage speeding on this stretch? And would it contribute to driver confusion compared to alternative 1?	1/6/2022 11:01 AM
10	This should be done the whole way to Whittier. I feel for the three homes that will have to park on the other side of the street, but it's just more important that the whole community be able to improve our health by biking.	1/6/2022 6:13 AM
11	Fully protected and separated traffic is the best choice. There is no cause to switch back to one-way operation south of Aspen, but if that is forced, it is better than no separated traffic.	1/5/2022 11:08 PM
12	Protected bike lanes are better than unprotected lanes. They make the trail more beginner and family friendly. Wider lanes will make the trail more user friendly during high-volume use.	1/5/2022 10:47 PM
13	There should be dedicated, protected, bike facilities along the entire route	1/5/2022 11:25 AM
14	This looks great. Just make sure the bike lanes are wide enough (look at 13th St NW at New Hampshire Ave as an example, and not 13th further south from there).	1/5/2022 10:36 AM
15	If the PBL is not continuous, southbound bicyclists must transition from the east side of the street to the general travel lane at a stop-controlled intersection (either Aspen or Butternut).	1/4/2022 5:26 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

This is not intuitive and drivers do not expect it. Furthermore, less confident riders will not feel safe navigating this transition.

16	a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/4/2022 4:03 PM
17	Don't like 2-way lane for short segment on a neighborhood street. It's overkill and wastes time.	12/15/2021 7:40 PM
18	Prefer multi-use or woonderf	12/15/2021 2:16 PM
19	Reduce parking	12/14/2021 5:01 PM
20	I think this could be improved with bumpouts on the west side to shorten crossing distance and keep parked cars from encroaching on the crosswalk	12/14/2021 3:47 PM
21	So long as physical barriers, not flexposts. Crosswalks should be raised	12/14/2021 3:19 PM
22	could this be done in conjunction with making blair road one-way northbound and adding a facility there	12/14/2021 2:44 PM
23	I like the protected trail facility.	12/14/2021 2:14 PM
24	Keeps path as 2-way which is superior. Get rid of parking on east side of 4th street and you could retain this as a 2-way road.	12/13/2021 11:21 AM
25	One way is problematic. Hurts access to TVC parking lot, which is difficult to access from Blair northbound.	12/9/2021 6:58 PM
26	For the safety of the bikers, the protected bike lane should remain on the same side of the street as it crosses Butternut. It is too busy an intersection ask south-bound cyclists to cross both both streets.	12/9/2021 3:09 PM
27	I think converting Fourth Street to southbound only will likely help with all the E-W traffic on Aspen. People treat that street like it's Butternut (a two lane larger thoroughfare) rather than a residential street--it's awful. The amount of traffic on Aspen can make it miserable to walk during rush hour.	12/8/2021 3:21 PM
28	Not included in this design is a driveway for 323 Aspen St NW which needs to remain accessible	12/7/2021 8:40 PM

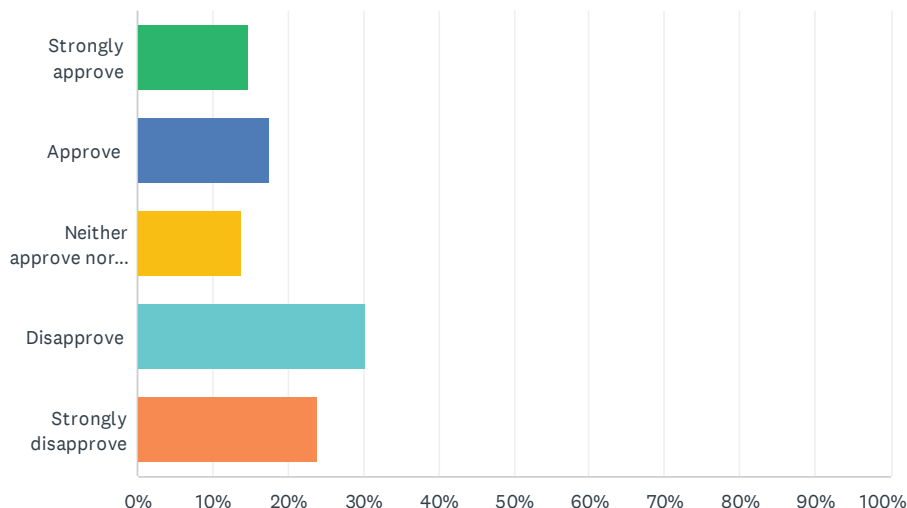
SEGMENT 6

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q42 Based on the design for Alternative 3 and pros/cons, how supportive are you of Alternative 3?

Answered: 109 Skipped: 172

6C.3 6-ft one-way bike lanes on east and west sides



ANSWER CHOICES	RESPONSES
Strongly approve	14.68% 16
Approve	17.43% 19
Neither approve nor disapprove	13.76% 15
Disapprove	30.28% 33
Strongly disapprove	23.85% 26
TOTAL	109

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q43 What other comments do you have about Alternative 3?

Answered: 38 Skipped: 243

#	RESPONSES	DATE
1	This should be protected	1/8/2022 12:40 PM
2	No advisory bike lanes adjacent to parking	1/7/2022 10:00 PM
3	I'd prefer consistent PBLs, not having to switch from split to side-by-side. It's much less confusing and time consuming.	1/7/2022 4:00 PM
4	There should be a continuous 2-way protected bike lane (PBL) along the east curb of 4th St. NW from Whittier to Cedar St (as proposed from Aspen to Cedar and by converting 4th one-way southbound plus repurposing east side vehicle parking between Aspen to Whittier), and a new traffic signal at Whittier St and Blair Rd to facilitate a safe trail crossing.	1/7/2022 3:35 PM
5	Approve of alternative 3 if bike lanes are protected with bollards. Painted lines are useless and dangerous	1/7/2022 3:01 PM
6	Bike lanes without protection are dangerous for my children.	1/7/2022 1:24 PM
7	Placing the 2-way to 1-way conversion at Butternut street creates conflicts and confusion between people walking and biking and those operating motor vehicles and transit vehicles. The 63 bus turns at this intersection and adding a complex transition for people biking into the mix is not safe and does not provide a trail-quality experience.	1/7/2022 9:58 AM
8	Door zone, painted, unprotected bike lanes should be cut from planning at this point.	1/6/2022 10:57 PM
9	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:39 PM
10	I prefer protected bike lanes over the alternatives	1/6/2022 7:16 PM
11	why isn't the west side bike lane between the curb and the parking lane? in this alternative cars parallel parking will be crossing the bike lane to park - this will also lead to lots of cars simply double parking in the bike lane	1/6/2022 6:09 PM
12	Not protected bike lane	1/6/2022 3:16 PM
13	These bike lanes would be parking and blocked all the time. Not worth building.	1/6/2022 2:13 PM
14	Why do the cons listed exclude the fact that this is a painted, not protected, bike lane? That is a serious disadvantage that makes our streets less safe.	1/6/2022 11:01 AM
15	Should have physical barriers.	1/6/2022 6:13 AM
16	Unprotected bike lanes are de-facto parking lanes, and are insufficient. The intersections are particularly dangerous. Using the same street width, a fully protected cycletrack along the east side is reasonable.	1/5/2022 11:08 PM
17	Unprotected lanes are not beginner or family friendly. This alternative is less visibly identifiable as a continuation of the trail. Without strong parking enforcement, which so far is not seen in much of the city, the lanes are likely to be frequently blocked by parked and standing vehicles, making the lanes unusable or undesirable for less-confident cyclists. At least bump out the street parking to make one side protected.	1/5/2022 10:47 PM
18	There should be dedicated, protected, bike facilities along the entire route	1/5/2022 11:25 AM
19	These bike lanes are not protected. Frankly, a shared street with tons of traffic calming is preferable to unprotected bike lanes in the door zone.	1/5/2022 10:36 AM
20	Unprotected bike lanes do not truly separate bikers from traffic, less confident bikers or bikers of different abilities may not feel comfortable using this part of the MBT.	1/4/2022 5:26 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

21	Cars will park or double park in bike lanes on both sides of the street. High danger of dooring on west side bike lane.	12/30/2021 11:48 AM
22	Transition between one way and two way bike facilities is not intuitive	12/29/2021 11:52 PM
23	This is best, you can ride on your side of the road and easily change to the traffic lanes when there are obstructions liked stopped or parking cars. I like that it connects directly and doesn't require weird road crossings or counterflow riding like a change to a 2-way bike lane would. Just let me ride in a straight line!	12/15/2021 7:40 PM
24	Please no more unprotected door zone double parking lanes.	12/14/2021 3:47 PM
25	Unprotected bike lane with parking on the right means I won't feel safe riding in it and families definitely don't. Ripe for getting hit by a car on the left and doored on the right. Crosswalks should be raised	12/14/2021 3:19 PM
26	Inconsistent with the rest of the MBT	12/14/2021 2:54 PM
27	I do not like the lack of dedicated, protected space for trail users. I wouldn't feel comfortable traveling with my child on this.	12/14/2021 2:14 PM
28	not enough separation from traffic	12/14/2021 2:01 PM
29	not protected	12/13/2021 11:21 AM
30	Cars do not respect these types of bike lanes. There is also a strong possibility of serious injury on a bike from a door opening from a parked car.	12/13/2021 9:17 AM
31	This parking is rarely utilized and the church has a huge parking lot of their own, plus it's right next to multiple bus routes and the metro station.	12/11/2021 1:36 PM
32	Simple bicycle lanes should be avoided completely, they provide no safety for cyclists and they simply become a space for drivers to park and stop their car in thus forcing cyclists into an even more dangerous position when they are forced to move into a vehicle lane to go around them.	12/10/2021 5:12 PM
33	This is a good option but parking should be on east side for this option. Most parking is for TVC, metro, or businesses on east side. 4th st needs a speed bump between butternut and aspen.	12/9/2021 6:58 PM
34	(As I said in my last comments) For the safety of the bikers, the protected bike lane should remain on the same side of the street as it crosses Butternut. It is too busy an intersection ask south-bound cyclists to cross both both streets.	12/9/2021 3:09 PM
35	I think this would not be good for the coffee shop on Butternut and Fourth.	12/8/2021 3:21 PM
36	I really dislike paint separating parked cars from cyclists. This is not a bike path, it's just a danger of getting doored, etc. All the problems of painted lanes next to traffic and parked cars. 14th St. for instance is still a mess of cars parked in the bike lane. That's not going to change with current education and lack of enforcement of existing traffic laws. The idea of infrastructure is to improve what we can't change politically.	12/8/2021 2:17 AM
37	I cannot speak for the neighbors who would lose parking, but I wouldn't imagine they'd be happy about that.	12/7/2021 9:51 PM
38	forcing south-bound bikes to cross from the east to west sides of 4th street somewhere in the butternut/4th intersection is sub-optimal	12/7/2021 8:40 PM

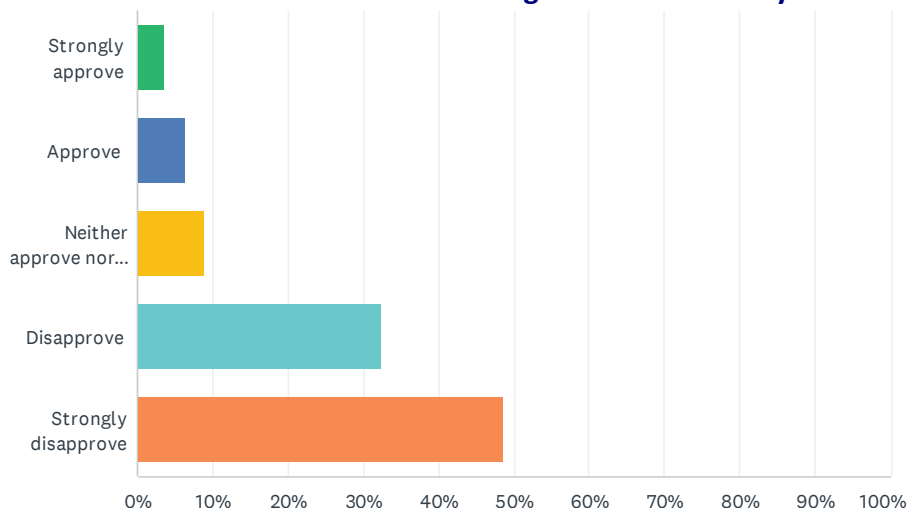
**SEGMENT 6**

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

**Q44 Based on the design for Alternative 4 and pros/cons, how supportive are you of Alternative 4?**

Answered: 111 Skipped: 170

**6A.3 and 6B.4 : Neighborhood Bikeway**



ANSWER CHOICES	RESPONSES
Strongly approve	3.60% 4
Approve	6.31% 7
Neither approve nor disapprove	9.01% 10
Disapprove	32.43% 36
Strongly disapprove	48.65% 54
TOTAL	111

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q45 What other comments do you have about Alternative 4?

Answered: 40 Skipped: 241

#	RESPONSES	DATE
1	DANGEROUS	1/8/2022 12:40 PM
2	Not ideal, but safer than advisory bike lanes next to parking	1/7/2022 10:00 PM
3	This is a joke and you might as well call it the no project alternative.	1/7/2022 5:16 PM
4	Having cars and bikes share spaces on the MBT should not be an acceptable approach.	1/7/2022 4:00 PM
5	There should be a continuous 2-way protected bike lane (PBL) along the east curb of 4th St. NW from Whittier to Cedar St (as proposed from Aspen to Cedar and by converting 4th one-way southbound plus repurposing east side vehicle parking between Aspen to Whittier), and a new traffic signal at Whittier St and Blair Rd to facilitate a safe trail crossing.	1/7/2022 3:35 PM
6	I think this would be dangerous for cyclists. Lessons from the slow streets pilot suggest cars will still speed and endanger other road users with impunity	1/7/2022 3:01 PM
7	This is even worse than the paint-only bike lanes. I would never, ever let my children use this.	1/7/2022 1:24 PM
8	This should be a trail-quality PBL on the east side of 4th street. A neighborhood bikeway do not provide a trail-like experience for people walking and biking.	1/7/2022 9:58 AM
9	Unless there is a sign saying: "Bikeway - Cars are Guests", this is just another car dominated road, not a "bikeway", and truly unfit for being part of the MBT.	1/6/2022 10:57 PM
10	if you're gonna do something, do it - this doesn't do anything	1/6/2022 9:58 PM
11	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:39 PM
12	I prefer protected bike lanes over the alternatives	1/6/2022 7:16 PM
13	are we trying to make a continuous bike trail or not?	1/6/2022 6:09 PM
14	Not protected bike lane	1/6/2022 3:16 PM
15	Very unsafe. These types of ideas are why bicyclists and pedestrians are dying on DC streets at record rates.	1/6/2022 2:49 PM
16	This is basically nothing and would have no impact on bicycle safety. Please stop calling signage and striping "bicycle boulevards" unless you are actively doing things to ensure 1) low speeds, 2) low volumes AND 3) bicycle priority. You could do this by installing diverters, which allow bicycles to pass but not cars, and installing chokers, chicanes, etc, but I don't see any of that here.	1/6/2022 2:13 PM
17	There is simply too much through traffic to provide for this. Vehicle speeds would need to be artificially reduced, such as with chicanes and speed bumps. This works in narrower streets where parking is not available.	1/5/2022 11:08 PM
18	Sharrows are rarely effective at calming vehicle traffic. Riding in mixed traffic with motor vehicles is not beginner or family friendly. This alternative will dissuade less confident cyclists from choosing alternative modes of transportation. This alternative is less visibly identifiable as a continuation of the trail.	1/5/2022 10:47 PM
19	There should be dedicated, protected, bike facilities along the entire route	1/5/2022 11:25 AM
20	I am very reluctant to rely on bicycles and drivers sharing space. If traffic volume is very low, it might work if there is sufficient traffic calming, including chicanes, speed humps, etc.	1/5/2022 10:36 AM
21	Mixing bikers and drivers is unsafe. Less confident bikers or bikers of different abilities may not feel comfortable using this part of the MBT.	1/4/2022 5:26 PM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

22	need dedicated bike lanes	12/30/2021 11:48 AM
23	Automobiles already travel at excess speeds on this block and will continue to do so without additional traffic calming measures.	12/29/2021 11:52 PM
24	Drivers won't share the road with cyclists—drivers will pass, edge, and encroach if the space is shared.	12/21/2021 8:03 AM
25	I don't ride here enough to know what typical road speeds and density are. I'm good with it if it's mostly empty and people are only driving 20mph.	12/15/2021 7:40 PM
26	I think this could work with more traffic calming that just a single mid-block speed bump, but as presented is absolutely not something I would feel comfortable with a kid riding on.	12/14/2021 3:47 PM
27	Sharrows aren't actual bike infrastructure. Crosswalks should be raised	12/14/2021 3:19 PM
28	Too high traffic a street to get away with this	12/14/2021 2:54 PM
29	not a trail	12/14/2021 2:44 PM
30	I do not like the lack of dedicated, protected space for trail users. I wouldn't feel comfortable traveling with my child on this.	12/14/2021 2:14 PM
31	would require more significant traffic calming/filtering treatments to slow traffic	12/14/2021 2:01 PM
32	worst possible design - "sharrows" are a mockery	12/13/2021 11:21 AM
33	"Existing vehicle speeds and volumes are low" was obviously written by someone who does not spend much time there. In the mornings and afternoons this will have someone going by at 40+ MPH every couple minutes, passing on the left if someone is going the speed limit, or rolling the stop sign.	12/11/2021 1:36 PM
34	Unsafe for bikers	12/9/2021 10:59 PM
35	This would not slow down crazy drivers or protect bikers.	12/9/2021 6:58 PM
36	The minimum standard on the MBT or other major trail should be a protected bike lane for on-street cycling. Also, Butternut is too busy an intersection ask south-bound cyclists to cross both both streets.	12/9/2021 3:09 PM
37	Neighborhood has significant issues with speeding vehicles, illegal dirt bikes/ATVs. Paint and signs are inadequate to ensure bike safety.	12/8/2021 1:44 PM
38	Again, not a dedicated bike lane, but not as bad as the painted lanes forcing cyclists near car doors and illegally stopped and parked cars.	12/8/2021 2:17 AM
39	I attended the meeting on the Metropolitan Branch Trail (MBT) tonight. For some reason I was unable to make it known in the breakout session that I had comments. But I want to register my opposition to any plan that would take away parking spaces from in front of my house on 4th St NW between Aspen and Whittier. The parking spots on the street here were part of what made buying my house appealing; it was part of the decision to move to 4th Street more than 20 years ago. Taking away parking from residents should not be done lightly. Some of us on the street are aging in place, and moving groceries and other heavy packages from the road to the house is often difficult already. This street is regularly lined with the cars of its residents. Parking is already scarce enough. We do not have an alley in the back for parking. Most houses have two cars, most of which would be displaced. Losing what we have would also cause us to compete for space with the neighbors across the street. I am an avid biker, and delighted that the city is working on connecting the unfinished parts of the MBT from Union Station to Silver Spring. But the segments of 4th Street from Butternut to Van Buren do not get so much traffic that dedicated bike lanes are necessary. This is not like downtown neighborhoods. Marking these streets with stencils indicating bike priority and awareness would be more than sufficient. And it would leave residents with places to park their cars.	12/7/2021 9:51 PM
40	No dedicated space for bikes. Unsafe for children riding bikes.	12/7/2021 9:32 PM

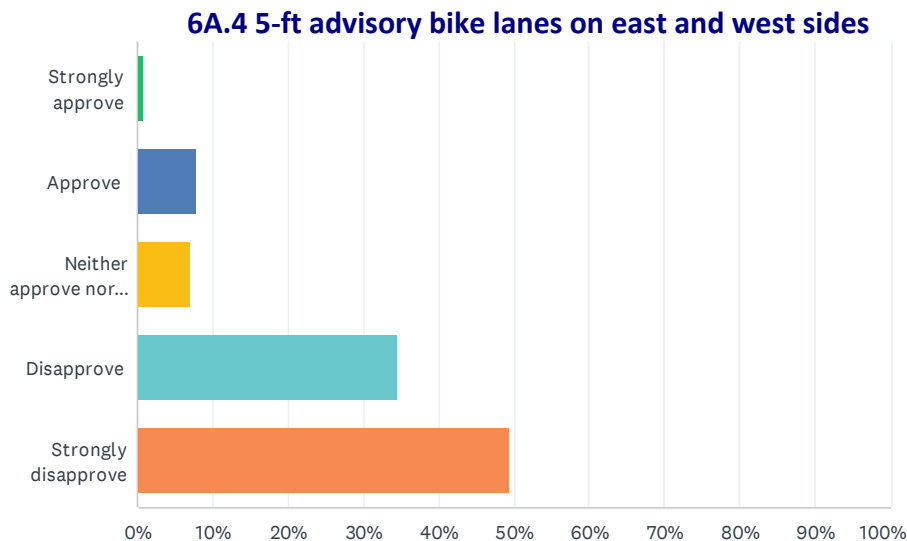


SEGMENT 6

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q46 Based on the design for Alternative 5 and pros/cons, how supportive are you of Alternative 5?

Answered: 113 Skipped: 168



ANSWER CHOICES	RESPONSES
Strongly approve	0.88% 1
Approve	7.96% 9
Neither approve nor disapprove	7.08% 8
Disapprove	34.51% 39
Strongly disapprove	49.56% 56
TOTAL	113

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q47 What other comments do you have about Alternative 5?

Answered: 35 Skipped: 246

#	RESPONSES	DATE
1	DANGEROUS	1/8/2022 12:40 PM
2	No advisory bike lanes adjacent to parking	1/7/2022 10:00 PM
3	The MBT needs better options than ABLs. Take a lane or parking and create PBLs.	1/7/2022 4:00 PM
4	There should be a continuous 2-way protected bike lane (PBL) along the east curb of 4th St. NW from Whittier to Cedar St (as proposed from Aspen to Cedar and by converting 4th one-way southbound plus repurposing east side vehicle parking between Aspen to Whittier), and a new traffic signal at Whittier St and Blair Rd to facilitate a safe trail crossing.	1/7/2022 3:35 PM
5	I think this would be dangerous for cyclists. Lessons from the slow streets pilot suggest cars will still speed and endanger other road users with impunity	1/7/2022 3:01 PM
6	This should be a trail-quality PBL on the east side of 4th street. Advisory bike lanes do not provide a trail-like experience.	1/7/2022 9:58 AM
7	not as bad as sharrows but close	1/6/2022 9:58 PM
8	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:39 PM
9	I prefer protected bike lanes over the alternatives	1/6/2022 7:16 PM
10	put two-way protected bike lanes on the east side of 4th for this stretch - whittier to van buren is already one-way	1/6/2022 6:09 PM
11	Not protected bike lane	1/6/2022 3:16 PM
12	Trail/Route should turn onto Whittier (south sidewalk)	1/6/2022 1:07 PM
13	Why bother if vehicles are explicitly allowed to use the space?	1/6/2022 9:28 AM
14	There is simply too much through traffic to provide for this. The lane markings on the west side will appear to be a parking lane. Drivers are not informed of what to do when encountering both an oncoming car and bike. This works in narrower streets where parking is not available. Additional traffic calming measures, such as chicanes, would be needed.	1/5/2022 11:08 PM
15	Unprotected lanes are not as beginner or family friendly. However, this seems somewhat better than sharrows. Without strong parking enforcement, which so far is not seen in much of the city, the lanes are likely to be frequently blocked by parked and standing vehicles, making the lanes undesirable for less-confident cyclists. It would be better to remove street parking and add protection.	1/5/2022 10:47 PM
16	There should be dedicated, protected, bike facilities along the entire route	1/5/2022 11:25 AM
17	The bike lane on the bottom side of the drawing appears to be in the door zone. To be honest though, I don't know much about advisory bike lanes. Has DDOT seen them work anywhere? How do they overcome the problems of unprotected bike lanes? Do cyclists actually feel comfortable mixing with motorists? Do drivers respect them? These are unanswered questions for me, so I'm curious to hear more from DDOT.	1/5/2022 10:36 AM
18	Mixing bikers and drivers is unsafe. Less confident bikers or bikers of different abilities may not feel comfortable using this part of the MBT.	1/4/2022 5:26 PM
19	need dedicated bike lanes	12/30/2021 11:48 AM
20	Automobiles already travel at excess speeds on this block and will continue to do so without additional traffic calming measures. Additional parking lane should be removed to allow for	12/29/2021 11:52 PM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

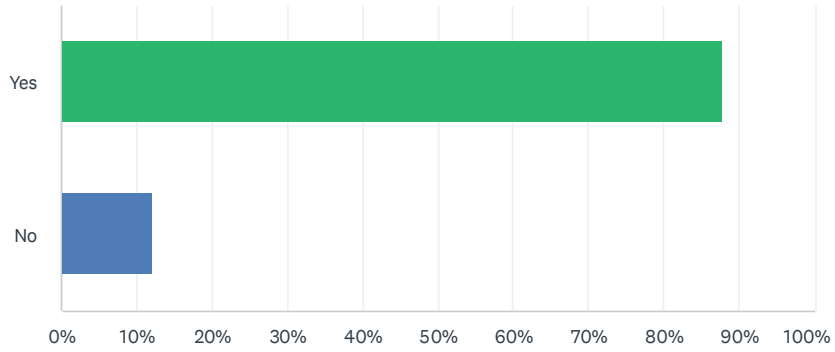
continuous two-way bike facility from Van Buren to Cedar.

21	Does not provide safe separation between drivers and cyclists.	12/21/2021 8:03 AM
22	DMV drivers will have no idea what to do. Do not want.	12/15/2021 7:40 PM
23	Creating what drivers will use as two 12' general traffic lanes is going to encourage speeding and be a disaster.	12/14/2021 3:47 PM
24	Better than nothing, but is truly the bare minimum. Families and children won't (And shouldn't) use this. Crosswalks should be raised	12/14/2021 3:19 PM
25	Too high traffic a street to get away with this	12/14/2021 2:54 PM
26	I do not like the lack of dedicated, protected space for trail users. I wouldn't feel comfortable traveling with my child on this.	12/14/2021 2:14 PM
27	not familiar enough with how advisory bike lanes work in practice in DC	12/14/2021 2:01 PM
28	not protected	12/13/2021 11:21 AM
29	Advisory means the drivers will ignore it unless there's constant enforcement, but MPD refuses to do any enforcement ever.	12/11/2021 1:36 PM
30	These lanes simply do not work and provide no protection for cyclists. These spaces would simply be used for drivers to stop their car, park, or otherwise drive in.	12/10/2021 5:12 PM
31	The minimum standard on the MBT or other major trail should be a protected bike lane for on-street cycling. Also, both the north and south-bound lanes of the trail should stay on the east side of 4th Street to avoid forcing the south-bound cyclists to cross to the west side of 4th Street, only to have to cross back across 4th Street a block or two later.	12/9/2021 3:09 PM
32	Better than nothing, but more should be done to guarantee bicycle safety, specifically protected bicycle lanes.	12/8/2021 1:44 PM
33	Not nuts about this idea. Still the parked car problem plus cars in the bike lane.	12/8/2021 2:17 AM
34	Removing parking from residents is a bad idea, and is not necessary on 4th St. The introduction to this survey makes it seem like "Advisory bike lanes" do not take away parking. I favor the MBT, I do not want to lose my parking spaces, and I don't want that for my neighbors.	12/7/2021 9:51 PM
35	No dedicated space for bikes. Less safe for children riding bikes.	12/7/2021 9:32 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q48 Do you want to continue providing feedback on other segments?

Answered: 115 Skipped: 166



ANSWER CHOICES	RESPONSES
Yes	87.83% 101
No	12.17% 14
TOTAL	115

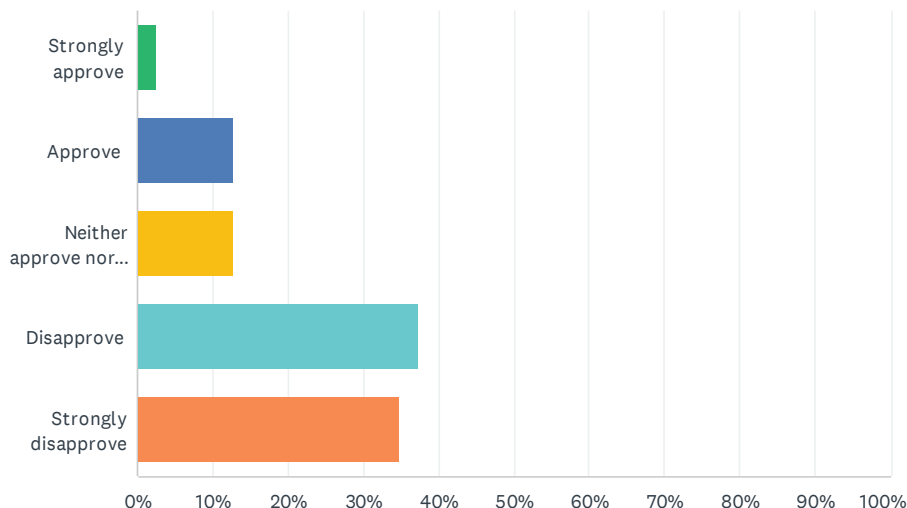
SEGMENT 6

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q49 Based on the design for Alternative 1 and pros/cons, how supportive are you of Alternative 1?

Answered: 118 Skipped: 163

6B.6 and 6B.7 and 6B.8: Neighborhood bikeway



ANSWER CHOICES	RESPONSES
Strongly approve	2.54% 3
Approve	12.71% 15
Neither approve nor disapprove	12.71% 15
Disapprove	37.29% 44
Strongly disapprove	34.75% 41
TOTAL	118

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q50 What other comments do you have about Alternative 1?

Answered: 54 Skipped: 227

#	RESPONSES	DATE
1	This is totally unacceptable -- not safe for kids	1/8/2022 12:41 PM
2	Safer than advisory bike lanes next to parking (dooring risk)	1/7/2022 9:52 PM
3	Need protected bike lane	1/7/2022 9:18 PM
4	On the MBT, bikes should not have to share spaces with cars.	1/7/2022 4:01 PM
5	There should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way)	1/7/2022 3:34 PM
6	I think cars would still drive at dangerous speeds in neighborhood bikeway.	1/7/2022 3:16 PM
7	On Segment 6: none of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe trail experience that is suitable for all ages and abilities. Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/7/2022 3:05 PM
8	As I've said in other places in this form, I will not let my children use this street if you install this design. It's not safe and I'm not comfortable as a veteran bike rider	1/7/2022 1:29 PM
9	The car traffic on these streets is not that low. On Whittier, cars can be very impatient and tend to speed between Blair and 4th street. Also the heavy parking on the south side of Whittier would make this dangerous for cyclists. Instead consider an off street trail using the park land on either the south side of Whittier or the north side of Van Buren.	1/7/2022 7:57 AM
10	Only worthwhile if chokers are introduced.	1/6/2022 10:59 PM
11	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:39 PM
12	Not clear enough separation. Requires riding in door zone. Accidents will happen.	1/6/2022 7:34 PM
13	I would prefer a multi-use trail or protected bike lanes.	1/6/2022 7:20 PM
14	bikeways aren't trails	1/6/2022 6:17 PM
15	A bicycle boulevard needs: 1) low speeds, 2) low volumes, and 3) bicycle priority. I see very little here to ensure any of these. Add aggressive chokers, chicanes, and diverters that filter permeability and allow bicycles to pass but not cars, and you'll have a much better plan.	1/6/2022 2:16 PM
16	Recognize that biking must be put on a par with driving and make the appropriate changes. Make Aspen one way with a parking protected bi-directional bike lane.	1/6/2022 12:39 PM
17	This trail is a critical intercity/regional transportation connection for people on bikes, and all segments should be separate (including protection/barriers) from vehicular traffic.	1/6/2022 10:49 AM
18	There's a park along Whittier. Why not put a multi-use trail between the street and the park?	1/6/2022 6:04 AM
19	This is less than painted protection, in that there will be zero facility separation at all. Converting the street to one-way vehicular traffic will allow for physically separated bicycle facilities.	1/5/2022 11:12 PM
20	I live near another one of these routes and the drivers are not considerate of cyclists taking the lane. Being doored is always a concern in these situations	1/5/2022 9:26 PM
21	There should be dedicated, protected, bike facilities along the entire route	1/5/2022 11:26 AM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

22	Alt 2 is way better since it gives cyclists dedicated space.	1/5/2022 10:38 AM
23	too many places for collisions to occur	1/5/2022 10:36 AM
24	Mixing bike and vehicle traffic is unsafe and will not encourage biking for people of all ages and abilities. No other part of the MBT mixes bike a vehicle traffic in this way, so this would create a gap in the MBT's accessibility.	1/4/2022 5:21 PM
25	none of the proposed on-street facility types for Whitter or 4th St are sufficient to create a continuous and safe trail experience that is suitable for all ages and abilities. Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/4/2022 4:01 PM
26	Aspen has too much car traffic - it will be dangerous for bikes.	12/30/2021 11:32 AM
27	Automobiles already travel at excess speeds on this block and will continue to do so without additional traffic calming measures.	12/29/2021 11:54 PM
28	The intersection of Aspen and Blair is currently very dangerous. Without significant intersection design improvements, I fear it will not be the safest alternative for cyclists to transition from Blair to 4th street	12/23/2021 9:37 AM
29	This provides no real bike facility, which doesn't advance the purpose of the MBT. While not harmful, it is inadequate. At least one of Aspen and/or Van Buren should have a bike facility that connects to the Fort Totten segment.	12/21/2021 2:37 PM
30	Aspen Street car volumes are not low. They are high. Speeds have been lower due to installation of speed humps (which itself is a recognition of speeding drivers on Aspen). I have little faith that cars will share the road with cyclists.	12/21/2021 8:07 AM
31	It's fine	12/15/2021 7:44 PM
32	Blair Rd is too busy for these cosmetic changes	12/15/2021 12:56 PM
33	I bike Aspen and cars jockey to go both ways already and it is hard to be a cyclist on Aspen	12/15/2021 12:35 PM
34	Too much potential car conflict.	12/15/2021 8:20 AM
35	Too much traffic on Aspen St	12/14/2021 2:55 PM
36	it's not a trail	12/14/2021 2:44 PM
37	I do not like the lack of dedicated, protected space for trail users. I wouldn't feel comfortable traveling with my child on this.	12/14/2021 2:15 PM
38	not enough separation. Is traffic really that low? I feel like this street gets plenty of traffic as one of the only streets that goes all the way from 16th St to the other side of the RR tracks	12/14/2021 2:08 PM
39	not protected and Aspen street is busy	12/13/2021 11:24 AM
40	"Existing vehicle speeds and volumes are low" is not true when it's most needed during normal travel times. The new speed bumps on the other side of Aspen have helped reduce speeds on those blocks but drivers still crush it coming off of Blair and slam on the brakes right before the speed bumps.	12/11/2021 1:42 PM
41	Strongly disapprove of the Aspen street option. Aspen street has too much standing traffic, especially around rush hour. A lack of street markings and no dedicated left turn on Westbound Aspen under the bridge creates confusion—drivers mistake westbound as a one-way street to make the left turn onto Blair Southbound. The bridge and walls also create issues with visibility, bikes should not be crossing there. Van Buren or Whittier are better options, with Whitter probably being the best due to cars [double] parking and existing vehicular traffic around the Rec Center and Tennis courts on Van Buren.	12/10/2021 9:42 PM
42	Unsafe for bikers	12/9/2021 11:01 PM
43	During rush hour Aspen St. can be very busy. Whittier St. is slightly less busy. Both are too busy for families on bikes. I ride on the sidewalk on Aspen during rush hour to avoid east-bound traffic that regularly fills up the entire block. In addition, neighborhood bikeways are simply not an acceptable design for the MBT or any other major trail.	12/9/2021 2:40 PM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

44	The Aspen/Blair intersection is dangerous. I live right at that intersection and I've seen/heard five accidents since I moved in April. Anything we can do to lower speeds and reconfigure roadways is better than what we have now. We also have to consider that the Montessori school uses that intersection and the Fourth Street intersection every week day afternoon. Children are constantly threatened by speeding cars--it's frightening. There is going to be a bad accident if something isn't done on Aspen to force people to be considerate and slow down.	12/8/2021 3:12 PM
45	I think this is fine, and it is preferable to the others because it does not reduce parking in the neighborhood, which is already difficult to find at times.	12/8/2021 1:09 PM
46	Not dedicated.	12/8/2021 2:25 AM
47	I like this solution on Van Buren St or Aspen St.	12/7/2021 8:58 PM
48	this would become very messy at peak travel times when cars tend to backup halfway down this block of Aspen or further as they wait to make it through the Aspen/Blair intersection	12/7/2021 8:57 PM
49	This looks dangerous.	12/7/2021 8:52 PM
50	If on Whittier though, I recommend restricting on-street parking immediately on either side of the alley. I am concerned that parked cars too close to the alley will impair visibility of bicyclists for those cars exiting the alley.	12/7/2021 8:50 PM
51	So much safer to have traffic separated, and should be possible using park space by Whittier.	12/7/2021 8:50 PM
52	I am ok with this approach on Van Buren or Aspen, but not Whittier.	12/7/2021 8:39 PM
53	I am alright with this approach at Van Buren Street or Aspen Street. I strongly oppose using Whittier Street as the connector from 4th to Blair Street.	12/7/2021 8:30 PM
54	The intersection at Aspen and Blair is a busy one, used by cars and trucks. There are also always pedestrians there using the under rail access to TKPK. My preference is to use Whittier, but if this was the option then Alternative 2 that separates bikers and vehicles.	12/7/2021 8:13 PM



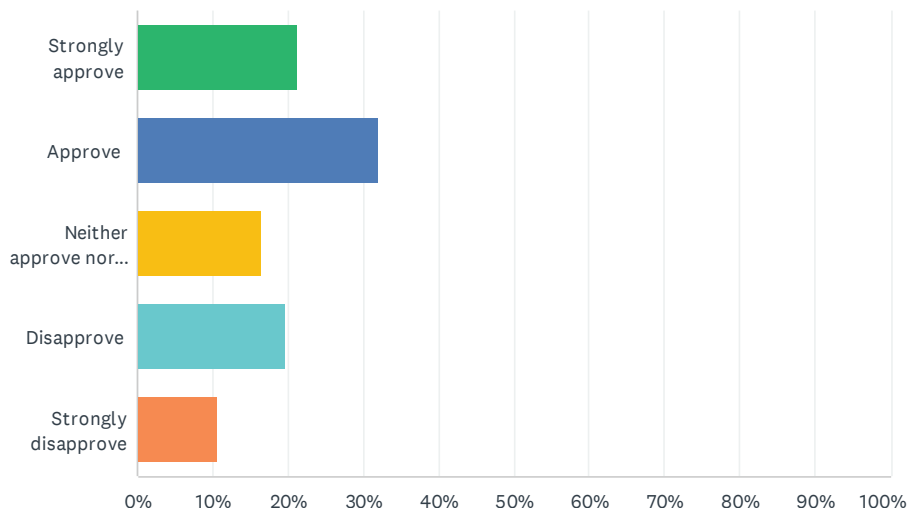
**SEGMENT 6**

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

**Q51 Based on the design for Alternative 2 and pros/cons, how supportive are you of Alternative 2?**

Answered: 122 Skipped: 159

**6A.6: 5-ft one-way bike lanes**



ANSWER CHOICES	RESPONSES
Strongly approve	21.31% 26
Approve	31.97% 39
Neither approve nor disapprove	16.39% 20
Disapprove	19.67% 24
Strongly disapprove	10.66% 13
<b>TOTAL</b>	<b>122</b>

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q52 What other comments do you have about Alternative 2?

Answered: 50 Skipped: 231

#	RESPONSES	DATE
1	this should be protected	1/8/2022 12:41 PM
2	It's not great that Aspen will lose all parking on that street, but it's the safest option.	1/7/2022 9:52 PM
3	Prioritize the safety of bikers - this is the best option	1/7/2022 9:18 PM
4	Of the options, this is by far the best. Better would be to have some protection.	1/7/2022 4:01 PM
5	There should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way)	1/7/2022 3:34 PM
6	Approve especially with flex posts and bike lanes wide enough to avoid the "door zone" on the side with parking.	1/7/2022 3:16 PM
7	why can't you do protected bike lanes? this is supposed to feel like an off-street trail - so advisory bike lanes, painted bike lanes, neighborhood bikeway is not acceptable.	1/7/2022 1:35 PM
8	As a neighborhood resident, I strongly support removing street parking to create the safest possible road design AND to increase the number of people comfortable enough to choose a bike instead of a car.	1/7/2022 1:29 PM
9	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:39 PM
10	I would prefer a multi-use trail or protected bike lanes.	1/6/2022 7:20 PM
11	Useless bike lanes that will piss neighbors off while doing little to enhance safety.	1/6/2022 2:16 PM
12	Recognize that biking must be put on a par with driving and make the appropriate changes. Make Aspen one way with a parking protected bi-directional bike lane.	1/6/2022 12:39 PM
13	This is slightly better than Alt 1, but the bike lanes should be protected. Again, this critical link for bicycles.	1/6/2022 10:49 AM
14	Bike lanes without physical separation? It's a shame to have this great trail for many miles that people can take their less-experienced kids and friends on to ride, but then have blocks where there's no physical separation.	1/6/2022 6:04 AM
15	The markings will be viewed as optional parking areas. in the same width, the street can be converted to one-way, and a bi-directional cycle track can be installed. Shared space is hazardous.	1/5/2022 11:12 PM
16	There should be dedicated, protected, bike facilities along the entire route	1/5/2022 11:26 AM
17	Alt 2 is way better since it gives cyclists dedicated space. Glad to see that unlike other drawings, this one does not show bike lanes in the door zone. Protection should be added though (bollards or low concrete berms like you see on Irving Street by the hospital).	1/5/2022 10:38 AM
18	too many places for collisions to occur	1/5/2022 10:36 AM
19	This is an improvement over Alternatives 1 and 3, but it is not physically protected or separated from vehicle traffic, and will not encourage biking for people of all ages and abilities. Proposals exist to create a multi-use trail on the south side of Whittier using park land and DDOT right of way that would create a proper, safe segment of the MBT.	1/4/2022 5:21 PM
20	none of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe trail experience that is suitable for all ages and abilities. Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right	1/4/2022 4:01 PM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)

21	Aspen has too much car traffic - it will be dangerous for bikes.	12/30/2021 11:32 AM
22	Lanes should be protected	12/29/2021 11:54 PM
23	The intersection of Aspen and Blair is currently very dangerous. Without significant intersection design improvements, I fear it will not be the safest alternative for cyclists to transition from Blair to 4th street. Additionally, This stretch of Aspen Street currently only has parking on the north side and not any parking on the south side. If parking were removed on the north side too, there would be no other on street parking for deliveries and contractors.	12/23/2021 9:37 AM
24	Ideally, continue these lanes west to connect to the bike lane on Piney Branch Rd. NW, and continue these lanes east through the underpass to at least Sandy Spring Rd. NW and a potential connection to the future Eastern Ave. trail.	12/21/2021 2:37 PM
25	Protected alternative would be preferable.	12/21/2021 8:07 AM
26	It's probably the best, but only with speed humps though because otherwise DMV drivers will treat a wide one-way with no cars parked like a drag strip.	12/15/2021 7:44 PM
27	I fear because there is already not enough room for cars going both ways that the bike lane will not be respected	12/15/2021 12:35 PM
28	Less car conflict, but still too many potential car issues.	12/15/2021 8:20 AM
29	Dedicated, separated infrastructure is truly needed, this is not the best DDOT can do	12/14/2021 9:49 PM
30	You could preserve parking and make the bike lanes protected if this block was made one way for cars.	12/14/2021 4:06 PM
31	not a trail	12/14/2021 2:44 PM
32	I do not like the lack of dedicated, protected space for trail users. I wouldn't feel comfortable traveling with my child on this.	12/14/2021 2:15 PM
33	not protected and Aspen street is busy	12/13/2021 11:24 AM
34	There should be protected bike lanes.	12/13/2021 9:18 AM
35	I'd remove the parking on the south side of the street — there's tons of street parking for the park and that would avoid residents walking across the street.	12/11/2021 1:42 PM
36	See comments from above. Cyclists would not be safe crossing around Blair and Aspen.	12/10/2021 9:42 PM
37	The bike lanes for MBT and any other major trail should be protected.	12/9/2021 2:40 PM
38	Something has to be done. Aspen is backed up to Fourth Street at rush hour and pedestrians on the sidewalks worry about their safety with cars speeding through at all hours. The speed hump helped, but I've seen cars hit it going +40 and then just accelerate again. Anything that distances pedestrians from the speeding cars is better than what we have now.	12/8/2021 3:12 PM
39	I VERY STRONGLY disapprove of the plan to remove parking on the north side of Aspen Street, which is normally completely full with resident parking. This would be a disservice to residents in the neighborhood.	12/8/2021 1:09 PM
40	Lanes should be painted green.	12/8/2021 2:25 AM
41	Dedicated space. Safest for bike riders and especially children on bikes.	12/7/2021 9:34 PM
42	This would be a good solution in addition to solution 1 on Van Buren.	12/7/2021 8:58 PM
43	This block is heavily parked, including by seniors who live on this block, and proposing to remove it will anger a lot of people. As another potential alternative, I would like to see DDOT consider cutting over to Blair on Butternut	12/7/2021 8:57 PM
44	This design looks best.	12/7/2021 8:52 PM
45	Could a variation on Alternative 2 be to offer a dedicated bike lane but with east-bound and west-bound bike lanes sharing the same side of the street? I fear separating the lanes will lead to confusion among bicyclists— especially if the lanes are adjoining on 4th Street and on Blair.	12/7/2021 8:50 PM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

46	Don't need to lose parking or a travel lane if you use park space by Whittier.	12/7/2021 8:50 PM
47	Could bike lanes be combined on the north side of the street in lieu of separate one way lanes on both the north and south side?	12/7/2021 8:43 PM
48	I think this is the best option because Ft Totten section connects at Aspen.	12/7/2021 8:42 PM
49	Yes, as a cyclist I believe that one way bike lanes are the best solution, and Aspen is the best connection to Blair thanks to the traffic signal.	12/7/2021 8:39 PM
50	I bike in Washington, DC all the time and I strongly support one-way bike lanes. I believe they are the best solution. Aspen Street is the best connection to Blair Road because of the existing traffic signal at that intersection.	12/7/2021 8:30 PM

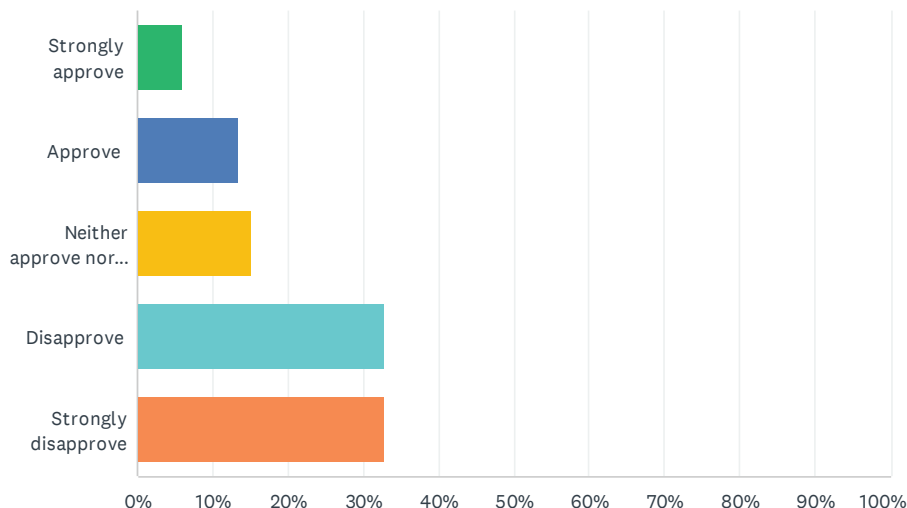
**SEGMENT 6**

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

**Q53 Based on the design for Alternative 3 and pros/cons, how supportive are you of Alternative 3?**

Answered: 119 Skipped: 162

**6A.7 and 6A.8: 5-ft advisory bike lanes on north and south sides**



ANSWER CHOICES	RESPONSES
Strongly approve	5.88% 7
Approve	13.45% 16
Neither approve nor disapprove	15.13% 18
Disapprove	32.77% 39
Strongly disapprove	32.77% 39
<b>TOTAL</b>	<b>119</b>

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

## Q54 What other comments do you have about Alternative 3?

Answered: 48 Skipped: 233

#	RESPONSES	DATE
1	DANGEROUS	1/8/2022 12:41 PM
2	Stop proposing advisory bike lanes next to parking.	1/7/2022 9:52 PM
3	Advisory bike lane don't work and aren't safe	1/7/2022 9:18 PM
4	None of these alternatives protect bikers or pedestrians. Hardened infrastructure is needed to separate cars from everyone else.	1/7/2022 5:17 PM
5	There should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way)	1/7/2022 3:34 PM
6	Dedicated bike lanes are better	1/7/2022 3:16 PM
7	Please never, ever place a paint-only bike lane between moving car traffic and parked cars.	1/7/2022 1:29 PM
8	None of these alternatives provide a trail-quality experience. Consider a shared use path along the south side of Whittier street on DDOT / DC-owned right of way.	1/7/2022 10:00 AM
9	Not very safe for cyclists. Instead consider an off street trail using the park on either the north side of Van Buren or the south side of Whittier. An off street trail would also retain the parking spaces.	1/7/2022 7:57 AM
10	Should be a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/6/2022 7:39 PM
11	This is like alternative 2, but slightly worse. With alternative 2, cars will still use the bike lane to avoid oncoming traffic if they need to. They will also probably park there, so it doesn't matter whether you paint solid or striped lines.	1/6/2022 7:34 PM
12	I would prefer a multi-use trail or protected bike lanes.	1/6/2022 7:20 PM
13	why not widen the sidewalks along the park and make them multi-use trails like most of the MBT?	1/6/2022 6:17 PM
14	Useless bike lanes that will piss neighbors off while doing little to enhance safety.	1/6/2022 2:16 PM
15	Recognize that biking must be put on a par with driving and make the appropriate changes. Make Aspen one way with a parking protected bi-directional bike lane.	1/6/2022 12:39 PM
16	Every segment of the Met Branch Trail should be physically protected from vehicles, prohibiting them from entering or parking in the bike lanes. None of these alternatives for Segment 6 achieve that objective.	1/6/2022 10:49 AM
17	Why not put a multi-use trail along the Whittier St park, and then you can keep the parking, and the neighborhood gets a nice new little place to walk!	1/6/2022 6:04 AM
18	Vehicle traffic in the bike lanes is inherently dangerous. The markings will be viewed as optional parking areas. in the same width, the street can be converted to one-way, and a bi-directional cycle track can be installed. Shared space is hazardous.	1/5/2022 11:12 PM
19	I find this confusing and creates a pattern of weaving between traffic if I understand the description correctly	1/5/2022 9:26 PM
20	There should be dedicated, protected, bike facilities along the entire route	1/5/2022 11:26 AM
21	"Vehicle traffic may merge into bike lane when oncoming traffic is present." This seems dangerous.	1/5/2022 10:38 AM
22	too many places for collisions to occur	1/5/2022 10:36 AM

## Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

23	Mixing bike and vehicle traffic is unsafe and will not encourage biking for people of all ages and abilities. No other part of the MBT mixes bike a vehicle traffic in this way, so this would create a gap in the MBT's accessibility.	1/4/2022 5:21 PM
24	none of the proposed on-street facility types for Whittier or 4th St are sufficient to create a continuous and safe trail experience that is suitable for all ages and abilities. Instead, we propose a new multi-use trail on the south side of Whittier St (using park land and DDOT right of way) and a continuous 2-way protected bike lane along the east curb of 4th St. from Whittier to Cedar St (converting 4th one-way southbound and repurposing existing parking)	1/4/2022 4:01 PM
25	Quieter streets, so safer for bikes.	12/30/2021 11:32 AM
26	Whittier Street does not have a traffic signal. So, connecting it with the trail on Blair Road could be dangerous without the addition of a traffic signal. Perhaps 3rd Street could be Southbound only from Aspen/Blair to Whittier and an o call signal for cyclists could be placed at Blair and Whittier. Also, if we want to preserve some parking for Takoma Rec Center patrons on Whittier and/or Van Buren Streets, consider widening and converting the sidewalks on the perimeter of the park into trails.	12/23/2021 9:37 AM
27	Why not just do a regular bike lane on Van Buren St. to connect to the Fort Totten segment, continue these lanes west to connect to the bike lane on Piney Branch Rd. NW, and continue these lanes east through the underpass to to the Eastern Ave.?	12/21/2021 2:37 PM
28	Drivers don't respect advisory bike lanes, the lack of respect is not enforced, so these configurations are dangerous for cyclists.	12/21/2021 8:07 AM
29	Our drivers will not know what to do with this.	12/15/2021 7:44 PM
30	Too much potential car conflict.	12/15/2021 8:20 AM
31	Needs to be an actual PBL	12/14/2021 5:02 PM
32	Too much traffic on the street	12/14/2021 2:55 PM
33	extremely not a trail	12/14/2021 2:44 PM
34	I do not like the lack of dedicated, protected space for trail users. I think I like this one the best of the available options, though. Could you also add a speed bump to this design?	12/14/2021 2:15 PM
35	not protected and Aspen street is busy. All of these options place cars above MBT users safety. There should be other options to run the MBT on other streets like Van Buren or Whittier too.	12/13/2021 11:24 AM
36	There should be protected bike lanes.	12/13/2021 9:18 AM
37	Advisory bikelanes are routinely ignored by drivers. If it doesn't have a physical barrier, it'll be used for passing or parking.	12/11/2021 1:42 PM
38	The bike lanes for MBT and any other major trail should be protected. The trail should be taken off the street and routed along the edge of the city park on the south side of the 300 block of Whittier.	12/9/2021 2:40 PM
39	Of the options that remove parking, which I disapprove of, this is a better option, because the parking in these areas is not taken up as often as on the north side of Aspen street.	12/8/2021 1:09 PM
40	It's already difficult finding parking along this street, especially with the high use of the park facilities that attract large groups of visitors during weekends. This would significantly burden residents without off-street parking.	12/8/2021 1:07 PM
41	Parked cars along bike lane. Other traffic.	12/8/2021 2:25 AM
42	Instead of any of these options, would use park space on Whittier. If that doesn't work, would make Whittier one-way with a contra-flow bike lane. This could be extended west to create a safe east-west bike route all the way Walter Reed.	12/7/2021 9:34 PM
43	This is too dangerous.	12/7/2021 8:58 PM
44	Using Van Buren is somewhat indirect, so it might be impractical. As an alternative, could you consider a two-way protected bike lane on the south side of Whittier Street? If Whittier is ultimately selected, the intersection with 3rd Street will need to be converted to a four-way stop and Whittier-Blair intersection would need to be signalized	12/7/2021 8:57 PM

Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

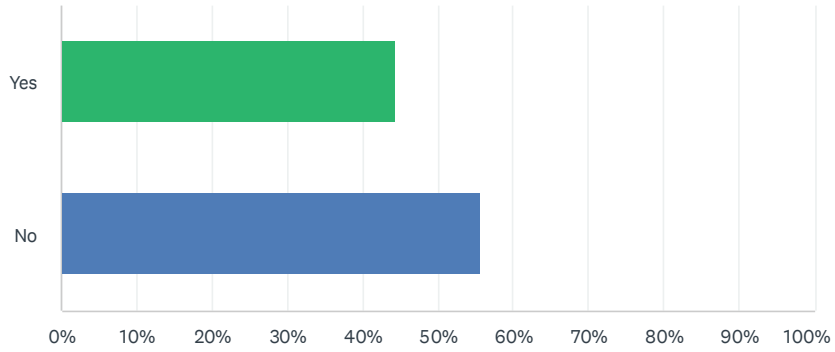
45	As a driver and a cyclist, I would be very concerned about the idea of an Advisory Bike Lane causing confusion and accidents. I really don't understand where the cars ago and how they pass each other. At times there is far too much traffic on these streets for this to work.	12/7/2021 8:52 PM
46	This would eliminate parking around the park, which fills up quickly on weekends when the fields are in use.	12/7/2021 8:42 PM
47	I strongly disapprove of making Whittier the primary connection between 4th St and Blair. I live at the corner of 3RD and Whittier, and the Ft. Totten to Takoma project is already taking part of our yard and reducing our privacy. I'm an avid cyclist and a strong supporter of the Met Branch Trail, but this is too much of an impact to our property. Additionally there is no signal at Blair and Whittier, but there are signals at Aspen and Van Buren.	12/7/2021 8:39 PM
48	Strongly disapprove of making Whittier Street the connecting street between Blair Road and 4th Street. My family lives at the corner of Whittier and 3rd and Blair. The Ft. Totten to Takoma project is already taking part of our yard and reducing our privacy. I bike all the time and I am fully in support of the Metropolitan Branch Trail project but I oppose making Whittier Street the connecting street between Blair Road and 4th Street because it directly impacts my property. Additionally, there is no signal at the intersection of Whittier and Blair Road. There are signals at Aspen Street and Van Buren Street.	12/7/2021 8:30 PM



Metropolitan Branch Trail: Blair Road to Piney Branch Road Design Survey

Q55 Do you want to continue providing feedback on other segments?

Answered: 124 Skipped: 157



ANSWER CHOICES	RESPONSES
Yes	44.35% 55
No	55.65% 69
TOTAL	124