

# PEPC Project ID: 35848, DocumentID: 54494

## Correspondence: 1

### Author Information

Keep Private: No  
Name: Brad Little  
Organization: Washington Area Bicyclist Association  
Organization Type: I - Unaffiliated Individual  
Address: 2599 Ontario Rd. NW  
Washington, DC 20009  
USA  
E-mail: brad.little@waba.org

### Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 07/26/2013 Date Received: 07/26/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### Correspondence Text

Thank you for a wonderful presentation on the President's Park South Project. I appreciate the opportunity to comment on this important project that will allow better connections and views for people traveling through President's Park South.

I support draft alternative concept number three. Closing off E st (except emergency vehicles) and creating a pedestrian plaza will create an enjoyable experience for both tourists and residents enjoying the park and views of the White House. A pedestrian plaza similar to the Pennsylvania Avenue plaza creates a viewing experience free of unsightly parked cars and traffic.

I believe it is imperative to create a connection for cyclists and pedestrians traveling east/west across President's Park between jobs, restaurants, and shopping districts in downtown DC. This connection should be made through the use of a pedestrian plaza and designated off-street cycle track. There are many options that exist for creating an aesthetically pleasing, safe, and effective cycle track connection across President's Park South. The Washington Area Bicyclist Association is a great resource for advice on types of infrastructure that will help cyclists move through the park.

I look forward to seeing the next round of proposals for this project and I am excited to see the National Park Service and US Secret Service working together on this project. Creating a space that works for security, beauty, tourists, and residents is important in designing a park for people, not parked cars.

Sincerely,

Brad Little  
Washington Area Bicyclist Association

Correspondences - President's Park South Project - PEPC ID: 35848

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 2**

### **Author Information**

Keep Private: No  
Name: William Handsfield  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 234 14th St. NE  
Washington, DC 20002  
USA  
E-mail: willhandsfield@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/25/2013 Date Received: 08/25/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

NPS must create bicycle and pedestrian east/west connectivity along the E Street alignment in this project. I bicycle and walk along this route daily, and it is an immensely important connection to non-motorized travelers in the District. In particular, my son's daycare is at the Department of Interior building, and I live in the Capitol Hill neighborhood. Most often I ride my bicycle with a child seat, but we also ride the D6 metro bus, and exit at 13th and E street, then walk across President's Park South to reach DOI. When we bike, we generally ride along the bike lanes on Pennsylvania Avenue, then cross President's Park South along the sidewalk or riding contra-flow in the roadway when no cars are present.

East/west bicycle connectivity is a major priority for this project, and the model of the 1600 block of Pennsylvania Avenue should be used - an unregulated shared space for cyclists and pedestrians to use with minimal vehicle access by only security and NPS personnel performing official duties.

I am disheartened that in all alternatives, NPS maintains the use of the ellipse road as a parking lot. This approach sells out the broad interests of the public for the narrow interests of surface parking in perhaps the most transit accessible location in the region.

Another option worthy of consideration, but not listed in the alternatives is allowing designated transit vehicles to cross E street as a means to re-establish better east/west connectivity for many transit riders in the region. A security protocol that allows security personnel to have access to any vehicle prior to passing through the site could be developed to alleviate security concerns.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 3**

### **Author Information**

Keep Private: No  
Name: david cranor  
Organization: thewashcycle.com  
Organization Type: I - Unaffiliated Individual  
Address: 307 Kentucky Avenue SE  
Washington, DC 20003  
USA  
E-mail: volcrano@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/26/2013 Date Received: 08/26/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

The District and the federal government have a goal of getting more people to ride bikes - for the sake of the environment, traffic, health and safety. As such, it would be most unfortunate if E Street were not opened for bicycle traffic. There is plenty of room for cyclists and tourists to share the space along E Street, just as they do on Pennsylvania Ave on the North Side. I advise NPS and USSS to only consider options that opens E Street to bicycle traffic (with a path or otherwise) as the right balance between the needs of tourism and transportation.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 4**

### **Author Information**

Keep Private: No  
Name: N/A N/A  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20005  
USA  
E-mail:

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Please allow biking along E St on the south side of the White House! There's no reason why this shouldn't be allowed. Cyclists are not a security risk.

An E St bike lane could also connect to the Penn Av bike lane, allowing cyclists to easily ride from the White House to the Capitol - a boon for tourism and NPS.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 5**

### **Author Information**

Keep Private: No  
Name: Steven Seelig  
Organization: Ward 3 Vision  
Organization Type: I - Unaffiliated Individual  
Address: 3922 Ingomar Street, NW  
Washington, DC 20015  
USA  
E-mail: steven.seelig@towerswatson.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

My sole comment is extreme disappointment in the proposal not having a dedicated bike lane as part of the project. E Street is a natural extension of the Pennsylvania Avenue bike lane, and is the perfect route by which natives and tourists alike will cycle to view the south lawn of the White House. Please include dedicated bike infrastructure.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 6**

### **Author Information**

Keep Private: No  
Name: Jacob Mason  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 4705 9th St NW  
Washington, DC 20011  
USA  
E-mail: Mason.jacob@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Regarding the E St redesign, I strongly believe that a bike path should be included to create better bike connections through the area around the white house. Too many streets there are very wide and busy and hard to bike on. Many others are closed or otherwise limited to through circulation, which coupled with long blocks in the area, makes many bike trips long and cumbersome. There is plenty of space for a bike path, preferably one at least 12' wide. Please include this in your final design.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 7**

### **Author Information**

Keep Private: No  
Name: Chris Slatt  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Arlington, VA 22204  
USA  
E-mail: chris@dodgersden.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

It is vitally important that the chosen alternative for President's Park South include a bike-friendly path. The existing perimeter streets are hostile to cycling and the White House security area is a serious barrier to East-West cycling in the area.

Thank you.

# PEPC Project ID: 35848, DocumentID: 54494

## Correspondence: 8

### Author Information

Keep Private: No  
Name: Andrew D. Bossi  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 1332 10th St NW  
Washington, DC 20001  
USA  
E-mail: thisisbossi@gmail.com

### Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### Correspondence Text

=== ALTERNATIVE 1 ===

(PROS)

- No pedestrian barriers between Ellipse & E Street.
- East-West bicycle access.
- Additional greenspace at Constitution Ave fountains; improved viewshed between Washington Monument & White House

(CONS)

- Viewing area too small.
- Too many cars disrupting Ellipse viewshed.
- Appears to be an open span along viewing area where vehicles are traveling in reverse directions (drive on left) without separation; highly confusing for all users - - motorists, bicyclists, and pedestrians. Very dangerous.

=== ALTERNATIVE 2 ===

(PROS)

- East-West bicycle access.

(CONS)

- Barrier bifurcates the viewing area. Uninviting; impacts on viewshed.
- Ped-Permeable barrier presumed to have only select openings (as today); creates bottlenecks & may not reflect ped/bike desire lines
- Too many cars disrupting Ellipse viewshed.
- Clockwise motorist path around ellipse befits left hand drive operation; does not reflect typical roundabout/circle

Correspondences - President's Park South Project - PEPC ID: 35848



operations; introduces conflict points at each entry exit.

#### === ALTERNATIVE 3 ===

##### (PROS)

- Large viewshed.
- Fewer cars in Ellipse; greenspace by Constitution Ave fountains. Improved viewshed between Washington Monument & White House.

##### (CONS)

- No bike access.
- No circulation for motorists; have to reenter security if unable to park. [though in my opinion the Ellipse shouldn't be for parking, anyway]

#### === ALTERNATIVE 4 ===

##### (PROS)

- Large viewshed

##### (CONS)

- No bike access.
- Viewshed unnaturally constrained, as opposed to Alt3.
- Barrier bifurcates overall area. Uninviting; impacts on viewshed.
- Ped-Permeable barrier presumed to have only select openings (as today); creates bottlenecks & may not reflect ped/bike desire lines
- Difficult U-turn maneuvers for motorists at Ellipse stubs.
- Awkward security point & traffic operations at 15/E.

#### === SUGGESTIONS ===

Alt3, but replacing more pavement with trails (as is the case along the unused portions around the north side of the Ellipse, using trails to preserve the Ellipse contours & aesthetic) and replacing E Street with shared space pavement as per Penn Ave. Bike access permitted along Ellipse roadway (including roadway-turned-trails) as well as along E Street.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 9**

### **Author Information**

Keep Private: No  
Name: Shawn Gallagher  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 7212 Shreve Rd  
Falls Church, VA 22043  
USA  
E-mail: shawn.gallagher@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Please maintain bicycle access through E St. It is a major commuter arterial and connector to the Pennsylvania Ave cycle track.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 10**

### **Author Information**

Keep Private: No  
Name: Andrew Paciorek  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20016  
USA  
E-mail: keroicap@yahoo.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Final alternatives 1 and 2 should be strongly preferred on the basis of improving bicycle access to and travel across this area. The District has made a major and laudable effort to encourage cycling in downtown DC. The White House and Ellipse are currently a major barrier to cycling, given the traffic on 15th and 17th streets, and especially Constitution Avenue. Linking Pennsylvania Avenue with the area to the west of the Ellipse via a DIRECT route should be an imperative for any redesign of E Street and the Ellipse.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 11**

### **Author Information**

Keep Private: No  
Name: Will Handsfield  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 1707 L St. NW  
Washington DC, DC 20036  
USA  
E-mail: willhandsfield@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Along with ensuring an east/west bicycle connection along the E Street alignment, this project should also complete the 15th Street cycletrack to at least Constitution Avenue. As it currently exists, the cycletrack ends at E Street, creating a dangerous transition for the many cyclists traveling north and south from the tidal basin and 14th Street bridge area. This is the major bicycle connection for many daily commuters for Virginia, and an extension of the cycletrack to Constitution, and eventually across the mall, would create an excellent alternative to riding on the busy sidewalks in this area (which many cyclists do today).

The current vending activity and tour bus loading should not take precedence over an important transportation safety project that affects thousands of cyclists and pedestrians every day.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 12**

### **Author Information**

Keep Private: No  
Name: N/A N/A  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20010  
USA  
E-mail:

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Please include a bike path through this area.

Biking is increasing in the city, and this is a lovely alternative to the dangerous Constitution Ave NW. Without it, bikes will end up conflicting with pedestrians in the walkways and be unnecessarily placed in danger.

Please redesign this looking towards the future and accommodating all park users, not just some.

# PEPC Project ID: 35848, DocumentID: 54494

## Correspondence: 13

### Author Information

Keep Private: No  
Name: Gillian Burgess  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 3809 20th Street North  
Arlington, VA 22207  
USA  
E-mail: gillian.burgess@gmail.com

### Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### Correspondence Text

As a resident of Arlington, VA and an employee of the federal government in Washington, DC, the area around the White House is an integral part of my daily life. I bike through and around President's Park South at least once a week. I also bike in the area with my family, including two young kids.

I am writing to urge you to reject Draft Alternatives 3 and 4. E Street NW and the Ellipse are important connections between Foggy Bottom and the cycletracks on Pennsylvania Avenue and 15th Street NW. Routing bikes onto perimeter streets will make this east-west connection considerably less safe. Constitution Avenue, the closest east-west connection, is an eight-lane pseudo-highway in this area. Cars often attain speeds above 50 mph. It is clearly not a safe route for many cyclists.

Similarly, 17th Street NW and 15th Street NW are often crowded with impatient motorists. There are few traffic signals allowing safe crossings on those streets. 15th Street was so unsafe, a cycletrack was installed. However, the cycletrack ends at Pennsylvania Avenue, leaving cyclists unprotected for blocks.

For the safety of cyclists trying to safely travel east-west in this area of DC, please reject Draft Alternatives 3 and 4.

Additionally, I urge you to make any permanent barriers cyclist friendly, and consider how those of us on wheels will travel around those barriers.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 14**

### **Author Information**

Keep Private: No  
Name: Eric K. Weisz  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 320 E Nelson Ave #B2  
Alexandria, VA 22301  
USA  
E-mail: eric.weisz@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/27/2013 Date Received: 08/27/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

As a resident of Alexandria, VA and an employee of a non-profit organization in downtown Washington, DC near the White House, I bike through and around President's Park South on a regular basis.

I am writing to urge you to reject Draft Alternatives 3 and 4. E Street NW and the Ellipse are important connections between Foggy Bottom and the cycletracks on Pennsylvania Avenue and 15th Street NW. Routing bikes onto perimeter streets will make this east-west connection considerably less safe. Constitution Avenue, the closest east-west connection, is an eight-lane pseudo-highway in this area. Cars often attain speeds above 50 mph. It is clearly not a safe route for many cyclists.

Similarly, 17th Street NW and 15th Street NW are often crowded with impatient motorists. There are few traffic signals allowing safe crossings on those streets. 15th Street was so unsafe, a cycletrack was installed. However, the cycletrack ends at Pennsylvania Avenue, leaving cyclists unprotected for blocks.

For the safety of cyclists trying to safely travel east-west in this area of DC, please reject Draft Alternatives 3 and 4.

Additionally, I urge you to make any permanent barriers cyclist friendly, and consider how those of us on wheels will travel around those barriers, including those who may be carrying panniers or have a child bike trailer in tow.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 15**

### **Author Information**

Keep Private: No  
Name: Rob J. Ochsendorf  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 117 Tollgate Way  
Falls Church, VA 22046  
USA  
E-mail: ochsendorf@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/28/2013 Date Received: 08/28/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

As a regular bike commuter from VA into the district, I would like to strongly encourage the inclusion of a bike lane facility of some sort in the redesign of the south side of the White House. I believe it makes sense to include a bike lane here to connect with the Pennsylvania Avenue bike lanes. I ride through this area twice a day and the current design is not safe for cyclists or pedestrians.

A bike lane here could also assist in making a safer cyclist connection to the Theodore Roosevelt Bridge and the Mt. Vernon Trail. In my experience, this is a much preferred Potomac River crossing for cyclists headed west on the Custis Trail (as compared to braving the aggressive drivers and routine gridlock in Georgetown).

Thank you for your time and effort in completing this redesign.

Cheers,  
Rob O.



# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 16**

### **Author Information**

Keep Private: No  
Name: Keith Murphy  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20002  
USA  
E-mail:

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/28/2013 Date Received: 08/28/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

As a regular commuter to and from Foggy Bottom I urge you to consider bike traffic in your proposal. The idea of routing traffic south of the E street around the perimeter as shown on Options 4 & 5 is not optimal. I think the pedestrian and bike traffic could easily mix on E street. Especially if E was wide enough. The closed off section of Pa. Avenue north of the White House can be a perfect example.

# PEPC Project ID: 35848, DocumentID: 54494

## Correspondence: 17

### Author Information

Keep Private: No  
Name: Daniel Hoagland  
Organization: Washington Area Bicyclist Association  
Organization Type: I - Unaffiliated Individual  
Address: 2599 Ontario Rd. NW  
Washington, DC 20009  
USA  
E-mail: advocacy@waba.org

### Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 08/28/2013 Date Received: 08/28/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### Correspondence Text

The Washington Area Bicyclist Association (WABA) is the DC region's largest bicycling advocacy organization. Our mission is to improve bicycling in the DC region and to educate and encourage people to utilize bicycling as a viable transportation option.

WABA is grateful to the National Park Service and the US Secret Service for the opportunity to weigh in on the redevelopments proposed for President's Park South. Our priorities for this project are:

- To establish a viable two-way bicycling route across the Park in a way that accounts for the concerns and priorities of NPS and the US Secret Service and maximizes the safety of bicyclists, pedestrians, and motorists.
- To ensure that bicyclists- -whether utilizing the Park for transportation, recreational, or educational purposes- - are included in the design process and that our voices are heard and our needs are addressed.
- To maintain the character and aesthetic of the Park and its environs, or if possible, enhance it.

After speaking with Ann Smith of NPS and US Secret Service representatives at the public meeting on July 9th, WABA endorses Draft Alternative 3, with alterations.

We strongly believe that the "public viewing plaza" included in Alternative 3 is the best use of E Street. However, in many respects, bicyclists will always seek "the path of least resistance". In Alternative 3, they will see the "public viewing plaza" as similar to Pennsylvania Ave. north of the White House, i.e. as a "mixing zone" where bicyclists and pedestrians routinely negotiate their shared use of the space. On Pennsylvania Ave. this works well, and the use of that area for the past decade has taught bicyclists to mix with tourists and pedestrians safely and effectively.

Given this, we propose two possible modifications (to be used individually or in concert) to Draft Alternative 3:

1. The addition of a two-way protected bike facility (a "cycle track" similar to the facility found on 15th St. NW) to be installed along the Ellipse roadway and the northeast and northwest access roads (following the "traffic flow"

Correspondences - President's Park South Project - PEPC ID: 35848

route in the Alternative 3 diagram).

2. The use of differentiated pavers to distinguish between pedestrian and bicycle areas in the "public viewing plaza" area on E Street. Please google "pedestrian bicycle paver separation" for images that illustrate paving solutions.

Finally, Alternative 3 creates two sections of unused roadway (along the northeast and northwest edges of the Ellipse itself). WABA proposes that those sections of roadway be permit-able during low-volume times of the week/year for use by the public, i.e. for street hockey games, bicycle classes, demonstrations, events, etc.

Thank you again for the opportunity, we look forward to learning more about this project as it is developed.

On behalf of WABA,

Daniel Hoagland  
Education Coordinator  
Washington Area Bicyclist Association

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 18**

### **Author Information**

Keep Private: No  
Name: John S. Mitchell  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20002  
USA  
E-mail: jsbjr@yahoo.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/29/2013 Date Received: 08/29/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

It has come to my attention that several alternatives for the future design of President's Park South do NOT include a bicycle path through the site and instead require bicyclists to circumnavigate a lengthy trip around this large site. As a frequent bicyclist who lives and works in the area, I consider that a major inconvenience, and I strongly disapprove of that approach. It runs counter to significant and successful efforts by countless citizens and most local and Federal government agencies to make Washington, DC more accessible to multiple transit methods including cycling.

Please include a bicycle path along E Street in the future design of this park.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 19**

### **Author Information**

Keep Private: No  
Name: Umang Varma  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 7334 Rockford Dr  
Falls Church, VA 22043  
USA  
E-mail: varmau@yahoo.com

### **Correspondence Information**

Status: New                      Park Correspondence Log:  
Date Sent: 08/29/2013              Date Received: 08/29/2013  
Number of Signatures: 1              Form Letter: No  
Contains Request(s): No              Type: Web Form  
Notes:

### **Correspondence Text**

The President's Park South Project should include bike lanes on E ST NW DC. Biking in this area is a great way to see the sites and get around the National Mall. It should be made accessible to people on bicycles.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 20**

### **Author Information**

Keep Private: No  
Name: Payton Chung  
Organization: Association of Pedestrian and Bicycle Professionals  
Organization Type: I - Unaffiliated Individual  
Address: 560 N St SW  
N415  
Washington, DC 20024  
USA  
E-mail: lists@westnorth.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/29/2013 Date Received: 08/29/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

I bicycle commute daily across President's Park and am very familiar with the conflicting needs that this space serves. Bicycling is the only reasonable way for me to travel from 4th St. SW to 18th St. NW: driving and transit take at least twice as long. Closing the Ellipse to bicycle traffic would force a major detour into my route with no countervailing benefit to any other party. Doing so would just result in more bike-pedestrian conflicts around the Washington Monument instead of at President's Park.

I strongly favor Draft Alternative 2. It keeps visually obtrusive perimeter security barriers to a minimum, rather than marring the edge of the Mall with walls or zig-zags of fences and bollards. Unlike Alternative 1, it does not add additional vehicle movements to Constitution Avenue's overwhelmed intersections. Unlike Alternative 4, it does not place a checkpoint directly astride the 16th Street Meridian (between the South Portico and Jefferson Pier)

Alternatives 3 and 4 are entirely unacceptable from the standpoint of safety and access. The perimeter roads are high-speed commuter thoroughfares with dangerous auto volumes and speeds, with drivers aggressively speeding on their way to I-66 and I-395. Directing vulnerable cyclists onto these already overburdened roads, and closing yet another link in the transportation network in the nation's second largest central business district, recklessly endangers public safety and health.

Respectfully,  
Payton Chung, LEED AP ND, Master of Urban & Regional Planning candidate

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 21**

### **Author Information**

Keep Private: No  
Name: Jeff Baker  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 400 Massachusetts Ave NW  
Apt 1120  
Washington, DC 20001  
USA  
E-mail: Jeff.baker@comcast.net

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/29/2013 Date Received: 08/29/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

With regard to the E St redesign (aka Presidents Park) south of the White House I'm in favor of providing specific accommodation for cycling to cross. On occasions when Pennsylvania Ave is closed in front of the White House cyclists are not left with any good alternative routes East-West.

E St would provide that alternative route as well as being a good connector to the bike lanes on Pennsylvania Ave..

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 22**

### **Author Information**

Keep Private: No  
Name: Alex Bea  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20010  
USA  
E-mail: alex.bea@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/30/2013 Date Received: 08/30/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Keeping E Street south of the White House closed to bikes until "security conditions change" is laughable. There will always be arguments from security institutions that conditions are too risky. If you all are honest with yourselves you know that's true. With the level of police, secret service, and NPS around there, allowing normal bike traffic through should be allowed. Size limits are understandable (e.g., bollards spaced too thin to allow pedicabs), but a total ban is simply impeding community and tourist traffic for little reason.

Or, if you do ban additional light traffic, please come up with a better reason than the intentionally enigmatic "security conditions."



# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 23**

### **Author Information**

Keep Private: No  
Name: Jeanie Osburn  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 207 S Street NW  
Washington, DC 20001  
USA  
E-mail: brewbub@verizon.net

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/30/2013 Date Received: 08/30/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

I favor either alternative 1 or 2, because both allow for uninterrupted east-west bicycle traffic from the existing bike lanes on PA Ave. Bicycling is an effective, efficient, and fun way to tour Washington, and I would appreciate it if NPS would embrace and support bicycling at every opportunity.

Thank you,  
Jeanie Osburn

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 24**

### **Author Information**

Keep Private: No  
Name: Clark Larson  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 1912 16th Street NW #4  
Washington, DC 20009  
USA  
E-mail: clark.larson@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/30/2013 Date Received: 08/30/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Thank you for the opportunity to comment on the President's Park South Project materials from the Services' 07.09.2013 Public Meeting.

As a practicing city planner, I understand the difficulty in addressing the many priorities and constituencies of the President's Park South Project. I appreciate the importance of security and visibility to the White House from this vantage point, yet I would like to add my voice from the point of view of a resident and regular cyclist in the District.

I believe Draft Alternative 3 and 4 would be detrimental to the safety and accessibility of cyclists in the area; not only for the residents and workers in the area, but also for visitors who would access the viewing area and Park in general by bike themselves. I believe Pennsylvania Avenue, north of the White House, works well as a mixing area between walkers, cyclists and security vehicles and I would like to see the President's Park South offer a similar opportunity. Routing cyclists completely around the park, along 15th Street, Constitution, and 17th Street, would not only add hassle and obstruction to a rider, whether a commuter, recreational rider or casual visitor, but also send bicycle traffic onto the often busy and chaotic Constitutional Avenue that would otherwise continue through the park.

A balance should be struck to close an expanded viewing area to general vehicles (security and motorcade vehicles excepted) as Draft Alternatives 3 and 4 contemplate, while allowing bicycles to travel along E Street in some manner both to travel through the expanded viewing area and also to access it.

Thank you for taking my comments into consideration. I look forward to following this project as it progresses.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 25**

### **Author Information**

Keep Private: No  
Name: Sarah Young  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 1311 Delaware Ave SW  
Apt S745  
Washington, DC 20024  
USA  
E-mail: sarah.sdy@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/30/2013 Date Received: 08/30/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Please provide a route for bicycles (such as #2 or #3) on E Street south of the White House. That would make the park more accessible and encourage people to traverse the area by bike.

Thank You.

Sarah

## **PEPC Project ID: 35848, DocumentID: 54494**

### **Correspondence: 26**

#### **Author Information**

Keep Private: No  
Name: Monte Fisher  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 12703 Ardennes Avenue  
Rockville, MD 20851-1903  
USA  
E-mail: monte@lukefisher.com

#### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 08/31/2013 Date Received: 08/31/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

#### **Correspondence Text**

I strongly favor Draft Alternatives 1 or 2, allowing bicycle access. There is no reason to exclude bicycles from this location, unique in DC.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 27**

### **Author Information**

Keep Private: No  
Name: Marc Ferrara  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 1840 D Street NE #2  
Washington  
Washington, DC 20002  
USA  
E-mail: Ferrara.Marc@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 09/01/2013 Date Received: 09/01/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Any redevelopment of President's Park should include a lane open to bicyclists. I often commute by bike across town from D Street NE near RFK Stadium to Palisades. E Street NW has a bicycle lane from North Capitol Street to 13th Street. Now, and unless your redevelopment includes bicycle transit, I have to go north 2 blocks to Pennsylvania Avenue then south to G (on the return trip north from F) to get to (from) Virginia Avenue, from where I get on the Rock Creek trail. Bike access from 15th to 17th Street would save 6 blocks or more every round trip for me and every bicyclist who needs to cross that area.  
Bicycles do not pose a terrorist threat.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 28**

### **Author Information**

Keep Private: No  
Name: Elizabeth H. Pomper  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20003  
USA  
E-mail: lizpomper@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 09/01/2013 Date Received: 09/01/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

As a resident and cyclist in Washington, DC, I urge you to reject Draft Alternatives 3 and 4. E Street NW and the Ellipse are important connections between Foggy Bottom and the cycletracks on Pennsylvania Avenue and 15th Street NW. Routing bikes onto perimeter streets will make this east-west connection considerably less safe. Constitution Avenue, the closest east-west connection, is an eight-lane pseudo-highway in this area. Cars often attain speeds above 50 mph. It is clearly not a safe route for many cyclists.

Similarly, 17th Street NW and 15th Street NW are often crowded with impatient motorists. There are few traffic signals allowing safe crossings on those streets. 15th Street was so unsafe, a cycletrack was installed. However, the cycletrack ends at Pennsylvania Avenue, leaving cyclists unprotected for blocks.

I personally have had a near-death experience trying to cycle down 15th Street, south of the cycle track. The ellipse is the only safe alternative.

For the safety of cyclists trying to safely travel east-west in this area of DC, please reject Draft Alternatives 3 and 4.

Additionally, I urge you to make any permanent barriers cyclist friendly, and consider how those of us on wheels will travel around those barriers, especially those cyclists with child trailers.

# PEPC Project ID: 35848, DocumentID: 54494

## Correspondence: 29

### Author Information

Keep Private: No  
Name: Dana Bres  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 2624 South Fern St  
Arlington, VA 22202  
USA  
E-mail: dana.b.bres@gmail.com

### Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 09/01/2013 Date Received: 09/01/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### Correspondence Text

As a cyclist who relies on the bicycle infrastructure of the District of Columbia on a daily basis to get from my home in Arlington, VA to my office in Washington, DC, I bike near the White House on a near-daily basis.

I have examined the alternatives proposed and feel that Draft Alternatives 3 and 4 should be rejected. Providing a safe east-west route is critical for continued development of cycling in Washington, DC. E Street NW and the Ellipse are important connections between Foggy Bottom and the cycletracks on Pennsylvania Avenue and 15th Street NW. I ride my bike on 15th Street south of Pennsylvania Avenue on a daily basis and often find it hazardous because of commuters, tourists and busses. I do not ride on Constitution because I do not feel safe there. A decision that would force bicyclists onto Constitution Avenue disregards their safety and places them on a high capacity surface street.

Similarly, 17th Street NW and 15th Street NW are often crowded with impatient motorists. There are few traffic signals allowing safe crossings on those streets. 15th Street was so unsafe, a cycletrack was installed. However, the cycletrack ends at Pennsylvania Avenue, leaving cyclists unprotected for blocks.

The options that include bicycle access along E Street between 15th and 17th Streets will serve to provide security and enhance safety for bicyclists. It is important that the "pedestrian permeable" barriers and routes be designed to safely accommodate pedestrians and bicyclists. This can be easily accomplished by engaging the cycling community in the design process.

For the safety of cyclists trying to safely travel east-west in this area of DC, please reject Draft Alternatives 3 and 4.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 30**

### **Author Information**

Keep Private: No  
Name: Sara Mosenkis  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20010  
USA  
E-mail:

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 09/02/2013 Date Received: 09/02/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Expanding the viewing area on E St. is a great idea. So is putting in bike lanes. And they are not mutually exclusive!  
Please support our city's growing cyclist population by allowing two-wheeled access to one of our nation's most treasured sites.



# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 31**

### **Author Information**

Keep Private: No  
Name: Joel R. Pirrone  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 1308 Clifton St. NW  
Apt 303  
Washington, DC 20009  
USA  
E-mail: j\_pirrone@hotmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 09/02/2013 Date Received: 09/02/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

I prefer Alternative 1 for the following reasons:

- a. It maintains and preserves the ellipse's current pavement foot print while improving traffic flow and parking availability in the ellipse
- b. Improves the vista from the viewing plaza (and white house) towards the Washington monument (by adding grass and removing the current entrance to the ellipse)
- c. preserves the east-west bike path along E street, thus saving biking public from having to use busy constitution road to traverse the city south of the white house
- d. blends security vehicle barrier into the landscape of the south park while providing USSS a larger VEHICULAR BARRIER area

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 32**

### **Author Information**

Keep Private: No  
Name: Christian Crowley  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 1644 Newton Street  
NW  
Washington, DC 20010  
USA  
E-mail: CROW@GWU.EDU

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 09/03/2013 Date Received: 09/03/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Greetings,

Thank you for the opportunity to review and comment on the proposed redesign of Presidents Park South. I strongly support the inclusion of pedestrian and bicycle access, including a bicycle path along E Street, as in Alternative 1 and Alternative 2. I strongly oppose erecting permanent vehicle barriers in or around the parkland as in Alternative 1, Alternative 3, and Alternative 4. Of the options listed, I strongly prefer Alternative 2, as this would continue the current level of secure access, while preserving the park-like quality of the space, and providing an enhanced visitor experience to those who come to view the White House and other monuments.

Thank you for considering my comments.

Best regards,  
Christian Crowley

## **PEPC Project ID: 35848, DocumentID: 54494 Correspondence: 33**

### **Author Information**

Keep Private: No  
Name: N/A N/A  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20002  
USA  
E-mail:

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 09/04/2013 Date Received: 09/04/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

I truly believe that bike lanes should be incorporated into any E St NW design for The White House. The country is facing a climate change emergency and we should take every opportunity we can to encourage cycling. This is a national security emergency and cycling is a great carbon-free way to travel that also helps us combat our nation's obesity problem! Please include bike lanes in the E St NW re-design!

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 34**

### **Author Information**

Keep Private: No  
Name: Alejo Jumat  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington, DC 20009  
USA  
E-mail: ajumat@gmail.com

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 09/04/2013 Date Received: 09/04/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

Thank you for the opportunity to review and comment on the proposed redesign of Presidents Park South. I strongly support the inclusion of pedestrian and bicycle access, including a bicycle path along E Street, as in Alternative 1 and Alternative 2.

I strongly oppose erecting permanent vehicle barriers in or around the parkland as in Alternative 1, Alternative 3, and Alternative 4.

Of the options listed, I strongly prefer Alternative 2, as this would continue the current level of secure access, while preserving the park-like quality of the space, and providing an enhanced visitor experience to those who come to view the White House and other monuments.

# PEPC Project ID: 35848, DocumentID: 54494

## Correspondence: 35

### Author Information

Keep Private: No  
Name: Melinda N/A  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address:  
Reston, VA 20191  
USA  
E-mail:

### Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 09/06/2013 Date Received: 09/06/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### Correspondence Text

As a resident of Reston, VA and an employee of a major international law firm in Washington, DC, the area around the White House is an integral part of my daily life. I bike through and around President's Park South at least once a week on my bicycle commute to and from work.

I am writing to urge you to reject Draft Alternatives 3 and 4. E Street NW and the Ellipse are important connections between Foggy Bottom and the cycletracks on Pennsylvania Avenue and 15th Street NW. Routing bikes onto perimeter streets will make this east-west connection considerably less safe. Constitution Avenue, the closest east-west connection, is an eight-lane pseudo-highway in this area. Cars often attain speeds above 50 mph. It is clearly not a safe route for many cyclists.

Similarly, 17th Street NW and 15th Street NW are often crowded with impatient motorists. There are few traffic signals allowing safe crossings on those streets. 15th Street was so unsafe, a cycletrack was installed. However, the cycletrack ends at Pennsylvania Avenue, leaving cyclists unprotected for blocks.

For the safety of cyclists trying to safely travel east-west in this area of DC, please reject Draft Alternatives 3 and 4.

Additionally, I urge you to make any permanent barriers cyclist friendly, and consider how those of us on wheels will travel around those barriers.

## **PEPC Project ID: 35848, DocumentID: 54494 Correspondence: 36**

### **Author Information**

Keep Private: No  
Name: Chris Jackson  
Organization:  
Organization Type: I - Unaffiliated Individual  
Address: 919 Florida Ave NW Apt 102  
Washington, DC 20001  
USA  
E-mail: christopher.michael.jackson@gmail.com

### **Correspondence Information**

Status: New	Park Correspondence Log:
Date Sent: 09/07/2013	Date Received: 09/07/2013
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

### **Correspondence Text**

It is outrageous that there aren't provisions for bicycles. Bikes pose no credible threat, so this plan should be adjusted to include a bike path.

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 37**

### **Author Information**

Keep Private: No  
Name: Timothy C. Eller  
Organization: Federal Deposit Insurance Corporation  
Organization Type: I - Unaffiliated Individual  
Address: Facility Manager  
550 17th Street, NW Room MB 7116  
Washington, DC 20429  
USA  
E-mail: teller@fdic.gov

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 09/11/2013 Date Received: 09/11/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

The FDIC appreciates the effort that NPS is putting into this important project and the opportunity for all concerned parties to comment.

As a nearby neighbor of the park, FDIC appreciates the efforts to preserve the aesthetic beauty of this historic area.

We believe the inclusion of a bicycle path along the southern edge of E Street (Alternatives 1 and 2) would improve safety and convenience for bicycling commuters.

We are concerned that the new vehicle access point to the Ellipse included in Alternative 2 does not align with any existing streets on the opposite side of 17th Street and could add to traffic congestion, particularly if new signals and crosswalks are added.

Similarly, we are concerned how the new traffic patterns in Alternatives 1, 3, and 4 will ultimately affect traffic flow on already-congested 17th Street and Constitution Avenue in terms of traffic signal timing and turning traffic.

# PEPC Project ID: 35848, DocumentID: 54494

## Correspondence: 38

### Author Information

Keep Private: No  
Name: N/A N/A  
Organization: District Department of Transportation  
Organization Type: I - Unaffiliated Individual  
Address:  
Washington , DC 20003  
USA

E-mail:

### Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 09/11/2013 Date Received: 09/11/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### Correspondence Text

Thank you for inviting the District Department of Transportation (DDOT) to participate as a consulting party in the Section 106 Consultation and Environmental Assessment (EA) for the President's Park South Project. We have reviewed the materials and would like to offer our comments.

The five draft alternatives presented for review include the following:

- No Action Alternative
- Draft Alternative 1: expanded public viewing area at Zero Milestone, bicycle access along E Street NW, two new vehicular access points along Constitution Avenue NW
- Draft Alternative 2: expanded public viewing area at Zero Milestone and south of the White House fence, bicycle access along E Street NW, new vehicular access points on 15th Street and 17th Street
- Draft Alternative 3: expanded public viewing area between White House fence and Ellipse roadway, no bicycle access through President's Park South project area, no additional curb cuts
- Draft Alternative 4: expanded public viewing area between White House fence and Ellipse roadway, no bicycle access through President's Park South project area, no additional curb cuts

The following sections provide comments on the bicycle, pedestrian, and vehicular access of the alternatives.

#### Bicycle Facilities

Draft Alternatives 1 and 2 both represent improvements to the area's multi-modal transportation network by enhancing bicycle access through President's Park along E Street NW. This important bicycle connection links the Pennsylvania Avenue Cycletrack and 15th Street Cycletrack on the east side of President's Park to planned bicycle lanes on Pennsylvania Avenue NW, E Street NW, and Virginia Avenue NW on the west side of the park. This bicycle connection along E Street through President's Park was proposed in the 2005 District of Columbia Bicycle

Correspondences - President's Park South Project - PEPC ID: 35848



Master Plan, and it would strengthen east-west bicycle access across this important section of downtown. DDOT supports Draft Alternative 1 and 2 for including a bicycle facility on E Street NW, and recommends that all alternatives include bicycle access through President's Park.

#### Pedestrian Facilities

All of the draft alternatives represent improvements to pedestrian facilities in President's Park and enhanced pedestrian access through President's Park. Draft Alternatives 1-3 show the closure of the existing vehicular entrance on Constitution Avenue and 16th Street NW. DDOT supports the closure of this vehicular entrance and its continued use as a pedestrian public access point. Draft Alternatives 1 and 3 also show grass infill at this closed vehicular access point, which could enhance the public realm along Constitution Avenue NW.

#### Vehicle Access

Draft Alternative 1 recommends the reopening of the two closed curb cuts along Constitution Avenue NW. These existing curb cuts would not meet DDOT safety standards because of their proximity to adjacent streets (DDOT standards require a minimum of 60 feet between an active curb cut and the nearest intersection) and their geometry (DDOT standards require perpendicular intersections for pedestrian safety and visibility considerations). Additionally, the installation of a vehicular inspection station at the curb cut on Constitution Avenue and 15th Street could lead to queuing delays that could back up along Constitution Avenue into 15th Street.

Draft Alternative 2 proposes two additional curb cuts for new vehicle inspection stations on 15th Street NW and 17th Street NW. These proposed curb cuts do not meet DDOT safety standards. The new curb cuts would not align with the existing vehicular access points (C Street or D Street on the west side, and the Hoover Building driveway on the east side), which could lead to unsafe turns and crossings. As both proposed curb cuts would provide access for vehicle inspection stations, queues along 15th Street and 17th Street would be possible, presenting additional operational challenges along these streets. Finally, the proposed curb cut on 17th Street does not meet the DDOT requirement for a minimum of 60 feet between a curb cut and the nearest intersection.

#### Overall DDOT Preference

Draft Alternatives 1 and 2 propose improved east-west bicycle access through the site, but both alternatives also propose new curb cuts that could have negative impacts on the surrounding transportation network. Draft Alternatives 3 and 4 do not propose additional curb cuts, but no bicycle access is provided through the site in these alternatives. The No Action Alternative also does not allow bicycle access through the site. DDOT would prefer to see alternatives considered that enhance east-west bicycle access through President's Park South without the creation of new vehicular access points.

DDOT appreciates the opportunity to review and comment on the President's Park South Project. If you have any questions or would like to discuss our comments, please contact Shannon Hake at (202) 671-1598 or [shannon.hake@dc.gov](mailto:shannon.hake@dc.gov).

Sincerely,  
Sam Zimbabwe  
Associate Director  
Policy, Planning, and Sustainability Administration  
District Department of Transportation

# PEPC Project ID: 35848, DocumentID: 54494

## Correspondence: 39

### Author Information

Keep Private: No  
Name: Dan Emerine  
Organization: DC Office of Planning  
Organization Type: I - Unaffiliated Individual  
Address: 1100 4th Street SW  
Suite E650  
Washington, DC 20024  
USA  
E-mail: dan.emerine@dc.gov

### Correspondence Information

Status: New                      Park Correspondence Log:  
Date Sent: 09/12/2013              Date Received: 09/12/2013  
Number of Signatures: 1              Form Letter: No  
Contains Request(s): No              Type: Web Form  
Notes:

### Correspondence Text

September 12, 2013

Ann Bowman Smith  
President's Park South Project  
Office of the National Park Service Liaison to the White House  
1100 Ohio Drive SW, Room 344  
Washington DC 20242

Dear Ms. Bowman Smith:

Thank you for the opportunity to comment on the draft alternatives being evaluated in the Environmental Assessment (EA) for the President's Park South Project. As the Office of Planning (OP) has previously indicated, this project is of great interest to the District.

We reiterate our concern that the closing of Pennsylvania Avenue north of the White House and the temporary closing of E Street in 2001 have significantly impacted cross-town traffic flow in downtown Washington, DC. These closures have not only negatively impacted vehicular traffic, but impeded transit service and bicycle access, as parallel east-west routes (including H, I, and K Streets and Constitution Avenue) have absorbed greater amounts of traffic. None of the alternatives include strategies that address this fundamental problem and thus must all, in this respect, be considered deficient.

Pedestrian and Bicycle Access

OP places a priority on pedestrian and bicycle access along E Street and through President's Park, and we wish to

Correspondences - President's Park South Project - PEPC ID: 35848

highlight those aspects of the draft alternatives that may positively or negatively impact such access. Alternatives 1 and 2 include east-west bicycle access on E Street. Such access is highly desirable, as E Street (when not subject to event-related closures) remains an important east-west route for cyclists. This section of E Street was included as a bicycle route in the 2005 Bicycle Master Plan for the District of Columbia. A continuous E Street bike route is planned to extend from Massachusetts Avenue and Union Station to Virginia Avenue and 21st Street. The section of E Street included through President's Park is a critical link between 15th and 17th streets. This uninterrupted route connects to existing and planned cycletracks and bike lanes on 15th Street, Pennsylvania Avenue, and Virginia Avenue, both east and west of the White House. Suggestions that cyclists divert south to Constitution Avenue are unworkable, as traffic speeds and volumes along this route present major safety challenges to cyclists.

As the development of alternatives progresses, OP suggests that a number of issues must be addressed in order to preserve and strengthen the "east-west bicycle access" concept and ensure that it functions well for all users of President's Park, including:

- The exact placement of the bicycle route, currently designated as "to be determined" on both alternatives, should be given greater specificity;
- The design of the bike route and its location should be integrated as a seamless element within the overall design. For example, its location and function in relationship to viewing areas and "pedestrian permeable proposed vehicular barriers" should work together to provide a safe and attractive park space; and,
- Attention must be given to safe pedestrian crossings of the bicycle route, especially in the areas designated in all "action" alternatives for viewing plazas. Alternatives 1 and 2 show pedestrian crossings beyond either end of the two plazas, but it should be assumed that there will be some level of pedestrian movement across the bicycle route in the center between the two plaza areas. OP recommends a "shared space" approach similar to the current design of Pennsylvania Avenue in front of the White House. The design of E Street should convey to both pedestrians and cyclists that both types of users will be in the right-of-way, and will need to be aware of one another.

In addition, the following points should be considered when designing for pedestrian and bicycle access through the Park:

- It should be noted that, while E Street is the primary bicycle route through the Park, the remaining roadways - including the roadway around the Ellipse - and shared-use paths throughout the Park need to also remain open to cyclists; and,
- The proposed new curb cut, driveway, and vehicle inspection location shown mid-block along 15th Street in Alternative 2 is problematic for a number of reasons. This new access point would create a new conflict point for pedestrians, could result in significant vehicular queuing along 15th Street, and would establish an additional barrier to the planned extension of the 15th Street cycletrack.

#### Public Space and Cultural Landscapes

As we have previously noted, the "Memorandum of Agreement Between the District of Columbia Recreation Board and The National Park Service" (signed and dated August 26, 1949) identifies Reservation 1 - President's Park (Grounds, south) - as a reservation within the District's park system to be made available for carrying out a program of public recreation. Any changes to this park area, with the potential to impact the use of this space for active recreation, needs to be evaluated within the context of this MOA. The CapitalSpace plan, approved by the National Capital Planning Commission in April 2010, also focuses in part on parks and open spaces in the District and emphasizes the importance of promoting active recreation and enhancing Center City parks.

OP is unable to effectively evaluate the draft alternatives currently offered for their impacts on active recreation and use of the Park as an accessible and attractive public space, because the alternatives are primarily described in terms of access and not in terms of design, programming, or use. In particular, we note that drawings of the alternatives are only available in plan view, making it very difficult to assess the potential impacts of the proposed barriers included in all four "action" alternatives.

There is enough information provided for OP to be concerned about the visual impact of security measures. Of particular concern are the "pedestrian permeable" barriers that would ring large sections of the Park as proposed in alternatives 1, 3, and 4. While these barriers are described in all alternatives as "permanent," OP notes that security conditions may change, and future conditions may result in less justification for visible and intrusive security measures in spaces meant for public use and enjoyment. OP strongly advocates for security measures that have the least possible visual impact on this important cultural landscape and recreation area, and for measures that can be easily removed when security threats decrease.

Lack of specificity regarding the design of the security elements also raises concerns about their impact on public space and how they could limit public access to park land. No security feature can be so deftly designed so that it disappears completely. The design of the security and its location could prescribe a limited number of entrances to the park, physically separating it from the surrounding city. It is important that any security be limited to ensure that the park space is seen to be easily accessible by the general public - both literally and visually. The proposed location of security within the E Street right of way along the northern boundary of The Ellipse as shown in Alternative 2 may achieve this goal. In contrast, the security line around the perimeter of the park in Alternative 4 clearly sets aside the park as a precinct. Its location in Alternatives 1 and 3 establishes arbitrary lines that visually divide the park into sections, working against its overall form as a seamless open space.

The security features also need to be inserted into the public streets that surround the park. The location of the vehicle inspection facilities at the vehicle entrances should also be pulled back to be within the boundaries of the park and not visually extend into the linear public spaces that are defined by the adjacent 15th and 17th streets.

OP appreciates the opportunity to review and comment on the President's Park South Project. If you have any questions or would like to discuss our comments, please contact Dan Emerine at (202) 442-8812 or [dan.emerine@dc.gov](mailto:dan.emerine@dc.gov).

Sincerely,

Harriet Tregoning  
Director, DC Office of Planning

# **PEPC Project ID: 35848, DocumentID: 54494**

## **Correspondence: 40**

### **Author Information**

Keep Private: No  
Name: Nancy Somerville  
Organization: American Society of Landscape Architects  
Organization Type: I - Unaffiliated Individual  
Address: 636 Eye Street, NW  
Washington, DC 20001  
USA  
E-mail: nsomerville@asla.org

### **Correspondence Information**

Status: New Park Correspondence Log:  
Date Sent: 09/12/2013 Date Received: 09/12/2013  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### **Correspondence Text**

September 12, 2013

Ms. Ann Bowman Smith  
National Park Service Liaison to the White House  
NATIONAL PARK SERVICE  
1100 Ohio Drive, SW  
Washington, DC 20242

Re: Section 106 Consultation Comments - President's Park South Project

Dear Ms. Bowman Smith:

The American Society of Landscape Architects (ASLA) appreciates the opportunity to participate in the Section 106 review of alternative concepts for the President's Park South Project as a member of the Consulting Parties group. The replacement of the temporary security measures with permanent, aesthetically pleasing site elements that balance the need for security with public access and the historical integrity and character of the President's Park South Project area is a challenge. The alternative concepts presented for comment offer distinctly different approaches to address this challenge and the comments that are received should be very helpful in guiding the project forward to the next phase.

ASLA, in consultation with landscape architect and site security design expert Leonard J. Hopper, FASLA, has prepared detailed comments on the matrix provided for each of the project categories. In summary, our comments are as follows:

Correspondences - President's Park South Project - PEPC ID: 35848

♣ Alternative 1 proposes a vehicular barrier that winds through the landscape that could have a detrimental impact on existing vegetation and trees with little benefit (to the overall project). Allowing authorized vehicular access on E Street and along the total perimeter of the Ellipse creates a physical and psychological barrier between the different spaces of the complex that detract from the historic character of the site and the experience of the visitor. Under this alternative, new vehicular access points create a plan that leans more towards the convenience of the driver than the pedestrian.

♣ Alternative 2 also proposes additional vehicular access points that have a negative impact on the site's contributing and non-contributing site features as well as on site's visitors. The vehicular barrier along the south side of E Street could be very divisive element, separating the Ellipse from E Street, the public viewing area, First Division Monument and Sherman Park.

♣ Alternative 3 offers a strong connection between the entire complex, with an expanded public viewing area on E Street, which would be limited to emergency traffic only. The vehicular barrier, if creatively designed, could reinforce the shape of the Ellipse and provide inviting access to the Ellipse. It represents an alternative concept that is most closely aligned with the historical character of the complex and the major contributing elements within it.

♣ Alternative 4 proposes additional vehicular two way traffic and parking in the NE and NW areas of the Ellipse, which disrupts the connection to First Division Monument and Sherman Park, and could distract from the visitors experience in the adjacent public viewing area. The concept proposes a perimeter vehicular barrier, which if done in context with the surrounding character of the buildings, is worthy of consideration as it would allow a better connection between the side panels and the Ellipse.

Overall, ASLA believes the best alternative concept plan may be Alternative 3, with consideration given to possibly locating the vehicular barrier along the perimeter of the site (Alternative 4), which would connect the First Division Monument, Sherman Park, the public viewing area, the Ellipse, and its side panels with a minimum of division and distraction from authorized vehicles and parking. This combination of alternatives would balance the need for vehicular access and security with restoring the historic integrity, character, and openness of the original plan and concept for the site.

However, as noted in our submitted matrix, ASLA does have some concerns about the approach to vegetation in all the alternative plans. As noted, all the alternatives are using the same base plan that does not indicate how the restoration of the vegetation would be addressed. As part of the ongoing review process, we would highly recommend that there be consideration of how the site restoration will deal with the historic character of the original planting design and character, as well as serve to integrate vehicular barriers into the landscape in an unobtrusive approach. With this in mind, Alt 2 would have the least negative impact on the vegetation.

We thank the National Parks Service and the U.S. Secret Service for this opportunity to comment on these four alternative concepts and look forward to seeing the project move forward to the next phase. We would appreciate any future opportunities to be involved in the project development process as President's Park South continues to move ahead. Please do not hesitate to contact me or Federal Government Affairs Director Roxanne Blackwell at [rblackwell@asla.org](mailto:rblackwell@asla.org), if you have questions or need additional information.

Sincerely,

Nancy C. Somerville, Hon. ASLA  
Executive Vice President/CEO

">

