

Washington Metropolitan Area Transit Authority (WMATA)

Compact Public Hearing Staff Report

Congress Heights Metrorail Station Transit Facility Changes

Staff Analysis of the Public Hearing and Staff Recommendations

Hearing No. 653
Docket No. R23-04

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1.0 Introduction

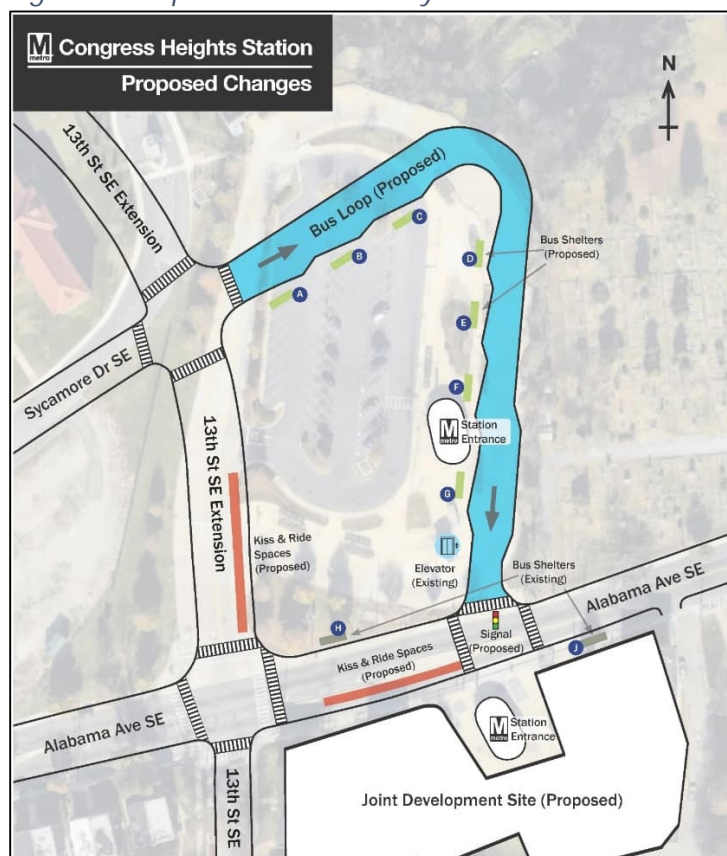
1.1 The Project

Metro proposes changes to the transit facilities at the Congress Heights Metro Station (“Metro Station” or “Congress Heights Station”) to enable access improvements and real estate development (“Project”) envisioned in the District of Columbia’s Saint Elizabeths East Campus Master Plan and increase ridership. The Project involves a modification of Metro Station facilities and facility access (“Changes” or “Modifications”). The Congress Heights Metro Station does not have any Park & Ride facilities. The proposed joint development concept is shown in Figure 1 below and in Appendix G of this report.

Metro obtained public input on the following proposed Modifications from August 26, 2023 through October 5, 2023:

- Reconfiguration of the bus loop to improve overall safety and access to the Metro station and expand Metro ridership.
- Extension of the 13th Street SE to provide a new entrance to St. Elizabeths East Campus.
- Relocation of Kiss & Ride to an on-street facility and the reduction of Kiss & Ride parking spaces from 63 to eight (8), thereby enabling mixed-use and real estate development.

Figure 1. Proposed Metro Facility Modifications



Of specific interest to Metro customers are the changes to the transit facilities, station access, and circulation in the vicinity of the Congress Heights Station, which were presented at a public hearing on September 25, 2023. The Notice of Public Hearing, Environmental Evaluation, and the General Plan were available online at www.wmata.com/plansandprojects beginning September 5, 2023 and are included in Appendices A, F, and G, respectively, of this document.

These documents were also available for inspection during normal business hours at the following locations:

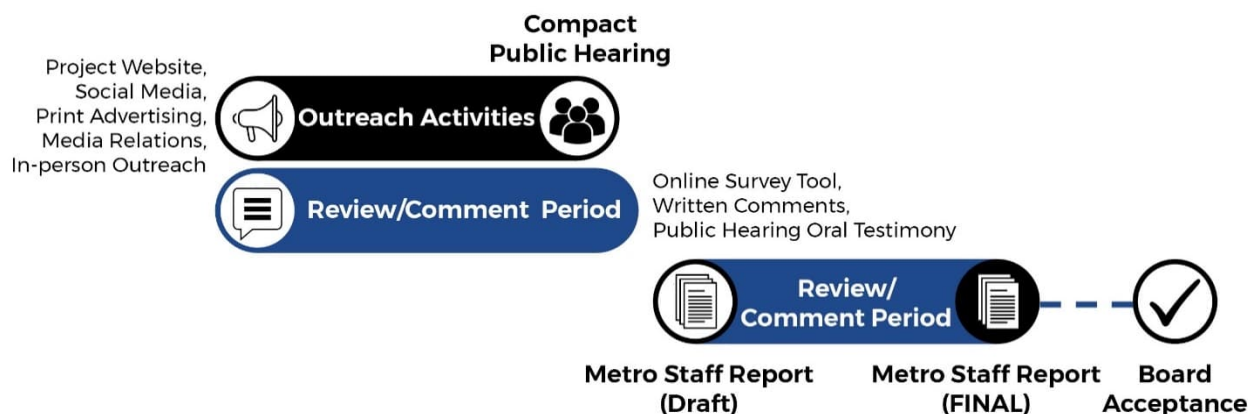
Washington Metropolitan Area Transit Authority
300 7th Street SW, Washington, DC 20024

1.2 Public Hearing Staff Report

As required by the WMATA Compact, Metro’s organizational document, the public was provided with the opportunity to comment on the Project. Following the guidelines established by WMATA’s Board-approved Public Participation Plan, this Public Hearing Staff Report provides a summary of Metro’s public outreach efforts, the Project’s public hearing, comments that were received, and Metro’s response to questions and issues raised by the public about the Project.

The following is a summary of the 2023 public participation process. This draft report is shared with the public on the [project webpage](#) for review and comment for ten (10) days. Following that review, the report will be finalized and presented by staff to Metro’s Board of Directors, where the Board will make a determination on whether the proposed Modifications will be accepted as an amendment to Metro’s Mass Transit Plan. The activities and actions Metro takes to prepare and finalize the Public Hearing Staff Report are shown in Figure 2.

Figure 2. Staff Report Process



2.0 Communications and Outreach to the Public

2.1 Overview

Communications and outreach were guided by the requirements for WMATA Compact Public Hearings and Metro’s federally mandated, Board-approved Public Participation Plan (PPP).

Beyond meeting basic requirements for a Compact Public Hearing, Metro followed PPP guidelines to create a targeted communications plan. The plan was designed to collect feedback inclusively and collaboratively with a focus on engaging minority, low-income and Limited English Proficient (LEP) populations.

Outreach efforts outlined in this report occurred during the official public comment period timeframe (August 26 through October 5, 2023).

The final communications and outreach plan included the following efforts:

- Stakeholder communication
- Targeted marketing and media
- In-person outreach
- In-Person and Virtual Compact Public Hearing

Feedback was collected from the following sources during the public comment period:

- Written comments received online and through the online survey tool
- Oral testimony received at the In-Person and Virtual Compact Public Hearing

The comments received can be found in Appendix E of this report.

2.2 Stakeholder Communication

Metro sent 5,992 project information postcards to six (6) mail routes within a 0.5-mile radius of the Congress Heights Station. The postcards provided the date and location of the public open house and hearing, the link and QR code to WMATA’s Plans and Projects website, and a general overview of the proposed changes (Figure 3).

Additionally, Metro sent a targeted email on September 11, 2023 to 34 community partner representatives working with 26 nearby stakeholders. Recipients included representatives from community-based organizations, government facilities/agencies, places of worship, apartment and condominium communities, hospitals and medical service providers, and schools, and medical facilities. Recipients were invited to provide feedback and attend the public hearing. The email included a link to an online survey. A summary of the survey findings can be found in Appendix E of this report. The list of stakeholders who received the targeted email can be found in Appendix B.

Figure 3. Project Postcard (front/back)



We Want Your Feedback on Proposed Changes at Congress Heights Station



Monday, September 25, 2023

Open House: 6:00 p.m.
Public Hearing: 6:30 p.m.

RISE Demonstration Center
2730 Martin Luther King Jr Ave SE
Washington, DC 20032



wmata.com/plansandprojects





Washington Metropolitan Area Transit Authority

PLACE
STAMP
HERE

We want your feedback.

Metro is proposing improvements to the transit facility at Congress Heights Station to enable mixed-use development and enhance access to the St. Elizabeths East Campus.

**Submit comments by
5:00 p.m., October 5, 2023.**

For more information, please visit the project website or call us.
Para obtener más información, visite el sitio web del proyecto o llámenos.
wmata.com/plansandprojects | 202-637-7000

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status. ASL interpretation will be provided. To request other accommodations under the Americans with Disabilities Act or other language interpretation services (free of charge), contact the Office of the Board Secretary at 202-962-2511 (TTY: 202-962-2033) or send a message to speak@wmata.com as soon as possible, so Metro can make the necessary arrangements before the public hearing date.

Local
Postal Customer

2.3 Targeted Marketing and Media

To obtain wide reach, Metro used targeted marketing, in-person outreach, and media campaigns to increase awareness and encourage public feedback.

2.3.1 Project Webpage

The [project webpage](#) on Metro’s website served as the Project information hub and the primary channel for collecting public feedback (Figure 4). Information was presented in English and Spanish. A variety of content was available for the public to review, including the environmental evaluation and design plans of the proposed changes. Metro’s public hearing was also streamed live on this page and on [YouTube](#).

During the public comment period, the project webpage received 3,164 unique views. This webpage will remain online for the duration of the Project to serve as a resource for the public.

Figure 4. Project Website



2.3.2 Social Media

Metro leveraged its social media following to inform the public about the Project across a variety of channels. In total, Metro’s social media posts resulted in more than 7,250 impressions and more than 150 engagements across all platforms (Table 1). Examples of social media content are shown on the following page.

Table 1. Social Media Engagement Summary

Media	Date	Details
Facebook	9/18/23	<ul style="list-style-type: none"> 1,201 impressions 48 total engagements (7 likes, 2 comments, 1 share, 38 total clicks) 38 link clicks
Nextdoor	9/18/23	<ul style="list-style-type: none"> Posted to the zip code around the station (20032, 20020, 20019) 254 impressions
Twitter	9/5/23	<ul style="list-style-type: none"> 5,803 impressions 107 engagements (including 6 reposts, and 7 likes) 49 link clicks

Note: Reach = the total number of people who saw the content (measure is estimated). Impressions = the number of times the content was displayed on a user's screen, no matter if it was seen, clicked, or engaged with or not. Engagements = Likes, comments, and shares.

Social Media Examples

Facebook



Metro Forward Sponsored · 

Join us for an open house and public hearing to provide feedback on the proposed changes at Congress Heights Station.
Mon., September 25, 2023
Open House at 6 p.m.
Public Hearing at 6:30 p.m.
RISE Demonstration Center

 **We Want Your Feedback** on Proposed Changes at Congress Heights Station



Participate in the Open House and Public Hearing
Monday, September 25, 2023 

wmata.com
Home | WMATA
We want your feedback.... [Learn more](#)

Nextdoor



WMATA Strategic Communications Manager Marcus Markle · 18 Sep

Join us for an open house and public hearing to provide feedback on the proposed changes at Congress Heights Station.
See more...

 **We Want Your Feedback** on Proposed Changes at Congress Heights Station



Participate in the Open House and Public Hearing
Monday, September 25, 2023 



Metro Forward @wmata

We're seeking public comment on proposed changes at Congress Heights Station and want to hear from you. Find out more: ow.ly/oxMJ50PHY6u #wmata



1:15 PM · Sep 5, 2023 · 5,779 Views

5 Reposts 7 Likes 1 Bookmark

2.3.3 Print Advertising

A legal notice was placed in *The Washington Post* prior to the public hearing. Paid advertisements were also placed in publications covering multiple languages based on the station's demographic profile: *El Tiempo Latino*, *The Washington Post*, and *Washington Informer*. Table 2 lists the publications and the run dates. A copy of the public notice can be found in Appendix A of this report.

Table 2. Summary of Print Advertisements

Publication	Language	Run Date(s)	Total Est. Impressions
El Tiempo Latino	Spanish	9/18/23	45,000
The Washington Post	English	8/26/23	98,400
Washington Informer	English	9/18/23	50,000

2.3.4 Digital Advertising

Metro launched a paid digital ad campaign designed to optimize public outreach in the Congress Heights neighborhood. The ads were targeted by zip-code and were available in English and Spanish (Figure 5). They resulted in a total of 375,000 impressions during their run time, September 18 to October 5, 2023.

Figure 5. Digital Ad Banners in Spanish and English



2.3.5 Signage and Flyers

Information was posted in English and Spanish in and around the Congress Heights Station to reach rail, bus, and parking customers.

- Signs were posted on each bus bay at Congress Heights Station.
- Large A-frame signs were placed at the Northern Entrance, Southern Entrance and by the elevator.
- Large foam-mounted signs were placed in the windows at the DC public library.
- Banners (with both English and Spanish) were posted on fences between the bus loop and parking lot and on the fence facing Alabama Avenue.
- Flyers were distributed to the station manager and throughout the station on September 19, 21, 23, 25, 27, and 29 and October 1, 2023.
- Directional signs and display boards were posted at and RISE Demonstration Center on September 25, 2023 and were displayed at the public hearing.



We Want Your Feedback
on Proposed Changes at
Congress Heights Station



Metro is proposing improvements to the transit facility at Congress Heights Station to enable mixed-use development and enhance access to the St. Elizabeths East Campus.

There are two ways you can provide feedback:

-  **Share your feedback online by 5 p.m. October 5, 2023.**
Submit comments at wmata.com/plansandprojects
-  **Participate in the Open House and Public Hearing.**
Monday, September 25, 2023
Open House: 6:00 p.m.
Public Hearing: 6:30 p.m.
RISE Demonstration Center
2730 Martin Luther King Jr Ave SE
Washington, DC 20032

For more information, please visit the project website or call us.

 wmata.com/plansandprojects
202-637-7000



Queremos saber su opinión
sobre los cambios propuestos en
la Estación Congress Heights



Metro está proponiendo mejoras en las instalaciones de tránsito en la estación Congress Heights para permitir el desarrollo de uso mixto y mejorar el acceso al este del campus de St. Elizabeths.

Puede enviarnos su opinión de dos maneras:

-  **Envíenos su opinión en línea antes del 5 de octubre de 2023 a las 5 p.m.**
Enviar comentarios en wmata.com/plansandprojects
-  **Participe en la jornada de puertas abiertas y audiencia pública.**
Lunes 25 de septiembre de 2023
Jornada de puertas abiertas: 6:00 p.m.
Audiencia pública: 6:30 p.m.
RISE Demonstration Center
2730 Martin Luther King Jr Ave SE
Washington, DC 20032

Para obtener más información, visite el sitio web del proyecto o llámenos.

 wmata.com/plansandprojects
202-637-7000



Printed signs were posted at various locations in the station and at bus stops.

2.3.6 Media Relations

Metro issued a press release on September 5, 2023 to generate earned media coverage and encourage public feedback on the project (Table 3, Table 4, Figure 6).

Table 3. Press Release Summary

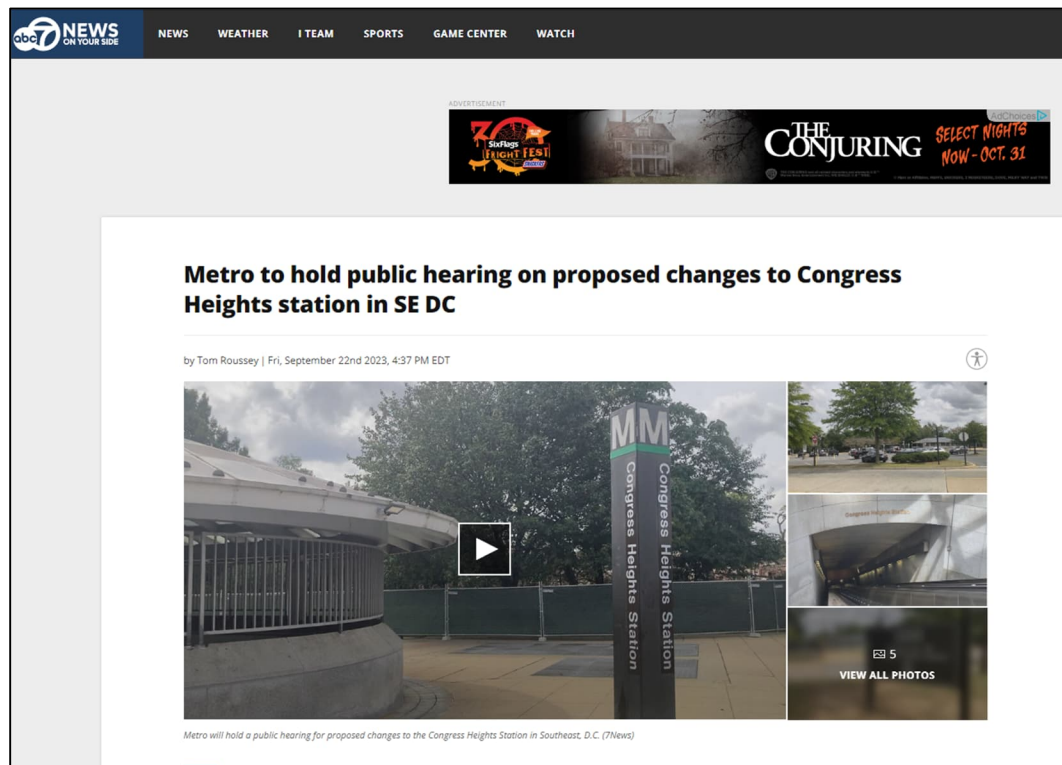
Date	Title	Details
9/5/23	Metro seeks public comment on proposed changes at Congress Heights Station	Metro is seeking public feedback on the proposed facility changes at Congress Heights Station

Earned Media Coverage

Table 4. Earned Media Summary

Media	Details
WJLA	Metro to hold public hearing on proposed changes to Congress Heights station in SE DC
Congress Heights on the Rise	Feedback wanted on proposed changes at Congress Heights station

Figure 6. Earned Media Example



2.3.7 In-Person Outreach

Metro’s professional contracted bilingual outreach teams, wearing yellow Metro-branded outreach aprons, were positioned at Congress Heights Station mezzanine and bus loop to inform customers and residents about the proposed changes and public hearing. Members from the outreach team encouraged customers to provide comments via the online survey and at the public hearing. The outreach teams distributed a take-one about the project and were equipped with internet-enabled tablets to reduce barriers to participation and assist customers with the online survey on-site. In-person outreach at Congress Heights Station took place on the follow days and times:

- Tuesday, September 19, 2023, 6:30 a.m. – 11:30 a.m.
- Thursday, September 21, 2023, 1:30 p.m. – 7:30 p.m.
- Saturday, September 23, 2023, 9:00 a.m. – 2:00 p.m.
- Monday, September 25, 2023, 1:00 a.m. – 7:30 p.m.
- Wednesday, September 27, 2023, 6:00 a.m. – 10:00 a.m.
- Friday, September 29, 2023, 1:30 p.m. – 5:30 p.m.
- Sunday, October 1, 2023, 10:00 a.m. – 3:00 p.m.

The days and times for the outreach at the Congress Heights Station were selected at times of high ridership to reach the maximum number of customers and to coincide with the public hearing to help get customers from the station to the public hearing location. Outreach staff were fluent in English, Spanish, Amharic, Korean, Mandarin, Vietnamese, French, Arabic and ASL and identified by their yellow language button.

Overall, the outreach team interacted with 5,474 customers, including 446 interactions in Spanish, 43 interactions in Amharic, and 4 interactions in Korean. A total of 2,621 brochures were distributed.

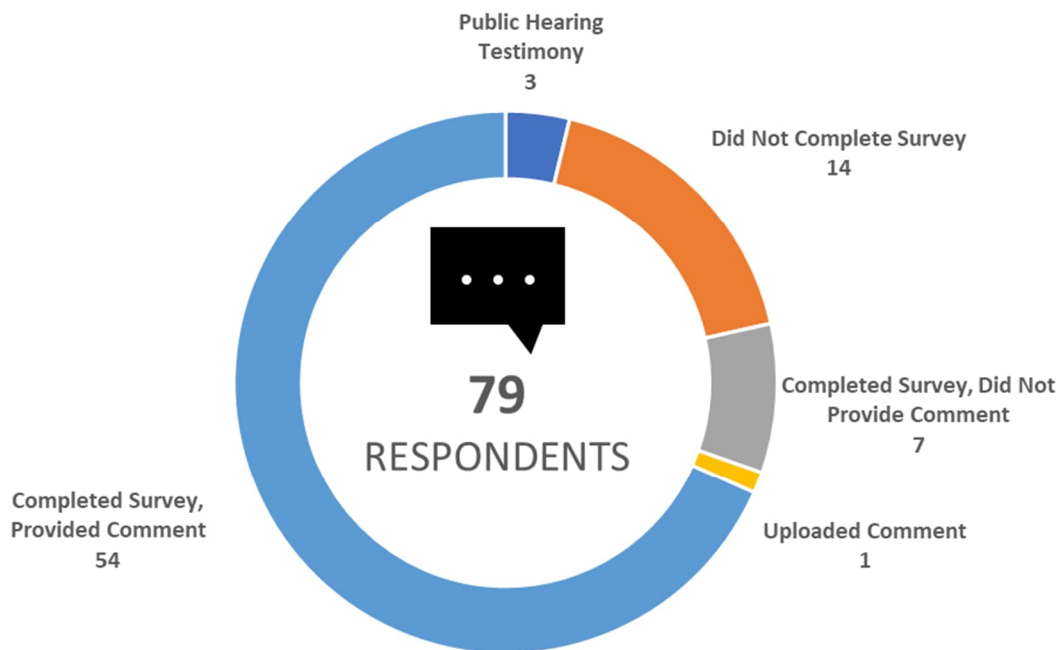
2.4 Public Input Results

Metro collected public input during the public comment period through an online survey tool and at an In-Person and Virtual Compact Public Hearing.

The online survey was available on Metro’s webpage. During in-person outreach events the outreach team had iPads available that people could use to fill out the survey on the spot and also had a QR code that people could scan to take the survey on their phones.

The online survey was started by 75 people, 61 surveys were completed, and 55 survey respondents provided written comments. The public could provide comments by typing a comment into the survey directly (54) or uploading a document (1). Three (3) oral testimonies were presented during the public hearing. Figure 7 summarizes how people provided feedback. The public comment period was open from 9:00 a.m. Saturday, August 26 through 5:00 p.m. Thursday, October 5, 2023.

Figure 7. Public Input Methods



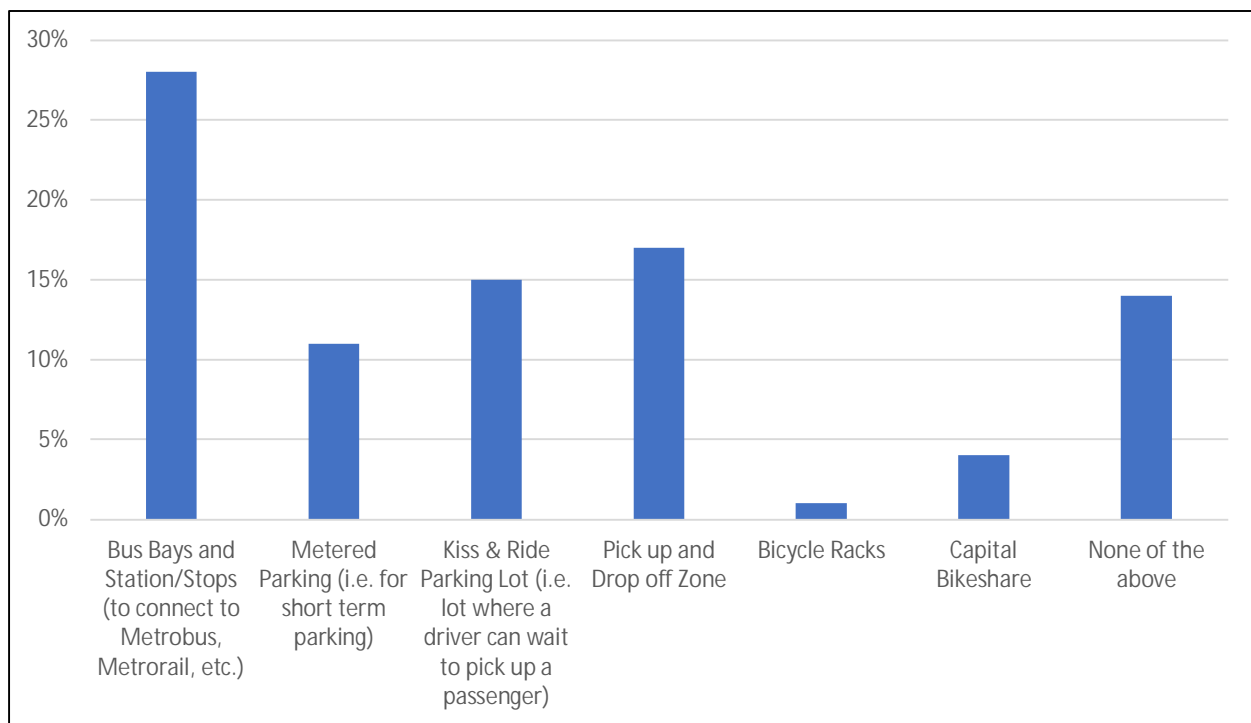
2.4.1 Facilities Used at Congress Heights Station

The survey asked respondents which facilities they typically used at the Congress Heights Station in the past 30 days (Table 5 and Figure 8).

Table 5. Facility Usage at Congress Heights Station

Facilities Used at Congress Heights Station	In the past 30 days (October 5, 2023) n=88
Bus Bays and Terminal (to connect to Metrobus, Ride On, etc.)	28%
Metered Parking (i.e., for short-term parking)	11%
Kiss & Ride (i.e., lot where a driver can wait to pick up a passenger)	15%
Pick up and Drop off Zone	17%
Bicycle Racks	1%
Capital Bikeshare	4%
None of the above	24%

Figure 8. Facility Usage at Congress Heights Station



2.4.2 Survey Demographics

Table 6 shows the percentage breakdown of survey demographics. More than seventy percent of survey respondents (72%) were between the ages of 25 and 44. More than half of the respondents identified as African American or Black (54 %), and seven percent (7%) identified as Hispanic or Latino. Thirty-five percent (35%) of people responding to the survey identified as white and non-Latino.

Most of the survey respondents (89%) said they live in DC. Fifteen percent (15%) live in the Project’s zip code (20020), four percent (4%) of survey respondents live in Maryland, and six percent (6%) live in Virginia. Two percent (2%) of survey respondents said they live elsewhere.

Table 6. Survey Demographics

Age (n=53)	18-24	9%
	25-34	30%
	35-44	42%
	45-54	11%
	55-64	2%
	65+	6%
Gender (n=60)	Male	43%
	Female	53%
	Other	3%
Hispanic or Latino (n=58)	Yes	7%
	No	93%
Race (n=57)	American Indian or Alaska Native	2%
	Asian	5%
	African American or Black	54%
	Native Hawaiian or other Pacific Islander	0%
	White	35%
	Other	4%
Zip Code (n=53)	20032 (DC)	55%
	20020 (DC)	15%
	Other (DC)	18%
	Maryland (Total)	4%
	Virginia (Total)	6%
	Somewhere else	2%
Housing Type (n=62)	Apartment or condominium	37%
	Single family, detached house	34%
	Townhome, attached to other houses	27%
	Other	2%

3.0 Summary of the Public Hearing

In-Person and Virtual Compact Public Hearing

The Compact Public Hearing was held on Monday, September 25, 2023 at 6:30 p.m. Metro Board Alternate Director Spring Worth chaired the hearing. The hearing was a hybrid meeting where staff hosted 17 attendees in-person at RISE Demonstration Center, 2730 Martin Luther King JR Ave, SE, Washington, DC. Others had the opportunity to participate via Teams or by phone or watch a simultaneous live-stream of the hearing on Metro’s website and YouTube page [Metro Forward](#) (Figure 9 and Figure 10). The hearing was viewed on YouTube 94 times, and the recording remains available for reference on Metro Forward.

In keeping with Metro’s policy to ensure that a hearing is accessible to as many parties as possible, participants were also able to dial-in by phone and the hearing included live American Sign Language interpretation. The hearing’s recording on YouTube provides captions. The contracted professional bilingual outreach staff were also tasked to install signs from the station to the public hearing and assist Metro staff with various tasks and with any customer language needs at the public hearing.

Following an opening statement by Ms. Worth, Metro staff described the proposed facility changes. Three (3) people provided oral testimony at the hearing in-person and no oral testimony was provided by phone. The staff presentation and script of the public hearing can be found in Appendices C and D of this report.

Figure 9. Congress Heights In-Person Public Hearing



Figure 10. Screenshot of Congress Heights Virtual Public Hearing

Congress Heights Compact Public Hearing

Proposed Changes


Bus

- Reconstructed in a more bicycle & pedestrian friendly footprint with fewer street crossings—improving safety
- New traffic signal at bus loop exit onto Alabama Ave SE to ensure safe egress for buses
- 9 bus bays/stops (1-for-1)

Kiss & Ride

- Relocated as curbside parking facility on 13th Street SE Extension and Alabama Ave SE

Play (k) es (87% reduction); aligns with pick-up / drop-off demand patterns



Proposed Conditions
To be funded & constructed by the District of Columbia

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Proposed Changes to Congress Heights – Public Hearing, September 25, 2023

4.0 Comments Received for the Record

Comments to be considered for the record as part of this process were received through the online survey tool and oral testimony at the public hearing. The public comment period ran from 9:00 a.m. Saturday, August 26, 2023 through 5:00 p.m. Thursday, October 5, 2023.

A total of 58 people responded to Metro’s request for comment. Of those, 54 people provided comment through the online survey, one (1) uploaded written testimony, and three (3) individuals provided oral testimony at the public hearing (Table 7 and Figure 11). Because several people expressed both support and opposition in their comments, the total shown in Table 7 is greater than the actual number of respondents. For example, one person said, “I support the changes to the bus loop but not the new additions of development. They are raising our property taxes.”

Table 8 provides a breakdown of the comments by topic. Because some comments contained multiple topics, the sum numbers shown in Table 8 are greater than the total number of actual comments received. Comments made for the public record are provided in Appendix E.

Table 7. Summary of Respondent Opinions

	Number	Percentage
Support	23	38%
Neither	19	31%
Oppose	19	31%
TOTAL	61	100%

Figure 11. Respondent Opinions

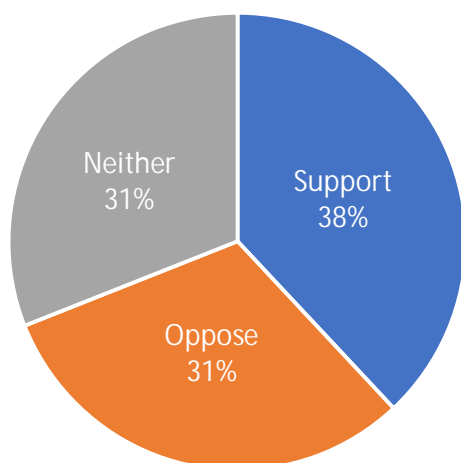


Table 8. Summary of Comments by Topic

Topic	Frequency	Overview
General Support for the Project	23	Comments expressed support of the project.
General Opposition to the Project	19	Comments expressed opposition to the project.
Kiss & Ride and Parking	18	Comments related to proposed reduction in Kiss & Ride spaces and Kiss & Ride relocation; not all these comments were in opposition to the project.
Mixed Use Development and Impact on Community	9	Comments related to the mixed-use development at the station; not all these comments were in support of the project.
Safety	9	Comments pertained to safety improvements and concerns, including those related to pedestrian and bicycle safety.
Metro Service and Site Maintenance	6	Comments expressed concerns and suggestions related to general transit service, not specifically to the proposed project.
Other Comments	3	These comments were associated with general concerns, and other topics not related to the above-described categories.

5.0 Comments and Responses to Comments Received

The 54 comments received through the online survey, one (1) uploaded testimony, and three (3) oral testimonies were categorized into broader, recurring themes. WMATA staff provided responses to the overall concerns and themes expressed below. Additional information is provided in the following sections to include representative comments (see Appendix E for full comment details).

5.1 General Support for the Project

Over a third of all respondents (23 comments) expressed support for the improvements to the Congress Heights Metro station Access. While not included in the scope of this hearing, respondents noted that the mixed-use development in the St. Elizabeths East Campus would further improve the Station area.

Representative Comments

- *I support it. Looks like it will provide more access from surrounding neighborhoods, and I never understood the point of having huge Kiss and Ride lots.*
- *This is a great idea. Bringing more development means more jobs for the people of DC.*
- *I would love the changes within the Congress Heights Metro Station, it's well overdue*
- *This is a good idea because it will facilitate easier access all in one station*
- *This is an excellent use of space. I appreciate your desire to provide easier bus access and more space. The busses will run smoother. Ensure that there is ample space for bicycle parking and bicycle access from Alabama avenue.*
- *I feel as though "Congress Heights Station" needs a makeover, a lot of stations look plain and congress heights is one of them. I support the new changes.*
- *I definitely support the ideas/proposed plans for mixed use, particularly for retail/shopping/food options. This area in particular is in great need of increased retail and food options. With the hospital coming to the same area and the Sycamore & Oak retail in place already this would be a great addition.*
- *The plan seems fair. Add large signs so ride shares and natives aren't confused where to pick-up their loved ones*
- *It is a wonderful project in Congress Heights.*
- *I approve and support the proposed changes.*
- *A good plan*

5.2 General Opposition to the Project

A third of respondents (19 comments) expressed opposition to the overall project. Opposing commenters raised several concerns including the reduction of Kiss & Ride spaces, gentrification, and safety concerns.

Representative Comments

- *Parking is a big issue in DC and to reduce parking in the parking lot from 63 to 8 is a bad idea*
- *Seems like 8 total parking spots is not enough. That's a 92% decrease.*
- *It's a bad idea to make changes*
- *This is outrageous. Moving the kiss and ride from a convenient, safe parking lot to the busiest arterial street in the area is a recipe for disaster. The lot could probably be downsized but getting rid of it entirely is overkill. The existing kiss and ride is nice because you can get dropped off/picked up directly from the station, whereas the proposed changes would make people walk further. The city already has problems dealing with abandoned cars on Alabama Ave. I do not expect that a kiss and ride there would remain clear for its intended purpose the majority of the time. This proposal needs to go back to the drawing board.*
- *Right now I drive to the southern avenue metro park my car and metro to work. It would be very beneficial to have a parking garage at Congress heights metro. I do this because the walk to Congress heights is a bit too far and there is not a parking garage. I believe this proposed plan may not be the best option for the long term goals. Since there will be additional commercial options at the metro station, guaranteed parking even if it is short term would be ideal for people that don't live within walking distance. The neighborhood can be dangerous and providing guaranteed parking will assist with families safely getting to the commercial establishments.*
- *We do not want the kiss and ride to be reduced!*
- *I am writing to express my strong opposition to the proposed changes to the Congress Heights Metro Station in Southeast Washington, DC. The proposed modifications at Congress Heights Metro Station Kiss& Ride will not grow ridership as promulgated in the Congress Heights Metro Station Reconfigure Transit Facilities and Access WMATA Environmental Evaluation dated August 2023. Specifically, relocating the Kiss & Ride parking lot to an on-street facility and eliminating parking spaces to accommodate the construction of the transit-oriented development (TOD) and joint development site...*
- *Please do not reduce the parking spaces to 8. I agree that reducing 2/3 of the parking space would be helpful. However, my recommendation is for there to be at least 14 space at minimum not to exceed 21. Everything else proposed I agree with. I would also add a sub-station for metro police would be helpful. If nothing more than a booth outside as you enter the station.*

Metro Response: The changes at the Congress Heights Metro Station are intended to support the District of Columbia's [Master Plan](#) for the revitalization of the historic St. Elizabeths East Campus and a new District of Columbia Public Library (DCPL) facility. The core infrastructure component of the project includes the creation of a new vehicular entrance to the campus by extending 13th Street SW to Alabama Avenue SE, which impact the existing bus loop and Kiss & Ride facilities. As a result, the bus loop and Kiss & Ride facility would need to be reconstructed

in a different configuration with funding from D.C's Office for the Deputy Mayor for Planning and Economic Development.

5.3 Kiss & Ride and Parking

Respondents provided 18 comments related to the Kiss & Ride changes and parking implications. Almost half (8) of the comments opposed reducing Kiss & Ride spaces from 63 to eight (8) spaces and five (5) commenters reported concerns about relocating the Kiss & Ride to on-street facilities.

Two (2) comments suggested converting the existing Kiss & Ride lot into a green space. One (1) respondent supported the proposed changes to the Kiss & Ride facility.

Three (3) comments related to long-term parking. Two (2) commenters requested a parking garage at the station and one (1) respondent stated there is a need for additional parking in general.

Representative Comments

- *The proposed Kiss and Ride spaces seemingly will create more traffic on Alabama Ave; this sounds like a horrible idea. Additionally, reducing that many spaces (from 63 to 8) also sounds ridiculous. If the revitalization is for new residential spaces (that equally will have terrible parking according to these proposed ideas), then where will residents have to park when they commute.*
- *I think the parking should stay as is in current location, 8 parking spaces wouldn't be enough.*
- *"...Keeping parking spots in the current parking lot at Congress Heights metro station is an absolute must for residents. As more housing projects increase, and the number of residents increase around the Congress Heights metro, the need for parking will increase... What is the analysis behind reducing the number of 63 spots to 8? Please publish how the city/Metro came to only keeping 8 spots. What safety measures will be put into place for proposed changes?"*
- *Dear WMATA, I like everything about your proposal except for the very small number of Kiss & Ride spaces. Do you have photos of how many spaces have been occupied in the past? Has 8 been the maximum? With expanded employment opportunities at the Congress Heights station or at places easily accessible from it, the use of K&R spaces may be in higher demand. I encourage you to revise this number if any evidence at all exists to suggest its inadequacy.*
- *A small parking garage should be constructed over the existing park and ride. An express buss from key SE locations to the Station should be routed.*
- *"1. Please consider converting the existing kiss and ride spaces (impervious pavement area) to a small park where native vegetation and trees are maximized. Goal should be to increase overall green space and trees..."*
- *Putting kiss & ride places on Alabama Ave will be crazy dangerous. It's already a crash hot zone & the sidewalk isn't big enough for people to walk safely either. Safety first, please.*
- *"...It would be very beneficial to have a parking garage at Congress heights metro..."*
- *How do you plan to address decreased parking with the increased foot traffic and consumers who plan to frequent the proposed commercial spaces?*
- *We do not want the kiss and ride to be reduced!*

- *We need more parking spots !*
- *I am a handicapped senior. Though I can walk with a cane When I drive to Congress Heights Metro there are never any Handicap parking spaces because you only provide 3 or 4 for all of the hundreds of people traveling there. I propose 1) More handicap parking spots closer to the station perhaps 4 more across from the ones there. 2) Once you have to find a non handicap spot its usually far from where the box to pay is located which is at the entrance of the metro. It isnt easy walking from the car to the pay box then having to walk all the way back to the distance of the car. The incline.*

Metro Response: The proposed change to remove 55 Kiss & Ride spaces in the surface lot is based on an evaluation of current and future projected pick-up and drop-off demand for the Congress Heights Station as detailed in Section 2.3 of the [Environmental Evaluation](#). This section evaluates the existing Kiss & Ride utilization from three data sources:

- ParkMobile parking meter transaction records (2023)
- Adjusted to pre-COVID ridership rates, field observations (2023), and
- Customer surveys (2022).

The Project does not eliminate the facility but will reconstruct and replace approximately 8 total spaces adjacent to the Metro station as on-street spaces.

Section 3.3 of the Environmental Evaluation estimates that—based on the Station’s Kiss & Ride utilization rates—between 10 to 25 daily customers may be seeking longer-term parking options that may or may not be connected to Metrorail or Metrobus trips. This small group of customers will be directed to use the Park & Ride facilities at the Anacostia and Southern Ave Metro Stations or to other on-street or off-street parking options that may be created after construction of adjacent development projects, including the St Elizabeths East Campus.

Metro’s Kiss & Ride facilities are compatible with the ParkMobile app, which is accessed via mobile phone. If pay stations are installed in the proposed Kiss & Ride configuration, we will consider strategically locating the stations in proximity to accessible spaces.

5.4 Mixed-Use Development and Impact on Community

Nine (9) comments discussed mixed-use development adjacent to the site and the impact on the surrounding community. Of those nine (9), four (4) comments were framed as questions about the proposed development's impact on the surrounding community and general logistics. Three (3) commenters opposed the adjacent development plans identifying concerns about the total cost of the project and gentrification. Two (2) respondents were in support of the proposed project's compatibility with adjacent development and cited benefits such as increased job opportunities and commercial facilities.

Representative Comments

- *How will this improve metro for this community?*
- *I don't like the new "improvements". i'm tired of my neighborhood being gentrified!*
- *I support the changes to the bus loop but not the new additions of development. They are raising our property taxes.*
- *I do not think of any development in this area. It will cost a lot while the benefits from this redevelopment are very less.*
- *What is the pedestrian accommodation during the joint development? The current West side of the station is a trash pit waiting for development. Are the residents who live in the St Elizabeth units aware of the increased traffic flow that will come with extending 13th street? What happens to the street parking at the arena?*
- *How does this actually help the people that live in the area? Is there space for ward 8 residents to gain employee and help in the project? That one block has had construction for years now. How is noise pollution being considered? Is the work going to be done at night or during the day? If at night is the amount of light needed and amount of light that is cast on the community being taken into consideration?*
- *Will the surrounding community (businesses, residential/civic groups etc.) be able to weigh in on who the final developer will be once all bids are in and developer plans are shown? If not this is a huge issue and a disservice to the local community. Metro needs to understand what the community needs surrounding Congress Heights Station, not what Metro and the developer thinks the community needs. For instance if a developer comes in and does far exceed market rates for residential units, that could seriously jeopardize the health & well-being of families & communities surrounding the development or perhaps to only allow developers that will make affordable/available rate units and facilities the community actually needs. It is often times that any residential costs surrounding a Metro station increase significantly and push out the people who really need/rely on public transit further away because they can't afford to live at the new units or other units if rents increase etc. There is a huge correlation between housing affordability & stability, crime, access to public transportation, and the well-being of a community.*
- *This is a great idea. Bringing more development means more jobs for the people of DC.*
- *I definitely support the ideas/proposed plans for mixed use, particularly for retail/shopping/food options. This area in particular is in great need of increased retail and food options. With the*

hospital coming to the same area and the Sycamore & Oak retail in place already this would be a great addition.

Metro Response: The proposed Modifications to the Congress Heights Metro Station supports revitalization and redevelopment of the St Elizabeths East Campus, led by D.C.'s Office for the Deputy Mayor for Planning and Economic Development.

The Modifications to the Station follow recommendations from the [District of Columbia's Congress Heights Small Area Plan \(2022\)](#) and [St. Elizabeths East Master Plan and Design Guidelines \(2012\)](#). In 2019, the District set a goal to create 36,000 new housing units by 2025 and adopted an update to the Comprehensive Plan and Future Land Use Map in 2021. Reconfiguring the Congress Heights Station bus loop and Kiss & Ride will improve bicycle and pedestrian access to Metro and enable additional mixed-use development on the St Elizabeth's East Campus, which will help grow Metro's ridership.

Matters related to the development plan are addressed in the District of Columbia review process. The District is responsible for evaluating the scale of development and its impact on public facilities. This includes and is not limited to the evaluation of the development's green space, traffic impacts, stormwater design, housing affordability, and parking.

Separately, the District of Columbia Public Library (DCPL) also has proposed to include a new library facility at the Congress Heights Metro station that is planned for construction adjacent to the reconfigured bus loop. Learn more about how to provide feedback about the library at [DCPL's website](#).

5.5 Safety

Respondents provided comments (9) related to safety concerns and improvements. Six (6) comments noted concerns related to the proposed Kiss & Ride changes. Three (3) out of the six (6) Kiss & Ride comments mentioned potential impacts on pedestrian safety, two (2) citing concerns about sidewalk width along Alabama Avenue and one (1) stating that the neighborhood is unsafe for walking the added distance from the new Kiss & Ride location to the Congress Heights Station.

Two (2) comments suggested ways to improve safety at Congress Heights Station such as adding a parking garage and metal detectors. One (1) commenter believes the proposed modifications will improve safety.

Representative Comments

- *This seems like a great idea and might improve safety, etc.*
- *I like the addition of an extra entrance, but I think the kiss & rides should be separated from the rest of the street, maybe by posts/markings in the road to make sure they don't block traffic/provide a safer place to get in/out*
- *I feel like the shields should be taken down considering some students who go to school everyday need to pass. We should also have a metal detector for weapons for the people's safety.*
- *These parking spaces are vital to the safety of short-trip commuters, as well as local attendees to the new arena and incubator spaces. If the neighborhood was safe enough for walking to and from metro, it would be different, but this is a very dangerous neighborhood to remove spaces from local residents that safely use them to visit new amenities.*
- *Putting kiss & ride places on Alabama Ave will be crazy dangerous. It's already a crash hot zone & the sidewalk isn't big enough for people to walk safely either. Safety first, please.*
- *"...THE SOUTH SIDE OF ALABAMA AVE DOES NOT HAVE A LARGE ENOUGH SIDE WALK adding the new traffic light is a good idea, but there needs to also be safety barriers for pedestrians because drivers in this area are DANGEROUS. they WILL and DO run red lights and stop signs and ignore flex posts."*
- *"...The neighborhood can be dangerous and providing guaranteed parking will assist with families safely getting to the commercial establishments."*
- *"This is outrageous. Moving the kiss and ride from a convenient, safe parking lot to the busiest arterial street in the area is a recipe for disaster..."*
- *"...The current lot provides safety to residents, and is generally frequented by Metro employees... What safety measures will be put into place for proposed changes?"*

Metro Response: These comments are outside of Metro's scope in this Compact Public Hearing and will be shared with the respective Metro departments and District agencies for consideration.

5.6 Metro Service and Site Maintenance

A total of six (6) respondents shared concerns and suggestions related to general transit service, not specifically to the proposed project.

- *I'm only concerned about fuel smoke from buses*
- *Keep more maintenance on outside station the bus benches and steps are filthy with litter, urine, dog feces and sometimes human*
- *Whatever construction happens you can't close the station!*
- *Having a pedestrian entrance at St Elizabeth's East would be convenient for the residents, not to mention patrons of the Entertainment and Sports Area and local businesses at St Elizabeth's East. I recommend that WMATA expand the Congress Heights station to provide a pedestrian entrance in St. Elizabeth's East Campus. A possibility would be building the entrance into the building containing the Whitman-Walker - Max Robinson Center.*
- *Bus loop integration. More lighting, more security, retail, grocery store like a Whole Foods, bench area, more marketing for the Entertainment Sports Arena, pedestrian walkover Alabama Ave, barriers to prevent predestinations crossing Alabama due to heavy traffic.*
- *Right now it's pretty bad. Not sure about how it will improve, but it's hard to think about it getting worse.*

Metro Response: The Congress Heights Metro Station will remain open throughout the construction of the bus loop. These comments are outside the scope of this Compact public hearing, but will be shared with the appropriate Metro departments for consideration.

5.7 Other Comments

There were three (3) comments that were not related to the issues discussed above. They included questions about modifications and general concerns.

Representative Comments

- *Will apartments open up here*
- *Commission a local artist to add more art to the area.*
- *Recommend that visual image of the proposed changes be included on public notifications.*

Metro Response: These comments are outside the scope of this Compact public hearing, but will be shared with the appropriate Metro departments and District agencies for consideration.

6.0 Responses to Comments Received on the Draft Public Hearing Staff Report

Comments received on the draft Public Hearing Staff Report can be found in Appendix I. The draft Public Hearing Staff Report was posted on Metro’s website on Tuesday November 14, 2023, and the public comment period closed 9:00 a.m. Monday November 27, 2023.

Three comments were received that discussed the following topics:

- Desire to improve Metro’s service quality with more expedient resolution of out-of-service issues and enhanced customer service.
- Interest for additional detail about any development that could occur.
- Use of the St. Elizabeths redevelopment plan to justify the need for the project and need for potential development to acknowledge past inequities and not cause harm to current Ward 8 low-income households and disadvantaged individuals.
- Interest for more robust analysis including customer demand for facilities, ADA accessible space requirements, and equity/Title VI.

Metro Response: Comments related to frequency or coverage of transit service and transit operations are outside the scope of the Compact Public Hearing process and will be shared with the respective Metro departments.

Matters related to potential adjacent development surrounding the station on the St. Elizabeths campus will be addressed through the District of Columbia’s development review process. The planning process for adjacent development will consider recommendations from the [District of Columbia's Congress Heights Small Area Plan \(2022\)](#) and [St. Elizabeths East Master Plan and Design Guidelines \(2012\)](#). The District of Columbia Public Library will also facilitate a separate public engagement process to inform the design process for their proposed facility adjacent to the station entrance.

Regarding the analysis supporting the proposed facilities plan, Section 2.3 of the [Environmental Evaluation](#) contains all the data available about customer demand. Utilization or demand rates for the Congress Heights Kiss & Ride facilities were derived from three data sources: ParkMobile meter transaction records (available since 2020), field observations (2023), and customer surveys on modes of transport used to access Metrorail stations (last produced in 2022).

Regarding ADA space requirements, the project will comply with all applicable requirements related to the Americans with Disabilities Act (ADA), which require a proportion of all available spaces to be [accessible spaces](#) or [passenger loading zones](#). The facility changes at Congress Heights will include eight total spaces, which would require that at least one accessible space to be provided. Customers seeking long-term parking options with more accessible spaces can use the Anacostia and Southern Ave Metro stations that have additional parking facilities and additional accessible spaces.

Regarding analysis related to equity, Section 4.6 of the [Environmental Evaluation](#) assessed the potential for any disproportionately high and adverse impacts to minority and low-income populations. It determined that the Modifications would not have “disproportionately high and adverse effects” on Environmental Justice Populations. Generally, FTA does not require WMATA to perform a [Title VI analysis](#) for projects that do not result in a permanent major service change, fare change, or change in access to fare media. Because this project does not result in such changes, WMATA did not conduct such analysis.

Staff Recommendation: Staff recommends the Board approve the proposed changes as originally presented since no significant comments were received that altered the fundamental design assumptions or approach for the project.

7.0 Other Information for the Public Record

No other information has been provided.

8.0 Staff Recommendation

Staff recommends approval of the proposed transit facility changes to the Congress Heights Metro Station. Staff finds there should be no revisions to the proposed transit facility changes as a result of the Compact Public Hearing and staff report analysis.

The changes include the following modifications to Metro facilities:

- Reconfiguration of the bus loop to improve overall safety and access to the Metro station and expand Metro ridership.
- Extension of the 13th Street SE to provide a new entrance to St. Elizabeths East Campus.
- Relocation of Kiss & Ride to an on-street facility and the reduction of total parking spaces from 63 to eight (8), thereby enabling mixed-use and real estate development.

Staff recommends that the Metro Board approve this Compact Public Hearing Staff Report and accept an amendment to the Mass Transit Plan to implement these facility changes at the Congress Heights Metro Station.

APPENDIX A: NOTICE OF PUBLIC HEARING

Continued on Next Page



**Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Changes to Transit Facilities at
Congress Heights Metro Station
Washington, DC
Docket R23-04**

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed changes to transit facilities at the Congress Heights Metro Station in Washington, DC as follows:

Hearing No. 653

Monday, September 25, 2023

Open House 6 p.m. Public Hearing 6:30 p.m.

R.I.S.E. Demonstration Center
2730 Martin Luther King Jr. Avenue, SE
Washington, DC 20032

This hearing will also be conducted virtually, and testimony can be provided via phone or video (see below). The hearing can be viewed online at:
youtube.com/metroforward

To listen via telephone: (206) 899-2028, Meeting Code 114 471 961#

Please note that this date is subject to cancellation. In the event of a cancellation, Metro will post information about the rescheduled hearing on wmata.com

Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in this public hearing, or who requires these materials in an alternate format, should contact the Office of the Board Corporate Secretary at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information please visit
wmata.com/plansandprojects



PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the environmental report and general plans for changes to transit facilities at the Congress Heights Metro Station, Washington, D.C. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

Individuals can provide testimony at the hearing in one of three ways:

In person: Individuals wishing to provide testimony in person during the hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 11 a.m. on Monday, September 25, 2023. Please submit only one speaker's name per request. Advance registration to provide in-person testimony is not required.

By videoconference: Individuals wishing to provide testimony during the hearing via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 11 a.m. on Monday, September 25, 2023. Please submit only one speaker's name per request.

By telephone: Individuals should call (206) 899-2028 during the hearing and enter Meeting Code 114 471 961#. Advance registration to provide testimony via telephone is not available.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING

Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Options to submit testimony online include completing a survey, providing written comments or uploading letters or other documents. Online submission will begin at 9 a.m. on Saturday, August 26, 2023 and will close on Thursday, October 5, 2023 at 5 p.m. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Corporate Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390. All comments must be received by the Office of the Secretary by 5 p.m. on Thursday, October 5, 2023 to be included in the public record.

The comments received by the Office of the Board Corporate Secretary, along with the online submissions and public hearing comments, will be presented to the WMATA Board of Directors and will be part of the official public hearing record. Please note all statements are releasable to the public and may be posted on WMATA's website, without change, including any personal information provided.

WHAT IS PROPOSED

Metro proposes changes (“Modifications”) to the Congress Heights Metro Station (“Metro Station”) transit facilities to enable access improvements and real estate development envisioned in the District of Columbia’s St. Elizabeths East Campus Master Plan and grow ridership. A core infrastructure component of the St. Elizabeths East Campus project is construction of a new campus entrance from Alabama Avenue.

The Modifications include:

- Reconfiguration of the bus loop to improve access and safety
- Relocation of the Kiss & ride lot to on-street facility
- Reduction of Kiss & Ride capacity to eight (8) spaces
- Addition of a new traffic signal at the bus loop exit on Alabama Ave

The Modifications to the transit facilities and facility access will be funded through District of Columbia’s Office for the Deputy Mayor for Planning and Economic Development. The District of Columbia Public Library (DCPL) also proposes to include a new library facility at the Congress Heights Metro station that could be constructed adjacent to the reconfigured bus loop.

In accordance with the WMATA Compact, the Modifications require an Environmental Evaluation (“EE”) to assess the potential effects of this action on the human and natural environment in terms of transportation, social, economic, and environmental factors. Impacts identified in the EE are summarized in **Table 1** (see next page).

For more information, please refer to the provided Environmental Evaluation.

Table 1. Environmental Impacts of Modifications

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization & Mitigation Efforts
Transportation	<p>Reconfiguration of the bus facilities will re-distribute bus movements over multiple intersections and is not anticipated to impact traffic.</p> <p>Reduction of Kiss & Ride spaces will generate less traffic at the station and align with pick-up/drop-off demand.</p> <p>The new traffic signal at the busway exit loop from 13th Street SE onto Alabama Avenue SE will improve safety for pedestrians and bicyclists accessing the station.</p>	<p>Disruption to pedestrian, bicycle, and vehicular circulation during construction.</p>	<p>Interim locations for bus services, pick-up/drop-off, and bicyclist and pedestrian access will be maintained at all times during construction.</p> <p>Traffic controls and signage to be updated to reflect changes to bus and Kiss & Ride facilities.</p> <p>Customers seeking longer-term parking options will be directed to use Park & Ride facilities at Southern Ave or Anacostia Stations. Other on-street parking options may also be created as part of the St. Elizabeth's East Campus Master Plan.</p>
Stormwater	<p>None. The total impervious areas of transit facilities to be reduced.</p>	<p>Minor sediment or erosion risk.</p>	<p>Controls to be applied per DC requirements.</p>
Air Quality and Noise	<p>No impacts resulting from changes to transit facilities.</p>	<p>Dust or noise from construction-related equipment and operation.</p>	<p>Cleaning, minimizing night-time work, noise control measures.</p>

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report, and general plans for the proposed changes to transit facilities at the Congress Heights Metro Station. These documents are available online at wmata.com/plansandprojects and may be inspected during normal business hours at the following location:

WMATA
Office of the Board Corporate Secretary
300 7th Street, SW
Washington, D.C. 20024
202-962-2511
(Please call in advance to coordinate)

WMATA COMPACT REQUIREMENTS

WMATA's Compact requires that the Board, in amending the Mass Transit Plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes the District of Columbia and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

APPENDIX B: PUBLIC HEARING STAKEHOLDER LIST

Continued on Next Page

11th Street Bridge Park Team	Community-Based Organization (CBO)
801 East Men's Shelter and Housing	Community-Based Organization (CBO)
Community of Hope	Community-Based Organization (CBO)
Congress Heights Training & Development Corporation	Community-Based Organization (CBO)
Living Wage Adult Education Center	Community-Based Organization (CBO)
Salvation Army - National Capital Area Command & Potomac Divisional Headquarters	Community-Based Organization (CBO)
Southeast Ministry	Community-Based Organization (CBO)
Southeast Ministry 2	Community-Based Organization (CBO)
Anacostia Community Museum	Government Facility/Agency
DC Homeland Security and Emergency Management Agency	Government Facility/Agency
Parklands-Turner Neighborhood Library	Government Facility/Agency
Dental Dreams	Hospital/Medical Services
St. Elizabeth's Hospital	Hospital/Medical Services
Brighter Day Ministries	Place of Worship
Greater Fellowship Full Gospel Baptist	Place of Worship
Garden Village	Residence/Apts
Manor Village	Residence/Apts
Randle Hill Apartments	Residence/Apts
Academy of Hope Adult Public Charter School - Ward 8	School
Achievement Preparatory Academy PCS	School
Ballou High School	School
Bishop John T. Walker School For Boys	School
Center City Public Charter School - Congress Heights Campus	School
DC Kipp Aim Academy	School
Early Childhood Academy	School
Friendship Public Charter School-Tech Prep Academy	School
Hart Middle School	School
Johnson Hayden Middle School	School
King Elementary School	School
Malcolm X Elementary School	School
Simon Elementary School	School
Southeast Elementary Academy	School
Turner Elementary School	School
Washington Middle School for Girls	School

APPENDIX C: PUBLIC HEARING PRESENTATION MATERIALS

Continued on Next Page

Compact Public Hearing

R23-04

Congress Heights Station

September 25, 2023
Public Hearing



Agenda

- Purpose of Public Hearing
- Background
- Proposed Changes to Metro Facilities
- Public Comments
- Next Steps

Para recibir información sobre este proyecto, sírvase llamar a la línea de servicio al cliente de Metro al 202-637-1328.

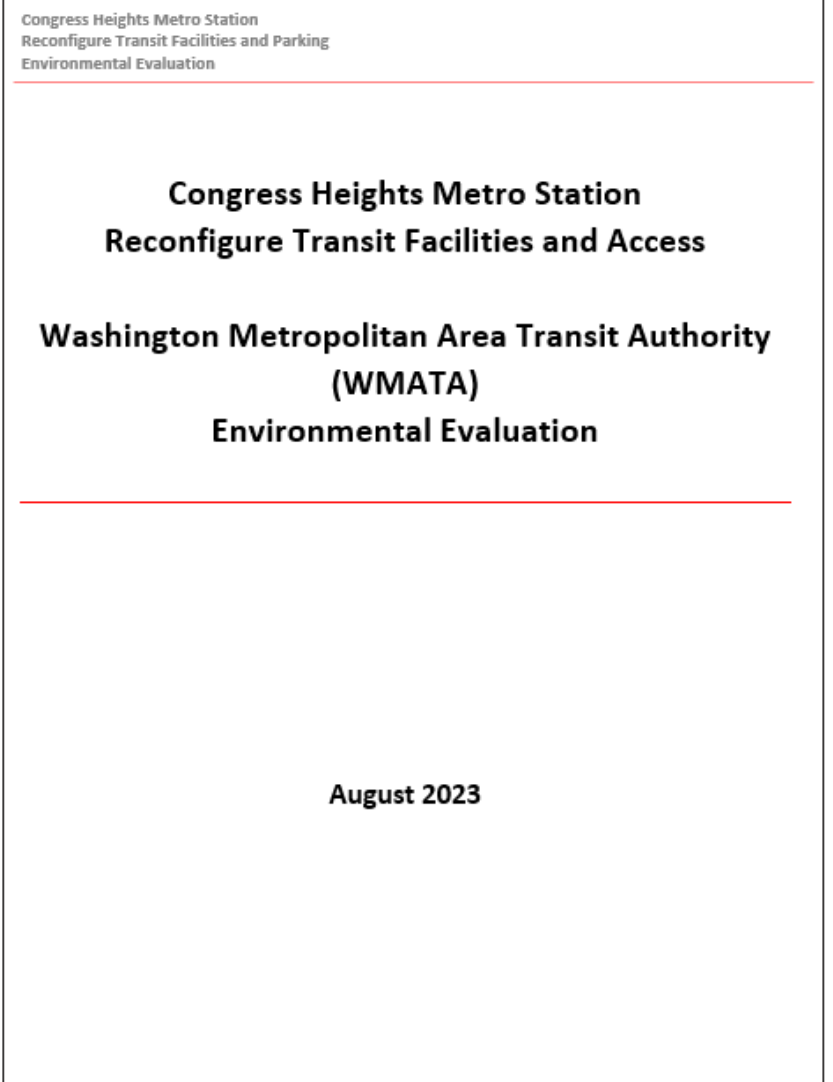
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wmata.com/plansandprojects > Congress Heights

Reference Materials

WMATA Compact Public Hearing Materials

- General Plans
 - Environmental Evaluation
-
- wmata.com/plansandprojects > Congress Heights



Providing Testimony at Hearing

Call **(206) 899-2028** and enter code **114 471 961#**

Press ***5** to be added to the speakers' queue

Public Hearing Procedures

- Public Officials **5 minutes each**
- Private Citizens **3 minutes each**

Relinquishing of time by one speaker to another speaker is not allowed

Purpose of Hearing

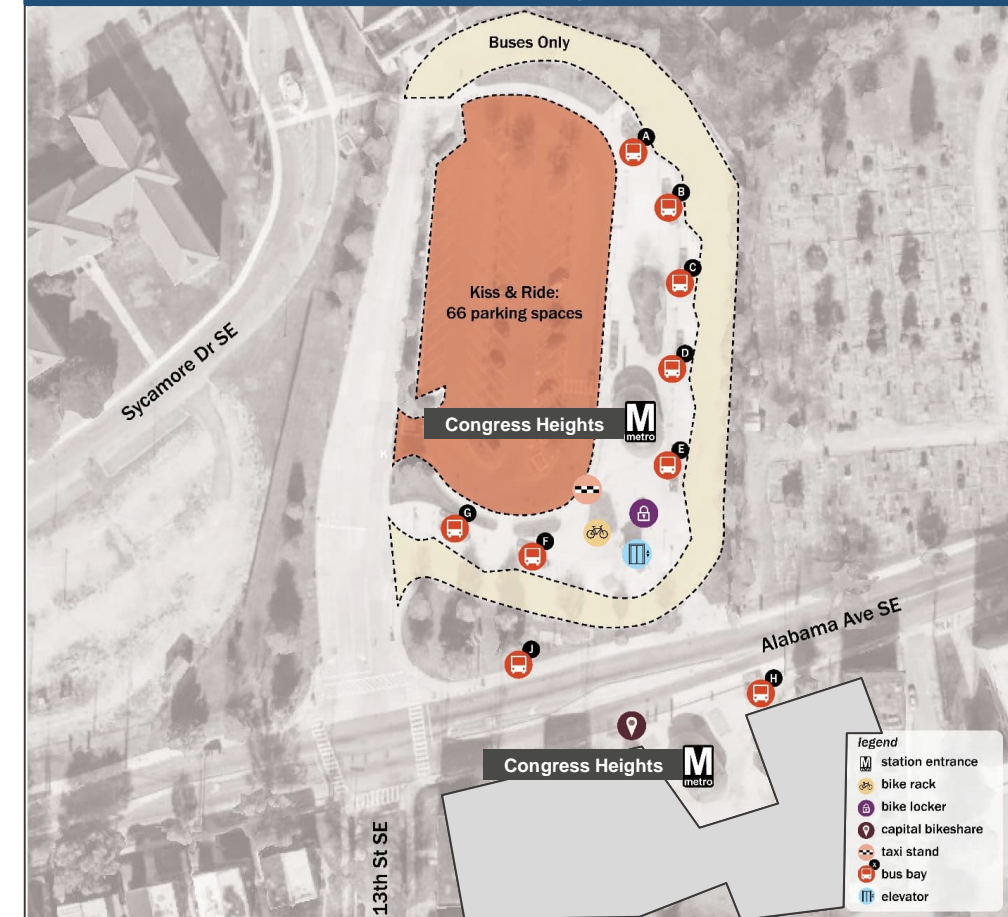
To obtain public comments on the following changes to the facilities at the Congress Heights Metro Station to **support revitalization and redevelopment of the historic St. Elizabeths East Campus and grow Metro ridership:**

- Relocation of the bus loop and Kiss & Ride facilities to enable the extension of 13th Street SE
- Reduction of Kiss & Ride capacity to eight spaces
- Addition of a new signal at the bus loop exit on Alabama Ave SE to improve safety

Existing Conditions

K&R: 0.6 paid transactions per average weekday*

Bus: 445 customers per average weekday**

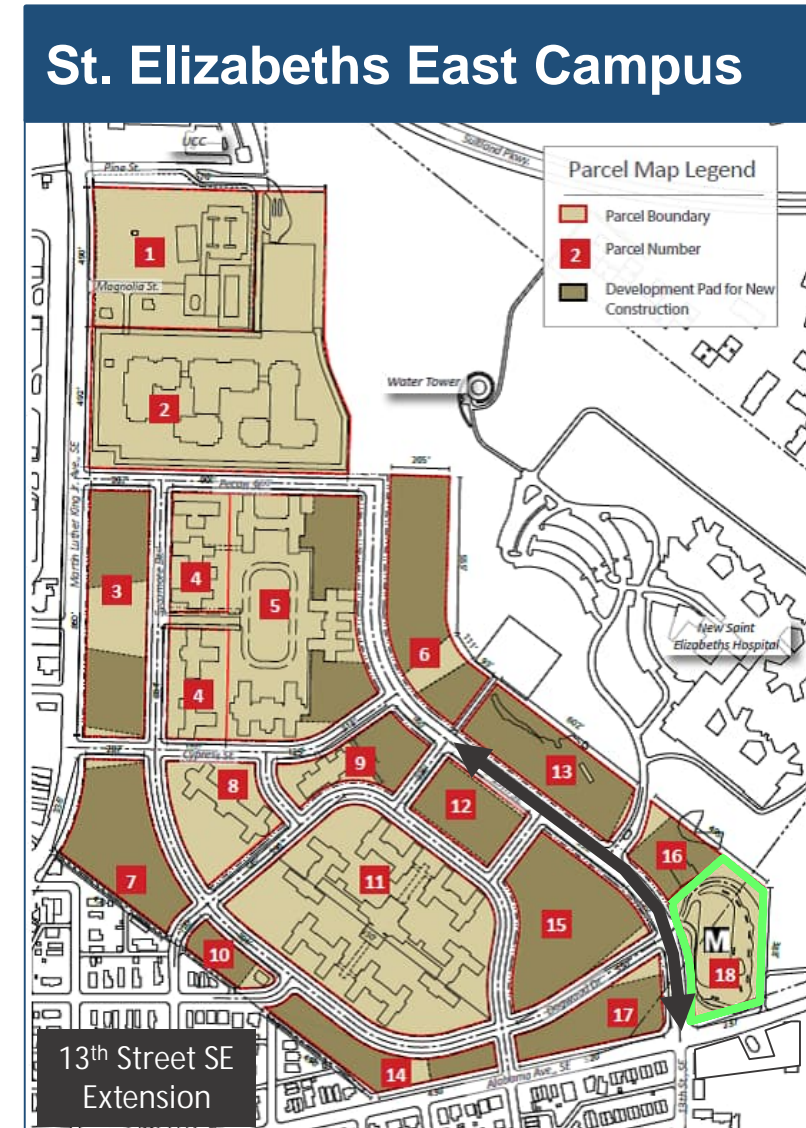


(*) Based on 2023 weekday ParkMobile records

(**) Based on 2022 customer survey & September 2023 ridership data

Background

- 2001 Station opens
- 2020 DC authorizes funds for 13th Street SE extension & transit facility changes
- 2021 St. Elizabeths East Master Plan adopted
- 2021 Comprehensive Plan update adopted with the goal to create a stronger sense of identity & gateway for the neighborhood
- 2022 Metro sale of property at south entrance for residential & commercial development
- 2022 DC proposes new library at north entrance
- 2023 Metro Board authorizes Compact hearing



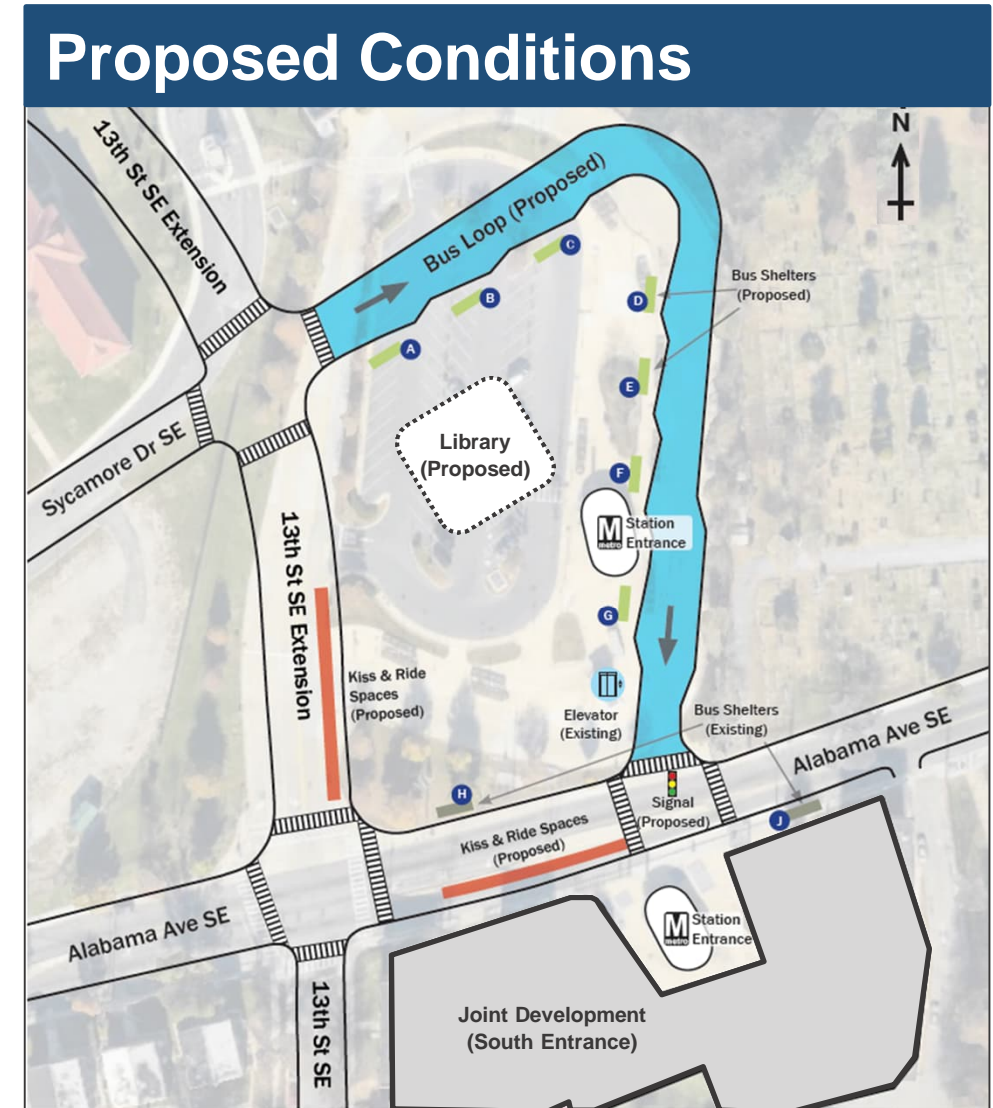
Proposed Changes

Bus

- 9 bus bays/stops (1-for-1)
- Reconstructed in a more bicycle & pedestrian friendly footprint with fewer street crossings—improving safety
- New traffic signal at bus loop exit onto Alabama Ave SE to ensure safe egress for buses

Kiss & Ride

- 8 spaces (87% reduction); aligns with pick-up / drop-off demand patterns
- Relocated as curbside parking facility on 13th Street SE Extension and Alabama Ave SE



Environmental Analysis

- An Environmental Evaluation (EE) for the transit facility changes has been provided as part of the Docket. Likely environmental impacts are summarized in the table below.

Environmental Features	Permanent Impacts	Temporary Impacts Construction-related	Minimization & Mitigation Efforts
Traffic	<p>Bus movements are distributed over multiple intersections—reducing traffic congestion</p> <p>The relocated Kiss & Ride with lower capacity will generate less vehicular trips and align with pick-up/drop-off demand</p> <p>New traffic signal at busy loop exit will improve safety for pedestrians & bicyclists</p>	Disruption to pedestrian, bicycle, and vehicular circulation during construction	<p>Interim access for buses, pick-up/drop-off activity, and bicycles/pedestrians will be maintained at all times during construction</p> <p>Customers seeking longer-term parking options to use Metro’s Southern Ave or Anacostia Park & Ride facilities or other on-street parking options created on St. Elizabeths East campus</p>
Air Quality & Noise	None—total impervious areas of transit facilities to be reduced	Minor sediment or erosion risk	Controls to be applied per DC requirements
Stormwater	No impacts resulting from changes to the transit facilities	Dust or noise from construction-related equipment and operation	Cleaning, minimizing night-time work, noise control measures

Testify at Hearing

Call **(206) 899-2028** and enter code **114 471 961#**

Press ***5** to be added to the speakers' queue

Public Hearing Procedures

- Public Officials **5 minutes each**
- Private Citizens **3 minutes each**

Relinquishing of time by one speaker to another speaker is not allowed

Written Comments

Comments must be received by **5 p.m. on Thursday, October 5, 2023**

Option 1

Submit online at:

www.wmata.com/plansandprojects

- You can comment anonymously or give your name
- You can write your comment or upload a document

Option 2

Submit by mail to:

- Office of the Secretary
SECT 2E
WMATA
PO Box 44390 Washington, DC 20026-4390
- Reference “Congress Heights Public Hearing” in the subject line

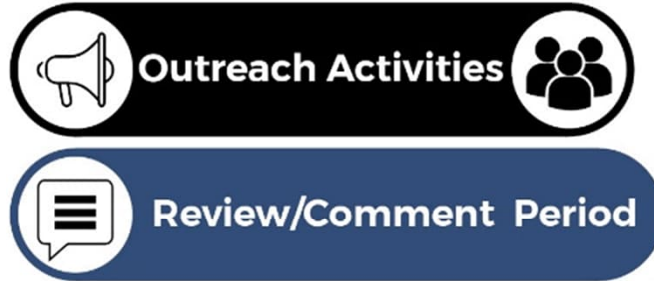
Things Outside the Purpose of this Hearing

- Not within the scope of this hearing are, for example:
 - Size, mix or design of buildings or future joint development projects
 - Land use matters
 - Service complaints
 - Fares

- Any matters raised outside the scope of this hearing cannot be resolved as part of this hearing process

Next Steps

Compact Public Hearing



October 5, 2023

Public Review Comment
Period Closes

November 2023

Draft Staff Report posted on
WMATA website for
10-day public comment period

December 2023

Final Staff Report presented to
Metro's Board of Directors for
approval

Thank you for
your participation!



APPENDIX D: PUBLIC HEARING SCRIPT

Continued on Next Page

Congress Heights – WMATA Compact Public Hearing – September 25, 2023, 6:30 p.m.

MS. WORTH

SLIDE 1

- I call this meeting to order.
- I am Spring Worth, alternate director of the Metro Board of Directors and the WMATA Budget and Policy Program Manager at the District Department of Transportation (DDOT).
- With me tonight is Jennifer Ellison, Metro's Board Corporate Secretary, and
- Steven Segerlin, Director at Metro's Office of Real Estate and Development who will be giving tonight's presentation.
- I'd also like to recognize that we're joined this evening by _____. Welcome, _____.

SLIDE 2 - AGENDA

- This hearing is convened by the Metro Board of Directors to gather public comments on proposed changes to the Congress Heights Metro Station located in Washington, D.C.
- This is our Agenda today: We will begin with some background information, then move to describing the proposed changes, followed by an overview of the protocol for commenting. We will then hear public comments and discuss next steps.

SLIDE 3 – REFERENCE MATERIALS

- The General Plans and Environmental Evaluation for these changes are available online at wmata.com *forward slash* plans and projects. Two copies are also available in the hallway at the registration table.
- Notice of this hearing was published in the [Washington Post](#), and ads were placed in [El Tiempo](#), [Washington Informer](#), and on [social media](#).
- The hearing notice was also sent to all local governments and other organizations within the Compact Zone, as well as posted at wmata.com.

SLIDE 4- PROVIDING TESTIMONY AT HEARING

- There are three ways to provide comments at this evening's hearing: in-person, via Teams, or over the phone.
- If you're with us in person and would like to provide testimony, please see the staff at the registration table if you have not already put your name on the list of speakers.
- For those of you who have pre-registered and joined via Teams we ask that you remain muted with your camera off until you're called on to speak.
- And those of you participating via telephone – if you'd like to provide testimony, please press *5. This will let us know to call on you when it's your turn to speak. Until then, please mute yourself by pressing *6; when it's your turn to speak you can press *6 again.
- Public officials will be allowed five minutes to provide comments and everyone else will be allowed three minutes each.
- Extra time will be given for translation, if needed.
- If you have copies of your testimony to distribute in person, please hand them to Staff at the registration table.
- I'd also like to note that tonight's hearing is being broadcast live via YouTube on the MetroForward YouTube channel and will be archived there after the hearing concludes.

I now call on Mr. Segerlin for the staff presentation.

STEVEN

SLIDE 5 – PURPOSE OF HEARING

- Thank you, Ms. Worth
- The Purpose of the Hearing is to obtain public input on the following changes to the facilities at the Congress Metro Station:
 - Relocation of the bus loop and Kiss & Ride facilities to enable the extension of 13th Street SE
 - Reduction of Kiss & Ride capacity to eight spaces
 - Addition of a new signal at the bus loop exit on Alabama Ave SE to improve safety
- Currently these facilities support approximately 445 transit customers transferring between bus and rail services on an average weekday at Congress Heights Metro Station, and less than one paid parking transaction from the Kiss & Ride.
- For context, the Brookland Metro Station served 1,700 to 2,400 customers each weekday in the decade prior to COVID-19 pandemic. As of August 2023, ridership has recovered to around 1,200 customers each weekday, but has jumped to 1,700 daily riders in the past few weeks.

SLIDE 6 – BACKGROUND

- Before discussing the changes further, let me give some context or background about how we got to this meeting today.
- The Congress Heights Station opened in 2001.

- In 2012, the St. Elizabeths East Master Plan and Design Guidelines were adopted that proposed the creation of a street grid by extending 13th Street SE to Alabama Ave through the existing Metro bus loop—which you can see as a black arrow on the right.
- The purpose of this improvement is to create a gateway to the St. Elizabeths East Campus as it grows into a vibrant, mixed-use neighborhood center with more than 4 million square feet of new development.
- Then in 2020, that idea took a major step forward when the District of Columbia authorized funds for the 13th Street SE extension and the reconfiguration of the transit facilities that we’re discussing in this hearing.
- Subsequently, in 2021, the District of Columbia adopted an update to the Comprehensive Plan, further elaborating on the goals in the St. Elizabeths East Master Plan and highlighting new desires to use the Metro property for development in a way that provides a stronger sense of identity for the Congress Heights neighborhood.
- In support of that goal, Metro in 2022, sold some of its property at our south entrance for residential and commercial development, which is highlighted on the map in purple on the bottom right.
- Later in 2022, the District of Columbia proposed a new library at the north entrance to the Metro stations that would be constructed inside the future bus loop, which we will highlight on the subsequent slide.
- In that time since, Metro has been coordinating with the Deputy Mayor’s Office for Economic Development on the design for this project and in 2023 received Board approval to hold a Compact hearing on the proposed changes to the transit facilities that are

needed to support the District of Columbia's land use, housing, and economic development goals.

SLIDE 7 – PROPOSED CHANGES TO TRANSIT FACILITIES

- On the next few slides, we'll cover the proposed changes to the transit facilities, covering aspect and access, as well as provide a summary of key points from our Environmental Evaluation.
- Metro proposes to reconfigure the existing bus loop and Kiss & Ride lot. The reconfiguration will:
 - support redevelopment and revitalization of the historic St. Elizabeths East Campus
 - better integrate the Metro Station into the fabric of the surrounding community, and
 - provide an improved customer experience at the Metro Station entrance.
- These actions will also help to grow Metro's ridership and will be funded and constructed by the District of Columbia.
- The most significant change to the transit facilities involves the create of the 13th Street SE extension to Alabama Ave, which will be constructed through the existing bus loop entrance as you can see on the image on the right.
- As a result, the bus loop will be reconstructed in into a "street-like" extension to Sycamore Drive SE connecting to Alabama Ave.
- This format will significantly reduce the bus facility footprint and number of vehicular lane crossing for bicyclists and pedestrians—

making the station area easier to navigate the station area and improving safety.

- A new traffic signal will also be installed at new bus loop exit on Alabama Avenue to ensure buses can safely make left turns out of the bus facility.
- The new bus loop will also include 9 bus bays, which is the same capacity that exists today and can accommodate potential future increases in bus services.
- As a result of this new configuration of the bus loop, land will become available to support the proposed public library and the creation of an enhance public plaza space around the Metro station entrance.
- As for the Kiss & Ride facility, it will be reconstructed as a curb-side facility along the 13th Street extension and Alabama Ave.
- Regarding capacity, the proposal is to reduce the capacity to 8 spaces, which aligns with pick-up and drop-off demand patterns and includes some additional capacity to accommodate future growth in households in the station's park-shed that may result in increased pick-up/drop-off demand.
- The supporting data & analysis is included in the Environmental Evaluation Report posted on Metro's website. In this evaluation, it was identified there were few paid parking transactions using the ParkMobile system, and that there was unpaid parking activity occurring in the Kiss & Ride lot ranging from 10 to 25 vehicles daily. These vehicles were observed to remain for extended periods of time – exceeding 2 hours to more than 12 hours in duration – including some overnight parking.

- With the proposed reduction in Kiss & Ride capacity, those customers seeking daily or longer-term parking options will be directed to use the Park & Ride facilities at Southern Ave or Anacostia Metro stations, which are the next stations on the green line, or other on-street or off-street parking options that may also be created after the creation of the new street grid.
- As for private van shuttles they will be able to use a dedicated space within the reconstructed Kiss & Ride facility. Metro's Kiss & Ride standards allow any private shuttles up to 35-feet in length to use the facility without a permit.

SLIDE 8 – ENVIRONMENTAL ANALYSIS

- Finally, as part of the Compact Public Hearing, Staff has prepared an Environmental Evaluation for the project to assess any potential impacts and to identify opportunities to minimize or mitigate them.
- This analysis identifies whether there are impacts to transportation, stormwater, open space, air quality, noise, and other community or environmental features that directly result from Metro's proposed changes to the transit facilities only--in this case the reconfiguration of the bus loop and reduction and reduction of Kiss & Ride spaces--and not the anticipated future development of the site. The District of Columbia will lead that evaluation process when the future selected developer submits application for review by the District's entitlements and buildings approval process.
- Regarding transportation, it is anticipated that reconfiguring the bus loop will re-distribute bus movements over multiple intersections, which will minimize traffic congestion. Relocating the Kiss & Ride with lower capacity will also generate less traffic vehicular trips on

Alabama Ave and better align the facility with pick up and drop off demand. Reconfiguring the bus and Kiss & Ride facilities will improve safety for pedestrians and bicyclists because there will be fewer vehicular crossings to access the station.

- During construction, an interim operations plan—sometimes called a Maintenance of Traffic plan—will be established to ensure access for all travel modes to the Congress Heights Metro Station is always provided throughout the project.
- Then regarding air quality, noise, and stormwater, there are also no permanent impacts anticipated as a result of the transit facility changes, however there may be some minor temporary impacts during construction of the future joint development project, like dust, equipment noise, or sediment and erosion. These will be mitigated following typical construction mitigation techniques and following the District of Columbia's requirements for construction operations.

This concludes my presentation. I'll turn the floor back over to Ms. Worth to go over the procedures for tonight's hearing.

MS. WORTH

SLIDE 9 – PROVIDING TESTIMONY AT HEARING

- Thank you, Mr. Segerlin. Briefly, I will cover the procedures that we will follow during the hearing.
- As noted earlier, we are accepting comments three ways at this hearing: in person, via Teams, and over the phone.
 - For those of you here in person, you can start making your way towards the podium once your name is called. However, if you need a microphone brought to you, please wave your hand when your name is called so we can see you, and we'll bring one to you.
 - For those of you who have pre-registered and joined via Teams we ask that you remain muted with your camera off until you're called on to speak. Once you've given your testimony, you can log off Teams and watch the rest of the hearing on YouTube.
 - And those of you participating via telephone, press *5 if you want to provide comments. When it's your turn to speak, we'll announce the last four digits of your phone number. Until you are called on, please mute yourself by pressing *6. When it's your turn to speak you can press *6 again to unmute.
- Public officials will be allowed five minutes to provide comments, and everyone else will be allowed three minutes each.
- Extra time will be given for translation, if needed.

- We have a timer that will count down how much time you have left to speak. It will give you a warning beep when you have 20 seconds left and will beep continuously when your time is up.
- The timer is important because we want to make sure everyone has equal time to provide their comments.
- We ask that you stay within your allotted time to ensure that we can hear from everyone who wants to provide testimony.

SLIDE 10 – PROVIDING WRITTEN COMMENTS

- In addition to the opportunity to speak at this evening's hearing, Metro also welcomes further comment on the proposed changes. There are two ways to provide comment: online and by mail.
- Comments must be received by 5 PM on Thursday October 5, 2023.
- Online comments can be submitted through the Congress Heights project page, which can be found at [wmata.com forward slash plans and projects](https://wmata.com/forward/slash/plans-and-projects). Once there, you may type comments and upload letters or other documents.
- You can mail comments to: Office of the Secretary, SECT 2E, WMATA, Post Office Box 44390, Washington, D.C. 20026-4390. Please Reference "Congress Heights Public Hearing" in the *subject* line. Comments must be received (not postmarked) by Thursday October 5, 2023 in order to be included in the hearing record.
- Your comments will become part of the public record that will be reviewed by the Metro Board of Directors.

- Changes to what was presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

SLIDE 11 – THINGS OUTSIDE THE PURPOSE OF THIS HEARING

- I will note that this public hearing process is unable to address any comments outside the scope of this docket. Those include comments on size, mix or design of buildings or future joint development projects; land use matters; service complaints; and fares.
- Please note that profanity will not be tolerated during this public meeting. For those of you participating online, I would also ask that you mute yourself and turn your camera off when you're not speaking and, for those providing testimony that may be watching the hearing on another device, please make sure that device is muted when you're giving testimony to avoid feedback.
- I want to take a moment to recognize that this is where *we* listen to *you*.
- This is your opportunity to comment on the proposal, and we are here to listen, so we won't be able to answer questions during your testimony.
- Before you begin your remarks, please state your name and the organization you represent, if any.
- Please note that all statements, including any personal information such as name, e-mail address, address, or telephone number you provide in the statement, are releasable to the public upon request, and may be posted on Metro's website, without change, including any personal information provided.

SLIDE 12 – NEXT STEPS

- The public comment period will close on Thursday October 5, 2023. Staff anticipates releasing the draft staff report to the Metro website in November.
- Once the staff report is released to the public, those of you who provided comments will have the opportunity to review the report to ensure that we captured your comments accurately. That review and comment period will close two weeks after the draft staff report is posted.
- Staff anticipates that the Final Staff Report will be submitted to the Board of Directors for acceptance in January.

SLIDE 13 – THANK YOU FOR YOUR PARTICIPATION

- Now that we have all the background out of the way, it's time to call the first witness.
- We'll begin with those on Teams tonight and then go through those joining in person and via phone, until everyone who wants to provide testimony has had that opportunity. Our first speaker is _____.

Read the names from the speakers list to be provided to you in advance. Additional speakers will be put into the speakers queue from the phone line. Staff will announce the phone numbers of those in the speakers queue. When there are no more names:

Is there anyone present in this room who wishes to provide testimony?
Please approach the mic.

- Is there anyone else on the phone who wishes to provide testimony tonight? If so, please press *5 to be put in the speakers' queue. (Wait 20-30 seconds to see if anyone joins speakers' queue.) If not, this hearing is now concluded.
- As a reminder, we'll be accepting written testimony until 5 p.m. on Thursday October 5, 2023. Testimony can be submitted online at: [W-M-A-T-A.com forward slash plansandprojects](https://www.wmata.com/plansandprojects) (all one word), then navigate to the Congress Heights project page.
- Testimony can also be sent via U.S. Mail to: Office of the Secretary, WMATA, S-E-C-T 2E, PO Box 44390. Washington, DC 20026-4390. All mailed testimony must be received (not postmarked), by 5 p.m. on Thursday October 5, 2023.
- As a reminder, a video recording of this hearing will be posted on YouTube at [YouTube.com/MetroForward](https://www.youtube.com/MetroForward), if you'd like to view it to help with developing written testimony, which, again, must be received by Metro by 5 p.m. Thursday October 5, 2023.
- Thank you again for participating in this evening's hearing. Have a good evening.

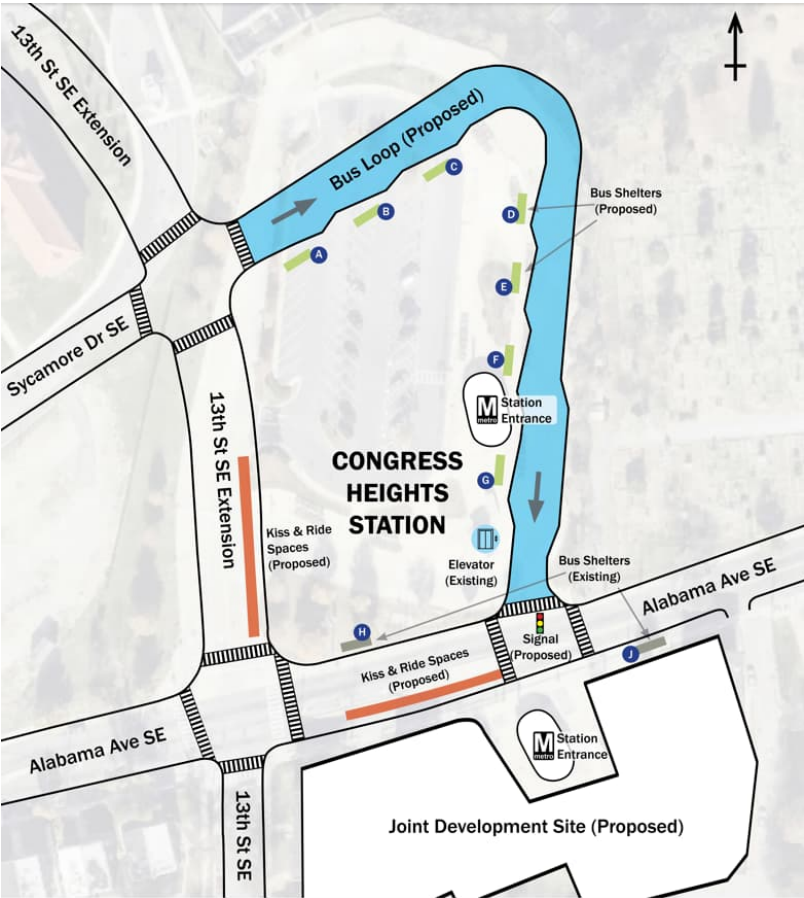
APPENDIX E: SURVEY RESULTS AND COMMENTS

Continued on Next Page

Proposed Changes at Congress Heights Station

Q1. Metro is proposing changes to Congress Heights Station’s transit facilities to support future mixed-use development, which could include housing and retail. Improvements will also be made to pedestrian access to the St. Elizabeths Hospital East Campus.

The proposed changes include reconfiguration of the bus loop and reduction of the total number of Kiss & Ride spaces at the station from 63 to eight (8) spaces. The eight (8) spaces will be relocated to a Kiss & Ride on-street facility. 13th Street SE will also be extended past Alabama Ave SE.



How would you like to provide a comment?

(n=62)	%
Type and submit a comment	95%
Upload and submit a document	5%
Both upload a document and type a comment	0%

Q2. Which type of housing best describes your home?

Proposed Changes at Congress Heights Station

(n=62)	%
Apartment or condominium	37%
Single family, detached house	34%
Townhome, attached to other houses	27%
Other	2%

Q3. Do you primarily use Congress Heights Station to.....

(n=62)	%
Ride Metrorail	58%
Ride Metrobus	5%
Ride Both	27%
I don't use Congress Heights Station.	8%
Other	2

Q4. For the last trip you took from Congress Heights Station, how do you get to Congress Heights Station?
Please select one.

(n=62)	%
Walk	44%
Metrobus	15%
Car and parked at Metered Section at Congress Heights Station	13%
Dropped off by someone at or near Congress Heights Station	10%
Carpool with others and parked at Metered Section at Congress Heights	2%
Bicycle	3%
Rented Bicycle or Scooter	0%
Taxi/Ride share (e.g. Uber, Lyft)	5%
Other (please explain)	8%

Proposed Changes at Congress Heights Station

Q5. In the past 30 days, which of the following facilities did you use at the Congress Heights Station?

(n=62)	%
Bus Bays and Station/Stops (to connect to Metrobus, Metrorail, etc.)	40%
Metered Parking (i.e. for short-term parking)	16%
Kiss & Ride (i.e. lot where a driver can wait to pick up a passenger)	21%
Pick up and Drop off Zone	24%
Bicycle racks	2%
Capital Bikeshare	5%
None of the above	34%

ONLY SHOWN TO THOSE WHO USED METRORED PARKING IN Q5

Q6. How often have you parked at the Congress Heights Metered Parking in past 30 days?

	Subset: Those who use Metered Parking (n=10)	All respondents (n=62)
1 day only	0%	0%
2-3 days	10%	2%
3-5 days	30%	5%
5-10 days	30%	5%
More than 10 days	20%	3%
Zero days – I have not parked here in the past 30 days	10%	2%

ONLY SHOWN TO THOSE WHO USED METRORED PARKING IN Q5 AND PARKED AT CONGRESS HEIGHTS METERED PARKING IN PAST 30 DAYS IN Q6

Q7.. How many miles do you travel to park at the Congress Heights Metered Parking in past 30 days? (Approximately)

Proposed Changes at Congress Heights Station

	Subset: Those who use Metered Parking (n=9)	All respondents (n=62)
Less than 1 mile	33%	5%
1 to 2 miles	22%	3%
2 to 3 miles	11%	2%
More than 3 miles	33%	5%

ONLY SHOWN TO THOSE WHO USED METRORED PARKING IN Q5 AND PARKED AT CONGRESS HEIGHTS METERED PARKING IN PAST 30 DAYS IN Q6

Q8. In an average week, which days of the week do you park at Congress Heights Metered Parking? Please select all that apply.

	Subset: Those who use Metered Parking (n=9)	All respondents (n=62)
Monday	67%	10%
Tuesday	89%	13%
Wednesday	89%	13%
Thursday	89%	13%
Friday	89%	13%
Saturday	33%	5%
Sunday	33%	5%

ONLY SHOWN TO THOSE WHO USED METRORED PARKING IN Q5 AND PARKED AT CONGRESS HEIGHTS METERED PARKING IN PAST 30 DAYS IN Q6

Q9. What is the main reason you park at Congress Heights Metered Parking? Please select only one.

Proposed Changes at Congress Heights Station

	Subset: Those who use Metered Parking (n=9)	All respondents (n=62)
To ride Metrorail	100%	15%
To ride Metrobus	0%	0%
I work nearby Congress Heights Station	0%	0%
I use it as a parking lot for nearby locations/buildings (St. Elizabeths Campus, Washington Hebrew Congregation Memorial Park, the Entertainment and Sports Arena, etc.)	0%	0%
Other	0%	0%

ONLY SHOWN TO THOSE WHO PARKED AT CONGRESS HEIGHTS IN Q9 TO RIDE METRORAIL OR METROBUS

Q10. If the Congress Heights Metered Parking was no longer available, would you continue to ride Metrorail / Metrobus from the Congress Heights station?

	Subset: Use parking to ride Metro (n=9)	All respondents (n=62)
Yes	22%	3%
No	78%	11%

ONLY SHOWN TO THOSE WHO WOULD NOT CONTINUE TO RIDE IN Q10

Q11. Would you consider parking at another Metro station to use Metro? Please select one.

	Subset: Those who would NOT continue to ride in Q10 (n=7)	All respondents (n=62)
No, I would no longer park at a Metro station	71%	8%
Yes, I would park at Anacostia Metro Station	0%	0%
Yes, I would park at Southern Ave Metro Station	14%	2%
Other Metro Station (please explain)	14%	2%

ONLY SHOWN TO THOSE WHO WOULD NOT PARK AT ANOTHER STATION IN Q11

Q12. Why would you not park at another Metro station. Please select all that apply.

	Subset: Those who would NOT park at another station in Q11 (n=5)	All respondents (n=62)
Driving to other Metrorail stations with parking is not convenient.	100%	8%
It is too difficult getting into or out of parking lots at other Metrorail stations.	80%	6%
I am concerned there would not be enough parking at other stations.	80%	6%
Parking at the other stations would be too expensive.	60%	5%
I am concerned about my personal safety while parking at other stations.	100%	8%
Something else (please explain)	0%	0%

ONLY SHOWN TO THOSE WHO WOULD CONTINUE TO RIDE IN Q10

Q13. How would you get to the Congress Heights Metro Station if the parking lot were not available? Please select one.

	Subset: Those who would continue to ride in Q10 (n=2)	All respondents (n=62)
Metrobus	0%	0%
Other bus service	0%	0%
Dropped off by someone	0%	0%
Rented bicycle or scooter	0%	0%

Proposed Changes at Congress Heights Station

Bicycle	0%	0%
Walk/Wheelchair	50%	2%
Taxi/Ride Share/Lyft/Uber/Other car service	0%	0%
Park somewhere else nearby the station	50%	2%
Other (please specify):	0%	0%

ONLY SHOWN TO THOSE WHO PARKED AT CONGRESS HEIGHTS IN Q9 TO RIDE METRORAIL OR METROBUS

Q14. If the Congress Heights Metered Parking was no longer available, would you still take Metrorail or Metrobus for the same amount of trips as you do currently?

	Subset: Use parking to ride Metro (n=9)	All respondents (n=62)
Yes	11%	2%
No	89%	13%

D1. In what year were you born/how old are you?

	All respondents (n=62)
18-34	40%
35-44	42%
45-54	11%
55-64	2%
65 or older	6%

D2. What is your gender identity?

Proposed Changes at Congress Heights Station

	All respondents (n=62)
Male	43%
Female	53%
Other	3%

D3. Are you of Hispanic or Latino origin?

	All respondents (n=62)
Yes	7%
No	93%

D4. Which of the following best describes you? Please select all that apply.

	All respondents (n=62)
African American or Black	54%
American Indian or Alaska Native	2%
Asian	5%
Native Hawaiian or other Pacific Islander	0%
White	35%
Other, please specify:	4%

D5. What is your annual household income (before taxes)?

	All respondents (n=62)
Less than \$10,000	4%
\$10,000 - \$14,999	0%
\$15,000 - \$19,999	6%
\$20,000 - \$24,999	8%
\$25,000 - \$29,999	6%
\$30,000 - \$49,999	11%

Proposed Changes at Congress Heights Station

\$50,000 - \$74,999	21%
\$75,000 - \$99,999	11%
\$100,000 - \$149,999	17%
\$150,000 - \$199,999	11%
\$200,000 or more	6%

Comments Received Through Metro's Survey

1	1) request new park or green space in the area where the kiss and ride spots are being vacated 2) request bike lane be added to 13th st extension 3) recommend table stop speed bump be installed at sycamore and 13th 4-way intersection. Speed bumps that have been recently installed in the area (7th st, Malcom X) are great, but people still blow thru stop signs. 4) recommend putting the image of what is proposed to be done in the area be placed on some public advertisements for awareness
2	1. Please consider converting the existing kiss and ride spaces (impervious pavement area) to a small park where native vegetation and trees are maximized. Goal should be to increase overall green space and trees. 2. Please consider the installation of bike lanes in the 13th Street SE extension and proposed bus loop.
3	A good plan
4	A small parking garage should be constructed over the existing park and ride. An express buss from key SE locations to the Station should be routed.
5	Bus loop integration. More lighting, more security, retail, grocery store like a Whole Foods, bench area, more marketing for the Entertainment Sports Arena, pedestrian walkover Alabama Ave, barriers to prevent predestinations crossing Alabama due to heavy traffic.
6	Comments: Keeping parking spots in the current parking lot at Congress Heights metro station is an absolute must for residents. As more housing projects increase, and the number of residents increase around the Congress Heights metro, the need for parking will increase. The current lot provides safety to residents, and is generally frequented by Metro employees. Additionally, many residents use street parking to access the metro, and they should continue to be able to do so. Additionally, the lot provides a To this end, if the planned project continues, Alabama Ave and the proposed 13th St extension should have a combo of Kiss and Ride and Park and Ride spots. But again, safety measures need to be increased, since parking on Alabama Ave is a gamble with your car getting hit -- drive down Alabama any day and look at the smashed cars parked on the street. The proposed new light will only serve to slow up traffic on Alabama Ave. There are too many lights in a short distance. Based on experience living in this area, this will most likely lead to more erratic driving behavior that is already seen on Alabama Ave. If the city wants to add another light, MPD needs to start ticketing people who drive through stop signs, red lights and pass on the left side of double yellow lines. The proposed bus loop appears to serve no increased purpose to existing infrastructure. Will the loop also increase stations for scooters and city bikes? If so, again based on experience living here, those bikes and scooters are going to end up in the Oxen Run creek. Anacostia metro station is not always a viable alternative for residents who use more kiss and ride or park and ride spots due to safety considerations. Do not remove the convenience and safety of the current parking lot from residents. Additionally, the lot is an attractive perk to get residents to use the metro on weekends, since there is no parking fee. This allows residents a cheaper option to get into the city and enjoy it! If the planned project continues ahead, the analysis for decision making, increased parking spaces and safety measures need to be communicated to the public. Questions: What purpose will the new bus loop serve? How will the bus loop increase ridership, fares and taxes, as opposed to the existing bus loop? Will more buses be What is the analysis behind adding more bus shelters to the proposed bus loop? How will this increase ridership compared to existing infrastructure? What is the analysis behind reducing the number of 63 spots to 8? Please publish how the city/Metro came to only keeping 8 spots. What safety measures will be put into place for proposed changes?
7	Commission a local artist to add more art to the area.
8	Dear WMATA, I like everything about your proposal except for the very small number of Kiss & Ride spaces. Do you have photos of how many spaces have been occupied in the past? Has 8 been the maximum? With expanded employment opportunities at the Congress Heights station or at places easily accessible from it, the use of K&R spaces may be in higher demand. I encourage you to revise this number if any evidence at all exists to suggest its inadequacy.
9	Having a pedestrian entrance at St Elizabeth's East would be convenient for the residents, not to mention patrons of the Entertainment and Sports Area and local businesses at St Elizabeth's East. I recommend that WMATA expand the Congress Heights station to provide a pedestrian entrance in St. Elizabeth's East Campus. A possibility would be building the entrance into the building containing the Whitman-Walker - Max Robinson Center.
10	How do you plan to address decreased parking with the increased foot traffic and consumers who plan to frequent the proposed commercial spaces?

Comments Received Through Metro's Survey

11	How does this actually help the people that live in the area? Is there space for ward 8 residents to gain employee and help in the project? That one block has had construction for years now. How is noise pollution being considered? Is the work going to be done at night or during the day? If at night is the amount of light needed and amount of light that is cast on the community being taken into consideration?
12	How will this improve metro for this community?
13	I am a handicapped senior. Though I can walk with a cane When I drive to Congress Heights Metro there are never any Handicap parking spaces because you only provide 3 or 4 for all of the hundreds of people traveling there. I propose 1) More handicap parking spots closer to the station perhaps 4 more across from the ones there. 2) Once you have to find a non handicap spot its usually far from where the box to pay is located which is at the entrance of the metro. It isnt easy walking from the car to the pay box then having to walk all the way back to the distance of the car. The incline.
14	I approve and support the proposed changes.
15	I believe these changes will positively impact the number of transit riders at Congress Heights by reducing car dependency and increasing ridership on public buses.
16	I definitely support the ideas/proposed plans for mixed use, particularly for retail/shopping/food options. This area in particular is in great need of increased retail and food options. With the hospital coming to the same area and the Sycamore & Oak retail in place already this would be a great addition.
17	I do not think of any development in this area. It will cost a lot while the benefits from this redevelopment are very less.
18	I don't like the new "improvements". i'm tired of my neighborhood being gentrified!
19	"I feel as though "Congress Heights Station" needs a makeover, a lot of stations look plain and congress heights is one of them. I support the new changes.
20	I feel like the shields should be taken down considering some students who go to school everyday need to pass. We should also have a metal detector for weapons for the people's safety.
21	I like the addition of an extra entrance, but I think the kiss & rides should be separated from the rest of the street, maybe by posts/markings in the road to make sure they don't block traffic/provide a safer place to get in/out
22	I support it. Looks like it will provide more access from surrounding neighborhoods, and I never understood the point of having huge Kiss and Ride lots.
23	I support the changes to the bus loop but not the new additions of development. They are raising our property taxes.
24	I support the proposed changes to Congress Heights Station.
25	I think it's a good way .
26	I think the parking should stay as is in current location, 8 parking spaces wouldn't be enough.
27	I would love the changes within the Congress Heights Metro Station, it's well overdue
28	I'm only concerned about fuel smoke from buses
29	It is a wonderful project in Congress Heights.
30	It's a bad idea to make changes
31	Keep more maintenance on outside station the bus benches and steps are filthy with litter, urine, dog feces and sometimes human
32	Looks good
33	Parking is a big issue in DC and to reduce parking in the parking lot from 63 to 8 is a bad idea
34	Please do not reduce the parking spaces to 8. I agree that reducing 2/3 of the parking space would be helpful. However, my recommendation is for there to be at least 14 space at minimum not to exceed 21. Everything else proposed I agree with. I would also add a sub-station for metro police would be helpful. If nothing more than a booth outside as you enter the station.
35	Putting kiss & ride places on Alabama Ave will be crazy dangerous. It's already a crash hot zone & the sidewalk isn't big enough for people to walk safely either. Safety first, please.
36	Recommend that visual image of the proposed changes be included on public notifications.

Comments Received Through Metro's Survey

37	Right now I drive to the southern avenue metro park my car and metro to work. It would be very beneficial to have a parking garage at Congress heights metro. I do this because the walk to Congress heights is a bit too far and there is not a parking garage. I believe this proposed plan may not be the best option for the long term goals. Since there will be additional commercial options at the metro station, guaranteed parking even if it is short term would be ideal for people that don't live within walking distance. The neighborhood can be dangerous and providing guaranteed parking will assist with families safely getting to the commercial establishments.
38	Right now it's pretty bad. Not sure about how it will improve, but it's hard to think about it getting worse.
39	Seems like 8 total parking spots is not enough. That's a 92% decrease.
40	The plan seems fair. Add large signs so ride shares and natives aren't confused where to pick-up their loved ones
41	The proposed 'kiss & Ride' space on the south side of Alabama Ave is a bad idea because: -vehicles already speed along this road and are dangerous, adding more people stopping to get out of cars will cause more danger -the sidewalk along that stretch is already very narrow... have you looked? It's terrible and there is no room for dropping people off, and the capitol bikeshares already hug the curb Additionally, people tend to just park and wait for hang out so that will just make it more congested. There is plenty of room within the station area by the north entrance for cars to continue to pickup and drop off there. THE SOUTH SIDE OF ALABAMA AVE DOES NOT HAVE A LARGE ENOUGH SIDE WALK adding the new traffic light is a good idea, but there needs to also be safety barriers for pedestrians because drivers in this area are DANGEROUS. they WILL and DO run red lights and stop signs and ignore flex posts.
42	The proposed Kiss and Ride spaces seemingly will create more traffic on Alabama Ave; this sounds like a horrible idea. Additionally, reducing that many spaces (from 63 to 8) also sounds ridiculous. If the revitalization is for new residential spaces (that equally will have terrible parking according to these proposed ideas), then where will residents have to park when they commute.
43	These parking spaces are vital to the safety of short-trip commuters, as well as local attendees to the new arena and incubator spaces. If the neighborhood was safe enough for walking to and from metro, it would be different, but this is a very dangerous neighborhood to remove spaces from local residents that safely use them to visit new amenities.
44	This is a good idea because it will facilitate easier access all in one station
45	This is a great idea. Bringing more development means more jobs for the people of DC.
46	This is an excellent use of space. I appreciate your desire to provide easier bus access and more space. The busses will run smoother. Ensure that there is ample space for bicycle parking and bicycle access from Alabama avenue.
47	This is outrageous. Moving the kiss and ride from a convenient, safe parking lot to the busiest arterial street in the area is a recipe for disaster. The lot could probably be downsized but getting rid of it entirely is overkill. The existing kiss and ride is nice because you can get dropped off/picked up directly from the station, whereas the proposed changes would make people walk further. The city already has problems dealing with abandoned cars on Alabama Ave. I do not expect that a kiss and ride there would remain clear for its intended purpose the majority of the time. This proposal needs to go back to the drawing board.
48	This seems like a great idea and might improve safety, etc.
49	We do not want the kiss and ride to be reduced!
50	We need more parking spots !
51	What is the pedestrian accomodation during the joint development? The current West side if the station is a trash pit waiting for development. Are the residents who live in the St Elizabeth units aware of the increased traffic flow that will come with extending 13th street? What happens to the street parking at the arena?
52	Whatever construction happens you can't close the station!
53	Will apartments open up here

Comments Received Through Metro's Survey

54 Will the surrounding community (businesses, residential/civic groups etc.) be able to weigh in on who the final developer will be once all bids are in and developer plans are shown? if not this is a huge issue and a disservice to the local community. Metro needs to understand what the community needs surrounding Congress Heights Station, not what Metro and the developer thinks the community needs. For instance if a developer comes in a does fare market rates for residential units, that could seriously jeopardize the health & well-being of families & communities surrounding the development or perhaps to only allow developers that will make affordable/available rate units and facilities the community actually needs. It is often times that any residential costs surrounding a Metro station increase significantly and pushes out the people who really need/rely on public transit further away because they can't afford to live at the new units or other units if rents increase etc. There is a huge correlation between housing affordability & stability, crime, access to public transportation, and the well-being of a community.

October 3, 2023

Tonya Wright
P.O. Box [REDACTED]
Washington DC 20026

Office of the Board Corporate Secretary, SECT2E
Washington Metropolitan Area Transit Authority (WMATA)
P.O. Box 44390
Washington DC 20026-4390

RE: Proposed Changes to Congress Heights Metro Station (Washington DC)

Docket: R23-04 Hearing No. 653

Monday, September 25, 2023, at 6:30 p.m.

Dear WMATA Board of Directors:

I am writing to express my strong opposition to the proposed changes to the Congress Heights Metro Station in Southeast Washington, DC. The proposed modifications at Congress Heights Metro Station Kiss & Ride will **not** grow ridership as promulgated in the *Congress Heights Metro Station Reconfigure Transit Facilities and Access WMATA Environmental Evaluation* dated August 2023. Specifically, relocating the Kiss & Ride parking lot to an on-street facility and eliminating parking spaces to accommodate the construction of the transit-oriented development (TOD) and joint development site that includes a new 20,000-square-foot Parkland Turner Public Library facility.

While I support the construction of a new Parkland Turner Public Library location and joint development site, I believe this can be done without sacrificing the parking needs of Metrorail riders. Congress Heights Metro Station is a vital stop for many Ward 8 residents, and eliminating 87% of parking spaces and relocating to on-street parking at the Kiss & Ride facility¹ will make it challenging for Ward 8 low-income and disadvantaged residents. The proposed modifications fail to consider the disparate impact of reducing the Kiss & Ride facility to eight parking spaces for Ward 8 low-income and disadvantaged residents who depend on driving to access the Congress Heights Metro Station. Most of these residents' employers require them to travel during off-peak hours to locations that WMATA does not serve well. Without adequate parking, Ward 8 low-income and disadvantaged residents would be forced to find more expensive transportation options such as ride-hailing services (e.g., Uber or Lyft) for pick-up/drop-off at Congress Heights Metro Station when commuting to their jobs.

Removing the existing four ADA (non-metered) parking spaces at the North entrance without providing any alternative solution violates the Americans with Disabilities Act (ADA)

2010 Standards for Accessible Design². According to the ADA, the number of accessible spaces must be calculated separately for each parking facility and is not based on the total number of parking spaces provided on a site. The proposed modifications fail to acknowledge the needs of individuals with disabilities, senior citizens, and others with health conditions (e.g., limited mobility issues) who want to drive to Congress Heights Metro Station. The messaging in this proposal makes clear that WMATA doesn't care about the "people" element. Instead, it emphasizes "marked crosswalks and ADA-compliant curb ramps." This proposal intentionally creates insufficient parking spaces to discourage people with disabilities from using Metrorail and relegates them to using Metro Access, which is more of an inconvenience at best.

Lastly, the proposed modifications fail to address the unintended consequences of TOD and the joint development site. Ward 8 residents mustn't be displaced by the gentrification that could result from these developments. Ward 8 residents have suffered decades with the consequences of disinvestment of economic growth. It's time for longstanding Ward 8 residents to enjoy increased access to jobs, affordable housing, reliable public transportation, reduced automobile reliance, and improved public health outcomes. For this reason, careful planning and implementation of these developments maximize these benefits for all Ward 8 residents while also eradicating racial and economic inequities.

In summary, parking spaces are as crucial as the mixed-use buildings of the TOD and the joint development site. Individuals with disabilities must have equal access to parking spaces, and off-street parking facilities must be appropriately managed and maintained. To determine the required parking spaces, kindly refer to the U.S. Department Civil Rights Division, Disability Rights Section's ADA Compliance Brief on Restriping Parking Spaces, and the 2010 ADA Standards for Accessible Design. Equally important, the TOD and the joint development site should acknowledge past inequities while not causing harm to the current Ward 8 low-income households and disadvantaged residents it is designed to serve.

I urge you to keep at least 30% of the existing parking spaces at Congress Heights Metro Station and adopt alternative solutions outlined below. These solutions align with the overall objective of the proposed modifications as referenced in the *Environmental Evaluation*. More importantly, this alternative solution allows for urban development while preserving parking availability:

1. Reducing the number of parking spaces by 30% instead of 87%. A total of 19 out of the 65 existing parking spaces should remain. The 19 parking spaces should consist of 8 ADA (non-metered) spaces, 10 short-term (metered) via Park Mobile spaces, and 1 (non-metered) parking space for the Metro Station Manager;
2. Locating all eight ADA off-street parking spaces near the North entrance and within proximity to the elevators. The one (non-metered) off-street parking space designated for the Station Manager should be near the North entrance;

¹ Americans with Disabilities Act (ADA) Standards for Accessible Design, U.S. Dept. of Justice Civil Rights Division (2010)

3. Adding elevator access near the South entrance by the ADA 2010 Standards for Accessible Designs;
4. Parking spaces (10 metered off-street) should be located on the 13th Street extension as proposed. Relocate the Park Mobile kiosk closer to these designated spaces;
5. Enforcing parking rules, all overnight vehicles should be ticketed and/or towed at the owner's expense;
6. Creating a separate lane for vehicular pick-up/drop-off for ride-hailing, taxis, shuttles, etc. This lane should run parallel to the proposed bus loop illustrated in *Figure 4: Transit Facility Modifications of the Environmental Evaluation*. There should be ample signage for motorists and pedestrians to distinguish between bus and pick-up/drop-off lanes; and
7. Consider the needs and preferences of the Ward 8 low-income people and continue to involve them in the decision-making process by taking a more holistic and participatory approach.

Please consider my alternative solutions during your decision-making process. By working together, we can create a vibrant, sustainable, inclusive, and equitable community for all. I look forward to reading the draft staff report in November 2023 regarding the progress of this project.

Respectfully,

Tonya Wright

Tonya Wright

APPENDIX F: ENVIRONMENTAL EVALUATION

Continued on Next Page

**Congress Heights Metro Station
Reconfigure Transit Facilities and Access**

**Washington Metropolitan Area Transit Authority
(WMATA)
Environmental Evaluation**

August 2023

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1.0 INTRODUCTION

Metro proposes changes (“Modifications”) to the Congress Heights Metro Station (“Metro Station”) transit facilities to enable access improvements and real estate development (“Project”) envisioned in the District of Columbia’s Saint Elizabeths East Campus Master Plan and grow ridership. The Project includes a modification of Metro Station facilities and facility access, and this Environmental Evaluation has been prepared to assess the potential effects of this action.

The Project includes the following Modifications:

- Reconfiguration of the bus loop to improve access and safety
- Relocation of the Kiss & ride lot to on-street facility
- Reduction of Kiss & Ride capacity to eight (8) spaces
- Addition of a new traffic signal at the bus loop exit on Alabama Ave

To support WMATA Compact requirements, specifically Section 14(c)(1), this Environmental Evaluation describes the Modifications and documents the potential effects of the Modifications on the human and natural environment in terms of transportation, social, economic, and environmental factors.

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2.0 EXISTING SITE DESCRIPTION

The project area (see project location, Figure 1, or “Project Area”) is a less-than one-acre site in the Southeast Quadrant of the District of Columbia.

Metro operates the Congress Heights Metro Station, which is served by Metro’s Green Line. The Station is on the south leg of the line located between the Anacostia and Southern Avenue stations.

There are two customer entrances to the underground Congress Heights Metro Station. The south Station entrance is south of Alabama Avenue SE and east of 13th Street SE and does not have elevator access. Across the street, the north entrance is adjacent to the Station’s Kiss & Ride lot and bus loop. There is elevator access to the platform near the northern entrance.

There are 10 bike racks located between the Kiss & Ride lot and Alabama Ave SE, and there is a Capital Bikeshare station with capacity for 15 bikes adjacent to the station entrance.

Metrobus and the DC Circulator are the only local bus services that use this Metro station. There is a one-way bus loop around the perimeter of the Kiss & Ride lot that is restricted to general vehicular traffic.

There are no long-term Park & Ride facilities at this station. The short-term metered Kiss & Ride Lot can be accessed from Alabama Avenue SE and 13th Street SE. There is a taxi stand located in the southeast corner of the Kiss & Ride lot.

An overview of the existing transportation facilities is shown in Figure 2 and described in the subsections that follow.

Figure 1. Project Area

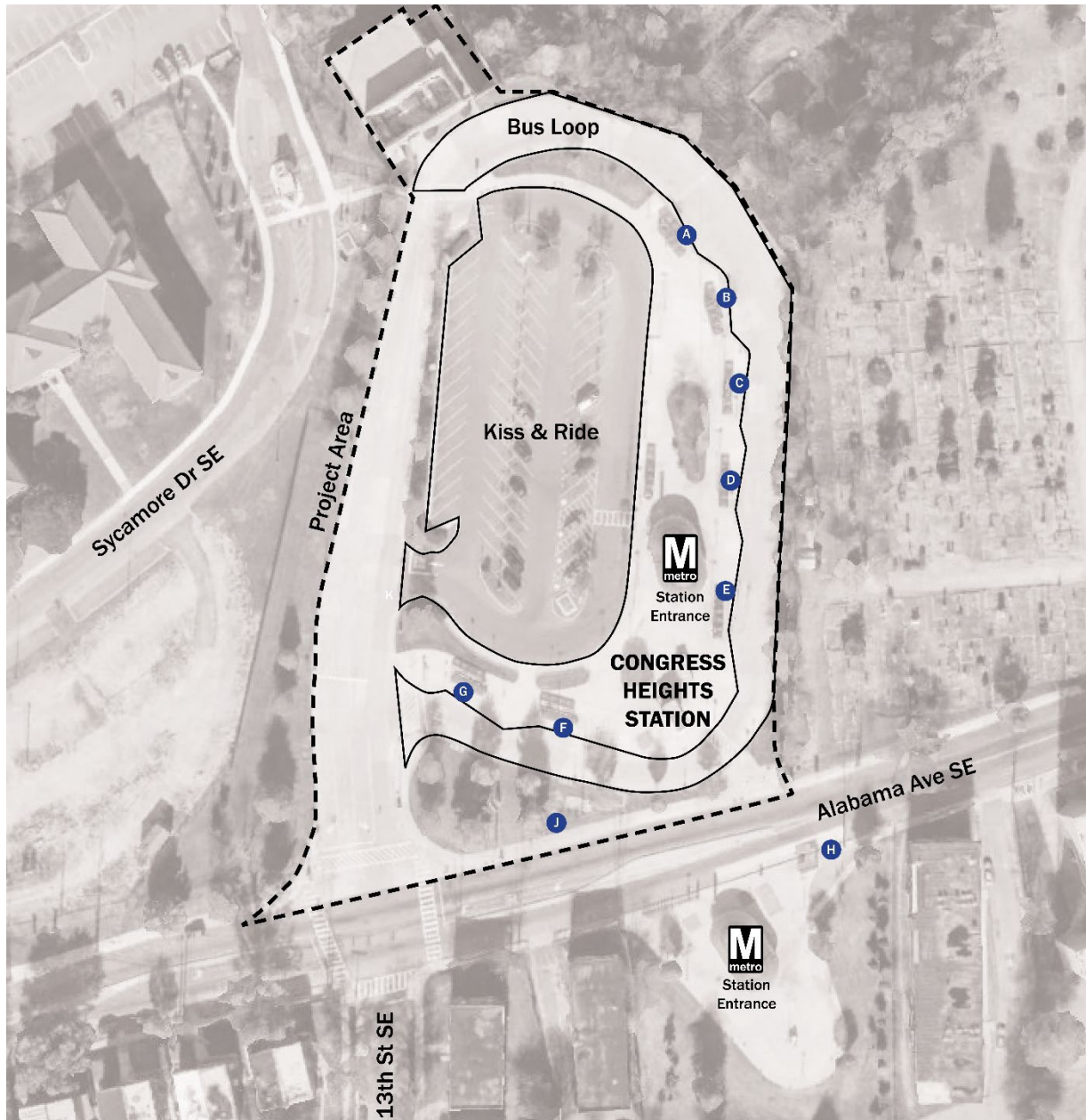
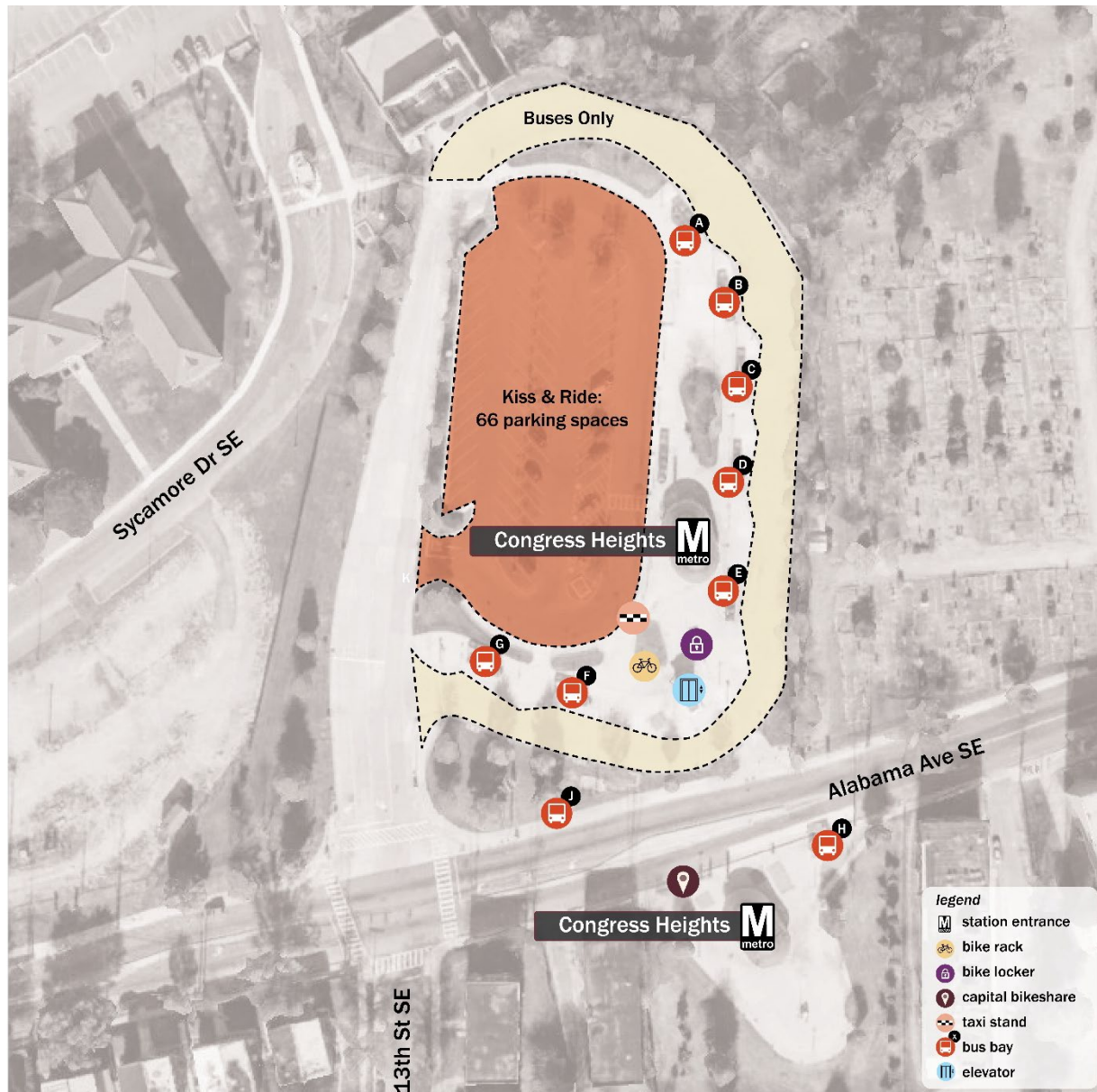


Figure 2. Existing Transportation Facilities



2.1 Bicycle and Pedestrian Access

Pedestrians can access the station from Alabama Avenue SE, 13th Street SE, and Sycamore Drive SE. There are sidewalks on both sides of Alabama Avenue SE and 13th Street SE and one sidewalk along the western side of Sycamore Drive SE.

There are no bicycle lanes on the surrounding streets.

2.2 Metrobus and Other Local Bus Providers

Nine Metrobus routes and one DC Circulator route serve to the Congress Heights Metro Station. The station bus loop has seven bus bays, five on the east side of the bus loop and two on the south side. The bus bays along the loop are sawtooth, and only authorized vehicles are allowed to enter. There are also two standard pull-out bus bays along Alabama Avenue SE, one in each direction. Metrobus and the DC Circulator are the only local bus services that use this Metro station.

See [Table 1.](#) for a summary of the local bus service.

Table 1. Local Bus Summary Table

Operator	Route	Termini	Approx. Weekday Headway (minutes)	Span of Service
Metrobus	W4	Deanwood Metro Station	6-30	Every Day
Metrobus	W4	Anacostia Metro Station	8-30	Every Day
Metrobus	92	Reeves Center	6-30	Every Day
Metrobus	D51	Georgetown	1 trip	Monday AM Peak
Metrobus	V7	Minnesota Avenue Metro Station	20	Weekdays Peak Periods
Metrobus	W1	Southern Avenue Metro Station	20-35	Weekdays (2 trips for Evening Service)
Metrobus	W1	Fort Drum	20-35	Weekdays (3 trips for Evening Service)
Metrobus	W2 W3	United Medical Center	20-45	Every Day
Metrobus	W2 W3	Washington Overlook	20-45	Every Day
DC Circulator	DC Circulator	Union Station	10	Every Day

Source: [Congress Heights Metro Station \(Metro\)](#)

2.3 Kiss & Ride

The Congress Heights Metro Station has 65 Kiss & Ride spaces that are meant to support short-term pick-up and drop-off activities for customers riding Metro. These facilities reside in a single surface lot surrounded by the bus loop and just west of the northside station. Within the 65 Kiss & Ride spaces there are four ADA (non-metered) spaces, five driver-attended (non-metered) spaces, and 56 metered spaces.

Utilization or parking demand rates for Kiss & Ride facilities are derived from three data sources:

- ParkMobile parking meter transaction records (available since installation in 2020)
- Field observations (conducted in 2023)
- Customer surveys on modes of transport used to access Metrorail stations (last produced in 2022)

The parking meter data show that only 13 customers undertook paid transactions during the entire month of March 2023. These volumes equate to 0.6 paid customers parking in the Kiss & Ride facility on average weekday. When adjusting the available data to pre-COVID ridership rates, the estimated number of paid transactions would increase to 1.4 customers on an average weekday. Of these Kiss & Ride transactions, 7% of customers parked and paid for a duration of less than 15 minutes, which is typically considered to be the maximum duration or dwell time for a pick-up/drop-off parking facility. The data additionally show that 75% of users are parking for an extended time period, exceeding four hours or more, which is not the intended primary use for the Kiss & Ride facility.

Upon reviewing the low volume of paid transactions, which appear very low, staff undertook a field observation to assess if there was more unpaid parking occurring that would not be captured by the parking meter transaction data. These efforts did identify varying ranges of unpaid parking activity in the Kiss & Ride facility ranging from ten to 25 vehicles that were unoccupied and largely remained in the parking lot for extended durations of at least four hours or throughout the entire day. Some unoccupied vehicles also were observed to be parked overnight when Metro services were not operating. Staff could not confirm if these parking customers were transferring to Metrorail or Metrobus services or if they were using the Kiss & Ride facility for other purposes.

As an alternate information source, Metro has customer survey data from 2022 that indicates the travel modes used to access Metrorail stations. These results identified that 7.7-percent of rail customers were dropped-off at the Congress Heights station and 4.4-percent were picked-up. When applying this access and egress mode split data to pre-COVID Metrorail ridership rates, the morning and evening peak hour Kiss & Ride usage (8:00 AM-9:00 AM and 5:00-6:00 PM) could approach 14 and 31 customers, respectively. These volumes could create demand for up to four Kiss & Ride spaces (one drop-off space and three pick-up spaces) after considering average parking dwell times and an 85-percent peak usage factor to represent the busiest 15-minutes of the peak hours. This capacity of four spaces could support up to 60 vehicles total during the peak ridership hours (40 drop-off and 20 pick-up)

Table 2. Kiss & Ride Meter Transactions by Dwell Time (March 2023)

Parking Duration	Weekday Parking Meter Transactions March 2023		Weekday Parking Meter Transactions Adjusted to Pre-COVID Ridership Rates (2015-2019)
Less than 15 minutes	0.0	(0%)	0.0
15 minutes to 1 hour	0.1	(23%)	0.3
1 to 2 hours	0.1	(15%)	0.2
2 to 4 hours	0.2	(38%)	0.5
4 to 8 hours	0.1	(23%)	0.3
8 to 12 hours	0.0	(0%)	0.0
More than 12 hours	0.0	(0%)	0.0
Total	0.6	(100%)	1.4

Table 3. Kiss & Ride Parking Demand Analysis

Factors	Drop-Off	Pick-Up
Average Weekday Peak Hour Rail Trips (1) [A]	400 entries	324 exits
Access Mode Share (2) [B]	7.7%	4.4%
Average Parking Duration/Dwell Times (3) [C]	1.5 minutes	6 minutes
Peak Usage Factor [D]	85%	85%
Max K&R Space Demand (4)	1 Spaces	2 Spaces
Peak Hour K&R Customer Capacity (5)	40 vehicles	20 vehicles

(1) Based on 2019 ridership data

(2) Based on 2022 Travel Trends customer survey

(3) Based on industry best practices for pick-up/drop-off facilities provided by parking consultants

(4) Formula = $(A * B) / C / D$

(5) Formula = $(60 \text{ minutes} / C) * E$

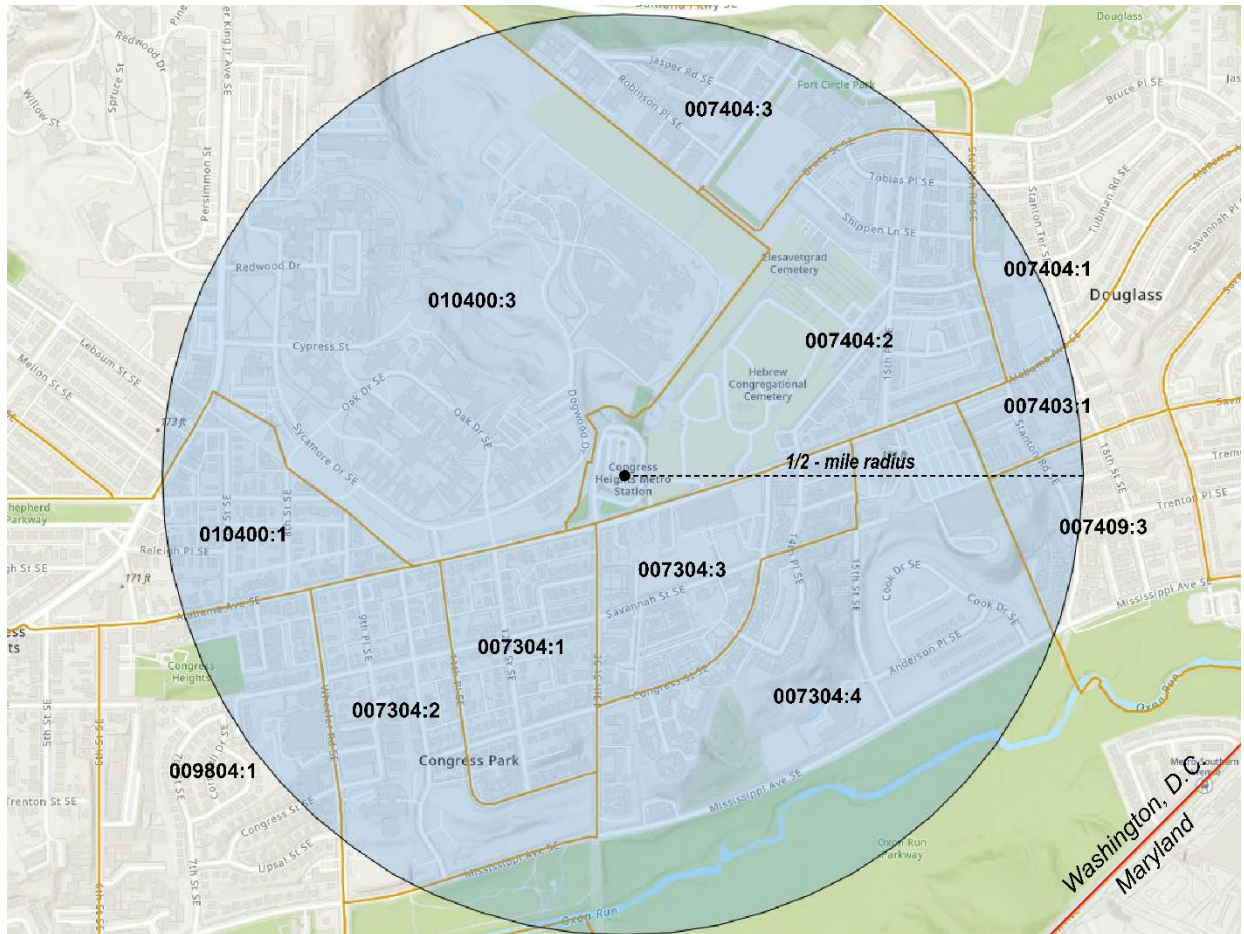
2.4 Park & Ride

Congress Heights Metro Station does not have any Park & Ride facilities.

2.5 Census Project Study Area Demographics

A half-mile radius around the Project area ("Census Project Study Area") was determined to be the appropriate study area boundary to analyze the community's demographics; all U.S. Census block groups and any portions of block groups that fell within the half-mile boundary of the project site were included. The study area with block groups identified are shown in Figure 3.

Figure 3. Study Area with Block Groups



2.5.1 Age and Sex

Table 4 and Table 5 provide a breakdown of the Census Project Study Area by Age and Sex. The female population (57%) for the Census Project Study Area was slightly higher than the male population (43%).

Table 3. Census Project Study Area Male Population by Age

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Census Tract (Block Group)	Male							
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	Total
0073.04 (1)	152	0	71	62	42	6	109	442
0073.04 (2)	60	86	18	219	12	38	0	433
0073.04 (3)	260	0	0	54	25	15	0	354
0073.04 (4)	135	64	450	46	20	27	108	850
0074.03 (1)	228	19	37	32	44	24	17	401
0074.04 (1)	413	108	145	40	92	111	39	948
0074.04 (2)	257	41	205	77	90	31	23	724
0074.04 (3)	104	0	0	0	0	0	6	110
0074.09 (3)	333	0	22	196	0	67	40	658
0098.04 (1)	341	109	48	66	91	57	55	767
0104.00 (1)	237	0	136	72	33	175	80	733
0104.00 (3)	41	257	84	89	19	166	64	720
Census Project Study Area (%)	2,561 (36%)	684 (10%)	1,216 (17%)	953 (13%)	468 (7%)	717 (10%)	541 (8%)	7,140 (100%)

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2021).

Table 4. Census Project Study Area Female Population by Age

Census Tract (Block Group)	Female							
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	Total
0073.04 (1)	123	8	134	55	58	91	0	469
0073.04 (2)	114	81	93	145	73	17	49	572
0073.04 (3)	335	44	25	95	67	29	70	665
0073.04 (4)	127	0	145	37	256	98	75	738
0074.03 (1)	139	84	42	162	88	26	11	552
0074.04 (1)	191	67	204	140	302	81	62	1,047
0074.04 (2)	201	148	100	93	89	85	8	724
0074.04 (3)	122	0	68	6	15	35	0	246
0074.09 (3)	639	64	241	210	12	46	75	1,287
0098.04 (1)	257	230	114	197	78	96	89	1,061
0104.00 (1)	367	142	210	244	72	508	97	1,640
0104.00 (3)	90	49	12	316	4	3	50	524
Census Project Study Area (%)	2,705 (28%)	917 (10%)	1,388 (15%)	1,700 (18%)	1,114 (12%)	1,115 (12%)	586 (6%)	9,525 (100%)

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2021).

2.5.2 Race and Ethnicity

Table 6 provides a breakdown of the minority groups by race and ethnicity present within the Census Project Study Area. The largest minority group within the Census Project Study Area is Black / African American (91.8%), which is much higher than Washington, DC (40.9%). The second largest minority group within the Census Project Study Area is Hispanic or Latino (2.9%), which is much lower than Washington, DC (11.3%). The remaining minority groups in Census Project Study Area (American Indian / Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Two or More Races, and Other Races) each make up less than 2.5% of the population.

**Congress Heights Metro Station
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Table 5. Minority Population by Group

Minority Group	Census Project Study Area		Washington, DC	
	Number	% of Total Pop.	Number	% of Total Pop.
<i>Black / African American</i>	13,866	91.8%	282,066	40.9%
<i>American Indian / Alaska Native</i>	27	0.2%	1,277	0.2%
<i>Asian</i>	51	0.3%	33,192	4.8%
<i>Native Hawaiian or Other Pacific Islander</i>	1	0.0%	349	0.1%
<i>Two or More Races</i>	332	2.2%	29,485	4.3%
<i>Other</i>	81	0.5%	3,753	0.5%
Minority Populations (Race) Total	14,412	95.5%	416,351	60.4%
<i>Hispanic or Latino</i>	440	2.9%	77,652	11.3%
<i>Not Hispanic or Latino</i>	13,972	97.1%	611,896	88.7%

Source: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimate (2021).

3.0 PROJECT DESCRIPTION

At Congress Heights, the District published a Master Plan for the revitalization of the historic Saint Elizabeths Campus in 2012 that supports up to five million square feet of mixed use development. A core infrastructure component of the project includes the creation of a new vehicular entrance to the campus from Alabama Avenue with funding secured in the District's capital budget, which requires relocating Metro's bus loop and Kiss & Ride facility.

Land uses adjacent to the station on the north side of Alabama Avenue include the Adas Israel Cemetery to the east and the Saint Elizabeths East Campus to the west.

The Modifications to the transit facilities and facility access will be funded through District of Columbia's Office for the Deputy Mayor for Planning and Economic Development ("DMPED" or "Developer").

The Project includes the following Modifications:

- Reconfiguration of the bus loop to improve access and safety
- Relocation of the Kiss & ride lot to on-street facility
- Reduction of Kiss & Ride capacity to eight (8) spaces
- Addition of a new traffic signal at the bus loop exit on Alabama Ave

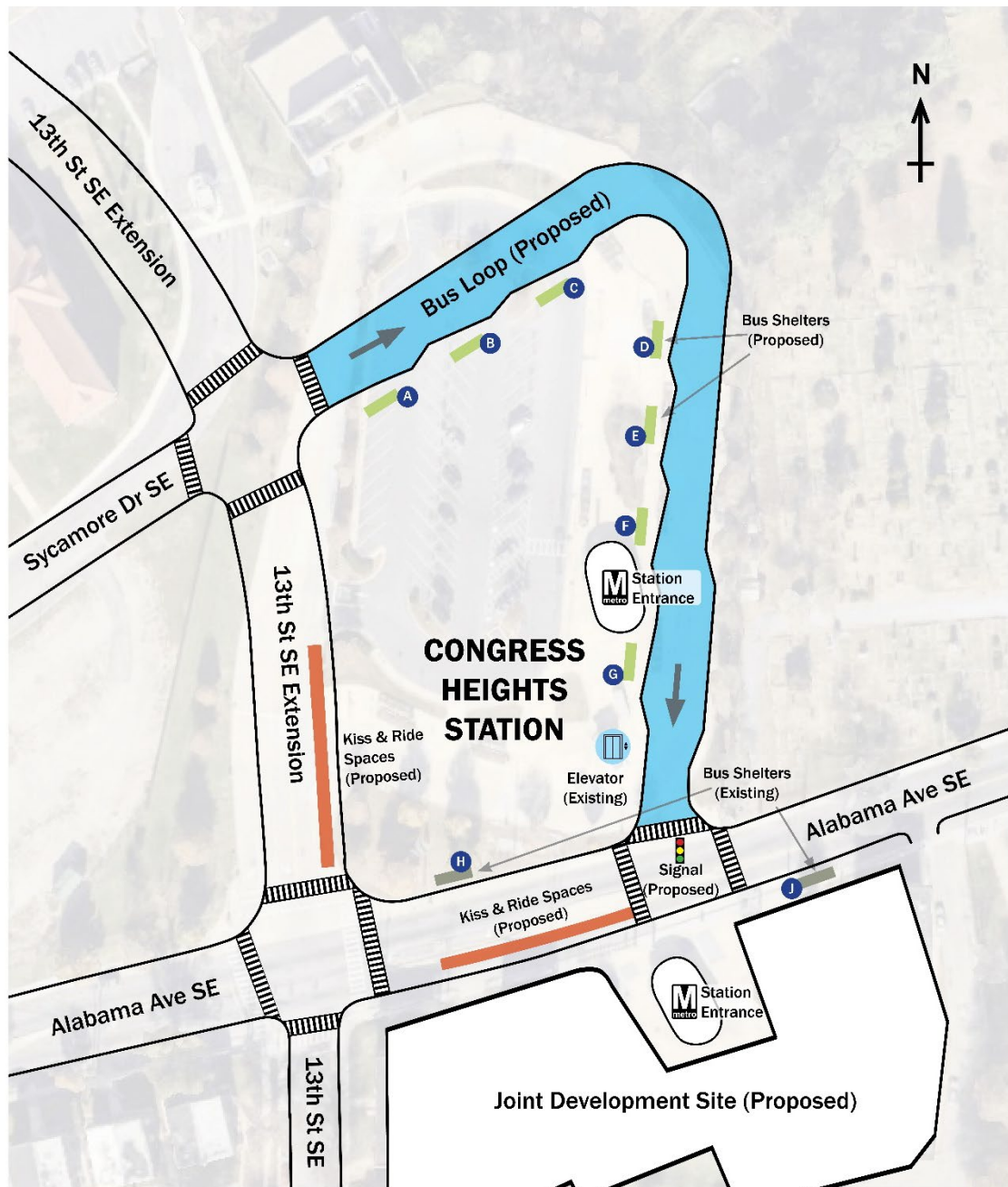
3.1 Modifications to Bicycle and Pedestrian Access

The proposed development includes new pedestrian amenities such as a plaza and improved connections to the Saint Elizabeths development as well as modified signal phasing, new crosswalks, and new ADA-compliant curb ramps. Safety and access for bicycles and pedestrians will be affected by modifications to the bus loop, the Kiss & Ride facility, and by a new signal at the bus loop exit. Overall, these modifications will improve the flow of mixed traffic, improve safety, and maintain facility access for bicycles and pedestrians.

3.2 Modifications to Bus Loop

To support the revitalization of the Saint Elizabeths Campus, the existing bus loop would need to be reconfigured to have an entrance-only access point along 13th Street Connector, and a new exit-only access point along Alabama Avenue. This would allow for the replacement of the existing Kiss & Ride lot within the station with a new busway and pedestrian amenities. See Figure 6.

Figure 4. Transit Facility Modifications



3.3 Modifications to Kiss & Ride

In order to accommodate the revitalization of the Saint Elizabeths East Campus, the bus loop modifications, and maintain pedestrian safety, the existing Kiss & Ride facility will be altered by eliminating some spaces and shifting others to parallel spaces along either eastbound or westbound Alabama Avenue and northbound 13th Street SE Connector.

The existing Kiss & Ride facility will be removed and relocated on the new 13th Street SE Connector. The future design will consist of eight total curbside parking spaces that reflects the peak hour parking demand analysis described in Section 2.3 with a 260% growth factor applied to accommodate future increased in pick-up and drop-off rates the Congress Heights station area continues to develop additional housing and employment uses. This new Kiss & Ride on-street location will be adjacent to a new station plaza. The reduction in Kiss & Ride spaces from 65 to eight aligns with pick-up/drop-off demand patterns and should result in a reduction in traffic volumes and congestion.

Staff have identified that there is a small pool of users of the Kiss & Ride facility (between ten to 25 daily) that are seeking longer-term parking options, which may or may not be connected to Metrorail or Metrobus trips. In the proposed configuration, these customers will be directed to use Metro's Southern Ave Park & Ride facility or other on-street or off-street parking options may also be created after development of the site.

3.4 Modifications to Roadway Access

To improve safety and efficiency in and around the Project area, Metro proposes a number of modifications to roadway access and traffic flow.

The lane configuration shown along Alabama Avenue SE in Figure 3 is conceptual, as Metro acknowledges that in 2017 DDOT completed a Safety Study for this 4-mile stretch of Alabama Avenue SE, which extends from Martin Luther King, Jr. Avenue SE to Ridge Road SE and travels through Wards 7 and 8. Since 2017 a number of improvements have been implemented along the corridor. An ongoing 2022 study will advance the concept design and propose holistic safety improvements to reduce vehicle speeds, minimize conflict points, increase safety and accessibility for all modes. has recently initiated a study to determine the desired future design to meet the city's multimodal safety and mobility goals.

The concept shown here includes several components:

- A traffic signal at the new busway exit intersection to improve safety for all users.
- A "Buses Only" lane along westbound Alabama Avenue approaching 13th Street SE, encompassing the existing bus stop,

- Modified signal phasing at 13th Street SE to provide westbound buses in the bus lane a protected phase during which they can turn right or continue straight, bypassing queued vehicles,
- Parallel Kiss & Ride spaces along eastbound Alabama Avenue and northbound 13th Street SE Connector to replace a portion of the Kiss & Ride spaces removed to facilitate fewer vehicular movements on the site and thus improving safety for all station users,
- Marked crosswalks and ADA-compliant curb ramps at the new bus loop exit intersection.

With this configuration, there would be a new T-intersection along Alabama Avenue located approximately 265 feet east of the existing 13th Street SE intersection.

3.5 Stormwater Management and Drainage Improvements

Stormwater Best Management Practices (BMPs) will be installed on site to meet the District Department of Energy and Environment's (DOEE) stormwater management requirements. An existing stormwater pond at the northeast corner of the Station may need to be rebuilt to accommodate the proposed changes to the bus loop. The Developer will prepare a stormwater management plan to be reviewed and approved by DOEE.

4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the Project specific to Metro's interests and as described in Section 3.

4.1 Land Acquisitions, Displacements, and Dispositions

Metro will retain ownership of its property for the construction of the Modifications. Since the Metro Kiss & Ride spaces will be moved to public right-of-way, there will be a permanent easement or other agreement with the District Department of Transportation (DDOT) such that Metro can operate Kiss & Ride spaces on-street. It will not be necessary for non-Metro land—that is, land that is privately-owned by others—to be acquired.

4.2 Transportation

4.2.1 Pedestrian and Bicycle Access

The nature of the proposed development coupled with surrounding redevelopment activities will likely lead to higher levels of pedestrian activity in and around the station. Other proposed modifications to the bus loops, intersection signalization, and new pedestrian amenities should improve pedestrian and bicycle safety and accessibility despite increased volume. In adherence to DDOT guidelines, Metro has conducted a signal study examining how these proposed modifications as well as potential future development at the station could impact traffic operations at the intersections near the station. The results of this signal study showed that a new signal along Alabama Avenue SE at the exit from a reconfigured bus loop would function adequately in conjunction with the existing traffic signal at 13th Street SE and proposed signals along 13th Street SE extended into the St Elizabeths East Campus. The proposed bus loop exit signal would include a crosswalk with pedestrian signals to create a direct path across Alabama Avenue SE to and from the existing Metro escalator and potential future development on the south side of that street.

During construction there may be disruptions to bicycle and pedestrian access. Interim operations plans will be developed so that bicycle and pedestrian station access to the station remains during construction.

4.2.2 Metrorail

The Project will improve station access and will not change Metrorail service. The Project will likely result in an increase in ridership at Congress Heights Metro Station, and the Congress Heights Station facility has sufficient capacity to accommodate projected increases in ridership resulting from development enabled by these Modifications.

During construction there may be some disruptions to pedestrian access to the station, however interim operations plans will be developed to maintain access to the station.

4.2.3 Local Bus Routes

The Project will provide an improved busway configuration that increases passenger safety by reducing potential conflicts with cars. Local bus service will not change. All routes accessing the bus bays may experience a marginal increase in ridership from people traveling to and from the residential and retail uses associated with the Project. No permanent impact to bus operations is anticipated.

Changes to the location of the bus loop within the site will improve customer safety and have minimal impact on bus travel times. During construction there may be some disruptions to bus operations and pedestrian access to the bus bays. Interim operations plans will be developed to maintain access to the buses and the station.

4.2.4 Kiss & Ride Spaces

The overall number of Kiss & Ride spaces available at Congress Heights Metro Station will be reduced. The current Kiss & Ride facility is oversized based on pick-up/drop-off demand patterns. The Modifications proposes to accommodate a minimum of eight Kiss & Ride spaces. This quantity of spaces was determined by an analysis of Kiss & Ride demand at Congress Heights Metro Station, described in Section 2.3 which identifies that pick-up and drop-off demand for the Kiss & Ride facility is much lower than the existing facility capacity. These modifications will both accommodate the proposed development and improve safety for all users of the site.

Customers seeking longer-term parking options of multiple hours in duration will be directed to use Metro's Southern Ave Park & Ride facility.

4.2.5 Traffic

Metro performed a traffic signalization study of the Congress Heights Project Area in 2022. The modifications to the Metro site itself primarily affect 13th Street SE, which is almost exclusively used for buses and occasionally Metro staff vehicles. While these modifications on their own should not alter traffic, because the site is part of broader redevelopment efforts, Metro suggests a new signal at the busway exit loop from 13th Street SE onto Alabama Ave. SE.

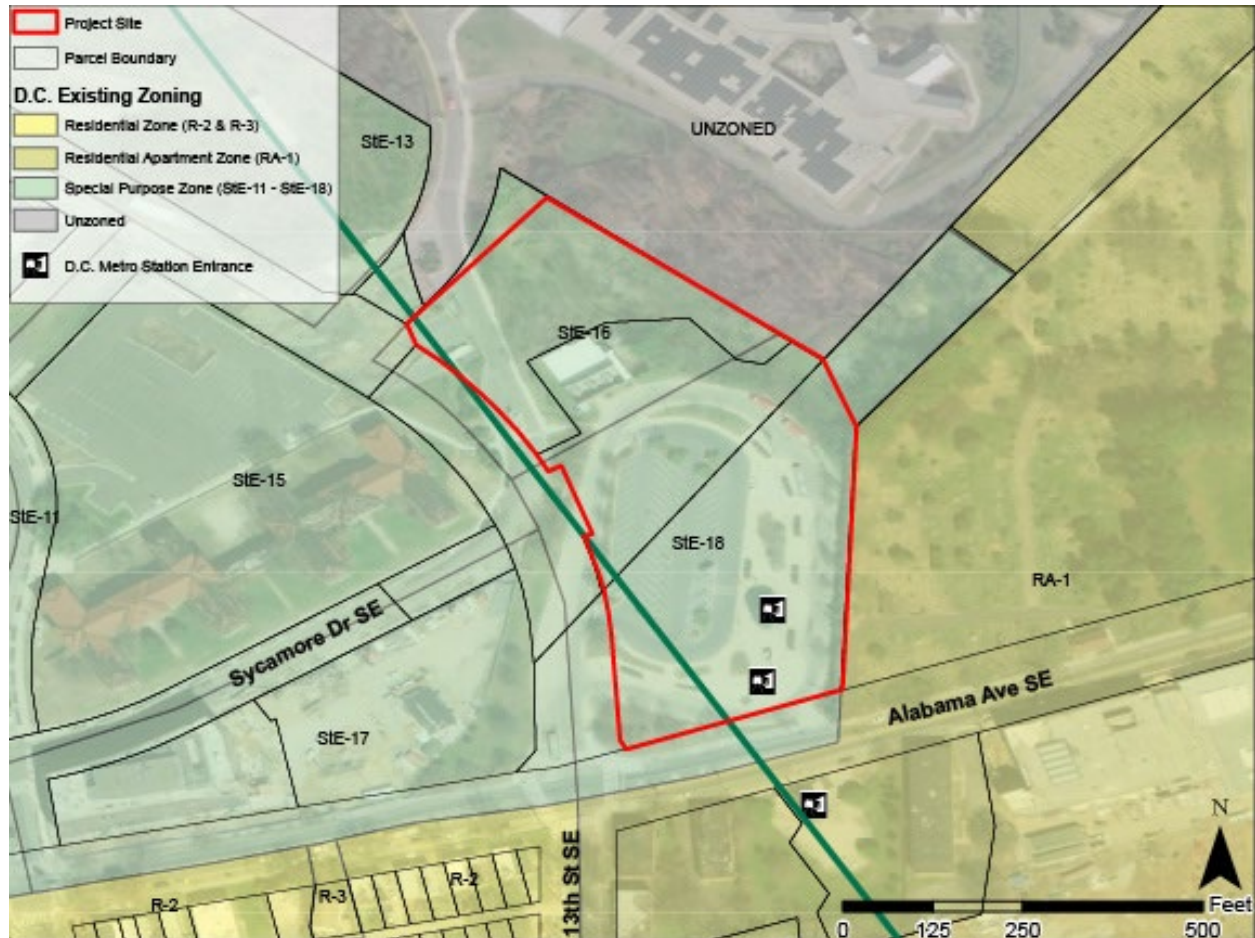
As the Project progresses, the Developer will provide a more detailed analysis for DDOT review, and more specific traffic mitigation activities will be developed. It is reasonable to assume that a significant portion of the trips generated by the Project will be walk trips between the bus bays along the reconfigured busway, the Metro station escalators and elevators, and other new trip attractors in the redeveloped areas surrounding the Metro station. This will be a notable increase in pedestrian activity in the area compared to the existing conditions, and many of these pedestrians will need to cross Alabama Avenue.

4.3 Zoning and Land Use

Based on the District of Columbia Office of Zoning (DCOZ) *Official Zoning Map*, the Project site is zoned StE-18 and StE-16. (See Figure 4) The Saint Elizabeths East Campus (StE) zones (StE-1 through StE-19) are unique location zones created to implement the public policy goal and objectives of the Comprehensive Plan, Saint Elizabeths Redevelopment Framework Plan, as approved by the Council of the District of Columbia on December 16, 2008, and the Saint Elizabeths East Master Plan and Design Guidelines, June 4, 2012.

The StE zones are divided into the StE-1 through StE-19 zones for the purpose of floor area ratio (FAR), lot occupancy, and building height. StE-16 allows for a maximum FAR of 3.20, maximum building height of 90 feet and a maximum 75% lot occupancy rate. StE-18 allows for a maximum FAR of 4.0, a maximum building height of 90 feet and a maximum 75% lot occupancy rate.

Figure 5. Existing Zoning Map



Source: DC Office of Zoning

The Project Area lies within the Saint Elizabeth Hospital Historic District and Fort Circle Parks Historic District, and the current land-use is characterized as Public, Quasi-Public, Institutional and Parks and Open Spaces, according to the District of Columbia Office of Planning's (DCOP) existing land use map. DCOP's proposed future land use map identifies the site for a mixed-use of medium density residential and medium density commercial.

The proposed Project and associated Modifications are in line with the Project Area's unique treatment in the District's planning and zoning efforts, which indicate a desire for mixed-use, transit-oriented development.

According to the DC Office of Planning (DCOP) *Existing Land Use Map*, the existing land use of the parcel(s) containing much of the Project Site is Vacant and Other, which currently includes

the Kiss & Ride lot and bus loop. However, the DCOP 2021 Comprehensive Plan features a *Future Land Use Map* that provides a generalized view of how land in the District is intended to be used (see Figure 5). The future land use of the parcel(s) containing much of the Project Site is intended to be used as Commercial and Residential Medium Density (CMED and RMED).

Congress Heights Metro Station Reconfigure Transit Facilities and Access Environmental Evaluation

Figure 6. Future Land Use Map



Source: DC Office of Zoning

4.4 Planning Consistency

Table 7 identifies applicable local plans and evaluates the Project's consistency with them.

Table 6. Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
District of Columbia Comprehensive Plan	Identifies the Congress Heights Metrorail station as one of the key locations for targeted transit-oriented development that will maximize regional accessibility and mobility. Some of the listed principles of transit-oriented development include mixed uses, diverse housing types, pedestrian-friendly design, programmed open public spaces, higher density, strong transit connections, and bicycle & pedestrian connectivity.	DCOP	2021	None
District of Columbia Comprehensive Plan Future Land Use Map	Places the Congress Heights Metrorail station in a mixed land use district combining Medium Density Commercial (CMED) with Medium Density Residential (RMED). The station is also immediately adjacent to a section designated as Parks, Recreation, and Open Space (PROS) where there is currently a cemetery.	DCOP	2022	None
District of Columbia Comprehensive Far Southeast/Southwest Element	The detailed small area plan for the 10.1 square mile section of southern Washington, DC identifies the Congress Heights Metrorail station as a key location for transit-oriented mixed-use development. It discusses the need for economic growth and affordable housing near the station accompanied by improved transit and bike facilities in the surrounding area to increase access to the Metrorail system.	DCOP	2022	None
District of Columbia Bicycle Master Plan	Identifies the correlation between the proximity to a Metrorail station and the number of commuters using bicycles, making the argument that Metrorail stations should improve on-site and surrounding bicycle infrastructure to encourage multimodal commutes. While the plan from 2005 is almost two decades old, the city is currently working on an updated version.	DDOT	2005	None

4.5 Neighborhoods and Community Facilities

The Project Site is in the Congress Heights neighborhood in the southeast area of Washington, DC. The neighborhood is mostly residential and adjacent to the Saint Elizabeths Hospital campus with sweeping views of the city. The Project Site is bound to the north and west by Saint Elizabeths Hospital campus; to the south by Alabama Street SE and residential parcels; and to the east by cemeteries (Adas Israel Cemetery and Washington Hebrew Congregation Memorial Park).

Adjacent transportation infrastructure—such as the Congress Heights Metro Station Kiss & Ride lot and bus loop, as well as the vacant land to the north of the station—separate the Project Site from the Saint Elizabeths Hospital.

Congress Heights is located east of the Anacostia River and was founded in 1890 due to its bluffs and great views of the city. The neighborhood borders Saint Elizabeths Hospital, built as a psychiatric center, and now home to the Entertainment and Sports Arena. Within a half-mile of the Project Site are the Douglass, Barry Farm, and Washington Highlands residential neighborhoods to the east, north, and south respectively. There are a total of 20 neighborhood and community facilities including five parks, five charter schools, two public schools, six places of worship, one library, and one hospital.

Figure 6 and Table 3 show community facilities within a half-mile boundary around the Project study area for the Congress Heights Metro Station.

The project will not negatively affect any neighborhood or community facilities.

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Figure 7. Neighborhood and Community Map



Table 7. Community Facilities within Half-Mile of Project Study Area

Map ID	Facility Name	Type of Community Facility	Address
1	Oxon Run Park	Local Park	Mississippi Ave., between 1st St. and Southern Ave., SE
2	Oxon Run Parkway	National Park	Mississippi Ave., Between 1st St. & Southern Ave., SE
3	Congress Heights	Local Park	7th St., south of Alabama Ave., SE
4	Fort Circle Park	National Park	Fort Stanton Park To St. Elizabeth Hospital, SE
5	Shepherd Parkway	National Park	South Capitol St. & 2nd St., SE & SW

Map ID	Facility Name	Type of Community Facility	Address
6	Malcolm X Elementary School @ Green	DC Public School	1500 Mississippi Avenue SE
7	Johnson Middle School	DC Public School	1400 Bruce Place SE
8	Friendship PCS - Technology Preparatory High School Academy	DC Charter School	2705 Martin Luther King Jr Avenue SE
9	Friendship PCS - Southeast Elementary Academy	DC Charter School	645 Milwaukee Place SE
10	KIPP DC - Pride Academy	DC Charter School	3301 Wheeler Road SE
11	Community College Preparatory Academy PCS [MC Terrell]	DC Charter School	3301 Wheeler Road SE
12	Eagle Academy PCS - Congress Heights	DC Charter School	3400 Wheeler Road SE
13	Step of Faith Ministries	Place of Worship	3330 14th PI SE
14	Anacostia Gospel Chapel	Place of Worship	1100 Savannah St SE
15	Community of Hope Church of ohe Nazarene	Place of Worship	905 Alabama Ave SE
16	Greater Fellowship Full Gospel	Place of Worship	814 Alabama Ave SE
17	Rehoboth Baptist Church	Place of Worship	621 Alabama Ave SE
18	Brighter Day Ministries	Place of Worship	2525 12th PI SE
19	Parklands-Turner Neighborhood Library	Library	1547 Alabama Avenue SE
20	Saint Elizabeths Hospital (Behavioral Health)	Hospital	1100 Alabama Avenue SE

4.6 Environmental Justice Populations

This section identifies minority and low-income populations (collectively “Environmental Justice Populations”) in the Project area and assesses the potential for any disproportionately high and adverse impacts to those identified populations. Twelve Census block groups were identified within the half mile study area.

4.6.1 Identification of Environmental Justice Populations

Washington, DC was selected as a comparison area for the Environmental Justice analysis. Minority and low-income populations were then analyzed at the Census block group level using demographic data from the U.S. Census Bureau’s Decennial Census (2020).

Table 9 lists the percentages of minority residents in each of the block groups in the half-mile Census Project Study Area and compares the total to Washington, DC. The percentage of

minority residents within the Census Project Study Area (98.4%) was much higher than Washington, DC (62.0%).

Table 9 also identifies the number of Low-Income Households for each of the block groups in the half-mile Census Project Study Area and compares those numbers to Washington, DC. The overall percentage of Low-Income Households in the Census Project Study Area groups (35.5%) was lower than the percentage of low-income households in Washington, DC (49.5%); however, the percentage of low-income households in some of the block groups in the Census Project Study Area varied greatly from that of Washington, DC, ranging from 14.2% to 44.2%.

Household Income data was not available for Census Tract 73.04 Block Group 2, Census Tract 74.04 Block Group 3, and Census Tract 104 Block Group 3.

Table 8. Minority Population and Median Household Income by Block Group

Census Tract (Block Group)	Minority Population			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households***	Percent
0073.04 (1)	624	594	95.2%	353	156	44.2%
0073.04 (2)	954	924	96.9%	446	unavailable*	N/A
0073.04 (3)	911	903	99.1%	299	124	41.4%
0073.04 (4)	1,921	1,897	98.8%	829	118	14.2%
0074.03 (1)	1,126	1,100	97.7%	398	161	40.4%
0074.04 (1)	1,772	1,766	99.7%	758	241	31.8%
0074.04 (2)	1,114	1,097	98.5%	464	129	27.8%
0074.04 (3)	751	744	99.1%	99	unavailable*	N/A
0074.09 (3)	1,374	1,360	99.0%	879	413	47.0%
0098.04 (1)	1,609	1,594	99.1%	639	269	42.0%
0104.00 (1)	1,281	1,260	98.4%	1,152	441	38.3%
0104.00 (3)	1,662	1,613	97.1%	543	unavailable*	N/A
Census Project Study Area	15,099	14,852	98.4%	5,771**	2,051	35.5%
Washington, DC	689,545	427,774	62.0%	288,307	142,761	49.5%

Source: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimate (2021).

*Some income data was not available at the block group level in some of the Census Project Study Area

**Does not include 0073.04(2), 0074.04(3), or 0104.00(3) because median household income data was not available

****The number of low-income households was determined by calculating the number of households with an income below 80% of the Median Household Income for that statistical area. If the low-income threshold split an income bracket, the number of households that were deemed low-income in that bracket was calculated by finding the proportionate number of households below that threshold.*

4.6.2 Assessment of Disproportionately High and Adverse Impacts

There is no anticipated human environmental impact, including health, economic, and social, on the identified minority and low-income populations within the project study area. No adverse impacts to neighborhoods, community facilities, air quality, noise, vibration, or traffic are anticipated as a result of the Project. Considering these factors, the Project would not have “disproportionately high and adverse effects” on Environmental Justice Populations.

4.7 Cultural Resources

The Project site currently has no above-ground historic structures, and the ground has been substantially disturbed during site development for the original Metro station facilities. However, the Project Site is within the Saint Elizabeths Hospital Historic District and Fort Circle Parks Historic District. The Saint Elizabeths Hospital Historic District is listed on the National Register and as a National Historic Landmark due to the district’s association to the development of methods to protect and care for the mentally ill and the representation of institutional architecture. The Fort Circle Parks Historic District is found across Washington DC and is part of the Civil War Fort Sites and Fort Circle Park System (DC and NR listed).

4.8 Public Parklands

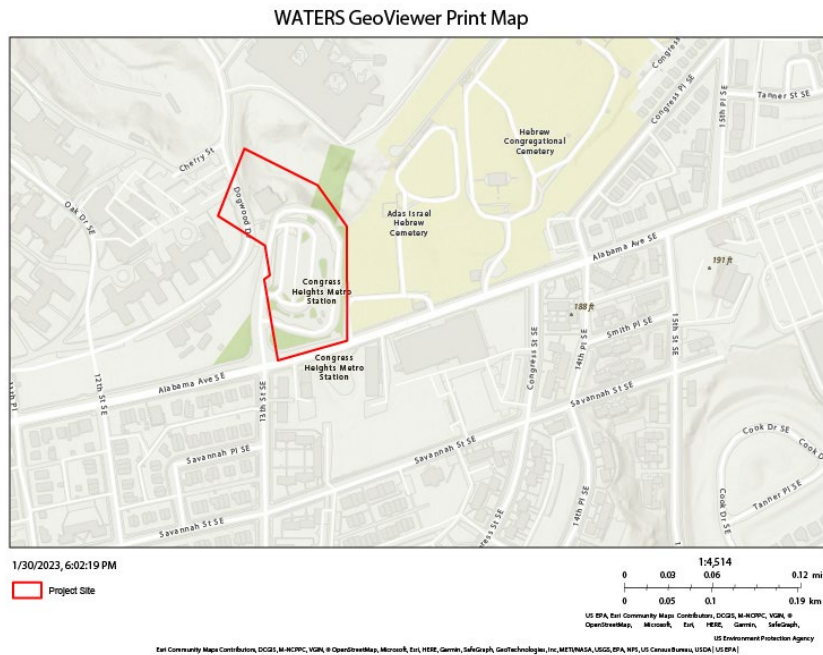
The following public parklands are located within a half-mile of the study area: Oxon Run Park, Oxon Run Parkway, Congress Heights Park, Fort Circle Park, and a portion of Shepherd Parkway. No parks or recreation areas would be impacted by the Project, a portion of the Project Site is part of the Fort Circle Park National Parks, however the area has already been disturbed with the construction of the existing metro station. Refer to Figure 6 for the location of public parklands in proximity to the Congress Heights Metro Station.

4.9 Wetland and Waters of the U.S.

The project area does not anticipate encountering any wetland or Waters of the US in the study site, as there has not been any identification of body of water. See Figure 10 and Figure 11.

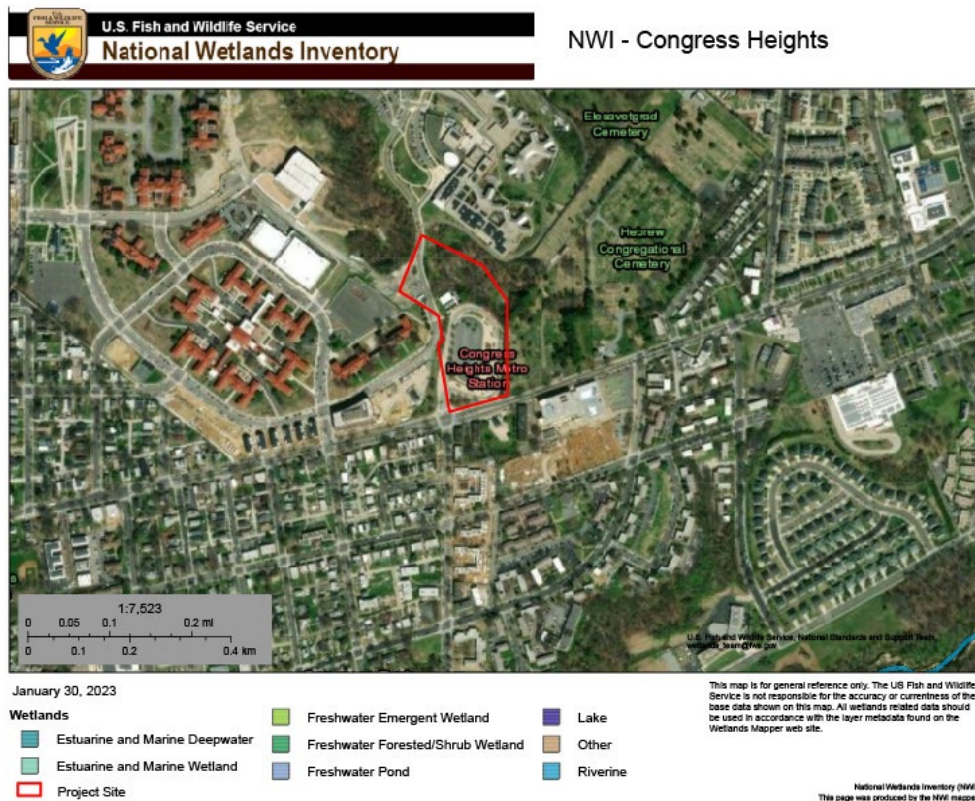
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Figure 8. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

Figure 9. National Wetlands Inventory Map



Source: US Fish and Wildlife Wetlands Inventory

4.9.1 County and State Water Regulation Buffers

The District of Columbia has many urban wetlands that are located within 500 feet or less of urban development. The DC Wetland Program Plan provides a framework and direction for the Department of Energy and Environment to build, strengthen, and improve the ability of the district to protect and conserve its wetlands.

However, there is no body of water at or adjacent to the Project site. Therefore, no impact is expected.

4.10 Floodplains

The effective Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM") shows that there are no floodplains present within the Project area. The Project area is classified as an area of minimal flood hazard. See Figure 12.

Figure 10. National Flood Hazard Map



4.11 Water Quality

State and federal laws set annual or seasonal standards with quantifiable criteria to protect a water body, depending on its designated use. These standards ensure that water is useable for drinking water, swimming, fishing, industry, and agriculture. The standards are also used by permitting agencies to regulate discharges into water bodies.

The Clean Water Act requires local water quality standards to have three components:

- goals for each water body based on designated uses
- criteria to protect the designated uses
- an anti-degradation policy that maintains high quality waters.

There will be no permanent impacts resulting from the changes to the transit facilities and total transit facility impervious areas will be reduced. During construction there may be minor construction-related sediment or erosion risk. To minimize the impact, the team will employ District of Columbia construction operations controls.

4.12 Air Quality

The Project site is located in Washington, DC, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area. The Greater Metropolitan Washington area is currently designated as a nonattainment area for 8-hour ozone (O₃) and annual average particulate matter less than 2.5 microns (PM_{2.5}). The Metropolitan Washington area is in attainment for all other pollutants including carbon monoxide (CO), particulate matter less than 10 microns (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

No impact is anticipated by the Project.

The site will abide with Metro's clean air framework by following the goal of reducing its transportation-related carbon footprint. During the construction phase, air monitoring stations will be set up around the perimeter of the project site to take measurements of the air with the intent of limiting debris and dust from leaving the site area.

There will be no permanent impacts resulting from the changes to the transit facilities. During construction there may be construction-related dust associated with equipment and operation. To minimize the impact, the team will employ dust-mitigation measures including wetting soils and cleaning equipment.

4.13 Forest Stands

The Project is not anticipated to affect any forest stands. Based on the District Department of Transportation (DDOT)'s Urban Forestry Division's (UFD) street tree map there are no street trees in the Project Area. DDOT UFD is the primary steward of Washington DC's public trees and has a mission of keeping the district's trees healthy, safe, and growing.

If trees are planned for removal, the Developer will obtain a permit to remove the selected trees and an arborist will create a plan using best practices for relocating the tree, replanting, and protecting the other trees in the Project Area during construction. The Project will be designed in a way to preserve as many trees as possible and a final tree plan will be shared once design is finalized.

4.14 Threatened and Endangered Species

No impact to federally protected species or habitat is expected as a result of the Project.

An official species list of potential threatened and endangered species from the USFWS IPaC online application was reviewed for the project area. The Northern Long-eared Bat (NLEB) (Endangered Status) and the Monarch Butterfly (Candidate Status) were the only species identified in the official species list for the Project area. No critical habitats, national wildlife refuge lands, or fish hatcheries are located within the project site.

4.15 Utilities

The Project is not anticipated to affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services.

4.16 Safety and Security

Metro would be responsible for the provision of police and/or security presence at Metro-operated facilities during operating hours. Because Metro is currently responsible for providing safety and security services at the Congress Heights Metro Station, no significant impact on Metro-operated facilities or operations is expected.

The new development will be professionally managed with controlled access and adequate lighting in and throughout the premises.

4.17 Hazardous and Contaminated Materials

Hazardous and contaminated materials include oil and other hazardous substances that present an imminent and substantial danger to public health and the environment. Federal laws that regulate hazardous and contaminated materials include:

- Comprehensive Environmental Response, Compensation, and Liability Act;
- Resource Conservation and Recovery Act;
- Toxic Substances Control Act;
- Clean Water Act; and
- Clean Air Act.

The Developer is solely responsible for any permits or other documentation required related to hazardous and contaminated materials.

4.18 Noise and Vibration

No impact on existing noise-sensitive receptors is anticipated.

If the Project is constructed, the existing Metrobus and Metrorail transit operations would continue to operate as they do today with no increase in service anticipated. The Metrorail tracks would continue to function as they do now, and the existing bus routes would continue to serve the Metro station although they would do so from the proposed relocated bus loop.

The Developer is responsible for quantifying and mitigating noise and vibration impacts from the Project on the private development project. The Developer is also responsible for constructing the Project in a manner that mitigates potential noise and vibration impacts from rail, mass transit, and station-related sources to the Project's new uses.

There will be no permanent impacts resulting from the changes to the transit facilities. The project will generate typical noise levels related to construction processes and will abide by Washington, DC noise ordinances. Mitigation activities could include minimizing night-time work and utilizing noise control measures. Once the project is complete no unusual noise generation anticipated by the development.

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

No adverse secondary impacts are anticipated as a result of the Project. Secondary impacts of the project would result from the increase in permanent residents and workers at the Project site. The Project's housing, and commercial uses would increase the overall employee and resident population of the area and would contribute to a marginal increase in economic activity in the project vicinity, including demand for goods, services, and housing.

4.19.2 Cumulative Impacts

No adverse cumulative impacts are anticipated as a result of the Project and the activities undertaken in the Project would contribute minimal incremental effects to natural resource socioeconomic, and transit conditions.

4.20 Construction Impacts

Construction of the Project will not close the Metro Station to passengers at any time. During construction, all modes of access would be maintained. The Developer will need to prepare and submit a maintenance of traffic plan to Metro for approval.

The project will be phased to minimize the impact on Metro operations.

Construction dust and noise may be a concern to surrounding neighborhoods. The Developer and the contractor will be responsible for ensuring that all construction activities adhere to air quality and noise control regulations as established Washington, DC noise ordinance and Metro design criteria.

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5.0 PUBLIC INVOLVEMENT

Metro and Washington, DC will keep the public informed about the Project through public outreach. A public hearing in accordance with the WMATA Compact will be scheduled for September 25th, 2023 at the RISE Demonstration Center. The hearing will provide the public with the opportunity to comment. Notice of the public hearing will be published in the *Washington Post* as required by the WMATA Compact. The project webpage includes information about the project, the public hearing presentation, an opportunity to provide feedback, and a link to a dedicated project webpage in Spanish.

The subject of this hearing will be the following:

- Relocation of the bus loop and Kiss & Ride
- Addition of one alighting bus stop
- Removal of 144 Kiss & Ride spaces
- Addition of a traffic signal on Cedar Street NW and Carroll Street NW

A public hearing staff report summarizing comments received at the hearing with staff responses will be released for public review and comment. The staff report will be made available online and in hard copy at Metro headquarters and libraries in the project vicinity.

Metro will collect comments from the public through the following ways:

- Online at [wmata.com/plans and projects](https://wmata.com/plans-and-projects)
- Written comments mailed to: Office of the Secretary, Washington Metropolitan Area Transit Authority, 300 7th Street, NW, Washington, DC 20024
- A public hearing by telephone

All comments must be received by 5pm October 5, 2023 to be included in the public record.

6.0 REFERENCES

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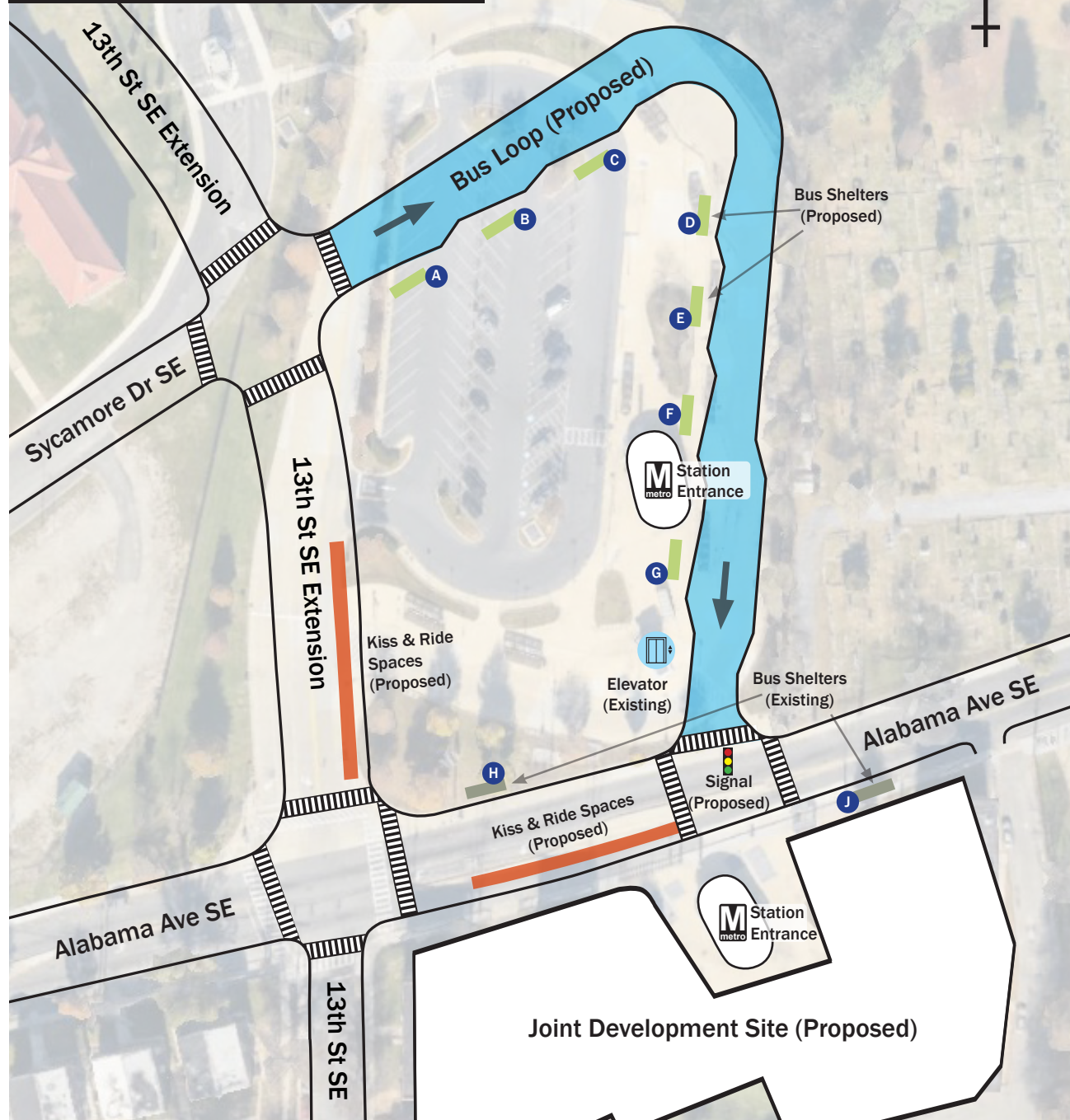
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APPENDIX G: GENERAL CONCEPT PLAN

Continued on Next Page



Congress Heights Station Proposed Changes



APPENDIX H: NOTICE OF PUBLIC HEARING STAFF REPORT

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Draft Public Hearing Staff Report

Docket R23-04: Proposed Changes to Transit Facilities at Congress Heights Metro Station

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Draft Public Hearing Staff Report on proposed changes to the transit facilities at Congress Heights Station is available for review and comment starting on November 15, 2023. The document addresses comments on the proposal received at the public hearing held on September 25, 2023, as well as comments received during the public comment period.

This comment period on the Draft Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report and send clarification if desired. Comments on the Draft Public Hearing Staff Report will be accepted until 9 a.m. on Monday, November 27, 2023.

The report is available online at https://www.wmata.com/initiatives/plans/proposed-changes-at-congress-heights-station/upload/231114_Staff-Report-Congress-Heights_with-Appendices.pdf and during business hours at:

WMATA
Office of the Board Corporate Secretary
300 7th Street, SW
Washington, DC 20024
(202) 962-2511
(Please call in advance to coordinate)

HOW TO SUBMIT WRITTEN COMMENTS ON THE DRAFT PUBLIC HEARING REPORT

Written statements and exhibits must be received by **9 a.m. on Monday, November 27, 2023**, and may be emailed to WMATAHearingReport@wmata.com, or mailed to the Office of the Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, D.C. 20026-4390. Please reference "Congress Heights Metro Station" in your submission. All comments received become a part of the public record, which may be made available to the public and may be posted, without change, to [wmata.com](https://www.wmata.com), including any personal information provided.



APPENDIX I: COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT

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Comments Received on the Draft Compact Public Hearing Staff Report

Can you please explain what retail or additional housing will be proposed at the metro station.
I don't believe I saw it in the draft document?

Good Morning my opinion is Metro is bad it seems like everything is always out of order and the metro system need to get it together for the customers and also yall have bad customer service

November 27, 2023

Tonya Wright
P.O. Box [REDACTED]
Washington DC 20026

Office of the Board Corporate Secretary, SECT 2E
Washington Metropolitan Area Transit Authority (WMATA)
P.O. Box 44390
Washington DC 20026-4390

RE: Opposition to Congress Heights Metrorail Station Transit Facility Changes
Draft Compact Public Hearing Staff Report: Staff Analysis of the Public Hearing and Staff
Recommendations issued on November 15, 2023
Docket: R23-04 Hearing No. 653

Dear WMATA Board of Directors:

I am writing to express my opposition to the *Draft Compact Public Hearing Staff Report, Congress Heights Metrorail Station Transit Facility Changes: Staff Analysis of the Public Hearing and Staff Recommendations*, released on November 15, 2023. I respectfully request that you **disapprove** relocating the Kiss & Ride parking lot to an on-street facility and the elimination of parking spaces from 63 to eight (8) to accommodate the construction of the transit-oriented development (TOD) and joint development site, including a new 20,000-square-foot Parkland Turner Public Library facility. I implore you to **reject** the Draft Public Hearing Staff Report's recommendation to implement changes to the Kiss & Ride parking lot as an amendment to Metro's Mass Transit Plan. My reasons for opposing this draft Staff Report are as follows:

First, the data source used in the Environmental Evaluation (EE) to determine parking demand rates for the Congress Heights Metro Station Kiss & Ride surface parking lot needs to be more conclusive. It does not justify the reduction of 87% of parking spaces. The EE analysis is based on a single observation in March 2023, which may reflect something other than the typical usage patterns of the parking lot. Moreover, the issues of motorists exceeding the four-hour maximum time and parking overnight can be easily resolved by enforcing the existing parking regulations, either by WMATA police or DC Parking Enforcement. It's well-known that the District has the most aggressive parking enforcement within the District of Columbia, Maryland, and Virginia ("DMV").

Secondly, the Staff Report ignored the 46 respondents who opposed the project, opposed changes to the Kiss & Ride parking lot, and opposed the mixed-use development and its impact on the community. The Staff Report's response was either dismissive or pretextual. For instance, in section 5.2 *General Opposition to the Project*, Metro's response appears pretextual because of its reference to the Master Plan developed by the District to revitalize the historic St. Elizabeth's East Campus and construct a new public library facility. Frankly, DC's Office for the Deputy Mayor for Planning and Economic Development ("DMPED") is funding the project.

Therefore, the Staff Report must align with DMPED to acquire the much-needed funding. Hence, most of the surface parking lot at Congress Heights Metro Station will be eliminated. The data from the online survey tool supports my theory. In question 14, 13% of the respondents (89% of the subset using the Kiss & Ride) replied that they would no longer take Metrorail or metro bus if parking at Congress Heights were unavailable. Related results to question 10, 11% of the respondents (78% of the subset using parking to ride Metro) answered No if the Congress Heights Metered Parking was no longer available.

Other examples of the dismissive nature of the Staff Report include Metro's response, "These comments are outside the scope of this Compact public hearing...." These comments were indirectly related to the subject matter, such as safety. The correct response is, "Metro is taking the safety of its passengers, staff, contractors, etc., seriously and is doing our best to address this important issue..." rather than stating, "We will share with respective Metro departments." This response is highly dismissive, inappropriate, and insensitive to the public. **The Metro Board should hire city traffic engineers to conduct parking studies, amongst other things, to properly determine if the data supports downsizing the parking lot as this Staff Report recommends.**

Thirdly, the Staff Report failed to conduct an equity analysis to determine whether the proposed modifications to the Congress Heights Metro Station will result in a disparate impact (DI) or a disproportionate burden (DB) to the predominately African American/Black low-income Ward 8 residents under the Federal Transit Administration (FTA) Circular 4702.1B. Congress Heights Metro Station is a vital stop for many Ward 8 residents, and eliminating 87% of parking spaces and relocating to on-street parking at the Kiss & Ride facility will make it challenging for Ward 8 low-income residents. Most of these residents' employers require them to travel during off-peak hours to locations that WMATA needs to serve better. Without adequate parking, Ward 8 low-income residents would be forced to find more expensive transportation options, such as ride-hailing services (e.g., Uber or Lyft) for pick-up/drop-off at Congress Heights Metro Station when commuting to their jobs. **The Metro Board should mandate a Title VI Equity Analysis before implementing this portion of the Staff Report.**

Fourthly, the Staff Report circumvented a well-established federal statute, the Americans with Disabilities Act (ADA) 2010 Standards for Accessible Design, with the removal of the existing four (4) ADA (non-metered) parking spaces at the North entrance without providing any alternative solutions. According to the ADA, the number of accessible spaces must be calculated separately for each parking facility and is not based on the total number of parking spaces provided on a site. The proposed modifications fail to acknowledge the needs of individuals with disabilities, senior citizens, and others with health conditions (e.g., limited mobility issues) who want to drive to Congress Heights Metro Station. The messaging in this proposal makes clear that WMATA doesn't care about the "people" element. Instead, it emphasizes "marked crosswalks and ADA-compliant curb ramps." This proposal intentionally creates insufficient parking spaces to discourage disabled people from using the Metrorail. It relegates them to using Metro Access, which is more inconvenient at best. Alternatively, I suggest adding four additional ADA parking spaces for a total of eight off-street parking spaces near the North entrance within

proximity to the elevators. Also, add elevator access near the South entrance. **The Metro Board should reject all portions of the Staff Report that remove the existing ADA parking spaces.**

Finally, parking spaces are as crucial as the mixed-use buildings of the TOD and the joint development site. Individuals with disabilities must have equal access to parking spaces, and off-street parking facilities must be appropriately managed and maintained. To determine the required parking spaces, kindly refer to the U.S. Department Civil Rights Division, Disability Rights Section's ADA Compliance Brief on Restriping Parking Spaces, and the 2010 ADA Standards for Accessible Design. Equally important, the TOD and the joint development site should acknowledge past inequities while not causing harm to the current Ward 8 low-income households and disadvantaged residents it is designed to serve. **I strongly encourage the Metro Board to demand that a thorough investigation and review of this draft Staff Report be conducted in collaboration with key departments within WMATA: (1) Office of Real Estate and Parking (LAND), (2) Office of ADA Policy and Planning, (3) Office of Planning, and (4) Office of Government Relations. Other district agencies are (1) the Department of Transportation (DDOT) and (2) the Department of Energy and Environment (DOEE). It also includes federal partners such as the U.S. Department of Housing and Urban and Development (HUD) and the Federal Transportation Administration (FTA).**

In conclusion, **I urge you to keep at least 30% of the existing parking spaces at Congress Heights Metro Station and adopt the alternative solutions outlined below.** These solutions align with the overall objective of the proposed modifications as referenced in the *Environmental Evaluation*. More importantly, this alternative solution allows for urban development while preserving parking availability:

1. Reducing the number of parking spaces by 30% instead of 87%. A total of 19 out of the 65 existing parking spaces should remain. The 19 parking spaces should consist of 8 ADA (non-metered) spaces, 10 short-term (metered) via Park Mobile App/kiosk spaces, and 1 (non-metered) parking space for the Station Manager
2. The one (non-metered) off-street parking space designated for the Station Manager should be near the North entrance.
3. Parking spaces (10 metered off-street) should be located on the 13th Street extension. Relocate the Park Mobile kiosk closer to these designated spaces.
4. Creating a separate lane for vehicular pick-up/drop-off for ride-hailing, taxis, shuttles, etc. This lane should run parallel to the proposed bus loop illustrated in *Figure 4: Transit Facility Modifications of the Environmental Evaluation*.
5. There should be ample signage for motorists and pedestrians to distinguish between bus and pick-up/drop-off lanes.

Please consider my alternative solutions during your decision-making process. We can create a vibrant, sustainable, inclusive, and equitable community for all by working together. I look forward to the final Staff Report regarding this project in December 2023.

Respectfully,

Tonya Wright