



# BENNING ROAD

## Reconstruction and Streetcar Project

Type of Meeting	Comment Period	Commenters
Open House #1 – September 19, 2019	Through October 4, 2019	Meeting Attendees Comment Form Entries from Project Website

Comment No.	Do you agree with the proposed objectives of the DC-295/Benning Road Interchange portion of the project? If not, please explain what you think should be added.	Are you aware of any social, cultural, or natural resources in the project area that should be considered in the interchange environmental study? If yes, please explain below.	What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?	Additional Comments
<b>In-Person Comment Cards</b>				
1	Yes	No	Smart city tech	Great event
2	I agree that the Interchange is long overdue. How the Interchange is designed to relieve traffic on Benning remains to be seen. Consideration should be given to pedestrian traffic and like modes of travel.	Of course - The Anacostia River along with creek and parks and historical preservation properties.		
3	Sounds Great	Kingman Island	Bike bridge north of Benning	
4	I mostly agree. I think extending from Oklahoma to Minnesota Ave makes sense but perhaps it should terminate there at this point. I like the bike and pedestrian improvements. I am worried about the Benning/Minnesota intersection and increased congestion.	I am concerned we need to remove large trees. Please keep our tree canopy large, we need them for (not legible) and to keep cool.	Work with WMATA to add a "River Terrace" stop to connect to Streetcar. Then no need to connect to Minnesota Ave metro or Benning Rd metro.	There need to be more efforts and thoughts about rapid bus transit and regional bus lines to reduce single occupancy vehicle from (not legible). Let's make streetcar track (not legible) use rapid bus as HOV and lanes.

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
5	Absolutely, pedestrian and bike improvement on this corridor are (not legible).		Dedicated lanes	
6	Yes	Pedestrian safety at Benning Rd metro tunnel pedestrian traffic to cross walks (currently fence obstructs)	Close central to create pedestrian plaza in 4500 block	
7	No - there are a lot of issues with the streetcar design/infrastructure. Further, I think there are many unanswered questions regarding bus service, impact on traffic flow etc.		Will this support further development of this area? Example grocery store retail	Also, how will community feedback be used? Need for more extensive community outreach at these meetings, we see the same community member engage - what are your plans to reach others that aren't at the meetings? Are there plans to gather feedback through door knocking? Going to community-based organizations etc.
8	No, I do not. It is not good service for residents. This is for an out of community people coming to games and other activities	Children, senior citizens and schools and resident's property and excess noise, pollution. Safety is permanent, but there is no safety and NOOO! Benefit for the residents, businesses, and no social enhancement. Please DO NOT bring streetcars to Ward 7	Circulator buses that go into neighborhood where regular buses go. No streetcars	How many times do Ward 7 residents have to tell you all No streetcars wanted in Ward 7?
9	My biggest priorities for the interchange project are 1. Make the bike/ped transition to the via duct bridge at 36th safe (slow cars plus cut a travel lane) 2. Improve bike/ped connection from Benning to Parkside along Kenilworth.		Glad to see the continuous bikeway from Oklahoma to East Capital. It must be designed with bike safety and convenience as a top priority. 10' is best for a 2 - way proceeded bike lane. 12' a minimum for a multi-use trail. Please consider raised crosswalks for crossings (minor streets) and floating bus stop	People should be able to bike to streetcar stops. Add easy connections and bike racks.

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
10	Yes- bike/ped routes especially. The current sideways are useful. Protected lanes are a must.	In new streetscape, would be great to enhance and build upon the great asset of the river and wooded areas. Would love this opportunity to bring back shade trees, inviting streetscape with space to encourage bike/ped etc.	Would be great to move some signage directing to the parks/ Art/Kingman at the new stops. Would be great to make the streetcar/track lane dedicated plus buses. Streetcar is great but a lot of people rely on bus service speeding that up would make a big difference.	
11	Special interest in when pop up bike lane will happen. We support this (See below)	Treatment of Benning Bridge at Kingman/Heritage Island (KHI) is critical. This will be the main entry for peds. and bikes to Kingman Island. The proposed bike lanes and widened sidewalks are essential to make this a safe and inviting main entry to the KHI Park.	See above. Peds and bike corridor on the bridge and at access points both E and W of the bridge need to be made safe, easily accessible and well landscaped so that it can serve as the well-identified access to Kingman Island Park	This bridge has the potential to become a destination point for residents and visitors since it will be the Kingman Island's main ped. and bike entry. The access points from both RFK and River Terrace need to be enhanced and tied into the Kingman theme.
12	Yes	No	None	
13	Yes	No	Sidewalk multi-model safety and access	
14	Yes. Bonus add a West to South option		Bike lane from Minnesota Ave to East Capitol	
15	Yes	Safety for pedestrians and bicyclists (people who can't afford cars)	Protected cycle-track the entire way	Don't embarrass yourself again like you did with 6th street protected bike lane. GET IT DONE
16	Yes!	Social: First - time here. Overhead some concern form stakeholders. I am all in - let's make sure others are too.	Renovate Benning Metro Stop!	Thank you!
17	I agree, provided the benefits going forward are clearly defined	Not at this time	Not at this time	

Comment No.	Do you agree with the proposed objectives of the DC-295/Benning Road Interchange portion of the project? If not, please explain what you think should be added.	Are you aware of any social, cultural, or natural resources in the project area that should be considered in the interchange environmental study? If yes, please explain below.	What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?	Additional Comments
<b>Online Comment Cards</b>				
1	Yes...it's beautiful plan!	Yes...It is paramount that the handicapped ramps and sidewalks have an even temporary smoothed paving/overlay that can be used by wheelchairs and walkers pushing strollers while this project is being done along the OTHER side of the roadway. People are often forced to just "deal with" a construction zone. Lives will be impacted and they should be considered and not forced to pay for bus to maneuver that area until renovations are completed.	I believe the businesses all along this stretch should receive FREE outside make overs including signage and beautification so that are not left behind and deemed as insignificant as the area becomes more affluent.	Very nice to see these wonderful improvements to Kingman Park...just sad it's taken THIS long.
2	No. I strongly support improved transit service in the District, but expanding the streetcar is not the right choice right now. You should be prioritizing creating a citywide network of bus lanes within the next 2 years. Take the money that would have been spent on the streetcar component of this project, and redirect it toward that network of bus lanes.		If you must include a streetcar extension, then it should have dedicated lanes, rather than running in mixed traffic. Additionally, you should give the H Street portion of the streetcar dedicated lanes too. Finally, please start charging fares on the streetcar.	Have you all considered what the relationship between the Streetcar and the X2 is? Is there any coordination between WMATA and DDOT for developing a comprehensive vision for surface transit in the District? How is this project interfacing with the Bus Transformation Project?

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
4	Yes, I agree with the purpose of the project		The pepco facility surrounding should be beautified and the metrorail line above it - perhaps some functioning artwork will be great	
5	Yes. I am a resident in river terrace and I believe the upgrades to Benning road as well as the arrival of the streetcar will benefit myself and my neighbors.	The river terrace is predominantly an older population. Please pay close attention to ADA requirements.	I would like for the crossing at Benning road and 34th street to eliminate u-turn capabilities or find a way to enforce the no u-turn with police and with all vehicles.	Please provide a protected bike lane and enforced speed across the Ethel Kennedy bridge. OR fix the current sidewalk so that it is protected for runners, cyclists and this using Kingman Island services. As a resident, bike and runner who uses this bridge regularly this is very important.
6	I do. Providing direct access from I295 to turn East on Benning Rd is a matter of quality. Currently the only exchange is to West of Benning- disadvantage to W7/ more poor communities.	I295 to Benning East exchange is a matter of equality, real 'One City', and connectivity between communities. And convenience.	I would like to see better bike/pedestrian options. Currently it feels like a HW with 3lanes each way, High speed in the middle of the city. The current ped/bike connection from Benning Rd to the bridge over CSX is dangerous!!! I would like to see a protected bike/ped lane from Bladensburg Rd to Minnesota Ave. With 6 car lanes there is a room for that.	Benning Rd should feel as part of the city, not a urban renewal HW separating communities. Is like to see Benning Rd looking more like a boulevard with pedestrians, bikers and slower vehicular traffic!
7	I think an eraser should be added to the objectives of "provide missing freeway connections to improve traffic flow to and from downtown DC" and "providing improved local access to and from Benning Road NE"--that is, delete those goals. The money that would be spent adding those connections (which will only increase reliance on cars) could be better spent adding bus lanes, prioritizing the		The street car needs a dedicated lane. I do not understand the point of an expensive bus that can't go around cars that are parked illegally in its way.  I see that "concern about congestion" was (seemingly) the third-most common comment received re: transportation related to	I'm not sure I understand the left turn option in the middle of Kingman Island to allow east bound traffic to turn directly into the driving range. I guess it's not a huge risk that left-turning cars could back up into the (currently planned-to-be-but-shouldn't-be-planned-to-be-shared street car lane), it just seemed curious.

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
	<p>street car, improving bike lanes, supporting pedestrian access, and generally bettering non-car transportation modes.</p> <p>In the 2016 NEPA report for the street car, the city reported that nearly half of the residents in the study area have no car. If a major goal of the overall Benning Road project is to increase access to local residents (and Wards 7 and 8 generally), please spend actual money on those goals and do not reserve the bulk of it for cars that are basically just travelling in and out of the city.</p>		<p>the project. I worry that "congestion" means CAR congestion, and I suspect concern about car congestion is the main reason that a non-dedicated lane is being pursued for the street car. But a street car travelling in a free lane of traffic could reduce PEOPLE congestion a lot more effectively--after all, that's why we have an entire metro system. But the street car can't do so if it's not frequent or reliable, and it can't be either of those without a dedicated lane.</p> <p>Up to 3,500 people travel on the street car each day--and that's on a mode of transit not really interconnected with any other transit modes, that doesn't really go anywhere, and that moves real slow. The Benning Road project helps address the first two issues--it should also help address the third. A dedicated lane would do so (and would also shift some drivers to out of their car, helping reduce car congestion anyway).</p> <p>Finally, I know the X2 (and the X* series generally) are some of the most crowded bus routes--the X* routes have a combined average daily ridership of around 14,000 as of 2017 (excluding the X8, which does</p>	<p>The preliminary plans for the separated bike lanes and pedestrian walkways on the south side of Benning Road look very nice. It looks like those stop at Minnesota Ave though, and then cyclists might be dumped onto roads that, per the proposed 395-interchange plan, will be full of people commuting to/from downtown or getting on/off 395 onto Benning Road. That seems potentially dangerous. (I realize that these plans are preliminary, so more thought is forthcoming, just a concern.)</p> <p>I'm very glad that the street car terminus will be basically at the Minnesota Ave metro station. It will finally actually interconnect the street car with other transit. (The Union Station terminus absolutely does not count as a connection and we all know it.)</p> <p>plz do not take away any of our parking becuz then thomas massie wouldn't let us bcome a state!! (Just kidding! Concerns about parking can be obstacles to amazing improvements--see the comments of Representative Thomas Massie.)</p>

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
			not run along Benning). A dedicated street car lane would also be a boon to X* users if those buses also used the street car lane. There's an opportunity here to really increase the accessibility and reliability of multiple modes of transit for over 17,000 people, but only if we're not prioritizing cars.	
8	Yes	No		
9	"Strongly approve of extending the street car, improving pedestrian facilities on both sides of the bridge, and having dedicated, protected bike lanes. Thank you for including these things in this plan.		<p>Even more bike and pedestrian facilities along Benning Road. Dedicated bus lanes. Infrastructure to encourage cars to yield to the street car. More trees to make walking, biking and waiting for transit pleasant. We truly cannot do enough to help folks have alternatives to driving.</p> <p>Bioswales to control and mitigate storm water runoff would be great too.</p>	<p>We have a moral obligation to help people find alternatives to driving as soon as possible. Just a couple examples of the many ways car travel is ruining the health of our communities:</p> <p>MIT Study: Vehicle Emissions Cause 58,000 Premature Deaths Yearly in U.S.  <a href="https://usa.streetsblog.org/2013/10/22/mit-study-vehicle-emissions-cause-58000-premature-deaths-yearly-in-u-s/">https://usa.streetsblog.org/2013/10/22/mit-study-vehicle-emissions-cause-58000-premature-deaths-yearly-in-u-s/</a></p> <p>The biggest likely source of microplastics in California coastal waters? Our car tires  <a href="https://www.latimes.com/environment/story/2019-10-02/california-microplastics-ocean-study">https://www.latimes.com/environment/story/2019-10-02/california-microplastics-ocean-study</a></p>

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
				I love biking and walking at Kingman Island and I'm looking forward to their being less loud, dangerous car traffic in this area in the future.
10	Yes	No	Additional signage and protection for bike lanes	
11				Please place a streetcar stop close to Parkside/ Metrotowns/Pepco, where Kenilworth and Benning intersect. This is a up and coming community that would appreciate and benefit from the rail stop being close to the community
12	Yes! Big thumbs up to the dedicated bike/walk path.	No	None	
13	Yes	No	Bike lane	
14	No I am 100% opposed. I would suggest the circulator come through ward 7p	No	I don't want to see anything built related to the streetcar	Please stop trying to ram projects down ward 7 residents throats that we don't want
15	For the most part, the project looks great. However, one major issue for safety, convenience, and traffic flow patterns is that traffic exiting 295/Kenilworth Ave while traveling Southbound have no way of exiting and traveling East on Benning. They must head West and turn around which causes an enormous number of illegal U-turns at 34th and Benning. If that many people	I am not.		

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
	are needing to break the rules, it means there's a systemic failure.			
16	Yes.		<p>I'd like to see the bicycle/medium-speed facilities to be protected from automobile traffic. Currently there's four lanes allocated to car traffic in each direction, even though there's not many cars. Meanwhile everyone else is crammed onto a crowded, broken sidewalk.</p> <p>I'd also like to see rubber flange fillers installed along the length of the streetcar line to prevent bicycle tires from getting caught in the tracks. The current situation is very dangerous and many people have been seriously injured and even killed.</p>	
17	From the materials online, I can't tell if there will still be a way to get onto 295 NB from Benning Road. For residents in the Parkside/Kenilworth neighborhood, with such limited entrance/egress options, this is a crucial access point and must be maintained. If it's to eventually be eliminated, a new entrance at Benning Rd. and 34th St. must be created first.	Unity Health Care, Thomas Elementary School, the Annacostia Riverwalk Trail, and The Fields at RFK, were left off the map of the Study Area.	Access to the stop at 34th st. via the Annacostia Riverwalk trail.	
18	Yes	Integrating with the DOEE project that's aiming to make Kingman Island more accessible on the Benning road section. Also there is a proposed Capital BikeShare station being built		

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
		on the ART at the Heritage Island entrance.		
19	If the interchange includes the street car I am 100% oppose to the streetcar coming into ward 7 along Benning Road. We have enough traffic, congestion and public transportation along this corridor. If there is need for more public transportation I would suggest the free circulator bus that every ward has access to except Ward 7.	Yes I am aware of the study and I do not believe it gives accurate data considering the other factors and variables that Ward 7 has compared to the Wards in the city.	I would not consider this a necessary project or a project that the residents of Ward 7 need or want. The Lorraine Whitlock bridge does need to be improved but not at the cost of accepting the streetcar along Benning Road. #NOSTREETCARINWARD7	DDOT needs to acknowledge and eradicate the plan for a streetcar. It is not needed nor do the residents want a streetcar in a residential area. There are homeowners and apartments along Benning road that are not be considered in how having a streetcar will affect them. #NOSTREETCARINWARD7
20	Absolutely Not!!!! We on this side of Ward 7 have had enough disruption of traffic and damage to our cars over the last 10 years of construction. You had the opportunity to do this years ago when the streets were already torn up.		NO Street Car Project at all!	Go run this street car through Pennsylvania Ave side of Ward 7, they need it.
21	I can't agree or disagree with the current project. If you're asking for what benefits the expansion may have on the residents. That is the only question I am interested in answering.	I do not know of any cultural or natural resources in the project that should be considered. However, I am concerned about environmental hazards, impediments created by the project, and possible outcomes that would negatively impact the current residents.	To be clear I would like to have a copy of the study. To make sure all concerns have been addressed, issues that might impact residents have been resolved and furthermore addressing the outcomes of the project and it's benefits to the community at large. These projects usually do not include semigroup or certain populations who are going to be impacted by the entire project collectively.	In the end collectively. What are the goals, aspirations, ad outcomes of the expansion of the streetcar? Who benefits the most? Will this cause greater issues with traffic? Are residents in each community negatively impacted by construction? What long-term plans are evident as a result of this proposal.
22	NO!!!!!! We do not need a street car in this area of the city! Transportation is more than adequate. Merely get a small bus for the River Terrace community.	Homes on Benning road and traffic impact on the surrounding area.	Widen the bridge and make Minnesota Ave more walkable....no bike lanes.	The current community is very opposed to this proposal. We want to be respected, heard and considered. We cannot

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
				withstand 2 years of construction for a project that is not needed. Metro can change the bus route to go directly over the bridge without stopping at the subway. Be advised that we are an engaged and informed community!
23	Yes.	No.		
24	Yes	No.	It is great as it is.	
25	Yes	No		I just really hope the interchange can be improved and the streetcar built in a time frame that is close to the proposal.
26	Yes, enthusiastically!	The Anacostia River, Kingman Island, and Anacostia National Park. Nothing you don't already know.	More separated, protected space for pedestrians and cyclists. More attention of noise mitigation. Fewer lanes of traffic and less pollution-friendly infrastructure.	
27	No	We are already saturated with bad air and pollution...no more	Trees and green space	No street cars. I can barely get out of my neighborhood now with all the illegal u turns at the light  NO STREETCARS!!!!
28	Highway safety is important, but please don't lose sight of the walkability needs, especially from Kenilworth Ave into Parkside. These sidewalks must be widened and buffered from the travel lanes to provide people with a realistic		I am glad to see a separate sidewalk and protected bike lane on Benning Road. This should extend as far as possible towards the bridge and include floating bus islands to minimize conflicts between people on bikes and on foot. Furthermore,	Please look for opportunities to add appropriate trees to the corridor

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
	option for walking or biking from Parkside to the streetcar stop.		<p>the multi-use trail should be designed as a high-quality trail with raised crosswalks at intersections, wide ramps, careful attention to sight distance and design speed.</p> <p>Even if not continuous for the whole length, the streetcar should have a dedicated lane and signal priority for as much of this corridor as is possible. Single occupant drivers should not be able to slow down a 120 person streetcar.</p>	
29	Yes, the Lorraine Whitlock bridge is in serious need of improvements. Also, it is racist that the streetcar stopped at the Anacostia River and it is an important step towards a more equitable city to connect EOTR with a better bridge and better transportation options.	No, unfortunately, the culture of the River Terrae and Benning neighborhoods has been destroyed due to years of lack of investment, poverty, and negative stereotypes being perpetuated.	<p>Better bike lanes and facilities over 295. If possible an 11th street bridge style project over 295 would be preferred. The streetscaping is currently under improvement, but continuing to promote the planting of trees is important. Please truly maximize the opportunities to do so. For instance, the current streetcar is powered by hanging lines. If possible, please do not use hanging power lines as they decrease the opportunities for robust foliage.</p>	Many people are excited at the opportunity for improved transportation, access, and investment. Also, the streetcar must have its own dedicated lane so that it can function efficiently!!!! This is paramount.
30	Yes - this is an unsafe interchange and needs attention.	No	<p>We need a separate and protected bikelane connecting the E and W Anacostia River Trails AND pedestrian pathways. Currently not enough space to accommodate both uses.</p> <p>Please narrow the lane width and/or remove driving lanes on Benning E of</p>	

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
			Oklahoma Ave, speed limit increases to 35mph and drivers regularly exceed that speed in attempt to 'beat' Anacostia Ave and 34th st lights.	
31	Yes. However, the plan to extend the Streetcar to East Cap/Benning Rd Metro is a VERY DUMB IDEA!	no	Ditch the Streetcar extension. Very dumb idea!	Plan to extend the Streetcar to East Cap/Benning Road Station is a VERY DUMB IDEA!!
32	Benning Road Transportation Improvements Project Open House #1: September 19, 2019 Meeting at DOES. I do not agree with the proposed plans for the DC-295/Benning Road Interchange. I do not Disapprove the whole Concept. There is enough congestion as it is within the area and Safety is a major issue for pedestrians, senior citizens and children walking to and from school.	Human Capital is the most important in this project area. Safety and Environmental. Health issues. The residents have vote numerous that they do not want the Street Car in Ward 7. You need to respect the Residents even if the majority are African Americans.	KEEP THE STREET CARS OUT OF WARD 7. IT WILL NOT HELP WARD 7 RESIDENTS, BUT IT WILL DESTROY THE LITTLE BUFFER WE HAVE FOR SAFETY. WE NEED THE CIRCULATOR BUS WHICH CAN GO INTO THE NEIGHBORHOODS WHERE REGULAR METRO BUSES DO NOT GO. SENIOR CITIZENS AND YOUNG FAMILIES HAVE TO WALK CARRYING PACKAGES AND OR CHILDREN TO GET INTO THE RESIDENTIAL AREA WHERE THEY LIVE. KEEP THE STREET CAR OUT OF WARD 7. IT IS NO BENEFIT FOR WARD 7 RESIDENTS	PLEASE RESPECT THE WARD 7 RESIDENTS AND KEEP THE STREET CARS OUT OF WARD 7. WE ARE HUMAN BEINGS AND ADULTS WHO KNOW WHAT WE WANT AND WE DO NOT WANT THE STREET CARS IN WARD 7. WE NEED THE CIRCULATOR BUS THAT CAN GO THROUGH THE RESIDENTIAL NEIGHBORHOOD SO SENIOR CITIZENS AND YOUNG PARENTS WILL NOT HAVE TO WALK SO FAR CARRYING BAGS AND CHILDREN. NO STREET CARS IN WARD SEVEN.
33	yes			
34	I don't believe we should be building more freeways or that we should be trying to accommodate future traffic projections.  For a streetcar project, this has a heavy traffic focus. A streetcar project should focus on streetcar and streetcar access (primarily walking).		Traffic calming. Wider pedestrian / bicycle accommodations on the bridges. Improved access to the Anacostia trail.	For a streetcar project, its telling that the project materials include traffic volumes but do not include existing bicycle or pedestrian counts.

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
35	Yes, especially the median running streetcar design. The current H Street line is problematic without a dedicated lane and delays due to badly parked cars and traffic congestion.		Dedicated bike lanes would be great to connect communities west of the river with the bike trail system on the eastern side.	I emphasize the importance of a median running streetcar design. The current H Street line is problematic without a dedicated lane and delays due to badly parked cars and traffic congestion.
36			I would like to see dedicated lanes for the streetcar and/or for buses to ensure that the streetcar meets its full potential.	
37	Yes! This is an extremely dangerous and confusing intersection currently. I have even been in a car with lifelong DC residents who find it confusing, dangerous and difficult.	Safe pedestrian and bicycle travel should be a priority.	Preserve or improve access to Kingman Island from East of the River or Benning Road access point.	
38	Yes, this area is in dire need of more access points to the 295. Nannie HB is completely over congested and dangerous on a regular basis in the mornings. Surrounding neighborhoods end up being affected when that intersection get's backed up. I hope that you all consider putting more south-bound access points for people that are heading eastward, or eastward accesspoints for those who are going southbound. Doing so would alleviate NHB intersections near Kenilworth and Minnesota Ave and also stop the illegal turn arounds that happen on Benning Ave when people are trying to go east.	Kingman Park needs to be protected as much as possible, but cars are oversupported and there needs to be more spots for bikes and pedestrians.	More accessibility for people living in Parkside/Kenilworth-Eastland Gardens, people want easier ways to get to Minnesota Ave and Benning then through Nannie Helen Burrough congestion mess.	
39	Most changes I agree with, however, I'm apprehensive about the Streetcar route being extended down Benning Road. I'm	Kingman Island would be a great resource to teach children about nature, however, it would take some	Repaved streets, more lighting, synchronized streetlights and/or traffic control to keep the flow of	

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
	not sure how this will benefit the community by adding this to the community. I believe it's a waste of taxpayers' money. The maintenance alone has proven it's not worth keeping.	major development to create a space where children can explore and learn.	traffic, and Police officers walking the beat on Benning Road.	
40	While I am a huge proponent for increased bicycle safety in the benning road corridor, I do not support a bicycle route and facilities that pass through River Terrace (via Eads street) as the roads are already quite narrow, there is lots of construction planned for that corridor and it would disrupt the already overstressed streets of River Terrace (which are plagued by car drivers taking the illegal u turns and using the neighborhood as a short cut/access to the highway).	Benning road passes over the anacostia historic river trail (a trail that leads to the aquatic gardens, kingman island (a protected land) and the River Terrace Park (which is a part of the National Park Service). These natural resources are not well mentioned in maps and in discussions surrounding how to minimize the damages of construction.	I would like to see more beautification plans for Benning Road surrounding Kingman Island and Anacostia Park to highlight and celebrate the natural landscapes. Murals of DC's history (including the history of the Langdon Golf Course) created by DC artists would be a beautiful addition to a well travelled area.	I applaud your efforts to beautify and update the Benning Road corridor so that it can be another entrance of pride for the city and bring a  I highly recommend you add a bicycle lane to your development of the Benning Road (not to additional streets within an already taxed and small neighborhood (River Terrace). River Terrace is already a very high traffic corridor with buses, a highway entrance, post office traffic, and ALOT of diverted traffic (brought from highway traffic and several . There is a need for more bicycle traffic lanes over a highly used corridor between ward 7 and city center, (especially with more development in ward 7 and more bike share options along Benning Road and the anacostia river trail...including another planned bike share at benning and Oklahoma for the Fields expansion to Benning Rd. It is important for people to be able

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
				to bike on a, hopefully expanded, Benning Road
41	strongly support the proposed bicycle facilities along Benning as well as the bridge reconstructions and rehabilitations. Please keep working this and being these new amenities to a neglected part of the city!	Some art should be there that reflects the history and culture of the neighborhood	Protected bike lanes. A dedicated lane for buses and the streetcar. Some art welcoming people to the historic underrepresented section of the city	
42	Yes- the street car is great for the community.	No, we need to expand the street car quickly	Dedicated street car lanes that stop it being blocked by traffic.	Once complete please consider further expansion
43	I am fully in support and am excited by the potential of having this connection across the river and 295, which are significant barriers to access.		Please run the streetcar in dedicated lanes if possible. Only if it offers an alternative to sitting in traffic will it reach its full ridership potential.	
44	Would be nice to go from the east of the bridge to south on 295. Would prefer not to pull a u-turn	No	Bicycle lanes for the whole section. the planned bicycle lanes are good but they are going in areas that are okay to ride as is. The worst part is from Minnesota Ave to East Capitol Street. Please put bicycle facility there.  Additional, make Central Ave. one way and add a bicycle lane there as well.	Please do not leave out the bicycle lanes. There are so many people who bike in the area and this would be a great, safe way to connect the neighborhood.
45	I am a Ward 7 resident that is strongly support of the key elements of this project. It's critical that this streetcar line must run in the median for the vast majority of this route. Recommend dedicated lanes for the streetcar for any segments that are possible, especially in segment of high traffic congestion such as around the Minnesota Ave and		Dedicated streetcar lanes!	Highly support this project, can't come soon enough!

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
	<p>Benning Metro Stations.</p> <p>I strongly support the proposed bicycle facilities along Benning as well as the bridge reconstructions and rehabilitations. Please keep working this and being these new amenities to a neglected part of the city!</p> <p>J. Ben Bowman 2512 E St NE</p>			
46	<p>Yes. I believe this is a much-needed and extremely beneficial project for Ward 7.</p>	No.	None.	<p>Please consider that, if you live near the Benning Metro (i.e., the proposed end of the Streetcar Line), there are 2 main roads to take via car into downtown: Benning Road and East Capitol Street. There has been extensive construction recently on East Capitol Street leading to RFK stadium. This has caused sometimes severe traffic issues near Benning Metro. If DC has ongoing construction on East Capitol and then adds the Benning Road construction, there is a high likelihood that traffic will be so severe, residents will not be able to get into the city via car. Rush hour traffic will bring both East Capitol and Benning to a standstill. And if there are any issues with Metro, residents will begin to feel isolated. Please ensure that East Capitol and Benning are NOT under construction at the same time.</p>

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
47	Yes, we agree.	No	Should the old site of RFK Stadium be used for a new stadium for sports and entertainment, consideration should be given to a branching off of the H Street/Benning Road corridor line to the new stadium site—maybe even to the Metro Red Line Stadium/Armory station. Such a track could branch off between the Oklahoma Ave and Kingman Island stations. This could be done at limited costs but would help bring more people to stadium events using public transportation, thus reducing the need for parking. The new branch would mainly be used on event days, but if the link were to go close to the Metro Stadium/Armory Station, it could also help offer new transportation options to residents of the benefiting neighborhoods, thereby also helping boost the H Street Corridor.	Given the importance of the Benning Road extension for the DC Streetcar system, making DC a greener city, and bringing neighborhoods together, we would encourage a speedy start of the project.
48	<p>Yes. The streetcar would be a wonderful addition. Also great would be an improved sidewalk along Benning to connect both sides of 295.</p> <p>Another dream wish is for a safe, usable sidewalk connecting the east side of East Capitol to the RFK-side of East Capitol. We are closed off by 295 and the railroad track, and the "sidewalk" that runs along the underpass is not safe in the least.</p>		Fort Mahan Park has so much potential but the area beyond the trees is covered in litter and scary. I would like to visit it by myself/ my dog and feel mostly safe. What might be done to keep it in better shape and used and enjoyed by residents?	

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
49	Yes I do. The bridge, road, and intersection needs to be fixed, and it would be great to have the streetcar extended down Benning Road. I would also like to see safe bike Lanes established on Benning Road East if the river.	Folks who live on Benning should still be allowed to park in front of their houses	Bike lanes down Benning Road. Hopefully the streetcar stops will not interfere too much with traffic flow	
50	I agree with the proposed objectives of the DC-295/Benning Road interchange portion of the project. The interchange could be signed better and the bridge could be safer to cross.	<p>Demographically, I think that there are some social and cultural concerns. I am a 27 M, African American, who owns property in Benning Heights - I also, own property in Waterfront D.C. After attending the open house, it dawned on me that some people were lamenting about the streetcar using red herring arguments. I heard people ask, "what is it's purpose?" The response, "to improve transportation, connect different parts of the city, give different transportation options." The inquirer would ask: "...so what is the purpose?"</p> <p>I came to the conclusion, some people did not want answers. I feel they free they will be gentrified out of their housing. I own property, so selfishly, I am thinking this will be great for equity and my AirBnB. However, I worry about the cultural fabric of people who lived there before I - they must "buy into it more." I am sold. Are they?</p> <p>Natural Resources: Please ensure that</p>	<p>1st: Lean into the hip factor of the streetcar. Use this to market to developers. Each stop should have something walk able close-by.</p> <p>2nd: Involve the community more! People should be able to partake in all feasible decisions, building, and design. The more people have the opportunity to be involved, the more likely they are to "buy-in" to the project.</p> <p>3rd: UPDATE BENNING METRO STATION - take this time to renovate the station. Could the station be renovated to include a circular loop for the Street Car? Could you work with the Shrimp Boat Plaza owner to have a Street Car shop or coffee shop? There is a lot opportunity to synergize.</p> <p>4th: Think about the RFK Stadium. One day, will you be interested in extending the Street Car to RFK up East Capitol.</p>	

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
		air pollution is a consideration.  Are you aware of any social, cultural, or natural resources in the project area that should be considered in the interchange environmental study?	5th: Keep rocking it! Thanks for all that you are doing to help an undeserved part of the city. I suggest you make that a part of your story. Push the new bike trails, new landscape, and improved public infrastructure because god knows that all other parts of the city have benefited from gentrification but SE, DC has been NEGLECTED.	
51	Yes.	No.	Please give the streetcar a dedicated lane! And make sure the bike lanes are protected.	Looking forward a more connected Ward 7.
52	I agree	No	None. Go for it!	
53	Yes	No	None	
54	I agree with the proposed objectives. I look forward to infrastructure investment on Benning Road and the extension of the streetcar down to the Benning Road metro station	No	I would like there to be curb cuts for wheelchairs and strollers so people can cross the street more easily	please bring the streetcar to Benning Road Station!
55	Yes. But also add a westbound to southbound option	No	Bicycle Lane from Minnesota Ave to East Capitol.  Bike lane on Central from East Capitol to Benning road.	
56	This project should in no way be tied into the streetcar project. This is a maintenance project that should be done regardless.	The environmental assessment study is for the streetcar project alone.	The streetcar project has been unanimously voted against by the residents and both ANC 7D and ANC 7F.	The Benning Road streetcar would be extremely destructive to the community, residents, and the environment of the low density RA-1 and R-2 residential neighborhood. However, we did accept the alternative destination

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
				to the Minnesota Avenue subway station in the heart of downtown Ward 7 business district.
57	Yes, I agree with the objectives.	No.	I would like to see the streetcar run in a dedicated lane instead of in traffic to minimize delays	
58	Yes. Details will need community input but I support the general objectives fully.	No.	I'm not sure at this time.	The streetcar should already have come east of the River.
59	Overall, yes. But would be nice to include a westbound Benning to south bound 295 transition.	No.	Extension of a bike lane/facility from Minnesota Ave. to Benning metro station. Bike lane added to central avenue from East capitol to Benning road (behind the Shrimp boat)	Please extend the bike lane from Minnesota Ave. to Benning road. There is no safe, accessible connection for residents that want to cycle or scooter. Sidewalks are not good enough.
60	Yes, although I'm not sure why the pedestrian improvements stop at Minnesota Avenue. The pedestrian and bicycle improvements should extend all the way down Benning to East Capitol. The street car is great but it 's going to blow up Benning Road and so I think pedestrian and bicycle safety should be prioritized all the way to East Cap		I wasn't able to attend the meeting on Sept 19th 2020 but would like to provide some comments here.  I'm very excited that the street car is coming east of the river and look forward to using it when it comes, but I have a few concerns that I would like considered. I'm very concerned that the intersection of east capitol and benning road (which is really a 6 way intersection when you include Texas Ave and Central Ave) could become even more dangerous for pedestrians when this project is completed. I reviewed your reconstruction plans for Benning and East Capitol and, from what I have seen, I'm not sure they are sufficient.	I wasn't able to attend the meeting on Sept 19th 2020 but would like to provide some comments here.  I'm very excited that the street car is coming east of the river and look forward to using it when it comes, but I have a few concerns that I would like considered. I'm very concerned that the intersection of east capitol and benning road (which is really a 6 way intersection when you include Texas Ave and Central Ave) could become even more dangerous for pedestrians when this project is completed. I reviewed your reconstruction

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
			<p>Many people have to walk across over 9 lanes of traffic just to get to the metro that is only 20 feet from east capitol (I live on Texas Ave SE and so I cross 11 lanes of traffic to go just 60 feet to the metro). The drivers are reckless, the streets are wide, and the pedestrian crosswalk lights are red too often and green for too short of a time. I don't want that intersection to get even more dominated by cars.</p> <p>I also noticed that in many of your drawings you don't include the intersection of Texas Ave SE and East Capitol SE as part of the dangerous situation on East Capitol. The intersection of Texas Ave SE and East Capitol is very much part of the vehicle and pedestrian eco-system that makes everything so cramped. Just look at the pedestrian "cow path" that is always crossing east capitol by Texas ave, and also look at the congestion that is frequently caused by cars stacking up by that weird texas ave cross through on east capitol.</p> <p>That intersection (east cap, benning, central ave, texas ave) needs a serious overhaul to be safe for pedestrians and capable of serving</p>	<p>plans for Benning and East Capitol and, from what I have seen, I'm not sure they are sufficient.</p> <p>Many people have to walk across over 9 lanes of traffic just to get to the metro that is only 20 feet from east capitol (I live on Texas Ave SE and so I cross 11 lanes of traffic to go just 60 feet to the metro). The drivers are reckless, the streets are wide, and the pedestrian crosswalk lights are red too often and green for too short of a time. I don't want that intersection to get even more dominated by cars.</p> <p>I also noticed that in many of your drawings you don't include the intersection of Texas Ave SE and East Capitol SE as part of the dangerous situation on East Capitol. The intersection of Texas Ave SE and East Capitol is very much part of the vehicle and pedestrian eco-system that makes everything so cramped. Just look at the pedestrian "cow path" that is always crossing east capitol by Texas ave, and also look at the congestion that is frequently caused by cars stacking up by that weird texas</p>

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
			<p>the needs of all the increased uses that will come as the area continues to gain more residents. Your current proposals of more green space, and curb bulb outs are really just marginal improvements and don't seem to get at the more fundamental problem which is that the intersection is totally dominated by cars. With a metro right there we need transit-oriented development that utilizes public options. I'm not a transportation engineer or planner, so I don't know what the solution is, but I know something more needs to be done. Perhaps the entire area should be turned into a low-speed traffic circle with East Capitol going underground (like Dupont circle and Connecticut ave) or maybe it should be a vehicle-pedestrian shared space (like in Graz Austria). Regardless, the area is growing, and with metro already there, and the street car coming, more and more people are going to need to safely and quickly cross that intersection.</p> <p>Also, I'm not sure if this is in scope, but I think the street car should continue to be free. For nearly a decade wealthier people west of the river have had free access to the street car, and now all of a sudden it's moving east of the river and</p>	<p>ave cross through on east capitol. That intersection (east cap, benning, central ave, texas ave) needs a serious overhaul to be safe for pedestrians and capable of serving the needs of all the increased uses that will come as the area continues to gain more residents. Your current proposals of more green space, and curb bulb outs are really just marginal improvements and don't seem to get at the more fundamental problem which is that the intersection is totally dominated by cars. With a metro right there we need transit-oriented development that utilizes public options. I'm not a transportation engineer or planner, so I don't know what the solution is, but I know something more needs to be done. Perhaps the entire area should be turned into a low-speed traffic circle with East Capitol going underground (like Dupont circle and Connecticut ave) or maybe it should be a vehicle-pedestrian shared space (like in Graz Austria). Regardless, the area is growing, and with metro already there, and the street car coming, more and more people are going to need to</p>

Comment No.	Objects for interchange	Resources to be considered	Additional improvements	Additional Comments
			<p>people think it should stop being free? It's just like the circulator in that regard.</p> <p>Finally, I think DC should seriously consider extending the street car down through the rest of Benning Road until it reaches Southern Ave. If DC stops the street car at East Cap, all that's going to happen is that people are going to take the bus to east cap and get off to get on the street car. Why not save the hassle and the congestion by getting rid of the bus and replacing it with a street car all the way down Benning?</p>	<p>safely and quickly cross that intersection.</p> <p>Also, I'm not sure if this is in scope, but I think the street car should continue to be free. For nearly a decade wealthier people west of the river have had free access to the street car, and now all of a sudden it's moving east of the river and people think it should stop being free? It's just like the circulator in that regard.</p> <p>Finally, I think DC should seriously consider extending the street car down through the rest of Benning Road until it reaches Southern Ave. If DC stops the street car at East Cap, all that's going to happen is that people are going to take the bus to east cap and get off to get on the street car. Why not save the hassle and the congestion by getting rid of the bus and replacing it with a street car all the way down Benning?</p>