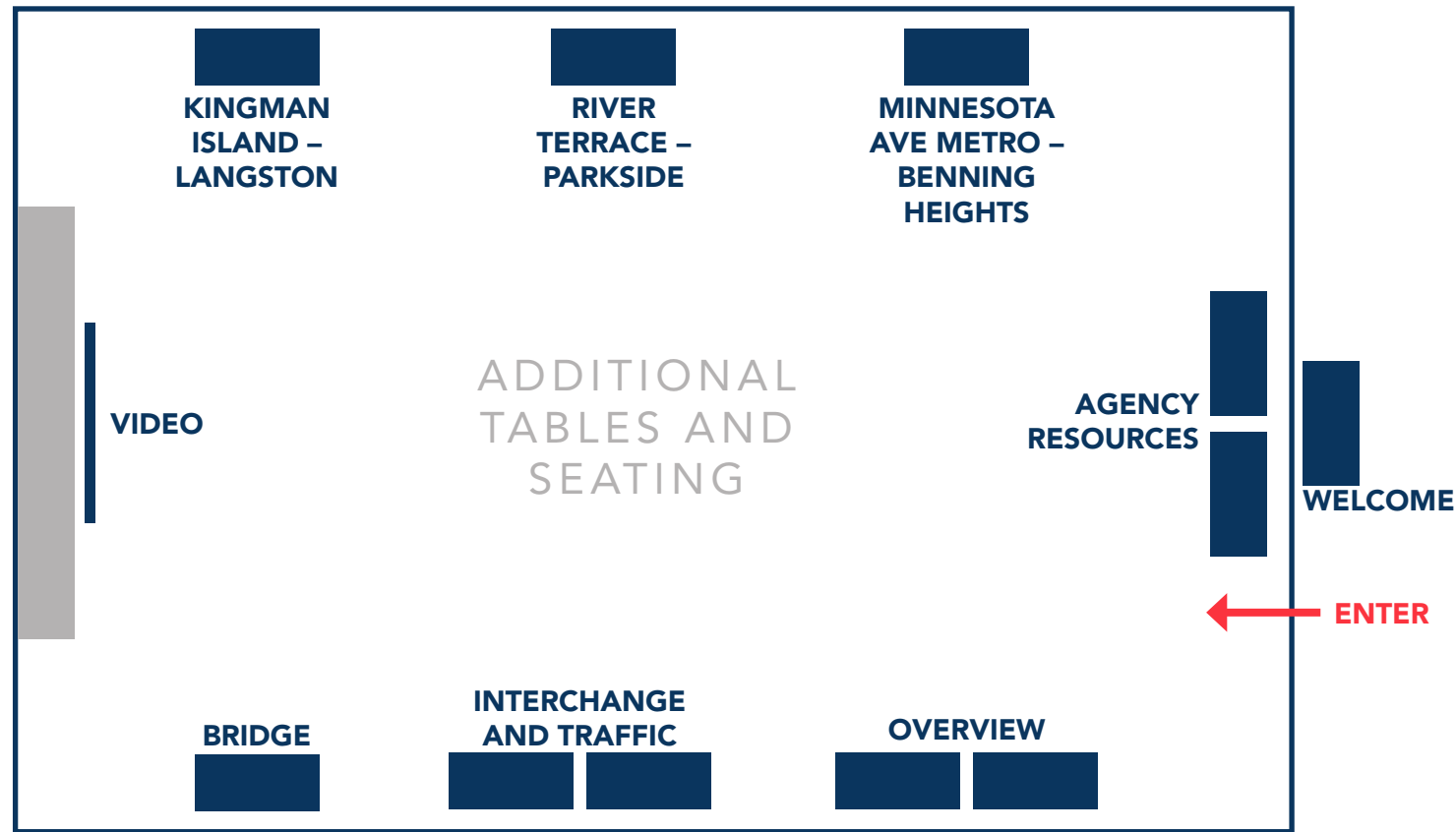


Open House 2 Floor Plan

Today is your opportunity to get an update on the project and provide input on concepts.

Please visit the overview station first, followed by the information station(s) of your choice. At each station, a project team member will give a brief introduction and open the floor for questions and discussion. While we recommend spending about 15 minutes per station, you are welcome to stay as long as you wish. *DDOT will give a brief welcome at 6:45 pm.*

Please take the time to examine the information provided, ask as many questions as you wish, and give us your comments and suggestions.



Get Involved and Stay Connected!
www.BenningProject.com

DDOT is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, and other related statutes.

If you need special accommodations, please contact Cesar Barreto at 202-671-2829 or cesar.barreto@dc.gov. If you need language assistance services (translation or interpretation), please contact Karen Randolph at 202-671-2620 or karen.randolph@dc.gov. These services will be provided free of charge.



Benning Road Reconstruction and Streetcar Project

DC-295/Benning Road Interchange Modification

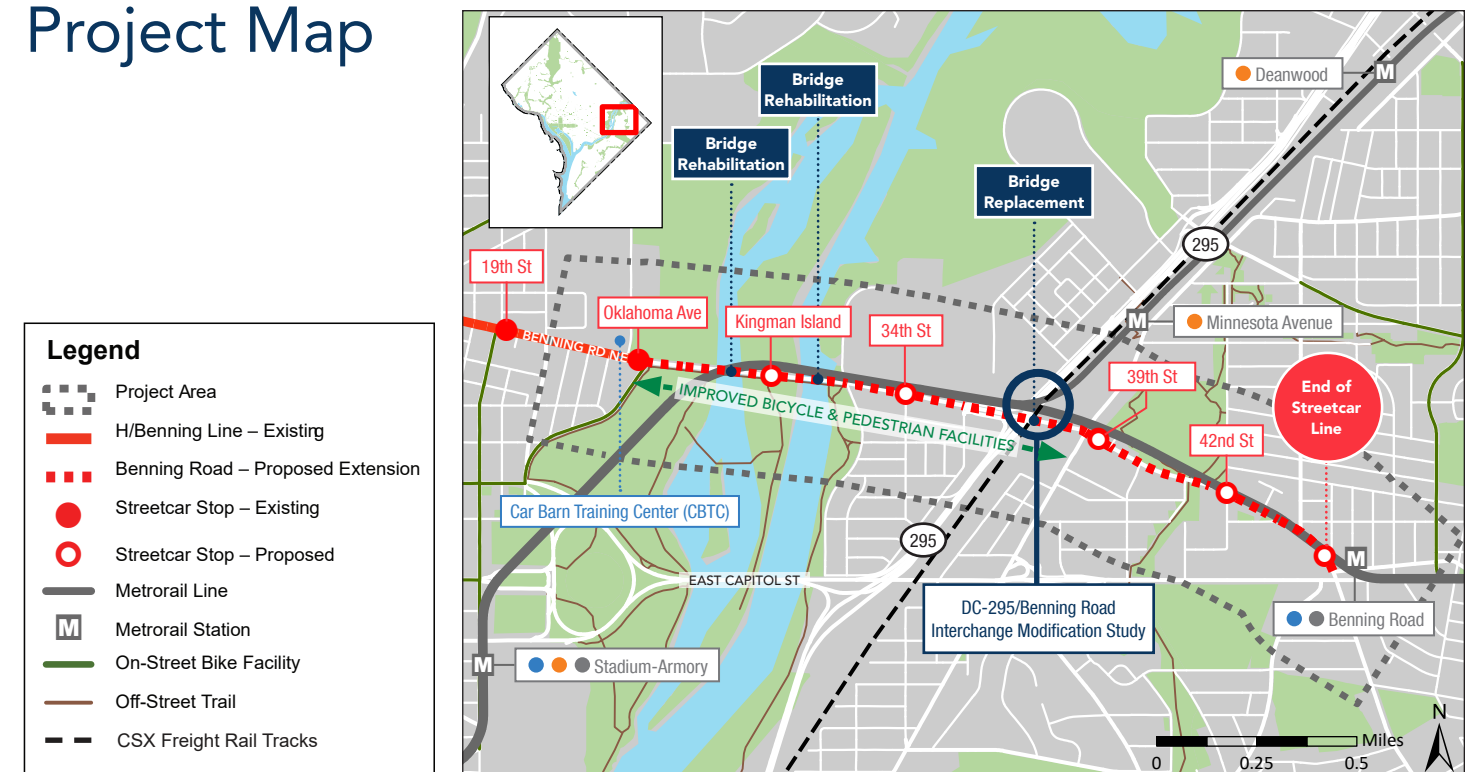
Overview

As part of the ongoing Benning Road and Bridges Transportation Improvements Environmental Assessment (EA), the District Department of Transportation (DDOT) has initiated a preliminary design project aimed at improving the Benning Road corridor to safely and efficiently accommodate all modes of transportation. The Benning Road Reconstruction and Streetcar Project will begin preliminary design to improve safety conditions and operations, address deficiencies in infrastructure, and provide additional transit options in Ward 7, Ward 5, and along the approximately two miles of Benning Road NE from Oklahoma Avenue NE to East Capitol Street. This includes:

- Enhancing safety and operations along the corridor and at key intersections
- Improving transportation infrastructure conditions
- Rehabilitating roadways and bridges that cross the Anacostia River, DC-295, and CSX freight rail tracks
- Enhancing and installing pedestrian and bicycle facilities
- Extending DC Streetcar transit service to the Benning Road Metrorail station

Community needs, preferences, and input voiced during past studies—including the DC Transit Future System Plan, DDOT Benning Road Streetcar Extension Study, and Benning Road Corridor Redevelopment Framework Plan and EA—will help shape and inform the project to improve access, operations, and safety for all users along the Benning Road corridor. Public involvement will be continuous throughout this next phase of the project, which seeks to connect Ward 7 and Ward 5 neighborhoods to employment, activity centers, the regional Metrorail system, and multimodal transportation services at Union Station.

Project Map





BENNING ROAD

Reconstruction and Streetcar Project

Key Project Elements



Bridge and roadway rehabilitation and replacement



Pedestrian and bicyclist safety enhancements



Safety and streetscape improvements



Interchange modifications at DC-295/Benning Road ramps

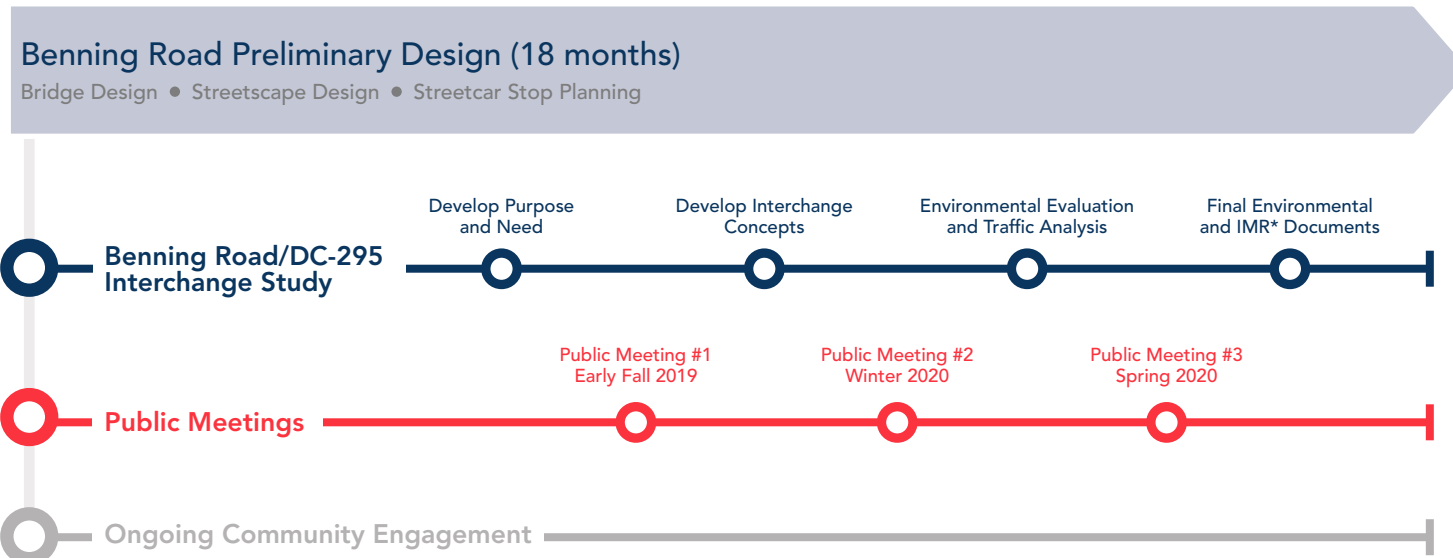


Median-running streetcar



Streetcar end of line at Benning Road Metrorail station

Schedule



*Interchange Modification Report

Mythbusters: Benning Project Edition

Myth 1: The Benning Road Reconstruction and Streetcar Project is an expansion of the existing streetcar service only.

Fact: The Benning Road Reconstruction and Streetcar Project is a comprehensive transportation project providing much-needed upgrades to the infrastructure along the Benning Road corridor. Project highlights include replacing the Lorraine Whitlock bridge over DC-295, enhancing pedestrian and bicycle infrastructure along the corridor, improving safety and access at interchange ramps to Benning Road and DC-295, completing numerous safety enhancements, and improving the streetscape.

Myth 2: The Benning Road Reconstruction and Streetcar Project will remove parking along the Benning Road corridor, negatively impacting residents and businesses.

Fact: Parking will not be removed along the corridor. Based on feedback received from the public during the past five years, DDOT has selected Build Alternative 2 (from the Benning Road and Bridges Transportation Improvements Project Draft Environmental Assessment) as the preferred alternative to move forward to preliminary design. The preferred alternative is a median-running streetcar facility that will preserve the corridor's existing parking while also expanding sidewalks, adding bike facilities, and maintaining traffic flow.

Myth 3: In the effort to expand streetcar service, DDOT will use eminent domain to take property from stakeholders along the corridor.

Fact: DDOT has no plans to use eminent domain to take ownership of private property in the corridor. Existing public space will need to be repurposed, specifically along the 4200 block of Benning Road NE, to expand the roadway for driver comfort, widen sidewalks, and preserve parking. Some trees will need to be removed and replaced to make for safer transit and a more walkable community.

Myth 4: The streetcar will impede traffic flow, delaying buses, and remove curb parking.

Fact: DDOT's preferred alternative is a median-running streetcar facility that will avoid impacts to parking. In addition, DDOT is designing and relocating proposed streetcar stops to keep them from impeding traffic flow and to minimize bus delay.

Myth 5: DDOT has already determined the design and final recommendations for the Benning Road Reconstruction and Streetcar Project and will not consider the input provided by the public at these meetings.

Fact: DDOT is committed to transparency in all our projects. As such, DDOT is keenly aware of the need to work with community stakeholders. Since the start of this process more than five years ago, DDOT, along with its federal partners, has documented communications with residents and business owners along the corridor. Every step leading up to the Benning Road Reconstruction and Streetcar Project has been inclusive of the community's input and lessons learned.