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## *Appendix B – Title VI Forms and Comment Cards*



# BENNING ROAD

Reconstruction and Streetcar Project

Ward	Gender	Ethnicity	Age	Primary Language	Comments/Concerns on Survey	How did you find out about this meeting?	How did you travel to get here today?	What could have made these public workshops/ meetings better?	Additional Questions/Comments
7	Female	Caucasian	35-44	English		Email from DDOT	Bicycle		I feel very strongly that this an opportunity to put in the highest caliber of safe streets design elements. This would include separated bike and pedestrian facilities not a ten foot shared path. I like the changes proposed to the bridge and 295 interchange, especially the ramp and traffic signal at the top of the bridge. The pad crossing on the west side of the 295 bridge looks too dangerous - three streets to cross! Please reduce number of crossings.
9	Male	African-American	25-34	English		Twitter	Bus	6pm-8pm	As a Maryland border resident, I utilize many of the same transit options of my Ward 7 neighbors. I believe that mass transit is vital for both environmental and economic sustainability. The streetcar extension to East Capitol will help enhance our community. I would love to see the next phase of Streetcar be extended to Southern Ave. via Benning Rd. To be frank, I see the Streetcar extending into Prince George's County down Marlboro Pike Regional connecting will be impacted part of our growth. Extend the Streetcar in MD & let's get MDOT to pay.
6	Female	African-American	55-64	English		Listserv	Car	6pm-8pm	I understand the speaker some. I have to read more about this project. We needed questions and answer time. I like that DDOT is expanding the trolley to Benning, Minnesota and East Capitol. I wish they could expand to beginning of 7th St. NW. I liked the safety issues with this project. It's not safe on 295 when you're merging to and from Benning Rd. and to 295. It's not safe walking to cross Minnesota, Benning Rd on East Capitol Street.
7	Female	African-American	25-34	English		Listserv	Bus, Walked		The current crosswalk to enter the bike/pedestrian bridge, heading east bound or toward Minnesota Ave (this is the one by 36th St.) is unsafe. The pedestrian crosswalk signal is too short. Cars also speed by and ignore cyclists or pedestrians altogether. I'd like the crosswalk to be more visible. Speeding along Benning Road is a problem, particularly as you think about pedestrian and cyclists. Would like design consideration given to slowing down cars. The roadwork along Minnesota and Benning Road took more than two years to complete. Would like DDOT to avoid tearing that up.
7	Male	Caucasian	25-34	English		Twitter	Walked		First of all, I want to thank DDOT for hosting the meeting and listening to the community's concerns. For the interchange project, I'm happy to hear that the interchange will improve pedestrian and cyclists facilities. Connecting more areas via human-powered modes is incredibly important to creating and linked community (which the [not legible] interchange divides). I'm also really excited the separated bike path along the bridges over Kingman lake. More of this! As for the streetcar, I hope DDOT remembers [not legible] the 2016 decision not to separate the travel lane, making it exclusive [not legible] the Streetcar and busses. There's an incredible

									opportunity to improve transit, and just extending the Streetcar can really get you a little bit of the way. The Streetcar should be extended AND MUST be put in a separate bus and Streetcar only lane to truly unlock the benefits of the extensions (that separated) land must extend to other Hopscotch bridge, not just from Oklahoma to East Capitol.
5	Male	Caucasian	25-34	English		DDOT Website, Project Website, Twitter	Metro, Capitol Bikeshare	could have been more metro accessible	
7	Female	African-American		English		Listserv	Car		Horrible presentation - didn't allow attendees to ask questions in an open forum...always trying to manage people. In addition, he skipped over the entire discussion of the Streetcar, which I had questions about. I am all for the modification for 295, which are long overdue...FINALLY. It is not fiscally responsible to attempt to extend the "Streetcar to nowhere" for only two miles if at all. We just had our streets repaved and to start this unneeded project at the expense of our Ward 7 community shows no respect or regard for us. We are constantly living and driving in a construction zone, all because DDOT comes up with these "bright" ideas. Very few of these DDOT design people live in Ward 7, which an even bigger problem - DATA tells only part of the story/problem. You need to consider "learned from past mistakes" from the 695 interchange, that was supposed to make things better, but didn't, while looking at the entire roadway proposals instead of just looking at isolated projects. We need a clearly defined and identifies EVACUATION route for the city through our Ward 7, which should be published.
6	Male	African-American	25-34	English		Project Website	Bus		
7	Male	Caucasian	25-34	English		Listserv, Twitter	Bus		For the interchange, I prefer alternative B with combined merge, I appreciate how this will reduce congestion at 295 and Nannie Helen Burroughs. I still am not convinced the Streetcar should go all the way to Benning Road Metro. Can we just add a Circulator leg from Benning Road Metro to Minnesota Ave? Maybe X1 or X2, or X8 bus? Can we think about a new WMATA orange/blue/silver station in River Terrace at PEPCO site? It can be terminal of Streetcar. Please make Loraine Whitlock bridge without overhang and with wide shared use like planned. Add dedicated bus lanes in [not legible ] during rush hours whole length of Benning Rd. from H St. to Minnesota Ave.
7	Female	African-American	25-34	English		Nextdoor	Walked		Maps inconsistently showcase the width of pedestrian walkways and designated bike paths please update maps to make this clearer. Design team staff were able to speak only their area of interest/expertise (e.g. paths along bridge) and could not speak wholistically about bike lanes/pathways along the entire corridor it would be more helpful if all affiliated staff could give consistent answers. I asked four people (from design team) and got two different answers about whether bike lanes will be totally separate from pedestrian lanes. Would like to know how bikes going west should travel along Benning Road it sounds like they will be expected to. My Questions: Will the streetcar overlap lane routes or are [not legible] two different bike/route for the Streetcar? Will lighting be improved/[not legible] along Benning Road [not legible ] pedestrian areas? What will the speed limit be.
7	Female	African-American	55-64	English		ANC Meeting	Car		Background on 36th street there is a proposed development project proposed between 36th street NE (400 block) and 295 called "New Columbia Towne Center" a mixed use building design which will include an increase of over one thousand people

									in a very dense population. The current proposal includes only one entrance into this development which seems like a hazard for the current residents living in the community. Question: During the DC-295 Benning Road interchange are there going to be coordination for determining what streets are needed? Currently, there are only three streets to exist out of River Terrace and there are three major projects planned for the area. Currently, there are cars that exit 36th street to go onto the Lorraine H. Whitlock Memorial Bridge which is a potential accident if cars are entering 36th street from Benning Road. There are also major concerns about the contamination of the soil and how this will be mitigated.
7	Male	Caucasian	18-24	English		Facebook	Bus		Concerned about removed crosswalks at 39th, 40th, and 44th Streets NE. Seems to focus on automobile throughout. Transit should have dedicated lanes. Wide section between Oklahoma Ave NE and Minnesota Ave NE should have planter/trees between sidewalk/bike lanes and the road. It still (Benning Rd) looks like a highway. Why are three lanes necessary each way? If the answer is simply to remove cars, there needs to be a reconsideration of priorities at DDOT. Concerned about lack of attention to human aspect (plants, quietness) in favor of traffic movement. Please learn about induced demand.
7	Female	Black	45-54	English		RTCO Community Meeting	Walked		Exit off 295 to Benning Road going North, my concern about the ramp to Benning is whether it would be a light once you exit. There is a lot of traffic exiting Benning Road going towards H St NE and if a stop light is an option the may impede 295 traffic. There need to be a left turn signal at Anacostia Ave from Benning Road going North. 34th Street should not be the only option to enter River Terrace safely.
7	Female	Caucasian, Hispanic	25-34	English, Spanish		Listserv	Car		Alternative B is my preference. Alternative A does nothing to improve merge onto 295 from Benning Rd West. However, it is important that the third lane not be dropped to soon so that the Independence Ave merge does not become dangerous. What improvements will be done for the Parkside community trying to get north on 295? Removal of the Kenilworth SB 295 U turn will either push more traffic to NHB, but that merge still feels unsafe. It is more likely that people will go to the 34th St to U turn to get on 295 N from Benning Rd.
7	Male	African-American	25-34	English		Flier	Car		My business is located at 4248 Benning Rd. NE and our concerns are parking and neighborhood safety. We currently have available parking in front of our business. Will we loose that public parking? Also, our entrance to our parking lot has a blocked view from a large tree and parked vehicles to the right of the entrance. How can this be mediated? Also is it possible to widen the entrance to the parking lot during construction? Another comment to ensure proper street lighting at stop locations to help defer crime.
7	Male	Caucasian	25-34	English		Project Website, Listserv	Car		Thankful for the continuous planting strip along Benning and Oklahoma, but would like to see increased or tree canopy restoration as part of the project plan. The bridge is being redesigned to be more pedestrian friendly but the public walking paths are currently exposed to the sun and in the dire need of shade. This is a wonderful opportunity to replace dead and dying trees with shade trees that will grow tall and provide abundant shade to dark, impervious surfaces along Benning Rd. Doing so will help advance the Districts resiliency and sustainability goals while enhancing the accessibility and experience of Benning Rd.
1	Male	Caucasian	25-34	English		Twitter	Metro, Walked		Don't be afraid to take street parking to forward better public transportation and /or Vision Zero compliant safe infra[structure]. Slow down cars between Oklahoma and 34th, and consider red light camera at Kingman. Protect bike lanes and sidewalks with

									concrete and steel. People will drive through and park in them. Consider bike/ped facilities on the north side of Benning instead - fewer conflicts, more safe space. Build and enforce dedicated bus lanes. Sell the streetcar for scrap.
7	Female	African-American	25-34	English		Flier, ANC 7D Meeting	Car		Please use a larger projector screen for PPT. 3D renderings are particularly helpful for bridge replacement visuals. Streetcar ridership information would be helpful, I'm wondering if it's worth the disruption and costs associated, especially with the cost of onset being an unknown factor. I would like a health impact assessment (HIA) conducted to understand what the environmental health impacts may be so that they can be addressed/ remediated during the process. I prefer alternative B. Thank you to DDOT for answering all Q's, being helpful, and for such broad support from staff.
6	Female	Caucasian	65-74	English		Facebook	Car		Please keep on top of the issue of not continuing to facilitate commuter traffic. Please focus on the impact of our community. I understand that you want to minimize accidents but we want to keep cars away.
7	Female	African-American	35-44	English		Heard about it at another meeting	Car		I think protecting access to Kingman Island for pedestrians is critical. I think the Streetcar is a failure and should be abandoned. I think improving the interchange is important.
6	Male	Caucasian	65-74	English		DDOT Website	Car		I strongly support tree planting area. Protected and dedicated bike lanes on Benning Rd. and the bridge.
7	Male	African-American	25-34	English		Facebook	Car		Cost to ride, delayed construction, number of Streetcars, hour of operation?
7	Female	African-American	55-64	English		Friends- River Terrace Community Org.	Car		Please consider a left turn lane and signal at Benning Road and Anacostia Ave. (west bound). This will eliminate residents having to always safely turn left into neighborhood at 34th St.
7	Female	African-American	25-34	English		Facebook	Car		Generally excited about this project. I think it will be good for the development of the area. Concern is will the project remain on its target deadline.
7	Female	African-American	35-44	English		ANC Meeting	Car	6pm-8pm	Meeting did not allow for public questions and answers. There are inherent benefits to hearing attendees questions collectively for the larger audience.
6	Female	Caucasian	55-64	English		Bulletin from Streetcar/DDOT	Car		Inadequate improvement (too narrow) for walkers and bikes. Very disappointing for me. Staff was proficient and helpful.
7	Male	African-American	76	English		Flier	Car		
7	Female	Caucasian	35-44	English		Listserv	Car		
7	Male	African-American	25-34	English		Project Website	Car	6pm-8pm	
6	Male	Caucasian	Senior Citizen	English		Facebook	Car		



# BENNING ROAD

Reconstruction and Streetcar Project

## Comments

Thank you for participating in the public meeting for the Benning Road Reconstruction and Streetcar Project. Please take a few moments to complete the following questions. You may submit your comments by either turning this form in to the project team at the end of the meeting or by mailing it back to the address on the reverse of this form by March 5, 2020.

The purpose of the open house is for DDOT to provide an update on the project, present the DC-295 and Benning Road interchange preferred options, and receive public input.

Do you agree with the benefits and safety improvements of the Build Alternatives of the DC-295/Benning Road Interchange portion of the project? If not, please explain.

Yes pedestrian safety along this stretch is what

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.

No

What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?

Additional Comments:

If you have any additional comments or questions please contact:

Emnete Banko  
DDOT Project Manager

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NO

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?

Wider shared sidewalks on Kenney  
Bike & all along M and Benning  
Roads.

Additional Comments:

Disappointed at high priority  
street cars -- too many lanes  
with dedicated AT crossing  
roads & bikers.

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Do you agree with the benefits and safety improvements of the Build Alternatives of the DC-295/Benning Road Interchange portion of the project? If not, please explain.

Yes I agree with the benefits. My vote would be to keep the 3rd lane for 295 exits & entrances.

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?

Be sure to add bike lanes that are protected.

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Yes.

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.

Social Concern: Easement/public space. Zoning is much different than H-street. There is more high density housing along H-street.

What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?

I wanted to echo previous comments: please consider updating your plans to the intersection of East Capitol and Benning Road (close to Benning Station).

Additional Comments:

The intersection of Benning Road & East Capitol is dangerous - not very ped. friendly. Please think about ways to improve it, and East Capitol heading towards RFK Stadium = Bike lanes.

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Do you agree with the benefits and safety improvements of the Build Alternatives of the DC-295/Benning Road Interchange portion of the project? If not, please explain.

I significantly agree with the improved cyclist & pedestrian facilities incorporated.

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.

No.

What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?

The streetcar must be put in a bus-only & street-car only travel lane through to the Haysman bridge to truly make both modes at least as useful as single-occupancy-vehicle travel.

Also, is signal prioritization for buses? The street car part of this? (It should be!)

Additional Comments:

Thank you for the bike trail along the Haysman Lake bridge.

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Do you agree with the benefits and safety improvements of the Build Alternatives of the DC-295/Benning Road Interchange portion of the project? If not, please explain.

I think improvements to the interchange are LONG overdue. It has been extremely dangerous for walkers, bikers and cars. It's been impossible for strollers and ADA.

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.

I'm extremely concerned about how the changes will affect Kingman + Heritage Islands. It's an extremely important natural resource in the city. This project has the potential to provide great benefit to the families that bike and walk to the park. It also provides an amazing opportunity to connect the community adjacent to the river.

What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?

I think improving pedestrian access / trail access is fundamental.

### Additional Comments:

I really think the city needs to abandon the streetcar. It has brought more harm than good to H Street corridor. It is no longer necessary to bring folks to this area. Circulator / bus improvements would be cheaper and better.

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yes

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.

yes

What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?

Safety. walking. Need police or safety guards to help pedestrians when crossing to get to trolley or bus.

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Do you agree with the benefits and safety improvements of the Build Alternatives of the DC-295/Benning Road Interchange portion of the project? If not, please explain.

Everything except the Streetcar.

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.

NO

What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?

I would like the Streetcar to be dropped from the project.

Additional Comments:

The Streetcar project is piece meal.  
The Streetcar project is a complete waste of money.  
WARD 7 DOES NOT WANT THE STREETCAR

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- RELIEVING TRAFFIC ON MINNESOTA AVE VIA THE NEW 295 INTERCHANGE: GOOD (MINNESOTA IS STILL DANGEROUS)
- EXTEND THE CYCLETRACK FOR THE DURATION OF THE PROJECT. I (SUPPORT) TAKING STREET PARKING IN THIS AND EVERY PROJECT
- DEDICATED BUS LANES > STREETCAR, A BAD VANITY PROJECT.

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?

- PROTECT THE BIKE LANES/SIDEWALKS FROM DRIVERS AND DELIVERIES WITH CONCRETE AND STEEL.
- CONSIDER BIKE FACILITIES ALONG THE NORTH SIDE OF BENNING INSTEAD! FEWER CONFLICTS

Additional Comments:

CANCEL THE STREETCAR !!  
BUILD AND ENFORCE DEDICATED BUS LANES

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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.

Slow down the Traffic on Benning Rd, any way possible. Encourage Pedestrian, bike, when possible

What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?

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Additional Comments:

Additional green space, aesthetically pleasing stormwater management.

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