



Open House #2 Summary

March 2020

Revision Date	Version	File Path	Description
3/18/2020	1		

Table of Contents

- Chapter 1 Open House Information and Format 2**
 - 1.1 Purpose of the Open House 2
 - 1.2 Event Information 2
 - 1.3 Format 3
 - 1.4 Boards and Activities 3
- Chapter 2 Outreach Efforts 5**
 - 2.1 Notifications 5
 - 2.1.1 Media 5
 - 2.1.2 Electronic Communications and Social Media 5
 - 2.1.3 Organizations 6
 - 2.1.4 Rack Cards and Posters 6
 - 2.1.5 Website 6
 - 2.1.6 Title VI Outreach 7
- Chapter 3 Attendance 8**
 - 3.1 Attendees 8
- Chapter 4 Comments 9**
 - 4.1 Flip Chart Comments 9
 - 4.2 Scroll Map Comments 9
 - 4.2.1 Kingman Island – Langston 9
 - 4.2.2 River Terrace – Parkside 10
 - 4.2.3 Minnesota Ave Metro – Benning Heights 10
 - 4.3 In-Person Comment Card Responses 11
 - 4.4 Online Comment Card Responses 12
 - 4.5 Bridge Visual Preference Survey Results 12
 - 4.6 Property Owner Meetings 16
 - 4.7 Other Comments 16
 - 4.8 Key Takeaways 17
- Appendix A – Presentation**
- Appendix B – Title VI Forms and Comment Cards**
- Appendix C – Property Owners Meeting Presentation**
- Appendix D – Online Comments**

CHAPTER 1 OPEN HOUSE INFORMATION AND FORMAT

The District Department of Transportation (DDOT), in conjunction with the Federal Highway Administration (FHWA), is proposing transportation improvements along approximately 2 miles of the Benning Road corridor in the northeast area of Washington, DC. The Benning Road Reconstruction and Streetcar Project (the project) aims to improve transportation infrastructure conditions and enhance safety and operations along the Benning Road corridor from Oklahoma Avenue NE to East Capitol Street. The project includes reconstructing bridges in need of repair, enhancing pedestrian and bicycle facilities, and extending streetcar transit service to the Benning Road Metrorail station.

A draft environmental assessment (EA)—Benning Road and Bridges Transportation Improvements Environmental Assessment—has been prepared by others in accordance with the National Environmental Policy Act of 1969 (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR 1500-1508), FHWA’s Environmental Impact and Related Procedures (23 CFR 771 and 774), FHWA’s Technical Advisory Guidance for Preparing and Processing Environmental and Section 4(f) Documents (T6640.8A), and DDOT’s *Environmental Process Manual*. The EA also includes the evaluation of potential effects to cultural resources in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. 300101 et seq.). The draft EA was published in April 2016, followed by a public comment period, and is currently under review.

The current phase of work will build upon the work of the April 2016 draft EA and complete preliminary engineering (PE). In addition to the PE tasks, an interchange modification report (IMR) will be completed for modifications made to the bridges at the interchange of DC-295 and Benning Road NE. To determine the level of impacts associated with modifications to the bridges, an environmental study and documentation will be prepared in accordance with DDOT guidance and policy, and pursuant to NEPA for the interchange improvement conceptual design.

Benning Road is a priority corridor to the public with many interested parties ranging from elected officials to neighborhood organizations and District agencies, all of whom will be engaged with throughout the project. The second public open house took place on February 20, 2020, and a third is planned as part of the project. The feedback gained at these events will be used to refine the design concepts for Benning Road. The following summarizes the findings of the second open house.

1.1 Purpose of the Open House

The purpose of this open house was to provide an update on the project, present the DC-295 and Benning Road interchange build alternatives, and receive public input.

1.2 Event Information

The event was held on Thursday, February 20, 2020, from 6:30 p.m. to 8:00 p.m. at River Terrace Education Campus. River Terrace Education Campus is located in the project area at Benning Road NE and Anacostia Avenue NE and can be accessed via multiple bus lines and other mobility options including rideshare, scooter, and bike.

1.3 Format

Due to the voluminous nature of the information needing to be shared during the meeting, the project team chose an open house format with attendees invited to informally discuss board displays with DDOT staff and project consultants. To further foster stakeholder engagement, DDOT made certain at least two staff members were present at each station. Three sets of large corridor maps also were provided, which allowed attendees to place notes at various locations within the project area.

The project team conducted a presentation related to the IMR process and the development of alternatives for improvement. A copy of this presentation is provided in **Appendix A**. In addition to the presentation, each team member was assigned to a station to serve as the content expert, introducing attendees to the project, providing background information, explaining the EA process, explaining the meeting's purpose, and presenting the next steps in the process. To capture the public's comments, a notetaker also was assigned to each station. The project team encouraged participants to provide feedback on boards and maps using sticky notes and record comments on Title VI forms. Additional project team members were positioned near each board and the maps to listen to comments and answer questions.

1.4 Boards and Activities

The project team designed all boards and activities in such a way as to offer attendees an overview of the project element and collect feedback from them in return. The project team provided the following boards and activities:

- Welcome Board: This board was placed at the entrance to the River Terrace Education Campus to greet attendees and provide additional information about the open house.
- Project Overview Board: This board provided a project overview, outlining the six key project elements and the project schedule.
- Study Area Context Board: This board included a large map of the nearly 2-mile project area as well as key landmarks, neighborhoods, and points of interest. The map not only highlighted the project corridor, but also included the locations of other nearby DDOT projects and studies.
- Ongoing DDOT Projects Board: This board highlighted and elaborated on the other nearby DDOT projects and studies included on the Study Area Context Board to provide further context for the project.
- Project History Board: The purpose of this board was to provide attendees with background information on the current project and the preceding projects between 2010 and the present. The board also highlighted previous stakeholder comments and outcomes to date.
- What We Heard from Open House #1 Board: This board summarized the comments received at the prior public open house that was held in September 2019.
- Interchange Needs and Deficiencies Board: This board addressed the safety, geometry, mobility, and access needs of the DC-295/Benning Road Interchange.
- Interchange Objectives and Process Board: This board provided an overview of the IMR portion of the project, its objectives, and the associated NEPA process.
- Interchange Screening Results Board: This board summarized the results of the two-tiered screening process that was used to identify concepts that best meet the project's safety, connectivity, and operational objectives.

- Interchange Build Alternatives (Similarities) Board: This board displayed the proposed future interchange movements that are consistent for both Alternative A (Concept 7C) and Alternative B (Concept 8D).
- Interchange Build Alternatives (Differences) Board: This board displayed the proposed future interchange movements that differ between Alternative A (Concept 7C) and Alternative B (Concept 8D).
- Interchange Traffic Analysis and Safety Board: This board summarized travel time forecasts for DC-295 during the AM and PM peak hours for the two IMR Build Alternatives, as well as potential safety benefits and concerns presented by the alternatives.
- Corridor Traffic Analysis Board: This board summarized travel time forecasts for Benning Road during the AM and PM peak hours as well as the level of increased transit capacity that would be seen with the proposed extension of streetcar service.
- Benning Road Bridges Board: This board identified the locations of the bridges within the corridor that are proposed for replacement and/or rehabilitation and included 3D renderings of the potential future bridge designs.
- Bridge Design Opportunities Board: This board served as a visual preference survey to gather input on preferred bridge design elements such as lighting, aesthetic enhancements, and other architectural features like fascia, parapets, and railings.
- Precedent Bridges of Washington, DC, Board: This board provided photos of other bridges from around Washington, DC, and highlighted their design elements.
- Design Process Board: This board sought to educate the public about the DDOT project development process.
- Scroll Maps: The scroll maps were segmented in three sections, allowing the public ample opportunity to tailor their comments to key locations along the corridor.
- Flip Charts: Flip charts were placed in multiple locations and provided another opportunity for additional comments.
- Comment Cards: The project team designed the comments card to solicit answers to the following questions:
 - 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.
 - 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.

CHAPTER 2 OUTREACH EFFORTS

Outreach for the open house was key to allowing the community to receive project information and engage in the process. The project team took careful effort to include stakeholders, organizations, institutions, media outlets, and as many residents as could be reached.

2.1 Notifications

The project team contacted organizations, elected officials, media outlets, residents, and institutions in a variety of ways, including email blasts, social media posts, flyers, rack cards, and posters that were distributed throughout the community. The team provided face-to-face engagement at two Metrorail stations (Minnesota Avenue and Benning Road), at project area bus stops, and to residents and businesses. DDOT also partnered with its sister agencies to utilize their stakeholder networks to reach the community.

2.1.1 Media

The project team developed a press release and distributed it to the DDOT listserv and other media outlets, including social media platforms and websites.

2.1.2 Electronic Communications and Social Media

The project team collected contact information and used it to distribute information regarding the project. The initial meeting announcement and reminder/follow-up emails were sent to the nearly 800 recipients on the project contact database according to the schedule included below:

Table 1: Email Blast Schedule

Date of Email Blast	Number of Recipients	Email Purpose
February 6, 2020	660	Open House Announcement
February 18, 2020	682	Meeting Reminder
March 4, 2020	767	Comments Requests

The project team also submitted electronic notifications to:

- DC agency and council member listservs/newsletters
- Federal agency regional office listservs/newsletters
- Neighborhood listservs/social media
- Advisory Neighborhood Commission (ANC) listservs
- Neighborhood listservs and Facebook groups

Open house information also was distributed using DDOT Twitter and Facebook profiles. These profiles together reach almost 44,000 followers. Meeting reminders were posted on Twitter and Facebook, which were later shared by other users.

2.1.3 Organizations

The project team contacted and sent information about the open house to neighborhood and civic organizations including:

- ANC 5D
- ANC 6A
- ANC 7D
- ANC 7E
- ANC 7F
- Ward 7 City Councilmember Vincent Gray
- Ward 7 MOCRS
- Ward 5 MOCRS
- Parkside Civic Association
- Kingman Park Civic Association
- ANC 7D Standing Committee
- Trinidad Association
- Langston Terrace Civic Association
- East Capital Gardens Association
- River Terrace Civic Association
- Anacostia Park and Community Collaborative
- Marshal Heights Association
- Marshal Heights Community Development Organization

2.1.4 Rack Cards and Posters

The project team distributed 2,600 rack cards and 185 posters throughout the project area and to area stakeholders. The rack card provided a brief introduction, project area map, process graphic, meeting information, and contact information. The rack cards and posters were distributed and placed in libraries, recreation centers, churches, coffee shops, grocery stores, bus stops, and other community spaces around the project area. The project team also conducted targeted delivery to homes/residences along the corridor. This type of distribution was intended, in part, to reach Title VI populations.

2.1.5 Website

The project website allows the public to sign up electronically for project emails and provides the opportunity for two-way communication between the public and project team. It also serves as a clearinghouse for timely information updates about the EA and related project activities. The site provides a public-facing presence that clearly identifies project scope, intent, and progress. It also serves as a primary point of access for the public or other stakeholders to view and submit feedback or questions on informational materials.

The project team posted information regarding the open house on the website’s project resources page prior to the meeting date. The project team also uploaded all meeting materials to the website on Friday, March 21, 2020 (the day after the meeting).

Join the Conversation!
DC-295/Benning Road Interchange Modification

Open House #2
THURSDAY
February 20, 2020
6:30 pm to 8:00 pm

Meeting Location:
River Terrace
Education Campus
405 Anacostia Avenue NE
Washington, DC 20019

As part of the ongoing Benning Road and Bridges Transportation Improvements Environmental Assessment (EA), the Benning Road Reconstruction and Streetcar Project will produce preliminary design concepts with improvements that safely and efficiently accommodate all modes of transportation.

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.

Key Project Elements

- Bridge and roadway rehabilitation and replacement
- Interchange modifications at DC-295/ Benning Road ramps
- Pedestrian and bicyclist safety enhancements
- Center-running streetcar
- Streetcar end of line at Benning Road Metrorail station
- Safety and streetscape improvements

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@ddot.gov. If you need language assistance services (translation or interpretation), please contact Karen Randolph at 202-671-2620 or karen.randolph@ddot.gov. These services will be provided free of charge.

Stay Connected | www.BenningProject.com | [Benning Project@dc.gov](https://www.facebook.com/BenningProjectDCgov) | [DDOTDC](https://www.facebook.com/DDOTDC) | [@ddotdc](https://twitter.com/ddotdc) | [d.c.](https://www.districtofcolumbia.gov)

2.1.6 Title VI Outreach

The project team identified key locations within the project area in which it could reach Title VI populations. Information was sent both electronically and physically distributed to the following locations:

Schools/Libraries:

- River Terrace Education Campus
- Phelps ACE High School
- Charles Young Elementary School
- Two Rivers Public Charter School at Young
- Friendship Public Charter School – Collegiate Academy
- Emergent Preparatory Academy
- Smothers Elementary School
- DC PREP

Housing/Multi-family Developments:

- East Capitol Gardens
- Langston Terrace Apartments
- Park 7 Apartments
- Minnesota Commons Apartments
- 4228 Benning Road Apartments
- Benning Woods Apartment

Community Centers:

- Anacostia Recreation Center
- River Terrace Recreation Center
- Marshall Heights Community Development
- Dorothy I. Height/Benning Neighborhood Library
- Boys and Girls Club of Greater Washington
- Marshall Heights Community Development Organization

Churches:

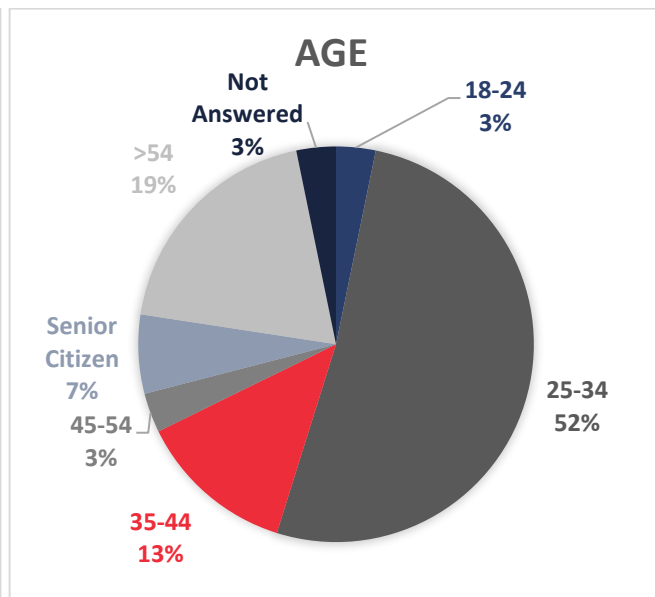
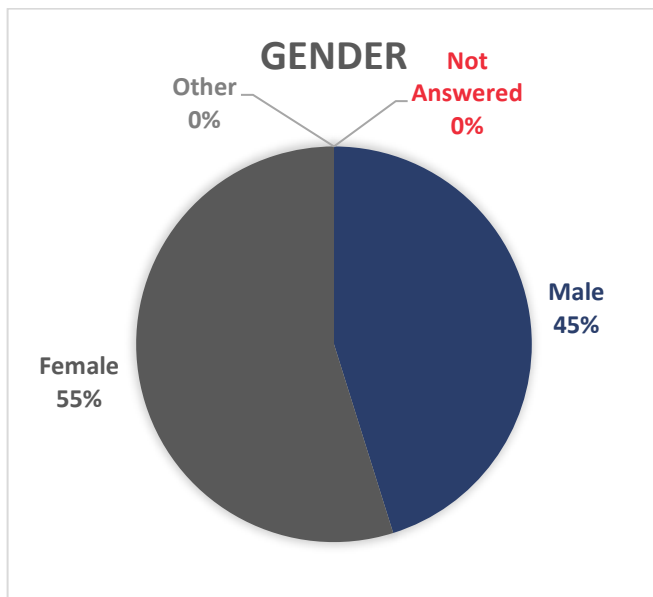
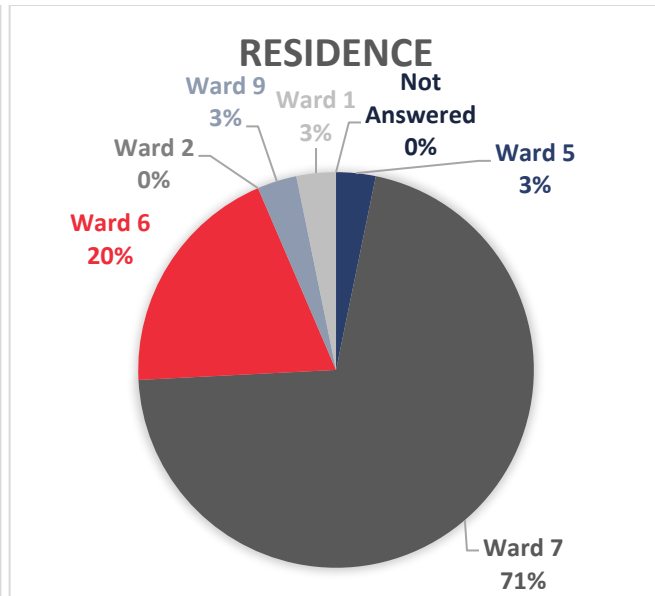
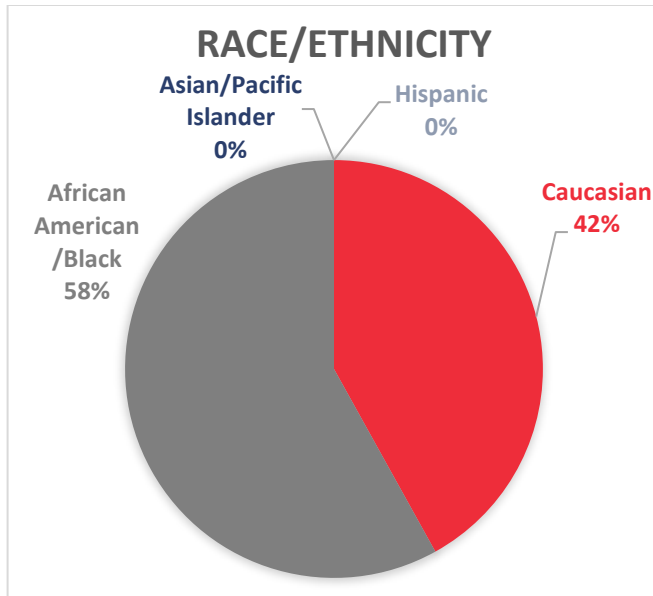
- Varick Memorial African Methodist Episcopal (AME) Zion
- Ward Memorial AME Church
- New Grove Baptist Church
- New Mt Calvary Baptist Church
- East Friendship Baptist Church
- Almas Temple

CHAPTER 3 ATTENDANCE

Forty-eight members of the public signed in at the open house. Additional attendees included elected officials, ANC representatives, members of the press, and representatives from other institutions.

3.1 Attendees

The charts below represent the demographic makeup of meeting attendees who completed Title VI surveys. The location of the meeting was in Ward 7; therefore, a higher number of Ward 7 residents attended. Title VI summary data is contained in **Appendix B**.



CHAPTER 4 COMMENTS

Comments, feedback, and other input were received throughout the duration of the open house as well as afterward via the provided online comment card. The following sections summarize the input received. A full comment matrix is provided in **Appendix B**.

4.1 Flip Chart Comments

The project team made flip charts available in multiple locations, which provided another opportunity to collect additional comments. The project team collected the flip charts immediately following the open house to record the comments, which are summarized below. Images of the flip charts are provided at the end of this document. The comments included:

- Concern for width of shared facilities between pedestrians and cyclists
- Desire for protected bicycle facilities all the way to the Benning Road Metrorail station
- Support for improved wayfinding signage in the corridor
- Concern for length of pedestrian crossings in the vicinity of the interchange
- Support for gateway design treatments for bridges
- Concern for the adverse effects of corridor construction
- Support for the former Minnesota Avenue streetcar alignment
- Desire for interchange improvements at Nannie Helen Burroughs Avenue NE
- Support for addressing freeway traffic congestion
- Suggestion of creating a “street view” rendering of what bridge and intersection designs may look like
- Desire for a 3D model of the eventual interchange Preferred Alternative
- Concern for increased congestion at Nannie Helen Burroughs Avenue NE

4.2 Scroll Map Comments

The project team made large scroll maps of the corridor, the DDOT Preferred Alternative streetcar alignment, proposed streetcar stop locations, and typical streetscape design elements available at several tabletop stations at the open house. The corridor was divided into three segments to allow participants to review and comment on the section of the corridor that most closely relates to them.

The project team collected the scroll maps immediately following the open house to record comments, summarized below per segment. Images of the maps are provided at the end of this document.

4.2.1 Kingman Island – Langston

- Streetcar Stops
 - Concern for lack of demand for a Kingman Island streetcar stop
- Bicycle and Pedestrian Improvements
 - Suggestion to repair paths to and through the RFK Fields
 - Support for bicycle and pedestrian wayfinding signage
 - Support for more bikeshare stations
 - Concern for safety of pedestrian and bicycle crossings
 - Suggestion for a shared-use path on the north side of the bridge

-
- Concern for the number of driveways that cut across the sidewalk
 - Parks and Open Space
 - Support for communicating the conservation efforts happening on Kingman Island
 - Transit Service
 - Support for dedicated transit lanes
 - Streetscape
 - Support for more street trees and landscaping
 - Traffic Operations
 - Support for a left turn signal at Anacostia Avenue NE
 - Safety
 - Concern for traffic speeds along Benning Road NE
 - Concern for blind spots where trails merge
 - Concern for the safety of children using the corridor
 - Other
 - Support for preventing road and bridge debris from falling into the river
 - Desire to coordinate with Kingman Island development efforts

4.2.2 River Terrace – Parkside

- Bicycle and Pedestrian Improvements
 - Concern for the number of driveways that cut across the sidewalk
 - Concern for the design of pedestrian and bicycle crossings in the interchange area
 - Support for separation of pedestrian and bicycle facilities
 - Support for designing crosswalks like trail crossings, with wide curb ramps, no-turn-on-red restrictions, and bicycle and pedestrian crosswalk striping
 - Desire for pedestrian connections from Parkside and along Kenilworth Avenue NE to Benning Road NE
 - Desire for bicycle facilities to connect to the Minnesota Avenue Metrorail station
- Transit Service
 - Support for dedicated transit lanes
- Safety
 - Concern for yielding compliance at pedestrian crossings near interchange
- Impacts
 - Concern for construction impacts at Minnesota Avenue NE

4.2.3 Minnesota Ave Metro – Benning Heights

- Bicycle and Pedestrian Improvements
 - Concern that 10-foot and 8-foot shared-use path/wide sidewalk is insufficient
 - Support for high-quality bicycle infrastructure that will invite cyclists off the street, where streetcar tracks will present a hazard
 - Support for designing crosswalks like trail crossings, with wide curb ramps, no-turn-on-red restrictions, and bicycle and pedestrian crosswalk striping
 - Suggestion to design wide sidewalks like a shared-use path with a centerline
 - Support for protected bike lanes

- Traffic Operations
 - Suggestion to close the block of 45th Street NE between Benning Road NE and Blaine Street NE
 - Suggestion to make Central Avenue NE one-way with a bike lane
- Other
 - Encourage high-density development near the end-of-line

4.3 In-Person Comment Card Responses

The project team distributed an in-person comment card at the open house. The comment card asked participants the following questions:

1. 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.
2. 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.
3. What additional improvements, if any, would you like to see considered in the Benning Road Reconstruction and Streetcar Project and why?
4. Additional comments.

Responses to the comment cards are summarized below:

- Question 1:
 - The majority of respondents agreed with the proposed objectives of the DC-295/Benning Road Interchange portion of the project
 - Some noted that additional bicycle and pedestrian facilities would be beneficial for access and safety
 - Some comments expressed concern for traffic congestion at the interchange
 - A few respondents did not agree with the proposed objectives or the project as a whole
- Question 2:
 - Concern was expressed regarding the project's potential adverse effects on Kingman Island, while noting the potential for positive effects of added transit, pedestrian, and bicycle connections to the island
 - Concern was expressed regarding area zoning and housing density in comparison to H Street NE
- Question 3:
 - There was considerable emphasis placed on improved bicycle and pedestrian facilities, especially regarding waterfront, parks, and trails access
 - Some participants noted a preference for dedicated streetcar- and bus-only lanes along the corridor
 - Safety and the need for enforcement was expressed as a key concern
 - A few respondents expressed a desire to remove the streetcar extension from the project and instead provide for enhanced bus service
- Question 4:
 - Additional comments requested a redesign of the intersection of Benning Road NE and East Capitol Street, additional green space and stormwater management, and dedicated transit-only lanes

4.4 Online Comment Card Responses

In addition to in-person comment cards, meeting participants and others were encouraged to fill out the online comment card, which was posted on the project website. The project team made the online comment card available after the open house and it remained open until March 6, 2020. An email blast was sent to nearly 600 subscribers in the contact database informing them that the open house materials had been posted on the website and encouraging them to complete the online comment card. The comment card asked participants the same questions as the in-person survey (see **Section 4.3**) and was completed by 13 people.

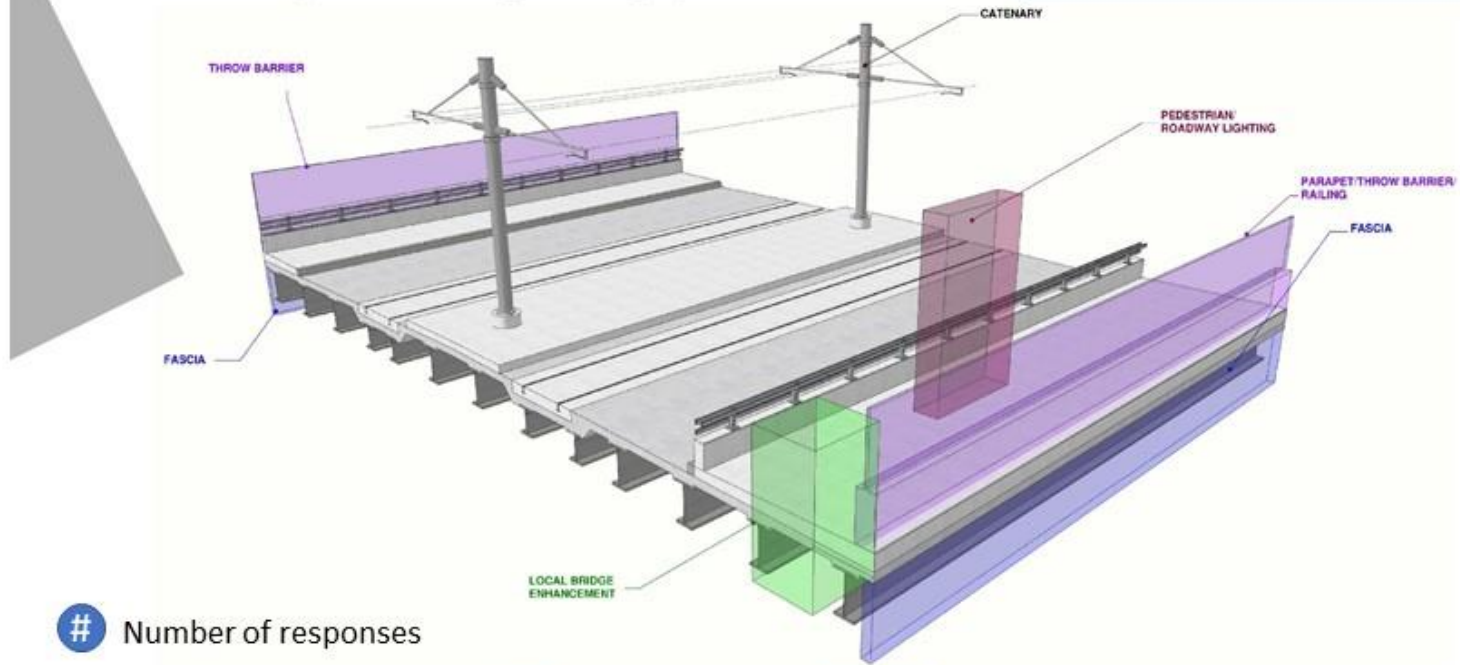
- Question 1:
 - Most respondents agreed with the proposed objectives of the DC-295/Benning Road Interchange portion of the project. Additional comments are summarized below:
 - The extension of streetcar is critical to increasing affordable transportation options in Ward 7
 - There is support for the widening of the sidewalk adjacent to the eastbound lanes of the Kingman Island bridge
 - There are concerns that the corridor will become more congested with the proposed project
- Question 2:
 - When asked about additional environmental resources, several participants responded. Noted environmental resources included:
 - Kingman Island
 - Anacostia River
 - Anacostia Riverwalk Trail
- Question 3:
 - Several participants noted that they would like additional improvements to be considered. Improvements mentioned most often included:
 - Pedestrian-, cyclist-, and transit-friendly designs for the bridge over DC-295
 - Improved access for the River Terrace community
 - Extended bicycle facilities from Minnesota Avenue NE to Benning Road Metrorail station
 - Provision of public art installations
- Question 4:
 - Additional comments touched on vehicular traffic, interest in future community outreach, and bicycle and pedestrian facilities

4.5 Bridge Visual Preference Survey Results

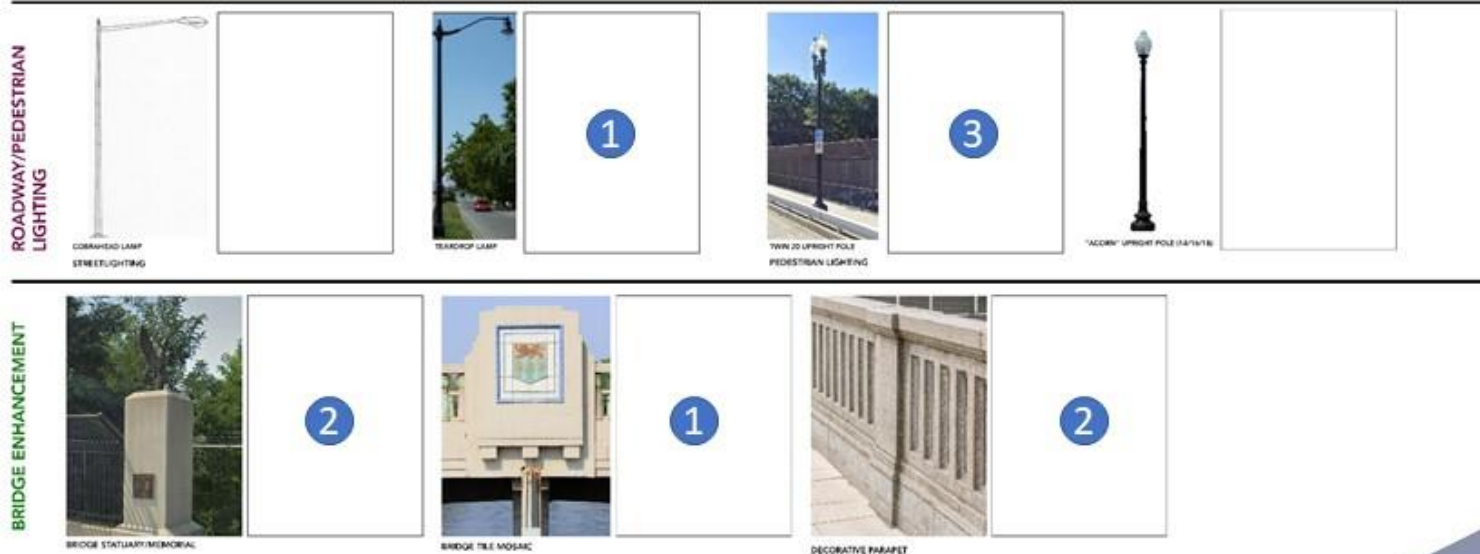
Participants at Open House #2 had the opportunity to place up to four dots on the Bridge Opportunities and Precedent Bridges boards to indicate the desired design features they would like to see implemented along the bridges on Benning Road NE. The following images denote the results of this visual preference survey.

Bridge Design Opportunities

Visual Preference Survey Results

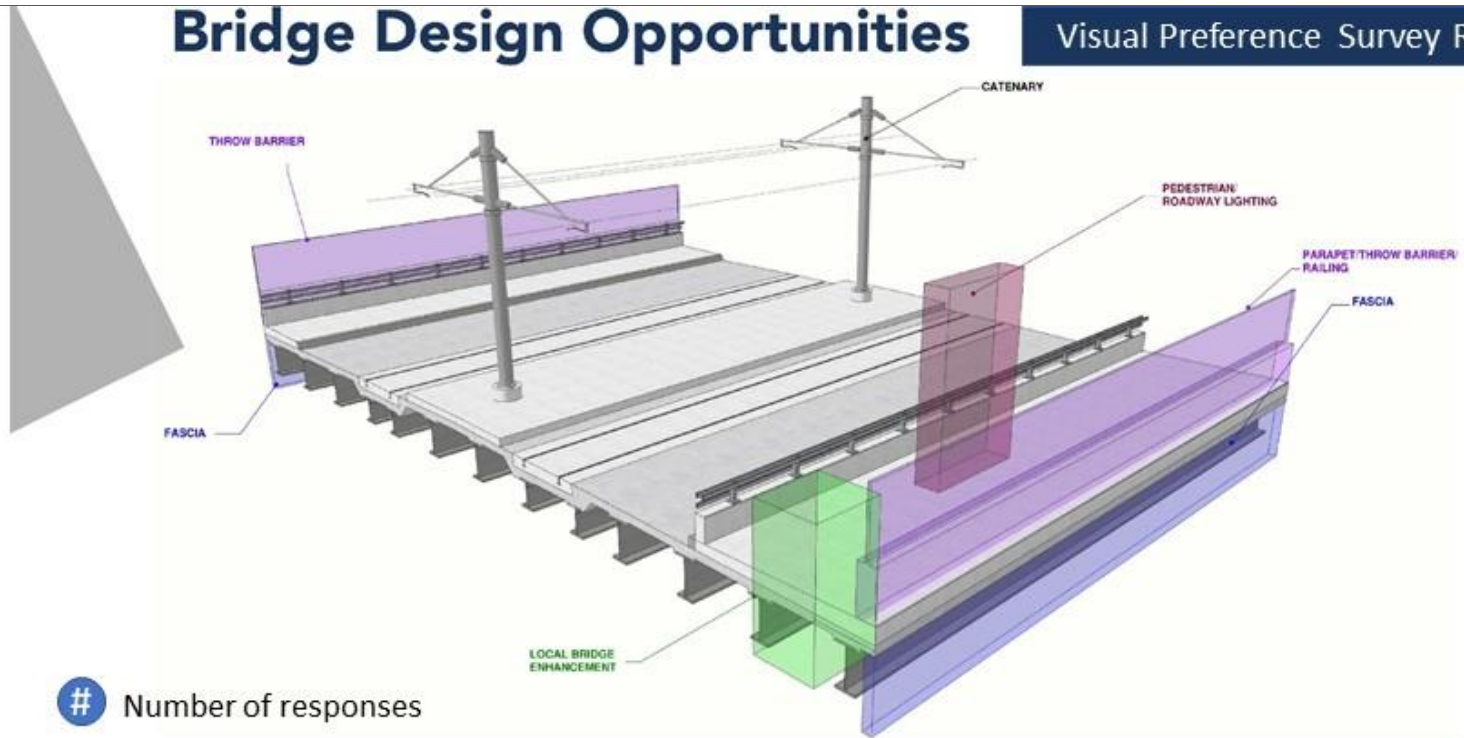


Number of responses



Bridge Design Opportunities

Visual Preference Survey Results



Number of responses



Visual Preference Survey Results

Precedent Bridges of Washington, DC



BENNING ROAD

Reconstruction and Streetcar Project

Monroe Street NE Bridge



View from Bridge Looking Northwest

Pedestrian Walkway Detail

11th Street SE Bridge



View from West of Bridge on Anacostia On-boarding Boardwalk Trail

Pedestrian Walkway Detail

New York Avenue NE Bridge



View from West of Bridge

Pedestrian Walkway Detail

Connecticut Avenue NW Bridge



View from East of Bridge on Shoups Street SW

Pedestrian Walkway Detail

16th Street NW Bridge



View from East of Bridge on Midway Road

Pedestrian Walkway Detail

9th Street NE Bridge



View from East of Bridge on New York Ave NE

Pedestrian Walkway Detail

P Street NW Bridge



View from South of Bridge on Park Creek Parkway

Pedestrian Walkway Detail

Taylor Street NE Bridge



View from South of Bridge on John McCormack Dr NE

Pedestrian Walkway Detail

Number of responses



4.6 Property Owner Meetings

Prior to Open House #2, the project team hosted three meetings with the residential and business property owners who are located directly along the project corridor. Invitations were sent directly to the potentially affected property owners, as these meetings were intended to address the questions of this specific interest group. Other public interest related to the project was captured at Open House #2. The project team hosted the first meeting, intended for business owners, on February 11, 2020, and held two consecutive meetings for residential property owners on February 13, 2020, at Marshall Heights Community Development Organization. Between these three meetings, 24 residential and business property owners attended. The format of the meeting included a brief presentation of the project, an overview of public space and right-of-way, and an opportunity for the property owners to ask questions and have open dialogue with the project team. During these meetings, the project team collected comments via physical comment sheets and through open dialogue. The common themes are highlighted as follows and a copy of the presentation is provided in **Appendix C**.

- Parking
 - Favor maintaining on-street parking
 - Parking violations occur in business owner lots, and they are concerned about an increase of violations with construction
 - There are existing on-street parking violations related to peak hour restrictions and reserved parking signs
 - Existing travel lanes are too narrow, leading to sideswiping of parked vehicles
- Pedestrian Safety
 - Widening of existing sidewalk
 - Pedestrian safety and traffic concerns at the intersection of Benning Road NE and 40th Street NE
 - Favor more and nicer street lights; some feel their walk home is dangerous
- Streetcar
 - Concerns about streetcar ridership and the frequency of stops on the proposed corridor
 - Some do not see value in the streetcar, given their existing transit options
- Property
 - Concerns about the amount of property affected by the construction and completed project
 - Perception regarding what is their property and what is DDOT right-of-way
 - Construction impacts related to traffic and parking as well as foundational concerns of the streetcar weight adjacent to their properties
- Environmental Justice Concerns
 - Gentrification concerns regarding property ownership and relocation of public facilities
 - Perception that other parts of the city are given preference over the communities in Ward 7
- Other
 - Business owners need assistance with sidewalk and storefront aesthetics
 - Existing traffic uses residential streets to cut between Benning Road NE and East Capitol Street

4.7 Other Comments

The project team received additional comments, feedback, and other input via email or through the comment entry form on the project website. This content is provided in **Appendix D**.

4.8 Key Takeaways

The following section summarizes key takeaways for all means of comment during the open house comment period:

- New and improved facilities for bicycles and pedestrians would provide positive benefits to the neighborhoods within and adjacent to the project area
 - Several attendees expressed concerns over the proposed shared-use path facilities, desiring greater widths to accommodate both pedestrians and bicycles
 - Several attendees expressed concerns over the number of curb cuts and driveways that cut across sidewalks
 - Several community members noted that increased opportunities for active transportation access to Kingman Park and the Anacostia Riverwalk Trail would be a welcome outcome
- Many residents are supportive of the proposed project if design elements include and prioritize:
 - Speed and reliability of transit, including buses; several open house attendees expressed their support and desire for dedicated streetcar- and bus-only lanes along the project corridor
 - Expanded green space and trees within the streetscape zone
 - Repairs to critical infrastructure and bridges
 - Improved safety along blocks and at intersections, especially for seniors and children
- Construction impacts are a concern for many residents living near or within the project area
- Community members also have concerns for existing and future traffic congestion
- While many residents are supportive of the proposed project and its elements, there were some community members who did not agree with a need for an extension of streetcar service among area residents