

# WELCOME

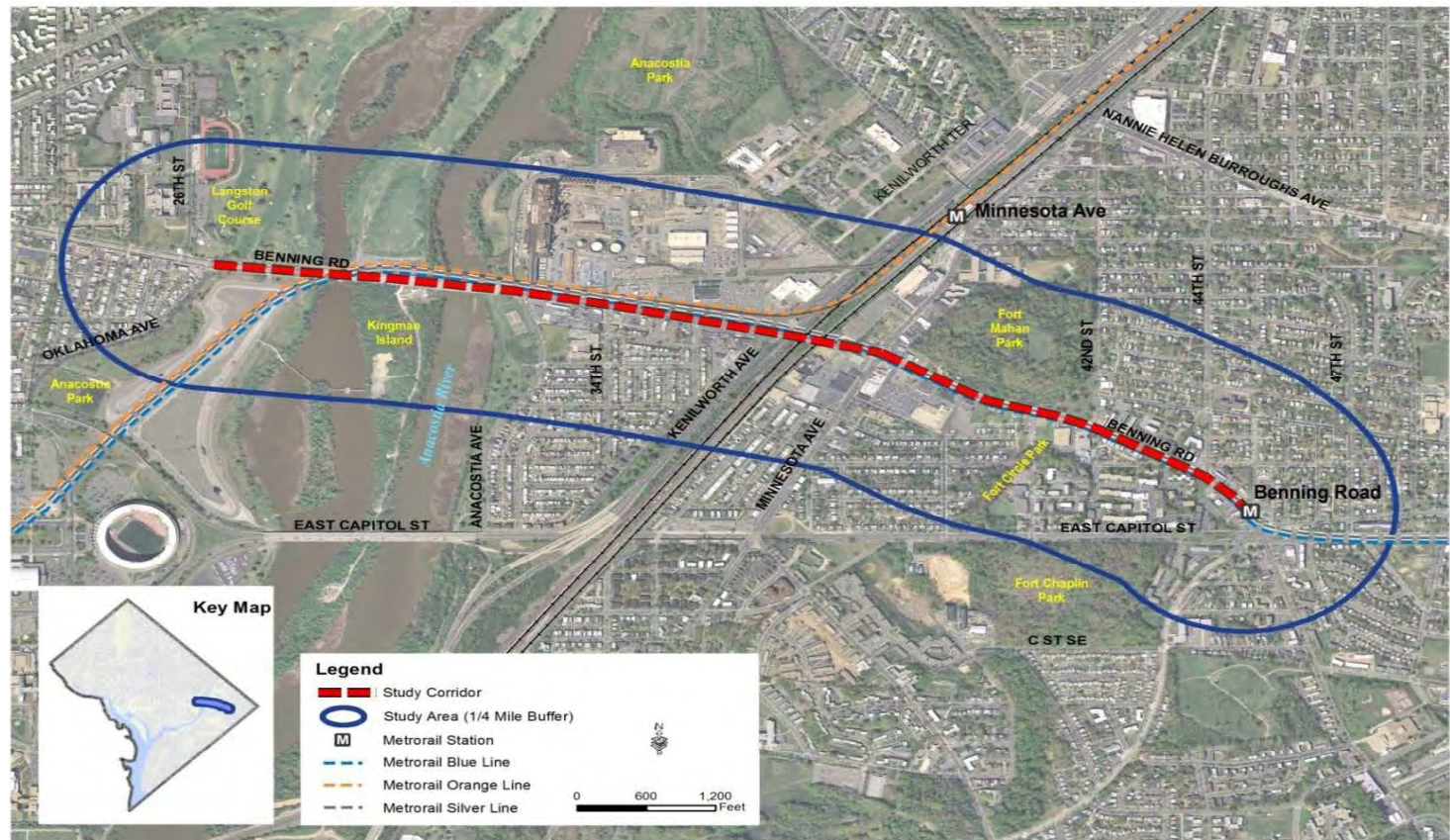
## Benning Road & **Bridges Transportation** Improvements Environmental Assessment

Public Hearing





# Study Area



Project area extends from Oklahoma Avenue NE to Benning Road Metrorail Station.

# Schedule and EA and 106 Process

## NEPA Process and Section 106 Evaluation

Initiate Project

Spring 2014

Project  
Scoping

Summer 2014

Purpose  
and Need

Public  
Meeting 1

Alternatives  
Development

Public  
Meeting 2

2015

Environmental  
Assessment

Spring 2016

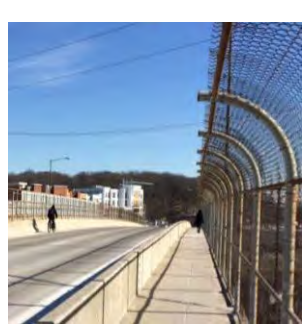
Review  
Period and  
Public  
Hearing

Final NEPA  
Decision  
Document

- FHWA is the lead federal agency, with DDOT as joint lead
- FTA, NPS, NCPC are cooperating agencies

EA = Environmental Assessment

NEPA = National Environmental Policy Act





# Public Outreach

DDOT held two public meetings to share information and receive feedback on the project.

## Public Meeting 1: Project Scoping April 22, 2014, 6:30-8:00 p.m. at DOES

DDOT presented existing conditions information and the Purpose and Need of the project for public feedback. Here's what we heard:

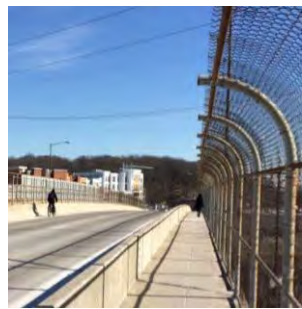
- Safety improvements at the intersections of Benning Road and Minnesota Ave for all modes;
- Suitable river crossings for pedestrians and bikes;
- Congestion relief;
- Commercial access; and
- Neighborhood character.

Following the public meeting, DDOT prepared multi-modal concepts to address issues and opportunities identified by the public.

## Public Meeting 2: Concept Development May 28, 2014, 6:00-7:30 p.m. at DOES

At the second public meeting, participants discussed transportation improvement concepts with DDOT staff on large roll-out maps and communicated a need for:

- Continuous multi-use paths where feasible;
- Safe and efficient streetcar operations with other modes;
- Alternatives that have a minimal impact on adjacent land uses; and
- Pedestrian safety improvements along Benning Road near East Capitol Street.



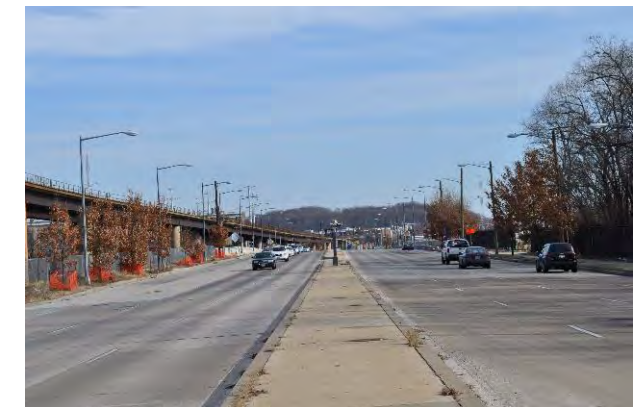
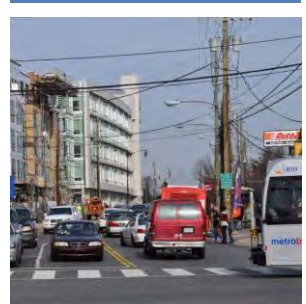
# Purpose and Need

The purpose of this project is to:

- Address deficiencies in transportation infrastructure conditions;
- Improve safety conditions and operations for both motorized and non-motorized access; and to
- Provide for increased mobility and accessibility by improving transit operations and options.

The needs for this project are:

- Improve transportation infrastructure conditions;
- Enhance safety and operations along the corridor and at key intersections;
- Enhance and install pedestrian and bicycle facilities; and
- Extend streetcar transit service.



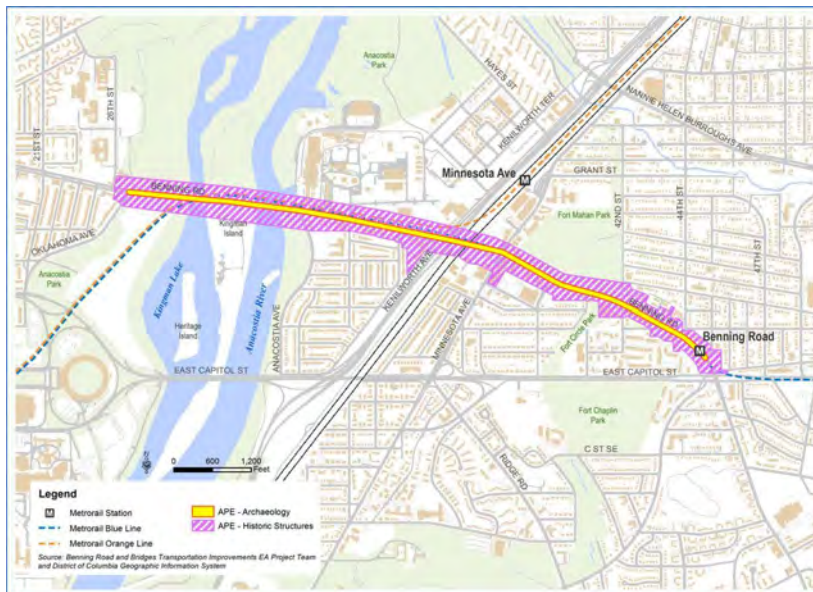


# Section 106

## Historic and Cultural Resources Evaluation (Section 106)

- Requires consultation with State Historic Preservation Office (SHPO), interested parties & the public.
- Identifies known historic properties and evaluates previously unevaluated historic properties within the Area of Potential Effect (APE).
- Examines the potential effects on historic and cultural resources in the APE.
- Effects to cultural resources are assessed and any adverse effects are avoided, minimized and/or mitigated. SHPO is currently reviewing the Cultural Resources Assessment.
- Resolve Adverse Effects, if necessary.

### APE for Historic Structures and Archeology



### Listed or Eligible Historic Resources in the APE

Resource Name	Status
Fort Mahan/ Civil War Sites (Defenses of Washington) District	NRHP Listed
Langston Golf Course Historic District	NRHP Listed
Anacostia Park	NRHP Eligible
Senator Theater Entrance Pavilion	DCIHS Listed
Spingarn School	DCIHS Listed
Browne, Phelps, Spingarn, and Young Schools Historic District	NRHP Eligible
3300 Benning Road – PEPCO Bldg 32	NRHP Eligible
4201-4243 Benning Road	NRHP Eligible
4208 Benning Road	NRHP Eligible
Fire and Police Call Boxes	NRHP Eligible
4001 Benning Road	NRHP Eligible
Baltimore & Potomac Railroad	NRHP Eligible
3938 Benning Road	NRHP Eligible
4228 Benning Road	NRHP Eligible
4236 Benning Road	NRHP Eligible
4270 Benning Road	NRHP Eligible
4274 Benning Road	NRHP Eligible

# Alternatives Development Process

## STEP 1: CONCEPT DESIGNS IDENTIFIED FOR EVALUATION

15 Concept Designs developed for the EA based on Project Purpose and Need

## STEP 2: PRELIMINARY SCREENING OF CONCEPT DESIGNS

Screening Factors for evaluating Concept Designs  
10 Concept Designs eliminated

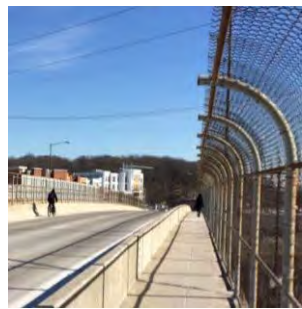
## STEP 3: SECOND SCREENING OF CONCEPT DESIGNS

5 remaining Concept Designs evaluated against Screening Factors

## STEP 4: SELECTION OF BUILD ALTERNATIVES

## SCREENING FACTORS

- No Geometric Deficiencies
- Improves Structural Conditions
- Requires Bridge Reconstruction
- Improves Pavement Conditions
- Improves Roadway Operations
- Improves Operations of Benning/Minnesota Intersection
- Offers Additional Transit
- Provides Connectivity to Existing Streetcar Line
- Improves Safety of Benning/Minnesota Intersection
- Improves Pedestrian Safety
- Improves Vehicular Safety
- Improves Bicycle Safety
- Improves Transit Safety
- Provides Pedestrian Access on Both Sides of Roadway
- Meets ADA Requirements
- Provides Bicycle Access
- Improves Access to Activity Hubs
- Within Existing Right-of- Way (ROW)
- Keeps or Adds Parking





# Selection of Build Alternatives

	Option 1 Curb – Exclusive	Option 2 Curb – Shared	Option 3 Center – Exclusive	Option 4 Center – Shared	Option 5 Bike Lane
Oklahoma to Minnesota Avenue Metro	Concept 3	Concept 1	Concept 4	Concept 2	Concept 5
Oklahoma to Benning Road Metro	Concept 8	Concept 6	Concept 9	Concept 7	Concept 10
Oklahoma to Minnesota Avenue and Benning Road Metro	Concept 13	Concept 11	Concept 14	Concept 12	Concept 15

Concepts 6 and 7 were carried forward for detailed study:

- Build Alternative 1 (Concept 6) is a curbside running streetcar.
- Build Alternative 2 (Concept 7) is a median running streetcar.

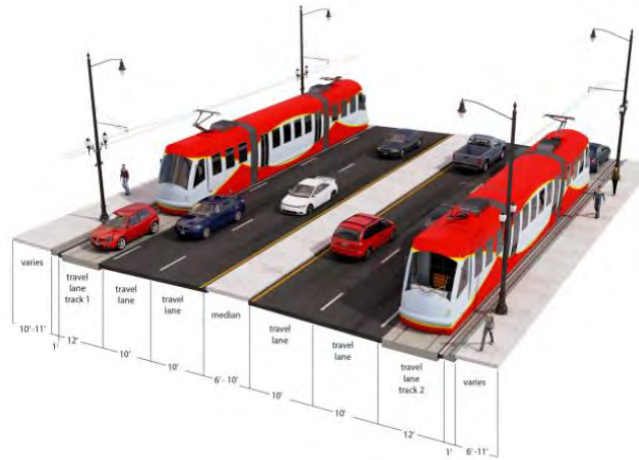
Concept 10 was combined with the proposed streetcar concepts (Build Alternatives 1 and 2) for detailed study.





# Build Alternative1 Typical Sections (Looking West)

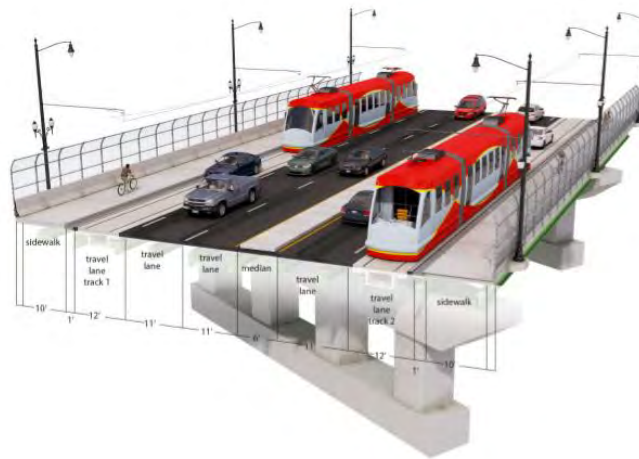
**A** Oklahoma Avenue to Kingman Island



**B** Kingman Island to 36<sup>th</sup> Street



**C** 36<sup>th</sup> Street to Minnesota Avenue



**D** Minnesota Avenue to 45<sup>th</sup> Street



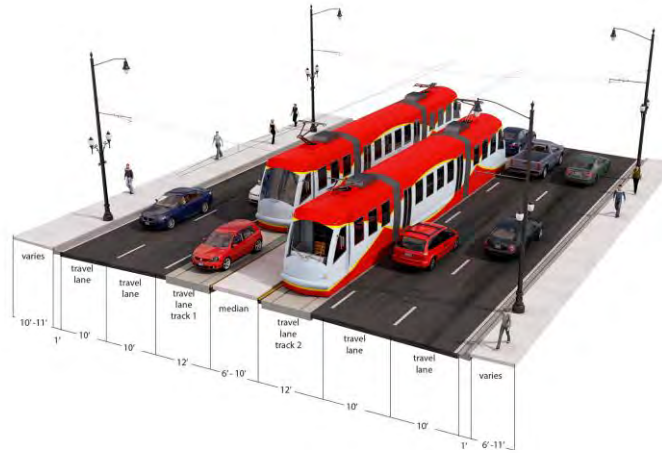
*Details of the overhead propulsion system would be determined during final design. Renderings show only one possible treatment for overhead wiring*



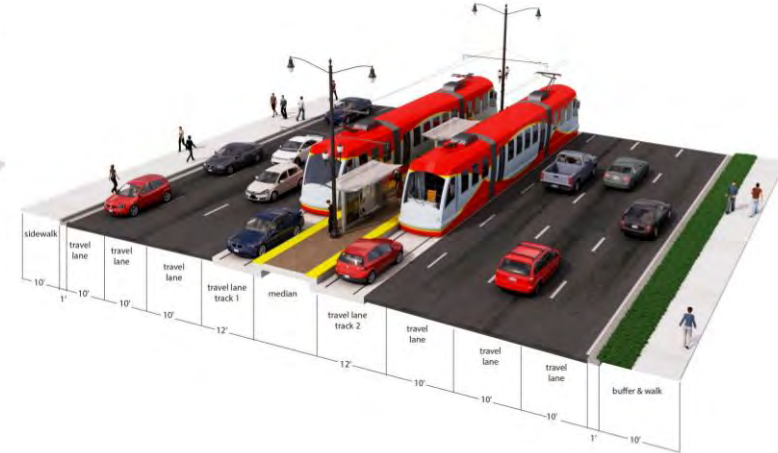


# Build Alternative 2 Typical Sections (Looking West)

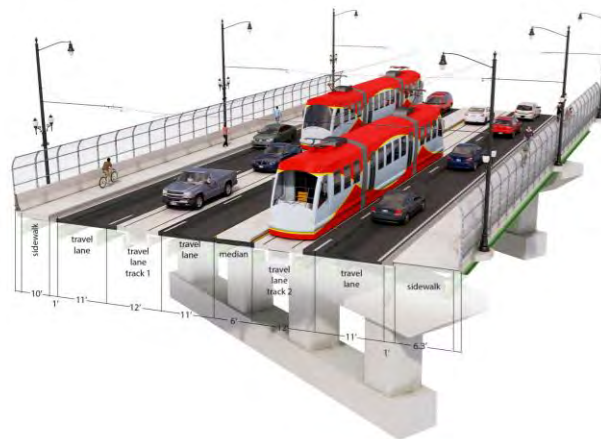
**A** Oklahoma Avenue to Kingman Island



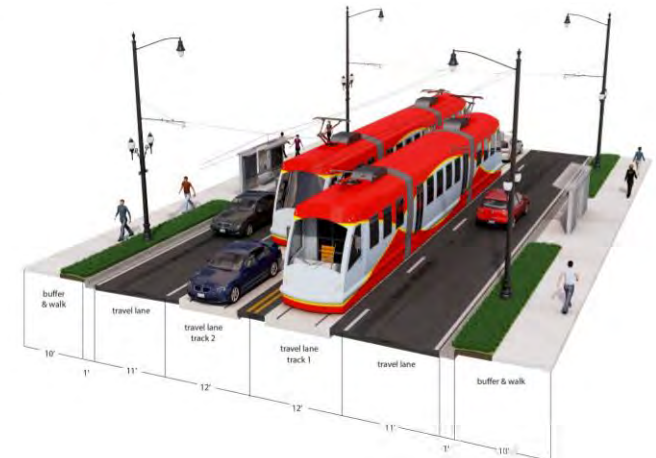
**B** Kingman Island to 36<sup>th</sup> Street



**C** 36<sup>th</sup> Street to Minnesota Avenue



**D** Minnesota Avenue to 45<sup>th</sup> Street



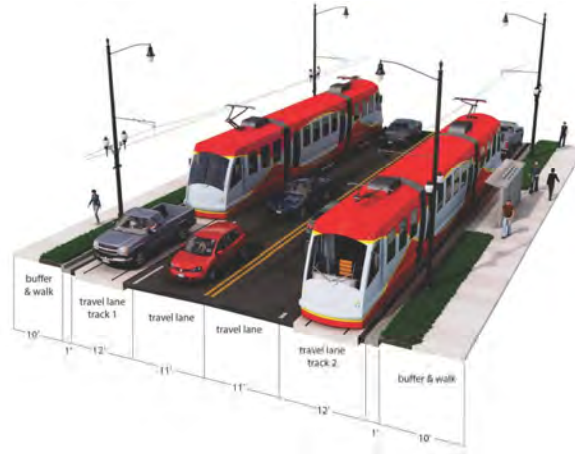
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# Propulsion Systems

## Wired Propulsion System

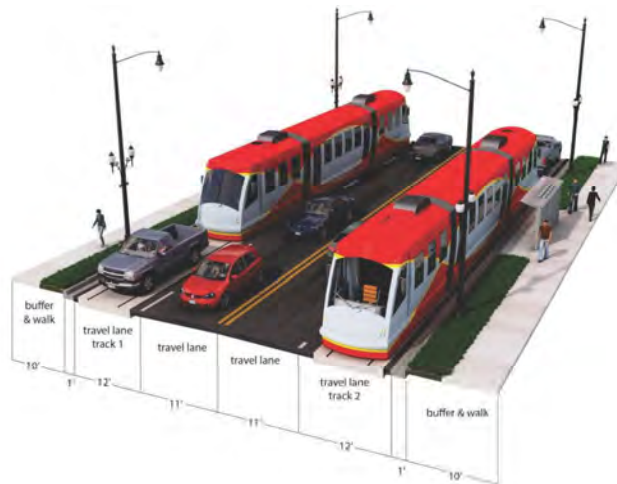


Alternative 1: Curbside Running Typical Section



Alternative 2: Median Running Typical Section

## Wireless Propulsion System



Alternative 1: Curbside Running Typical Section

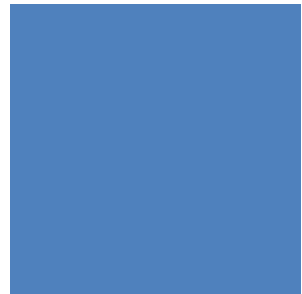
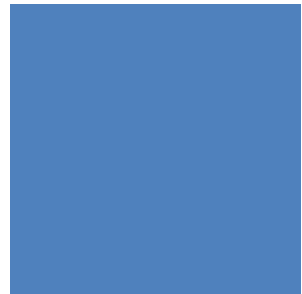
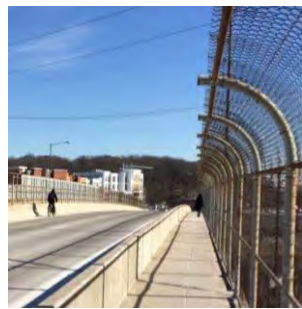


Alternative 2: Median Running Typical Section

*Details of the overhead propulsion system would be determined during final design. Renderings show only one possible treatment for overhead wiring*

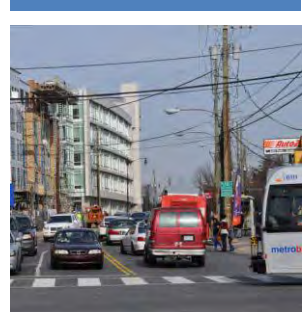
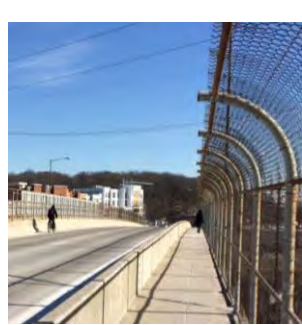
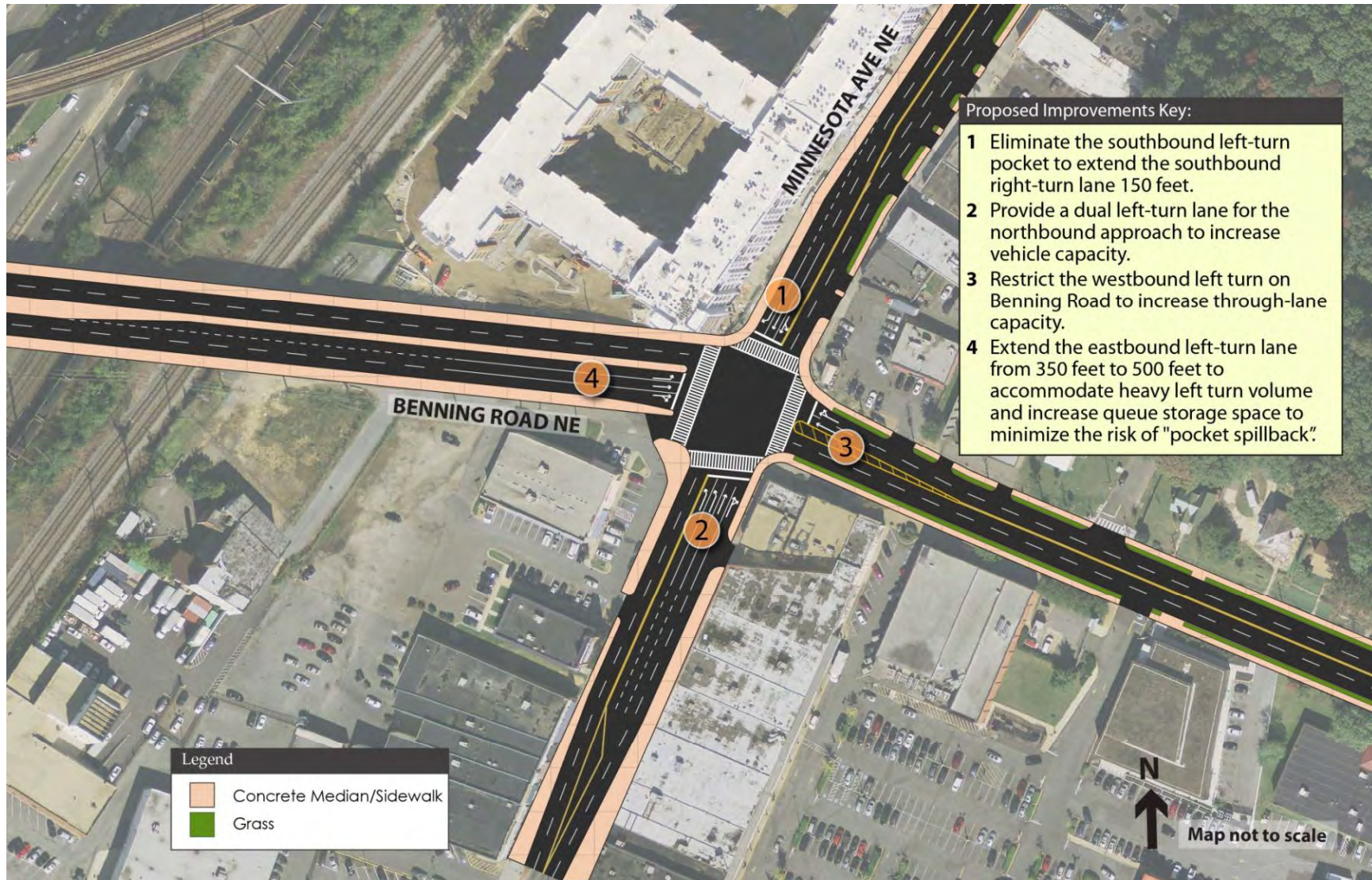


# Streetcar Stop Locations



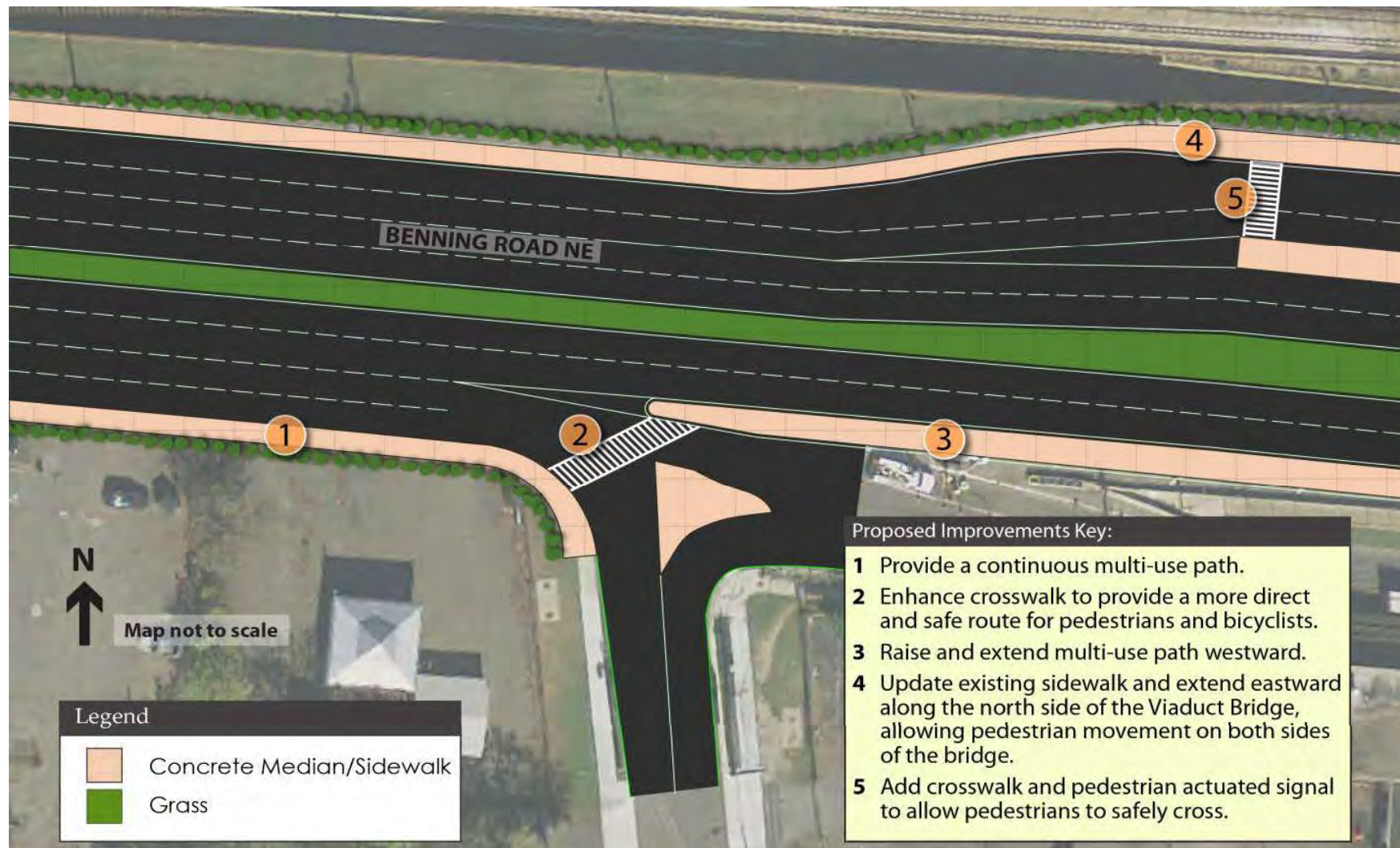
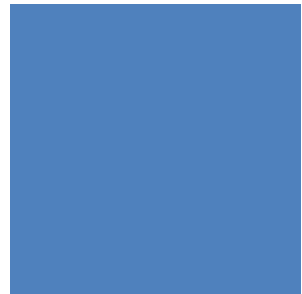
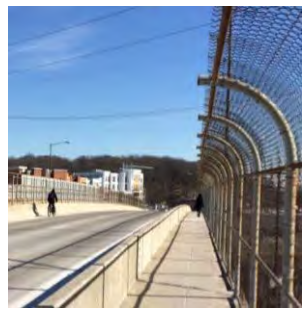


# Proposed Improvements: Benning Road at Minnesota Avenue Intersection





# Proposed Improvements: Pedestrian Improvements at Benning Road and 36<sup>th</sup> Street



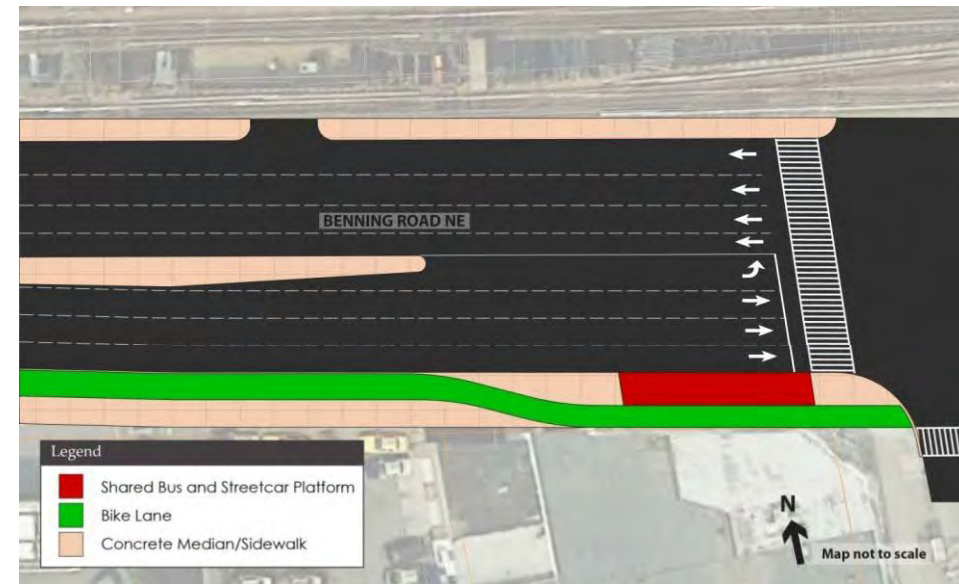


# Two-Way Bike Lane Option at Benning Road and 34<sup>th</sup> Street

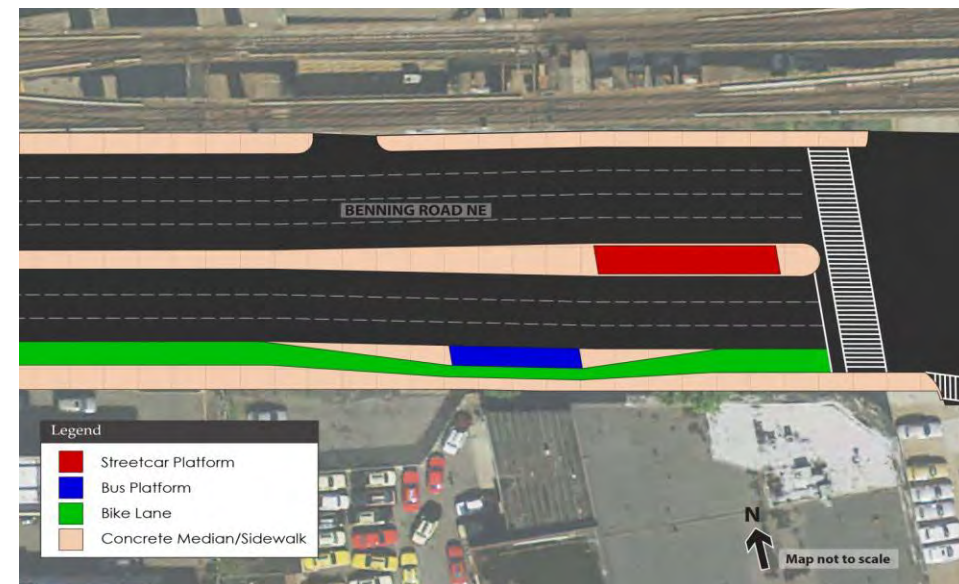
Two-Way Bike Lane Option at Benning Road and 34<sup>th</sup> Street:

Provides more room for pedestrians and cyclists between the Anacostia Riverwalk Trail and pedestrian walkway on the south side of the Viaduct Bridge over DC-295/CSX railroad tracks.

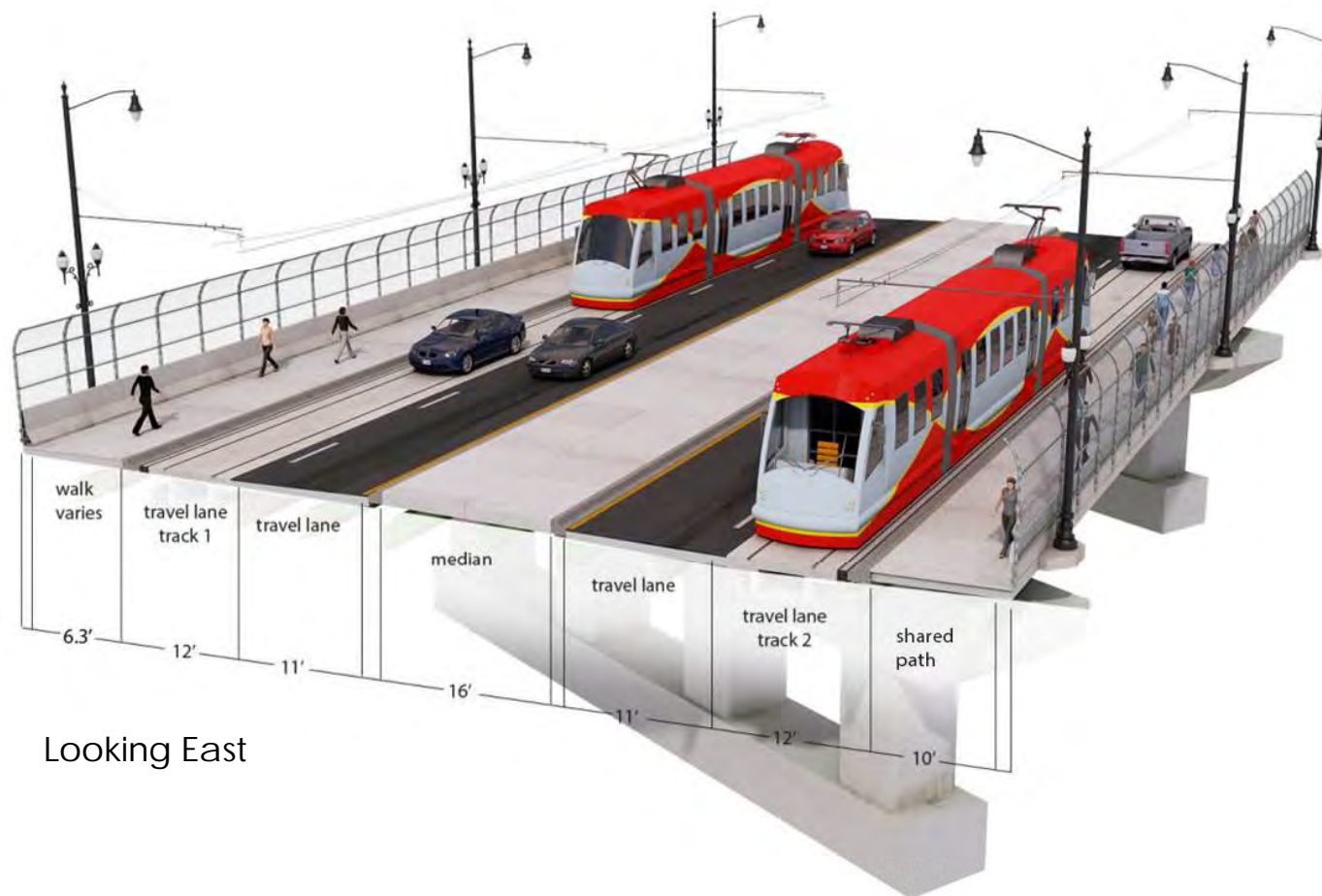
Build Alternative 1



Build Alternative 2



# Proposed Improvements: Benning (Viaduct Bridges) Over DC-295/CSX





# Environmental Considerations

## Community

- Zoning and Land Use;
- Neighborhoods and Community Facilities;
- Environmental Justice;
- Development and Joint Development;

## Transportation and Infrastructure

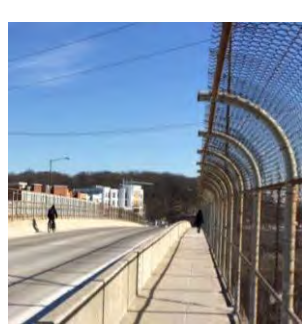
- Transportation (including the roadway network, transit, pedestrian and bicycle facilities and freight rail service);
- Utilities;
- Temporary Construction Impacts;

## Parks and Resources

- Public Parklands;
- Cultural Resources;
- Aesthetics and Visual Quality;

## Environmental

- Geology, Topography, and Soils;
- Surface Water Resources;
- Wildlife including Threatened and Endangered Species;
- Trees and Vegetation;
- Hazardous Materials;
- Noise and Vibration;
- Air Quality; and
- Energy Use and Climate Change.





# Findings of the EA

## BENEFITS

### Both Alternatives

- Improved intersection operations and safety at Benning Road and Minnesota Avenue
- Replacement of the functionally obsolete Benning Road Bridges over DC-295 and CSX tracks (including improved pedestrian access)
- Improved pedestrian safety and bicycle operations
- Increased transit operations and accessibility (Benning Road Metrorail Station to Union Station)
- Extended streetcar service to key activity centers east and west of the Anacostia River (no property relocations or ROW acquisition)

## POTENTIAL IMPACTS

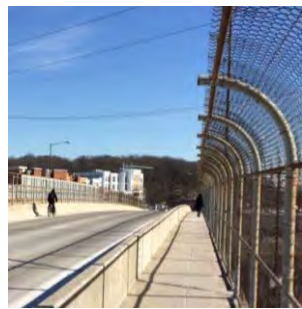
### Build Alternative 1 – Curbside Running

- Eliminates on-street parking along Benning Road, including residential area between 42<sup>nd</sup> Street and 44<sup>th</sup> Street
- Some noise and vibration impacts
- Some intersections operating at LOS E or worse during peak periods in 2018 and 2040
- Relocation of two existing bus stops

### Build Alternative 2 – Median Running

- Some noise and vibration impacts (less than Alternative 1)
- Some intersections operating at LOS E or worse during peak periods in 2018 and 2040
- Relocation of one existing bus stop

Both Alternatives would result in the removal of approximately 175 street trees and require some utility relocations.

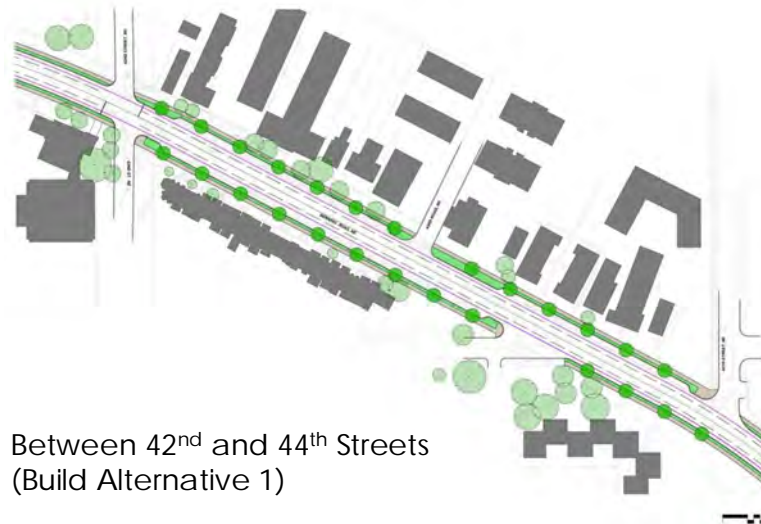




# Findings of the EA

## EXAMPLE MITIGATION

### Parking Impact Minimization



Between 42<sup>nd</sup> and 44<sup>th</sup> Streets  
(Build Alternative 1)

### Traffic Operations and Safety



### Landscaping



### Noise and Vibration



Floating Slab

# 2040 Streetcar Travel Times and Ridership

## 2040 Streetcar Travel Times

	Build Alternative 1		Build Alternative 2	
	Travel Time (min) AM Peak Hour	Travel Time (min) PM Peak Hour	Travel Time (min) AM Peak Hour	Travel Time (min) PM Peak Hour
Eastbound Direction				
20 <sup>th</sup> Street to Benning Road Metrorail Station	10.3	13.2	9.2	11.6
Westbound Direction				
Benning Road Metrorail Station to 20 <sup>th</sup> Street	11.5	9.8	10.3	8.3

## 2040 Streetcar Ridership

	Daily Ridership	
	No Build*	Build
Union Station to Benning Road Metrorail Station	4,125	9,712

\*No Build includes streetcar from Union Station to Oklahoma Avenue



# Comment Period & Next Steps

EA Review Period: May 4, 2016 - June 2, 2016

The draft Environmental Assessment for the proposed project is available online at: [www.benningproject.com](http://www.benningproject.com) and may be reviewed during normal business hours at the following locations:

Dorothy I. Height Library  
3935 Benning Road, NE  
Washington, DC 20019

Deanwood Library  
1350 49<sup>th</sup> Street, NE  
Washington, DC 20019

District Department of Transportation (DDOT)  
55 M Street, SE, 4<sup>th</sup> Floor  
Washington, DC 20003

Submit written comments via:

- Email: [info@benningproject.com](mailto:info@benningproject.com); or
- Mail: DDOT, 55 M Street SE, 4<sup>th</sup> Floor, Washington, DC 20003.

*ATTN: Benning Road and Bridges  
Transportation Improvements EA*

Submit oral comments by sharing your testimony at tonight's public hearing.

Next Steps:

- FHWA and DDOT consider public comments
- DDOT finalizes NEPA Document & Section 106 Report
- FHWA issues Decision Document

