

**Summary of December 20, 2011
Public Meeting**

**DC Streetcar 101 Workshop
H Street/Benning Road Line**



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Appendix A: Notification Collateral
Postcard
RSVP Tracking Sheet
Outreach Team Maps & Address Logs



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Appendix B: Boards Displayed/ Handouts Distributed at Meeting

- Interim Connection to Union Station
- Overhead Catenary Lines/Substations
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- Historic and Cultural Resources

Appendix C: Participation Documentation

- Photo Album
- Scanned Sign-In Sheets
- Evaluation Form Data
- Scanned Evaluation Form Originals
- Title VI Public Involvement Form Data
- Scanned Title VI Forms
- Scanned Workstation Comment Cards

Appendix D: Link to Audio Files (mp3)



PUBLIC OUTREACH

Community Networking

A comprehensive community networking effort was implemented a week and a half prior to the meeting, targeting residents within a four-block radius of the H Street/Benning Road corridor. This effort covered communities as far west as the 400 block of 3rd Street, NE and as far east as 2500 Benning Road, NE (see maps and outreach team documentation in **Appendix A**). Eight established Block Captains also distributed 200 flyers (25 each) to other businesses, their clients, and neighbors. Additionally, the block captains distributed email versions of the postcard to their listservs. Guests were encouraged to RSVP to a toll-free number, contact the public engagement office, or email: dcstreetcar@dc.gov.

Notification

This summarizes the primary methods of providing the public with notice for the December 20, 2011 Public Meeting:

- Four-thousand, five-hundred (4,500) postcard invitations were printed and distributed to residents and small businesses along within the H Street/Benning Road neighborhoods. Methods of delivery included mail as well as three separate rounds of door-to-door deliveries by a CSMI Field Outreach Team.
- One hundred forty-eight invitations were sent to database members by email via Icontact.
- Sixteen elected officials who attended the December 6th Update Meeting received thank you letters which included an invitation to the Workshop.
- Eighty follow-up phone calls were made to previous meeting attendees from the database.
- ANC Commissioners also notified their constituents in advance of the meeting.
- Additional notifications were made using Facebook, Twitter, and various blogging.

(See Notification Collateral in **Appendix A.**)



MEETING OVERVIEW

Meeting Details

Date: Tuesday, December 20, 2011

Time: 6:00 pm until 7:30 pm

Location: Atlas Performing Arts Center, Theatre Labs I & II, 1333 H Street, NE
Washington, DC 20002

Meeting Format

District Department of Transportation (DDOT) conducted a **DC Streetcar 101: Interim Connection to Union Station & Car Barn Training Center Workshop** for H Street/Benning Road residents and businesses. The workshop, which included four breakout sessions, was developed to maximize interaction between community members and elicit feedback. Project team leads and partnering engineers were accessible to provide further technical details on the streetcar in a hands-on format. The four topics covered were: **1) Interim Connection to Union Station; 2) Overhead Catenary Lines/Substations; 3) Eastern Turnaround/Car Barn Training Center; and 4) Historic and Cultural Resources.** Workshop participants were led into the two Labs, each holding two workstations. They were encouraged to spend their time at the session(s) that interested them most and to provide the team with feedback using the comment cards. DDOT and HDR engineers presented at each workstation and then fielded questions. Attendees were encouraged to approach and use the full-color visual displays to help illustrate their concerns and clarify questions and comments. The DC Streetcar team collected evaluation forms, Title VI public involvement forms, and comment cards from the four workstations by the close of the workshop. To provide equal access to information for a hearing impaired attendee, two ASL interpreters were made available.

(Display bused may be seen in **Appendix B.**)



Meeting Agenda

- 6:00 Sign-in
- 6:15 Welcome, Introductions, Meeting Purpose
- 6:20 Breakout Sessions
- 7:25 Closing, Collection of Comment Sheets
- 7:30 Adjourn

MEETING PARTICIPATION

There were 80 individuals in attendance, not including DDOT communication team staffers. Of the attendees, four were elected officials including Councilman Tommy Wells and three ANC Commissioners. There was one local media representative present. (See Title VI Public Involvement Form Data in **Appendix C.**)

WORKSHOP ORIENTATION

Following Posters were made available for review before, during, and after. In addition, representatives from DDOT and members of the technical team were positioned at each workstation to answer questions (See **Appendix B** for images).

- Interim Connection to Union Station
- Overhead Catenary Lines/Substations
- Eastern Turnaround/Car Barn Training Center
- Historic and Cultural Resources



MEETING SUMMARY

Sandy Castor, DDOT's Communication Manager and **Monica T. Ray** of DC Streetcar Communications Team welcomed guests, explained housekeeping matters, and introduced the topics and structure of the Workstations. She also emphasized the need for their continued involvement and targeted feedback. The following DDOT/HDR experts presented and responded to participant questions and comments at each workstation. The questions and comments below reflect those captured from the Comment Sheets:

Interim Connection to Union Station

Presenters: Steve Carroll and Peter Mazeruk

- *It would be helpful to explain exactly how riders can transfer between metro & streetcar at Union Station. Are there options available that will shorten the walking distance for example?*
- *As a potential business owner, developer, or asset owner along the H Street Corridor, wouldn't it have made sense to extend the tracks on the Western end to N. Capitol Street? The connection will allow for office employees, residents, and other pedestrians to travel easily down to H Street Corridor to do general business. It would make a strong case for potential retailers & restaurants to become successful, ultimately adding more value to the corridor.*
- *Steuart Investment Co. as developer of the project known as 360degrees H Street (which includes a grocery store loading off 3rd Street) would like a private meeting with DDOT/Streetcar Team to understand conflicts with Streetcar & Traffic at the 3rd St/H Street Corner.*
- *I would support any investment & beautification of the bridge, however that might look considering in now appears purely industrial.*
- *Is all hope lost with Amtrak, connecting directly into Union Station?*
- *What improvements will be made for pedestrians into Union Station?*
- *If you are not going into Union Station why not connect to North Capitol? It is a major employment/education hub!*
- *Dedicated left-hand turn from H, North onto 3rd is very important. Could the number of housing units within 3 blocks of this intersection immediately North of H street.*
- *Please consider adding bike parking at the connection to Union Station.*



Overhead Catenary Lines/Substations

Presenter: Kevin LaGreca

- *Be clear & specific about the length of power between stations. i.e. 1/2 mi between substations*
- *I prefer the Spam Wire - less visual pollution & clutter.*
- *Is there a large risk for theft of the copper wire? If so, and they were cut, would that be dangerous for the public?*

Eastern Turnaround/Car Barn Training Center

Presenters: Ronaldo Nicholson, Ron Garraffa

- *Please clarify, the turnaround would replace the library building...isn't that historic?*
- *The turnaround/eastern end doesn't include Ward 7? What about the tracks at the RFK parking lot???*
- *Good comment to utilize the RFK parking lot as the turnaround, however there is a concern about inclusion of Ward 7.*
- *Good comment to utilize Pepco site with housing infill opportunity.*

Historic and Cultural Resources

Presenters: Circe Torruellas and Eric Nelson

- *Langston Dwellings, Spring Garden, Langston Golf Course are all historic places*
- *I think we should preserve the significant building but also see the need for more shelters and seats for people waiting for public transportation*
- *Is the library kiosk historic?*
- *What impact and integration of Langston Golf Club house*
- *Acknowledgement of continuation to Ward 7. Need to evaluate Pepco, River Terrace Park. Address the transportation failure of Benning Bridge, off ramp to 295 & Minnesota Avenue intersection (Kenilworth, Middle crossing study).*



Comments Captured on Flipcharts - Interim Connection to Union Station

1. Why can't there be left hand turns?
2. There will be left hand turns, but the turns won't be dedicated turns.
3. Is there an ultimate plan?
4. Why do the trains have to turn around?
5. Where will the train end?
6. Will DDOT have more of a complex number for cost and completion?
7. Is there a common mechanism?
8. What is the length of the walk to metro station?
9. Is there a time frame for its completion?
10. The amenities are very important!!!
11. The plans should have been thought out long before ground breaking.
12. Retail should be put o top quarter, for easy access.
13. Take Street Car to North Capitol since it's an active intersection.
14. I feel there will be limited function, as it stands now.
15. With the street Cars in place there will a problem in how careful people are in parking. While running the risk of getting their windows torn of f of the side of their cars.
16. To move a disabled train it will have to be at either terminal.
17. Another cross over should be added.
18. It seems like an operational difficulty.
19. Will the rail be above the road section?
20. How often can we anticipate a disabled train?



Comments Captured on Flipcharts - Interim Connection to Union Station continued...

21. Where will the buses run?
22. What is the max speed of the trains?
23. What is the stopping distance of the train when moving at its max speed?
24. Are the wires insulated?
25. In case of accident, who responds?
26. What is the dynamic envelope? How many inches on the side?
27. Where are the blind spots?



Comments Captured on Flipcharts – Overhead Catenary Lines

1. Will there be imminent domain takings for the substations?
2. About traversing the bridge - isn't it a steep grade?
3. Is there consideration of 12th Street station underground?
4. What are the design requirements for the stations?
5. Is the exact location left up to the design builder?
6. What are safety considerations for overhead wires?
7. Will the fire department have the equipment to de-energize the wires?
8. Different equipment or treatment is required of the fire department for handling wires near buildings of different number of stories?
9. What if a wire is downed by a storm, how will it be de-energized? Is it automatic? In case of accident something needs to be in place to immediately de-energize the wires.
10. Has the decision been made about the overhead wires?
11. What type of batteries is used?
12. Is 2013 the projected year for completion?
13. What is the difference between the two wire systems overhead?
14. When does construction begin for the wiring?
15. Will the stations be located to connect to metro?
16. Will there be more digging in the streets?
17. Will there still be two lanes for traffic?
18. When does work begin in the bridge?
19. Why are streetcars a good idea now as opposed to 50 years ago?
20. Why is the design process for the end stations so different from that of installing the tracks?



Comments Captured on Flipcharts – Overhead Catenary Lines continued...

21. Where will the buses run?
22. What is the max speed of the trains?
23. What is the stopping distance of the train when moving at its max speed?
24. Are the wires insulated?
25. In case of accident, who responds?
26. What is the dynamic envelope? How many inches on the side?
27. Where are the blind spots?

Comments Captured on Flipcharts – Eastern Turnaround/Car Barn Training Center

1. How is the project being funded?
2. Is there a plan to get more funding from street cars? If so from where.
3. What does private financing look like?
4. What is the purpose of the training?
5. Have you looked a site that's supposed to be WASA/Pepco, adjacent to Exxon gas station as a site?
6. What about Phelps?
7. Has this plan been submitted to SHPO?
8. Is there a plan to remove cleaning supplies from area?
9. How will children be protected?
10. Will the streetcar tracks be fenced in?
11. What will it take to consider mixed housing?
12. If I see, read, or hear about streetcars and I don't like it what is a formal way of trying to stop it?
13. Will there be a retaining wall to separate Langston & Streetcar? How many feet is retaining wall from street?
14. Is the eastern turnaround going to be the main facility for the ward 7/Minn. & Benning Road streetcar station if streetcar goes into that area?
15. Why wasn't the public involved way back in the beginning when it was first talked about?
16. What's the training center about?
17. Is this going to take over metro?
18. Who will the training be available for?
19. Keep in mind that there is a lot of traffic on 26th street...what's going to happen if there was an emergency on this street?
20. The CBTC is taking away from the character of Spingarn campus.



Comments Captured on Flipcharts –Eastern Turnaround/Car Barn continued...

21. The CBTC is taking away from the character of Spingarn campus.
22. Switching yards shouldn't be put around areas where children roam.
23. The tracks are already down, so are we here to have our concern addressed.
24. Go to National Park space and not place streetcars on the green residential space.
25. Parking is going to become a huge issue.
26. If anything is done to the Spingarn building, it's going to take away the nice look.
27. Not against Streetcar - against location
28. Can we choose another option? It doesn't make sense for it to go there.
29. Training part is a great piece.
30. People need jobs in this area. Taxes are going up but its fine because my property value still rises.
31. Some of my community partners think the car barn center should be put in the stadium lot because it is often empty.
32. Calling it a school does not make it a school.
33. You can't take away a play area for this type of purpose.
34. RFK stadium is on easier replacement.



Comments Captured on Flipcharts – Historic and Cultural Resources

1. Will substation be underground?
2. What are the aesthetic design requirements?
3. What will be the route of the trolley?
4. How is Public space affected (Mass area)?
5. Location of Sub-Stations?
6. What is the location of the new historic district along H Street?
7. What are the building Impact (Mitigating impact)?
8. You are building between 3 Historical sites, have you considered impacts to those sites?
9. Low is Langston dwelling (melting) affected?
10. How will you protect historic sites?
11. You are eliminating Green Space (use for the local school)
12. Retaining wall (how high, affects light noise).
13. Huge impact on residential area.
14. Integration of space use.
15. Traffic on 26th Street (impact)
16. Can it function without expansion (Trolley – Substations)?
17. Concerns about other development projects (soccer, football, subway) increase traffic in residential zones.
18. Spacing concerns.
19. Can the Pepco building be used instead?
20. How many jobs will be created?

Comments Captured on Flipcharts – Historic and Cultural Resources continued...

21. Ridership paying for system
22. Why are historic sites and buildings being used?
23. Langston dwelling is already a segregated community in need of repairs.
24. Residents would like to maintain green space for dog walking etc...
25. Will there be any delay because of historical preservation issues.
26. New recommendation of historic district along H Street (Front)
27. Training facility opens up opportunity for area schools. Lower incarceration for young men.
28. Ward 7 is included in project.