

RESOLUTION #: 7E-21-002

Support for the DC Streetcar Extension to the Benning Road Metro Station as Planned and Promised

Proposed for February 9th, 2020

WHEREAS, Advisory Neighborhood Commissions (ANCs) were created to “advise the Council of the District of Columbia, the Mayor, and each executive agency with respect to all proposed matters of District government policy,” including transportation and economic development;

WHEREAS, public transportation is a shared public benefit and can only function as such when it is shared with all neighborhoods;

WHEREAS, Ward 7 has far fewer multimodal transportation options than the rest of the District;

WHEREAS, extending the DC Streetcar to the Benning Road Metro Station would provide many Ward 7 neighborhoods with a free and reliable one-seat ride to Union Station, the H Street corridor, and essential services;

WHEREAS, Ward 7 residents would have access to three additional grocery stores, healthier food options, and other amenities along the H Street corridor;

WHEREAS, Marshall Heights, Benning Ridge, Capitol View, and many other neighborhoods east of Fort Mahan Park could only access the DC Streetcar if it’s extended in full to the Benning Road Metro Stations as planned and promised;

WHEREAS, The DC Streetcar would enhance Ward 7’s public transportation infrastructure and accommodate additional population growth, minimize vehicular congestion, and reduce reliance on personal vehicles;

WHEREAS, Extending the DC Streetcar provides more ridership capacity than adding another Metrobus or DC Circulator route—regardless of bus vehicle type—and has already increased overall transit ridership along the H Street corridor;

WHEREAS, extending the DC Streetcar along Benning Road NE requires less public right-of-way than building a bus rapid transit (BRT) route and doesn’t require the use of eminent domain or property takings in Ward 7;

WHEREAS, The DC Streetcar extension would have more accessible and accommodative stops than existing bus stops by including “level boarding”—where the transit vehicle’s floor is level with the station platform or sidewalk;

WHEREAS, Benning Road NE is notoriously fatal for pedestrians and bicyclists, and the DC Streetcar project incorporates critical bridge, roadway, streetscape, and intersection improvements to improve safety;

WHEREAS, streetcar routes, similar to Metrorail lines, are more reliable transit infrastructure for prospective business and residents because streetcar routes are more permanent and less prone to re-routing;

WHEREAS, The DC Streetcar extension would anchor new food and grocery establishments such as those proposed at Cedar Realty Trust’s Northeast Heights, Market 7’s Benning Market, and the Fletcher-Johnson site—reducing the number of Ward 7 neighborhoods considered to be “food deserts”;

WHEREAS, The DC Streetcar extension would support the proposed Comprehensive Plan’s recommendations for increased density along the Benning Road NE corridor in Ward 7.

THEREFORE BE IT RESOLVED, Advisory Neighborhood Commission (ANC) 7E notes the following:

I: We strongly support the District’s planned and promised DC Streetcar extension to the Benning Road Metro Station.

II: We request that in the 2022 budget, the District Department of Transportation (DDOT) request and receive the full amount of funding necessary to break ground on construction in 2022.

III: We request that the Executive Office of the Mayor, the Office of City Administrator, the Office of Budget and Performance Management, and all other agencies involved include sufficient funding for the Streetcar extension in the Mayor’s 2022 Proposed Budget and Financial Plan that it sends to the DC Council this Spring.

ADOPTED by vote at a regular public meeting (notice of which was properly given, and at which a quorum of ___6___ the members were present on February 9th 2020 by a vote of ___4_ yes, and ___2_ no.