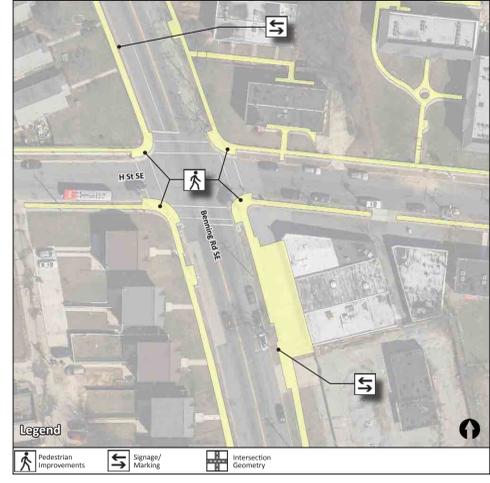


Location # 22
Benning Rd SE & H St SE

The intersection of Benning Rd and H St SE is a four-way signalized intersection with a larger than average number of traffic collisions in the past five years, including a fatal collision involving a pedestrian. Curb extensions should be considered on all four corners of the intersection, striping high visibility crosswalks, and adding advance warning signage. There is also an option to add a leading pedestrian interval to the traffic signal. This pedestrian-only phase allows pedestrians to enter the intersection prior to other vehicles, providing greater visibility.

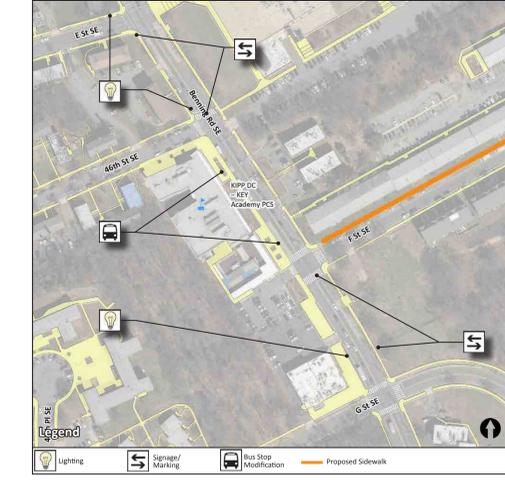
Implementation Timeline	Short term 1-2 years
Estimated Project Cost	\$32,600
Right-of-Way Needed	No
Coordination Needs	No, DDOT only
Parking Impacts	No
Green Infrastructure Project	No



Location # 63
Benning Rd SE, 46th St SE, & F St SE

The intersection of Benning Rd and 46th St SE needs advanced warning signage for the school zone, as well as additional in-street "Stop for Pedestrians in Crosswalk" signage at the crosswalks adjacent to KIPP DC and the Fletcher Johnson School. There are a lot of buses that stop at this location, and the concern is that crossing behavior may be obscured by a lack of pedestrian safety. Bus stops should be studied to determine where they can best be located to prevent crossing conflicts, while still being close to destinations. Additional street lighting is also recommended. Coordination on these improvements should include outreach to DC Public Schools and WMATA.

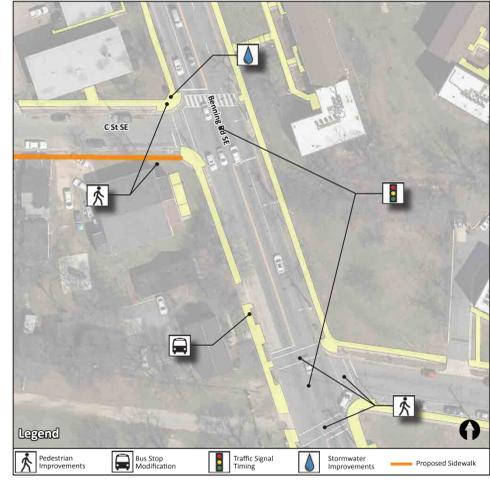
Implementation Timeline	Medium term 2-4 years
Estimated Project Cost	\$89,100
Right-of-Way Needed	No
Coordination Needs	Yes, DCPS, WMATA
Parking Impacts	No
Green Infrastructure Project	No



Location # 33
Benning Rd SE & C St SE

There are two locations where C St SE intersects with Benning Rd SE. Presently, they operate as separate signals. There is a need to synchronize and re-time these signals so that they operate as one. The signal for the cemetery should only activate when triggered. This change should reduce congestion and driver frustration while better protecting pedestrians. In addition to modifying the signal timing and phasing, there is a need to install high visibility crosswalks at the intersections, construct updated truncated dome curb ramps at all crosswalk locations, and construct a sidewalk on the south side of C St SE to the west of Benning Rd SE. This signal is scheduled to be optimized in fiscal year 2018.

Implementation Timeline	Long term 4-8 years
Estimated Project Cost	\$87,400
Right-of-Way Needed	No
Coordination Needs	Yes, WMATA
Parking Impacts	No
Green Infrastructure Project	Yes, reconstructs inlet and curb in northwest corner of C St/Benning



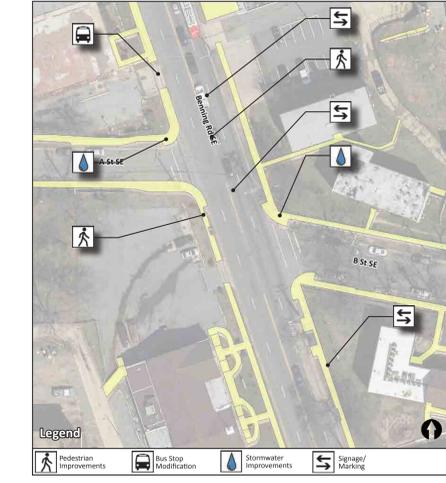
Location # 30
Benning Rd SE & A St SE

The intersection of Benning Rd and A St SE has some issues with disrepair of pedestrian amenities, an unprotected street crossing, and sediment runoff impacting stormwater facilities. To counteract these, the following recommendations are made –

- Install high visibility crosswalk at A St SE, and pull stop bars back from existing locations
- Install advance warning and pedestrian crossing warning signage
- Install "Stop Here for Pedestrians" signage at the relocated stop bars
- Sediment control with bioswale, soils, and plantings on existing construction sites
- New inlets and grates for existing stormwater basins

Depending on the pedestrian volumes, there may be a need for a HAWK signal or rapid flashing beacon. This location is very close to the Benning Road Metro, the Benco shopping center, and the DMV, all of which generate pedestrian activity that needs a safe crossing location south of E Capitol St, but before C St SE.

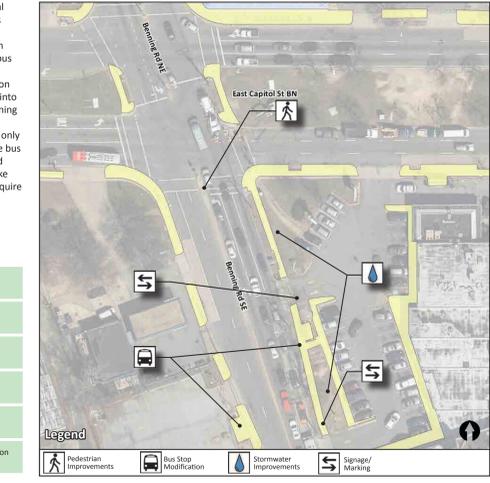
Implementation Timeline	Medium term 2-4 years
Estimated Project Cost	\$44,690
Right-of-Way Needed	No
Coordination Needs	No, DDOT only
Parking Impacts	No
Green Infrastructure Project	Yes, sediment control on construction with bioswale and plantings



Location # 31
Benning Rd SE & E Capitol St

While the E Capitol St operations plan calls for several large-scale and long-term improvements to the Texas Ave-Benning Rd-E Capitol St intersection, there is an immediate need for better wayfinding and pedestrian amenities in the unit block of Benning Rd SE. Better bus facilities (benches, trash cans, shelter elements) are needed. Installing bioswale could help with the erosion of soils from the elevated Benco shopping center lot into the roadway. There is potential for modifying the turning traffic behavior into Benco to reduce congestion and improve safety by making the southern entrance the only entry to the shopping center and the curb cuts by the bus stop as east only, with turn lanes for both northbound and southbound Benning Rd. This restriping could take place outside of the DDOT right-of-way and would require coordination with the Benco Shopping Center.

Implementation Timeline	Medium term 2-4 years
Estimated Project Cost	\$20,800
Right-of-Way Needed	No
Coordination Needs	Yes, WMATA, Benco
Parking Impacts	No
Green Infrastructure Project	Yes, sediment reduction through bioretention and slope erosion prevention



BENNING RD CORRIDOR