

## **Anacostia Streetcar Extension FAQs**

### **Where will the streetcar line go and what are the alternatives that are being considered?**

The Anacostia Streetcar Extension project begins at the current terminus of Anacostia Initial Line (AIL) at the Anacostia Metro station and will end at the foot of the 11<sup>th</sup> Street Bridge at the intersection of Martin Luther King Jr. Avenue SE and Good Hope Road. Two alternatives are under consideration:

- Alternative 4 is street running on Howard Road, Martin Luther King Jr. Avenue SE, Chicago Street, Shannon Place, and U Street.
- Alternative 9 uses the inactive CSX railroad right-of-way.

### **What effects will the streetcar have on the community?**

A variety of potential effects were examined as part of the Environmental Assessment (EA). Historic buildings, traffic, noise and vibration, safety, land use, and community issues were among the major areas of potential effects. The effects vary depending on the alternative selected.

- Alternative 4, which operates in the street will add to traffic congestion and the loss of some on-street parking. It will also have tight turns that could clip the corners of sidewalks in some locations, reducing the width of the sidewalk. The corner of Martin Luther King Jr. Avenue SE and Chicago Street will need more detailed study to determine if the vibrations during construction affect the old Police Station.
- Alternative 9 will not have traffic or parking effects and no noise or vibration effects are expected, but an archeological survey of the railroad right-of-way will be needed to determine if there are any archeological issues. Alternative 9 is also more out of the way and not as close to the community and businesses as Alternative 4.

### **How will affect the local businesses?**

- Alternative 4 will have a portion of the alignment on Martin Luther King Jr. Avenue SE and will serve the Anacostia commercial core directly. It will eliminate some on-street parking, but provide an option to driving.
- Alternative 9 will not affect parking or traffic, but it is two blocks away from Martin Luther King Jr. Avenue SE and the center of commercial activity.

### **Where can I go on the streetcar?**

This streetcar extension will connect the commercial core of Anacostia to the Anacostia Metro station. As an extension of the AIL it will provide access to St. Elizabeths redevelopment and Joint Base Anacostia-Bolling (JBAB).

This portion of the Anacostia Streetcar line is a vital link in a streetcar system that includes future lines that cross the Anacostia River on the 11th Street Bridge to connect to the Navy Yard, M Street SE/SW, the Nationals Ballpark, and a future North-South line into the center of the District of Columbia. Another future extension would continue from Good Hope Road along Minnesota Avenue to Benning Road where it would tie into an east-west line extending to Georgetown.

### **Would local bus routes be impacted by the new transit improvements?**

The impact the proposed improvements would have on existing bus service has not been determined, yet. The study will examine how to combine the proposed improved transit with the existing service to meet the needs in the corridor.

### **How much will it cost to ride? Will it be similar to the DC Circulator and Metro?**

DDOT is studying potential fares and fare collection systems now. The preference is for a fare that is affordable, simple, and comparable to the cost of riding the DC Circulator or a Metrobus. When a fare decision is made, it will be announced publicly.

### **What hours will the streetcar run?**

DDOT is studying recommendations for hours of operations now. The preference is for the hours to mirror those of other transit systems to allow for smooth connections to Metrorail, Metrobus, and the DC Circulator. The hours of operation will be announced once a decision is made.

### **Would the improved transit have a dedicated lane or operate in mixed traffic?**

The streetcar will operate in mixed traffic with automobiles if the selected alternative is Alternative 4. Alternative 9 would operate in the vacant CSX railroad right-of-way and would be completely separated from the street. Stops will be similar to the current Metrobus stops and not intrusive into the neighborhood.

### **When will a decision be made?**

The EA is currently available for public review and comment. Comments will be received until April 18, 2014 after which DDOT will make a final recommendation on the preferred alternative. The final document with the comments and DDOT's recommendation will be available in May 2014 and a final environmental determination from the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) will be made in the Summer 2014.

### **When will it be open?**

Once the final environmental clearance is received DDOT can begin the engineering design of the preferred alternative. This step will take approximately 6-9 months. The next step would be to secure the necessary approvals from the utility companies and affected agencies for Alternative 4, or acquire the property from the CSX Railroad for Alternative 9, which could take up to one year. Construction will take approximately two years, after which there will be testing and commissioning of the new extension. The line is expected to be open in the Summer/Fall of 2017.

### **How much will it cost to build?**

Depending on the alternative the cost varies.

- Alternative 4 is estimated to cost approximately \$47.5 million.
- Alternative 9 is estimated to cost approximately \$51.3 million. This cost may vary depending on the cost of the CSX railroad right-of-way, which is currently under negotiation.



## DC Streetcar Vehicles

### **What types of vehicles will be used for DC Streetcar?**

The District owns four (4) streetcar vehicles, which are currently undergoing testing and commissioning at DDOT's Testing and Commissioning Site in Anacostia. Testing and commissioning is a critical step before passenger service can begin on the H/Benning corridor.

Three of the District's four vehicles were manufactured by Inekon of the Czech Republic. The vehicles had been stored at WMATA's Greenbelt Facility since 2009 and were moved over to the testing site the week of April 29, 2013. Mayor Vincent Gray hosted a press briefing on May 1, 2013 at the site to welcome the arrival of these vehicles to the District. On December 13, 2013, the first of these three Inekon vehicles was moved to H Street to begin its safety testing process there.

### **Inekon Vehicle Specifications**

- Manufactured in 2005
- Operates on a 750 V DC current
- Top Speed: 45 mph
- Car Height: 11.35 feet
- Floor Height: 1.15 feet; Level Boarding with station stops for easy access by wheelchairs, strollers, and bicycles
- Car Weight: 66,200 pounds
- Width, Length, and Passenger Capacity, compared by mode:

	Width	Length	Passenger Capacity
<b>DC Streetcar</b>	<b>8'</b>	<b>66'</b>	<b>157</b>
<b>Circulator Bus</b>	8'6"	40'	49
<b>Articulated Bus</b>	8'6"	60'	94
<b>Metro Car</b>	10'	75'	120

### **Vehicle Maintenance**

- WMATA/LTK/Virginkar exercised the Inekon vehicles at the Greenbelt facility every 4-6 weeks since 2009
- Vehicles were "revenue-readied" in Fall 2012
- Inekon inspectors traveled to DC from Europe in March and September 2012 to inspect the vehicles and make repairs
- Inekon personnel have been on-site in DC since April 2013 to provide technical support throughout the testing and commissioning phase.

### **United Streetcar Vehicles**

The District also owns a fourth vehicle that was manufactured by United Streetcar in Portland, Oregon. Two more United Streetcar vehicles are on order from the company. The first vehicle was delivered on January 20, 2014. The remaining two are expected to be delivered in the next few months. The specifications of the United Streetcar vehicles are nearly identical to those of the Inekon vehicles.

## DC Streetcar Safety Certification Process

### **What steps are required to certify the DC Streetcar as safe?**

DDOT has been implementing a rigorous safety and security certification program since the early stages of the DC Streetcar program. Certification started with the adoption of design criteria that ensures the system is designed and constructed to the highest standards of safety and security. Hazard and threat analyses are performed on a regular basis to identify potential safety and security issues and to formulate mitigations, either through design or operational strategies, to reduce the likelihood or severity of adverse events. Next, a comprehensive certification checklist was developed based on the design criteria, covering all elements of the project such as vehicles, track and power supply. These checklists are used to certify that all

standards and specifications have been incorporated throughout the design, construction, and testing phases of the project. These checklists also cover the certification of system integration testing (S.I.T.), as well as operating plans, procedures and training activities that must occur prior to starting passenger service. Once these steps are complete, DDOT's chief safety officer will develop a final certification report and submit it to the State Safety Oversight Agency (SSOA) for review and acceptance.

#### **What is system integration (S.I.T.) testing?**

The system integration testing process that began in December includes the integration of vehicles, power, communications, and traffic and train signal controls to ensure that all components are safe and working properly. The streetcar system must perform under several traffic scenarios, and emergency drills will be performed before the system can be certified by DDOT and accepted by the State Safety Oversight Agency (SSOA). This process involves several critical steps and is intended to ensure that the system meets DC Streetcar standards and is safe to carry passengers in mixed use traffic.

#### **What is the State Safety Oversight Agency (SSOA)?**

As required by federal law, each state in which a rail transit agency operates must designate a State Safety Oversight Agency (SSOA). The purpose of the SSOA is to establish minimum requirements for safety and security and monitor DC Streetcar's compliance with its safety and security plans and procedures. Once DDOT has completed its self-certification process, it will submit a formal certification report to the SSOA for its review and acceptance. Once DDOT's certification report has been accepted by SSOA, DC Streetcar will be cleared to enter passenger service. Once streetcar is operational, the SSOA will continue to monitor safety and security compliance through reviews and audits.

#### **Does DC Streetcar have a safety campaign?**

DC Streetcar has been implementing a Safety Outreach Program since early 2013 with its "Look, Listen, Be Safe!" campaign. Safety outreach has been ongoing during the construction and testing phases of DC Streetcar, targeting pedestrians, motorists, bicyclists, riders, and children with important safety information about streetcars and how to interact with the system.

In early 2014, the DC Streetcar program will begin implementing its School Safety Program in schools along the corridor. This program offers resources for students and teachers about DC Streetcar and streetcar safety, including full lesson plans targeting various age groups.

To review safety outreach materials and to watch the DC Streetcar safety video, visit [www.dcstreetcar.com/safety](http://www.dcstreetcar.com/safety).

### **DC Streetcar Service and Operations**

#### **When will streetcar service begin?**

DDOT began delivering streetcar vehicles to the H/Benning corridor in December 2013 to kick off its in-traffic testing and certification process. This testing and certification process is an official safety procedure that provides vehicle operators with an opportunity to get familiar with traffic patterns along the route; helps local drivers, pedestrians, cyclists and delivery trucks acclimate to sharing the road with streetcars; and ensures that the H/Benning corridor is safe and ready for service. Once these goals are met and the system is officially certified as safe, passenger service can begin. It is anticipated that service will begin in 2014.

#### **How much will it cost to ride the streetcar?**

DDOT is currently studying potential fares and fare collection systems. The preference is for a fare that is affordable, simple and comparable to the cost of riding the DC Circulator or a Metrobus. When a fare decision is made, it will be announced on the website.

#### **How will fares be collected? Will I be able to use my SmarTrip card?**

DDOT is evaluating several on- and off-board fare collection systems. Integration with existing methods of payment, including SmarTrip, is one of several evaluation criteria.

#### **What will the hours of operation for the streetcar be?**

DDOT is studying recommendations for hours of operations now. The preference is for streetcar hours to mirror those of other transit systems, thus facilitating passenger connectivity to Metro, MetroBus and Circulator. When a decision on hours of operation is made, it will be announced on the website.

#### **Can bikes be brought onto the streetcar?**

Yes. The modern streetcar's interior layout is designed to allow bicycles to be brought on board using wide passenger doors that are level with the station platforms. In addition, the vehicles will also accommodate strollers and wheelchairs.

**South Capitol Street Corridor Project  
Anticipated Questions and Answers  
For March 26, 2014 Projects Update Meeting for Ward 8**

**1. What is the current project status?**

- a. Four short-listed contracting teams were notified in January that they advanced to the second of two-steps in the project procurement process with an opportunity to respond to a detailed Request for Proposal (RFP) for design-build construction of the South Capitol Street Corridor Segments 1 and 2.
- b. DDOT is to share the draft RFP with those teams on Monday, March 3.
- c. Preliminary design, advance property acquisition and a Supplemental Environmental Impact Statement Process – related to the changes in the type and alignment of the bridge that will replace the Frederick Douglass Memorial Bridge – are ongoing.

**2. When is construction anticipated to start and how long is it intended to last?**

- a. The latest schedule calls for construction to start in the first quarter of 2015 and last until the end of 2018.

**3. How will project construction impact traffic?**

- a. Plans require that the current Douglass Bridge to remain open and in operation until the new bridge is ready for use.
- b. To minimize traffic impacts, construction will be phased and scheduled so as maintain existing travel lanes during peak travel hours.

**4. What kinds of jobs and contracting opportunities will be available on the project?**

- a. The DBE goals for the total design/construction contract are:
  - i. 20% Design
  - ii. 12% Construction
- b. There will be multiple opportunities for DBE participation in the design-build project delivery:
  - i. Businesses: Survey and Investigation, Engineering Design, Utility Design and Relocation, Roadway and Bridge Construction, Quality Control / Quality Assurance and Supportive Services
  - ii. Employment/Workforce/Labor: Design Engineers and Technicians, Construction Inspectors, Electricians, Heavy Equipment Operators, Surveyors, Structural Steelworker, Laborers, Masons, Welders and Traffic Control staff

**5. How is DDOT addressing design and aesthetics concerns raised about the project by the Commission of Fine Arts in Fall 2013?**

- a. DDOT continues to work with the staff of the CFA, NCPC and DC SHPO to see that concerns raised by CFA are thoroughly addressed throughout the procurement and design-build processes.

**6. How are concerns about the project's connectivity with the Suitland Parkway Trail being addressed?**

- a. Project staff members continue to work with other DDOT bicycle and pedestrian staff to address trail connectivity concerns through the two phases of the South Capitol Street Corridor Project and other AWI Projects as well.

## **11<sup>th</sup> Street Bridges Project –**

### **Potential Questions and Answers for the March 26 Ward 8 Project Update Meeting**

- Q: Why does the design of the NB DC 295 make it so difficult for motorists going to EB Pennsylvania Avenue? The weave is difficult and unsafe.
- A: Motorists going outbound from the 11<sup>th</sup> Street Bridge bound for EB Pennsylvania Avenue have to weave 2 lanes to the right to the exit. The traffic from NB I 295 and the 11<sup>th</sup> Street Bridges merge into 2 lanes north of Pennsylvania Avenue. With the temporary closure of EB Southeast Freeway and Barney Circle, traffic bound for EB Pennsylvania is primarily utilizing the 11<sup>th</sup> Street Bridge and DC 295. Once Barney Circle reopens, this will provide an alternate route for East Washington bound motorists. Another alternate route is to use the 11<sup>th</sup> Street local bridge to the on-ramp to NB 295 which puts motorists into the right lane on NB 295, eliminating the weave.
- Q: In the morning, why is traffic so much heavier on SB 295 and NB 295 to access the 11<sup>th</sup> Street Bridges to downtown?
- A: One of the main objectives of the 11<sup>th</sup> Street Bridges project is to get commuter traffic out of the neighborhoods of East Washington. The closure of the 13<sup>th</sup> Street ramp in Anacostia and the opening of the inbound ramp from SB 295 has helped to accomplish that goal. Because the 11<sup>th</sup> Street Bridges project is still ongoing, some congestion continues on the inbound direction. In March, the project will open the new inbound flyover connection between the 11<sup>th</sup> Street inbound freeway bridge and the WB Southeast Freeway. This will increase travel lanes from 2 to 3 and greatly improve traffic flow in the morning rush hour.
- Q: When will access to Anacostia improve? Anacostia residents used to be able to drive directly into Anacostia from the 11<sup>th</sup> Street Bridge.
- A: By separating local and freeway traffic, the 11<sup>th</sup> Street project eliminated the direct freeway connection to Anacostia, thereby reducing the amount of commuter traffic through the neighborhood. This summer, with the opening of the new exit ramp from WB Southeast Freeway to 11<sup>th</sup> Street, access to 11<sup>th</sup> Street local bridge and Anacostia will greatly improve. Traffic can exit directly to 11<sup>th</sup> Street, turn right and cross the 11<sup>th</sup> Street Local bridge into Anacostia or turn left to Capitol Hill neighborhoods.

- Q: When or will the exit from WB Pennsylvania Ave (or Sousa Bridge) be reopened to access WB Southeast Freeway? *(This question is primarily a Barney Circle question, but we get it at most of the Ward 8 meetings)*
- A: While DDOT is currently in the planning/NEPA phase for the Barney Circle-Southeast Boulevard connection between Pennsylvania Ave and the Southeast Freeway/11<sup>th</sup> Street, DDOT intends to reopen this section of the old Southeast Freeway to Barney Circle to allow motorists to and from the Sousa Bridge to access 11<sup>th</sup> Street and the Southeast Freeway by the end of this year.
- Q: When will the traffic flow improve at 11<sup>th</sup> and M Street – in the morning rush hour, 11<sup>th</sup> Street is backed up south of O Street onto the 11<sup>th</sup> Street Local Bridge?
- A: Widening 11<sup>th</sup> Street between M Street and I Street is currently ongoing. Underground utility relocations have been completed, which has slowed down progress in getting this area widened. Once the weather improves, the contractor will be able to complete the widening and paving of 11<sup>th</sup> Street to add through and turn lanes along this section of roadway which will improve traffic flow.
- Q: When will the 11<sup>th</sup> Street Bridge Project be completed?
- A: Substantial Completion is scheduled for summer 2015.
- Q: Will the CSX-Virginia Avenue Tunnel project impact the completion of the 11<sup>th</sup> Street Bridges Project?
- A: DDOT is working closely with the CSX project to eliminate schedule and work zone conflicts so that the tunnel project does not impact the completion of the 11<sup>th</sup> Street bridge project.

**South Capitol Street Trail Project  
Draft – Anticipated Questions and Answers  
March 26, 2014 Projects Update Meeting for Ward 8**

**1. What is the current project status?**

- a. Preliminary design project design work has been underway since Spring 2013 and is anticipated to be completed later this Spring 2014.

**2. When is construction anticipated to start and how long is it intended to last?**

- a. Dependent upon funding being identified to complete the project design and build the trail, construction is scheduled to begin in Spring 2015 and will last about 20 months.

**3. How will project construction impact traffic?**

- a. As with all of our projects, we will work with contractors to minimize traffic impacts throughout the project's construction.
- b. Temporary daily lane closures generally will be limited to between the off-peak travel hours of 9:30 a.m. to 3:30 p.m. Monday through Friday.
- c. Only under special circumstances and with advance public notification would continuous or peak-hour lane closures will be permitted.

**4. How has bicyclist and pedestrian input been included?**

- a. The South Capitol Street Trail Project team has met with WABA over the past year to seek input and provide updates on this project.
- b. The team will continue to do so throughout the entire design and construction phases.



**St. Elizabeths East Campus Infrastructure Improvement –  
Anticipated Questions and Answers**

1. Will there be a job opportunity for locals (resident/businesses) on this project? Yes, there is a 35% CBE goal and first source law applies. DDOT encourages the contractor to hire DC residents and utilized DC based businesses
2. Will construction be disruptive to the surrounding area? (The construction will be contained in the campus and hauling route will be established. Noise, air quality and vibration will be monitored to meet DDOT standard.)
3. Will the construction impact Congress Height's metro access?  
(DDOT/DMPED and WMATA are/will coordinate construction activity)

**Oxon Run Trail Project**  
**Anticipated Questions and Answers for March 26, 2014 Project Update Meeting**  
**for Ward 8**

1. When is it going to be constructed? (Current obligation plan for construction is FY19)
2. Will the pedestrian bridges be replaced with this project? (No, the pedestrian bridges in this park are not part of the project)

## **Southern Ave Project – Anticipated Questions and Answers**

1. Will the pedestrian bridge by Galveston St be reconstructed? (Minimal work will be performed in coordination with Prince Georges County)
2. Why is the work split into phases? (The project is phased due to budget)