



District Department of Transportation

# Anacostia Streetcar Extension Environmental Assessment & Section 106 Evaluation

## PROJECT SUMMARY

The Anacostia Streetcar Extension project is located in Ward 8's Anacostia Historic District. In February 2014, Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) approved the draft Environmental Assessment (EA) & Section 106 Evaluation. This project is entering its final stage. As required by federal guidelines, DDOT began the month-long public review process on March 17.

### Project Highlights

As the extension of the Anacostia Initial Line (AIL), which is located between JBAB North Entrance and Howard Road SE at Firth Sterling Avenue SE, this project will bring the streetcar line to the foot of the 11<sup>th</sup> Street Bridge near Good Hope Road SE. It is part of the planned 22-mile Priority Streetcar System (PSS) for the District.

This streetcar extension line, along with the AIL, will provide Anacostia residents, federal and local employees, and businesses with a modern, reliable, and environmentally friendly transit service. In addition to serving the transit needs in Anacostia, the streetcar construction and operation would help the District to support economic development in Anacostia - one of the District's four development "hotspots" for future development. Streetcar will also help Anacostia re-build its community identification and re-focus on neighborhood issues. In conjunction with other endeavors initiated by the District and federal agencies, transportation infrastructure improvements are key components in making Anacostia a more sustainable community and attracting new activities to the area. By meeting these goals, Anacostia can become a Gateway to our Nation's Capital.

### Project Benefits

#### Enhance mobility and connectivity to the Anacostia community

- Anacostia has a high level of transit use
- The streetcar network would improve access to jobs and educational opportunities
- Improved transit connectivity could reduce traffic congestion



#### **Support economic development opportunities**

- Serve Barry Farm (largest public housing community in the District of Columbia)
- Transit Oriented Development (TOD) and other private development projects in the pipelines

#### **Foster environmental preservation and sustainability**

- Coordination among multiple federal agencies (HUD, EPA, DOT) in Anacostia
- Improve quality of life and livability

#### **Accommodate population and employment growth**

- Improve job access and open a new market for job growth to benefit local residents in Anacostia
- Serve established and emerging federal and district employment centers (JBAB, US Coast Guard, US Department of Homeland Security, DHCD, etc.)

## **Alternatives**

The EA compared the effects of building a streetcar alternative to relying on existing transportation improvements to meet future needs, called the No-build Alternative. Ten build alternatives and the No-build Alternative were evaluated for the Anacostia Streetcar Extension. The following two build alternatives remain as candidates as the preferred alternative:

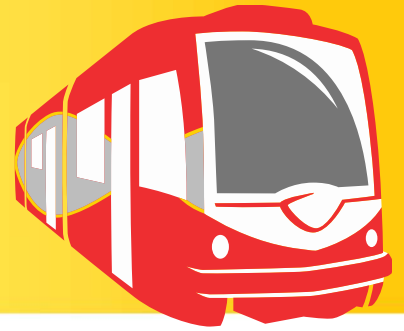
**Alternative 4** (Martin Luther King Jr. Avenue SE/Shannon Place SE) would extend from the AIL northern terminus at Howard Road SE/Firth Sterling Avenue SE intersection along Howard Road SE connecting to the Anacostia Metro station, and then traveling northeast onto Martin Luther King Jr. Avenue SE. At Chicago Street SE the streetcar alternative would form a one-way loop on Chicago Street SE, Shannon Place SE, and Martin Luther King Jr. Avenue SE.

**Alternative 9** (CSX Railroad Double Track Alternative) would extend north from the AIL northern terminus at Howard Road SE/Firth Sterling Avenue SE intersection, enter the existing CSX railroad right-of-way at Howard Road SE, and continue northeast toward the 11<sup>th</sup> Street Bridge approach where it would terminate at a station just south of Good Hope Road SE.

## **Project Schedule**

The following is the schedule for the completion of the EA process:

- |  |                           |
|--|---------------------------|
| • Public Review of EA:                               | March 17 – April 18, 2014 |
| • Select Preferred Alternative:                      | April 2014                |
| • Final Environmental determination by FTA and FHWA: | Summer 2014               |



## 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.



# 11<sup>TH</sup> STREET BRIDGE PROJECT



## Project Overview

By far the largest District Department of Transportation project underway, the \$390 million 11<sup>th</sup> Street Bridge project is critical to improving travel and achieving the larger vision of the Anacostia Waterfront Initiative. The project is replacing two bridges built in the 1960s with three new bridges that separate local and freeway traffic. The new freeway bridges also provide the missing interstate connections between I-695 (also known as the Southeast-Southwest Freeway) and DC-295, fixing a long-standing deficiency that forced motorists to use local streets to connect to and from both freeways.

The new 11<sup>th</sup> Street Bridges will provide critically needed infrastructure, relieve local streets of interstate traffic and connect pedestrian and multi-modal traffic on both sides of the Anacostia River.

## Milestones

Milestone	Date
Began Construction	December 2009
Northbound I-295 Off-Ramp to Anacostia/Capitol Hill	Early October 2012
Anacostia/Capitol Hill On-Ramp to Southbound I-295	Mid-October 2012
Southbound DC-295 Off-Ramp to Anacostia/Capitol Hill	End of 2012
Anacostia/Capitol Hill On-Ramp to Northbound DC-295	End of 2012
Northbound and Southbound DC-295 local bridge ramps	Mid-2013
Phase I Completion	July 2013
Local Bridge Completion	September 2013
Completion of Construction	Mid 2015

## Project Investment

Phase 1: \$295 million

Phase 2: \$95 million

## Phase I Work

The \$295 million first phase provides three new bridges; a new 14-foot-wide pedestrian and bicycle sidewalk on the local bridge that connects to the Anacostia Riverwalk Trail; drainage and other environmental investments to treat all storm water within the project area; an additional evacuation route; and design accommodations for the future streetcar system.

In order to encourage contractors to develop innovative ways to deliver the project efficiently under financial constraints, DDOT used a design-build-to-budget procurement method that not only significantly reduced the cost by approximately \$100 million, but also allowed DDOT to accelerate the construction schedule by five months. Phase I was completed ahead of schedule and within budget in **July 2013**.

## Phase II is Underway

Because of the success of Phase I, FHWA authorized DDOT to proceed with the remaining 20 percent (Phase II) of the project at an additional, estimated budget of \$95 million. Phase II of the 11<sup>th</sup> Street Bridge Project will further improve connections along the I-695 (aka SE/SW Freeway) and lay the groundwork for its reconstruction to a level Boulevard between 8<sup>th</sup> Street, SE and Barney Circle (Pennsylvania Avenue). Phase II construction started in **July 2012** and is scheduled to be completed in **mid-2015**.

When completed in mid-2015, Phase II of the 11<sup>th</sup> Street Bridge Project will:

- Replace the dilapidated, two-lane I-695 outbound flyover bridge (over M Street) with a new, three-lane bridge.
- Provide better access to Capitol Hill and Historic Anacostia via new ramps on 11<sup>th</sup> Street from the I-695 (aka SE/SW Freeway) and Boulevard.
- Raise the SE/SW freeway approximately 20 feet between 8<sup>th</sup> and 13<sup>th</sup> Streets and re-designate it as a Boulevard.

*(The Barney Circle Project is a future project within the Anacostia Waterfront Initiative (AWI) Master Plan)*

## More Information

The 11<sup>th</sup> Street Bridge Project is one of a series of transportation, environmental, economic, community and recreation projects included in the District of Columbia's larger Anacostia Waterfront Initiative or AWI Program. From the Tidal Basin to the city's northeast border with Maryland, the 30-year, \$10 billion AWI is transforming the shores of the



Anacostia River into a world-class waterfront.

For more information and to follow this project's progress, please visit

<http://www.anacostiawaterfront.org/awi-transportation-projects/11th-street-bridge/>.



# SOUTH CAPITOL STREET CORRIDOR

FREDERICK DOUGLASS MEMORIAL BRIDGE



## Project Overview

The South Capitol Street Corridor Project calls for replacing the Frederick Douglass Memorial Bridge and transforming related sections of urban freeway into a beautiful scenic boulevard that increases pedestrian and vehicular safety, improves multi-modal transportation options, increases community accessibility and supports economic development on both sides of the Anacostia River.

While preliminary engineering and right-of-way land acquisition for the project have been underway since January 2012, final federal environmental approval and construction funding are still pending. The District Department of Transportation (DDOT) anticipates procuring a design-build contract for constructing initial phases of the project in 2015.

On June 13, 2013, DDOT issued a Request for Qualifications (RFQ) from contractors for design-build construction of Segments 1 and 2. This was the first step of a two step procurement process for the project. DDOT evaluated Statements of Qualification from proposer teams and notified four short-listed contractor teams of their advancement to the second phase of the procurement with an opportunity to respond to a detailed Request for Proposals (RFP).

## Milestones

Milestone	Date
Notified Short Listed Contractor Teams	January 31, 2014
Issue Request for Proposals	Spring 2014
Receive Technical Proposals	Summer 2014
Select Design-Build Team	Fall 2014
Issue Notice to Proceed	Spring 2015
Final Completion	Winter 2018-19

## Project Investment

\$908 Million Estimated Total Cost

- Phase 1 \$608 Million
- Phase 2 \$300 Million

## Key Project Elements

- Building a new six-lane Frederick Douglass Memorial Bridge;
- Creating a new traffic oval west of the river that connects South Capitol Street, Potomac Avenue and Q Street SW;
- Reconstructing South Capitol Street as a six-lane boulevard with an improved streetscape from the traffic oval to D Street SE/SW and an at-grade intersection at M Street SE;

- Creating a new at-grade traffic oval east of the river that connects South Capitol Street, Suitland Parkway and Howard Road SE;
- Reconstructing the Suitland Parkway/Interstate 295 interchange;
- Constructing a new diamond interchange on Suitland Parkway at Martin Luther King Jr. Avenue;
- Improving related portions of New Jersey Avenue, Howard Road, Firth Sterling Avenue, and Sheridan Road SE;
- Increasing bicycle and pedestrian facilities; and
- Improving drainage and storm water management throughout the corridor.

### Project Phasing and Segments

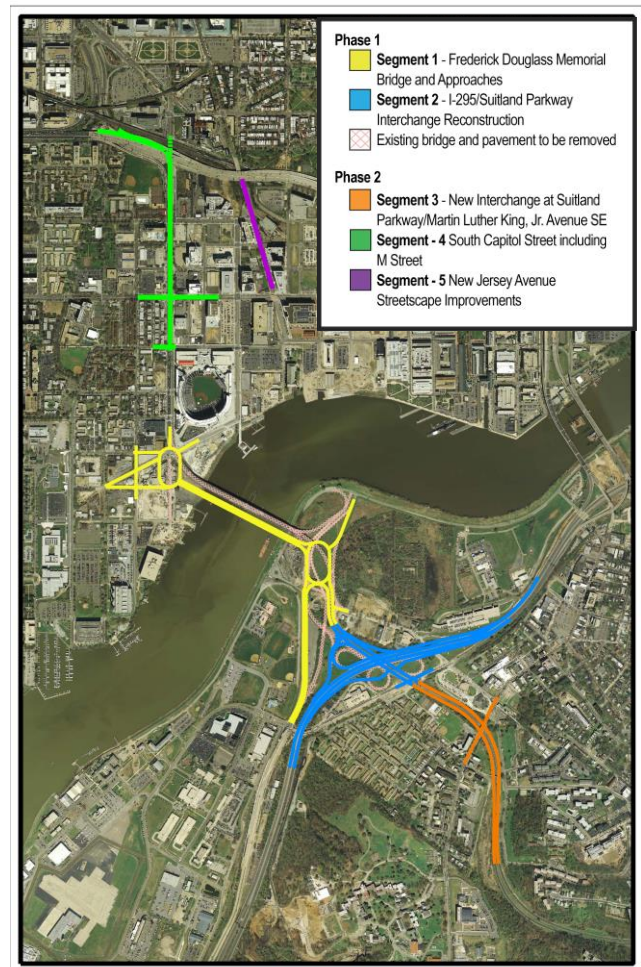
To best manage financing costs and potential construction impacts, DDOT has divided the project into five segments that are to be designed and constructed in two phases.

Estimated to cost about \$608 million, Phase 1 includes Segments 1 and 2. Segment 1 consists of replacing the existing Frederick Douglass Memorial Bridge and approaches. Segment 2 consists of constructing a new Suitland Parkway/I-295 Interchange. Phase 2 includes the three remaining segments that are to be advanced in future years at total cost of about \$300 million.

### More Information

The South Capitol Street Corridor is one of a series of transportation, environmental, economic, community and recreation projects included in the District of Columbia's larger Anacostia Waterfront Initiative, or AWI Program. From the Tidal Basin to the city's northeast border with Maryland, the 30-year, \$10 billion AWI is transforming the shores of the Anacostia River into a world-class waterfront.

For more information and to follow this projects' progress, please visit [anacostiawaterfront.org/SouthCapitolStreetCorridor](http://anacostiawaterfront.org/SouthCapitolStreetCorridor). To join the project's community contact list or ask questions, please email [ddot.awi@dc.gov](mailto:ddot.awi@dc.gov) or call 202-741-8528.





NO FACT SHEET FOR SCS TRAIL

March 2014



## ST. ELIZABETHS EAST CAMPUS – STAGE 1 INFRASTRUCTURE & UTILITY IMPROVEMENTS

District Department of Transportation □ 55 M Street, SE, Suite 400 □ Washington DC 20003  
Contact: [Huntae.kim@dc.gov](mailto:Huntae.kim@dc.gov) □ 202-636-1046 □ <http://dashboard.ddot.dc.gov>

The District Department of Transportation (DDOT) is planning to improve the roadway and utility infrastructure for the historical St. Elizabeths East Campus.

The project is located on the 183 acre east campus of the former St. Elizabeths mental hospital. It will be redeveloped in two stages over the next 20 years into a mixed use site. The master plan for development calls for new residential, retail, educational and business uses on the site. New infrastructure and transportation systems will be needed to serve the new uses and the increased density of the development.

Followings are the highlights of Stage 1:

- Design & construct a local roadway and utility infrastructure
- Locally funded budget of \$58 million for design, construction and management
- Minimum 35% CBE participation goal

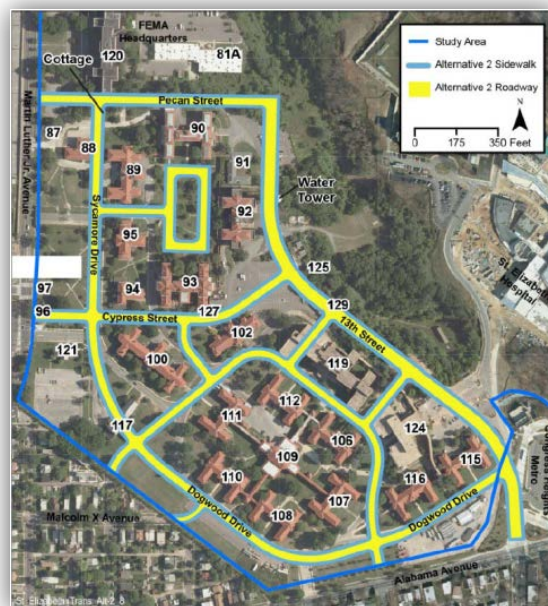
Preliminary roadway plans, Environmental Assessment (EA) and Existing Infrastructure Condition Review Report have been completed to date.

Three Design-Build (DB) teams have been shortlisted through the Request for Qualification (RFQ) in September, 2013. A draft Request for Proposals (RFP) was released in March 2014. Award of the DB contract is anticipated in Winter 2014.

The redevelopment framework plan and the master plan with design guide can be viewed in the following link, <http://dashboard.ddot.dc.gov>.



Existing St. Elizabeths East Campus



St. Elizabeths East Campus Development Plan

### *The purpose and need of the infrastructure project is to:*

- Provide connectivity within the East Campus and adjacent neighborhoods.
- Upgrade existing wet and dry utilities to support the planned development.
- Provide multimodal transportation options that include transit, bicycles, and pedestrians.



March 2014

## OXON RUN TRAIL

District Department of Transportation 55 M Street, SE, Suite 400 Washington DC 20003  
Contact: Aklilu.Habtemariam@dc.gov 202.724.6555 <http://dashboard.ddot.dc.gov>

The District Department of Transportation (DDOT) is planning to reconstruct Oxon Run Trail (between South Capitol Street and 13th Street.)

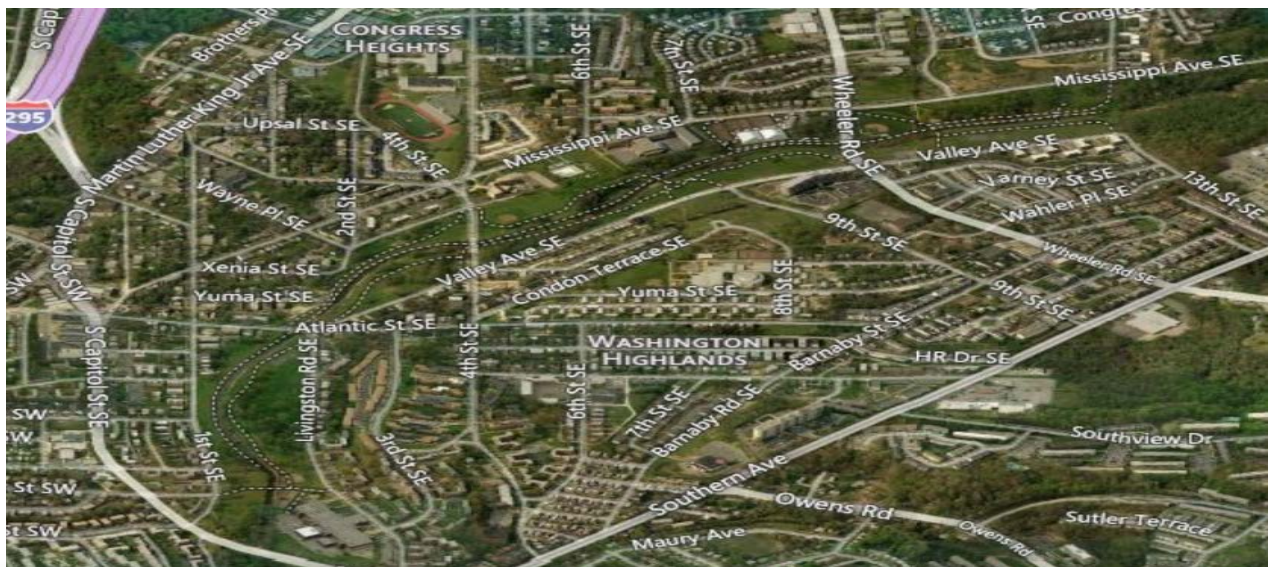
The new 4 mile trail will replace the old trail and will have a wider surface for pedestrians and bicyclists. The trail will feature new lighting and landscaping features, such as, bike racks, benches, trash receptacles and picnic tables.

The project includes crosswalks, ADA ramps, signage at trail entrance and proposed gateway entry area.

As part of this project there will be LID features throughout to treat runoff water before it enters Oxon Run.

Preliminary Design is underway and is expected to be completed in Fall 2014.

Final Design completion is Winter 2014.



### *The purpose of this project is to:*

- Upgrade the existing trail network
- Provide Low Impact Design facilities to help clean up Oxon Run channel and the Potomac River





March 2014

## OXON RUN TRAIL

District Department of Transportation 55 M Street, SE, Suite 400 Washington DC 20003  
Contact: Aklilu.Habtemariam@dc.gov 202.462.6555 <http://dashboard.ddot.dc.gov>

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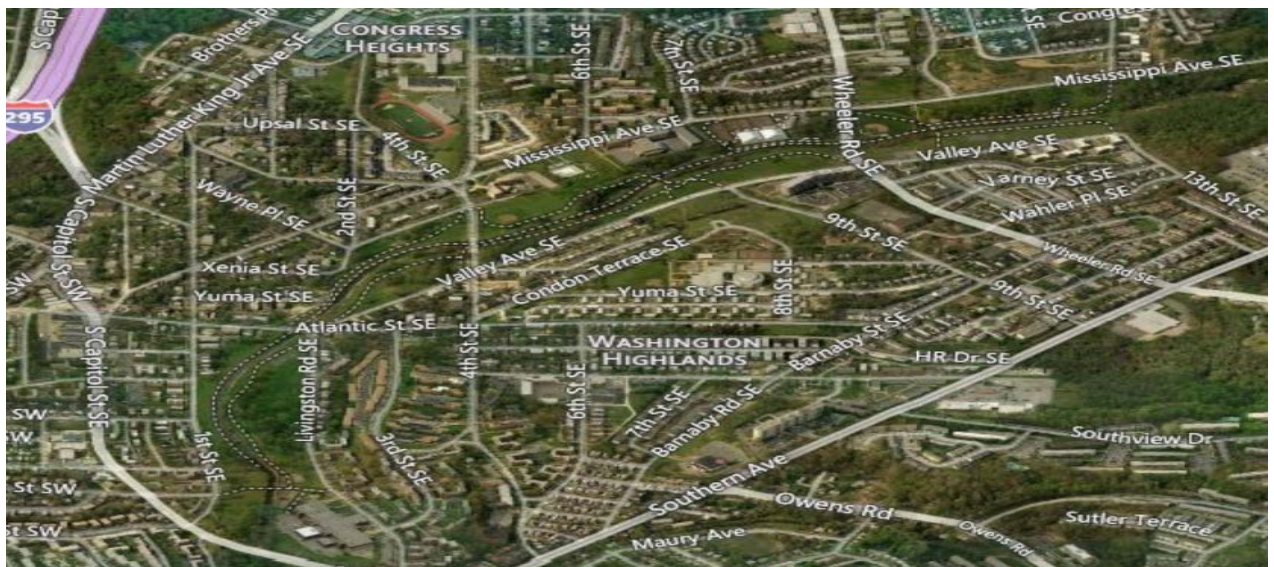
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March 2014



# SOUTHERN AVENUE & THE BRIDGE OVER WINKLE DOODLE CHANNEL

District Department of Transportation □ 55 M Street, SE, Suite 400 □ Washington DC 20003

john.gomes@dc.gov 74103382

□ <http://dashboard.ddot.dc.gov>

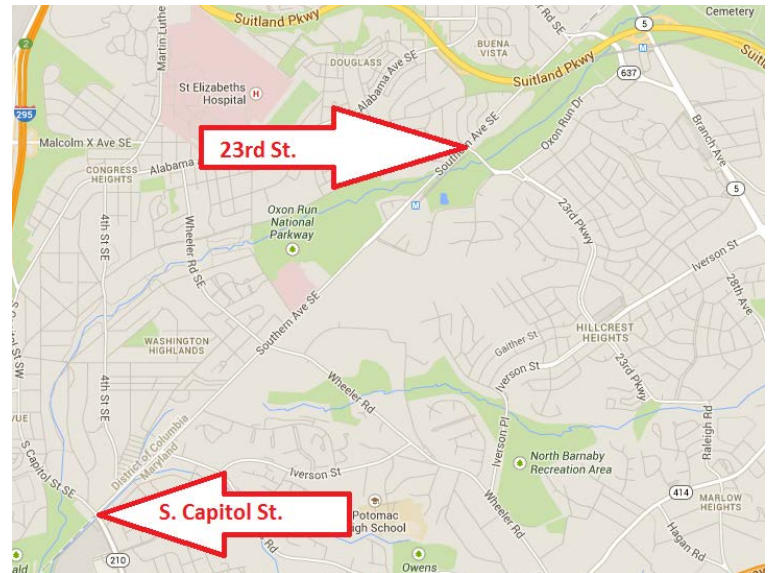
**The District Department of Transportation (DDOT) is planning to reconstruct Southern Avenue from South Capitol Street to 23<sup>rd</sup> Street.**

The purpose of this project is to provide multi-modal transportation options, increase safe pedestrian access, improve lighting, improve traffic operation, improve handicap access, rehabilitate the Winkle Doodle channel and replace the bridge at South Capitol Street.

As part of this project, DDOT will enhance the corridor's aesthetics and bring awareness to the areas historic features including the boundary stones.

The project will be designed and constructed in Phases. The **first phase** of work will include plans to develop the southernmost section of Southern Avenue from South Capitol Street to Barnaby Road.

Project enhancements include wider sidewalks, new street lights, new traffic signals, new storm drains, and a tree canopy with other landscape enhancements.



*Project Length: 2+ miles*

## Public Involvement to Date Includes:

- 2 Stakeholder Meetings (1 – P.R. Harris Education Center, 5/10/12 & 1-United Medical Center, 8/28/2012)
- 2 Public Meetings (2- United Medical Center, 6/6/12 & 9/20/12)
- ANC 8B, ANC 8D, ANC 8E, Forest Heights Town Hall Meeting, Ward 8 Transportation Task Force

## Project Schedule

- *Conceptual Design completed Fall 2013*
- *Preliminary Engineering Design to begin Spring 2014 (Assume 8-10 months)*
- *Final Design to begin Winter 2014 (Assume 9-12 months)*
- *Construction anticipated beginning Spring 2016.*



## Asset Management FAQ Sheet -Missing





# LID Retrofits for Roadways



The District Department of Transportation (DDOT) is installing Low Impact Development (LID) practices in the public right-of-way in order to capture stormwater runoff from city streets. The LID Retrofits for Roadways projects are demonstrating several different types of LID citywide. Currently, untreated stormwater flows directly from pavements into waterways through the storm drain system, carrying pollutants which harm aquatic species and make rivers unsafe for fishing and recreation. LID practices manage stormwater in small areas to reduce the surge of water flowing into streams, reduce trash going into streams, and improve water quality.

These LID projects primarily use bioretention either behind the curb where water flows off the streets or in curb bumpouts where water is captured from the gutter flow. Bioretention is a landscaping technique that uses layers of plants, mulch, soil, and stone to absorb and treat the stormwater. Bioretention bumpouts also function as traffic calming by reducing the width of the road and improving pedestrian and vehicular safety. Permeable paving is used to capture stormwater as well. Permeable paving performs the same functions as standard paving while allowing water to pass through its surface and soak into the ground below it.

The LID Retrofits Project sites are located citywide at:

Fitch Pl at Division Ave NE (Ward 7) - Streetside bioretention

Erie St and Pomeroy Rd SE (Ward 8) - Bioretention bumpouts

**Fort Dupont St and Q St SE (Ward 7)** - Bioretention bumpouts and permeable paving

E. Beach Drive NW (Ward 4) - Curbless road with bioretention and permeable pavement next to park

## **Tentative Schedule:**

Construction: Spring 2015

Project Contact: Meredith Upchurch at [meredith.upchurch@dc.gov](mailto:meredith.upchurch@dc.gov) or 202-671-4663

Project Website: <http://dashboard.ddot.dc.gov/ddotdashboard/#ProjectDetail/ItemID=10ProjectID=80PhaseID=2>