

DC's Transit Future



WELCOME

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CHALLENGES FACING THE DISTRICT, STREETCARS AS A SOLUTION

Near- and Long-Term Transportation Challenges for DC:

- Population and job growth and congestion requires new transit investments
- Some Metrobus lines over 100 percent of capacity
- All Metrorail lines currently considered “highly congested”
- Metrorail crowding “unmanageable” by 2013



Why Streetcars?

- Streetcars provide added capacity to the District’s transit network
- Streetcars stimulate economic development and retail growth throughout the city
- Streetcars improve the quality of transportation by connecting District neighborhoods



Characteristics of Streetcars:

- Are air-conditioned and designed to run smoothly and quietly
- Share the road with other vehicles
- Stops are generally placed ¼-mile to ½-mile apart
- Vehicles: 66 feet long, 8 feet wide, and carry up to 168 passengers

DC's Transit Future

d.
DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

PROPOSED STREETCAR SYSTEM PLAN



DC's Transit Future

d.

BENEFITS OF STREETCARS

- Streetcars encourage high-density, mixed-use development within close proximity of streetcar lines.
- Streetcars represent a permanent commitment by the city and a positive investment opportunity for communities.

Streetcars Support Economic Development and Planning Initiatives:

- St. Elizabeth's/Homeland Security (14,000 new Federal employees)
- Anacostia Waterfront Initiative
- Soldiers' and Airmen's Home Development
- H Street NE Redevelopment
- NoMa
- Mt Vernon Square Area Development
- Walter Reed Redevelopment
- and others



Columbia Heights



*NoMa
(North of Mass. Ave)*



Mt. Vernon Square



M Street SE



Anacostia Waterfront



*St. Elizabeth's
Campus Plan*

Legend

Existing Metrorail Station

Streetcar Lines

MLK Jr. Ave/M St

K St/H St/Benning Rd

Georgia Ave/14th St/7th St

8th St/MLK Jr. Ave/K St/H St

Rhode Island Ave/U St/14th St/K St

Florida Ave/8th St/U St/Calvert St

Minnesota Ave

Calvert St/Columbia Rd/Irving St/Michigan Ave

Future Streetcar Extension

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BENEFITS OF STREETCARS

Improves access and mobility of District residents and businesses

- Increases connections between neighborhoods and activity centers
- Accommodates population and employment growth
- Serves neighborhoods with limited or no Metrorail service: Historic Anacostia, H Street NE, Georgetown, Adams Morgan, Upper Georgia Avenue, and others



Georgetown



NoMa (North of Massachusetts Avenue)

Enhances Transit System Performance

- Increases capacity of the transit network and improves transit efficiency and cost-effectiveness
- Improves transit travel times
- Reduces crowding on Metrorail and Metrobus

Protects Environmental Quality

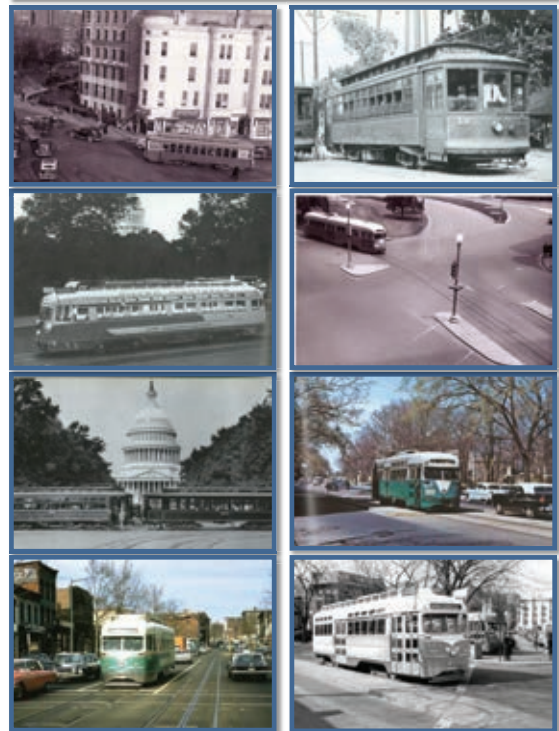
- Supports environmental benefits including reduced greenhouse gas emissions
- Provides an alternative to auto use



Anacostia River

TRANSFORMING A WASHINGTON TRADITION

- 1862** The first streetcar line begins operating in Washington under the Washington and Georgetown Railroad Company.
- 1875** Five companies run horse-drawn streetcars within the District.
- 1888** Expansion of Washington's city limits beyond Florida Avenue prompts the need for vehicles that can climb the hills above the original L'Enfant city. Electric streetcars can easily climb steep roads.
- 1888** The first electric streetcar line, The Eckington and Soldiers' Home Railway, begins operation.
- 1889** The District authorizes the switch to underground cable for all streetcar operators, eliminating the horse-drawn streetcar. Overhead wires are only allowed outside of the central city.
- 1895** Congress promotes consolidation as the most effective method to providing a seamless transit network in the city.
- 1916** The high point of streetcars in D.C. with a combined track length of over 200 miles in the city and its suburbs.
- 1921** The start of the first bus company in Washington.
- 1933** Washington Railway, Capital Traction, and Washington Rapid Transit merge to form the Capital Transit Company, marking the first time all streetcar lines in D.C. are managed by one company.
- 1941** World War II leads to an increase in government workers who depend on streetcars to commute.
- 1955** A seven-week strike leads to the transfer of the company to O. Roy Chalk in 1956. Capital Transit Company changes its name to DC Transit.
- 1956** As part of the transfer to Chalk, DC Transit is required to convert the entire system to buses by 1963.
- 1962** Streetcars in Washington put on hold for the next 45 years.
- 2009** The District begins laying tracks for modern Streetcars in Anacostia and the H Street/Benning Road corridor.



EXAMPLES OF STREETCARS

Systems with Modern Vehicles:

Portland, OR - Portland Streetcar

- Phase 1 opened in 2001, 3.9 miles, 1 Line
- Capital cost per mile: \$25 m
- Eastside Line to open in 2012 (additional 3.3 miles)
- Funding sources: Local agency, fares, city parking revenue, "Local Improvement Districts," sponsorship of vehicles/stations, others



Portland Streetcar

Seattle - South Lake Union Streetcar

- Opened in 2007
- 1.3 miles, 1 line
- Capital cost per mile: \$40 m
- Funding sources: 50% from adjacent property owners, 50% from federal and state grants and the sale of surplus city land



South Lake Union Streetcar

Systems with Heritage Vehicles:

Successful examples include:

- Tampa, FL (2002)
- Kenosha, WI (2000)
- Charlotte, NC (1996)
- San Francisco, CA (1995)
- Tucson, AZ (1993)

Many other cities in North America are currently planning new modern streetcar lines as key parts of their transit systems, such as:

- Tucson, AZ
- Cincinnati, OH
- Los Angeles, CA
- Over a dozen other cities



Tampa/Ybor City - TECO Line



F Line - Market Street, San Francisco

DC'S MODERN STREETCARS



DC STREETCAR



DC STREETCAR

- Modern technology allows for quieter operation and higher reliability
- Air conditioned and heated cabins increase rider comfort
- Multiple boarding areas increases speed by reducing time spent loading and unloading passengers
- Modern control systems allow for smooth acceleration and braking, increasing rider comfort
- Adaptable car length allows for larger streetcars during peak periods and smaller ones during non-peak periods
- Streetcars are slightly longer than an articulated bus



PORTLAND



STREETCAR INTERIOR



SEATTLE



PASSENGERS BOARD THE PORTLAND STREETCAR