

DC's Transit Future



WELCOME

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DISTRICT DEPARTMENT OF TRANSPORTATION

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?

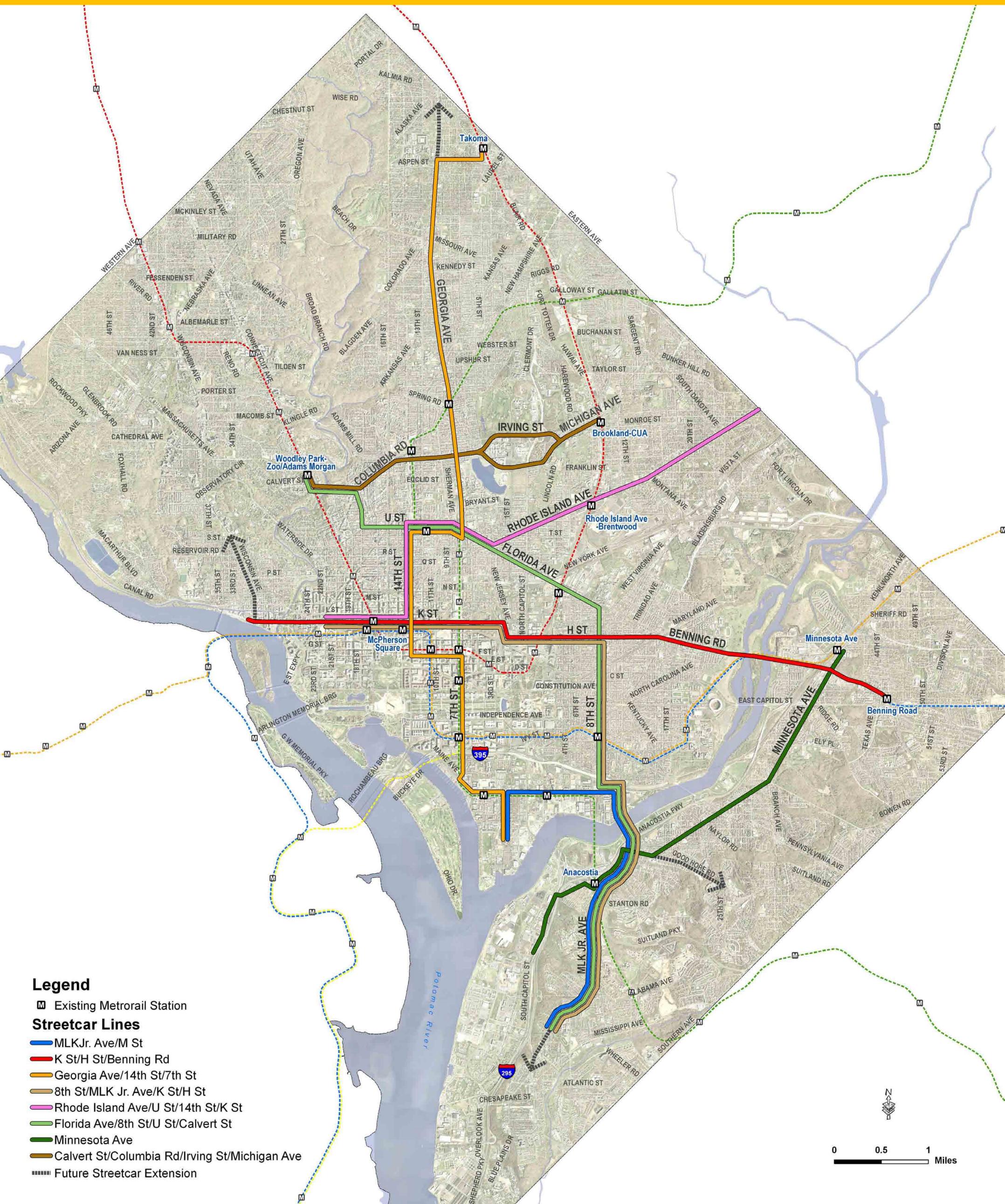
- Streetcars provide added capacity to the District’s transit network
- Streetcars stimulate economic development and retail growth throughout the city
- Streetcars improve the quality of transportation by connecting District neighborhoods



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 140 passengers

PROPOSED STREETCAR SYSTEM PLAN



Legend

M 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

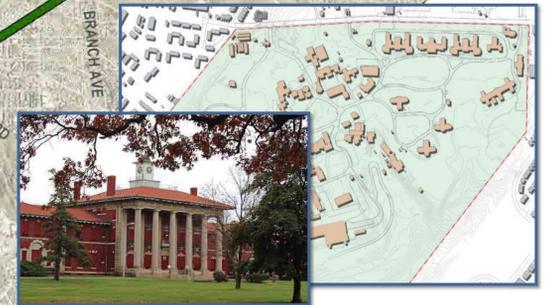
Future Streetcar Extension

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



Legend

M Existing Metrorail Station

Streetcar Lines

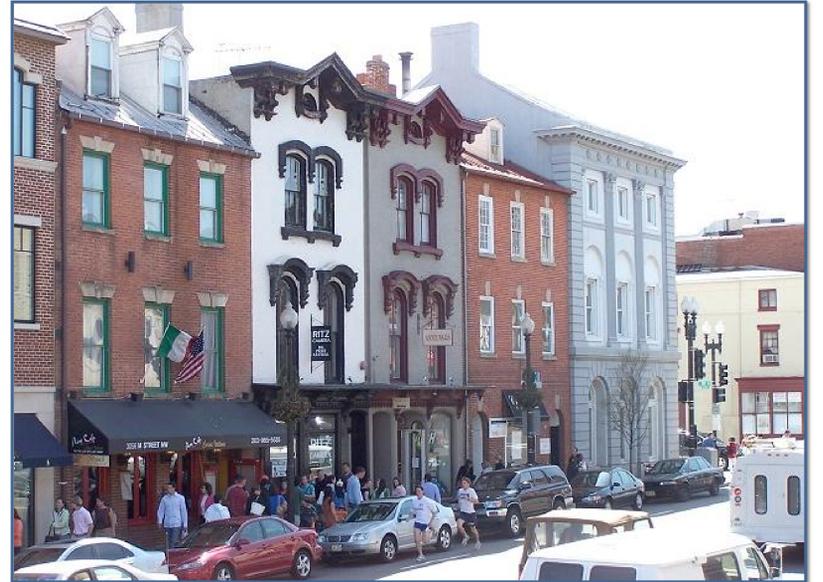
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- K St/H St/Benning Rd
- Georgia Ave/14th St/7th St
- 8th St/MLK Jr. Ave/K St/H St
- Rhode Island Ave/U St/14th St/K St
- Florida Ave/8th St/U St/Calvert St
- Minnesota Ave
- Calvert St/Columbia Rd/Irving St/Michigan Ave
- Future Streetcar Extension

0 0.5 1 Miles

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

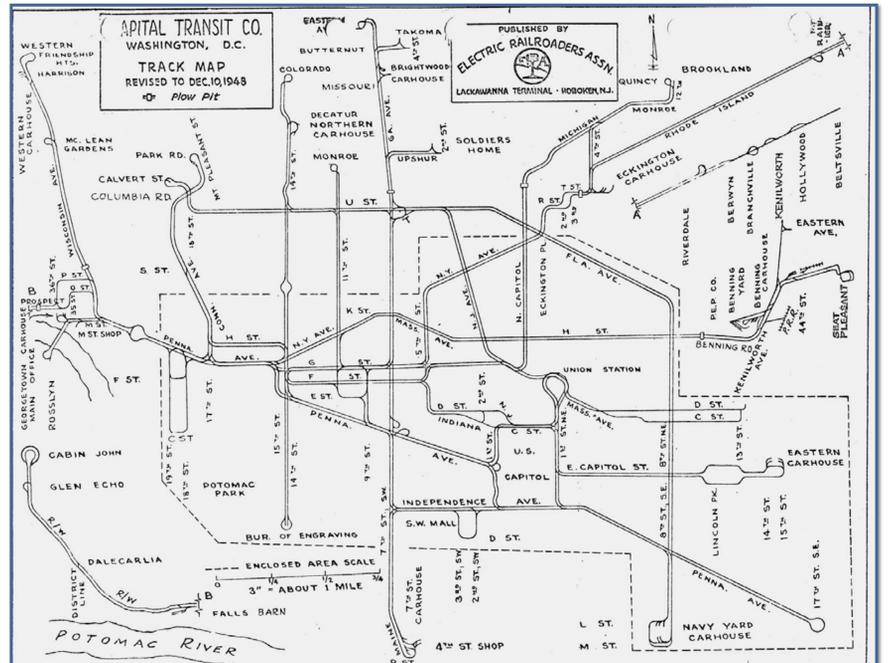
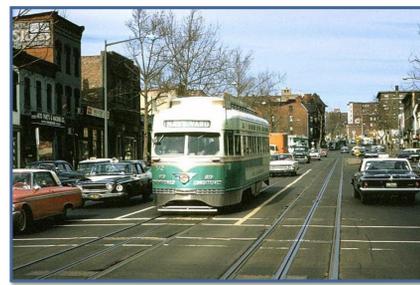
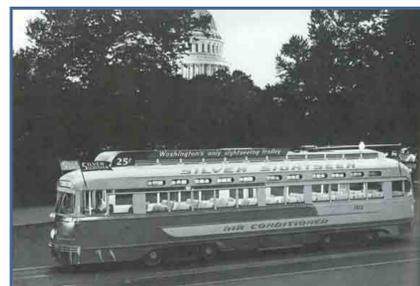
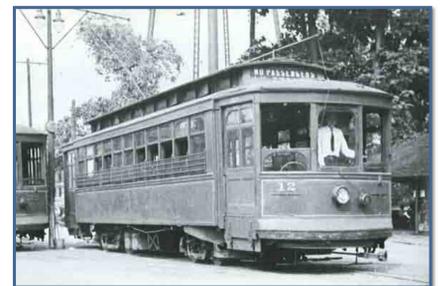
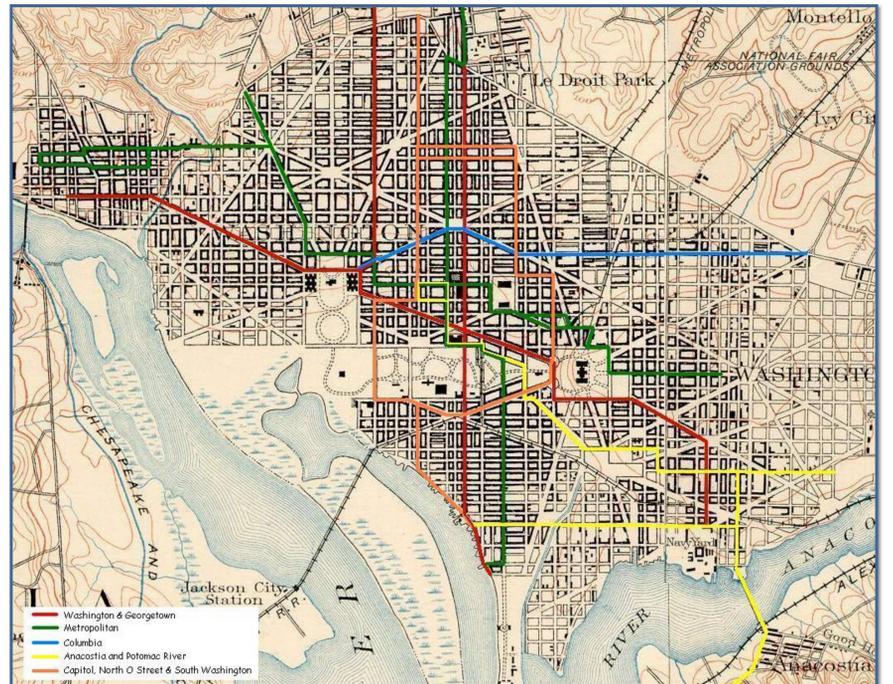
- Supports environmental benefits including reduced greenhouse gas emissions
- Provides an alternative to auto use



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.



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)
- Tucson, AZ (1993)
- San Francisco, CA (1995)

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

STREETCARS IN OTHER CITIES

PORTLAND, OREGON



BARCELONA, SPAIN



STRASBOURG, FRANCE



DC PHOTO SIMULATIONS



DC FAMILY OF TRANSPORTATION SERVICES

Bike Sharing



DC Circulator



Metrobus



Metro Extra/
Metro Express



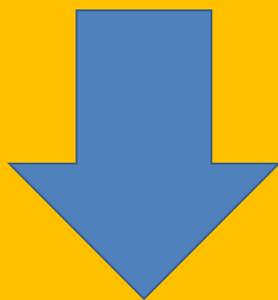
Bus Rapid Transit



REGIONAL AND LOCAL TRANSIT NETWORKS

REGIONAL NETWORK

Metrorail



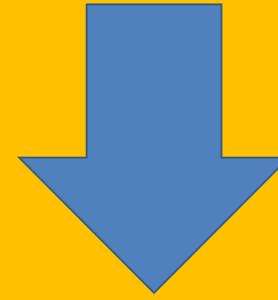
Metrobus



- Designed to serve Washington DC Metropolitan Area.
- Enhances regional mobility.
- Regional services designed for commuters.

LOCAL NETWORK

DC Streetcar

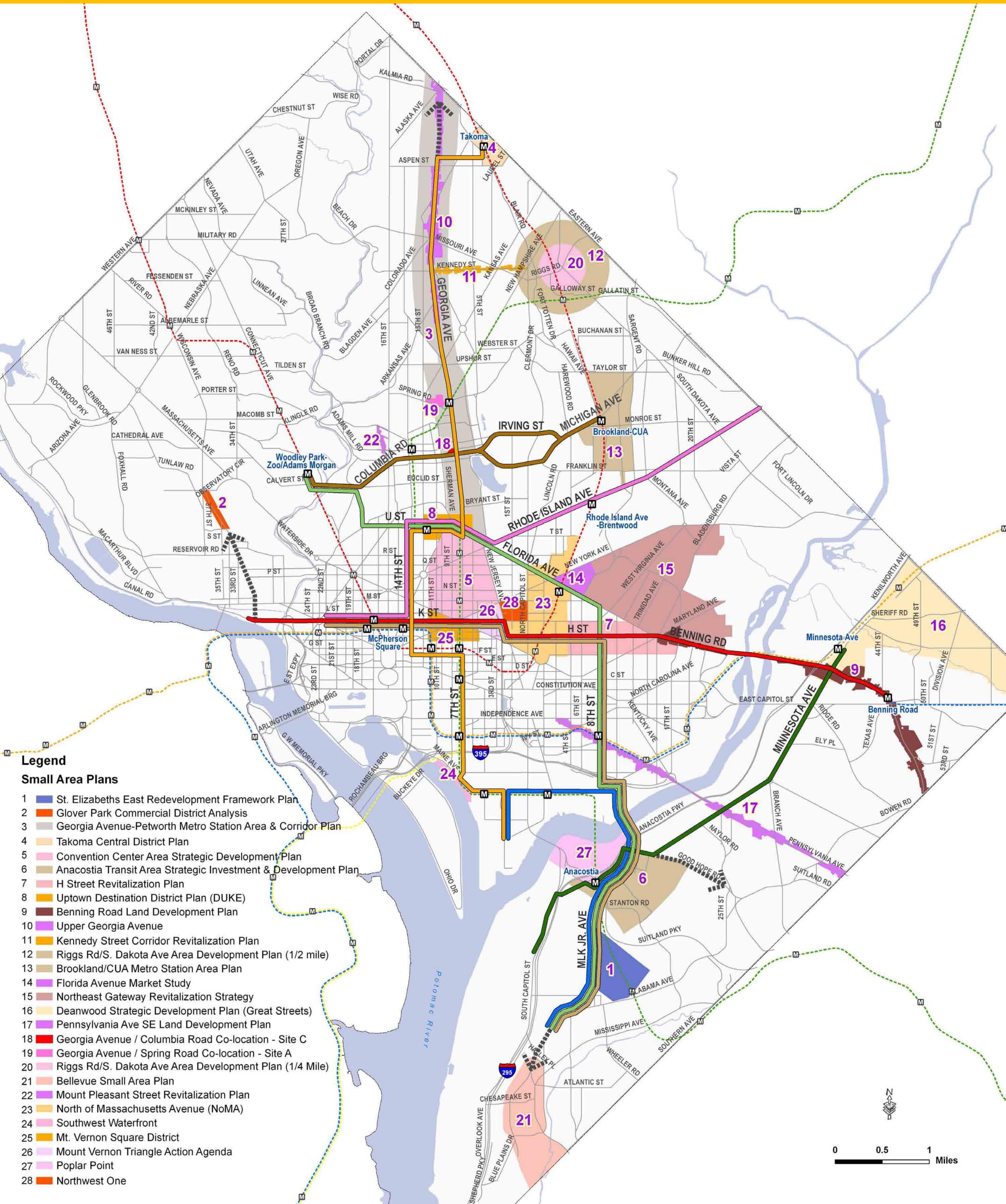


DC Circulator



- Designed to serve District of Columbia neighborhoods and activity centers.
- Enhances mobility and neighborhood connections within the District.

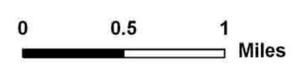
SMALL AREA PLANS



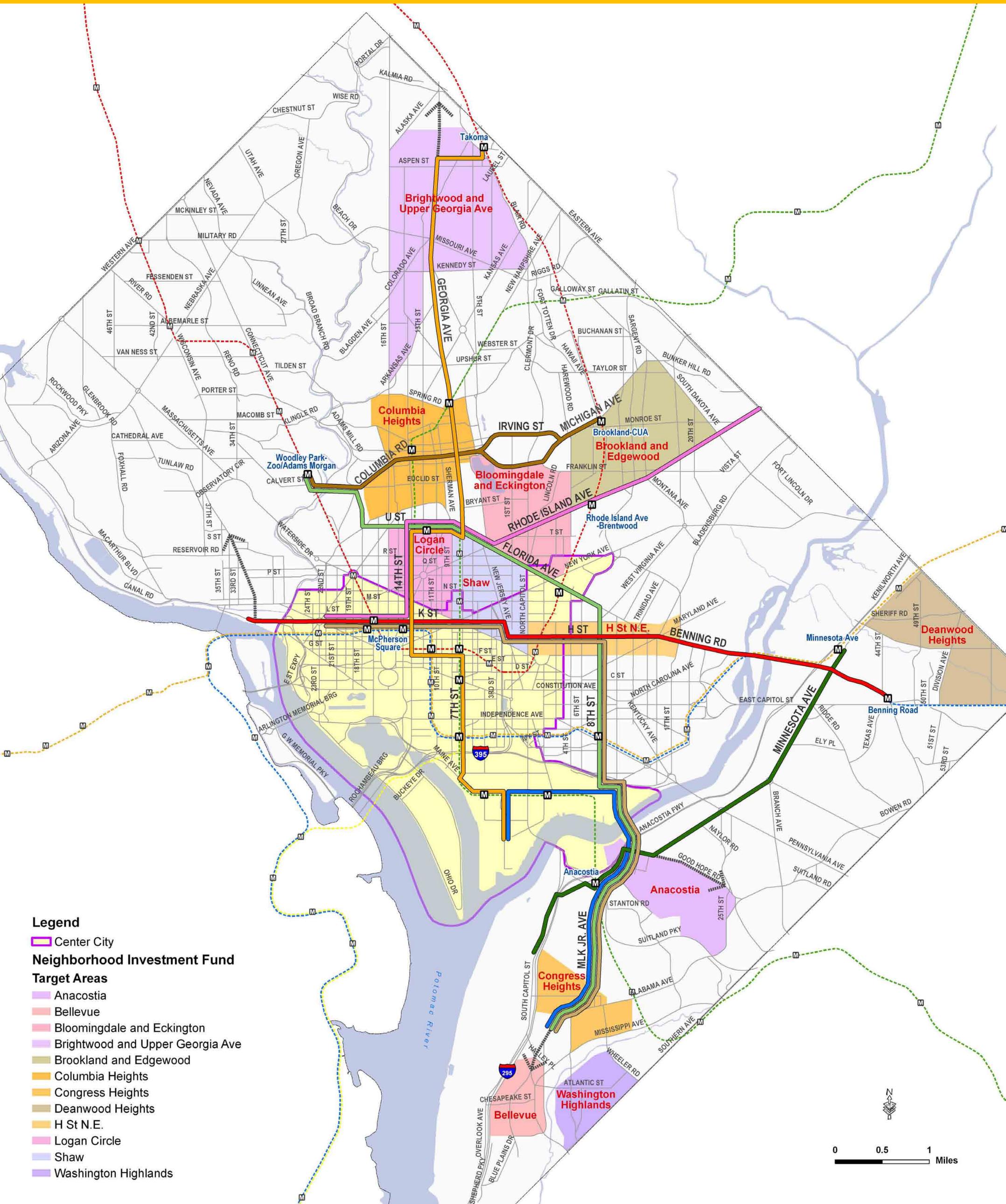
Legend

Small Area Plans

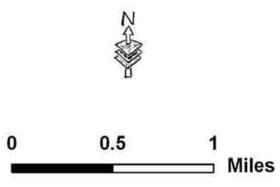
- 1 St. Elizabeths East Redevelopment Framework Plan
- 2 Glover Park Commercial District Analysis
- 3 Georgia Avenue-Petworth Metro Station Area & Corridor Plan
- 4 Takoma Central District Plan
- 5 Convention Center Area Strategic Development Plan
- 6 Anacostia Transit Area Strategic Investment & Development Plan
- 7 H Street Revitalization Plan
- 8 Uptown Destination District Plan (DUKE)
- 9 Benning Road Land Development Plan
- 10 Upper Georgia Avenue
- 11 Kennedy Street Corridor Revitalization Plan
- 12 Riggs Rd/S. Dakota Ave Area Development Plan (1/2 mile)
- 13 Brookland/CUA Metro Station Area Plan
- 14 Florida Avenue Market Study
- 15 Northeast Gateway Revitalization Strategy
- 16 Deanwood Strategic Development Plan (Great Streets)
- 17 Pennsylvania Ave SE Land Development Plan
- 18 Georgia Avenue / Columbia Road Co-location - Site C
- 19 Georgia Avenue / Spring Road Co-location - Site A
- 20 Riggs Rd/S. Dakota Ave Area Development Plan (1/4 Mile)
- 21 Bellevue Small Area Plan
- 22 Mount Pleasant Street Revitalization Plan
- 23 North of Massachusetts Avenue (NoMA)
- 24 Southwest Waterfront
- 25 Mt. Vernon Square District
- 26 Mount Vernon Triangle Action Agenda
- 27 Poplar Point
- 28 Northwest One



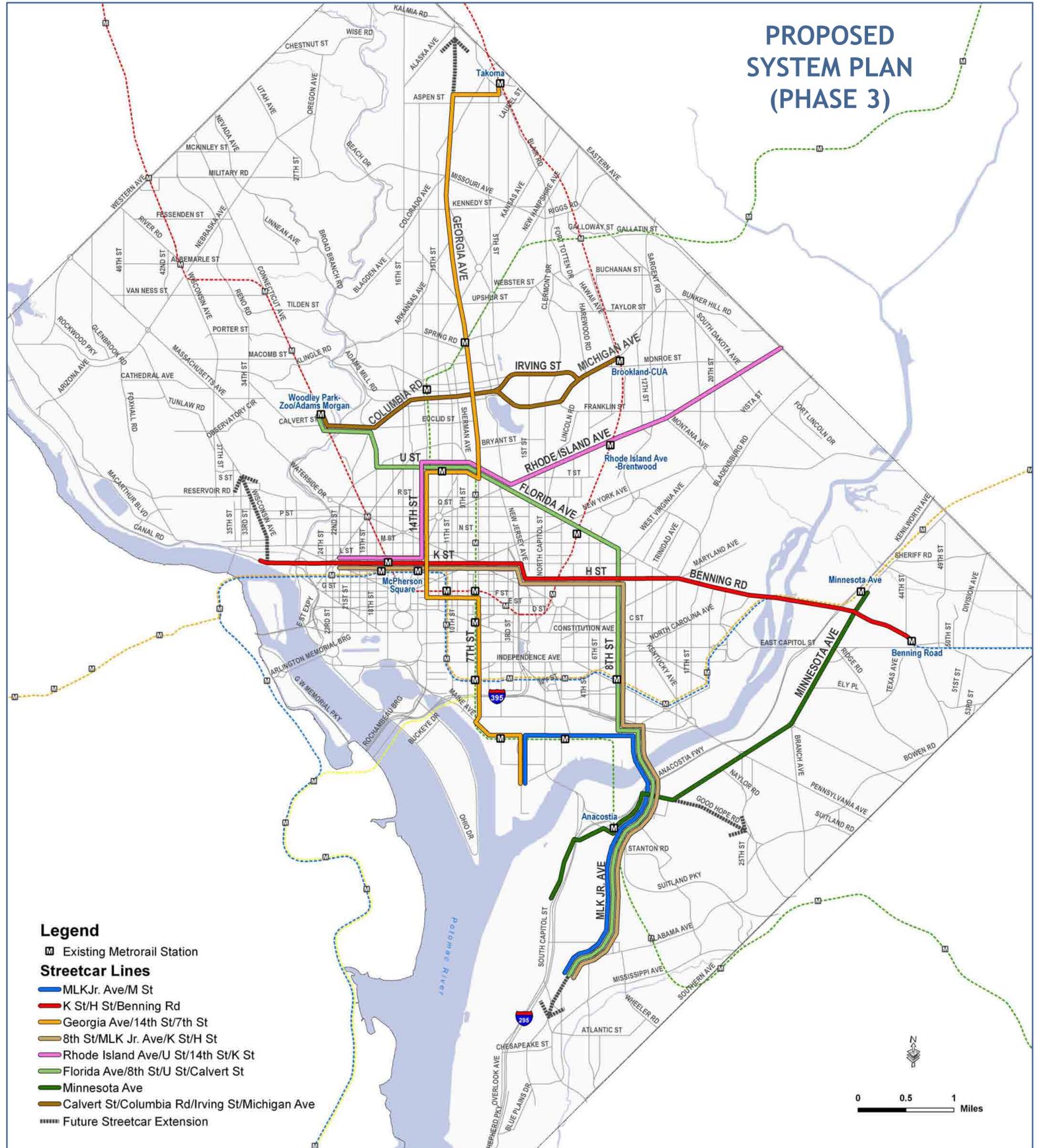
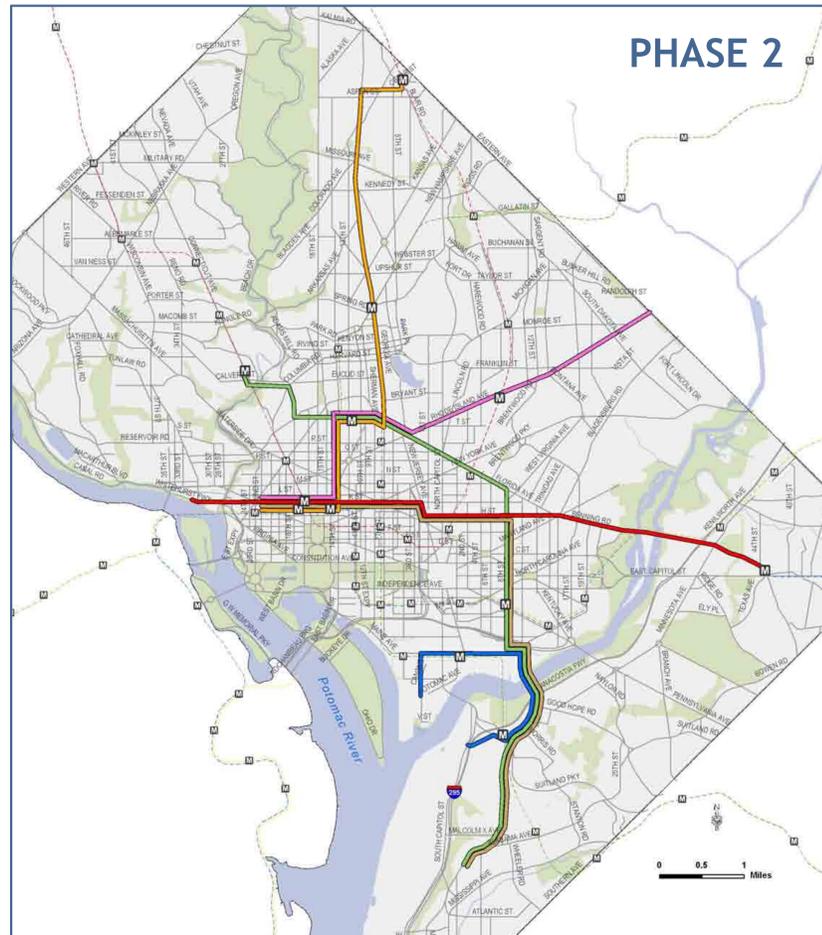
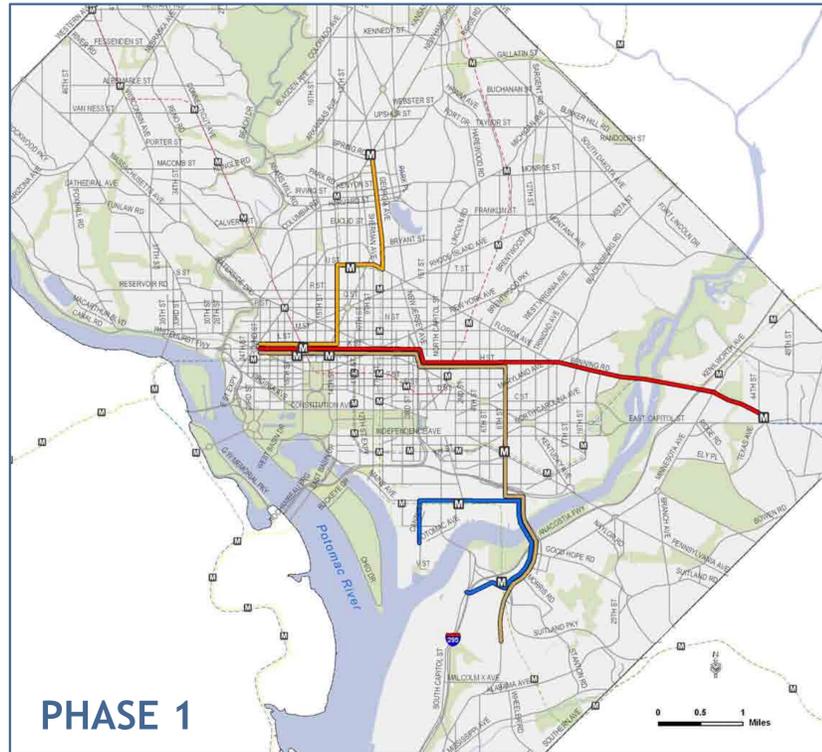
NEIGHBORHOOD INVESTMENT FUND TARGET AREAS



- Legend**
- Center City
 - Neighborhood Investment Fund Target Areas**
 - Anacostia
 - Bellevue
 - Bloomingdale and Eckington
 - Brightwood and Upper Georgia Ave
 - Brookland and Edgewood
 - Columbia Heights
 - Congress Heights
 - Deanwood Heights
 - H St N.E.
 - Logan Circle
 - Shaw
 - Washington Highlands



PROPOSED STREETCAR SYSTEM PLAN

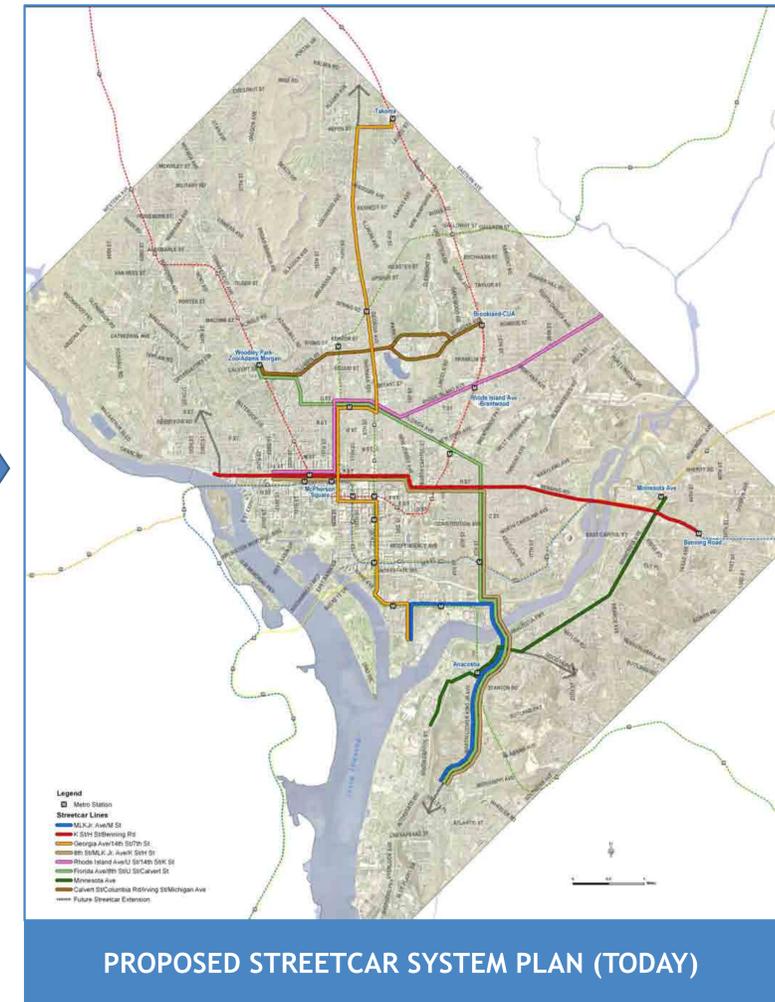
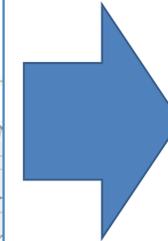
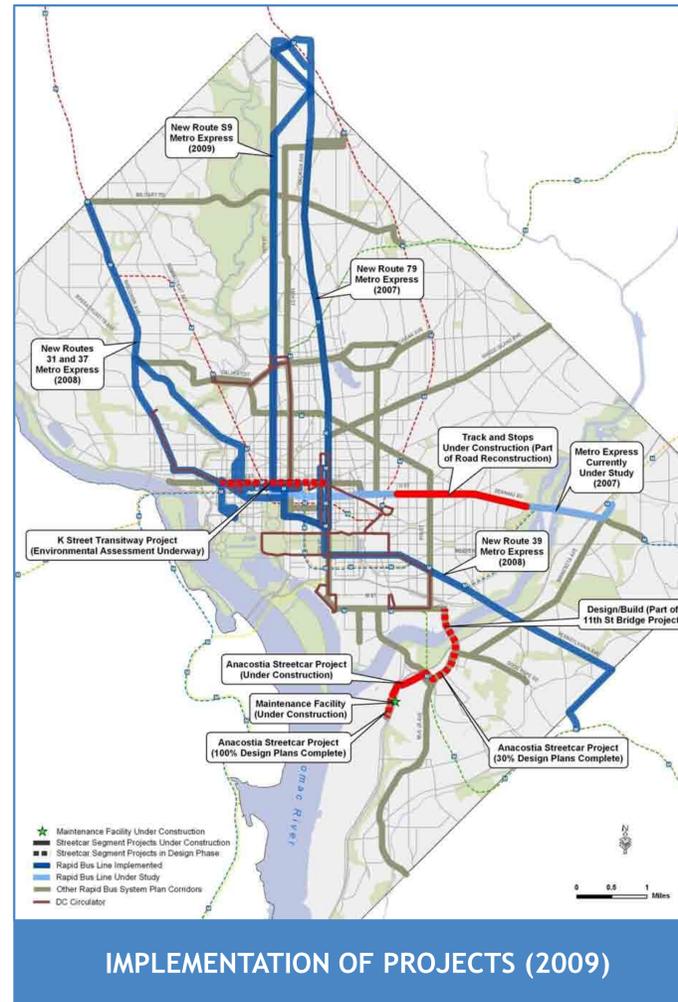
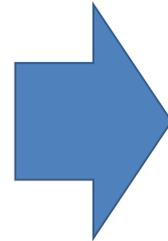
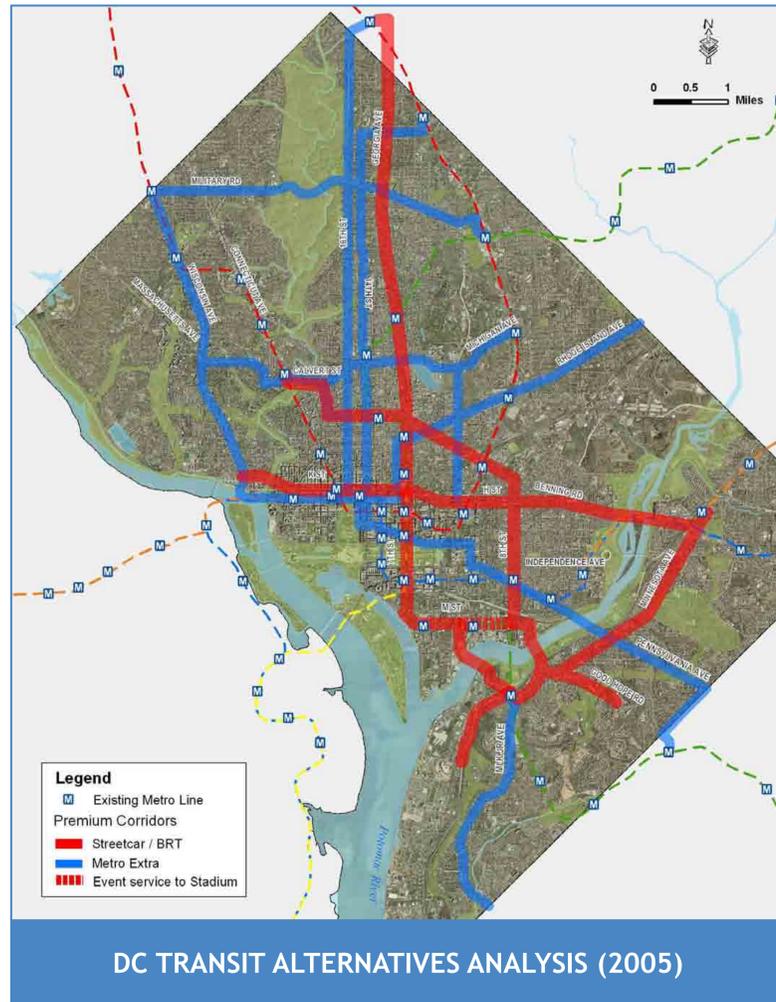


PLANNING PROCESS TIMELINE

DC's Vision, Strategy & Action Plan	WMATA Transit Service Expansion Plan	WMATA Core Capacity Study	WMATA & DC, Transit Development Study	WMATA Regional Bus Study	DC's Transit Future (DCAA)						
					WMATA & DDOT, DC Transit Alternatives Analysis	Georgia Avenue / 7 th St Rapid Bus Study (2006)	30s Line Study (2007)	16 th Street Line Study (2008)	Benning Road / H Street Study (2009)	DC Circulator New Routes (2009)	DC Proposed Streetcar Plan
1997	1999	2001	2002	2003	2004	2005	2006	2007	2008	2009	Current

- 1997 - The District's *Vision, Strategy, and Action Plan* recommended intra-city connections between the radial WMATA rail lines by designating ten corridors for transit improvements that would connect District neighborhoods and help support community economic development initiatives.
- 1999 - WMATA's *Transit Service Expansion Plan* advanced five corridors for further study.
- 2001 - WMATA's *Core Capacity Study* identified system-wide rail improvements that will allow the system to accommodate estimated future ridership.
- 2002 - DC/WMATA's *Transit Development Study* considered each of the previously-identified corridors for surface rail transit and recommended four priority corridors for implementation.
- 2003 - WMATA's *Regional Bus Study* identified bus improvements to serve inside previously-designated corridor and to aid in District circulation and Metrorail system capacity relief.
- 2004-09 - DC/WMATA's District of Columbia's *Transit Future (DCAA)* refined a city-wide system plan of enhanced, multi-modal surface transit on designated corridors.

PLANNING PROCESS TIMELINE



Goals of the DC Transit Alternatives Analysis:

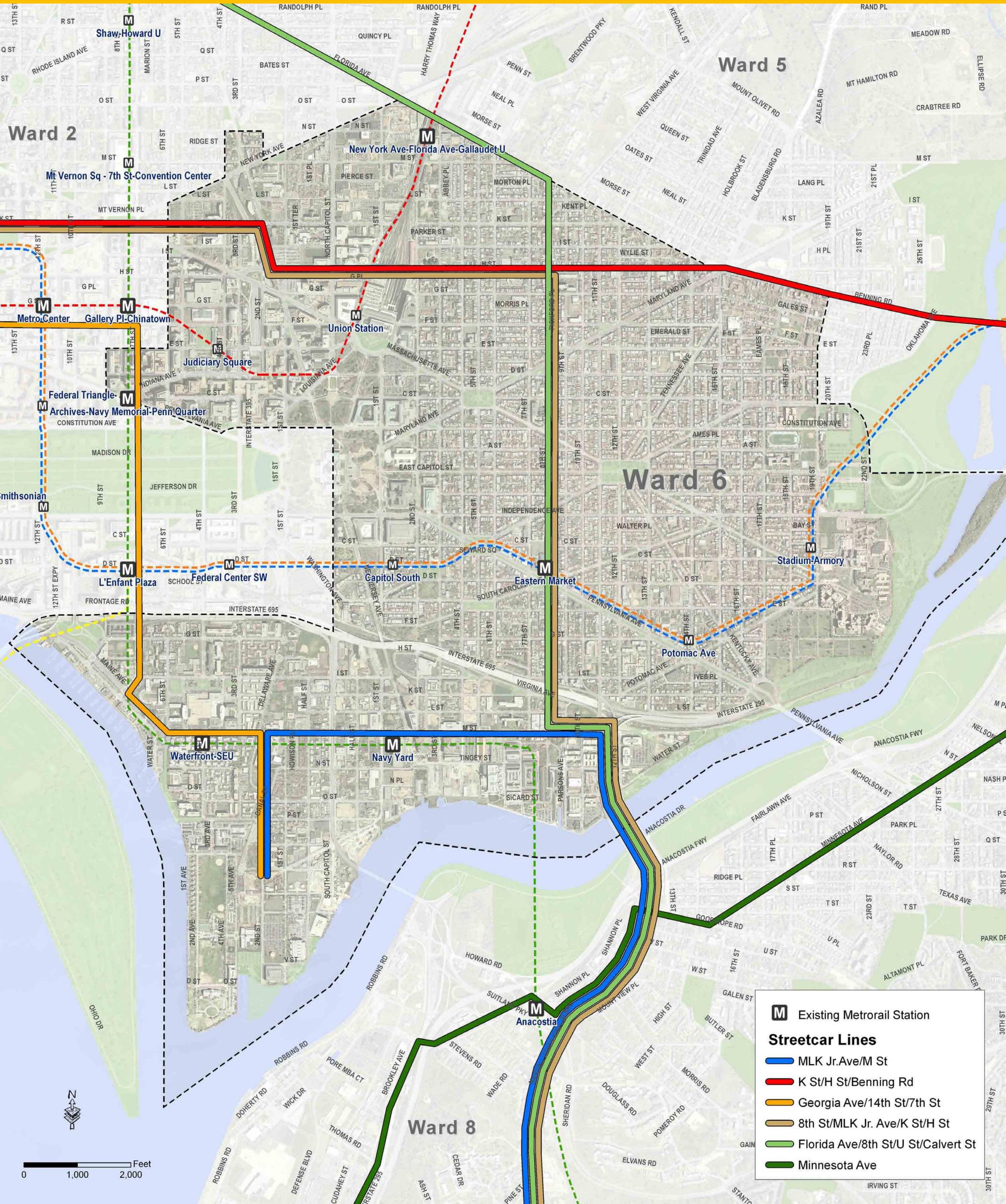
Improve access and mobility for District residents and businesses - Increase connections between neighborhoods and activity centers, and improve access to regional centers.

Encourage community and economic development - Support the city's initiatives for community development and enhance development benefits.

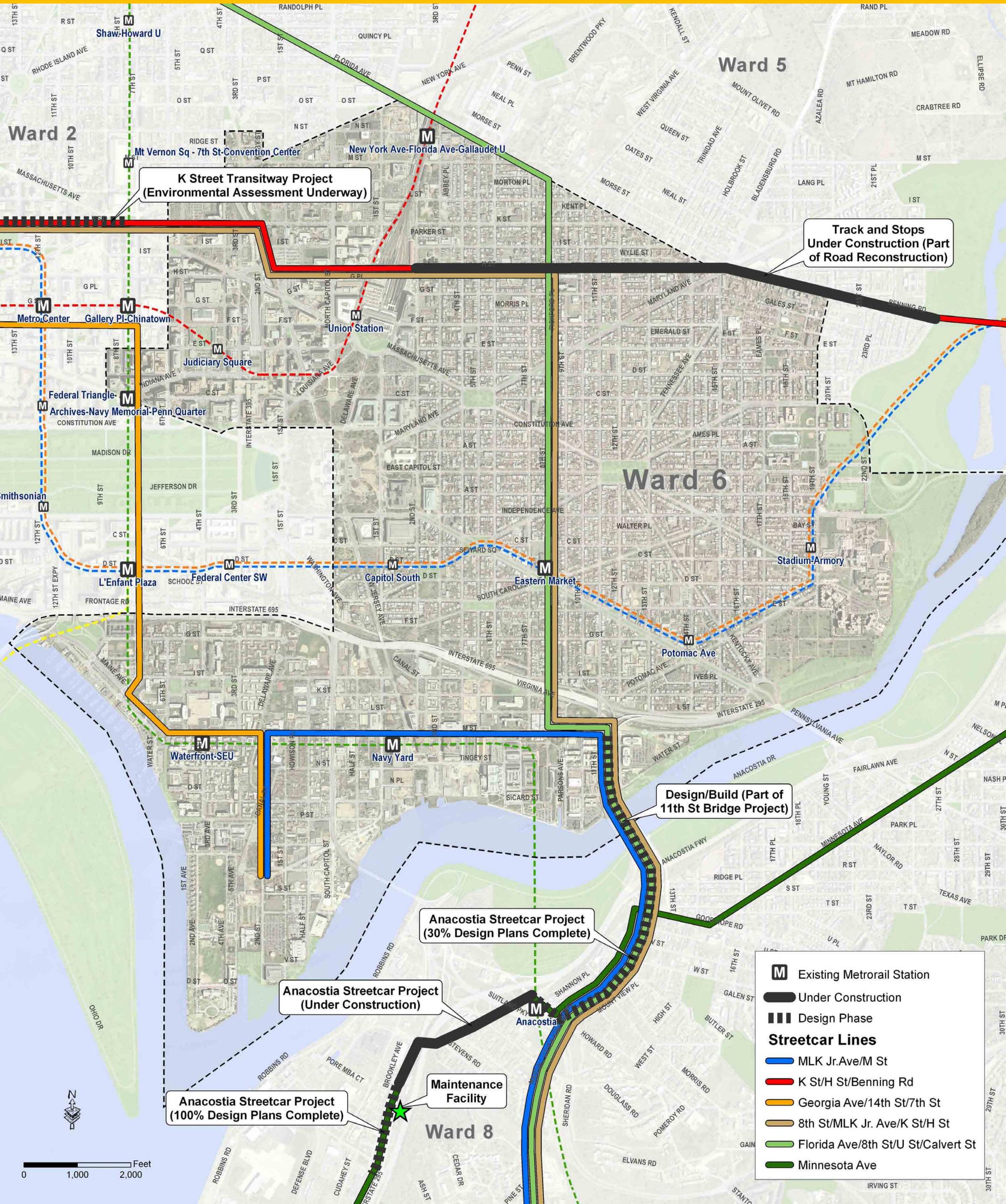
Enhance system performance - Increase the capacity of the transit network and improve transit efficiency and cost-effectiveness.

Promote environmental quality - Limit adverse impacts and support environmental benefits.

PROPOSED STREETCAR SYSTEM - WARD 6



CONSTRUCTION CURRENTLY TAKING PLACE - WARD 6



**K Street Transitway Project
(Environmental Assessment Underway)**

**Track and Stops
Under Construction (Part
of Road Reconstruction)**

**Design/Build (Part of
11th St Bridge Project)**

**Anacostia Streetcar Project
(30% Design Plans Complete)**

**Anacostia Streetcar Project
(Under Construction)**

**Anacostia Streetcar Project
(100% Design Plans Complete)**

**Maintenance
Facility**

	Existing Metrorail Station
	Under Construction
	Design Phase
Streetcar Lines	
	MLK Jr. Ave/M St
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