

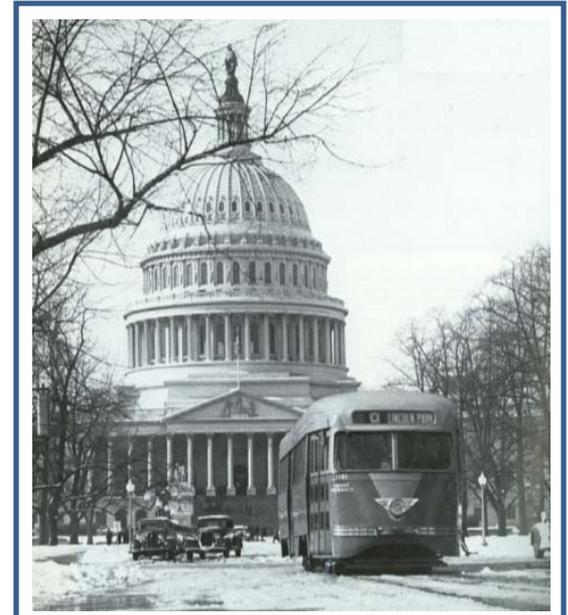
DC Streetcar



April 20th 2010

Planning Process

- **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; and
- **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.
- **2005 – 2009 – District of Columbia Alternatives Analysis** – Refined city-wide system plan of enhanced, multi-modal surface transit on designated corridors.



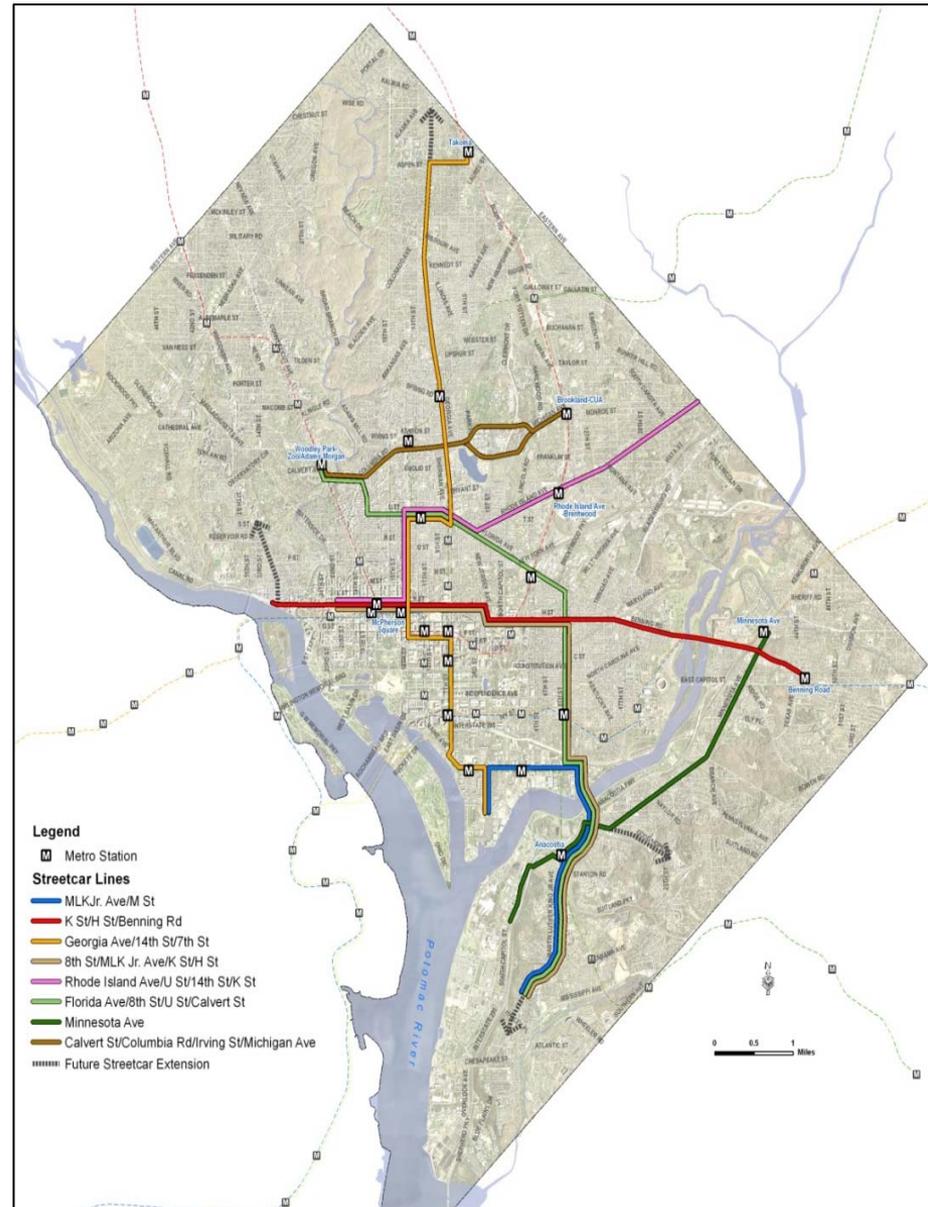
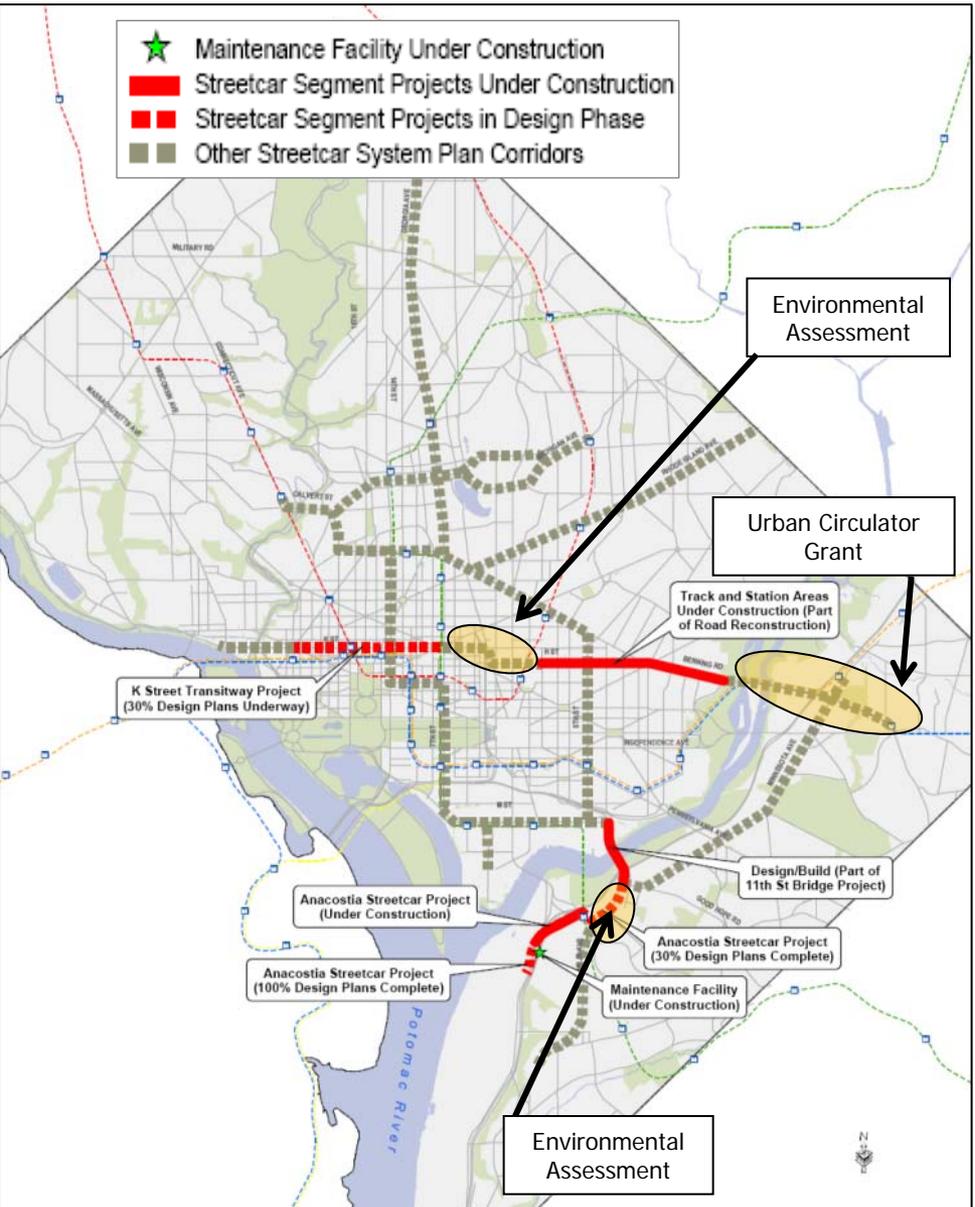
Proposed Streetcar Plan

- Build and operate a 37-mile streetcar throughout the District of Columbia
- Serve neighborhoods not adequately covered by Metrorail with high-quality transit
- Connect emerging/reemerging District neighborhoods and commercial districts
- Catalyze economic development in all parts of the District



- Fixed guideway which more effectively stimulates economic development.
- Supports efforts to provide more sustainable transportation alternatives in the District of Columbia
- High vehicle capacity to serve a high-ridership transit corridor
- Ease of boarding/ alighting for persons of all abilities and ages
- Quiet and emission-free operation which does not detract from adjacent public streetscapes.

Current Construction/ Future Plans



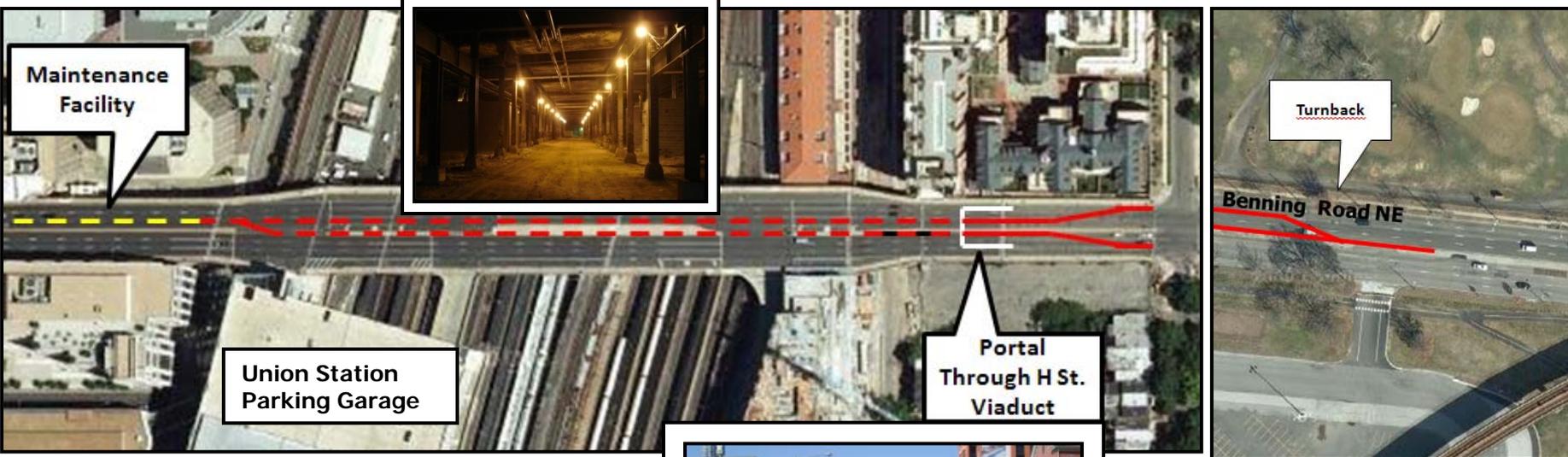
Current:

- H Street/ Benning Road
- Anacostia
- 11th Street Bridge
- K Street Transitway

Next Steps:

- NEPA
 - Benning Road Extension
 - MLK
 - Mt. Vernon
 - K Street
 - Supplemental

Construction at H Street/ Benning



11th Street Bridge

- Replace and reconfigure deteriorating bridges and ramps at the Anacostia River crossing near 11th Street SE
- Once-in-a-generation bridge replacement
- Include streetcar tracks to accommodate future expansion of AILS across the Anacostia River
- More cost-effective to install tracks during reconstruction than imbed in existing pavement

Anacostia Initial Line Segment

- .75 miles of track on Firth Sterling Road: **December 2010**
- Connects Barry Farms and Navy Annex
- Operation and Maintenance Facility: **March 2011**
- Identified as initial segment of streetcar system in 2004
- Critical OMF location east of the river

K Street Transitway

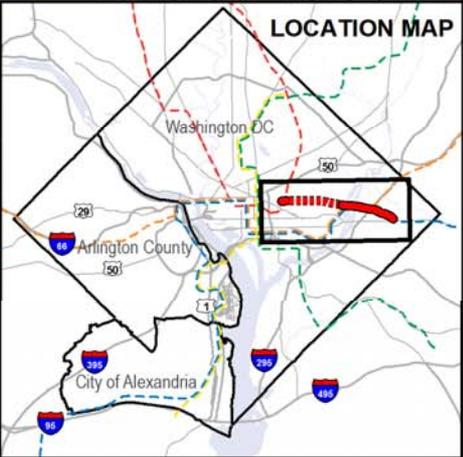
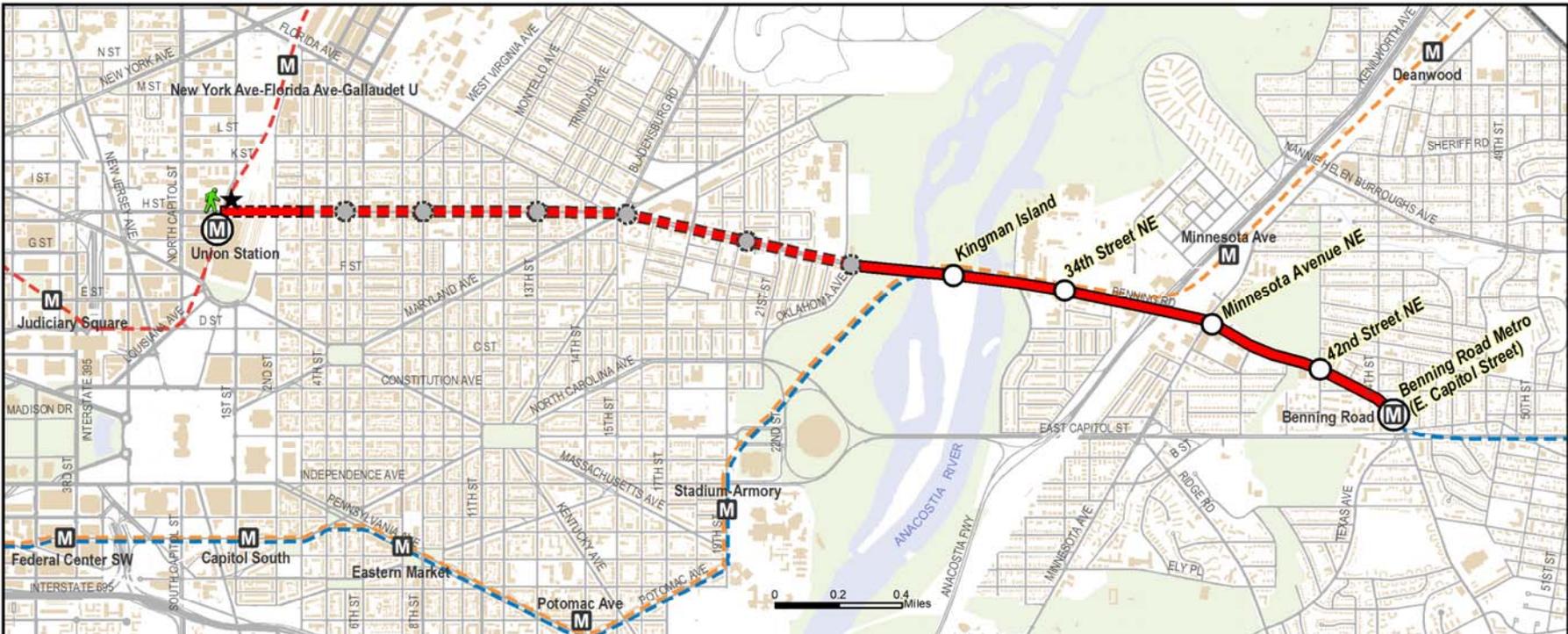
- Completed ED/ 30% Design
- Dedicated Transit Lane

Urban Circulator Grant



- Obama Administration focuses on sustainability and livability
- Transportation funding that seeks to improve connectivity
- Announcement of award in June 2010

Benning Road Extension



- Proposed Benning Road Streetcar Extension
- H/Benning Streetcar (Under Construction)
- Streetcar Connection to Union Station (In Design)
- Metrorail and Streetcar Transfer Point
- Maintenance Facility (In Design)
- Metro Pedestrian Connection (In Design)
- Curb-side Streetcar Track Configuration
- Median Streetcar Track Configuration



National Environmental Protection Act (NEPA)

- Two NEPA studies are necessary
 - Anacostia ILS Phase 2
 - Benning Road Extension
- Consultation with Federal partners to identify appropriate NEPA process
- Begin late Spring 2010



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