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.

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
Benefits

- 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
Status

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
Comprehensive Status Update

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

[Map of Benning Road Extension with various stations and routes indicated]
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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