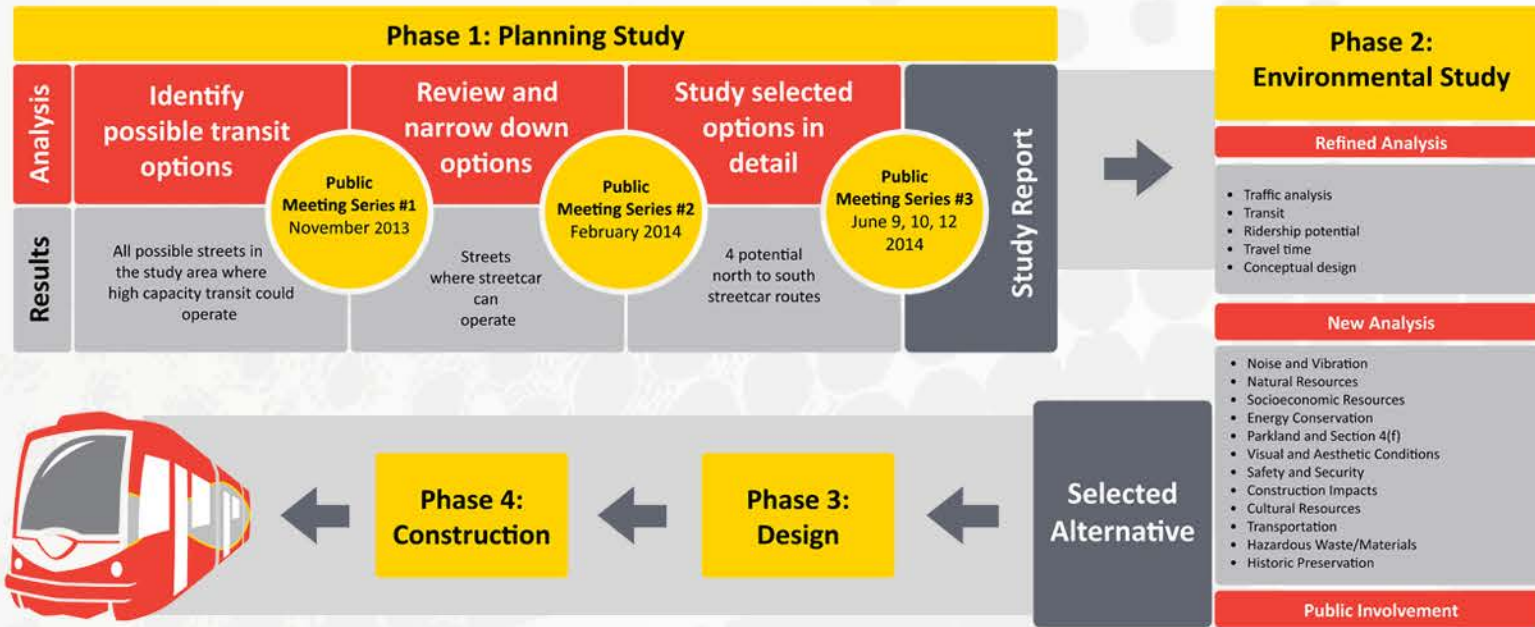


# North-South Corridor Planning Study

## Process



## Next Steps

The Planning Study will be completed in Fall 2014. The study report will discuss the process and analysis DDOT used to select four potential streetcar routes to evaluate in further detail.

The Environmental Study includes a more detailed analysis, consistent with the National Environmental Policy Act (NEPA), which DDOT will use to identify a single, specific preferred streetcar route. This analysis will be used to develop details on how it operates on the selected route, including whether the streetcar should run in the center lane, the curb lane and/or a combination of the two, have a dedicated or shared lane, and other considerations. During that phase, DDOT will engage the community, area businesses, government agencies, and other stakeholders.

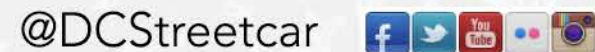
## Continue the Discussion

All information related to the North-South study is available on the project website at: <http://dcstreetcar.com/projects/future-lines/northsouth>

The available documents include: presentations, display boards, frequently asked questions, project update sheet, and public meeting summaries.

Feel free to give us a call at (855) 413-2954 or email us at [info@dcstreetcar.com](mailto:info@dcstreetcar.com)

You can also find us on social media:



## Introduction

There are currently over 75,000 bus riders in the North-South corridor each day. The buses in the corridor carry more people than some of the busiest light rail systems in the United States. With high bus ridership in the corridor and increasing demand, there are opportunities for improvement and growth.

## The Purpose of this Study

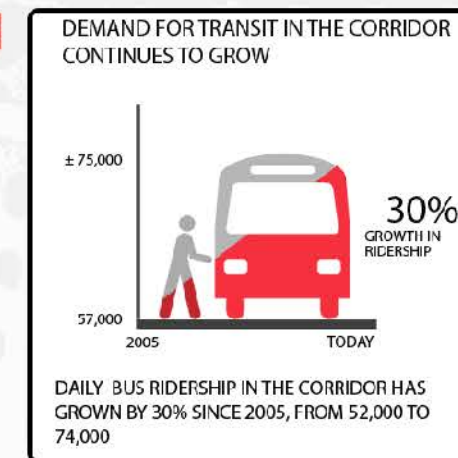
Over the last 15 years, several studies and plans have identified public transportation needs for the North-South corridor. The North-South Corridor Planning Study will build on these previous studies and plans by identifying the current problems in the corridor and determining feasible routes for additional high-capacity transit service.

Below are some of the current problems identified by the public at the first series of public meetings in November 2013:

- Buses can be stuck at bus stops for long periods of time because high volumes of people are trying to board or exit the bus.
- Sometimes buses are so full that they have to pass people waiting at bus stops.
- Public transportation is challenging for people who are dependent on wheelchairs in part because of full buses and elevator outages at Metrorail stations.
- Areas along the corridor are underserved by high-capacity transit.
- Since children are not allowed to stay in their strollers while on the bus, riding with small children can be cumbersome.

## Transit Growth and Demand

Even though WMATA has added additional buses in the corridor, these buses quickly fill up, indicating that there is still unmet demand for public transportation options. For example since the 79 buses started operating in 2007 ridership on the 70s routes has increased by over 1 million riders per year (over 2,700 new riders per day) and the line is near capacity.





## Focus on Streetcar

As new residents move to the corridor, the demand for public transportation will continue to increase. It will be difficult to add more buses to the roads since there are often high volumes of traffic and multiple buses at the bus stop at one time. Streetcar has been chosen as the technology to provide high-capacity transit service in the North-South corridor. Through this study, DDOT found that streetcars:

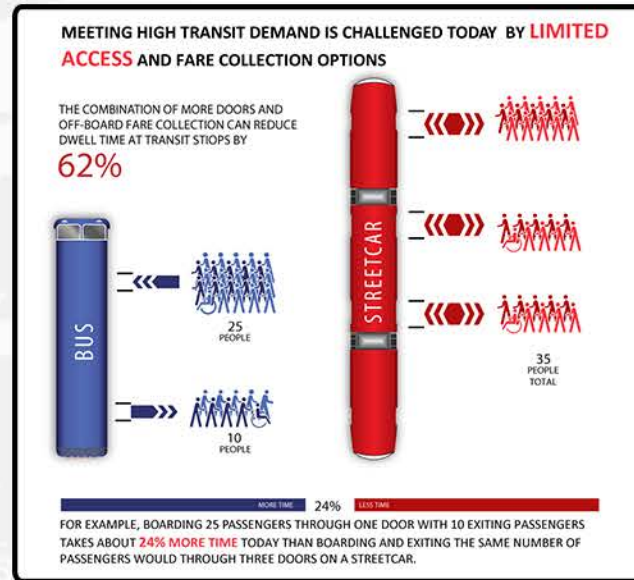
- 1) Increase vehicle passenger capacity
- 2) Improve reliability
- 3) Expand transit ridership
- 4) Improve stop accessibility

A streetcar not only carries more riders than a bus, but also allows for quicker boarding and exiting. Based on data from WMATA, buses in the corridor can remain at a bus stop for as little as 10 seconds or as long as 7 minutes.

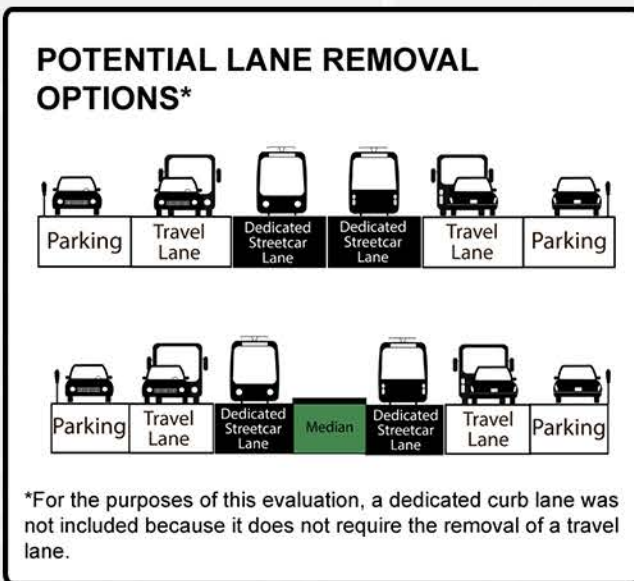


Streetcars make boarding and exiting easier and faster. Streetcars have three wide doors that are level with the station platform, which makes it easy for wheelchairs and strollers to roll on from the stop. Streetcars will also have off-board payment, which means riders can enter through all three doors instead of waiting in line at the front door. Since travel time increases when buses have to wait at bus stops for large groups of riders to board and exit, faster boarding and exiting will help keep travel times shorter and more reliable. With these improvements, streetcars will not only serve people riding the bus today, but will also attract new riders.

There can be delays from riders struggling to get on and off crowded buses, kneeling the bus for wheelchairs, parents getting on with strollers, people loading value on SmarTrip cards, and buses getting caught at one or more red light cycles while picking up riders. This makes it challenging to maintain a consistent schedule.



## Dedicated Lanes

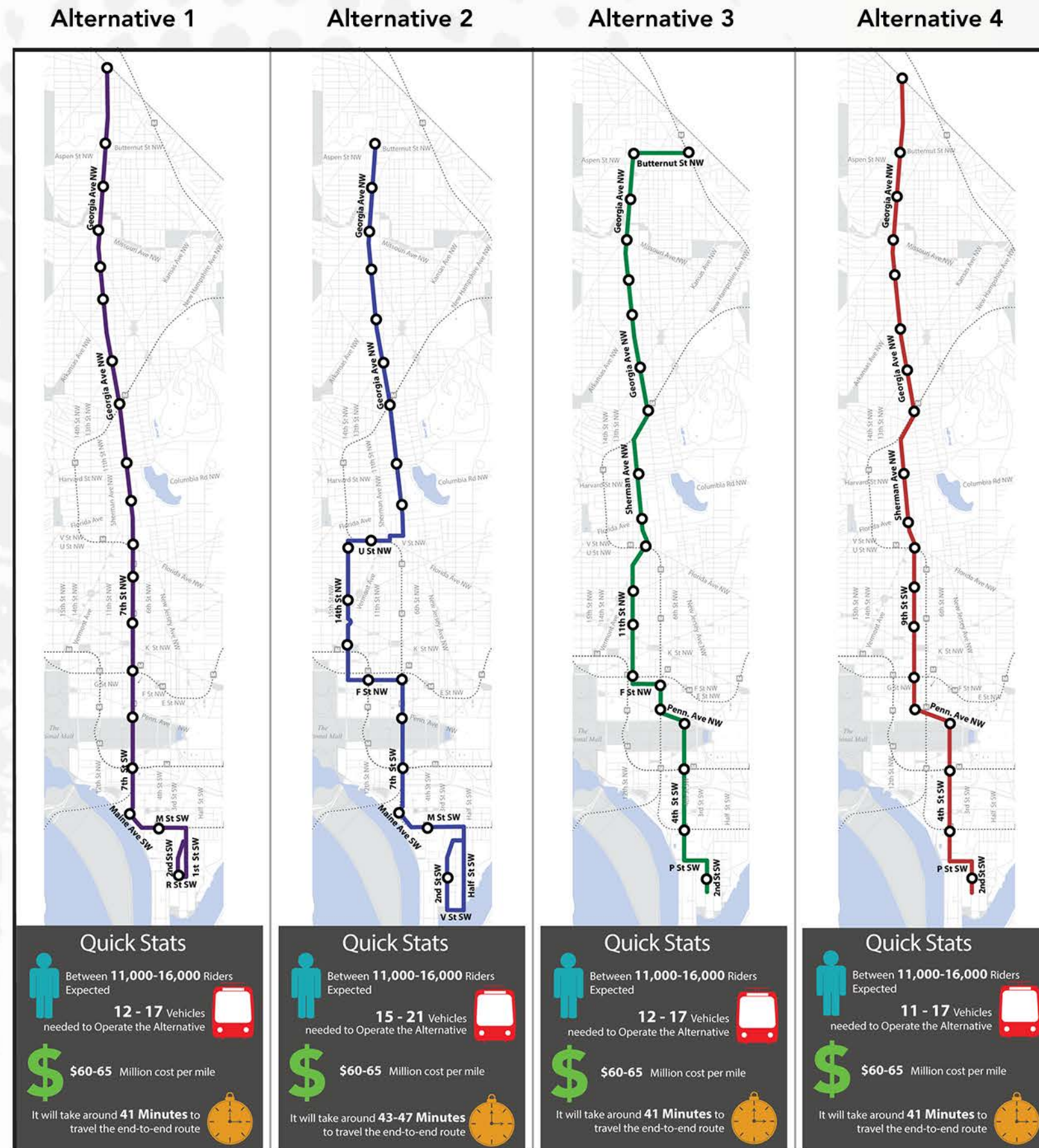


What happens when we remove a travel lane? At the first two series of public meetings, we heard both support for and concern about dedicated lanes. DDOT examined the potential traffic impacts to other streets if a travel lane is removed on Georgia Avenue NW.

- Largest decrease in traffic volume occurs on Georgia Avenue NW (nearly 50% reduction in some cases).
- Largest increase in traffic volume occurs on facilities parallel to Georgia Avenue NW, particularly 13th Street NW, 5th St NW, and North Capitol Street.
- Forecasted traffic volumes are important, but not the only elements in understanding impacts to the street network. Additional factors such as system capacity, person throughput, and local street impacts will be evaluated in future phases of the study.

## Four Potential North-South Streetcar Routes

The four potential alternatives shown below were identified through the Phase 1: Planning Process.



\*The cost numbers provided calculate the total estimated project capital cost range for each alternative. A low range & high range contingency is incorporated into the cost ranges as estimating at the conceptual design level is best presented in ranges to cover unforeseen risks and design elements typically defined at a greater level of design. Cost ranges identified do not account for streetscape improvements or utility relocation work.