



Testing and Training Underway on the Corridor

Pre-Revenue Operations to Follow

Streetcar vehicles are now a common sight on H Street and Benning Road, but they're not carrying passengers quite yet. Testing and training are underway to ensure that the system is safe and ready for passenger service and the drivers are fully qualified to operate the vehicles.

Testing examines the integration of vehicles, power, communications, and traffic and train signal controls to ensure that all components are safe and working properly. Elements being tested include radio communications, OCS interface, track switch interface, traction power emergency trip, braking, signal and sign visibility and streetcar control center communications. These tests occur in live traffic conditions on the corridor.

In-traffic operator training is also underway, building on the training and pre-qualification operators already received at the Testing & Commissioning Site. As a requirement for DDOT to certify its system and be accepted by the State Safety Oversight Agency (SSOA), each operator is training with supervisors along the corridor under various traffic scenarios in order to be certified to carry passengers on H/Benning.

Pre-Revenue Operations, where service is simulated without passengers, will occur after training is complete. The safety certification process involves several critical steps and is intended to ensure that the system meets safety standards and is ready to carry passengers.

DC's modern streetcar vehicles are new to the District and will take some getting used to. Streetcars share the roadways, but cannot veer around vehicles. Pedestrians, motorists and bicyclists should



Operator training at 3rd and H Streets NE

use caution as they travel through the corridor. Remember to "Look, Listen, Be Safe!" near streetcar vehicles at all times – look both ways and listen for the streetcar before stepping into the crosswalk and never walk in front of a moving streetcar. Traffic and pedestrian signals exist for your safety - following them has never been more important.

Parking motorists should also be aware that streetcars are operating along the corridor. Cars impeding the path of the streetcar, including cars parked outside of the white lines and illegally double-parked, will be ticketed and/or towed. The fine for vehicles blocking the path of the streetcar will be \$100. Soon, your poorly parked vehicle will not only incur a ticket and tow, but will hold up the passage of a streetcar full of passengers.

look + listen 
be safe!

Multiple streetcars have returned to H Street/Benning Road corridor for testing and operator training.

Before passenger service can start, DC Streetcar needs to complete:

- **Operations testing:** All streetcar system elements (vehicles, tracks, switches, radios, etc.) are being tested regularly to confirm they will run well together.
- **Operator training:** Streetcar operators and maintenance staff are familiarizing themselves with how to operate and maintain the streetcars, and will practice in live traffic conditions along the corridor as system tests continue.
- **Pre-launch operations:** Vehicles and operators will run simulated streetcar service without passengers to check readiness for launch.

To help ensure safety and a smooth testing phase, **PLEASE DO NOT BOARD** the streetcars during this time. Testing and training activities are generally low impact, but do affect traffic and parking along the corridor. In addition, DPW is out towing and ticketing improperly parked vehicles.

Questions or Comments?

Contact us: (855) 413-2954
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Testing and Operator Training Phase

Follow our safety tips to prevent accidents!



PEDESTRIANS

Be aware of your surroundings.

- Don't be a distracted walker. Stop to text or talk. Pay attention to traffic when crossing the street.
- Wait for the streetcar to stop. Never cross or run in front of a moving streetcar.
- Signals are for your safety. Cross the street safely and legally by following the pedestrian signals.



MOTORISTS

Share the roads safely.

- Don't get towed. No double parking on the tracks.
- Park your entire vehicle, including side mirrors, within the solid white lines.
- For most of the H Street and Benning Road corridor, streetcars follow existing traffic signals.
- At certain locations they follow streetcar signals:
 - *Western Turnaround - 3rd Street NE & H Street NE*
 - *Starburst intersection - where H Street NE crosses Bladensburg Road NE and meets Benning Road NE*
 - *Car Barn Training Center entrance - 24th Street NE & Benning Road NE*
 - *Eastern Turnaround - Oklahoma Avenue NE & Benning Road NE*



BICYCLISTS

Use caution near streetcar tracks.

- Use an alternate route. G and I Streets have contraflow bike lanes, allowing for two-way bicycle travel that is safer than riding parallel to the tracks on H.
- Cross the tracks at a 90 degree angle or walk your bike across.

d.

Who are the DC Streetcar Operators?

The DC Streetcar operators are currently hard at work becoming qualified to provide passenger service along the corridor. The system has 30 operators and supervisors. Of those 30, 11 are women and 21 are DC residents. Among the DC residents, the operators hail from Wards 4, 5, 6, 7 and 8. They might be your neighbors!

Signalization Refresher

What You Need to Know to Remain Safe on H/Benning

Q: Are the H/Benning streetcars center-running or curb-running?

A: Both! At the top of the Hopscotch Bridge the streetcar begins in the median, then moves curbside at the base of the bridge until the Starburst, when it becomes center-running again down Benning Road.

Q: How will streetcars manage lane-crossings in mixed traffic?

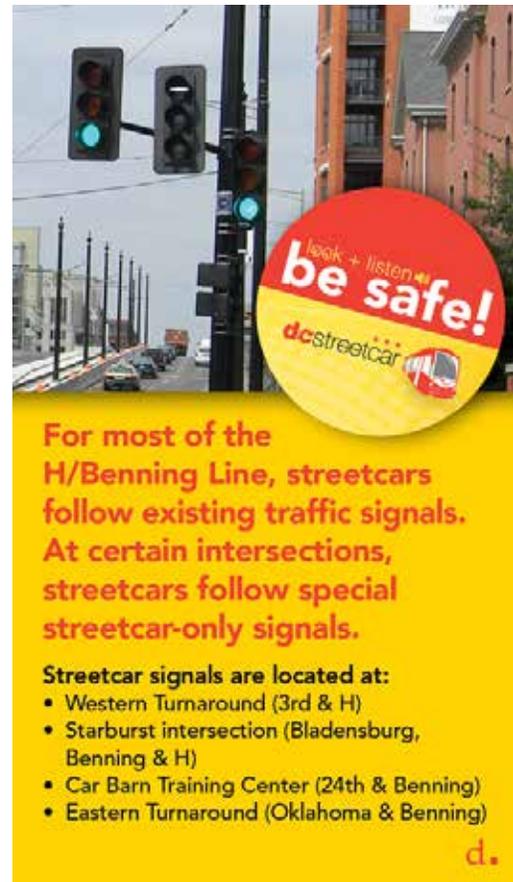
A: For most of the corridor, the streetcars will follow existing traffic signals. In locations where the streetcar must cross active lanes of traffic, additional streetcar-only signals were installed. These signals are at the Western Turnaround (3rd Street NE), the Starburst intersection (15th Street NE), the Car Barn Training Center (24th Street NE) and the Eastern Turnaround (Oklahoma Avenue NE). The controls tell the streetcar operators when it is safe to proceed through an intersection or across shared lanes.

Q: What do the streetcar-only signals look like?

A: Although the streetcar signals are housed in similar boxes to vehicular traffic signals, there's no mistaking them. Rather than solid colors, lighted red or white lines are used instead. The signal heads are illuminated with a horizontal, diagonal or vertical line, depending on where the streetcar is going. The default position of any streetcar signal is the stop position, indicated by a horizontal red line. When it's the streetcar's turn to proceed, the signal illuminates with a white line, pointed in one of three directions: left, right or horizontal.

Q: How does the streetcar-only signal detect a streetcar is present?

A: Several unseen actions take place before the signal lines are visible to the public. Loop detectors embedded in the streetcar tracks detect the presence of a streetcar and activate only when a streetcar approaches. The operator pushes a button inside the streetcar vehicle that communicates the



streetcar's direction to the automated control system. A series of automatic checks takes place and the streetcar signal changes when it is safe to do so.

Q: When is it safe for motorists to drive through intersections and pedestrians to safely cross?

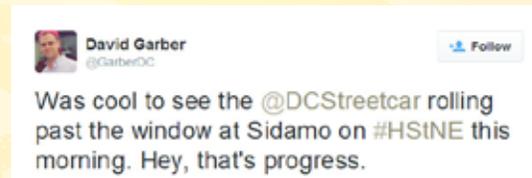
A: It is important to pay close attention to all signals. Obey traffic signals such as WALK/DON'T WALK. Normal vehicular operations and pedestrian crossings continue once the streetcar moves across the intersection and the vehicular traffic signals turn green. In most cases, a red vehicular signal means the streetcar signal is "green" (illuminated white in the direction streetcar will go).

Q: Is there anything I should remember to keep me safer during streetcar operations?

A: Yes! As always, pedestrians and motorists should use caution and obey traffic signals when crossing intersections. Remember to "Look, Listen, Be Safe!"

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Within the Line or Pay a Fine

Parking Enforcement Has Begun on the Corridor

Have you been staying within the lines?

Streetcars operate in the same travel lanes as other vehicles, so cars parked outside of the white lines impede the path of the streetcar.

Along with simulated, pre-revenue streetcar service beginning on H/Benning, ticketing and towing is in full force for all vehicles parked illegally.



New streetcar-specific parking signage.

Cars parked outside of the white lines and/or those illegally double-parked can receive a \$100 ticket for the violation and may also be towed to clear the streetcar's path. Towed vehicles are relocated within the immediate neighborhood.

This means you too, freight! Citywide, changes have been made to loading zones to accommodate the increase of freight coming into the District. Along H/Benning, delivery vehicles are required to use designated loading zones that are located on side streets.

Things to Remember:

- Do not double-park on the tracks. Streetcars cannot go around double-parked vehicles.
- Park your entire vehicle, including side mirrors, within the solid white line.
- Check for an approaching streetcar before opening your vehicle doors.
- Use caution as you share the road with streetcars, pedestrians and vehicles.