



Streetcar Vehicles on Track

As of the fall of 2012, DC Streetcar has six streetcar vehicles in its possession or on order. The six streetcars will give the program a full fleet of vehicles ready for service.

The District's first set of three vehicles have been in storage at WMATA's Greenbelt facility since 2009. Over the past several months, Inekon, the vehicle manufacturer, has been readying them for service in anticipation of their commissioning in the New Year. "Revenue Ready" is standard procedure for streetcars that have been in storage, like the District's vehicles.

As with most mechanical devices, including the average family car, streetcars are meant to be run on a regular basis. Minor maintenance issues that have arisen during the storage period are being addressed by Inekon on-site, a process that will wrap up in October.

The District's second set of three vehicles is now on order from Oregon Iron Works, a U.S.-based company. Two of the new streetcars will be delivered in August 2013 and the third will be delivered in December 2013.

Although the District's full fleet for the H/Benning line will be six vehicles, only five are actually needed for the service start. The sixth car will serve as a spare and be

put into service as needed. This way, the District can meet optimum headways and avoid service delays as vehicles undergo routine maintenance.

The headway (or time between vehicles) for the DC Streetcar system is planned for ten minutes. As the system comes into service, the headways could be 8-12 minutes, depending on the time of day or traffic conditions.

This winter, the District's three existing streetcars will be moved from the WMATA facility where they're being stored to the commissioning tracks in Anacostia. This commissioning area is within DDOT right-of-way and will serve as the primary testing and commissioning site for the vehicles and their drivers. The streetcar commissioning process includes testing the vehicles, the electrical power system, and the streetcar tracks. Streetcar drivers will also begin their training process at the Anacostia site.

In advance of service, the streetcars will be tested in traffic on H Street and Benning Road. This testing period will certify that the H/Benning infrastructure is ready for operation and will provide additional training for streetcar drivers. DC Streetcar's Safety Outreach Team will work to notify the public well in advance of any in-traffic testing and help spread safety awareness messages among pedestrians, cyclists and drivers.



DC Streetcar vehicles are undergoing Revenue Ready in Greenbelt, in advance of the testing and commissioning process

DC Streetcar in the Community

Celebrating H Street NE

The DC Streetcar team was proud to once again participate in the H Street Festival, celebrating the vibrant community within the H Street NE corridor. With more than 75,000 people in attendance, this year's festival featured live music, fashion shows, local artists, delicious food and more.

Adjacent to the very tracks that will see streetcar service next year, the DC Streetcar team was on-site to talk about progress, answer questions and even hand out goodies – DC Streetcar water bottles and temporary tattoos. Festival-goers were eager to discuss the DC Streetcar system, particularly the 2.2 mile segment on H Street and Benning Road NE.

Want to win a DC Streetcar water bottle of your own? Write us a limerick telling us why you're excited about DC Streetcar. We'll pick our favorite and print the winning entry in the next newsletter. Send your entries to info@dcstreetcar.com.

Honoring DC Public Schools

DDOT proudly participated in DCPS Beautification Day, an annual citywide event that provides an opportunity for the community to get involved and assist in preparing District school grounds for a new year. This year, DDOT volunteered at Phelps Architecture, Construction, and Engineering High School, where the agency helped paint and landscape the campus in anticipation of the new school year, alongside their new principal, Willie Jackson.

The DC Streetcar Team also welcomed students back to campus at Back to School Nights this year at Spingarn Senior High School as well as at Phelps High School, at the invitations of Principal Gary Washington and Willie Jackson, respectively. The Team circulated DC Streetcar information and answered streetcar-related questions from parents and students. The DC Streetcar Team would like to wish everyone a successful 2012-2013 school year!



Top to Bottom:

- The DC Streetcar Team applied temporary tattoos to H Street Festival participants
- A young DC Streetcar supporter showed off his new tattoo at the festival
- The DC Streetcar Team gave away 1,300 branded water bottles at the festival
- DDOT helped paint and landscape Phelps Architecture, Construction, and Engineering High School as part of DCPS Beautification Day

Benning Extension Meetings Explore Crossing the Anacostia

In September, DDOT hosted a public meeting on the Benning Road Streetcar Extension Feasibility Study. The study is examining the feasibility of an extension of the H/Benning streetcar line currently under construction across the Anacostia River to either Minnesota Avenue Metro Station or Benning Road Metro Station.

The Benning Road Streetcar Extension aims to achieve the following:

- Provide additional transit capacity to relieve crowded bus lines;
- Connect Ward 7 neighborhoods with employment and activity centers west of the river;
- Provide connections to the regional Metrorail system as well as to multimodal transportation services at Union Station; and
- Support neighborhood plans for activity centers at the Minnesota Avenue/Benning Road intersection and elsewhere on the corridor.

At the public meeting, community members expressed pros and cons of the Minnesota Avenue Metro Station connection and the Benning Road Metro Station connection. The DDOT Team took all comments under consideration for the preparation of the final report, which will be presented at a second public meeting later this fall.

To view the presentation from this meeting, along with other meeting materials, visit dcstreetcar.com.



Community members provide input at the Benning Road Streetcar Extension Feasibility Meeting

Streetcar Safety

In the last newsletter we addressed bicycle safety around the streetcar tracks, but distractions can happen any time.

Step Safely when crossing streetcar tracks, especially during construction.

- Pay attention to other pedestrians and to traffic.
- Pause your conversation. Stop using your cell phone while crossing the street or the streetcar tracks.
- Cross only at crosswalks. Look both ways before crossing.

Stay Connected!

Are you on the DC Streetcar mailing list yet? Sign up online at dcstreetcar.com to stay up to date on all things DC Streetcar.

DC Streetcar Team
DDOT

55 M St. SE, 5th Floor
Washington, D.C. 20003

E-mail: info@dcstreetcar.com

Phone: 1-855-413-2954

dcstreetcar.com

Overheard by @DCStreetcar



Have a question or comment about DC Streetcar? Tweet us! You just might see yourself in the next newsletter.

**Follow us
@DCStreetcar!**



Streetcar Mythbusters

Myth: The Car Barn Training Center at 26th and Benning Road will replace Spingarn High School.

Fact: The proposed Car Barn Training Center (CBTC) will neither replace nor displace Spingarn Senior High School. The CBTC is proposed for a parcel adjacent to the school that is currently designated for DDOT use. The CBTC will not require additional space beyond this parcel, now or years from now as the system expands. In addition to serving as a storage and maintenance facility for DC Streetcar, the CBTC will provide community space as well as a technical training program for local students, exposing them to the growing field of electric vehicle technology and transit.

Myth: Streetcars will be going in and out of the CBTC all day.

Fact: The CBTC is not a streetcar stop, a turn-around point, or a switching yard. Unless there is an emergency need for repair, the vehicles will not go in and out throughout the day. They will leave in the morning—in advance of the school day—and return later at night when the streetcar line ends operations for the day—well after the end of school activities. Streetcars must obey traffic signals, just as regular vehicles and pedestrians do. Entry into and out of the CBTC will be tied to traffic lights.

Myth: Streetcars are unnecessary and will take away ridership from other public transit options.

Fact: It's predicted that by 2030, there will be a 32% increase in the number of transportation trips within DC. Many Metrobus routes and Metrorail lines are already operating at or above capacity. Streetcars will help with some of the congestion and serve as a great link within neighborhoods, complementing transit options like DC Circulator and Capital Bikeshare.