



North-South Corridor Planning Study



d.

Agenda

- Overview of MoveDC
- Schedule & Process
- Existing Transit Conditions
- Proposed Alignments
- Extension to Silver Spring

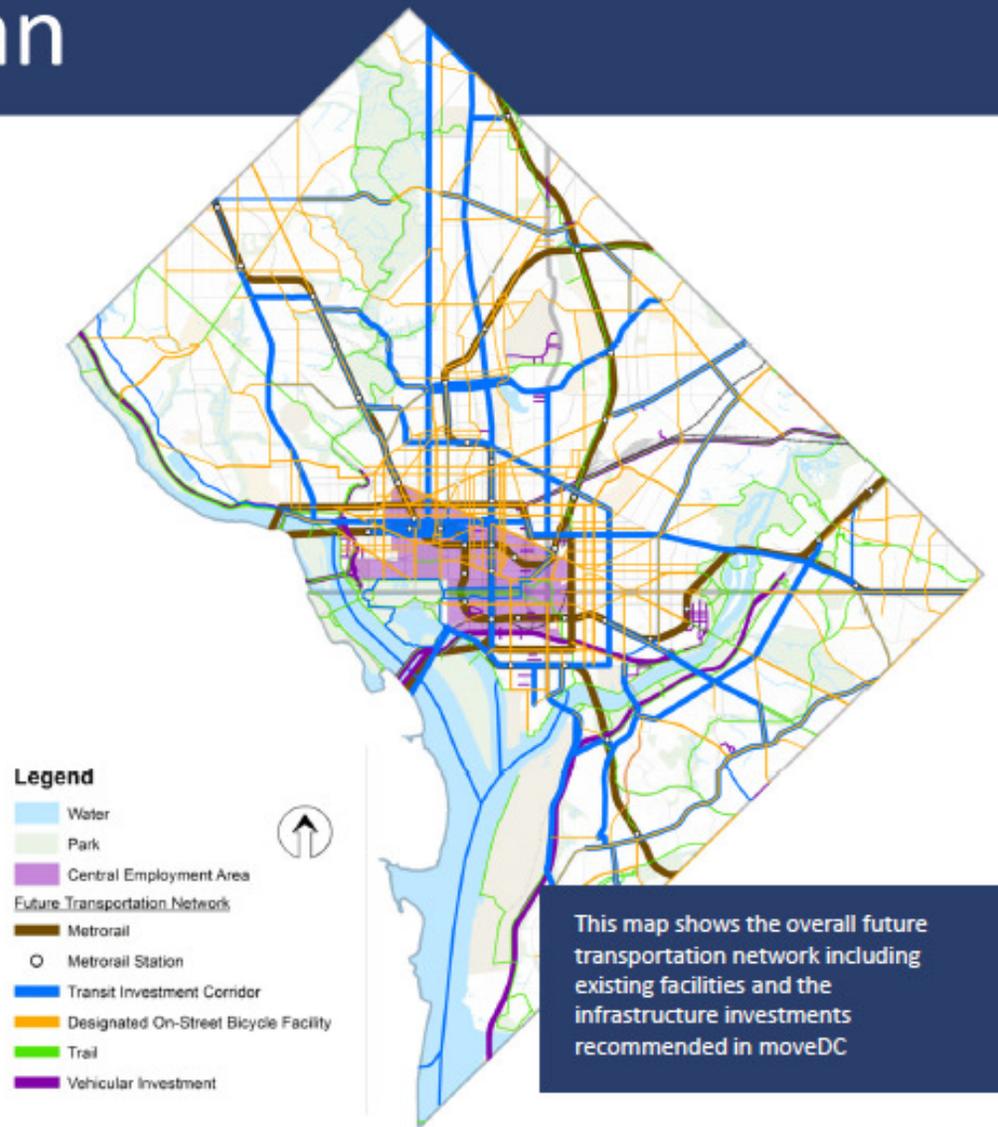


The moveDC Plan

POLICY AREAS

In addition to infrastructure recommendations, recommends policies that aim to improve the way the District expands, maintains, and promotes its transportation system in the following areas:

- Pedestrians
- Bicycles
- Transit
- Vehicles
- Freight
- Transportation Demand Management
- Parking and Curbside Management
- Sustainability and Livability



Commuter Rail & Metrorail



Legend
 — Metrorail

Support to WMATA in implementing:

- New Potomac River Metrorail tunnel between Rosslyn & Georgetown
- New downtown Metrorail loop that separates the Orange/Blue lines and the Yellow/Green lines

Support for:

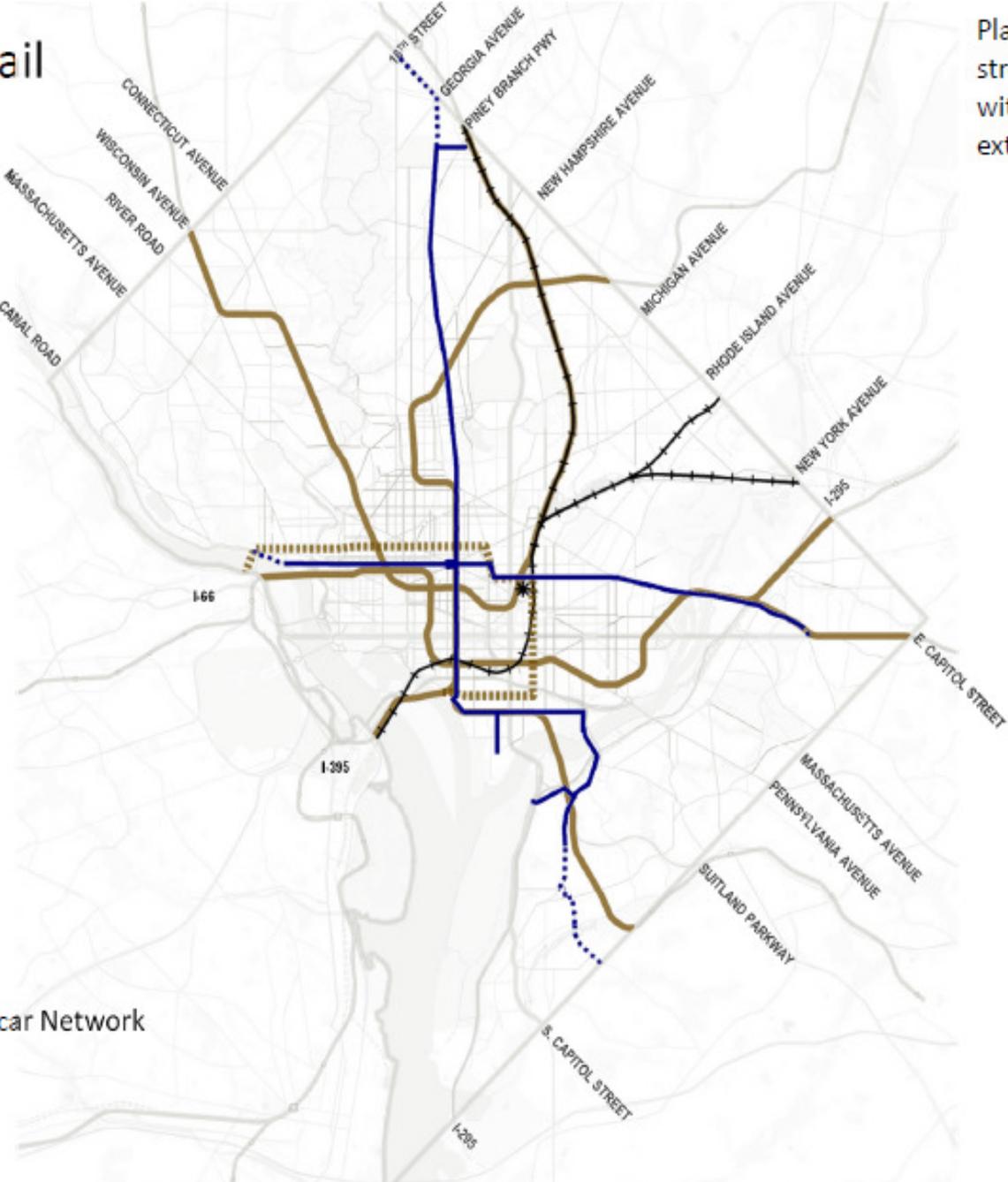
- Commuter rail service expansions
- Union Station modifications

Commuter Rail Metrorail & Streetcar

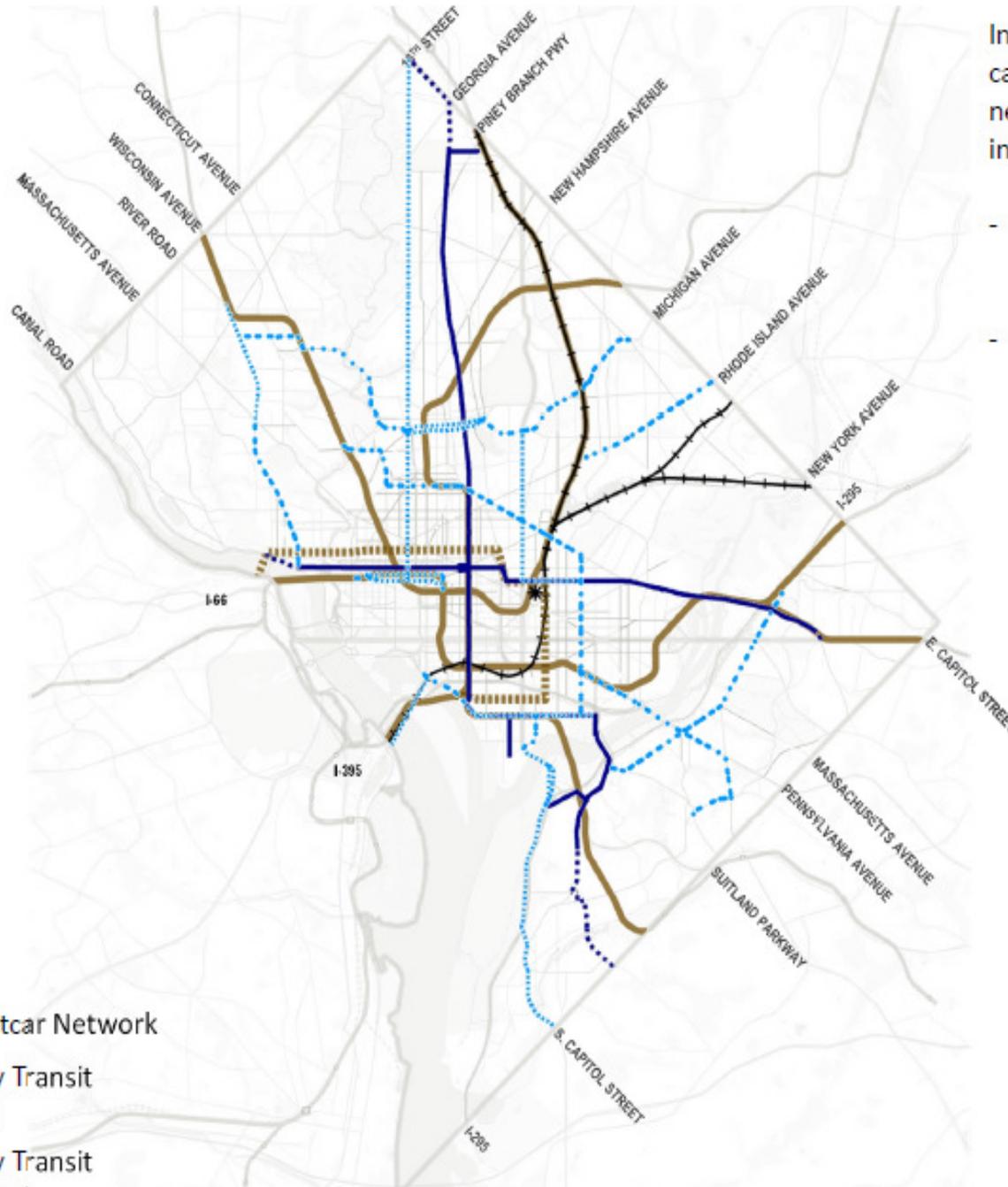
Planned 22-mile
streetcar network
with 4 miles of
extensions

Legend

- 22-mile Streetcar Network
- Metrorail



All High Capacity Transit



Interconnected high-capacity transit network (not including streetcar):

- **21 miles in dedicated space**
- **23 miles in shared lanes**

Legend

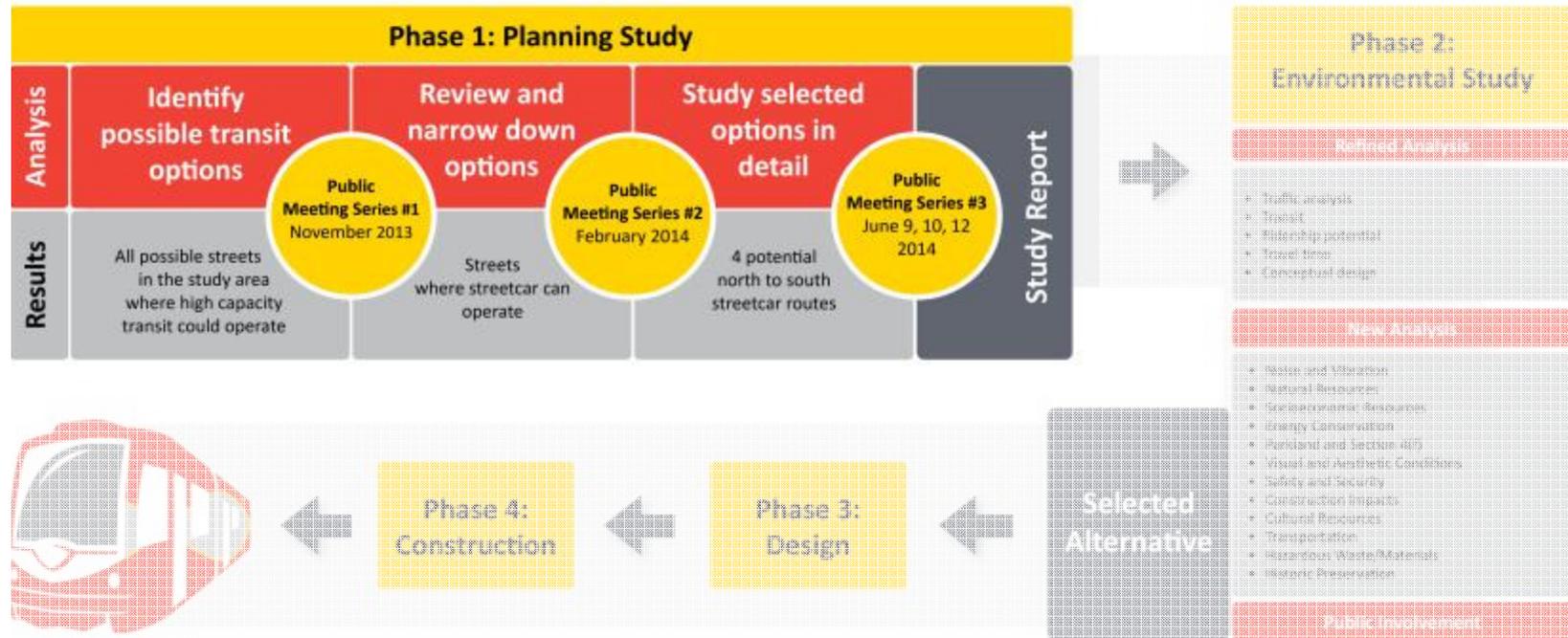
- Metrorail
- - - 22-mile Streetcar Network
- ● High-Capacity Transit (shared lane)
- ■ High-Capacity Transit (dedicated space)

Schedule & Process

Purpose and Need

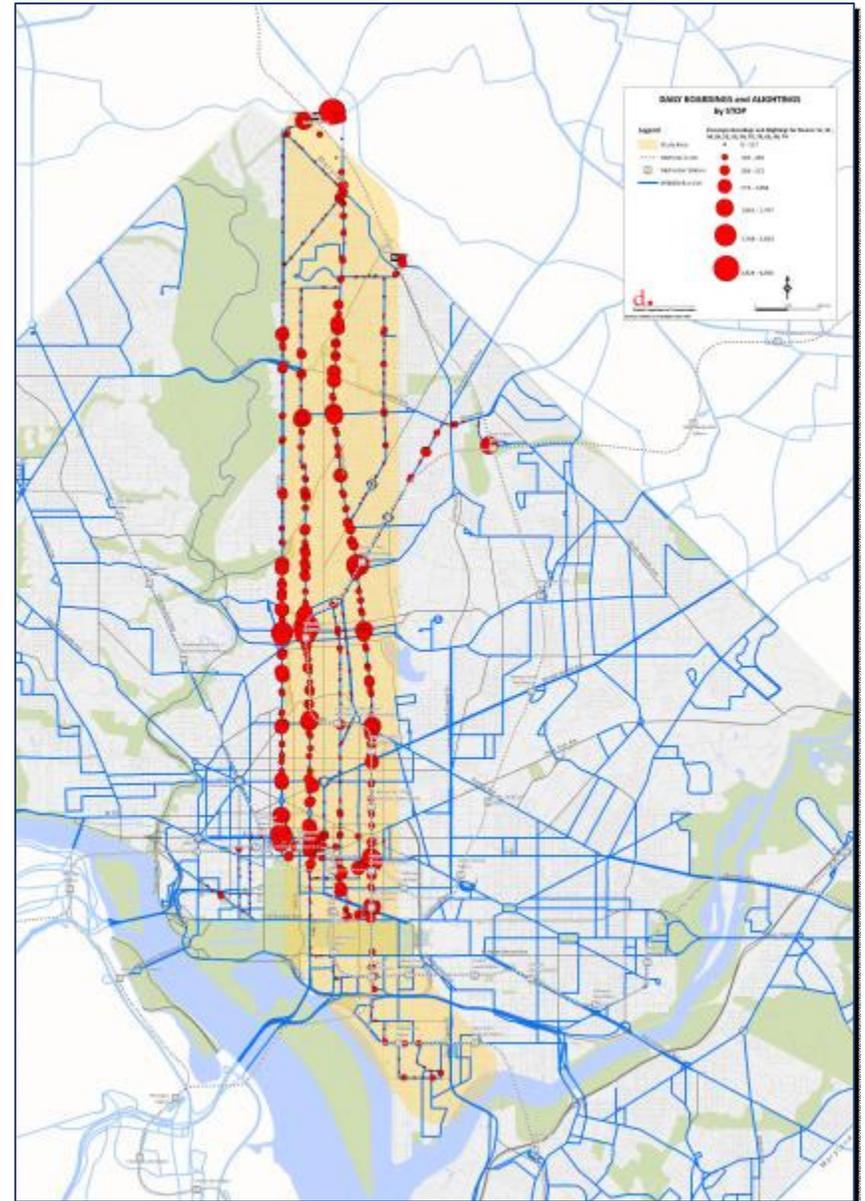
To evaluate reliable and comprehensive improved transit services along the North-South Corridor to enhance current transit service and to support existing neighborhoods and future growth in and along the corridor.

- Provide improved North-South surface transit connectivity
- Improve transit reliability and decrease transit travel times
- Increase transit capacity and person throughput
- Increase transit mode share in the corridor
- Improve transit stop and vehicle accessibility for limited mobility users



Background – Existing Transit Conditions

- **Bus demand today is comparable to streetcar nationally**
 - 1,600 daily riders per mile on the WMATA route 70s line is comparable to recently opened LRT projects nationally
- **Public input has identified a number of opportunities for improving service**
 - Data shows boarding times up to 7 minutes
- **Bus crowding is a passenger comfort issue and a key factor in bus delay and service variability**
 - 52% of northbound trips on the 53, and 42-46% of trips on the 79, have standing passengers
- **Corridor ridership has grown consistently over the past decade as more service as been added**
 - Daily bus ridership in the corridor has grown by 30% since 2005, from 57,000 to (+/-) 75,000
- **Streetcars add the capacity needed to meet demand and improve service**
 - Level boarding and off-board fare collection



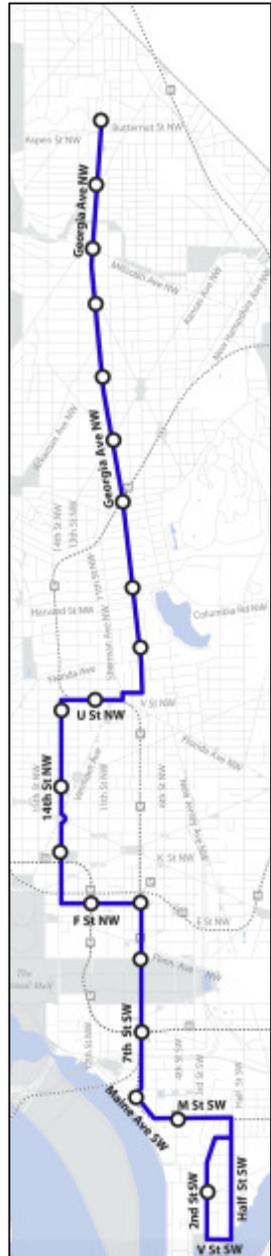
Alternative 1

(7th/Georgia)



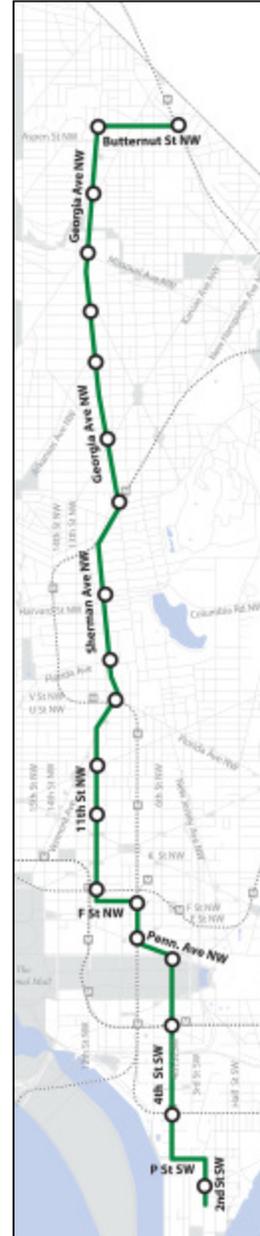
Alternative 2

(7th/F St/14th St/U St/Georgia)



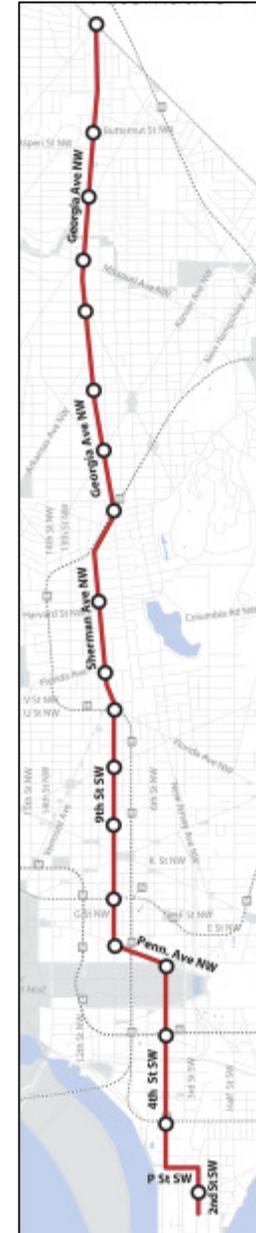
Alternative 3

(4th/Penn Ave/7th/F St/11th St/Vermont/Sherman/New Hampshire/Georgia/Butternut)



Alternative 4

(4th/Penn Ave/7th/F St/9th St/Vermont/Sherman/New Hampshire/Georgia/Butternut)



Extension to Silver Spring

- Limitations on Cross-Jurisdictional Implementation
- Coordinated with Montgomery County staff
- Evaluating Ridership Potential
- Identifying Potential Maryland Stakeholders
 - Montgomery County
 - SHA
 - MTA
 - WMATA
 - Purple Line
 - Silver Spring groups
- Identify a Process to Move Forward

North-South Corridor Planning Study

Stay Connected!

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