



North-South Corridor Planning Study



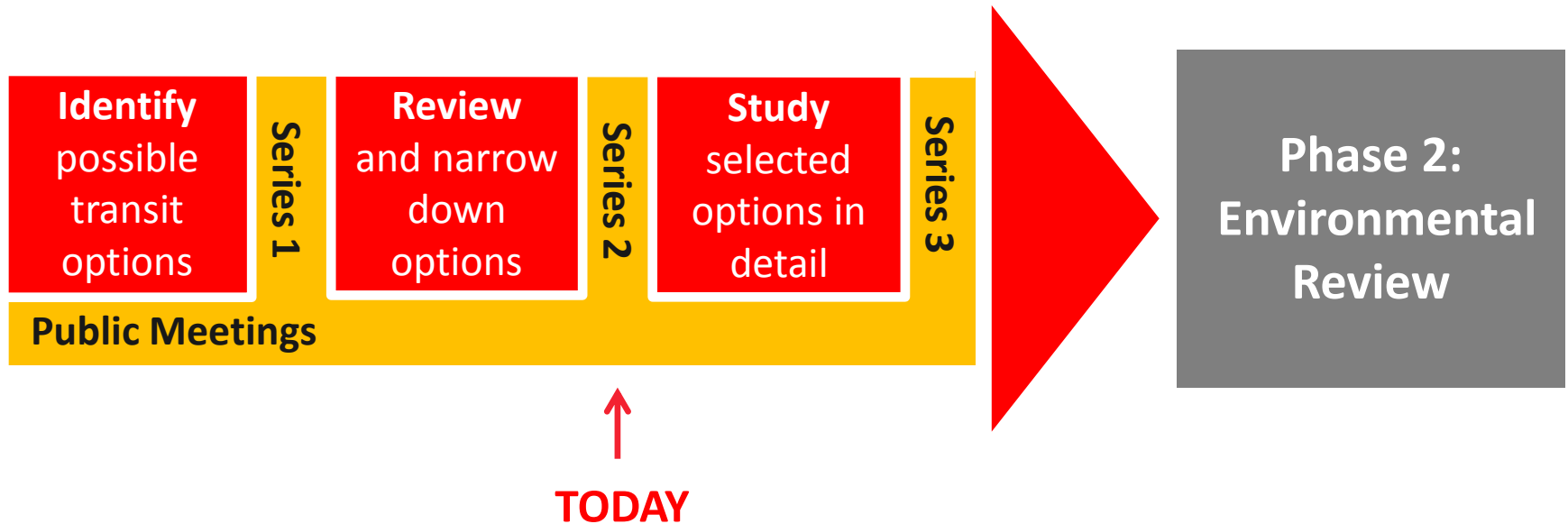
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Agenda

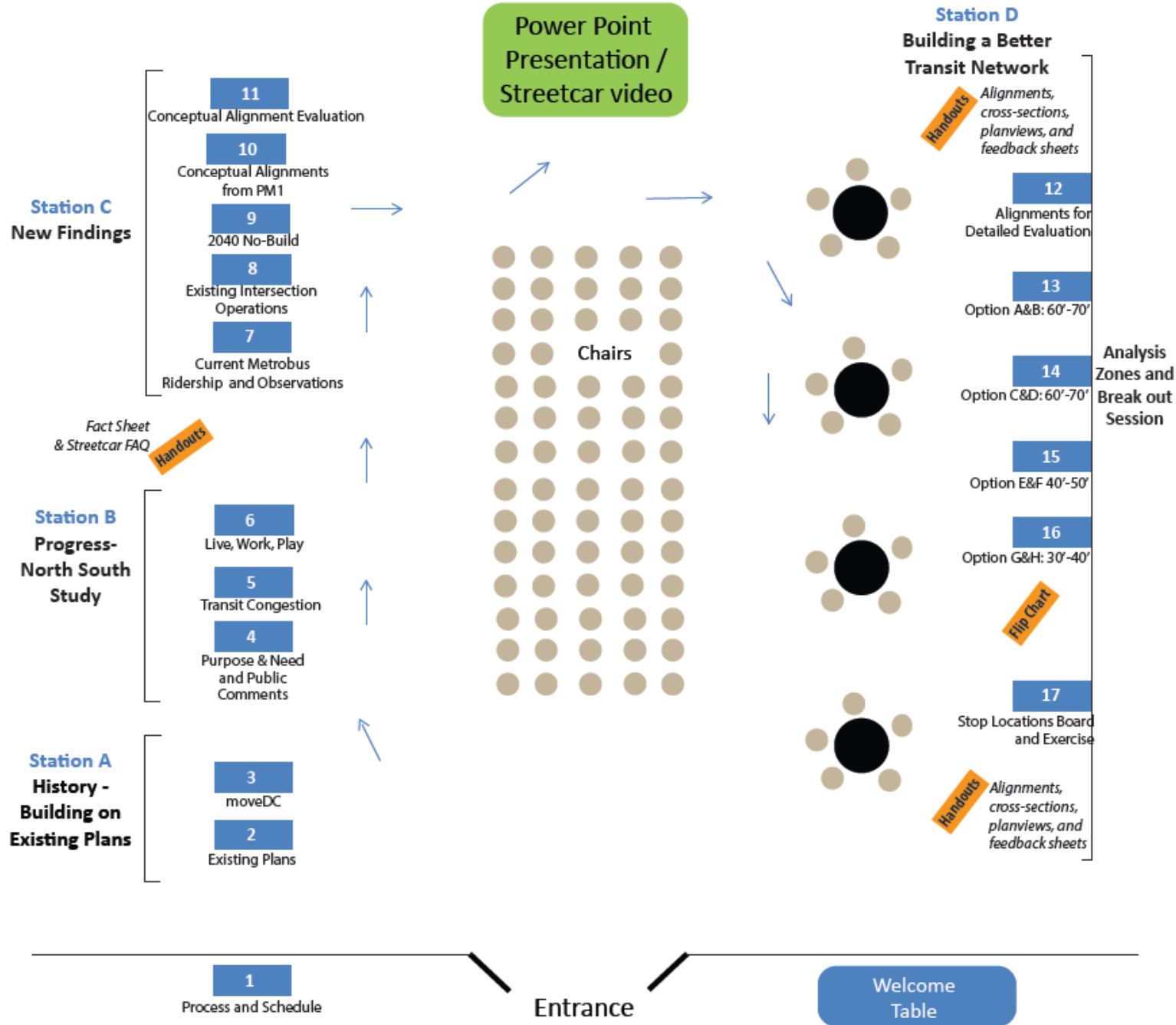
- Schedule & Process
- Room Layout
- Overview
- Existing Conditions
- Mode Choice
- Alignments and Cross Sections
- Breakout Sessions
- Next Steps



Schedule & Process



Room Layout



Overview

Background

- **More than 15 years of studies and plans:** North-South corridor would benefit from improved surface transit
- **Follows recent transit improvements:** Metrobus has added significant limited stop service on S and 70 lines
- **Public outreach:** Public meetings in November 2013, outreach to ANCs and community organizations

Purpose and Need

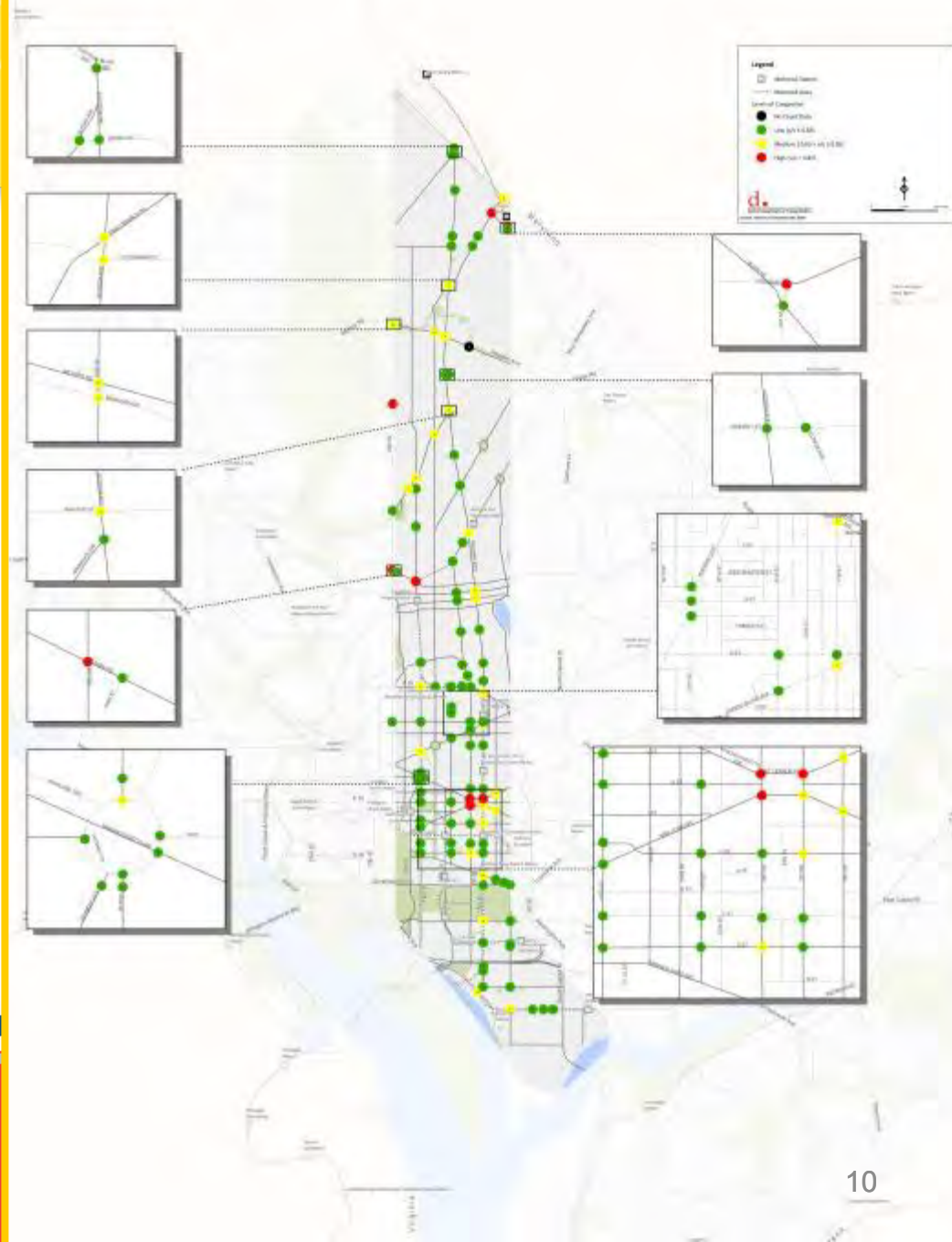
- **The purpose** is to evaluate reliable and comprehensive improved transit services along the North-South Corridor to enhance current transit service and to support existing neighborhoods and future growth in and along the corridor.
- **The needs are:**
 - Provide improved north-south surface transit connectivity
 - Improve transit reliability and decrease transit travel times
 - Increase transit capacity and person throughput
 - Improve transit stop and vehicle accessibility for limited mobility users
 - Increase transit mode share in the corridor
 - Support existing and future land use

Existing Conditions

Current Vehicle Travel Conditions

Existing vehicle travel conditions:

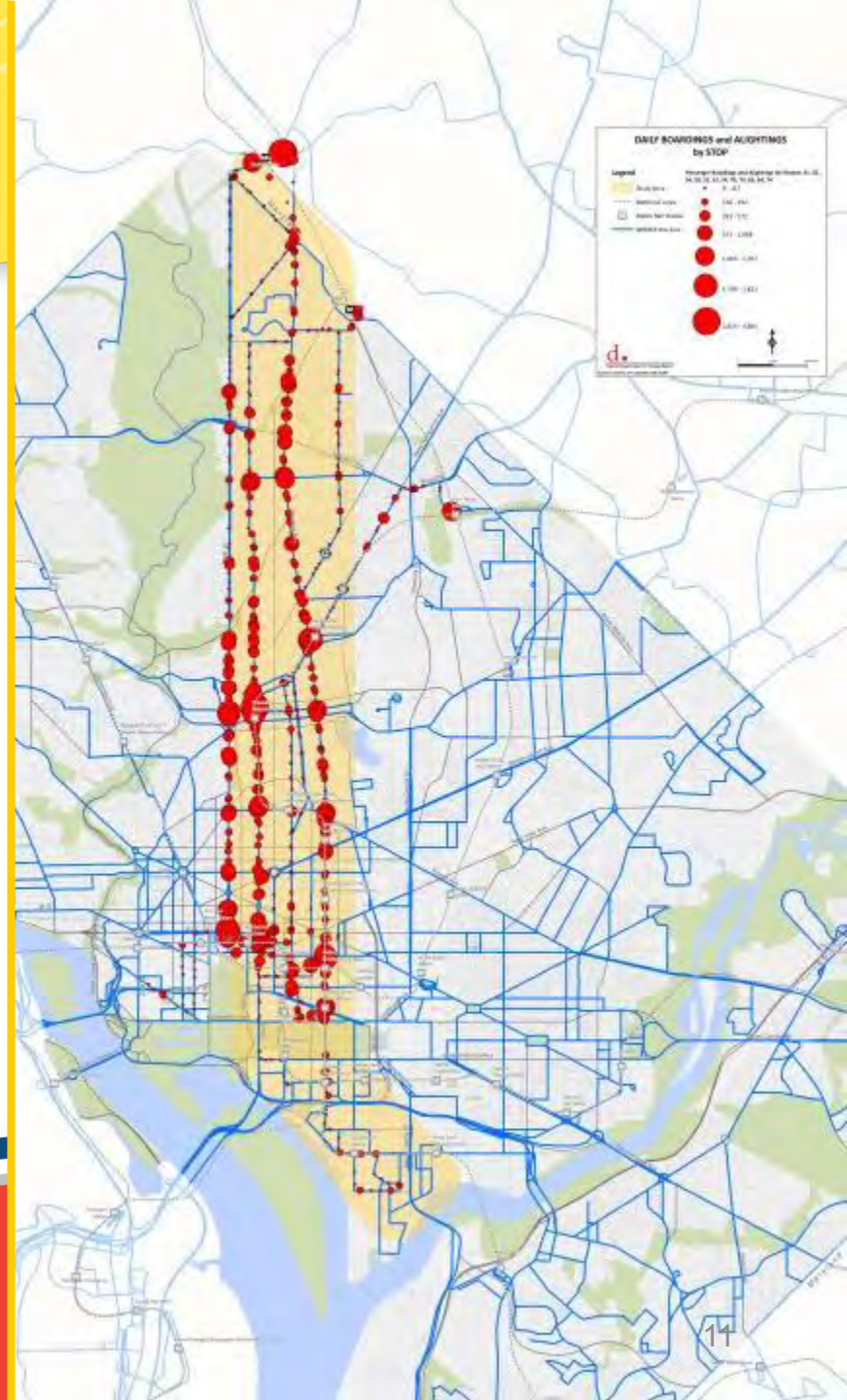
- Minor to moderate travel congestion in most corridors
- Pockets of more extreme travel congestion along 14th and 16th Streets
- Some travel congestion in the downtown core



Ridership Analysis

Existing ridership analysis in the corridor is based on:

- Bus boardings / alightings
 - +75,000 corridor bus riders per day
- Bus trips
 - +1500 trips made daily
- Maximum passenger bus loads
 - +33% of buses are over capacity
 - +90% of the routes experience between 132-162% capacity during the peak period
- Loads along routes
 - 80% load – (+)19% avg. length of route
 - 100% load – (+)11% avg. length of route



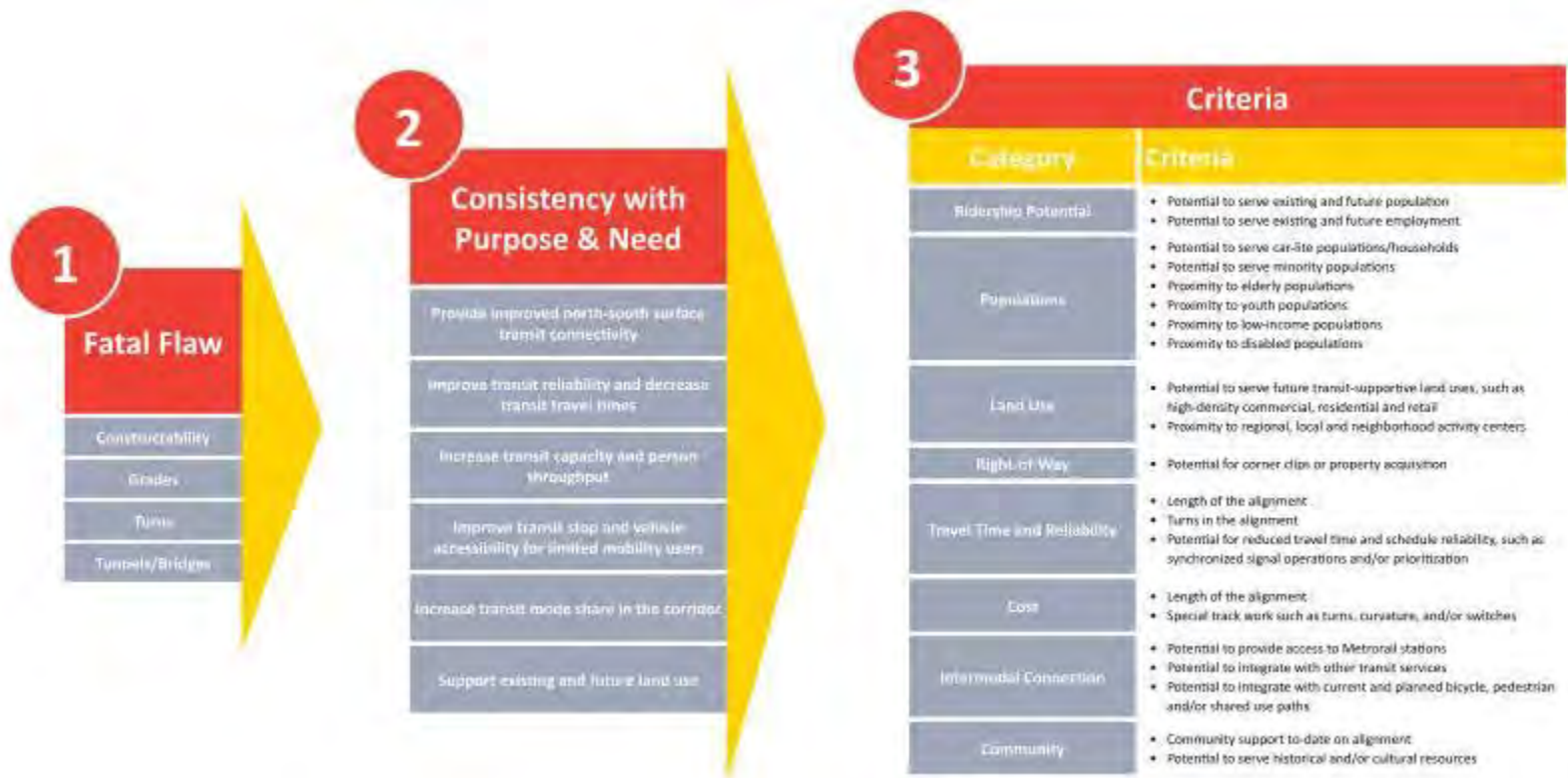
Mode Choice

Why Streetcar?

- **Increased capacity**
 - Greater vehicle passenger capacity
- **Complementary service**
 - Complimentary service that additional buses cannot provide
- **Improved accessibility and reliability**
 - Level-boarding improves accessibility for limited-mobility patrons as well as reliability of operations
- **Travel demand**
 - Expanded ridership market shifts travel demand to transit
- **Higher quality service**

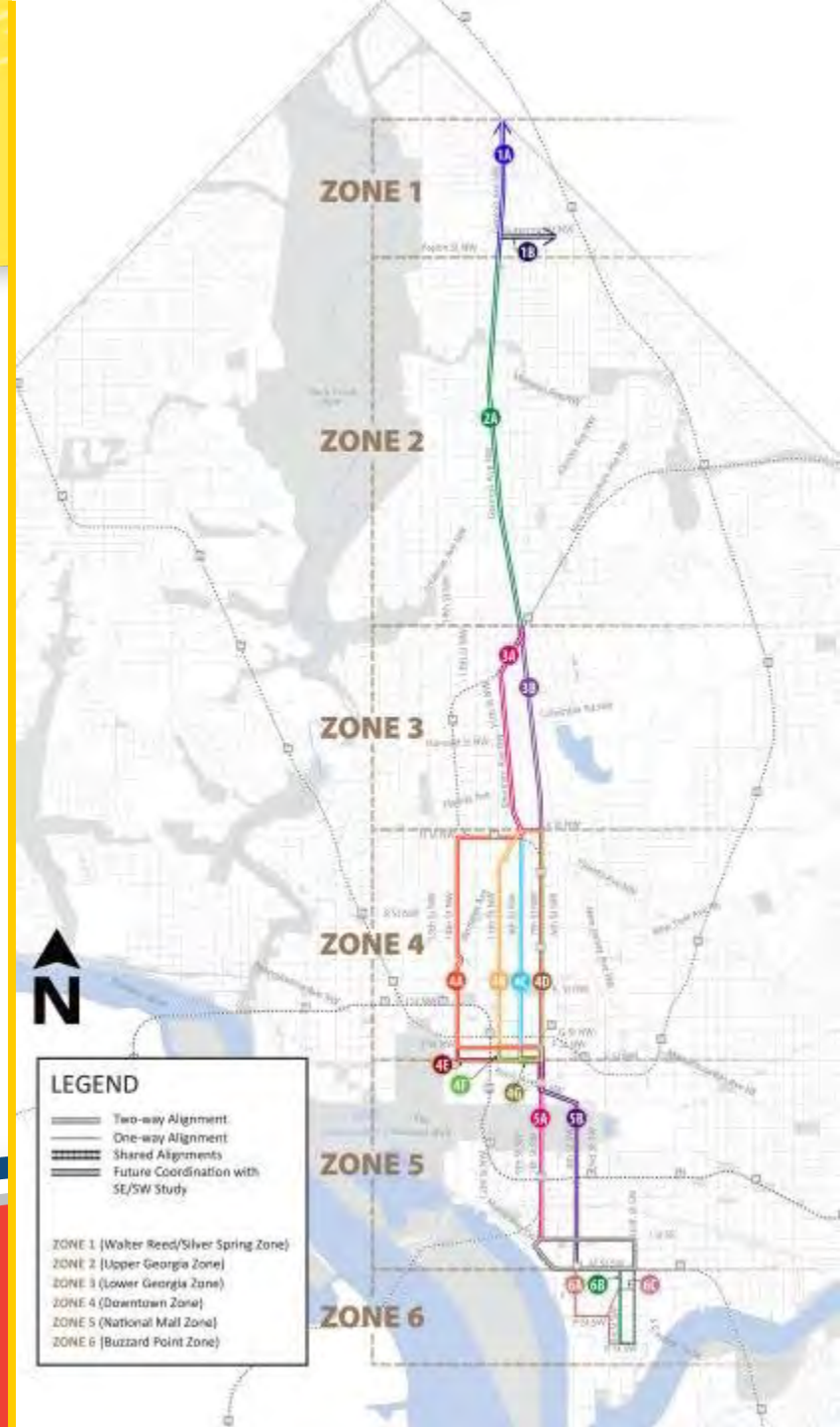
Alignments and Cross Sections

Evaluation Process

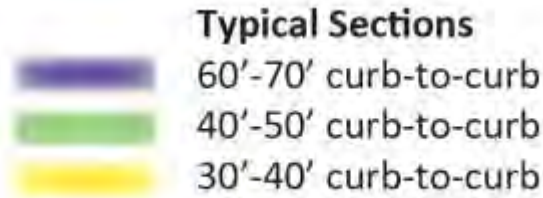


Conceptual Alignments

- Initial screening
- Separated into zones
- Removed fatal flaws
- Removed segments inconsistent with Purpose and Need
- Evaluation criteria:
 - Ridership potential
 - Environmental Justice populations
 - Land use
 - Potential right-of-way impacts
 - Travel time and reliability
 - Cost
 - Intermodal connections
 - Potential impacts to community / historic resources



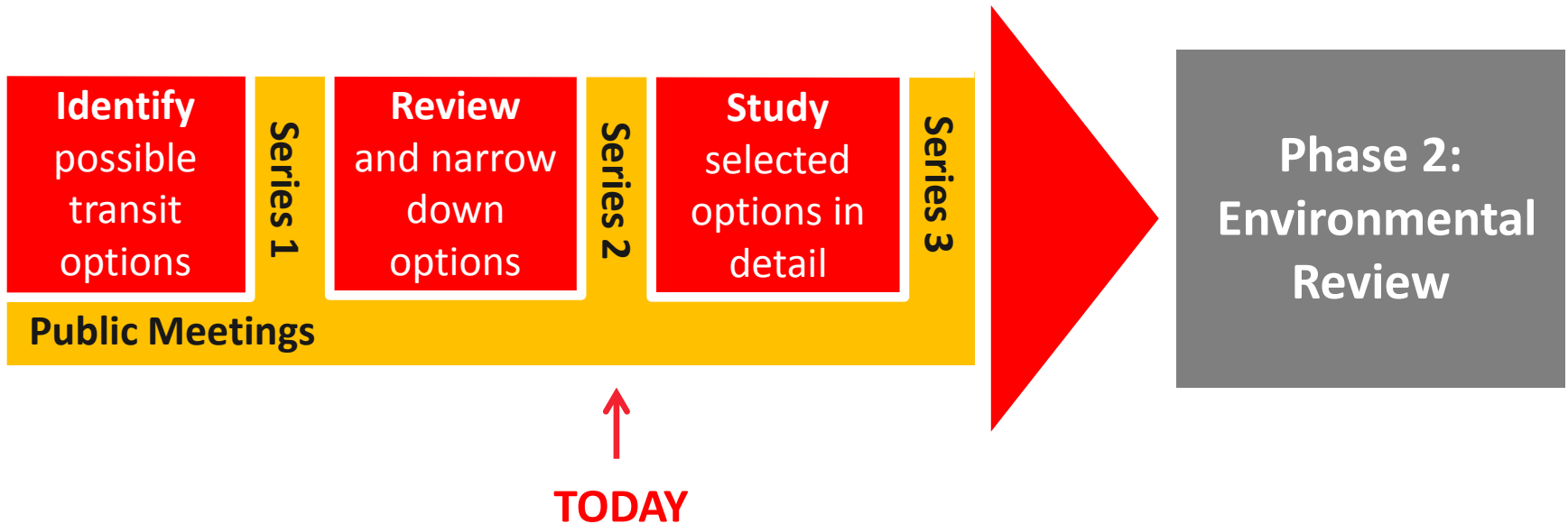
Cross Sections and Plan Views



EXISTING CONDITIONS



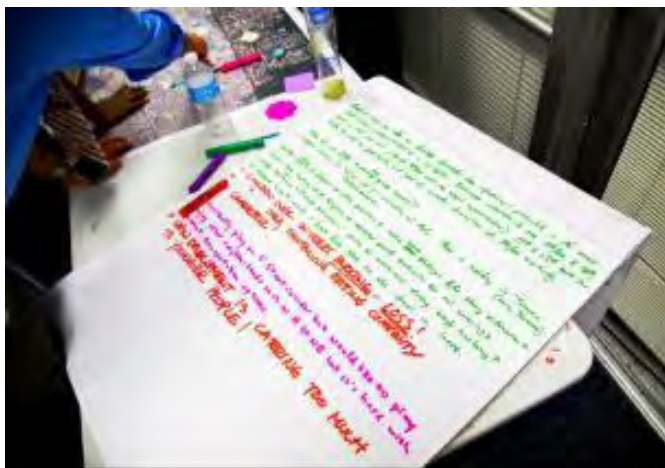
Schedule & Process



Breakout Sessions

Breakout Session

- Pros/cons of the conceptual alignments
- Pros/cons of the typical cross-sections and plan views
- Stop exercise



Next Steps

Give Us Your Input!

- Excellent
- Very good
- Good
- Average
- Poor



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Stay Connected!

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