



Introducing Streetcar Signalization

Train control testing continues on the system's new signals

Pop quiz: Are the H/Benning streetcars center-running or curbside-running? Trick question – the answer is actually 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.

How will streetcars manage these lane-crossings in a busy street of mixed traffic, alongside other cars and pedestrians? The answer lies inside small black boxes already installed along the corridor – our new streetcar signals.

For most of the corridor, the streetcars will follow existing traffic signals. But in locations where the streetcar must cross active lanes of vehicular traffic, additional signalization is required to help prevent collisions. These new signals are located at the Western Turnaround, the Starburst intersection, the entrance to the Car Barn Training Center and the Eastern Turnaround. The controls tell the streetcar operators when it is safe to proceed through an intersection or across shared lanes.

Although the streetcar signals are housed in similar boxes to vehicular traffic signals, there's no mistaking them for your standard green, yellow, or red lights. Rather than using solid colors to direct the streetcars, lighted red or white lines are used instead. The signal heads will be illuminated with a horizontal, diagonal or vertical line, depending on where the streetcar is going. The default position of any train control signal is the stop position, indicated by a horizontal red line. When the streetcars are able to proceed through an intersection, the streetcar signal will illuminate with a white line, pointed in one of three directions: left, right or horizontal.



(L) Streetcar signal indicating it is safe for the streetcar to proceed straight. (R) Streetcar "stop" signal in between regular signals.

Several unseen actions must take place before the signal lines are visible to the public. Loop detectors embedded in the streetcar tracks will 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 only changes when it is safe to do so. Normal vehicular operations and pedestrian crossings can continue once the streetcar moves across the intersection and the traffic signals turn green.

As always, pedestrians and motorists are advised to use caution when crossing intersections. Remember: "Look, Listen, Be Safe!"

look + listen 
be safe!

Anacostia EA and Section 106 Report Released

Public input sought on two remaining alternatives

The District Department of Transportation (DDOT) released the Anacostia Streetcar Extension Environmental Assessment (EA) and Section 106 Report on March 17th.

The Anacostia Streetcar Extension project is located in Ward 8's Historic Anacostia district. Conducted in accordance with the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Historic Preservation Act of 1966 (NHPA), the studies evaluate the environmental and cultural effects of extending DC Streetcar's Anacostia Initial Line (AIL) into historic Anacostia.

The release of the reports followed a series of public meetings and examined the purpose and need of the project, potential streetcar alignments, environmental and engineering findings, and historic and cultural impacts.

DDOT staff hosted a week-long public review session from March 31st through April 4th at the Anacostia Neighborhood Library to accept comments and respond to questions about the document. The reports will be finalized after the public comment period closes on April 18th.

The report outlines two transportation alternatives proposed as a result of information and public comments gathered throughout the study. The alternatives include a no-build option and two scenarios for improving the multi-modal transportation network along the proposed streetcar extension. The streetcar line would run from the Anacostia Metro Station to the foot of the 11th Street Bridge at Martin Luther King Jr. Avenue SE and Good Hope Road SE.

Project Benefits

- Enhance mobility and connectivity to the Anacostia community
- Support economic development opportunities
- Foster environmental preservation and sustainability
- Accommodate population and employment growth



DDOT staff hosting library hours for public comment and review.

Alternatives

The EA compares the effects of building a streetcar alternative with relying on existing transportation improvements to meet future needs, called the no-build alternative. Ten build alternatives and the no-build alternative were evaluated for the Anacostia Streetcar Extension. The following two build alternatives remain as candidates as the preferred alternative:

Alternative 4 (Martin Luther King Jr. Avenue SE/ Shannon Place SE) would extend from the Anacostia Initial Line (AIL) northern terminus at the intersection of Howard Road SE and Firth Sterling Avenue SE along Howard Road SE, connecting to the Anacostia Metro station, and then traveling northeast onto Martin Luther King Jr. Avenue SE. At Chicago Street SE the streetcar alternative would form a one-way loop on Chicago Street SE, Shannon Place SE and Martin Luther King Jr. Avenue SE.

Alternative 9 (CSX Railroad Double Track Alternative) would extend north from the AIL northern terminus at the intersection of Howard Road SE and Firth Sterling Avenue SE, enter the existing CSX railroad right-of-way at Howard Road SE, and continue northeast toward the 11th Street Bridge approach, where it would terminate just south of Good Hope Road SE.

More information can be found at <http://www.dcstreetcar.com/projects/future-lines/anacostia-extension/>.

#SpringingForStreetcar

Corridor contest helps usher in Spring

Spring has sprung...*finally!* On Friday, March 21st, the DC Streetcar Communications Team hit the H/ Benning corridor with DC Streetcar swag to usher in the first day of spring.

The team walked the corridor to interact with excited community members and restaurant patrons, answering questions and inviting them to enter the #SpringingForStreetcar contest. Participants were asked to grab some DC Streetcar sunglasses, post a picture of themselves wearing them and tag @DCStreetcar on one of our social media channels. The winner was selected at random and received a prize pack including a \$75 Smith Commons gift card and various DC Streetcar collectables.

Missed the contest? Don't worry! There will be more giveaways as we get closer to passenger service.



Our prize pack winner was the mother of these cool kids #springingforstreetcar and wearing their DC Streetcar swag on H Street.

Meet the DC Streetcar Interns

DC Streetcar interns share some of their experiences

The Phelps Architecture, Construction and Engineering (ACE) High School interns brought on board by the Design-Build Team have been learning the ins and outs of the DC Streetcar Project since last fall. Here's what Cristal and Shakia, the Phelps ACE interns, had to say:

Q: *It's been about six months since you've both been interning with DC Streetcar. What's one thing you have learned so far?*

Cristal: I've learned that with DC Streetcar it's not as easy as just putting something on the road. You have to think about the environment before you start something.

Shakia: I've learned more about math. It's not as intimidating as it looks when you're learning it in school. It's better when you're actually doing it in an environment that you will be in after college.



DC Streetcar Interns: (L) Shakia Scott and (R) Cristal Coleman

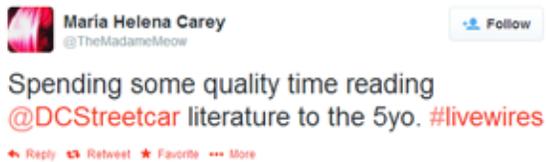
Q: *What excites you most about the DC Streetcar Project?*

Shakia: I love that it is coming back to DC. I look forward to being able to use and ride it.

Cristal: Seeing how the streetcars won't cause as much havoc and traffic as people say it will.

Overheard by @DCStreetcar

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New Bike Lanes Installed

G and I Streets are now a safer alternative to biking along H Street NE



The contraflow bike lanes that line G and I Streets

Contraflow bikes lanes were just installed along G Street NE and I Street NE to provide a safer alternative for the many cyclists who travel along the extremely busy H Street corridor. With DC Streetcar well into safety testing and preparing for passenger service, cyclists are now provided with an option for riding that ensures their bicycles won't get caught between the streetcar tracks on H Street.

The new contraflow bike lanes were endorsed by the surrounding Advisory Neighborhood Commissions (ANCs) and allow cyclists to travel against traffic in lanes marked by solid, double-yellow lines. Painted bike symbols and arrows indicate the travel direction. In areas where cars and bicycles have to share space, lane markings are placed in the adjacent lane. A similar design can be found on New Hampshire Avenue NW.

Cyclists and motorists should continue to use caution as they travel along the roadway. Extra attention should be paid in the sections of roadway where drivers will have to cross the double yellow lines to park. We hope the local cycling community enjoys using the new contraflow bike lanes and the safety they provide.