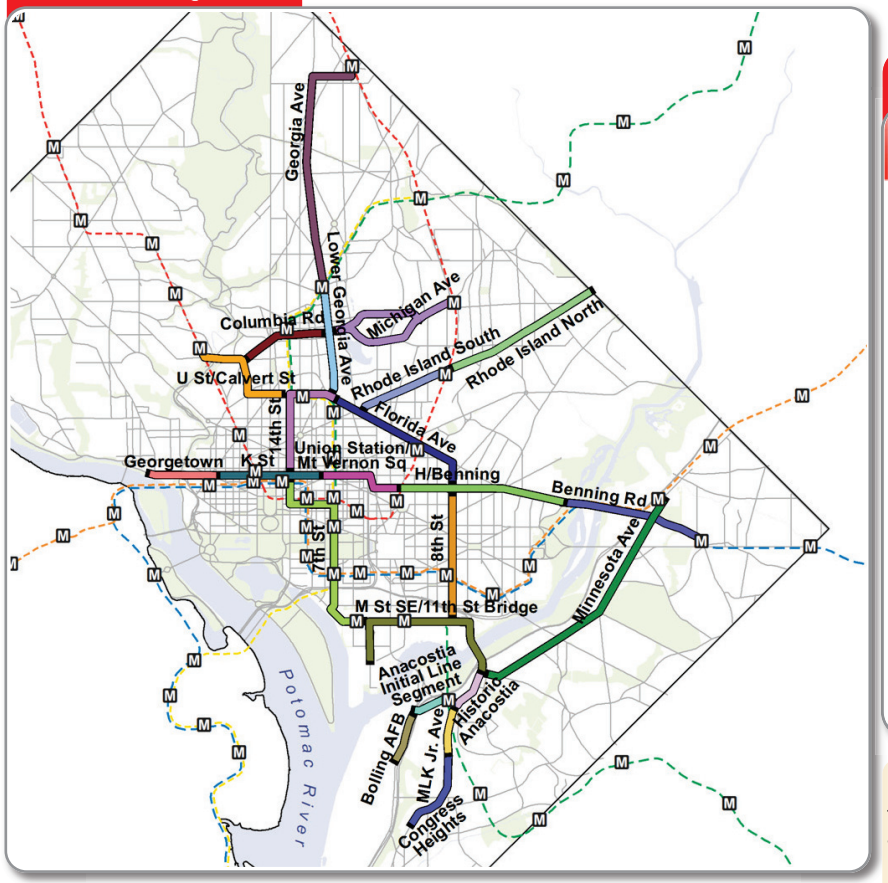
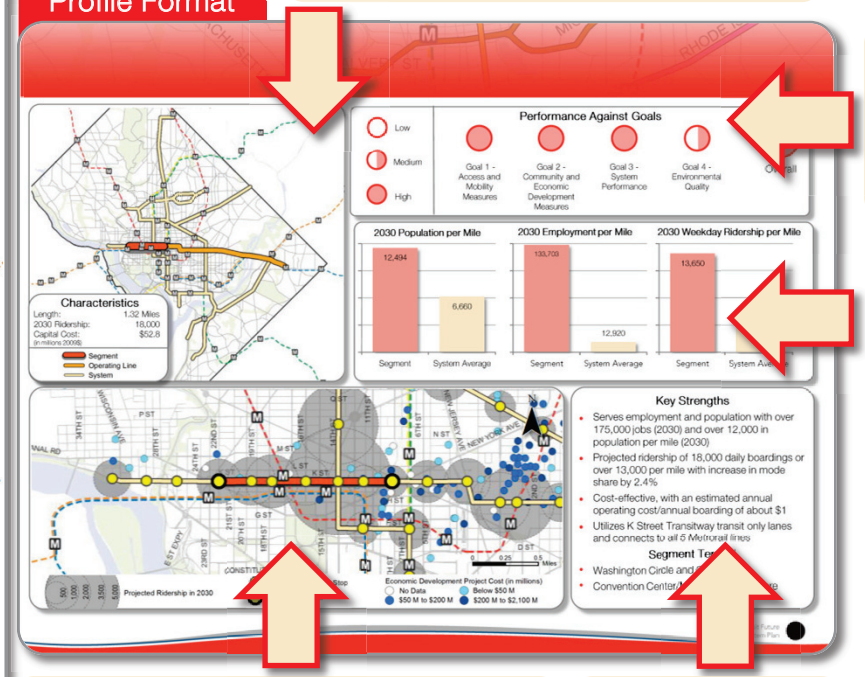
STREETCAR SEGMENT PROFILES

Streetcar Segments



Profile Format

Key map showing location of segment in DC Streetcar system, ridership from travel demand model, segment length and capital cost estimate (in 2009$)



Segment performance against goals as described in Appendix B

Graphs showing population per mile, employment per mile, and ridership per mile within a quarter mile of segment station stops

Each graph compares segment performance to the average performance of the whole DC Streetcar system

Ridership, population and employment data were estimated using the MWCOG v.21D Rd 7.2 data and the travel demand model originally developed for the DC Alternatives Analysis based on the MWCOG model

Map of segment showing stop locations, ridership from travel demand model and adjacent economic development projects identified by the Office of the Deputy Mayor of Planning and Economic Development and Washington, DC Economic Partnership

Key strengths of the segment and segment termini based on the results of the evaluations described in Appendix B

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STREETCAR SEGMENT PROFILES – INITIAL PROJECTS

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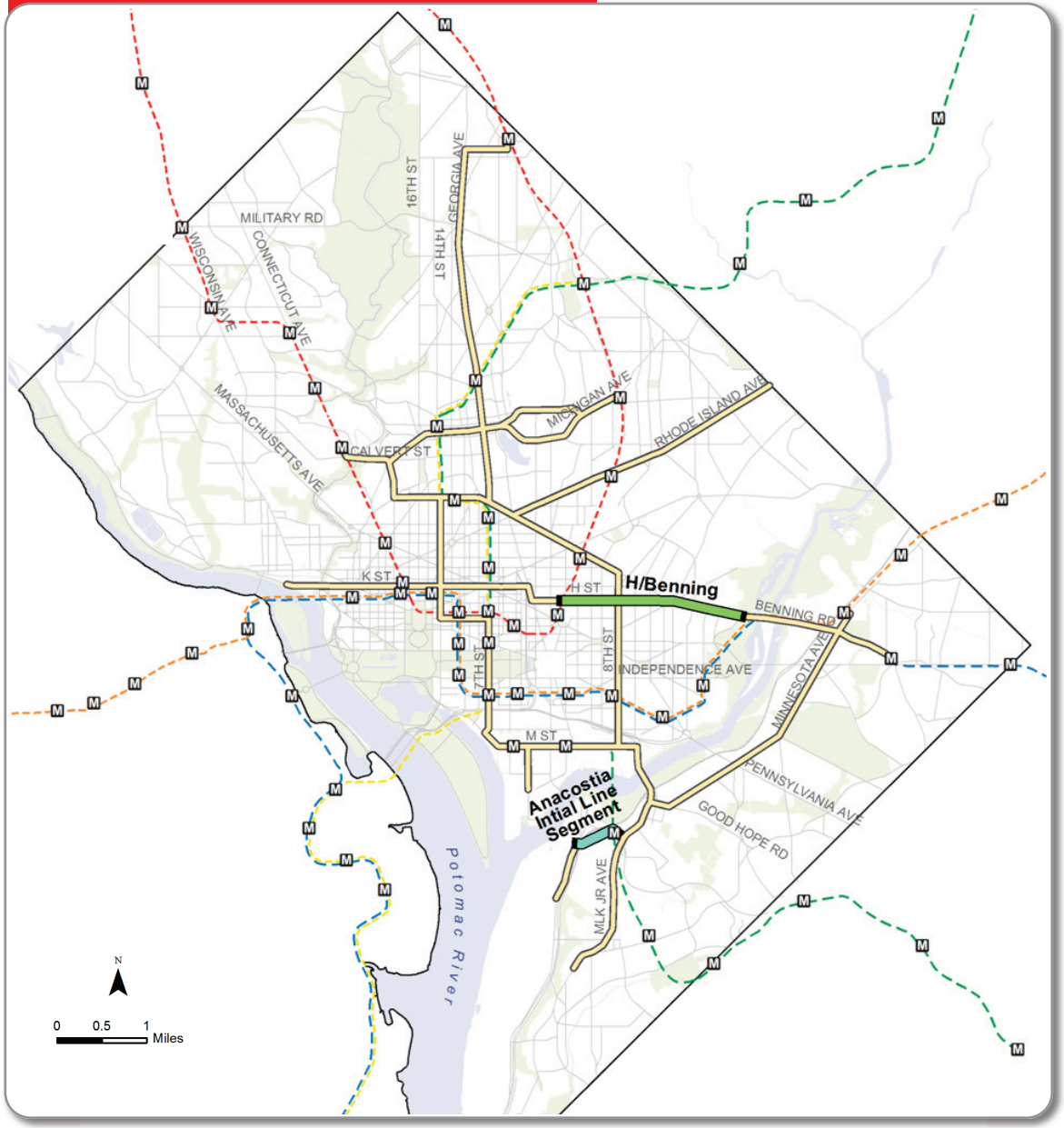
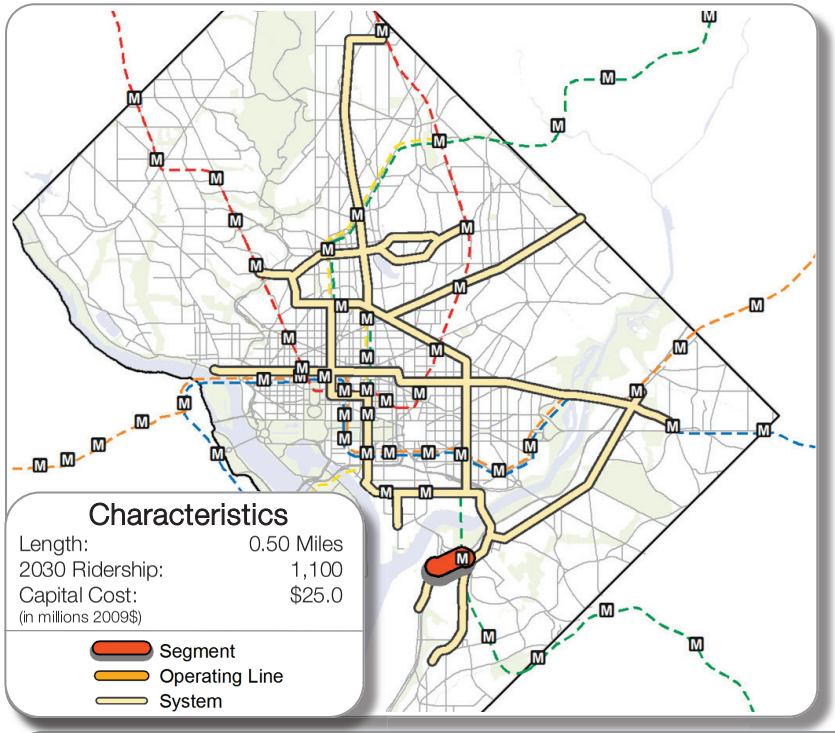
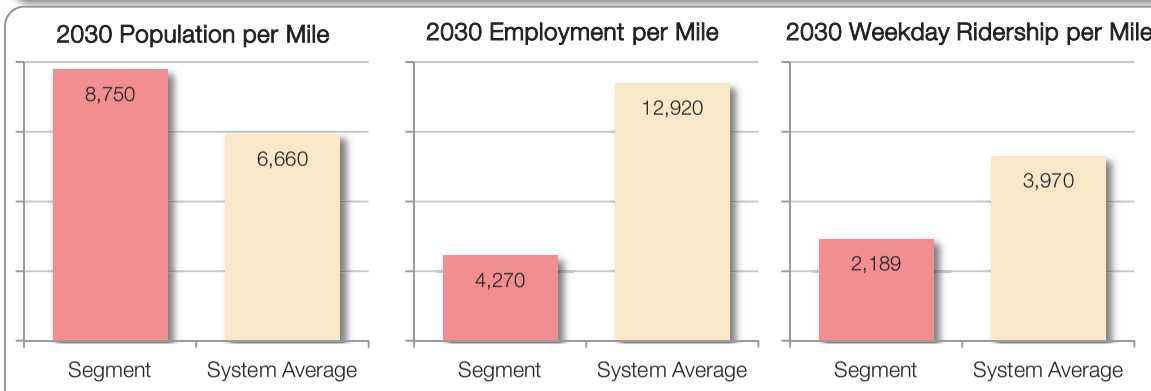
Initial Projects Streetcar Segments

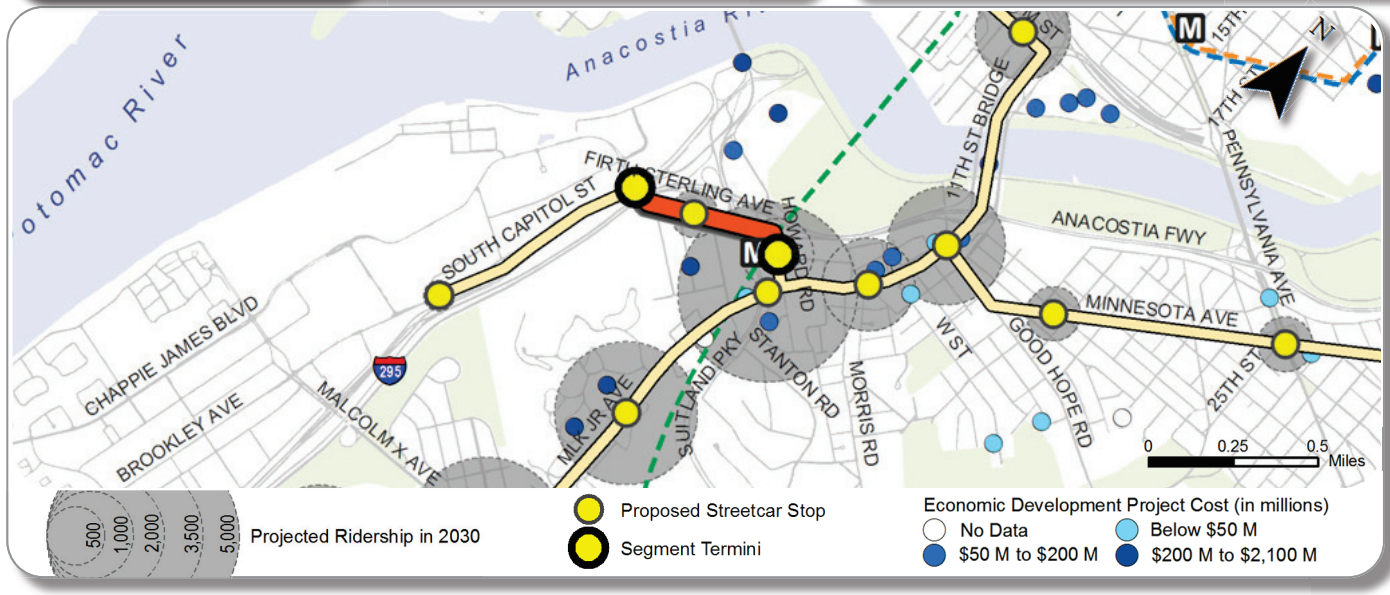


Anacostia Initial Line Segment



Note: The Anacostia segment was not rated for evaluation since it was already scheduled for construction at the time of the system studies.





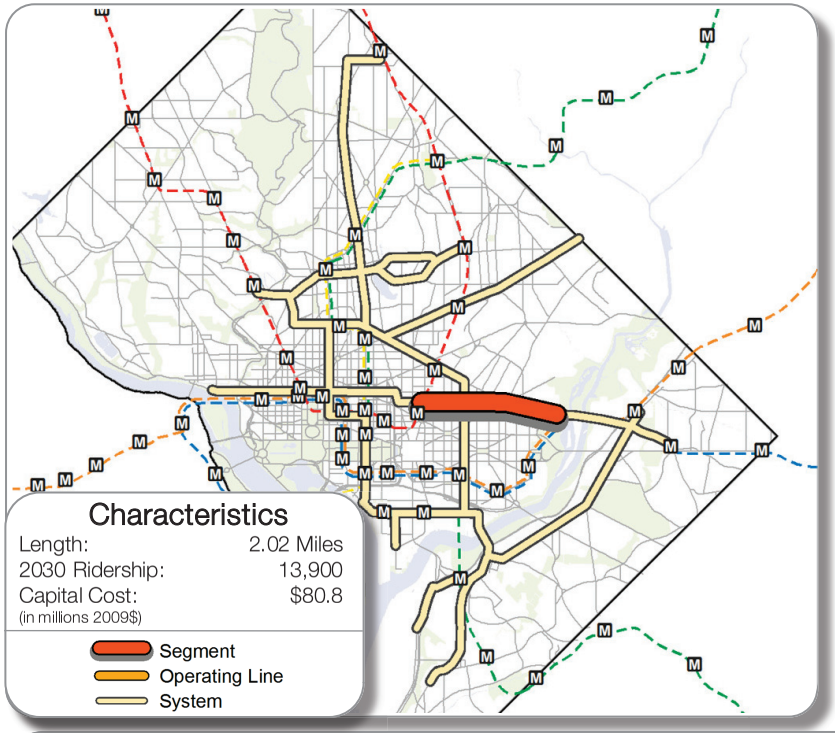
Key Strengths

- Connects Navy Annex and Barry Farms Residential Area to Anacostia Metro Station
- Will be the first streetcar segment for the system providing an opportunity for the public to see and experience streetcar vehicles in operation
- Connects to the first maintenance and storage facility for the system east of the river.

Segment Termini

- Access to Navy Annex
- Anacostia Metrorail Station and connection to Historic Anacostia and Martin Luther King Jr Ave Streetcar

H/Benning



Characteristics

Length:	2.02 Miles
2030 Ridership:	13,900
Capital Cost: (in millions 2009$)	$80.8

Segment
Operating Line
System

Low
Medium
High

Performance Against Goals

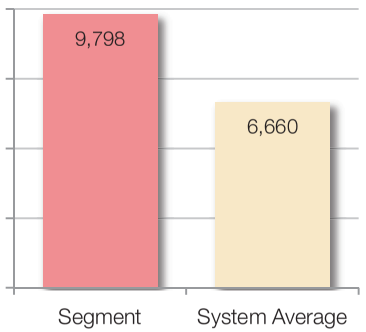
Goal 1 - Access and Mobility Measures

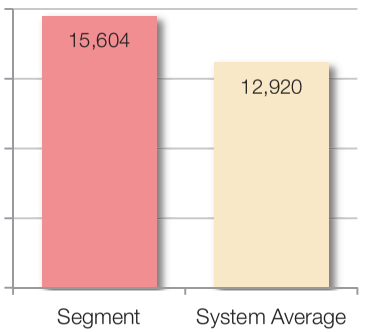
Goal 2 - Community and Economic Development Measures

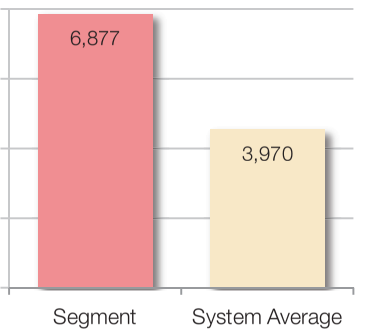
Goal 3 - System Performance

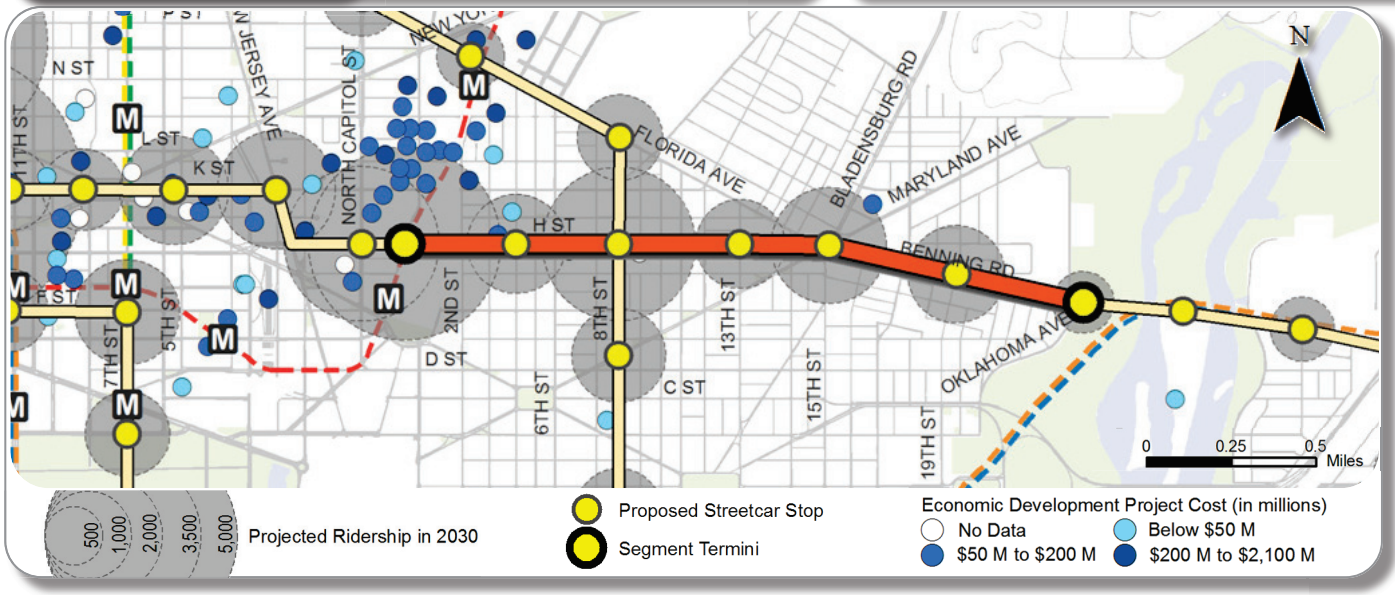
Goal 4 - Environmental Quality

Overall









Key Strengths

- Ridership of nearly 14,000 daily boardings or nearly 7,000 per mile with 2.2% increase in mode share
- Located along a Great Street corridor serving planning initiatives, redevelopment sites, and the H Street commercial district
- Significant travel time savings and increase in carrying capacity by nearly 85%
- Cost-effective, with annual operating cost per annual boarding of about $1

Segment Termini

- Union Station/Mount Vernon Square
- RFK Stadium redevelopment area, Spingarn High School , and Spingarn-Langston Recreation Center