# STREETCAR SEGMENT PROFILES – PHASE 1

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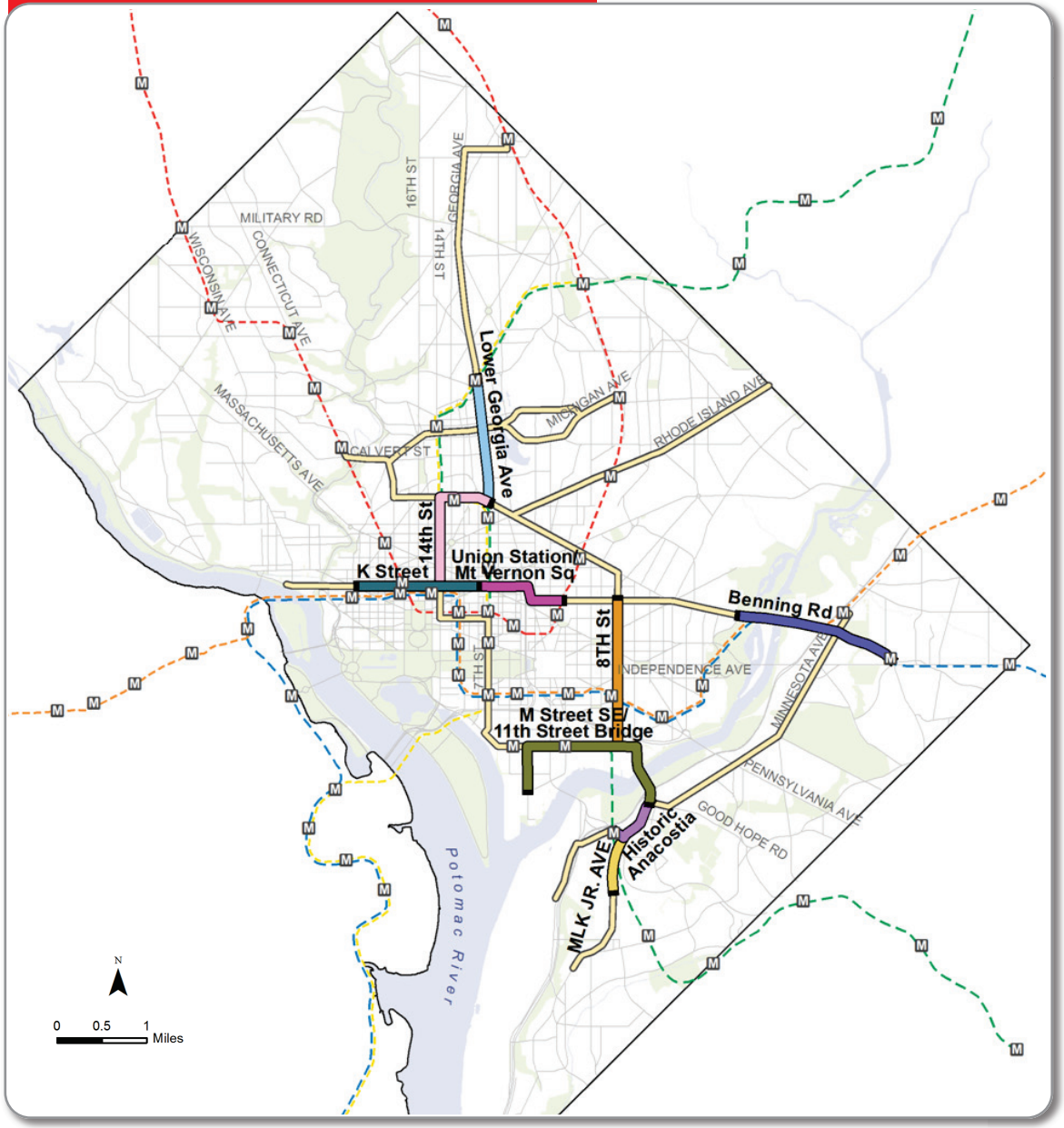
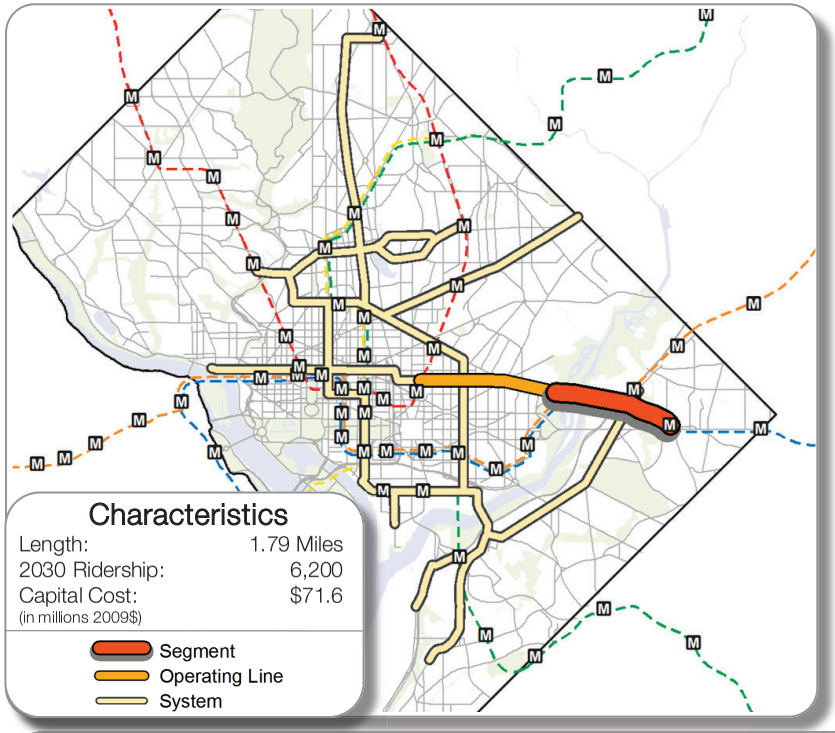
## Phase 1 Streetcar Segments



# Benning Road



## Characteristics

| | |
|---|---|
| Length: | 1.79 Miles |
| 2030 Ridership: | 6,200 |
| Capital Cost: (in millions 2009$) | $71.6 |

Segment
Operating Line
System

Low
Medium
High

## Performance Against Goals

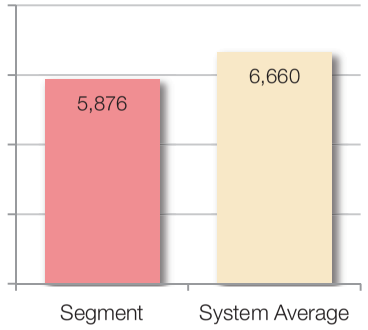
Goal 1 - Access and Mobility Measures

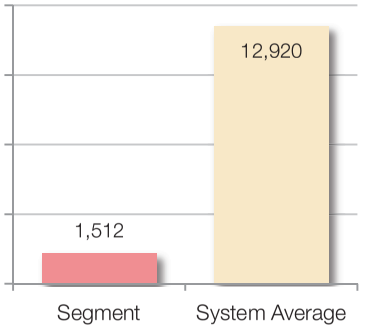
Goal 2 - Community and Economic Development Measures

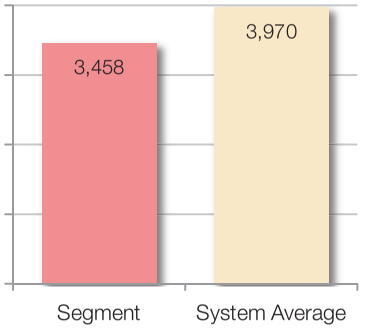
Goal 3 - System Performance

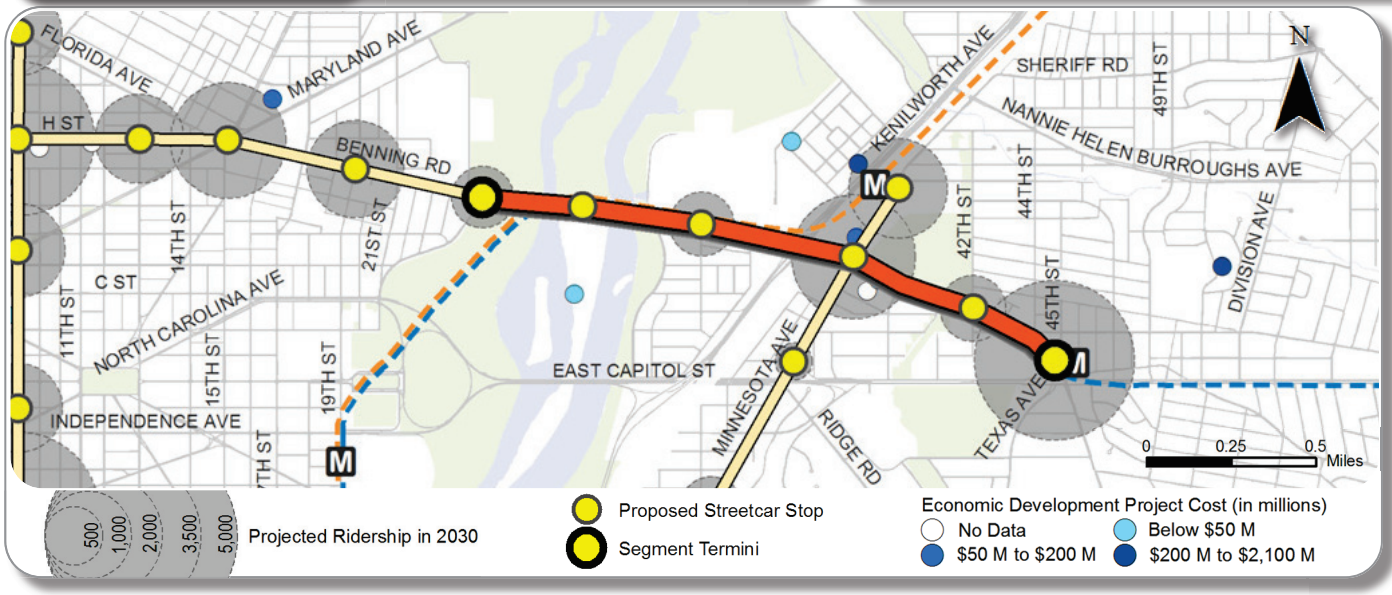
Goal 4 - Environmental Quality

Overall



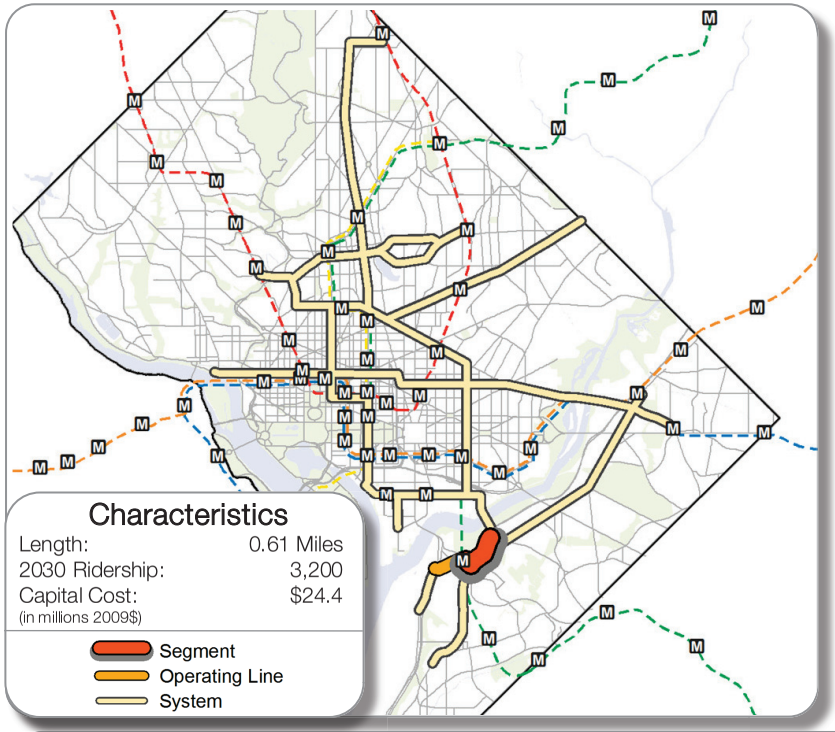

## Key Strengths

- Projected ridership of over 6,000 daily boardings or 3,000 daily boardings per mile
- Located along a Great Street corridor and serves planning initiatives and redevelopment
- Connection to Metrorail at two locations
- Connects residential areas east of the Anacostia River to commercial centers and job opportunities west of the Anacostia River

## Segment Termini

- RFK Stadium redevelopment area, Spingarn High School, Spingarn-Langston Recreation Center, and connects to H/Benning Streetcar
- Benning Road Metrorail Station and adjacent commercial center

# Historic Anacostia



## Characteristics

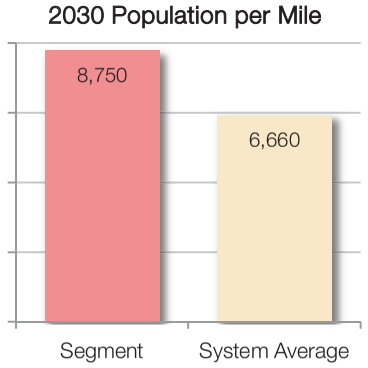
| | |
|---|---|
| Length: | 0.61 Miles |
| 2030 Ridership: | 3,200 |
| Capital Cost: (in millions 2009$) | $24.4 |

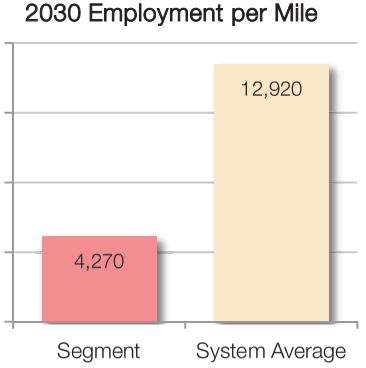
Segment
Operating Line
System

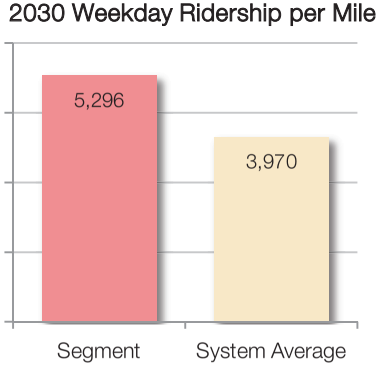
## Performance Against Goals

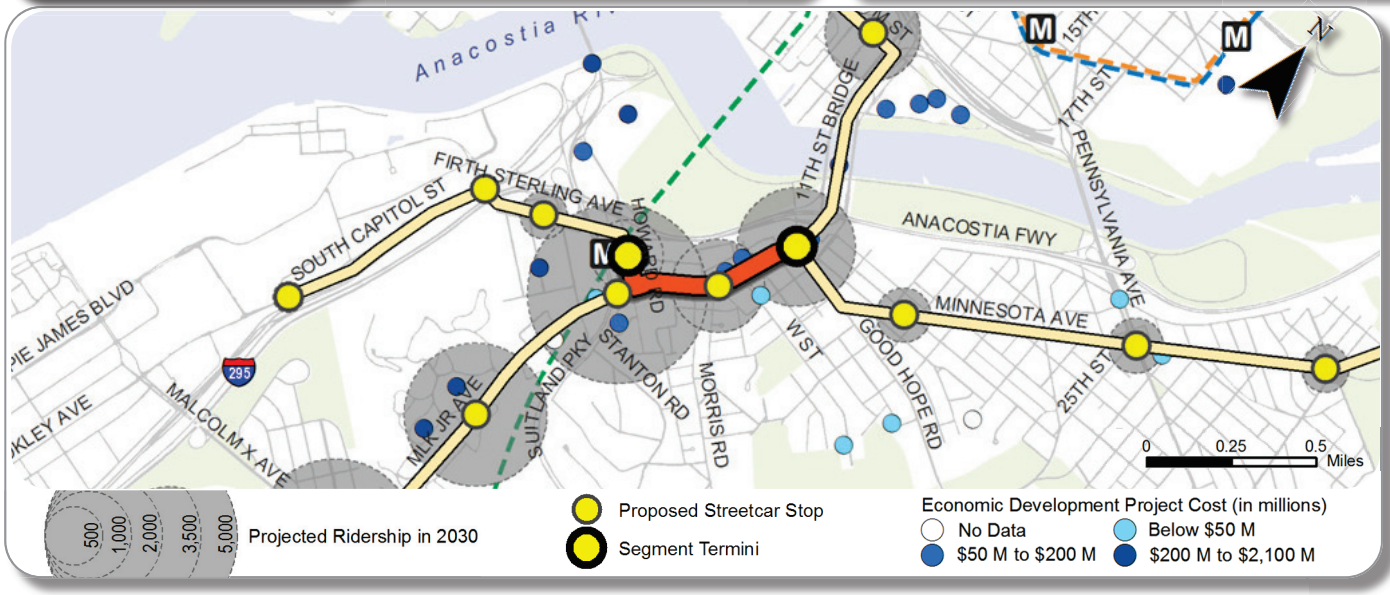
Low
Medium
High

| Goal 1 - Access and Mobility Measures | Goal 2 - Community and Economic Development Measures | Goal 3 - System Performance | Goal 4 - Environmental Quality | Overall |
|---|---|---|---|---|
| High | Medium | Medium | Low | Medium |



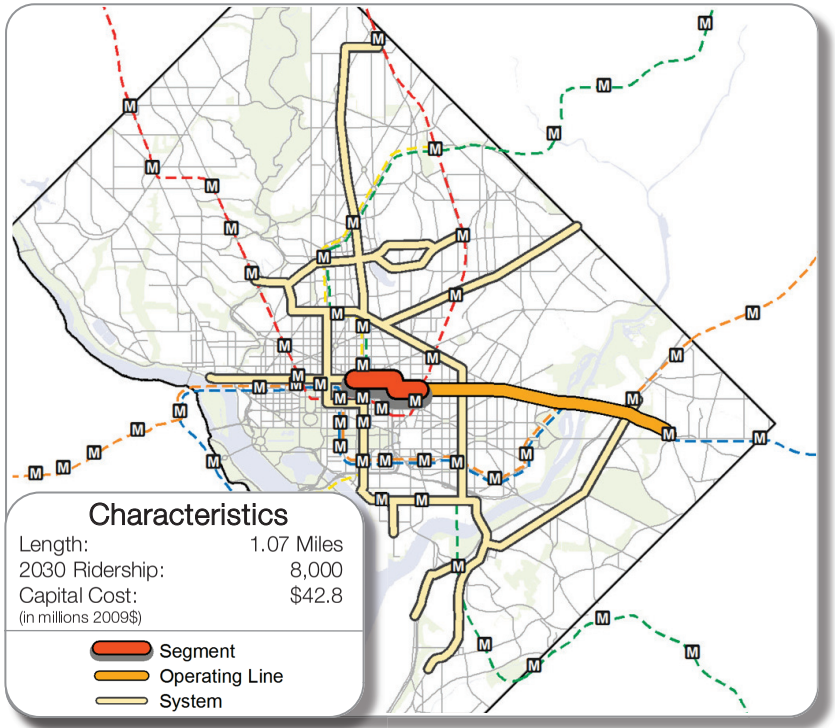

## Key Strengths

- Ridership of 3,000 daily boardings or about 5,000 daily boardings per mile (in 2030)
- Connects Historic Anacostia commercial district to the Anacostia Metrorail Station
- Connects to Anacostia Initial Line Segment with connections to Navy Annex area

## Segment Termini

- Anacostia Metrorail Station and connects to Anacostia Initial Line Segment Streetcar
- Good Hope Road/11th Street Bridge and Historic Anacostia commercial business district

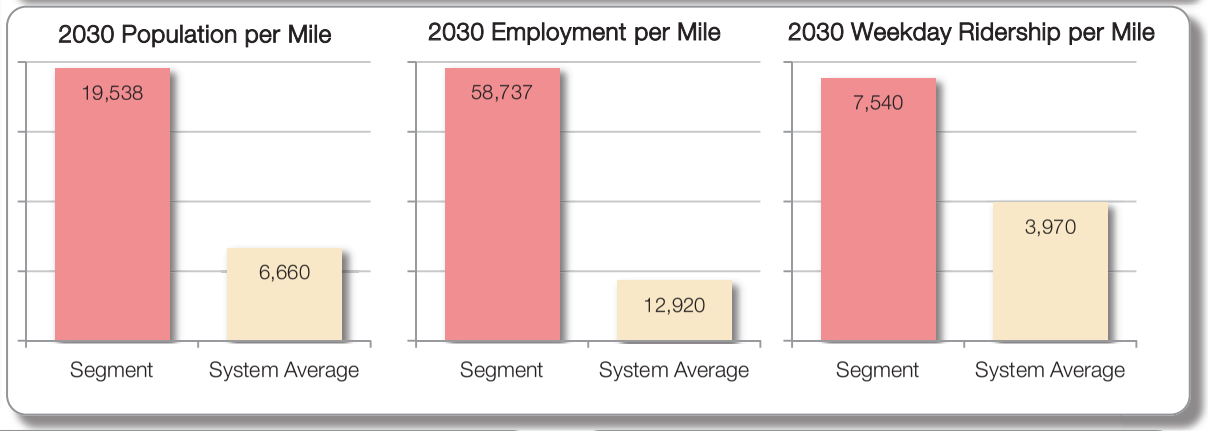
# Union Station/Mount Vernon Square

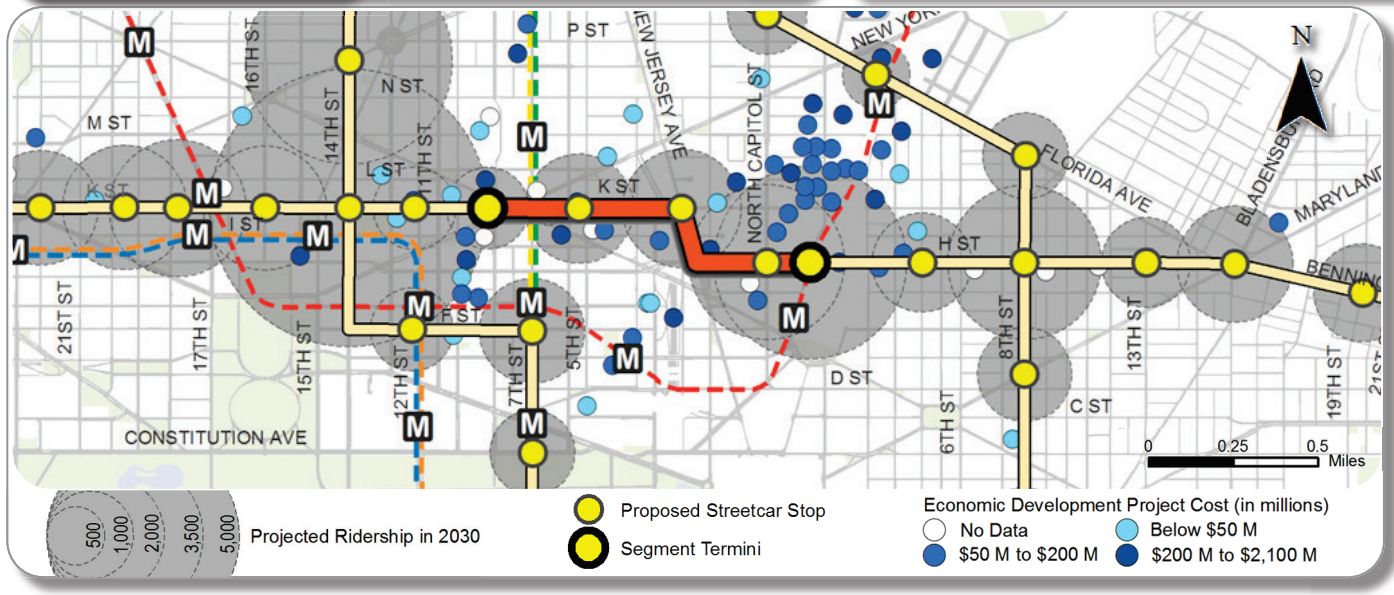


## Characteristics

| | |
|---|---|
| Length: | 1.07 Miles |
| 2030 Ridership: | 8,000 |
| Capital Cost: (in millions 2009$) | $42.8 |

Segment
Operating Line
System



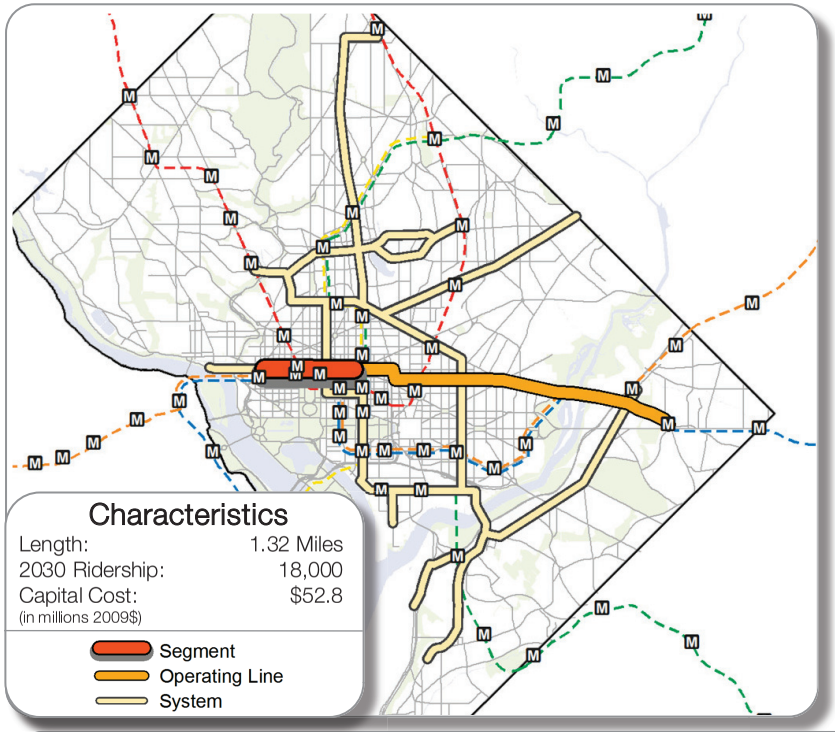

## Key Strengths

- Projected ridership of 8,000 daily boardings or over 7,000 per mile with increase in mode share by 2.4%
- Cost-effective, with an estimated annual operating cost/annual boarding of about $1
- Connects Convention Center with Union Station intermodal center

## Segment Termini

- Convention Center and Mount Vernon Square
- Union Station Intermodal Transit Center and connects to H/Benning Streetcar

# K Street



## Characteristics

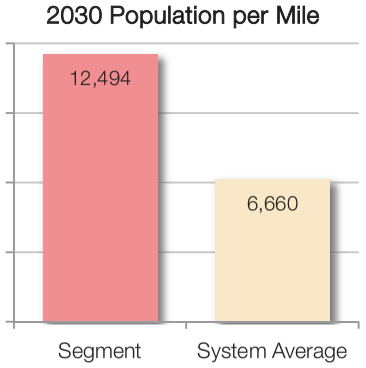
| | |
|---|---|
| Length: | 1.32 Miles |
| 2030 Ridership: | 18,000 |
| Capital Cost: (in millions 2009$) | $52.8 |

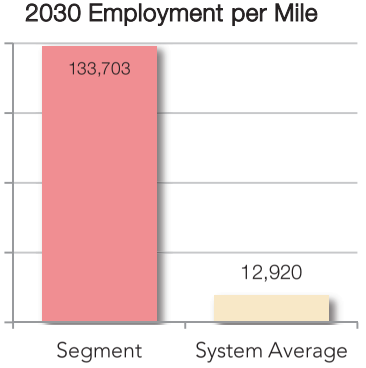
Segment
Operating Line
System

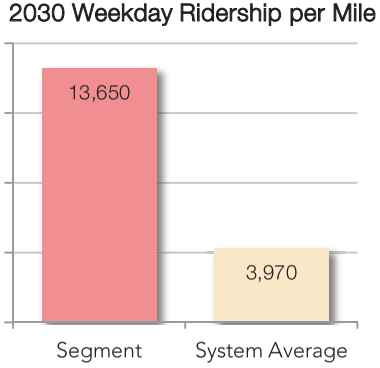
## Performance Against Goals

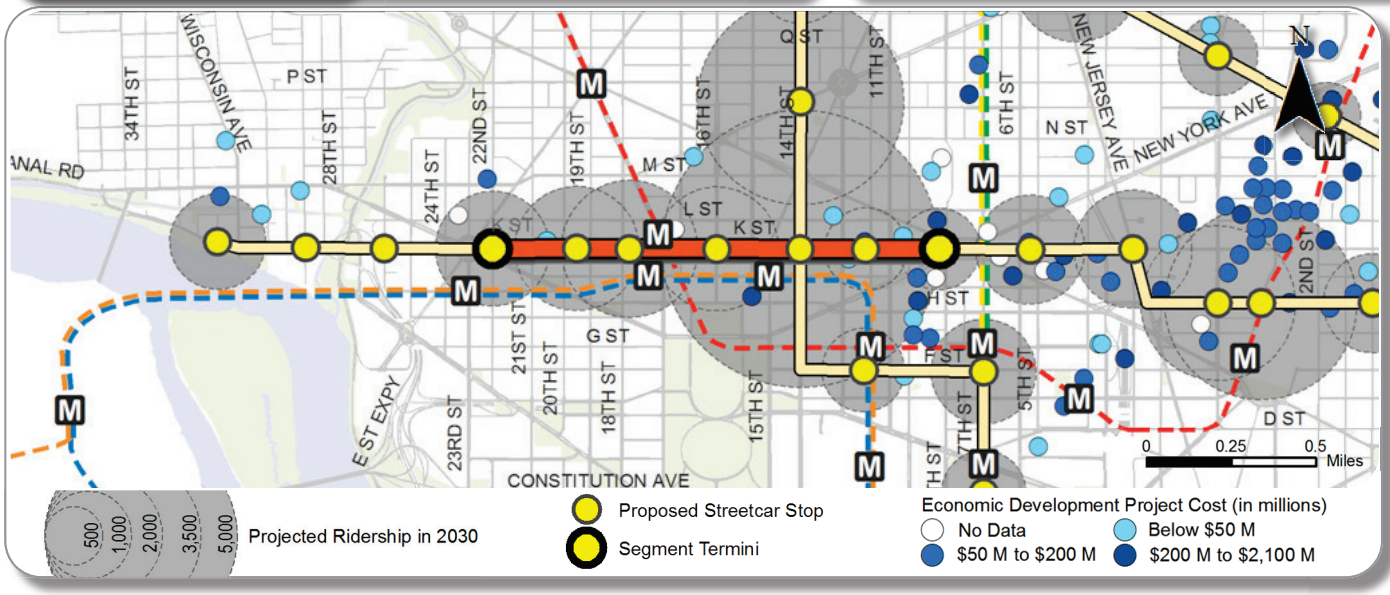
Low
Medium
High

Goal 1 - Access and Mobility Measures
Goal 2 - Community and Economic Development Measures
Goal 3 - System Performance
Goal 4 - Environmental Quality
Overall



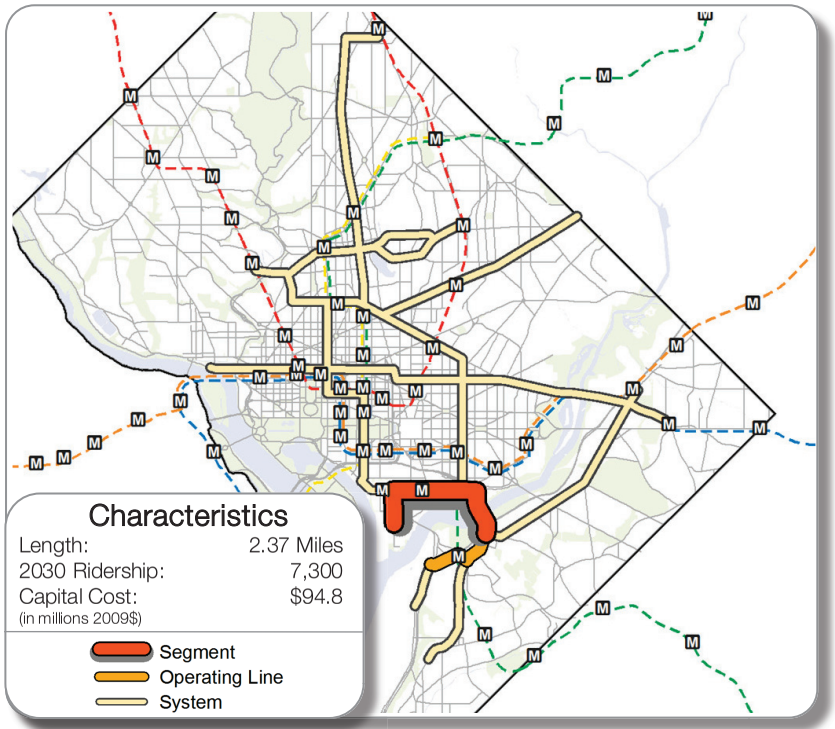

## Key Strengths

- Serves employment and population with over 175,000 jobs (2030) and over 12,000 in population per mile (2030)
- Projected ridership of 18,000 daily boardings or over 13,000 per mile with increase in mode share by 2.4%
- Cost-effective, with an estimated annual operating cost/annual boarding of about $1
- Utilizes K Street Transitway transit only lanes and connects to all 5 Metrorail lines

## Segment Termini

- Washington Circle and GWU
- Convention Center/Mount Vernon Square

# M Street SE/11th Street Bridge



## Characteristics

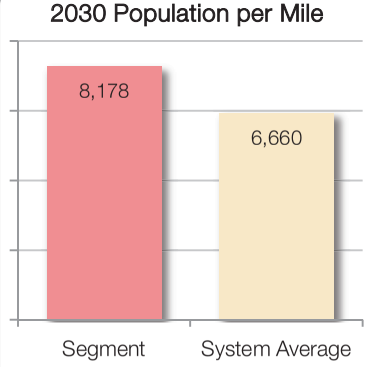
| | |
|---|---|
| Length: | 2.37 Miles |
| 2030 Ridership: | 7,300 |
| Capital Cost: (in millions 2009$) | $94.8 |

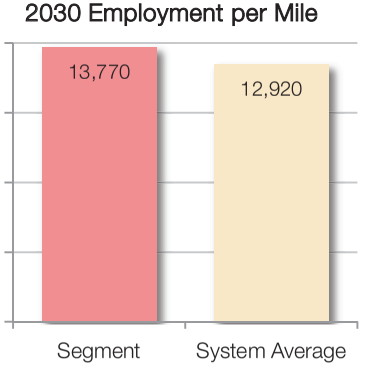
Segment
Operating Line
System

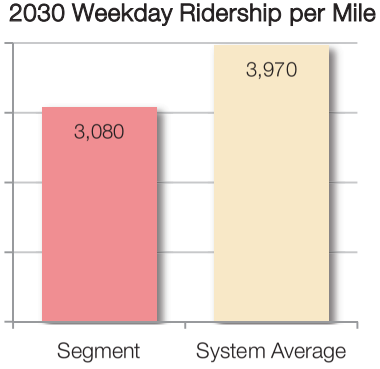
## Performance Against Goals

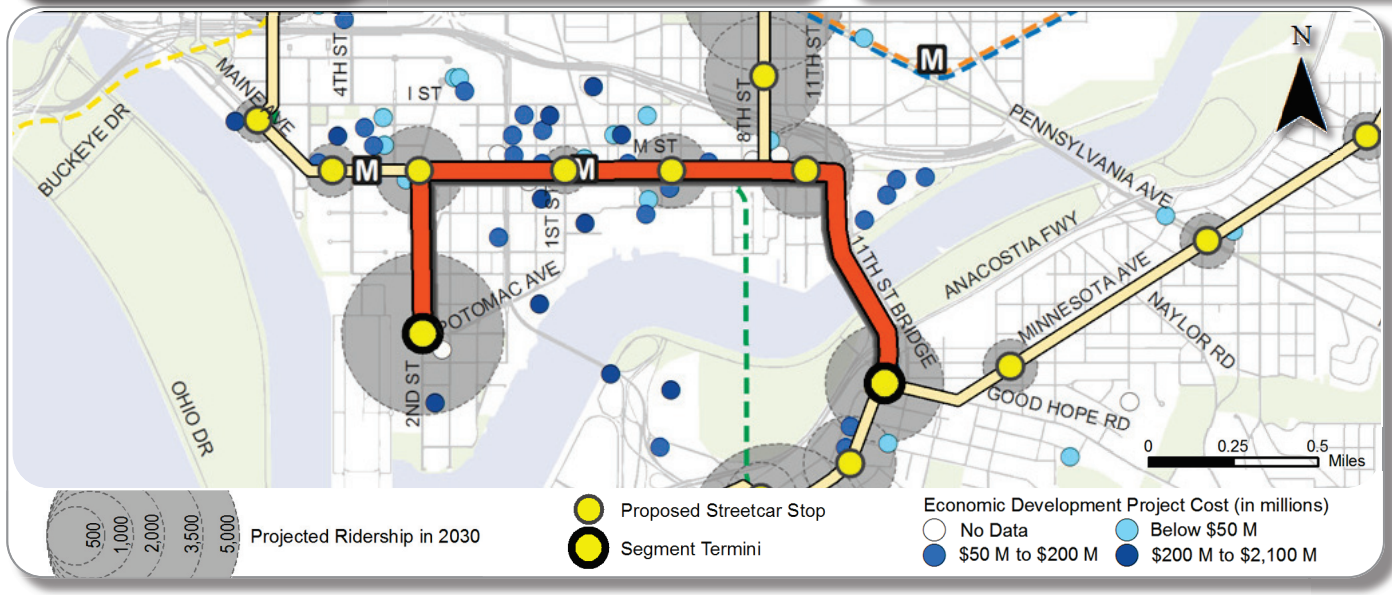
Low
Medium
High

Goal 1 - Access and Mobility Measures
Goal 2 - Community and Economic Development Measures
Goal 3 - System Performance
Goal 4 - Environmental Quality
Overall



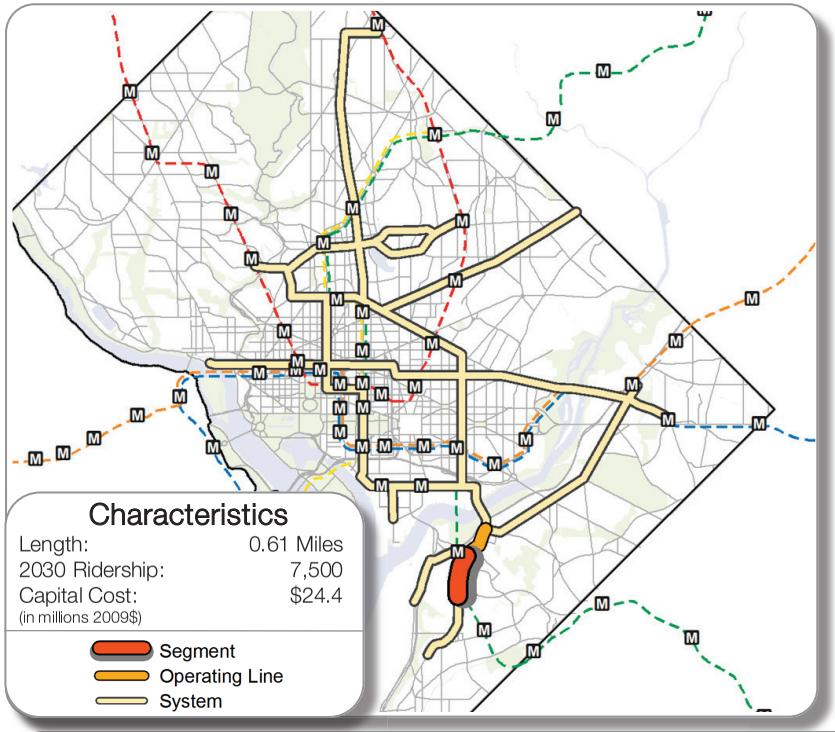

## Key Strengths

- Serves an emerging Anacostia Waterfront and provides river crossing
- Provides transit travel time savings of over 40% and mode share increase of over 2.8%
- Cost-effective, with annualized capital cost per annual new boarding of about $4
- Opportunity to coordinate Streetcar construction with 11th St Bridge reconstruction
- Serves stadium and adjacent redevelopment
- Provides access to Buzzard Point for redevelopment and/or vehicle storage

## Segment Termini

- Historic Anacostia business district and connects to Historic Anacostia Streetcar
- Buzzard Point and Capital Riverfront redevelopment area

# MLK Jr. Avenue



## Characteristics

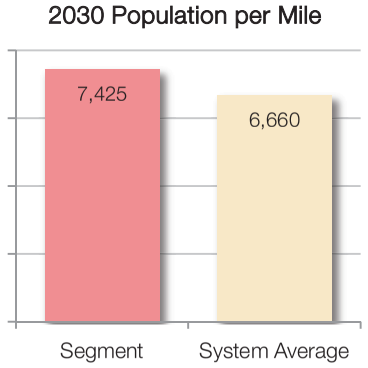
| | |
|---|---|
| Length: | 0.61 Miles |
| 2030 Ridership: | 7,500 |
| Capital Cost: (in millions 2009$) | $24.4 |

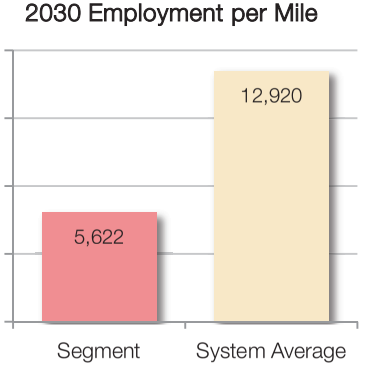
Segment
Operating Line
System

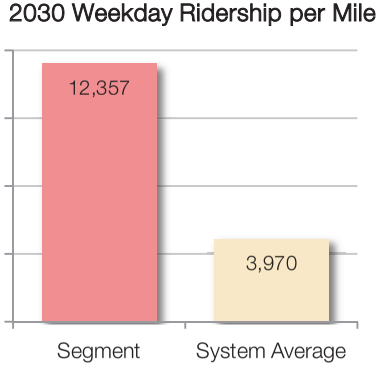
## Performance Against Goals

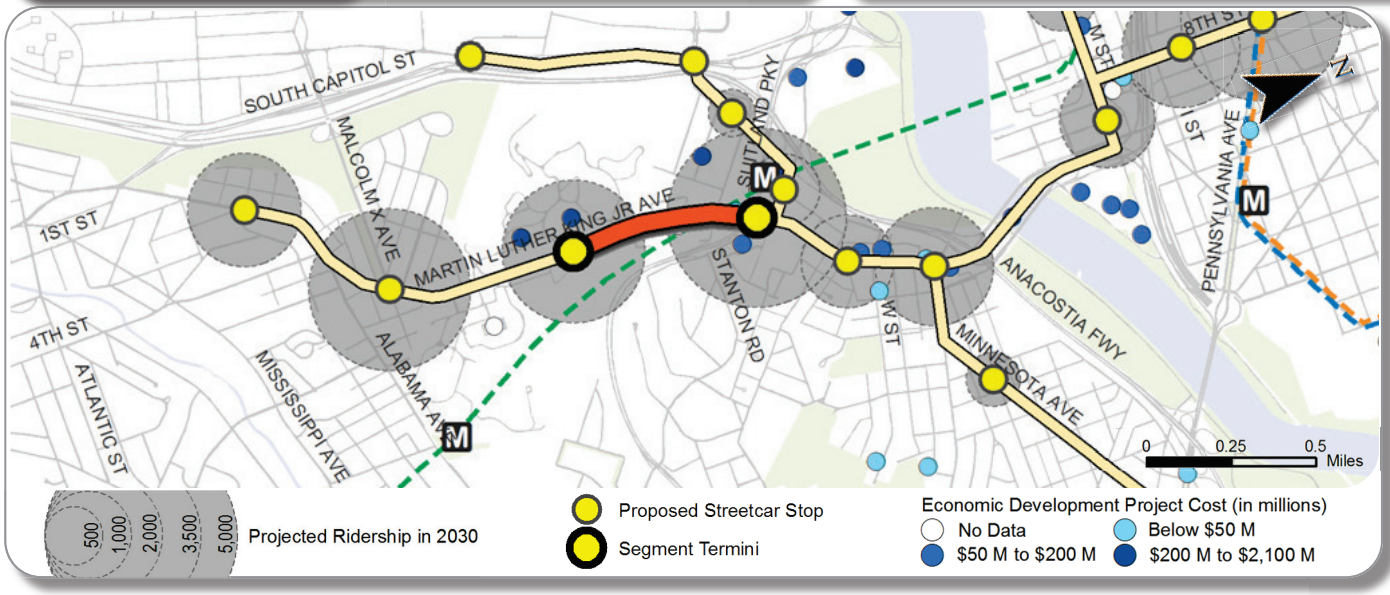
Low
Medium
High

Goal 1 - Access and Mobility Measures
Goal 2 - Community and Economic Development Measures
Goal 3 - System Performance
Goal 4 - Environmental Quality
Overall



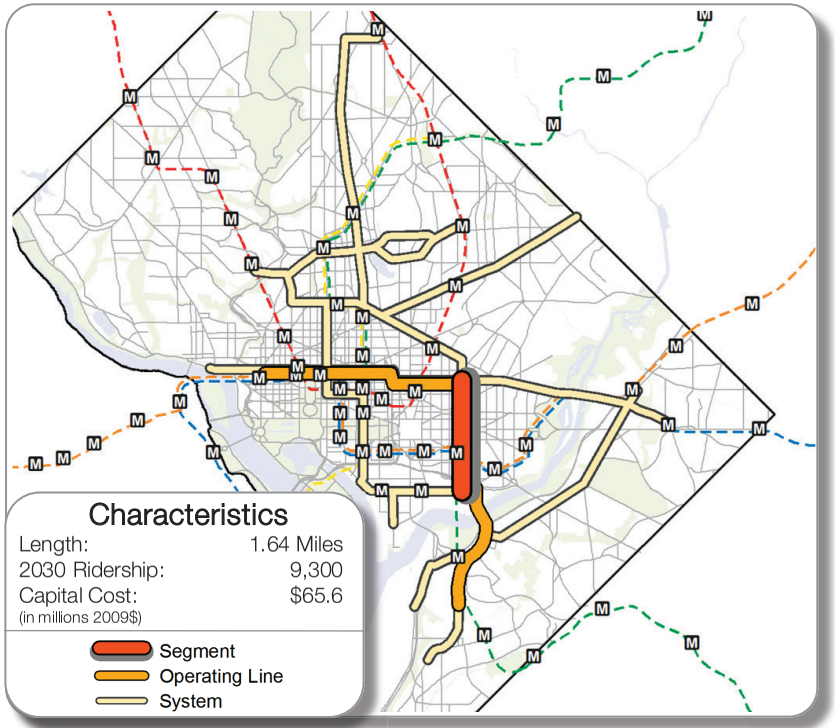

## Key Strengths

- Projected ridership of over 7,000 daily boardings or over 12,000 daily boardings per mile with 2.2% increase in mode share
- Serves future Department of Homeland Security HQ site with 14,000 new employees
- Located along a Great Street corridor serving planning initiatives
- Cost-effective, with annual operating cost per annual boarding of < $1 and annualized capital cost per annual new boarding of about $5

## Segment Termini

- St. Elizabeths Hospital Campus and Future DHS Headquarters Site
- Anacostia Metrorail Station and connects to Historic Anacostia Streetcar

# 8th Street



## Characteristics

| | |
|---|---|
| Length: | 1.64 Miles |
| 2030 Ridership: | 9,300 |
| Capital Cost: (in millions 2009$) | $65.6 |

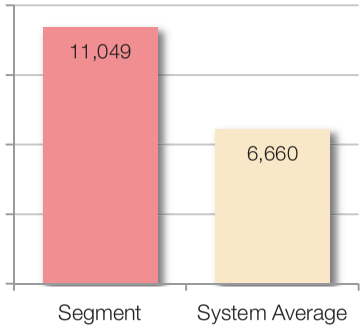
Segment
Operating Line
System

## Performance Against Goals

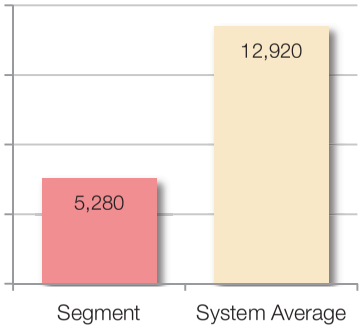
Low
Medium
High

| Goal 1 - Access and Mobility Measures | Goal 2 - Community and Economic Development Measures | Goal 3 - System Performance | Goal 4 - Environmental Quality | Overall |
|---|---|---|---|---|
| High | High | Medium | Low | Medium |

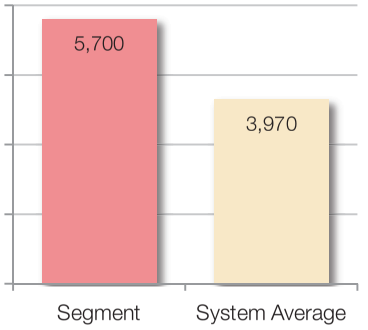
## 2030 Population per Mile

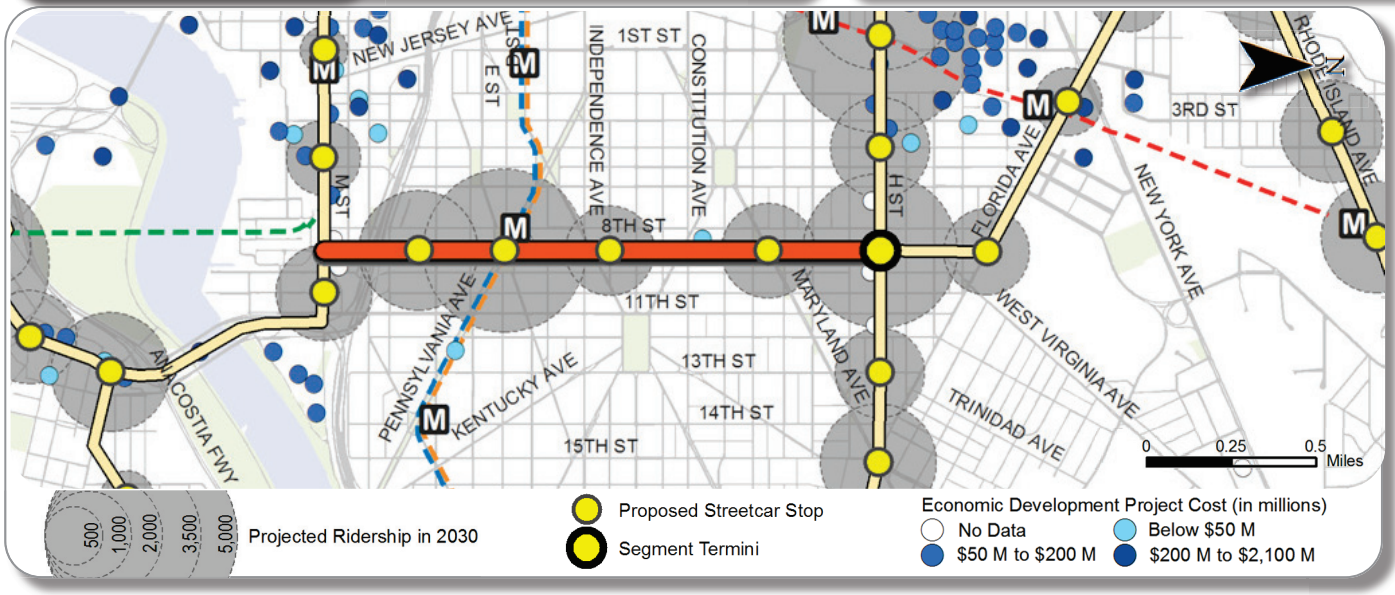



## 2030 Employment per Mile




## 2030 Weekday Ridership per Mile



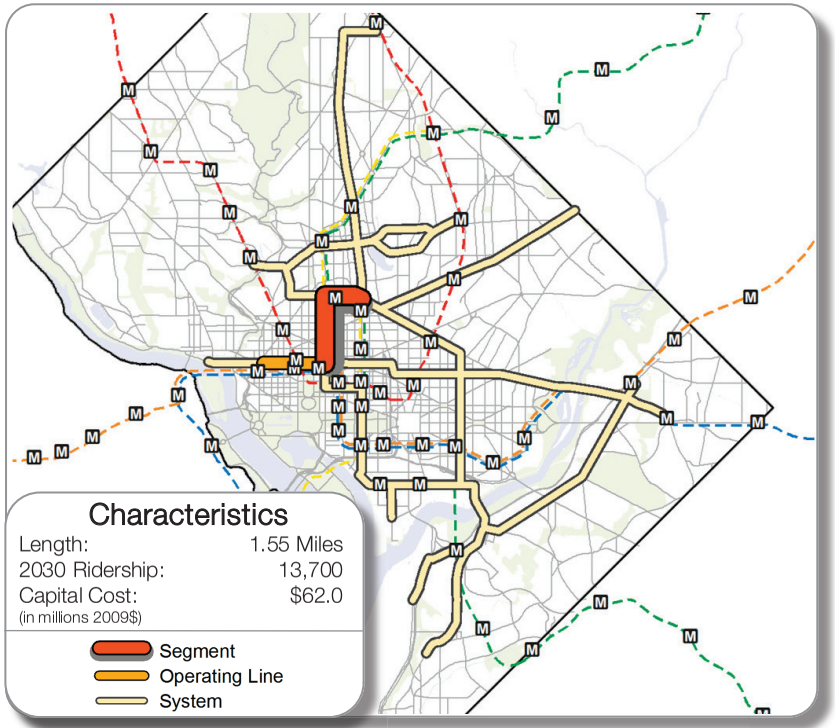

## Key Strengths

- Projected ridership of over 9,000 daily boardings or nearly 6,000 daily boardings per mile
- Connects Barracks Row commercial area and the Navy Yard with the revitalizing H Street NE Commercial District and Eastern Market
- Serves redevelopment areas near the Anacostia waterfront.
- Provides north-south connectivity in Phase 1

## Segment Termini

- Navy Yard/Barracks Row commercial area and connection to M Street/11th Street Bridge Streetcar
- H Street commercial area and connection to H/Benning Streetcar

# 14th Street



## Characteristics

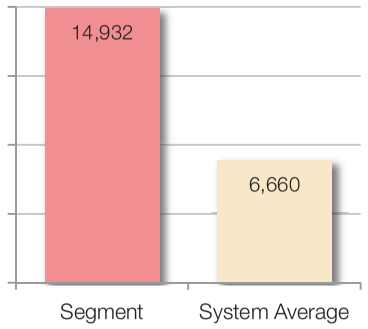
| | |
|---|---|
| Length: | 1.55 Miles |
| 2030 Ridership: | 13,700 |
| Capital Cost: (in millions 2009$) | $62.0 |

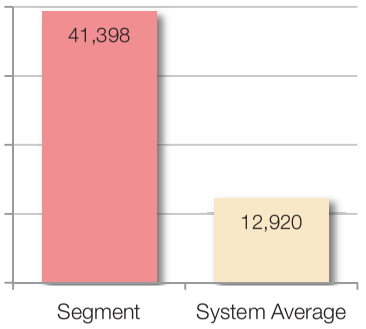
Segment
Operating Line
System

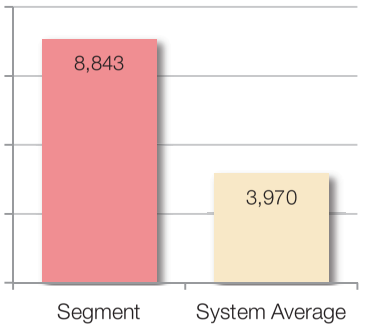
## Performance Against Goals

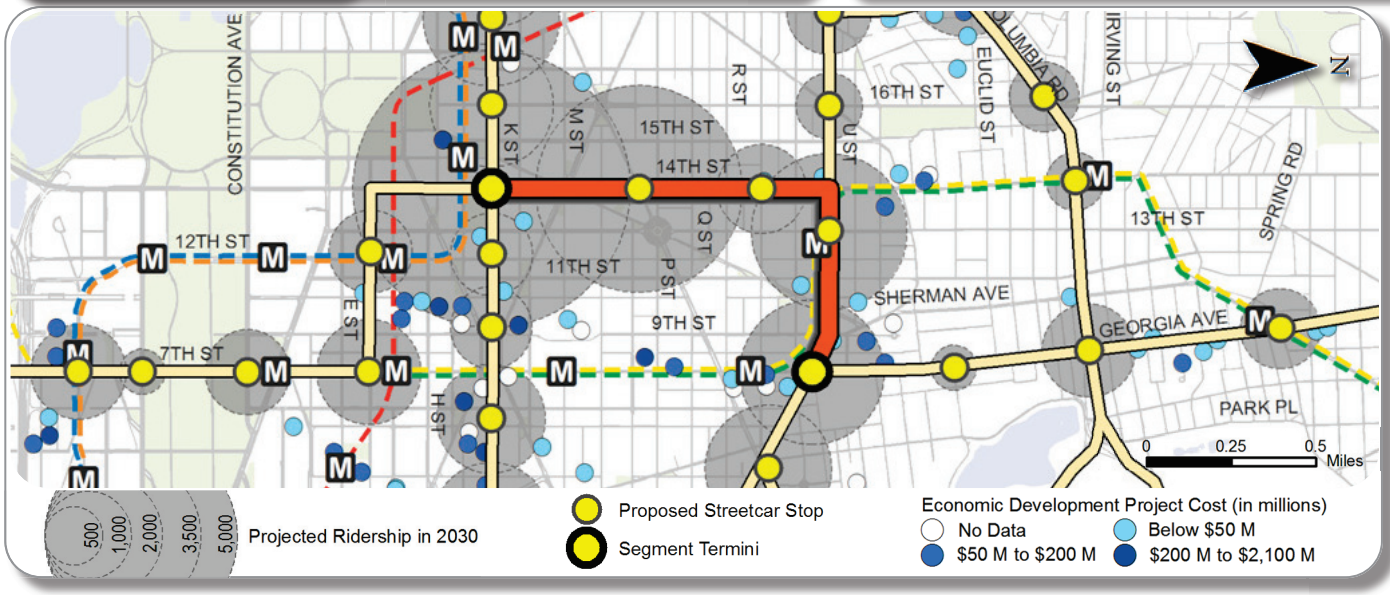
Low
Medium
High

| Goal 1 - Access and Mobility Measures | Goal 2 - Community and Economic Development Measures | Goal 3 - System Performance | Goal 4 - Environmental Quality | Overall |
|---|---|---|---|---|
| High | Medium | High | Low | Medium |



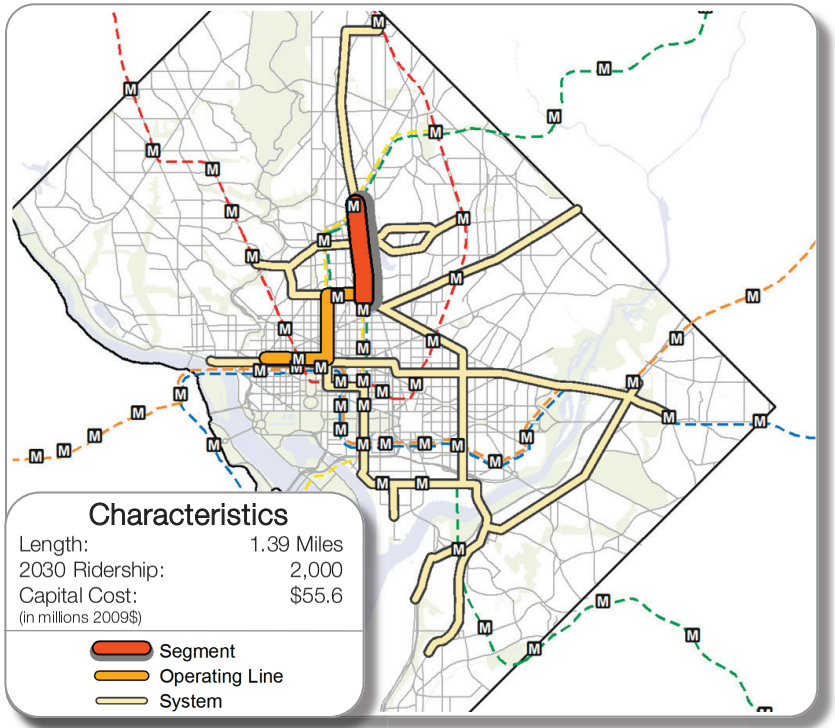

## Key Strengths

- Serves nearly 15,000 in population per mile
- Projected ridership of over 13,000 daily boardings and increases mode share by 2.2%
- Serves strategic neighborhoods and planning initiatives
- Cost-effective, with annual operating cost per annual boarding of < $1
- Increases corridor transit carrying capacity by approximately 107%

## Segment Termini

- McPherson Square Metrorail Station and connection to K Street Transitway
- Georgia Avenue/Florida Avenue/Shaw-Howard University Metrorail Station

# Lower Georgia Avenue



## Characteristics

| | |
|---|---|
| Length: | 1.39 Miles |
| 2030 Ridership: | 2,000 |
| Capital Cost: (in millions 2009$) | $55.6 |

Segment
Operating Line
System

Low
Medium
High

## Performance Against Goals

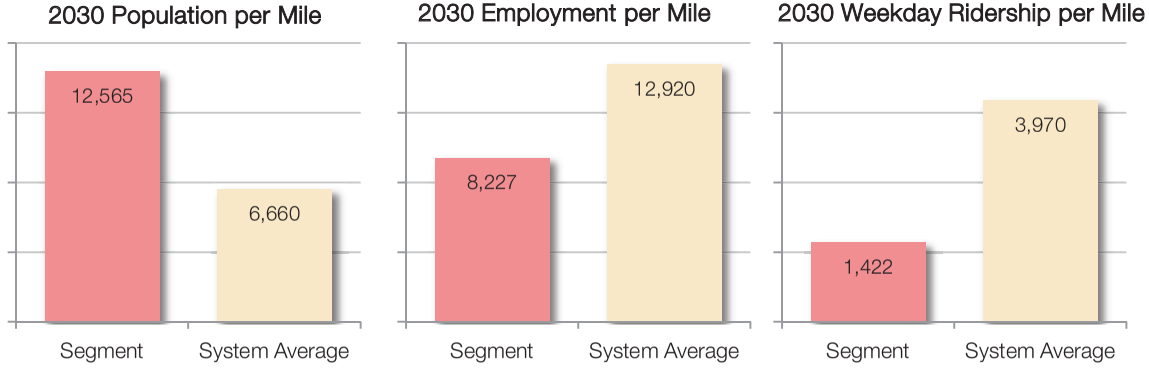
Goal 1 - Access and Mobility Measures

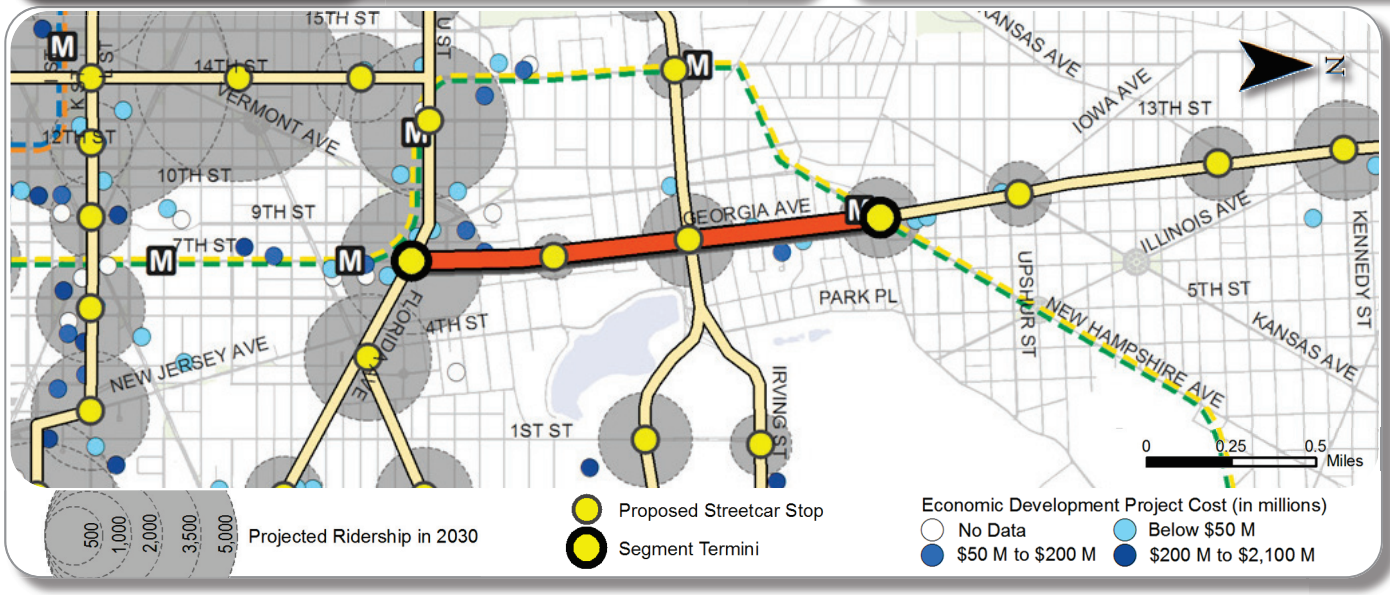
Goal 2 - Community and Economic Development Measures

Goal 3 - System Performance

Goal 4 - Environmental Quality

Overall




## Key Strengths

- Serves nearly 13,000 in population per mile (2030)
- Located along a Great Street corridor serving strategic neighborhoods and planning initiatives
- Increases corridor transit carrying capacity by up to 113%
- Serves Howard University and Howard University Hospital

## Segment Termini

- Shaw/Howard University Metrorail Station and connects to U Street/Calvert Street Streetcar
- Georgia Ave-Petworth Metrorail Station