What are we doing?
DDOT is working to extend streetcar service from Union Station to Georgetown (USGT) to improve transit and east-west multimodal connectivity.

How does Streetcar help?
Existing bus service has:
- High ridership
- High levels of congestion and delay
- Low travel speeds

Streetcar can meet existing and future demand within this corridor by:
- Improving reliability through the use of dedicated lanes
- Providing faster travel times across the corridor
- Providing extra capacity

Projected ridership and the fleet of streetcars to serve the ridership necessitate a new storage and maintenance facility.

What's next for DC Streetcar?
- DC Circulator Average Travel Times*
- USGT Streetcar Preliminary Average Travel Times*

What's next for the USGT Project?
- Technical reports on economic impacts, noise, vibration, etc.
- Public meeting
- Analysis of new storage and maintenance facility

RIDERSHIP AND TRAVEL TIME ANALYSIS | JUNE 2017

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Union Station to Georgetown Streetcar Transportation Improvements Project

SEP 2013
DDOT Publishes Alternatives Analysis Report & Propulsion Study

FALL 2014
Agency and Public Meetings

JUN 2015
DDOT Publishes Propulsion Report

FEB 2016
H St./Benning Streetcar Begins Service

MAY 2016
Agency and Public Meetings
Draft Environmental Assessment (EA) Benning Road Extension

NOV 2016
Agency and Public Meetings

JAN 2017
Propulsion Report Update for the DC Council

JUNE 2017
Preliminary Travel Times and Ridership Information Published

FALL 2017
Agency and Public Meetings

WINTER 2017/2018
Publication of EA
Public Hearing for EA

MID 2018
Final NEPA Approval

* Average travel times for weekday peak period from Union Station to Georgetown
Build Alternatives

Through the National Environmental Policy Act (NEPA) and Section 106 processes, DDOT is considering two build alternatives to extend Streetcar from Union Station to Georgetown. These alternatives differ largely on the amount of space dedicated only to transit vehicle use. The dedicated streetcar alternative has more space dedicated to transit vehicle use, or dedicated transit lanes. The shared streetcar alternative has more space shared between transit vehicles and automobiles and less dedicated transit lanes. This second alternative also allows Metrobus to operate in the dedicated transit lanes.

What is a dedicated transit lane?

PROPOSED: K Street NW—Looking East between 17th and 15th Streets

- A dedicated transit lane can only be used by transit vehicles
- A dedicated transit lane improves transit travel speed and reliability

Wireless Vehicle in Dallas

Wireless Operations

- Overhead charging at each stop
- Overhead wires at select locations
- Similar technology currently in use in Dallas and Detroit

Ridership Comparisons

At 5,700 projected riders per mile, USGT would be one of the higher ridership streetcar or light rail lines in the U.S. or Canada.

Preliminary Findings