



Appendix B: Evaluation Screening Results

The 2005 DCAA and System plan included analysis and study identifying the best performing corridor segments. These corridors form the basis for the recommended streetcar system plan. As part of that process a three-step screening approach was used to review all of the potential high-capacity transit corridors that had emerged from previous studies or that were suggested through the public and agency review process and then identify the best performing segments relative to the goals and objectives established for the project. The process included three successive screenings of potential corridors and segments to narrow the list of the best performing segments. These segments were then considered in determining the recommended system and the phasing strategy for system implementation. For the System Plan (2010 Update), a re-evaluation of the corridors was conducted that reflected the most up to date population and employment estimates, ridership forecasts, development and redevelopment plans, economic development strategies, and public and stakeholder comments.

The screening process used for the evaluation included the following steps:

- **Screen 1:** Transit Modes – For Screen 1, a wide range of transit modes and technologies were evaluated based on their ability to provide “premium” transit service along the corridors considered for the study. The modes considered included Light Rail Transit, Streetcar, Diesel Multiple Units (DMU), Monorail, Automated Guideway Transit (AGT), and Heavy Rail. The modes were screened based on their ability to provide a surface running facility, engineering feasibility, and neighborhood compatibility. As a result of this process the Streetcar and Enhanced Bus options were identified for further consideration.
- **Screen 2:** Initial Corridors – For Screen 2, an initial set of corridors identified from previous studies were evaluated against performance measures that relate to each of the goals and objectives established for the project. This screening resulted in some corridors being advanced to more detailed study as part of the third screening as possible streetcar corridors with the other corridors recommended for potential enhanced bus services.
- **Screen 3:** Detailed Corridors and Segments – For Screen 3, more detailed criteria and measures were used to evaluate the potential streetcar corridors. The corridors considered included those corridors from the Screen 2 analysis and additional corridors suggested

through the public and community outreach activities. This included additional corridors suggested for the System Plan (2010 Update). Based on the results of the Screen 3 analysis the segments that form the basis of the recommended streetcar system were identified for further review and refinement based on feedback from the project stakeholders and general public.

The following sections provide a summary of each of the results of each of these successive screenings.

Screen 1: Transit Modes

The Screen 1 Evaluation was conducted in two steps with the purpose of identifying the modes to be evaluated further in later screening phases of the study. The purpose of Screen 1 was to:

- Identify a universe of modes to be considered for evaluation in the analysis;
- Complete a screening of the modes based on compatibility with project policies and general criteria related to overall feasibility; and
- Complete a final screening of surviving modes utilizing more detailed engineering analysis and an assessment of the compatibility of the mode with surrounding neighborhoods.

Screen 1 was completed in two steps. The first step focused on identifying appropriate modes, and the second step screened those down to the two modes, streetcar and enhanced bus services, to carry forward in the evaluation.

The first step in the study process was to identify a universe of modes to be considered for the project. A mode is a system for carrying transit passengers that can be described by specific features that include vertical and horizontal right of way requirements, turning radii requirements, vehicle technology, and operational elements such as service frequency and stop spacing. Seven potential modes were identified for this study: BRT, Light Rail Transit (LRT), Streetcar, light weight Diesel Multiple Unit (DMU), Automated Guideway Transit (AGT), Monorail, and Heavy Rail.

Each of the modes identified for this study was screened against an initial set of evaluation criteria. Modes that met these criteria were carried forward for further and more rigorous evaluation. Those modes that did not meet the criteria were eliminated from further consideration.

The criteria used in this first step of the mode screening included:

- **Surface-Running Transit System** - The selected mode(s) should be entirely surface running. DDOT and WMATA have stated a preference for a surface-running transit system to limit costs and to limit visual impacts and related issues associated with aerial alignments.
- **Engineering Feasibility** - The selected mode(s) and affiliated stop requirements must be able to fit within the existing corridor right of way, both vertically and horizontally and operate in existing transportation right of way.
- **Neighborhood Compatibility** - The selected mode(s) must be compatible with adjacent neighborhoods from the perspective of both horizontal and vertical scale.

Table B-1 summarizes the results of first step of the mode screening.

Based on this analysis, the modes remaining for further evaluation in the second step of the mode screening were Enhanced Bus, LRT, Light weight DMU, and Streetcar. More extensive engineering analysis was completed to allow for this more detailed assessment of potential impacts within each corridor. The screening criteria used in this step of the mode screening process included:

- Traffic impacts
- Neighborhood scale and impacts to adjacent structures and properties
- Parking impacts
- Transit capacity issues
- Community support

As noted, the purpose of this process step was to complete a final screening of modes that are not feasible in the corridors selected for analysis. Findings of the mode screening include:

- No modes were screened out based on traffic impacts;
- LRT was eliminated based on potential impacts to adjacent structures or properties related to turning requirements;
- DMU was eliminated based on turning requirements and impacts to adjacent neighborhoods resulting from size and bulk of vehicle;
- No modes were screened out due to parking impacts;
- No modes were screened out due to lack of passenger carrying capacity; and
- No modes were screened out due to unusually strong community support or opposition.

Table B-1: Mode Screening

Criteria	Enhanced Bus	Streetcar	LRT	Lightweight DMU	AGT	Monorail	Heavy Rail
Surface-Running	Yes	Yes	Yes	Yes	No	No	No
Engineering Feasibility – Sufficient Cross Section							
Horizontal	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vertical	Yes	Yes	Yes	Yes	No	No	No
Sufficient Space for Passenger Facilities							
Horizontal	Yes	Yes	Yes	Yes	No	No	No
Vertical	Yes	Yes	Yes	Yes	No	No	No
Neighborhood Compatibility							
Scale	Yes	Yes	Somewhat	Somewhat	No	No	No
Visual/Aesthetic	Yes	Yes	Somewhat	Somewhat	No	No	No

Yes = Results in Acceptable Impacts

Based on the analyses outlined above, the second step of the mode screening process resulted in the elimination of two additional modes under consideration, DMU and LRT. While DMU and LRT both represent high-quality rail transit modes, the size of the vehicles and their large turning radii make them incompatible with the alignments under consideration. While DMU and LRT may have worked in one or two of the alignments, the system inter-operability requirement dictates that any mode found infeasible in one or more corridors would be eliminated from further consideration. Two modes that remained under consideration for further evaluation were Enhanced Bus and Streetcar. The Table B-2 shows the results of the screening evaluation.

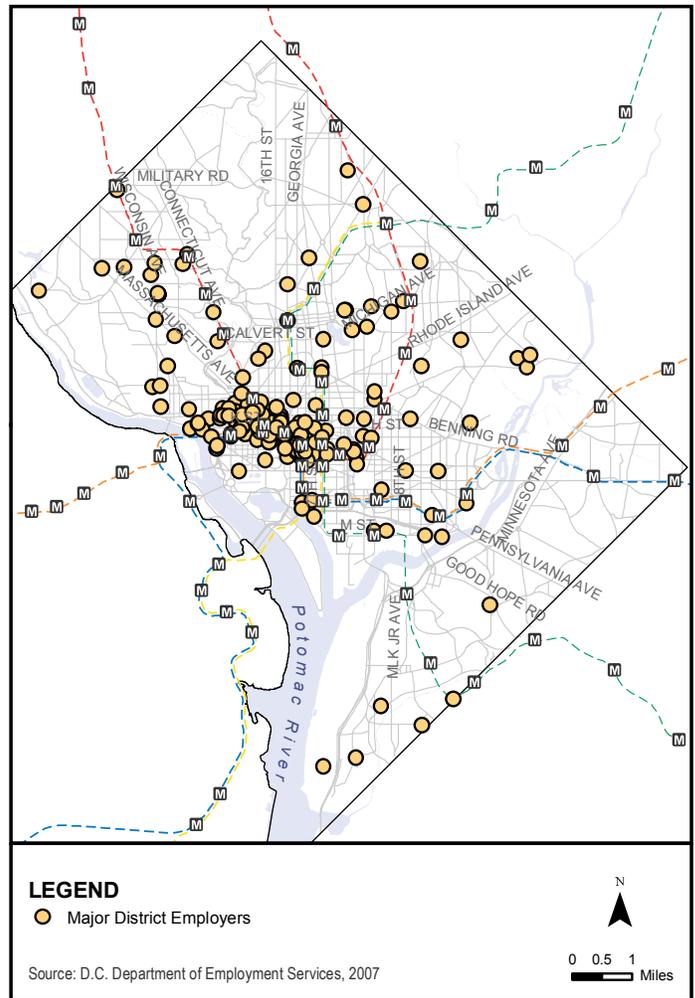
Screen 2: Initial Corridors

The purpose of Screen 2 was to identify an initial set of corridors for more detailed study that are appropriate for the implementation of premium transit services over the next 10 to 20-year time frame. The corridors that had been identified in previous studies were evaluated against criteria that addressed the project goals and objectives, corridor needs and issues, and operational considerations. Figure B-1 shows the locations of major employers, which were considered in defining corridors for study. Chapter 2 includes figures that show projected year 2030 employment density, change in employment between 2000 and 2030, and District planning initiatives. Chapter 3 includes a figure that shows economic development projects in the District.

As shown on Figure B-2, the Screen 2 analysis was conducted for an initial set of 11 corridors. As a result of the Screen 2 analysis, the number of corridors considered for premium transit investment was reduced to four, with an additional new one included on the direction of the Project Steering Committee. The corridors that were not advanced into the Screen 3 phase as premium transit corridors were identified for enhanced bus service improvements.

At the beginning of the Screen 2 evaluation process, a series of measures of effectiveness were developed to evaluate the performance of each corridor relative to spe-

Figure B-1: Major Employers



cific criteria and measures identified for each of the goals established for the project. These measures are shown in Table B-3. The results were then used to rate the corridor relative to its ability to address the identified project goals. Potential premium transit options were also evaluated based on their ability to address corridor level transit needs and key issues specific to each corridor (e.g., planning initiatives, core capacity constraints, transit demand, development patterns, etc.). The Screen 2 evaluation process is depicted graphically in Figure B-3.

Table B-2: Mode Screening Summary

Criterion	Enhanced Bus	LRT	DMU	Streetcar
Traffic Impacts	Yes	Yes	Yes	Yes
Neighborhood Scale/Impacts to Adjacent Structures	Yes	No	No	Yes
Parking Impacts	Yes	Yes	Yes	Yes
Capacity Issues	Yes	Yes	Yes	Yes
Community Support	Yes	Yes	Yes	Yes

Yes = Results in Acceptable Impacts

Figure B-2: Study Area and Priority Corridors Evaluated for Potential Premium Transit Services

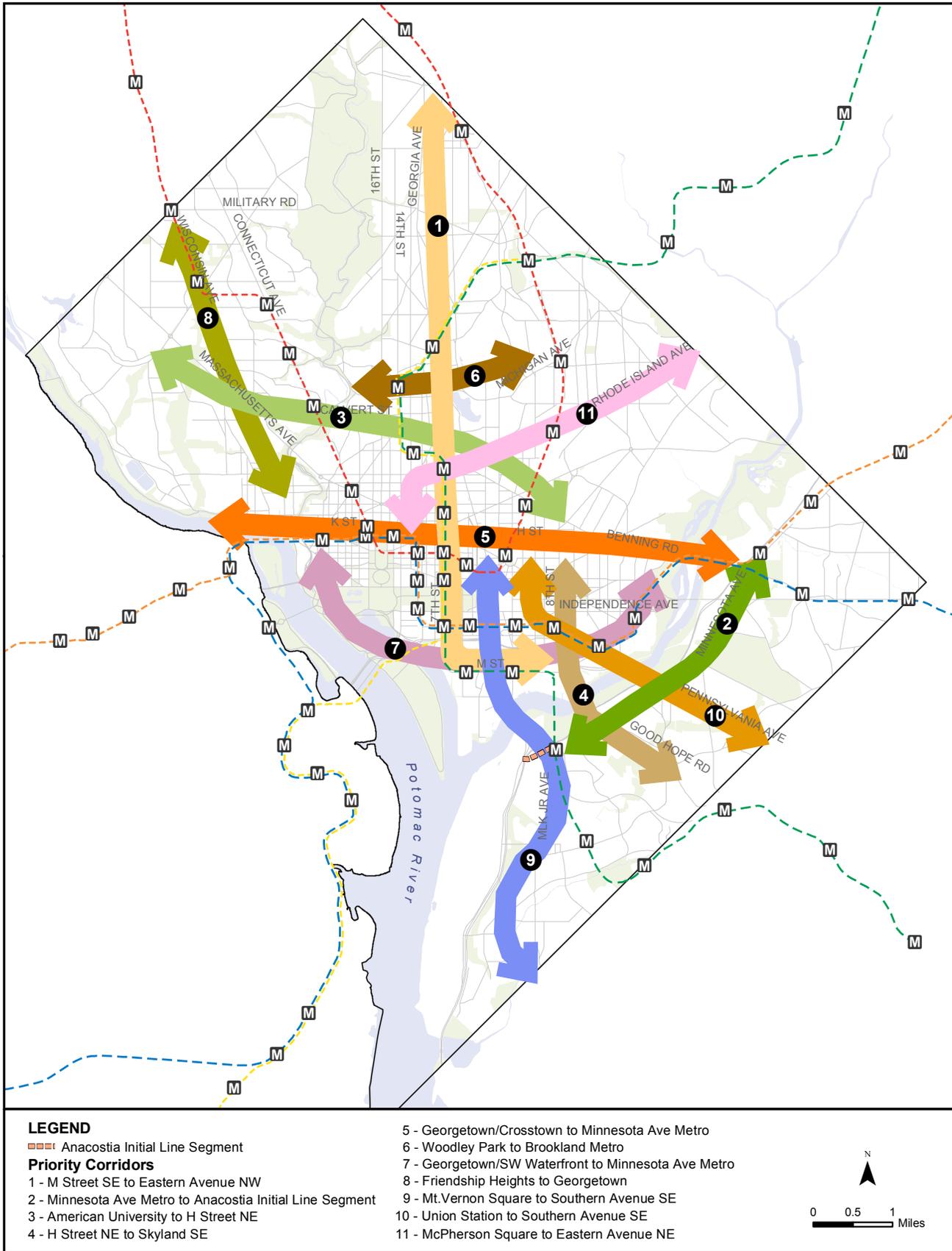


Figure B-3: Screen 2 Evaluation Process

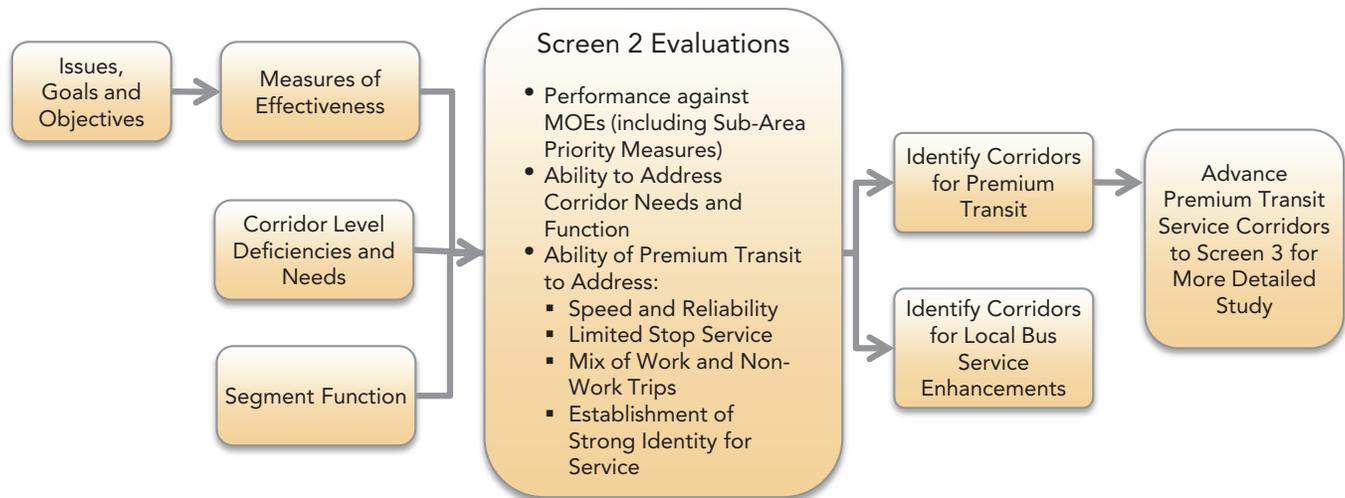


Table B-4 summarizes the results from the first stage of the Screen 2 process. The table shows the ratings by goal for each of the corridors. In order to rank the corridors relative to their performance against the project goals, a composite score for each corridor was determined. The composite score represents the sum of individual scores for each goal with a High rating given a score of 3, a Medium rating given a score of 2, and a Low rating given a score of 1.

The Georgetown/Crosstown to Minnesota Avenue Metro was the highest ranked alternative based on performance against the goals established for the project. Other high ranking corridors include the Friendship Heights to Georgetown, Silver Spring to M Street SE, H Street NE to Skyland SE, and AU to H Street NE Corridors. The lower ranked alternatives for performance against the project goals include: Georgetown/SW Waterfront to Minnesota Avenue Metro, Mount Vernon Square to National Harbor, Woodley Park to Brookland Metro, and Minnesota Avenue Metro to Anacostia Initial Line Segment Corridors. These results of the Screen 2 analysis are shown graphically in Figure B-4.

Although the Friendship Heights to Georgetown Corridor was highly ranked for many criteria, it did not perform well for the community and economic development related goal and measures. The area served by this corridor is already highly developed and does not include any city economic development initiatives. The Georgetown/SW Waterfront/Potomac Avenue Metro Corridor was a moderate performing corridor for Screen 2 but given the potential for environmental impacts and impacts to the monumental core area it was not recommended to advance to the Screen 3 Analysis.

The Mount Vernon Square to National Harbor, Woodley Park to Brookland Metro, and Minnesota Avenue Metro to Anacostia Initial Line Segment Corridors were not originally recommended to advance to the Screen 3 analysis in 2004-2005. However, based on requests from the stakeholder review process conducted in 2009, these corridors were evaluated for Screen 3 criteria given their proximity to major DC economic development initiatives that have emerged since 2005. These initiatives include:

- Development of the Department of Homeland Security Headquarters on the former St Elizabeths Hospital site served by the Mount Vernon Square to National Harbor Corridor;
- Redevelopment of the McMillan Reservoir and Soldiers' and Airmen's Home sites served by the Woodley Park to Brookland Metro Corridor; and
- Redevelopment near the Minnesota Avenue/Benning Road intersection served by the Minnesota Avenue Metro to Anacostia Initial Line Segment Corridor.

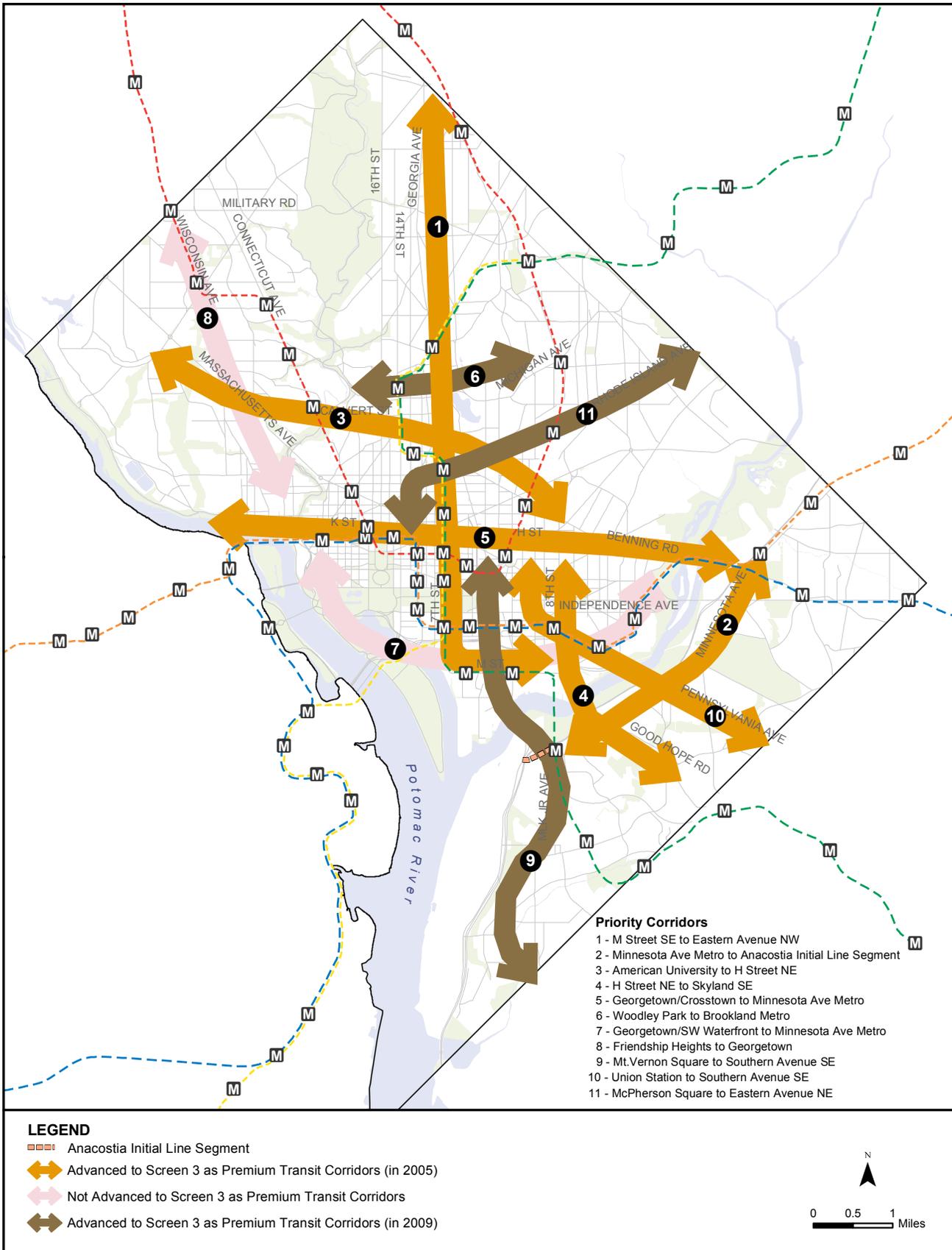
Table B-3: Screen 2 Measures

Goal/Criteria	Measure of Effectiveness
Goal 1: Access and Mobility	
Transit Travel	Change in existing travel time to access employment centers
Accessibility	Number of regional activity centers served
	Population per route mile near proposed stops
	Employment per route mile near proposed stops
Ridership	Projected daily boardings
	Projected daily boardings per route mile
Goal 2: Community and Economic Development	
Support of City Initiatives	Designated Main Street Corridors served
	Strategic Neighborhood Initiatives served
	Major planning initiatives
Zoning/Land Use/Development	Current development projects served
	Level of transit-supportive land use and zoning
Community Support	Level of community support for alternatives
Goal 3: System Performance	
Travel Time Savings	Change in transit travel times
	Change in transit travel times between select O/D pairs
Person Through-Put	Mode share
	Change in transit capacity
	Local bus peak load factors
Cost Savings	Number of TIP projects that could be coordinated with proposed project
Goal 4: Environmental Quality	
Community Fit	Visual compatibility of proposed stops within communities
Environmental Impact	Number of environmental resources potentially affected

Table B-4: Screen 2 Performance of Corridors for Project Goals

Corridor	Goal 1: Access and Mobility	Goal 2: Community and Economic Development	Goal 3: System Performance	Goal 4: Minimize Potential for Environ- mental Impact	Composite Score for Goals	Riders per Mile (from 2004- 2005 Analysis)	Rank
Corridors Advanced to Screen 3 from 2004-2005 Analysis							
Georgetown/Crosstown to Minnesota Avenue Metro	High	High	High	Low	10	4,000	1
Silver Spring to M Street SE	High	High	Medium	Low	9	3,000	3
H Street NE to Skyland SE	Medium	Medium	Medium	Medium	8	3,300	4
AU to H Street NE	Medium	High	Low	Medium	8	2,200	5
Union Station to Southern Ave	<i>New Corridor-Not Originally Analyzed as part of Screen 2</i>						
Additional Corridors Advanced to Screen 3 based on 2009 Public and Agency Review/Comment							
Mount Vernon Square to National Harbor	Low	High	Medium	Medium	8	1,100	8
Woodley Park to Brookland Metro	Low	Medium	Medium	High	8	1,100	9
Minnesota Avenue Metro to Anacostia Initial Line Segment	Low	Medium	Low	High	7	500	10
Rhode Island Avenue	<i>New Corridor-Not Originally Analyzed as part of Screen 2</i>						
Corridors Not Advanced to Screen 3							
Friendship Heights to Georgetown	High	Low	Medium	High	9	6,000	2
Georgetown/SW Waterfront to Potomac Avenue Metro	Medium	Medium	High	Low	8	2,000	7
Ridership based on regional travel demand model runs completed for initial system planning in 2004-2005							
Composite Score for Goals based on sum of ratings for Goals 1, 2, 3, and 4 with each High=3, Medium=2, and Low=1							
Higher Composite Score=Better Performance							

Figure B-4: Summary of Screen 2 Results



Recommended Corridors for Advancement to Screen 3 Evaluation

The rationale for recommending the premium transit corridors for advancement to the Screen 3 phase is summarized below.

Silver Spring to M Street SE Corridor

- Has the highest overall corridor ridership at 30,000 riders in 2030;
- Strongly supports access and mobility goal for the project by serving a large future population and employment, at 107,000 and 226,000, respectively;
- Strongly supports community and economic development goals for the project;
- Addresses potential transit capacity needs by providing a premium transit alternative to crowded Metrobus and Green and Yellow Metrorail lines;
- Serves neighborhoods without premium transit services;
- Has the potential to minimize walk distance and transfers to premium transit;
- Has the potential to improve transit reliability by improving travel times and schedule adherence; and
- Has the potential market for limited-stop service.

Minnesota Avenue Metro Station to Anacostia Initial Line Segment Corridor

- Provides needed north-south transit connectivity and connections to Metrorail;
- Provides connection to potential storage/maintenance facility site; and
- Connects Northeast DC, Poplar Point area, and planned Department of Homeland Security Headquarters (former St Elizabeths Hospital Site).

American University to H Street NE Corridor

- Connects areas with high population density with future employment growth areas;
- Serves areas without Metrorail service;
- Provides core capacity relief by offering a bypass alternative to the existing crowded core of the Metrorail system;
- Has a potential market for limited stop service;
- Has a high mix of work and non-work trips on existing transit with activity throughout the day; and
- Has a moderate ridership potential at a forecast rate of about 14,000 daily riders in 2030.

H Street NE to Skyland SE Corridor

- Has high ridership potential at 3,000 daily boardings per mile in 2030;
- Supports community and economic development project goal;
- Provides needed transit capacity in a corridor that is currently exceeding the maximum acceptable passenger loads (>80 percent) for existing bus routes;
- Provides transit time savings potential with premium transit; an improvement of as much as 32 percent with premium transit;
- Provides key connections to Metrorail service; and
- Premium transit could be more cost effective than running more local buses.

Georgetown/Crosstown to Minnesota Avenue Metro Corridor

- Has high ridership potential on premium transit at 29,000 in 2030;
- Strongly supports access and mobility goal for the project by serving a 2030 employment base of 24,000 and 2030 population of 73,000;
- Addresses potential transit capacity needs by providing a transit alternative to crowded Metrobus routes and Metrorail Lines in the corridor;
- Provides the potential for improved transit travel times;
- Provides premium transit service in areas not served by Metrorail;
- Provides possible cost savings;
- Provides potential for improvement in transit reliability by improving travel time and schedule adherence;
- Has the potential market for limited stop service;
- Provides a high mix of work and non-work transit trips with activity throughout the day; and
- Premium transit could be more cost-effective than running more Metrobuses.

Rhode Island Avenue Corridor

- Serves Brentwood area which is forecast to experience substantial growth in population and employment;
- High projected ridership of over 14,000 daily trips by 2030;
- Serves an area that is currently not served by Metrorail; and

- Potential to provide Metrorail Core Capacity relief between Union Station and Farragut North Stations on the Red Line and for Green Line/Red line transfers at Gallery Place Station.

Martin Luther King, Jr. Avenue SE/S. Capitol St Corridor

- Serves areas of projected high population and employment growth including the recently designated Homeland Security Administration Headquarters site resulting in 14,000 new jobs;
- Serves economic development initiatives including the Anacostia Waterfront initiative; and
- Provides connectivity to the Anacostia Initial Line Segment currently being constructed.

Woodley Park to Brookland Corridor

- Serves areas with substantial projected population and employment growth including the McMillan Reservoir and Soldiers' and Airmen's Home Developments;
- Provides needed cross-town transit service;
- Serves major activity centers at Washington Hospital Center, Howard University, Catholic University, and the recent development at Columbia Heights; and
- Potential to provide Metrorail Core capacity relief for Red and Green Lines

Recommended Corridors for Local Bus Service Enhancement

As a result of the Screen 2 Evaluation two corridors were not identified for premium transit investment. These corridors were recommended for limited stop and local bus service enhancements and low cost rapid bus service. These two corridors and the rationale for the recommendations are described as follows:

Friendship Heights to Georgetown Corridor

- Low performance for the community/economic development goal;
- Has the highest potential ridership per route mile in 2030, at 5,900 per route mile;
- Strongly supports the access and mobility goal for the project by serving a 2030 population and employment of 30,000 and 40,000, respectively; and
- Addresses potential transit capacity needs by providing a transit alternative to crowded Metrobus routes.

Georgetown/SW Waterfront to Potomac Avenue Metro Corridor

- The corridor segments with high population and employment densities are also served by other better-performing corridors;
- Performs well relative to the system performance goal, but many of the best-performing segments are also covered by other corridors;
- Provides core capacity relief by providing connections to and between four Metrorail radial corridors;
- Has moderate potential ridership per mile at 2,000 daily riders in 2030; and
- Running more local buses could be more cost-effective than premium transit for this corridor.

Screen 3: Detailed Corridor and Segment Evaluations

The Screen 3 analysis built on the Screen 2 findings, and provided a focused and detailed analysis of the proposed alternatives to determine which corridor segments should form the basis of the recommended streetcar network. The overall objective has been to use the results of Screen 3 to help define a vision of the long-range transit system, and a phasing strategy to achieve the vision.

During the Screen 3 analysis, additional measures were applied to the alternatives to differentiate the corridors further, thus helping to ascertain the technology that would function best under existing and future conditions. This included additional measures that addressed cost-effectiveness, travel time, accessibility, community fit, land use and redevelopment potential, and environmental effects. Table B-5 lists the measures used to evaluate each alternative and the data source used for analysis in the Screen 3 Phase.

Where the Screen 2 analysis was performed by corridor, the Screen 3 analysis was conducted for segments within each corridor. Once the best performing candidate streetcar segments were identified, they were connected together to form system elements that have logical endpoints, provide intermodal connections, connect activity centers with neighborhoods, and serve area travel patterns.

The Screen 3 Evaluation Process is illustrated in Figure B-5. The Screen 3 Evaluation process and results are summarized in the following sections.

The Anacostia Streetcar Initial Line Segment includes the establishment of streetcar service connecting the Naval Annex and the Metro Green Line Anacostia Station. The project is currently under construction and is included in the base network for all of the Screen 3 evaluations.

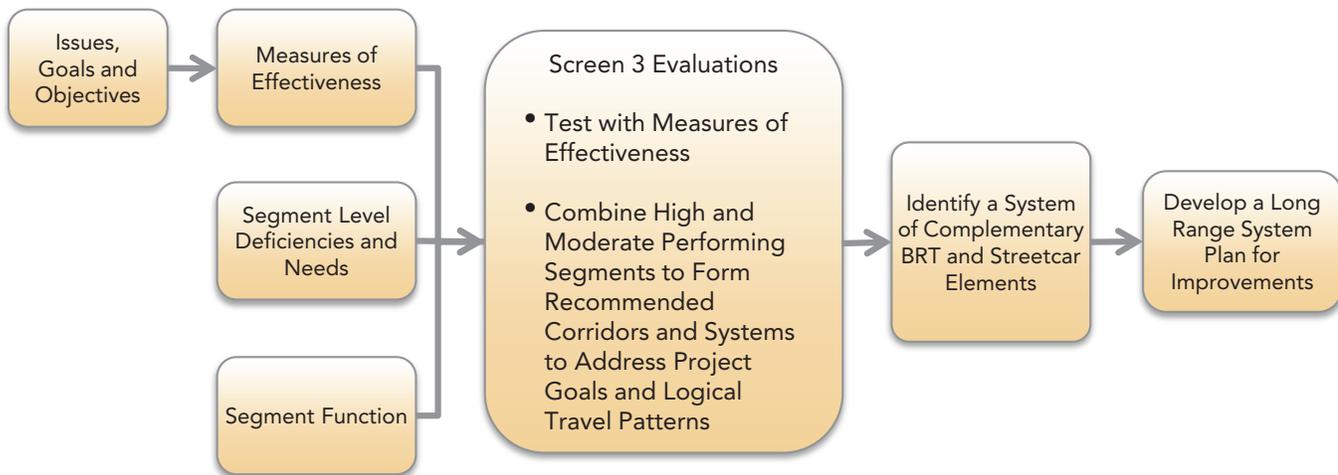
Table B-5: Screen 3 Evaluation Measures

Objective	Measure	Methodology	Date
Goal 1: Access and Mobility			
<i>Transit Travel</i>	Change in mode share to regional centers	This measure is based on the percentage of riders that have switched to transit from other modes with the implementation of premium transit. Estimates are based on the regional travel demand forecasting model.	2005
<i>Accessibility</i>	Number of regional activity centers served	This measure rates how well each segment serves a regional activity center, as defined by MWCOG's <i>Regional Activity Centers</i> report. If a segment touches the boundary of the activity center it is considered to Directly served by that segment. If it is within a 1/4 mile, it is considered to be Indirectly served by the segment.	2005
	Population per route mile near proposed stops	This measure was calculated based upon the MWCOG Model 7.1 2030 estimates for population and employment by TAZ. Employment was estimated using a 1/4 mile buffer at each stop along the segments. The total employment per segment was then divided by the length of the segment.	2010 Update
	Employment per route mile near proposed stops	This measure was calculated based upon the MWCOG Model 7.1 2030 estimates for population and employment by TAZ. Population was estimated using a 1/4 mile buffer at each stop along the segments. The total employment per segment was then divided by the length of the segment.	2010 Update
<i>Ridership</i>	Total daily boardings	This measure estimates the total number of riders accessing the premium transit service at stops along the corridor segment. Estimates are based on the regional travel demand forecasting model.	2010 Update
	Daily boardings per route mile	This measure divides the estimated total number of riders accessing the premium transit service at stops along the corridor segment by the length of the segment.	2010 Update
Goal 2: Community and Economic Development			
<i>Support of City Initiatives</i>	Designated Great Street Corridors served	Information on designated Great Street Corridors was obtained from the Office of the Deputy Mayor for Planning and Economic Development (DMPED). If a segment is located along the Great Street Corridor it is considered to be Directly served by that segment. If it is within a 1/4 mile, it is considered to be Indirectly served by the segment.	2010 Update
	Current development projects served	Information on development projects was obtained from Washington DC Economic Partnership & the Office of the Deputy Mayor on Planning and Economic Development. Development projects were selected per segment using a 1/4 mile buffer. Total Square Footage was calculated and rated "Low", "Medium", or "High" for each segment.	2010 Update
	Planning Initiatives Served	Information on District of Columbia planning initiatives was obtained from the District of Columbia Office of Planning. Segments with a "High" rating serve multiple initiatives, or serve the core of a single initiative. A "Medium" rating indicates that a segment indirectly serves on initiative, meaning it is within 1/4 mile of the periphery of the area covered by an initiative. If a segment does not serve any initiatives at all, it is given a "Low" rating.	2010 Update
<i>Zoning, Land Use, and Development</i>	Zoning and land use compatibility	This measure is based on a summary of the current and future land uses and their compatibility with a premium transit mode. Allowable densities of development were determined for each corridor segment. Segment with the highest allowable densities were rated as high for the Streetcar Mode with lower densities rated as medium or low.	2010 Update

Table B-5: Screen 3 Evaluation Measures (cont'd)

Objective	Measure	Methodology	Date
	Zoning potential/capacity of underutilized un-built land	Using information from the DC Office of Planning, the DC Office of Zoning, the DC Marketing Center, and MWCOG, the zoning, land use, population and employment density, and recent development activity within a 1/4 mile of the segments was mapped and analyzed. The "zoning envelope," meaning the difference between existing and potential development, was obtained by subtracting the existing population and employment from the potential population and employment. The ratings for this measure were based on the amount of new development possible under the current zoning envelope.	2010 Update
<i>Community Support</i>	Level of community support for alternatives	Public Comments were collected from attendees to the open houses. The list of comments was checked for those relating to each of the segments. The total number of positive, negative, or neutral comments was recorded for each segment (including previous comments from the 2004 AA) and a "High", "Medium", or "Low" rank was given to each segment dependant on the number of positive, neutral, or negative comments received.	2010 Update
Goal 3: System Performance			
<i>Travel Time Savings</i>	Average % Reduction in transit travel times	This estimates the percent change in travel times for the premium transit service compared to existing surface transit.	2005
	Average transit travel time savings to major trip destinations	This estimates the average change in transit travel times from traffic analysis zones served by the corridor segment to the nine key activity centers in the study area.	2005
	Change in transit capacity	This measure is based on the estimated percent change in the total seated and standing transit service capacity when the premium transit service is added to the corridor segment.	2005
	Local bus peak load factors	This measure is based on the resulting peak vehicle loads for the existing bus services that will continue to operate when the premium transit is introduced.	2010 Update
	BRT and Streetcar peak load factors	This measure the estimated vehicle loads for the premium transit service option.	2010 Update
	Operating cost per vehicle mile	This measure considers the estimated annual operating and maintenance costs divided by the estimated annual vehicle revenue miles for the premium transit service option	2010 Update
	Annual operating cost per annual boarding	This measure divides the estimated operating cost by the estimated number of boarding riders. The number of transit riders is estimated based on forecasts from the regional travel demand model.	2010 Update
	Annualized capital cost per annual boarding	This measure annualizes the capital cost to build the system assuming a 50 year life cycle and divides the annualized cost by the estimated annual transit rider boardings. Rider boarding estimates are based on the regional travel demand forecasting model	2010 Update
	Annualized capital cost per new annual boardings	This measure annualizes the capital cost to build the system assuming a 50 year life cycle and divides the annualized cost by the estimated number of boardings for new riders that are attracted to the system from other non-transit modes. The number of new transit riders is estimated based on forecasts from the regional travel demand model.	2010 Update
Goal 4: Environmental Quality			
	Visual compatibility of proposed stops within communities	A qualitative assessment of visual fit based on available rights-of-way, neighborhood character, roadway lanes and sidewalk widths was considered for this measure.	2005
	Potential to avoid adverse impacts	An assessment of the potential for environmental impacts was completed based on the number of potentially affected resources including parklands, historic resources, potential known hazardous materials sites, and water resources.	2005

Figure B-5: Screen 3 Evaluation Process



Screen 3 Evaluation Results

Each of the segments for each corridor was evaluated according to each of the 24 measures and the results were used to assign a rating as “High,” “Medium,” or “Low” for each measure. The individual ratings for each measure were used to determine ratings for each

segment by goal. The results are summarized in Table B-6. The results for each segment are listed in Tables B-7 through B-10 and are shown graphically in Figures B-6 through B-9.

Table B-6: Performance of Segments for Premium Transit*

Corridor	High Performing Segments	Moderate Performing Segments	Low Performing Segments
<i>Silver Spring to Skyland SE</i>	<ul style="list-style-type: none"> Georgia NW M Street SE 	<ul style="list-style-type: none"> Uptown 11th Street Bridge 7th Street North 	<ul style="list-style-type: none"> 7th Street South Good Hope Rd SE
<i>AU to L'Enfant Plaza</i>	<ul style="list-style-type: none"> U Street NW Florida NW/NE M Street SE 8th St NE/SE 		<ul style="list-style-type: none"> Massachusetts Ave NW Calvert West Calvert East 7th Street South
<i>Georgetown to Minnesota Avenue Metro</i>	<ul style="list-style-type: none"> Upper K Street NW H Street NW/NE Benning Road NE 	<ul style="list-style-type: none"> Lower K Street NW 	
<i>Minnesota Avenue Metro to Anacostia Initial Line Segment</i>			<ul style="list-style-type: none"> Minnesota Ave NE/SE
<i>Union Station to Southern Avenue</i>		<ul style="list-style-type: none"> Pennsylvania Ave W 	<ul style="list-style-type: none"> 1st/2nd Street SE Pennsylvania Ave E
<i>L'Enfant Plaza to Southern Avenue</i>	<ul style="list-style-type: none"> M Street SE 	<ul style="list-style-type: none"> 11th Street Bridge Martin Luther King, Jr. Ave SE South Capitol St SE 	<ul style="list-style-type: none"> 7th Street South
<i>Rhode Island Avenue</i>	<ul style="list-style-type: none"> 14th Street South NW 	<ul style="list-style-type: none"> Rhode Island South Rhode Island North 	
<i>Woodley Park to Brookland</i>		<ul style="list-style-type: none"> Michigan Ave NE 	<ul style="list-style-type: none"> Calvert East Columbia Rd NW

*Screenings for BRT are not included because no segments with BRT were advanced in the 2005 study except for the K Street NW corridor.

Table B-7: Screen 3 Results: Goal 1 – Access and Mobility Measures

Corridors and Segments	Transit Travel Time	Accessibility			Ridership		GOAL 1 RATINGS			
	Average Percent Change in Mode Share to Regional Centers	Number of Regional Activity Centers Served (Direct – Indirect)	Employment/Linear Mile (Year 2030)	Population/Linear Mile (Year 2030)	Projected Daily Boardings (2030)	Projected Daily Boardings Per Mile (2030)	Transit Travel Time	Accessibility	Ridership	GOAL 1 OVERALL
Silver Spring to Skyland SE										
Georgia	1.0%	0-1	1,905	6,162	14,298	2,960	Medium	Medium	High	High
Uptown	0.7%	0-1	8,279	10,810	3,115	3,799	Medium	Medium	Medium	Medium
7 th North	0.2%	1-0	20,659	12,866	4,839	4,938	Low	High	High	High
7 th South	0.2%	3-0	55,291	5,958	11,210	6,835	Low	High	High	High
M Street SE	2.8%	1-0	16,615	8,688	6,233	2,996	High	High	Medium	High
11 th Street Bridge	4.2%	0-1	6,159	2,822	527	555	High	Low	Low	Low
Good Hope Road	0.4%	0	1,138	6,578	4,705	4,127	Low	Low	High	Low
American University to L'Enfant Plaza										
Massachusetts	0.0%	0	2,964	5,339	2,834	3,080	Low	Low	Low	Low
Calvert West	0.0%	0	1,041	3,330	467	425	Low	Low	Low	Low
Calvert East	0.0%	0	4,413	11,982	1,866	2,248	Low	Low	Low	Low
U Street	1.4%	0-1	7,784	12,035	7,225	4,915	Medium	Medium	High	High
Florida	0.3%	0-2	11,156	9,462	2,792	1,417	Low	High	Low	Low
8 th Street	1.0%	0-1	3,512	7,678	8,559	5,219	Medium	Medium	High	High
M Street SE	2.8%	1-0	16,615	8,688	6,233	3,996	High	Medium	Medium	High
7 th South (Part of)	0.2%	3-0	94,218	7,493	1,550	3,444	Low	High	Low	Low
Georgetown to Minnesota Avenue Metro										
Lower K Street	2.4%	1-1	22,449	9,637	1,872	2,753	High	High	Low	High
Upper K Street	3.0%	1-1	111,410	11,299	15,364	9,912	High	High	High	High
H Street NE	2.2%	1-0	21,224	8,388	13,748	6,516	High	High	High	High
Benning Road	0.0%	0-1	1,106	5,082	11,046	4,315	Low	Medium	High	Medium
Minnesota Avenue Metro to Anacostia Streetcar										
Minnesota	0.0%	0	881	3,210	2,998	1,363	Low	Low	Low	Low
Union Station to Southern Avenue										
2nd Street	0.0%	1-0	42,069	5,240	1,676	1,510	Low	High	Low	Low
Pennsylvania West	1.0%	1-0	1,919	4,417	4,248	2,093	Medium	Medium	Low	Medium
Pennsylvania East	0.7%	0-1	657	2,195	1,242	857	Medium	Low	Low	Low
L'Enfant Plaza to Southern Ave Corridor										
7 th South (Part of)	0.2%	1-0	94,218	7,493	1,550	3,444	Low	High	Low	Low
M Street SE	2.8%	1-0	16,615	8,688	6,233	3,996	High	High	Medium	High
11 th St Bridge	4.2%	0-1	6,159	2,822	527	555	High	Low	Low	Low
MLK Jr. Ave	2.4%	0	2,346	5,205	15,838	7,232	High	Low	High	High
S Capitol St	2.4%	0	647	5,570	--	--	High	Low	Medium	Medium
Rhode Island Ave Corridor										
14th Street	2.2%	1-0	10,132	34,136	14,262	14,262	High	High	High	High
U Florida	1.4%	0-1	8,959	10,806	3,709	4,313	Medium	Medium	High	High
Rhode Island South	0.3%	0-1	4,132	9,971	2,653	2,057	Low	Medium	Low	Low
Rhode Island North	0.6%	0	1,985	3,101	5,452	2,825	Medium	Low	Medium	Medium
Woodley Park to Brookland Metro Corridor										
Calvert East	0.0%	0	4,413	11,982	1,866	2,248	Low	Low	Low	Low
Columbia	0.0%	0	3,926	14,599	1,393	1,191	Low	Low	Low	Low
Michigan	0.1%	0	4,835	3,921	1,449	842	Low	Low	Low	Low

Ratings Key

High	>2%	Direct 1+, Indirect 2+	> 50,000	> 10,000	> 8,000	> 4,000
Medium	0.5%-2%	Indirect 1	10,000 – 50,000	5,000 – 10,000	3,000-8,000	2,500-4,000
Low	>0.5%	None	< 9,999	< 5,000	< 3,000	< 2,500

Table B-8: Screen 3 Results: Goal 2 – Community and Economic Development Measures

Corridors and Segments	Support of City Initiatives			Zoning/Land Use/Development			Community Support Public Comments (2005-2009)			Goal 2 Ratings			
	Designated Great Street Corridors Served (Direct – Indirect)	Development Projects Served (Based on square ft for projects identified by DCEP and DMPEP)	Planning Initiatives Served	Zoning and Land Use Compatibility	Zoning Potential/ Capacity of Underutilized/ Un-built Land	Positive	Neutral	Negative	Support of City Initiatives	Zoning/Land Use/ Development	Community Support	GOAL 2 OVERALL	
Silver Spring to Skyland SE													
Georgia	1-0	Medium	High	Medium	High	13	7	9	High	High	High	High	
Uptown	1-0	Medium	High	Medium	Medium	2	0	0	High	Medium	High	High	
7 th North	0-1	High	High	Medium	High	0	0	0	High	High	Medium	High	
7 th South	0	High	High	Medium	Medium	0	1	1	Medium	High	Low	Medium	
M Street SE	0	High	High	Medium	Medium	2	0	0	Medium	Medium	High	High	
11 th Street Bridge	0-1	Medium	High	Medium	Low	0	0	0	High	Low	Medium	Medium	
Good Hope Road	0-1	Medium	Medium	Medium	Medium	1	1	0	Medium	Medium	Medium	Medium	
American University to L'Enfant Plaza													
Massachusetts	0	Low	Low	Medium	Low	1	1	0	Low	Low	High	Low	
Calvert West	0	Low	Low	Low	Low	1	0	0	Low	Low	High	Low	
Calvert East	0	Low	Low	Medium	Low	0	0	0	Low	Low	Medium	Low	
U Street	0-1	Medium	High	Medium	Medium	1	0	0	High	Medium	High	High	
Florida	0-1	High	High	Medium	High	0	0	1	High	High	Low	High	
8 th Street	0-2	Medium	Medium	Medium	High	4	1	3	High	High	High	High	
M Street SE	0	High	High	Medium	Medium	2	0	0	Medium	Medium	High	High	
7 th South (Part of)	0	High	High	High	Low	0	0	0	Medium	Medium	Medium	Medium	
Georgetown to Minnesota Avenue Metro													
Lower K Street	0	Low	Low	Medium	Low	1	0	0	Low	Low	High	Low	
Upper K Street	0	High	High	High	Medium	6	4	2	Medium	High	High	High	
H Street NE	1-0	High	High	Medium	High	6	4	1	High	High	High	High	
Benning Road	1-2	Medium	High	Medium	High	1	3	0	High	Medium	Medium	High	
Minnesota Avenue Metro to Anacostia Streetcar													
Minnesota	1-4	Medium	Medium	Medium	Medium	3	0	1	High	Medium	High	High	
Union Station to Southern Avenue													
2nd Street	0-1	High	Medium	High	Low	0	1	0	High	Medium	Medium	High	
Pennsylvania West	1-1	Low	Medium	Medium	High	0	0	0	Medium	Medium	Medium	Medium	
Pennsylvania East	1-1	Low	Low	Low	Low	0	0	0	Low	Low	Medium	Low	
L'Enfant Plaza to Southern Ave Corridor													
7 th South (Part of)	0	High	High	High	Low	0	0	0	Medium	Medium	Medium	Medium	
M Street SE	0	High	High	Medium	Medium	2	0	0	Medium	Medium	High	High	
11 th St Bridge	0-1	Medium	High	Medium	Low	0	0	0	High	Low	Medium	Medium	
MLK Jr. Ave	1-0	High	High	High	High	2	2	4	High	Medium	Low	Medium	
S Capitol St	1-0	Low	Low	Low	High	0	0	0	Medium	Medium	Medium	Medium	
Rhode Island Ave Corridor													
14th Street	0	Medium	High	Medium	Medium	0	0	0	Medium	Medium	Medium	Medium	
U Florida	0-1	Medium	High	Medium	Medium	0	0	1	High	Medium	Low	Medium	
Rhode Island South	1-0	Low	Medium	Medium	High	1	0	3	Medium	High	Low	Medium	
Rhode Island North	1-0	Low	Low	Low	High	1	0	1	Low	Medium	Medium	Medium	
Woodley Park to Brookland Metro Corridor													
Calvert East	0	Low	Low	Medium	Low	0	0	0	Low	Low	Medium	Low	
Columbia	0	Low	Medium	Medium	High	1	0	4	Low	High	Low	Medium	
Michigan	0	Medium	High	High	High	1	1	0	Medium	High	High	High	

Table B-9: Screen 3 Results: Goal 3 – System Performance Measures

Corridors and Segments	Travel Time Savings		Transit Capacity			Operating Costs per Vehicle Mile	Annual Operating Cost per Annual Boarding	Cost Effectiveness		Goal 3 Ratings			
	Average Percent Reduction in Transit Travel Times	Average Travel Time Savings to Major Trip Destination (min)	Change in Transit Carrying Capacity	Local Bus Peak Load Factors	Peak Load Factors			Annualized Capital Cost per Annual Boarding (Annualized Capital Cost Based on 50 years)	Annualized Capital Cost per Annual New Boarding (Annualized capital cost based on 50 year life cycle)	Travel Time	Transit Capacity	Cost-Effectiveness	GOAL 3 OVERALL
Silver Spring to Skyland SE													
Georgia	31%	5.0	113%	0.81	0.32	\$11	\$1.28	\$0.90	\$20	Medium	High	Medium	High
Uptown	39%	4.8	113%	0.81	0.37	\$18	\$1.57	\$0.70	\$21	Medium	High	Low	Medium
7 th North	16%	4.8	113%	0.73	0.10	\$19	\$1.58	\$0.54	\$8	Medium	Medium	Medium	Medium
7 th South	47%	3.3	22%	0.65	0.21	\$16	\$0.80	\$0.39	\$13	Medium	Low	High	Medium
M Street SE	46%	6.0	61%	0.36	0.18	\$17	\$1.45	\$0.67	\$4	High	High	Medium	Medium
11 th Street Bridge	54%	6.4	63%	NA	0.08	\$12	\$10.37	\$4.81	\$8	High	Medium	Low	Medium
Good Hope Road	64%	4.6	100%	0.80	0.05	\$17	\$1.40	\$0.95	\$6	High	Low	Medium	Low
American University to L'Enfant Plaza													
Massachusetts	37%	5.5	127%	0.03	0.02	\$17	\$1.87	\$1.19	--	High	High	Medium	High
Calvert West	16%	5.5	29%	0.21	0.02	\$17	\$13.57	\$1.19	--	Medium	Low	Low	Low
Calvert East	31%	5.5	36%	0.32	0.02	\$17	\$3.19	\$1.19	--	High	Low	Low	Low
U Street	34%	5.3	24%	0.44	0.11	\$18	\$1.78	0.54	\$9	High	Medium	Medium	High
Florida	44%	3.4	35%	0.62	0.21	\$18	\$4.33	\$1.88	\$46	Medium	Medium	Low	Medium
8 th Street	34%	3.2	48%	0.80	0.13	\$17	\$1.39	\$0.51	\$17	Low	Medium	Medium	Medium
M Street SE	46%	6.0	61%	0.36	0.18	\$17	\$1.45	\$0.67	\$4	High	Low	Medium	Medium
7 th South (Part of)	47%	3.3	37%	0.65	0.19	\$17	\$1.62	\$0.39	\$3	Medium	Low	High	Medium
Georgetown to Minnesota Avenue Metro													
Lower K Street	36%	2.4	53%	0.54	0.11	\$18	\$2.22	\$0.39	\$6	Low	High	Medium	Medium
Upper K Street	43%	3.6	53%	0.37	0.75	\$21	\$1.07	\$0.27	\$3	Low	High	High	High
H Street NE	31%	7.3	85%	1.74	0.28	\$16	\$1.05	\$0.41	\$4	High	High	High	High
Benning Road	43%	9.8	69%	0.84	0.31	\$13	\$1.02	\$0.62	\$9	High	Medium	Medium	High
Minnesota Avenue Metro to Anacostia Streetcar													
Minnesota	37%	6.9	22%	0.26	0.02	\$23	--	\$1.96	\$11	High	High	Low	Medium
Union Station to Southern Avenue													
2nd Street	41%	3.1	65%	NA	0.27	\$17	\$3.82	--	--	Low	High	Medium	Medium
Pennsylvania W	41%	3.1	100%	0.50	0.27	\$17	\$2.75	--	--	Low	Medium	Medium	Medium
Pennsylvania E	38%	3.1	100%	0.50	0.27	\$17	\$6.73	--	--	Low	Medium	Medium	Medium
L'Enfant Plaza to Southern Ave Corridor													
7 th South (Part of)	47%	3.3	37%	0.65	0.19	\$17	\$1.62	\$0.77	\$3	Medium	Low	Medium	Medium
M Street SE	46%	6.0	61%	0.36	0.18	\$17	\$1.45	\$0.67	\$4	High	High	Medium	Medium
11 th St Bridge	54%	6.4	63%	NA	0.08	\$12	\$10.37	\$4.81	\$8	High	Medium	Medium	Medium
MLK Jr. Ave	32%	4.6	33%	0.19	0.07	\$14	\$0.99	\$0.37	\$5	Medium	Medium	High	Medium
S Capitol St	32%	4.6	33%	0.30	0.07	\$17	\$0.99	\$0.37	\$3	Medium	Low	High	Medium
Rhode Island Ave Corridor													
14th Street	13%	3.9	107%	0.43	0.20	\$23	\$0.81	\$0.19	\$14	Low	High	High	High
U Florida	34%	5.3	24%	0.44	0.11	\$16	\$1.86	\$0.62	\$5	High	Medium	Medium	High
Rhode Island S	30%	4.6	110%	0.17	0.22	\$15	\$2.51	\$1.30	\$65	Medium	High	Medium	Medium
Rhode Island N	15%	2.6	157%	0.35	0.17	\$12	\$1.48	\$0.94	\$39	Low	High	Medium	Medium
Woodley Park to Brookland Metro Corridor													
Calvert East	33%	5.5	36%	0.32	0.02	\$17	\$3.19	\$1.19	--	High	Low	Low	Low
Columbia	26%	2.4	73%	0.49	0.02	\$20	\$5.58	\$2.24	\$328	Low	Medium	Low	Low
Michigan	30%	2.9	50%	0.65	0.02	\$15	\$6.07	\$3.17	\$413	Low	Low	Low	Low

Rating	Average Percent Reduction in Transit Travel Times	Average Travel Time Savings to Major Trip Destination (min)	Change in Transit Carrying Capacity	Local Bus Peak Load Factors	Peak Load Factors	Operating Costs per Vehicle Mile	Annual Operating Cost per Annual Boarding	Annualized Capital Cost per Annual Boarding (Annualized Capital Cost Based on 50 years)	Annualized Capital Cost per Annual New Boarding (Annualized capital cost based on 50 year life cycle)
High	>40%	>6.0	>80%	<0.4	>0.25	<\$10	<\$1.25	<\$0.50	<\$7
Medium	20%-40%	5.0-6.0	45%-80%	0.4-0.6	0.10-0.25	\$10-\$18	\$1.25-\$3.00	\$0.50-\$1.00	\$7-\$15
Low	<20%	<5.0	<45%	>0.6	<0.10	>\$18	>\$3.00	>\$1.0	>\$15

Table B-10: Screen 3 Results: Goal 4 – Environmental Quality Measures

Corridors and Segments	Visual/ Community Fit of Stops	Potential to Avoid Adverse Impacts	GOAL 4 OVERALL
Silver Spring to Skyland SE			
Georgia	High	Medium	High
Uptown	Medium	Medium	Medium
7 th North	Low	Low	Low
7 th South	Low	Low	Low
M Street SE	High	Medium	High
11 th Street Bridge	Low	High	Medium
Good Hope Road	Medium	Medium	Medium
American University to L'Enfant Plaza			
Massachusetts	High	Low	Medium
Calvert West	Medium	Medium	Medium
Calvert East	Low	Medium	Low
U Street	Low	Low	Low
Florida	High	Medium	High
8 th Street	Low	Low	Low
M Street SE	High	Medium	High
7 th South (Part of)	Low	High	Medium
Georgetown to Minnesota Avenue Metro			
Lower K Street	Medium	Medium	Medium
Upper K Street	Medium	Medium	Medium
H Street NE	High	Medium	High
Benning Road	High	Medium	High
Minnesota Avenue Metro to Anacostia Streetcar			
Minnesota	Low	Medium	Low
Union Station to Southern Avenue			
2nd Street	Low	Medium	Low
Pennsylvania W	High	Medium	High
Pennsylvania E	Medium	Low	Low
L'Enfant Plaza to Southern Ave Corridor			
7 th South (Part of)	Low	High	Medium
M Street SE	High	Medium	High
11 th St Bridge	Low	High	Medium
MLK Jr. Ave	Medium	Low	Low
S Capitol St	High	Medium	High
Rhode Island Ave Corridor			
14th Street	Low	Low	Low
U Florida	Medium	Low	Medium
Rhode Island S	High	High	High
Rhode Island N	High	Medium	High
Woodley Park to Brookland Metro Corridor			
Calvert East	Low	Medium	Low
Columbia	High	Medium	High
Michigan	High	High	High

Figure B-6: Goal 1 - Access and Mobility Ratings

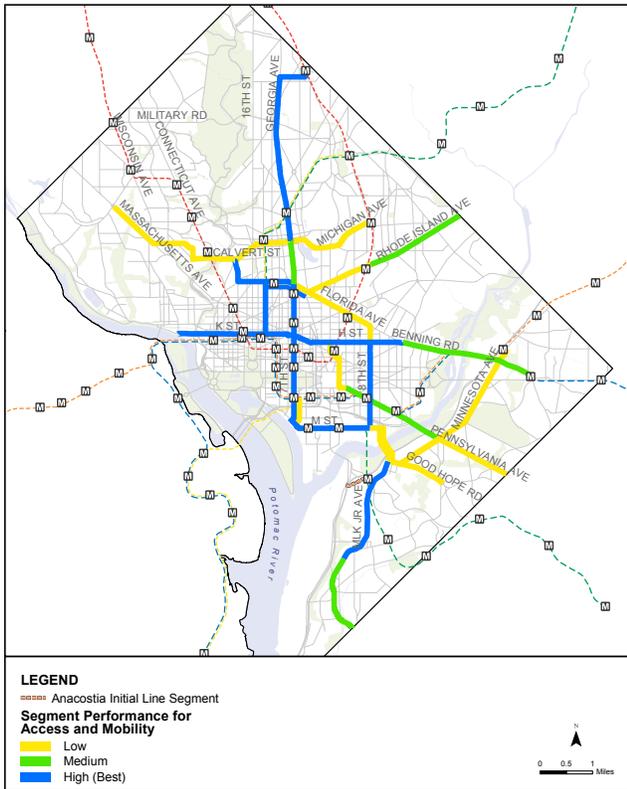


Figure B-7: Goal 2 - Community and Economic Development Ratings - Streetcar

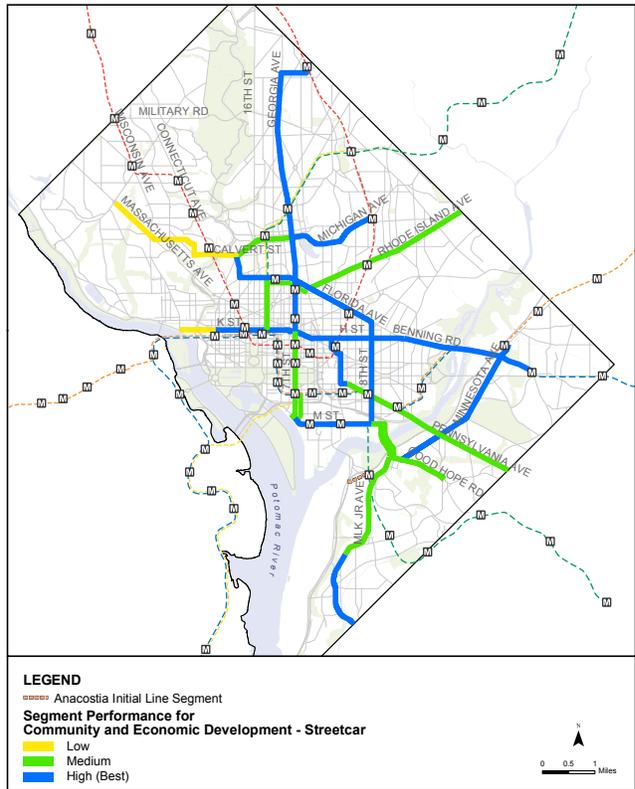


Figure B-8: Goal 3 - System Performance Ratings - Streetcar

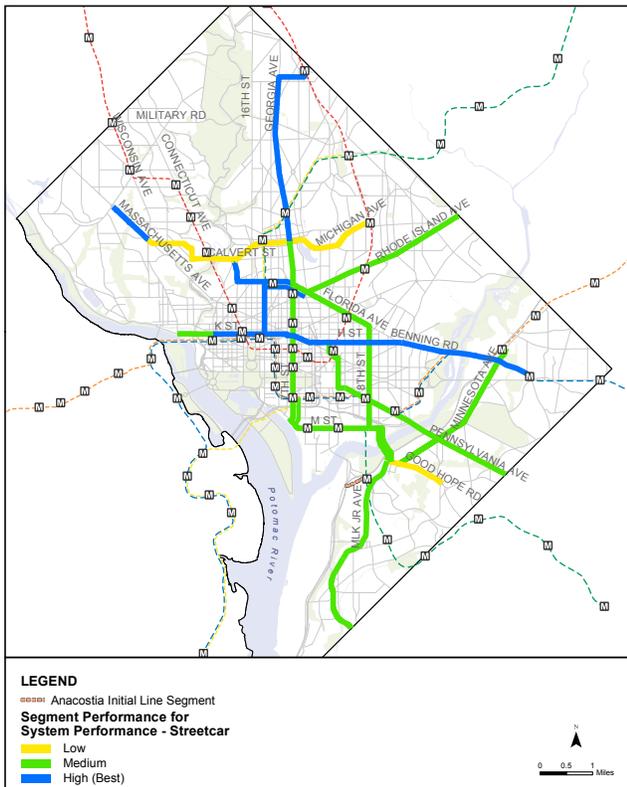
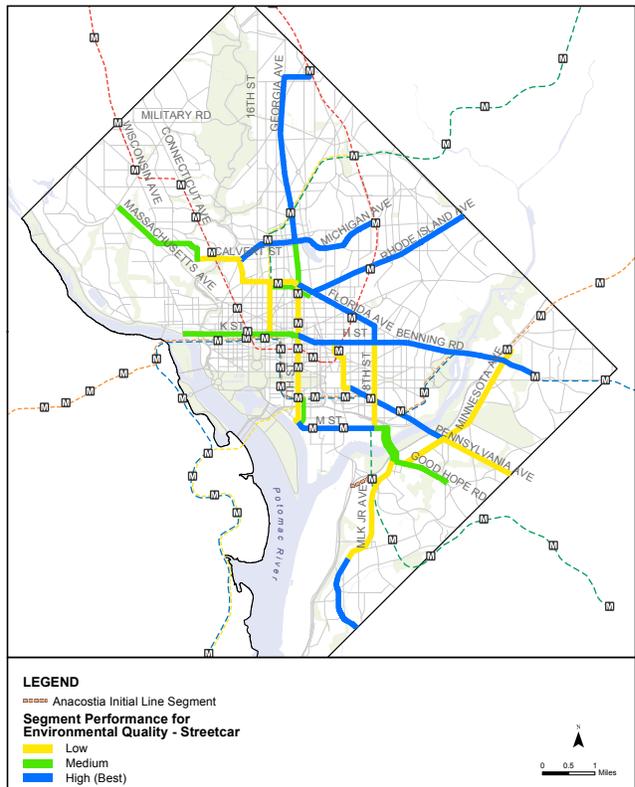


Figure B-9: Goal 4 - Environmental Quality Ratings - Streetcar



Best Performing Streetcar Segments

Upon completion of the screening process, specific segments were identified as suitable for specific levels of investment based on the screening results and agency and public participation. These high performing segments were identified as potential candidates for streetcar service, shown in Table B-11, given the goals and objectives established by the project participants. These segments represent the most attractive areas to expand streetcar services beyond the Anacostia Initial Line Segment service that is already under construction. Figure B-10 shows the projected ridership by segment for streetcar service.

In order to transform these high performing segments into the basis for a potential streetcar system, some additional short segments would be needed to connect these segments to each other, to logical terminal points, and to intermodal access points. The 11th Street Bridge connection across the Anacostia River provides a short connection between the Anacostia Initial Line Segment and the M Street SE segment. The creation of a unified streetcar system rather than unconnected corridors is highly desirable since it allows the flexibility of moving streetcar vehicles between all streetcar segments and provides access to a maintenance and storage facility (or facilities) from all streetcar segments.

Figure B-10: Streetcar Ridership Projections

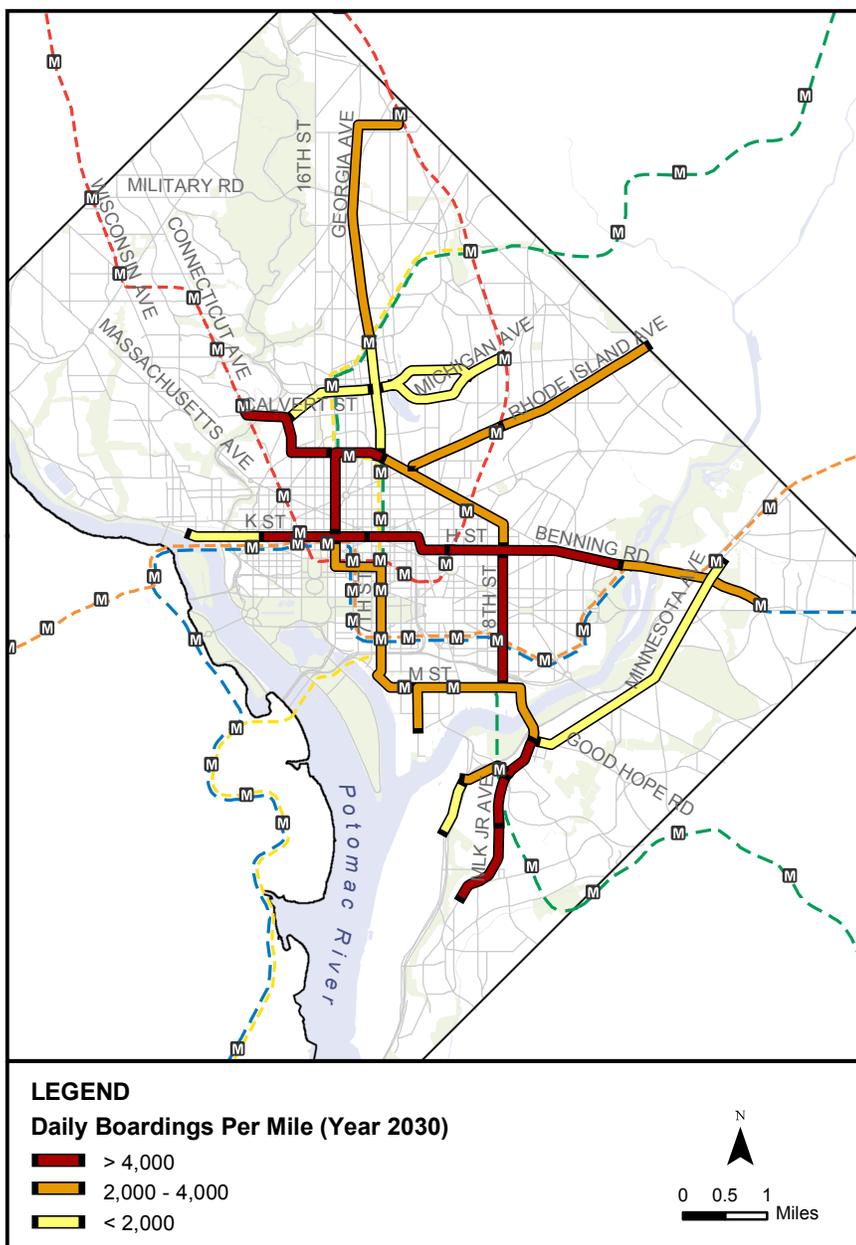


Table B-11: Best Performing Streetcar Segments

Segment	Key Strengths*
Upper K Street NW	Serves employment and population with over 111,000 jobs within walking distance and 11,000 population per mile
	Potential Increase in mode share of over 2.4%
	Projected ridership of over 15,000 daily boardings or nearly 10,000 per mile
	Cost-Effectiveness with annual operating cost/annual boarding of about \$1
Georgia Avenue	Projected ridership of 14,000 daily boardings or nearly 3,000 daily boardings per mile
	Increases corridor transit carrying capacity by up to 113%
	Located along a Great Street corridor serving strategic neighborhoods and planning initiatives
H Street NW/NE	Potential Increase in mode share of over 2.2%
	Ridership of over 13,000 daily boardings or over 6,500 per mile
	Located along a Great Street corridor serving strategic neighborhoods and planning initiatives
	Serves planned redevelopment sites and areas in the H Street Commercial District
	High levels of community support and interest
	Significant travel time savings and increase in carrying capacity by nearly 85%
	Cost-Effectiveness with annual operating cost/annual boarding of about \$1
Benning Rd NE	Projected ridership of 11,000 daily boardings or over 4,000 daily boardings per mile
	Located along a Great Street corridor serves planning initiatives
	Significant potential to support development/redevelopment
M Street SE	Potential Increase in mode share of over 2.8%
	Serves and emerging regional activity center and planning initiatives for Anacostia Waterfront
	Provides transit travel time savings of over 40%
	Cost-Effectiveness with annualized capital cost/annual new boarding of about \$4
14 th Street South NW	Potential Increase in mode share of over 2.2%
	Serves over 34,000 in population per mile
	Projected ridership of over 14,000 daily boardings
	Serves strategic neighborhoods and planning initiatives
	Cost-Effectiveness with annual operating cost/annual boarding of < \$1
	Increases corridor transit carrying capacity by up to 107%
U Street NW	Serves a growing population of over 12,000 within walking distance
	Projected ridership of nearly 5,000 per mile
	Serves strategic neighborhoods and planning initiatives
	Travel time savings of over 5 minutes to major destinations
Florida Ave NW/NE	Serves strategic neighborhoods and planning initiatives
	Reduction in transit travel time of over 40%
8 th Street NE/SE	Projected ridership of nearly 9,000 daily boardings or over 5,000 daily boardings per mile
Uptown	Serves over 10,000 in population per mile
	Located along a Great Street corridor serving strategic neighborhoods and planning initiatives
	Increases corridor transit carrying capacity by up to 113%
Martin Luther King, Jr. Ave SE	Projected ridership of over 15,000 daily boardings or over 7,000 daily boardings per mile
	Potential Increase in mode share of over 2.2%
	Serves an emerging regional activity center at future HSA Headquarters
	Located along a Great Street corridor serving strategic neighborhoods and planning initiatives
	Cost-Effectiveness with annual operating cost/annual boarding of < \$1 and annualized capital cost/annual new boarding of about \$5
Rhode Island Ave N/S	Located along a Great Street corridor serving strategic neighborhoods
	Cost-Effectiveness with annual operating cost/annual boarding of < \$1.50
	Capacity for development/redevelopment
Michigan Ave NE	Serves strategic neighborhoods and planning initiatives
	Serves planned redevelopment sites near Soldiers' and Airmen's Home and McMillan Reservoir

*Criteria where the segment performs best for Streetcar service