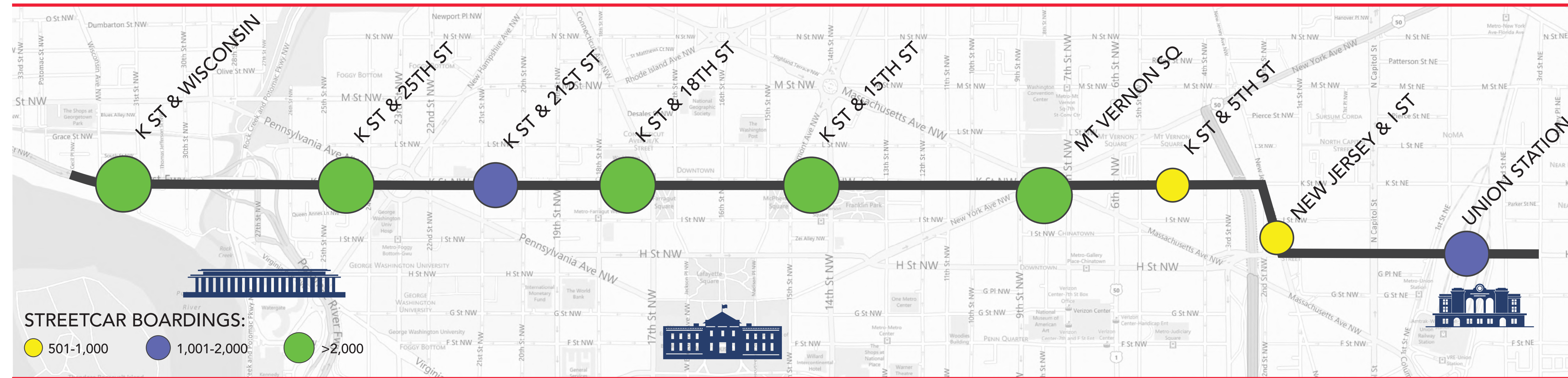
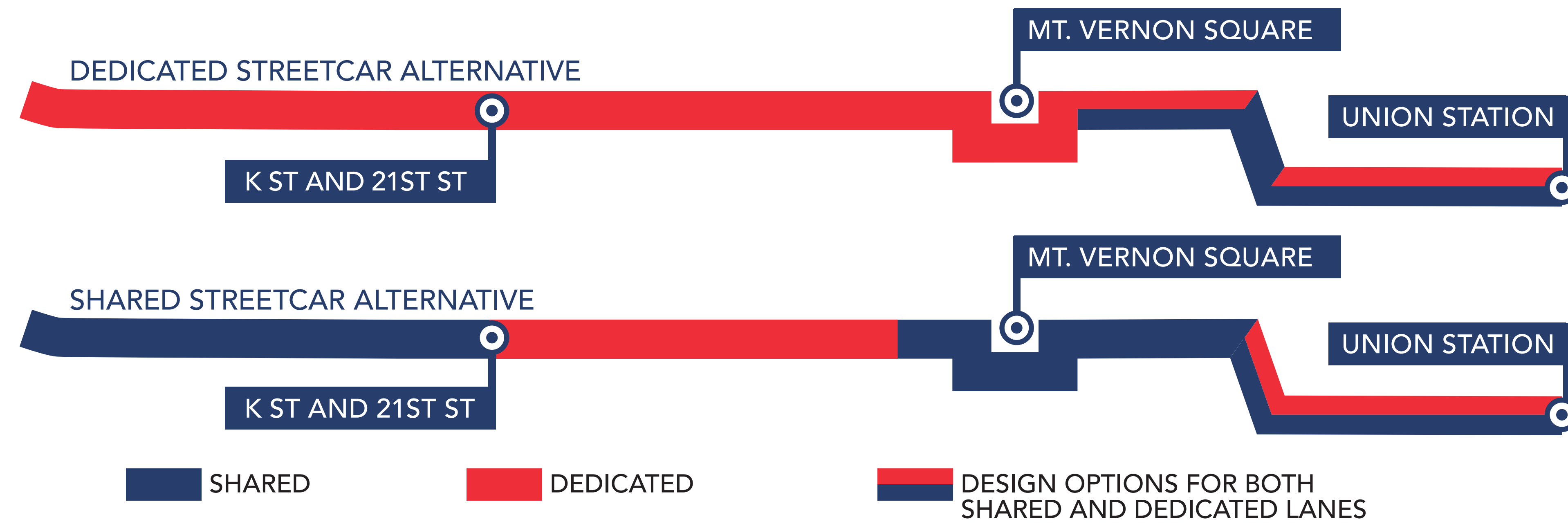
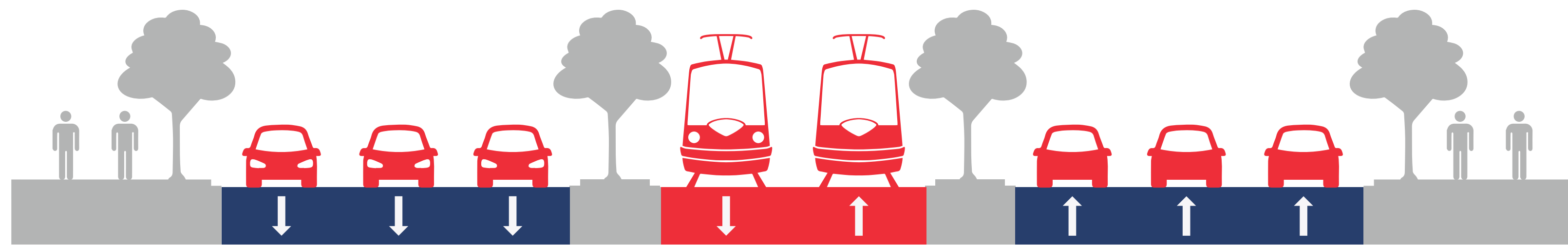


Build Alternatives

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 will it look like?



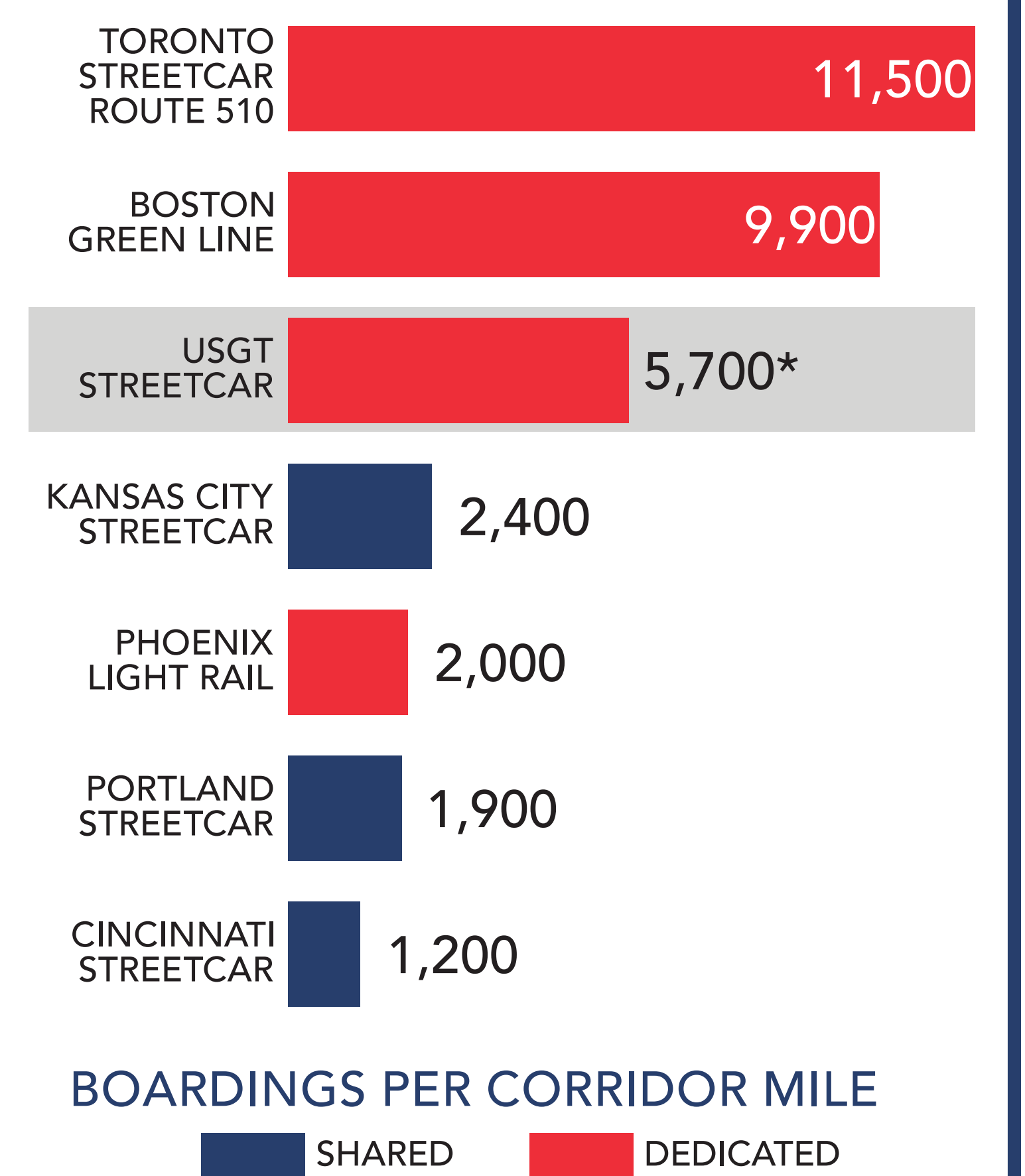
By removing service lanes on K Street between 12th and 21st Streets, there is sufficient right-of-way to provide a two-lane transitway dedicated to streetcar use. Elsewhere in the USGT corridor, streetcars will operate in a mix of shared and dedicated lanes.



STREETCAR BOARDINGS

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 ridership estimate applies to both build alternatives.