District Department of Transportation

DC Circulator

Transit Development Plan Appendices

Final Report
April 2011

DC Circulator Transit Development Plan
Appendices

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Appendix A

DC Circulator Ridership Counts

D.C. Circulator Ridership Counts

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circulator

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August 19, 2010
Job Number: 10-784

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Methodology for Conducting Ridership Counts

Ride counts were conducted from June 17 to July 17, 2010 on a sample of buses along each of the five DC Circulator routes. Ride checkers from WB&A Market Research rode randomly selected DC Circulator buses on weekdays (Monday through Thursday) and Saturdays, counting all boarding and alighting passengers. Ride counts were conducted during the entire running time of each route, with ride checks being done on two buses per route throughout the day. Ride checkers logged boardings, alightings, departing load and stop times on a personal digital assistant (PDA), which was pre-programmed with all stops along each route. Ride checkers also kept a paper log of any errors and corrections that needed to be made to their counts, and the reasons for these changes.

- During their shift, ride checkers may have conducted checks on multiple buses along their assigned route, switching from one bus to another because of breaks, buses being switched on and off routes or for other reasons. Therefore, the departing load from each stop may not simply be determined by subtracting alightings from boardings, as an individual ride checker may have ridden multiple buses along each route during their shift.

A training session for ride checkers was conducted on June 16, 2010. During this training session, ride checkers were given a training manual, day passes (provided by DC Surface Transit) to ride the Circulator, and trained on how to properly use the PDA.

Prior to their shifts, ride checkers were provided with the following:

- A PDA containing the list of stops along the routes they were assigned to check;
- A list of contact numbers for WB&A staff should they have any questions or experience problems during their shift;
- A badge, approved by the District Department of Transportation (DDOT), with their name and photo;
- A letter from DDOT giving ride checkers permission to conduct the counts; and
- A daily schedule, which included the error log.

After shifts were completed, data was downloaded from the PDAs and checked for accuracy and completeness. Checks with anomalous results (e.g., unexplained errors, outliers, missed stops or times) were discarded and the route was re-assigned.

Weighting the Results

DC Circulator provided WB&A with hourly boarding counts for each route on each day ride checks were conducted. WB&A then calculated the average hourly boardings for each route on weekdays and Saturdays. WB&A also calculated the total number of boardings that were counted per route, per hour. The following data expansion formula was used by WB&A to expand the number of boardings, alightings and bus load to represent the entire ridership of the DC Circulator.

Average actual number of boardings per hour	÷	Total boardings counted per hour	=	Expansion factor (weight)

- In three instances, there were one-hour time periods when no boardings were recorded (though there were alightings and loads recorded). In these instances, expansion factors were created by dividing the number of buses on the route at that time by the number of buses on which ride checks were conducted (2). These three instances account for a very small portion of total ridership, and therefore have a minimal impact on the overall results.
  - Woodley Park-Adams Morgan-McPherson Square Metro, Saturday from 3:00 am to 3:30 am
  - Smithsonian-National Gallery of Art, Saturday after 6:00 pm (as buses were completing their routes)
  - Convention Center-SW Waterfront, Weekday before 7:00 am (as buses were beginning their routes)

The final expansion factors were applied to each recorded count. The expansion factors (weights) are shown on the following pages.

Weighting the Results – Ridership Expansion Factors

Union Station-Navy Yard Metro						
	COUNTS		ACTUAL		WEIGHT	
Time Period	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Before 6:00am	6		42		7.00000	
6:00am-6:59am	71		585		8.23944	
7:00am-7:59am	60		753		12.55000	
8:00am-8:59am	64		732		11.43750	
9:00am-9:59am	37		344		9.29730	
10:00am-10:59am	28		261		9.32143	
11:00am-11:59am	36		369		10.25000	
12:00pm-12:59pm	24		321		13.37500	
1:00pm-1:59pm	47		329		7.00000	
2:00pm-2:59pm	44		361		8.20455	
3:00pm-3:59pm	58		439		7.56897	
4:00pm-4:59pm	79		582		7.36709	
5:00pm-5:59pm	52		627		12.05769	
6:00pm-6:59pm	48		481		10.02083	
After 7:00pm	20		85		4.25000	

Weighting the Results – Ridership Expansion Factors (continued)

Georgetown-Union Station						
	COUNTS		ACTUAL		WEIGHT	
Time Period	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
12:00am-12:59am	19	54	43	106	2.26316	1.96296
1:00am-1:59am		22		39		1.77273
6:00am-6:59am	6	4		18	1.00000	4.50000
7:00am-7:59am	152	118	2413	365	15.87500	3.09322
8:00am-8:59am	157	47	3344	473	21.29936	10.06383
9:00am-9:59am	89	95	2312	557	25.97753	5.86316
10:00am-10:59am	75	107	1642	524	21.89333	4.89720
11:00am-11:59am	79	105	1494	619	18.91139	5.89524
12:00pm-12:59pm	183	120	1751	649	9.56831	5.40833
1:00pm-1:59pm	120	163	1915	716	15.95833	4.39264
2:00pm-2:59pm	112	118	1866	818	16.66071	6.93220
3:00pm-3:59pm	64	129	2252	810	35.18750	6.27907
4:00pm-4:59pm	63	105	2684	732	42.60317	6.97143
5:00pm-5:59pm	178	122	2727	778	15.32022	6.37705
6:00pm-6:59pm	282	118	2351	573	8.33688	4.85593
7:00pm-7:59pm	209	105	1700	567	8.13397	5.40000
8:00pm-8:59pm	165	62	1194	505	7.23636	8.14516
9:00pm-9:59pm	108	105	487	307	4.50926	2.92381
10:00pm-10:59pm	54	76	250	176	4.62963	2.31579
11:00pm-11:59pm	56	68	225	102	4.01786	1.50000

Weighting the Results – Ridership Expansion Factors (continued)

Woodley Park-Adams Morgan-McPherson Square Metro						
	COUNTS		ACTUAL		WEIGHT	
Time Period	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
12:00am-12:59am	9	65	33	248	3.66667	3.81538
1:00am-1:59am		41		194		4.73171
2:00am-2:59am		43		120		2.79070
3:00am-3:30am		0		24		6.00000
6:00am-6:59am	10		106	24	10.60000	
7:00am-7:59am	66	20	901	212	13.65152	10.60000
8:00am-8:59am	108	45	1390	296	12.87037	6.57778
9:00am-9:59am	120	66	1030	403	8.58333	6.10606
10:00am-10:59am	109	51	828	464	7.59633	9.09804
11:00am-11:59am	94	52	732	537	7.78723	10.32692
12:00pm-12:59pm	149	128	799	588	5.36242	4.59375
1:00pm-1:59pm	94	99	876	627	9.31915	6.33333
2:00pm-2:59pm	91	67	887	586	9.74725	8.74627
3:00pm-3:59pm	89	123	790	544	8.87640	4.42276
4:00pm-4:59pm	79	48	1170	446	14.81013	9.29167
5:00pm-5:59pm	92	74	1452	487	15.78261	6.58108
6:00pm-6:59pm	58	92	1504	524	25.93103	5.69565
7:00pm-7:59pm	115	112	1339	418	11.64348	3.73214
8:00pm-8:59pm	121	48	1043	407	8.61983	8.47917
9:00pm-9:59pm	89	87	836	394	9.39326	4.52874
10:00pm-10:59pm	56	72	742	363	13.25000	5.04167
11:00pm-11:59pm	60	86	466	287	7.76667	3.33721

Weighting the Results – Ridership Expansion Factors (continued)

Convention Center-SW Waterfront						
	COUNTS		ACTUAL		WEIGHT	
Time Period	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Before 7:00am	0	2	33	6	33.00000	3.00000
7:00am-7:59am	46	18	566	75	12.30435	4.16667
8:00am-8:59am	76	25	616	82	8.10526	3.28000
9:00am-9:59am	44	35	476	129	10.81818	3.68571
10:00am-10:59am	42	48	351	150	8.35714	3.12500
11:00am-11:59am	62	27	553	203	8.91935	7.51852
12:00pm-12:59pm	32	19	600	184	18.75000	9.68421
1:00pm-1:59pm	33	31	478	227	14.48485	7.32258
2:00pm-2:59pm	36	45	525	227	14.58333	5.04444
3:00pm-3:59pm	100	28	599	222	5.99000	7.92857
4:00pm-4:59pm	63	73	661	270	10.49206	3.69863
5:00pm-5:59pm	90	59	887	317	9.85556	5.37288
6:00pm-6:59pm	59	44	576	348	9.76271	7.90909
7:00pm-7:59pm	65	62	475	206	7.30769	3.32258
8:00pm-8:59pm	25	24	259	106	10.36000	4.41667

Weighting the Results – Ridership Expansion Factors (continued)

Smithsonian-National Gallery of Art						
	COUNTS		ACTUAL		WEIGHT	
Time Period	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
10:00am-10:59am		4		21		5.25000
11:00am-11:59am		17		46		2.70588
12:00pm-12:59pm		9		84		9.33333
1:00pm-1:59pm		13		51		3.92308
2:00pm-2:59pm		45		100		2.22222
3:00pm-3:59pm		36		92		2.55556
4:00pm-4:59pm		73		102		1.39726
5:00pm-5:59pm		21		84		4.00000
After 6:00pm		0		10		2.00000

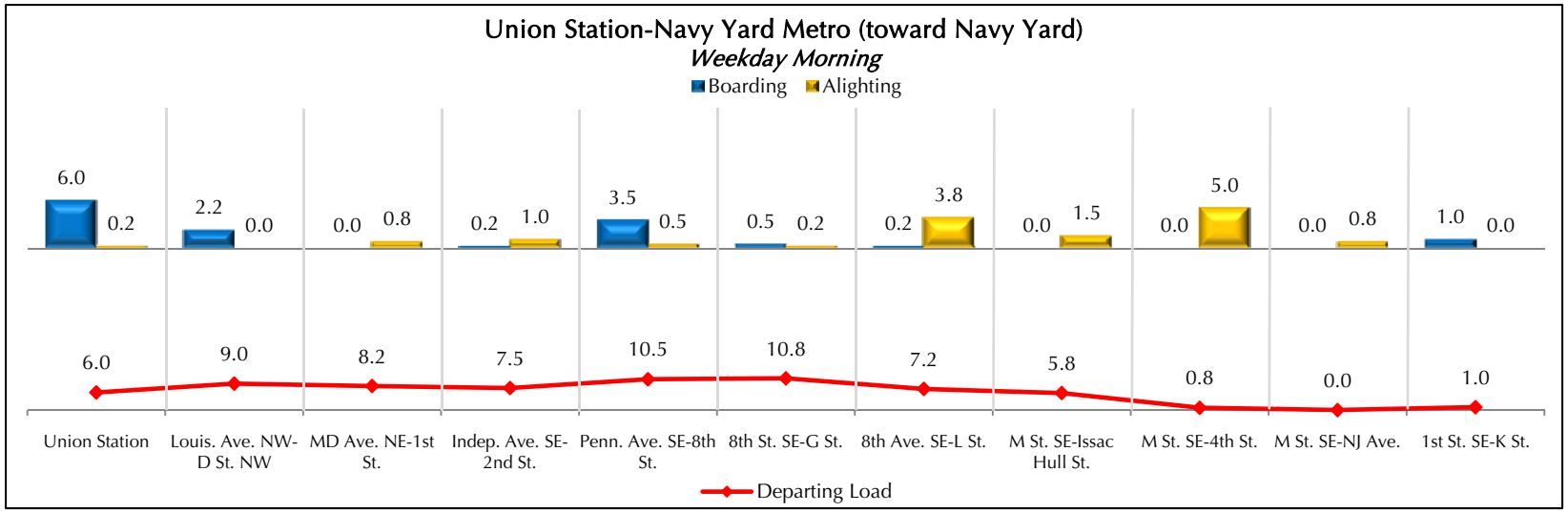
Ridership Counts

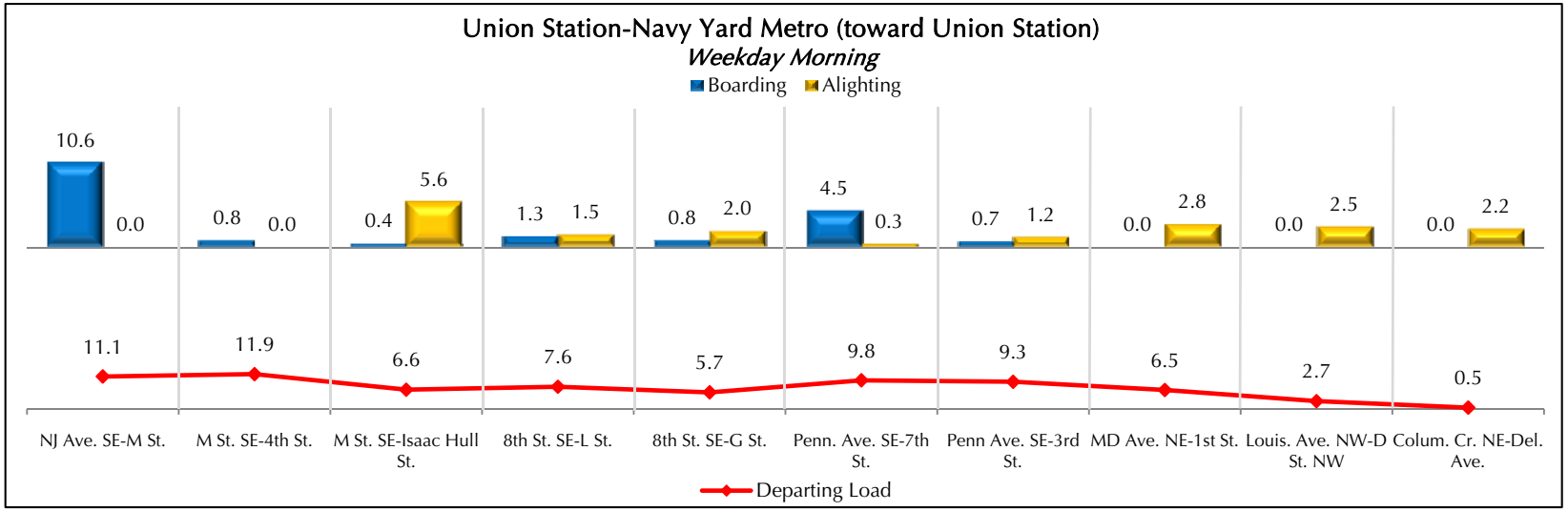
The following pages show the average number of boardings, alightings and load when departing each stop, per bus, on a stop-by-stop basis for each route. These averages are determined by calculating the mean number of boardings, alightings and size of the departing load from collected data, and are therefore based on unweighted results. The data is divided into five time periods:

- Weekday Morning – 5:00 am to 8:59 am
- Weekday Mid-Day – 9:00 am to 2:59 pm
- Weekday Evening – 3:00 pm to 6:59 pm
- Weekday Night – 7:00 pm or later
- Weekends – Full day

In order to better define stops, routes are further divided by direction. *Note that some routes containing a large number of stops are divided into two charts.*

Ridership Counts (continued)





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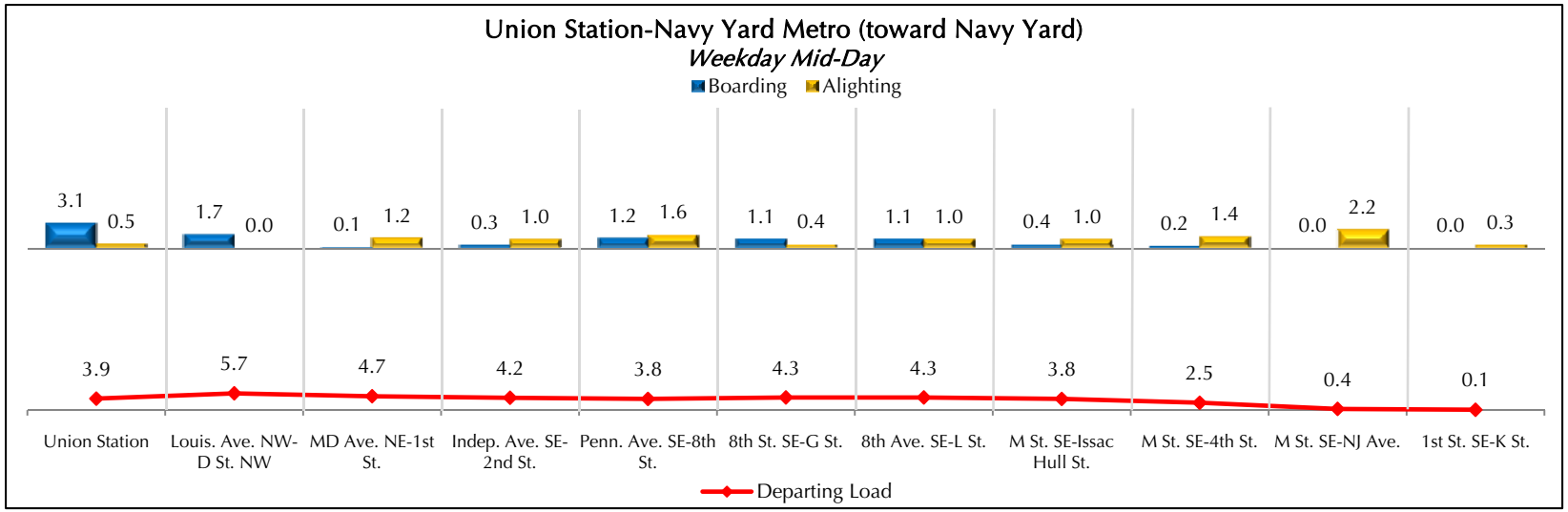

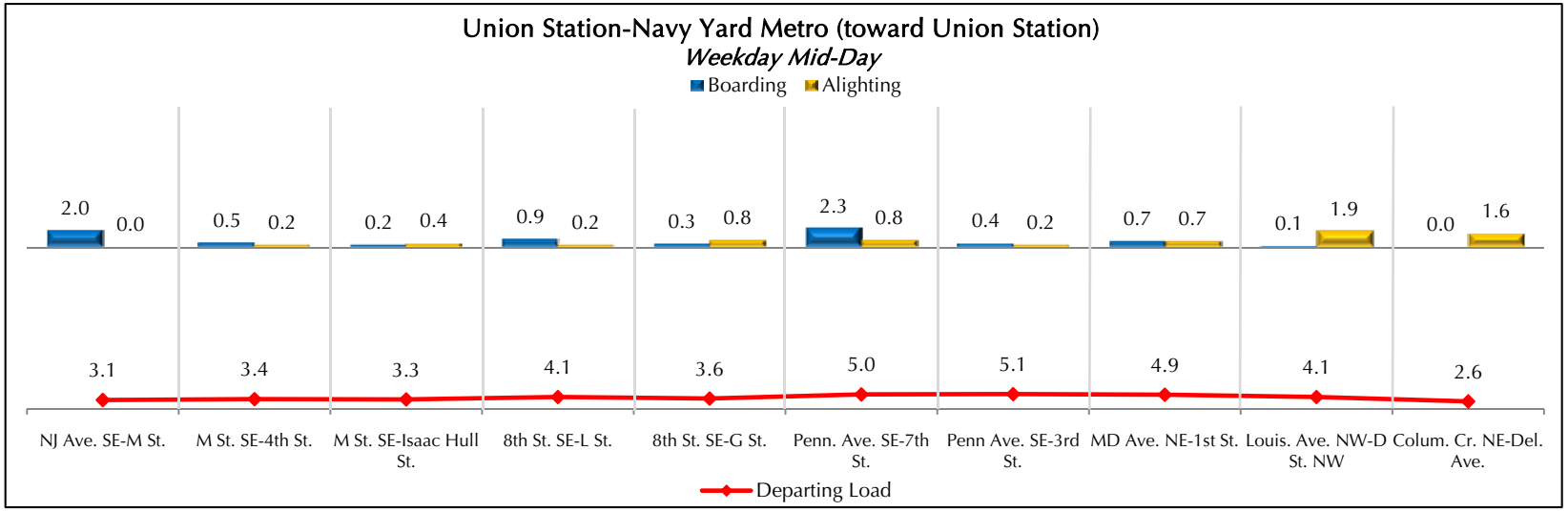

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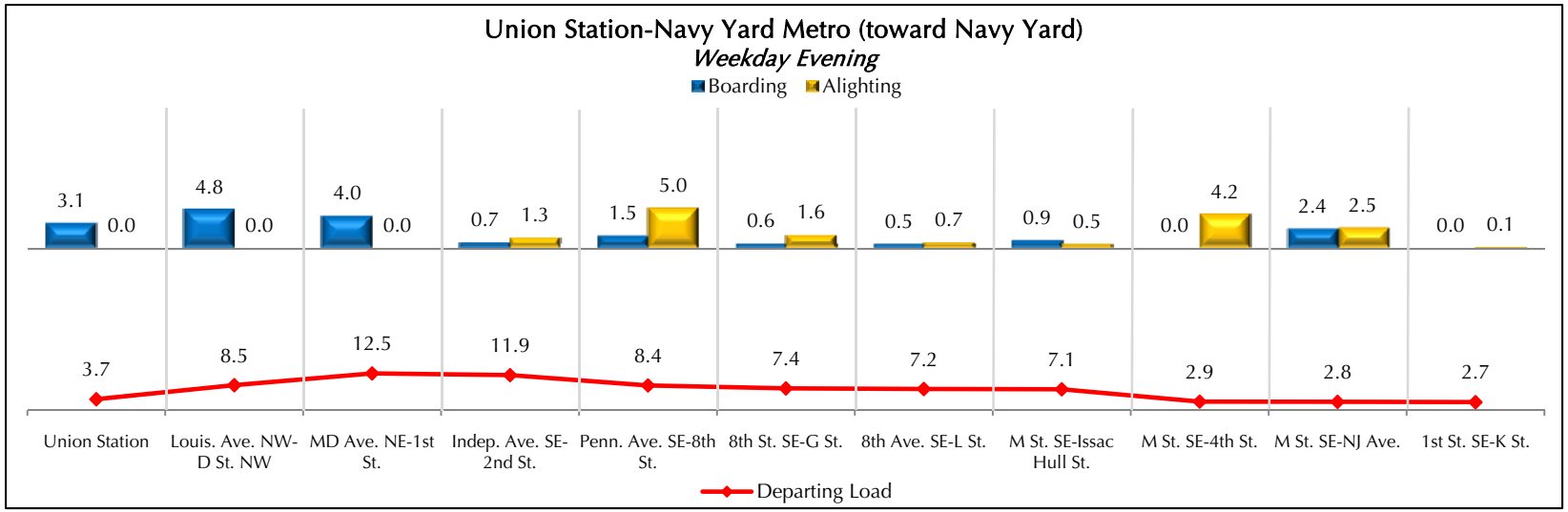

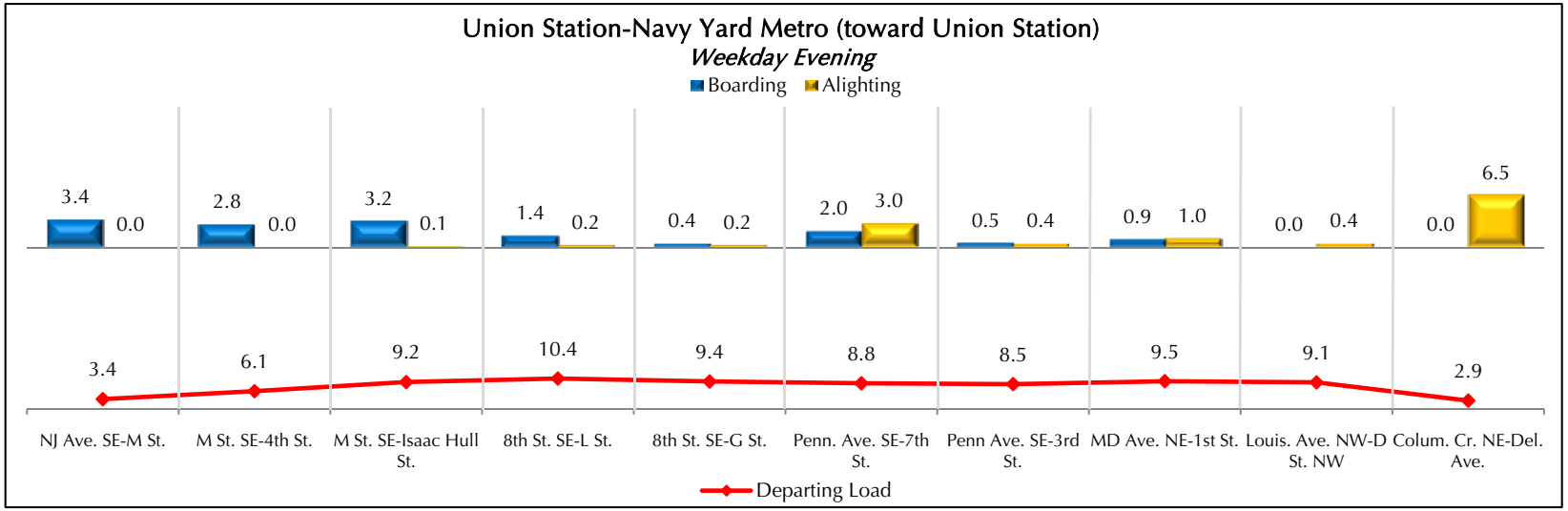

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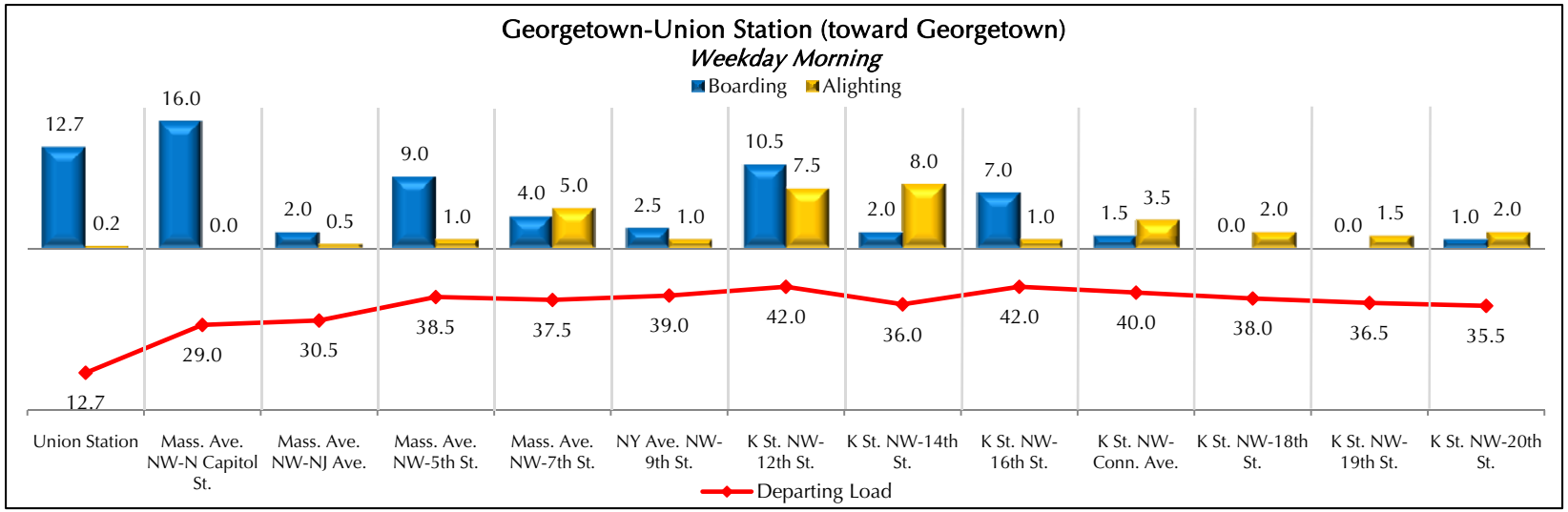

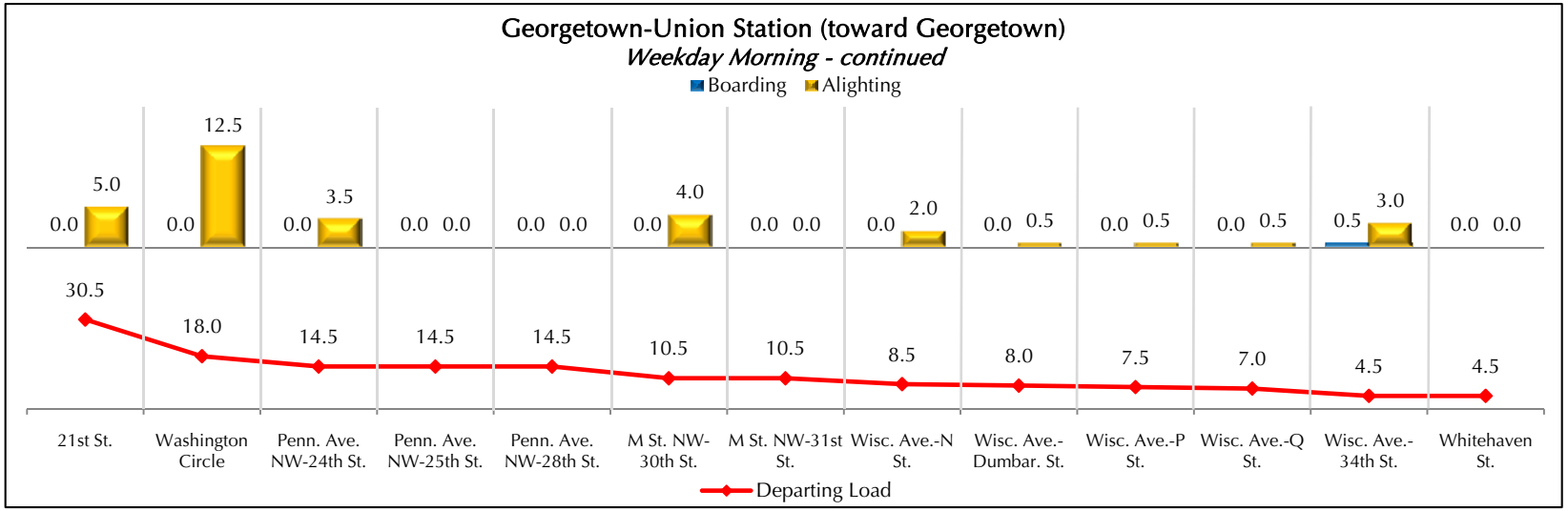

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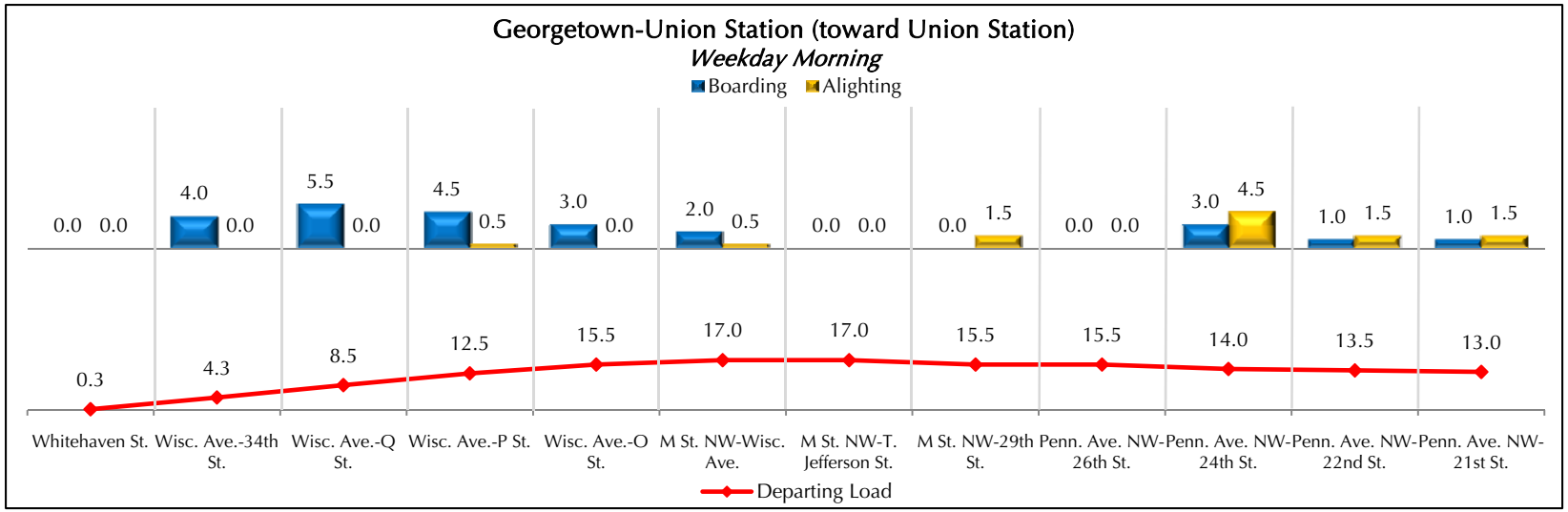

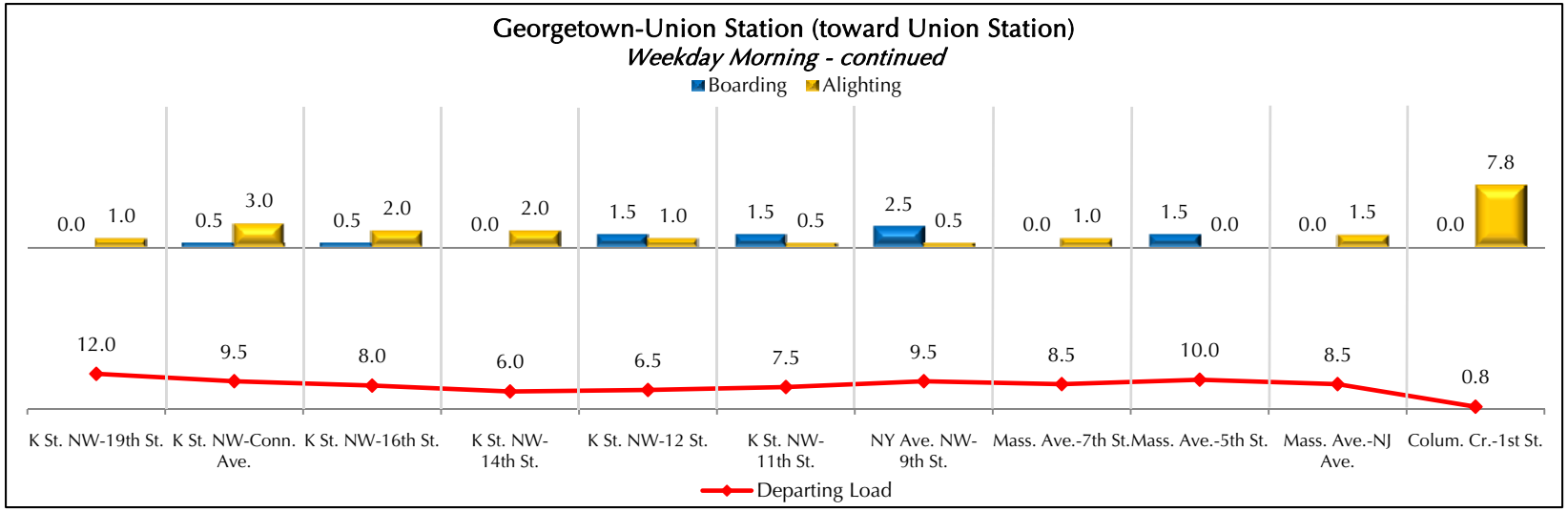

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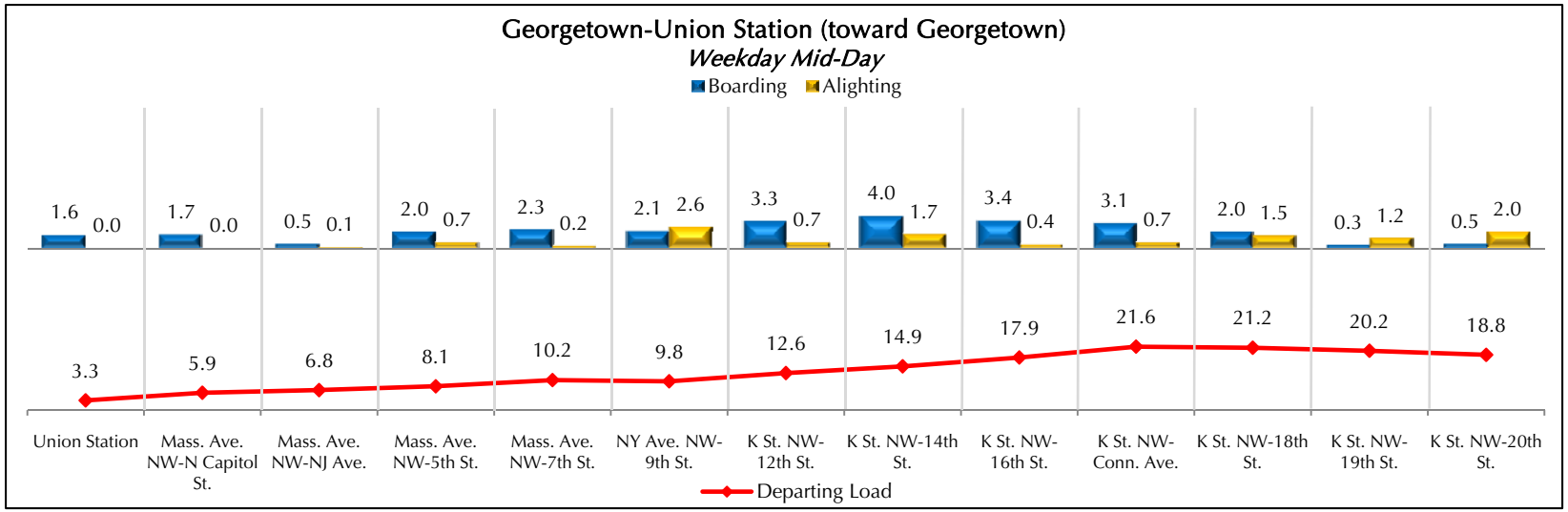

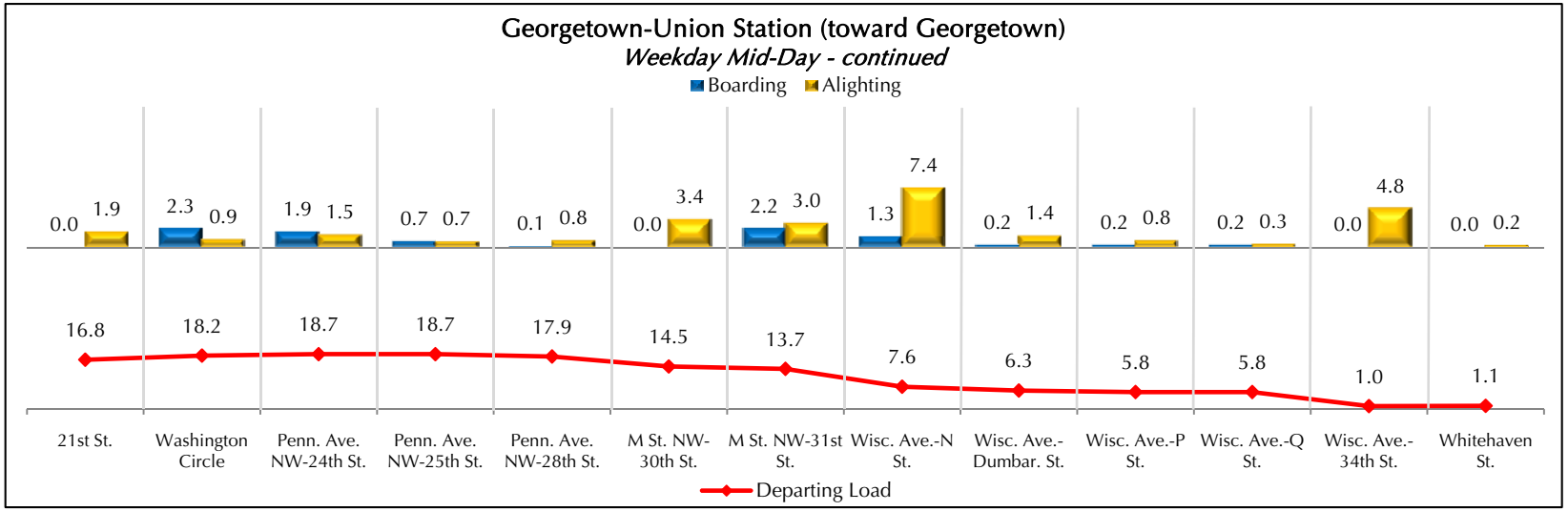

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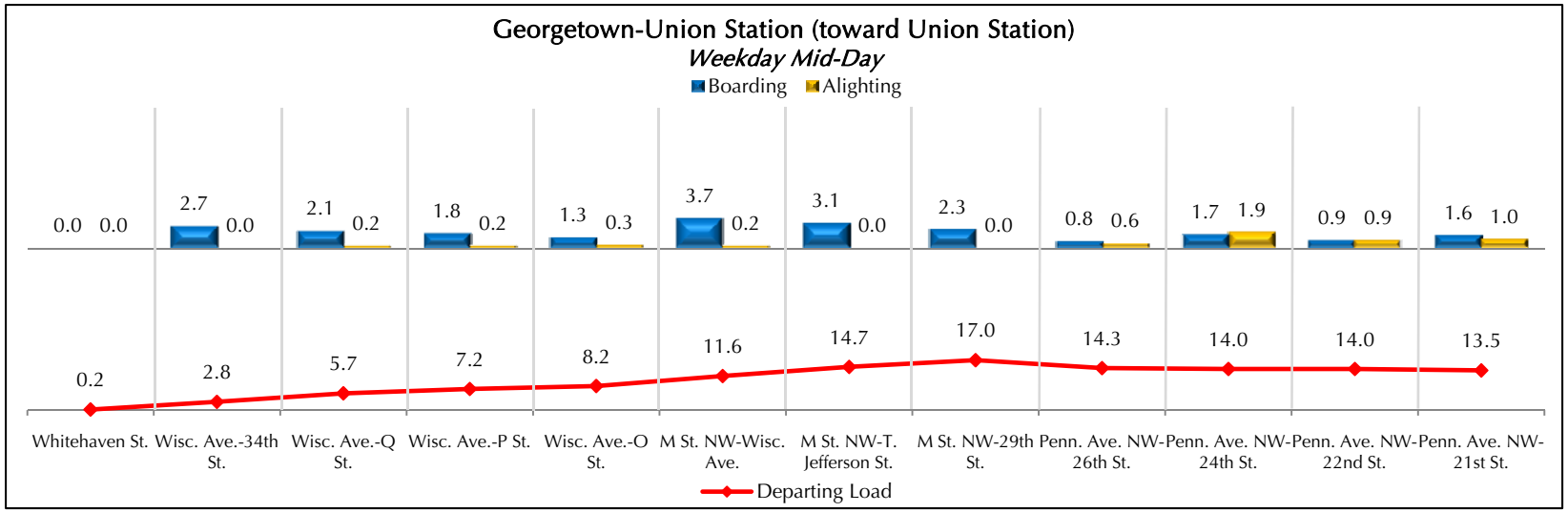

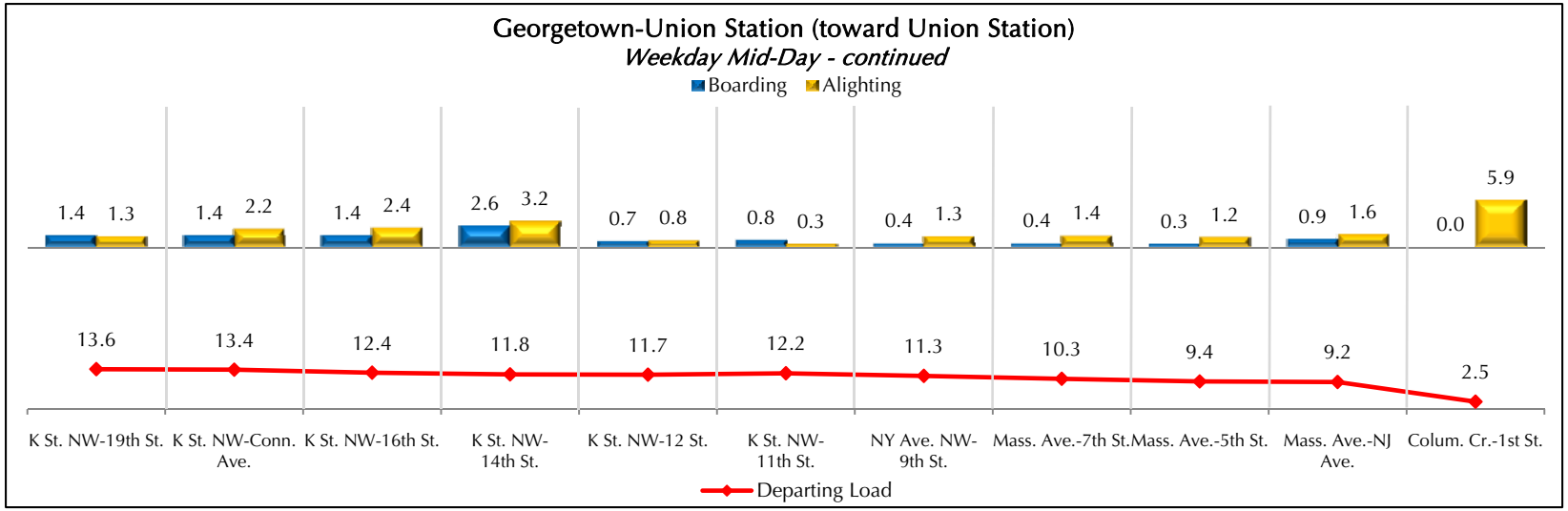

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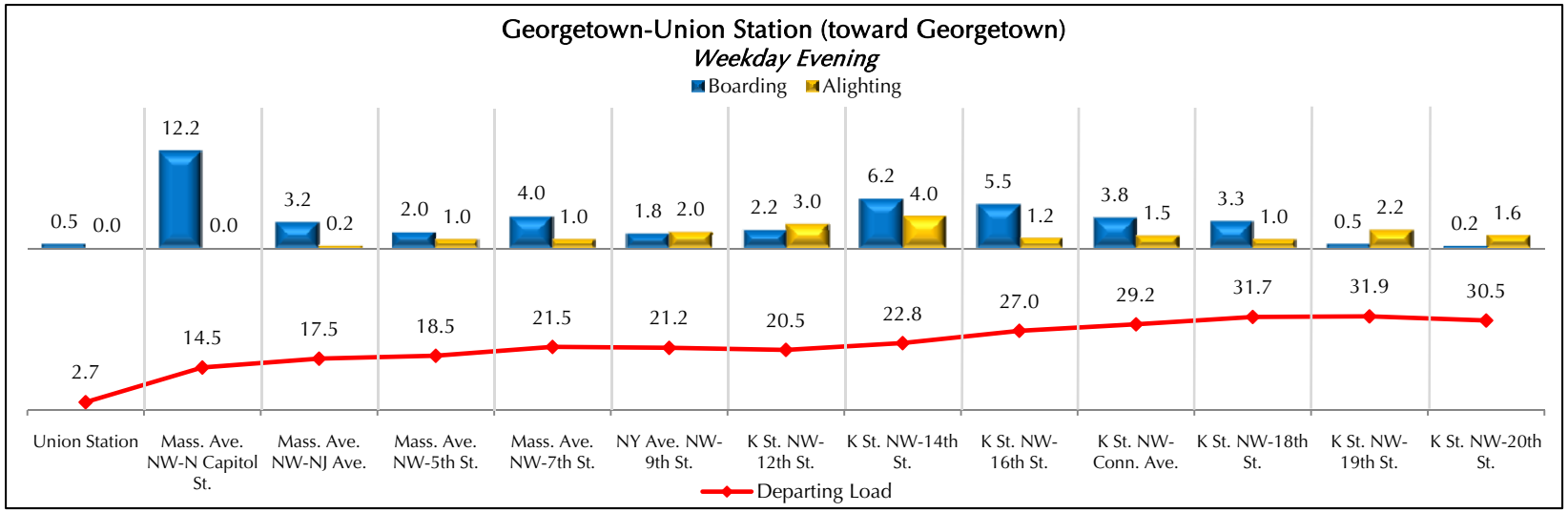

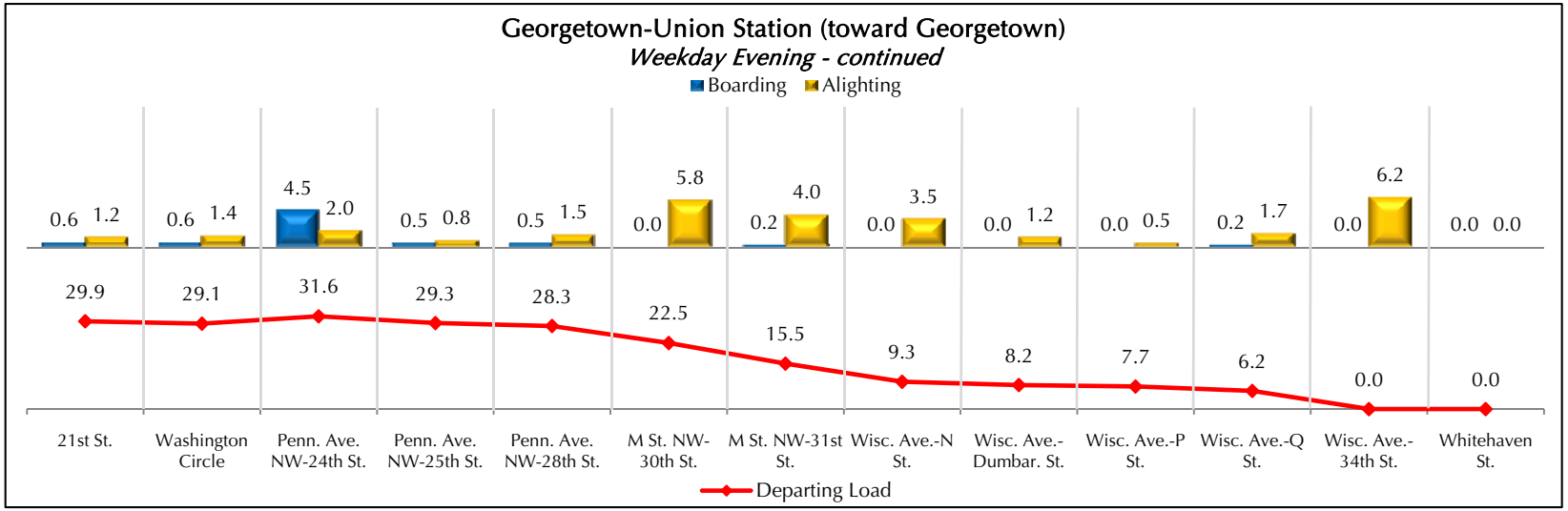

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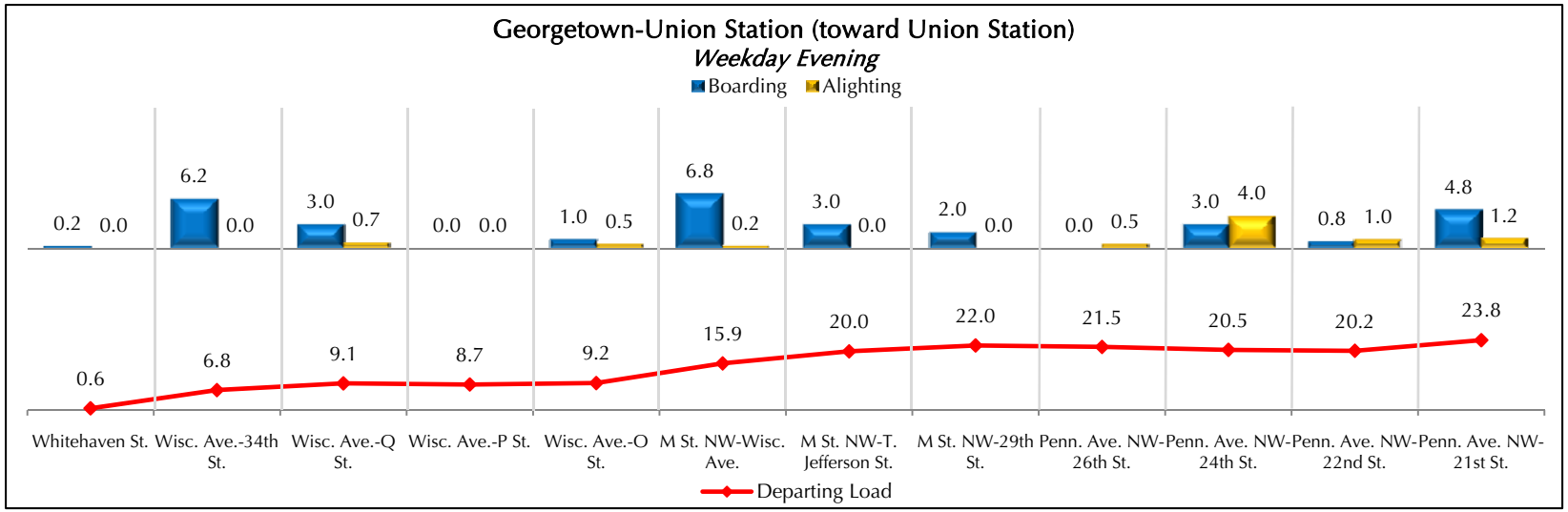

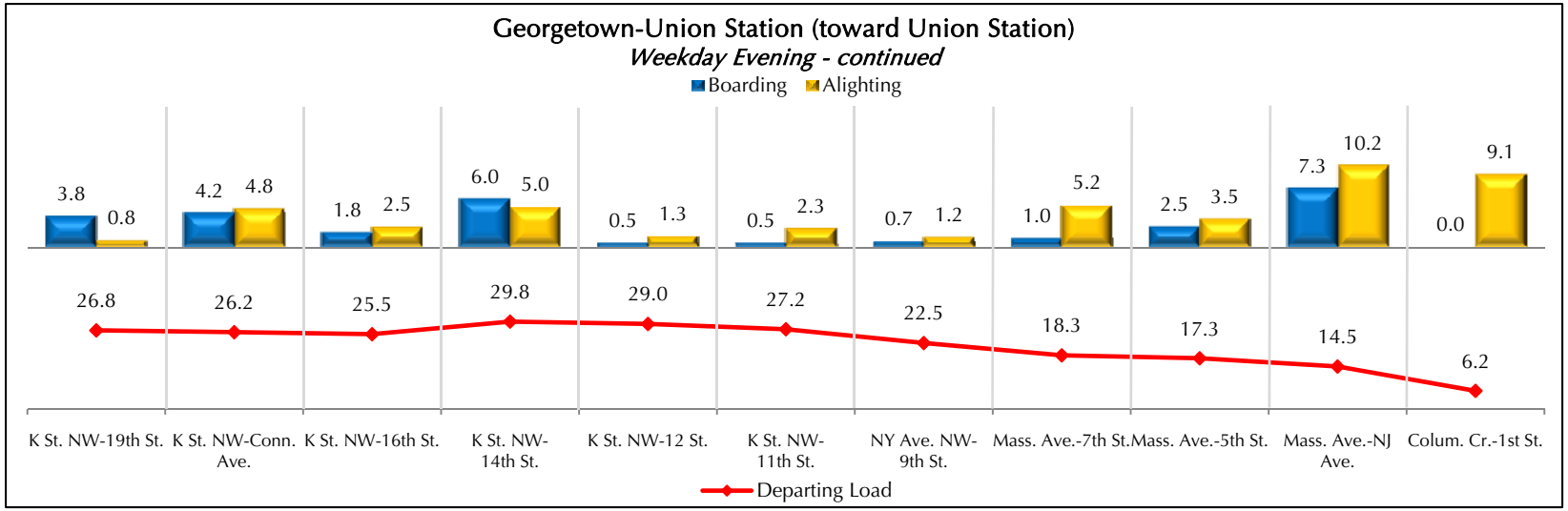

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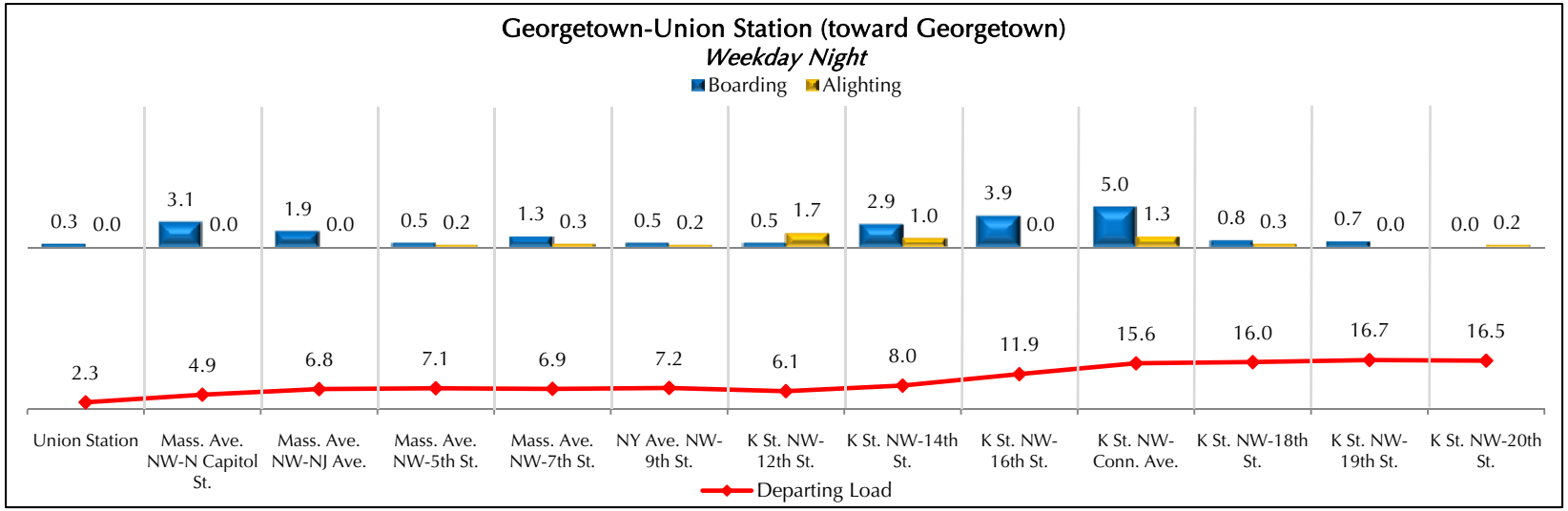

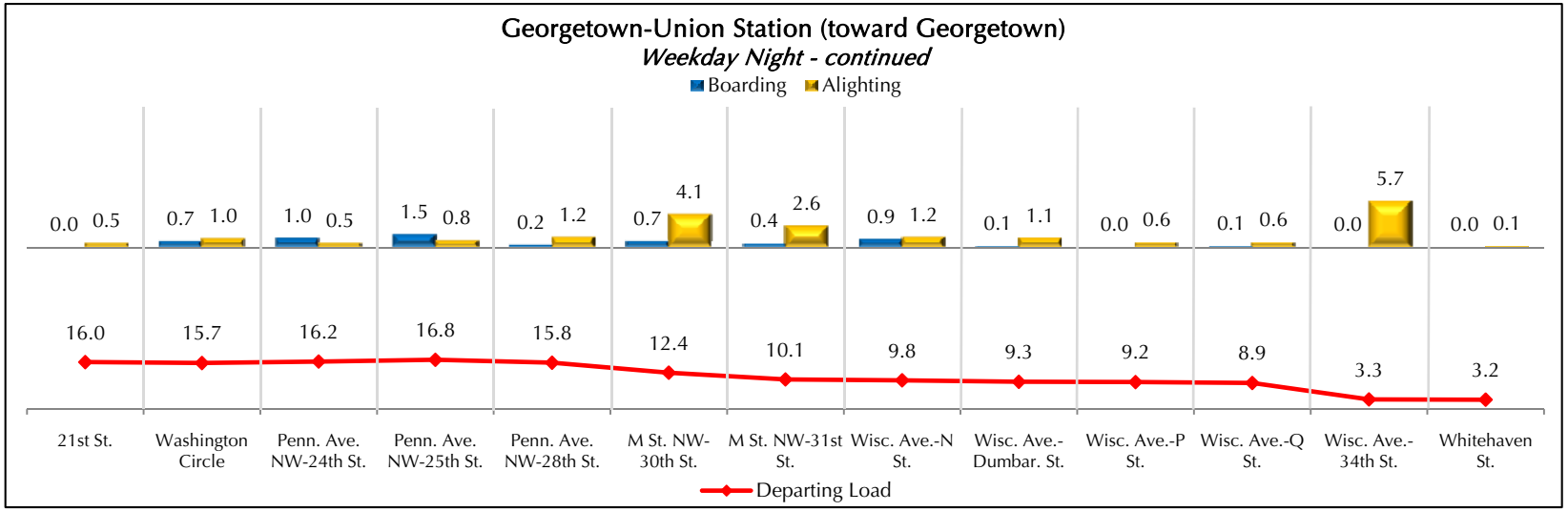

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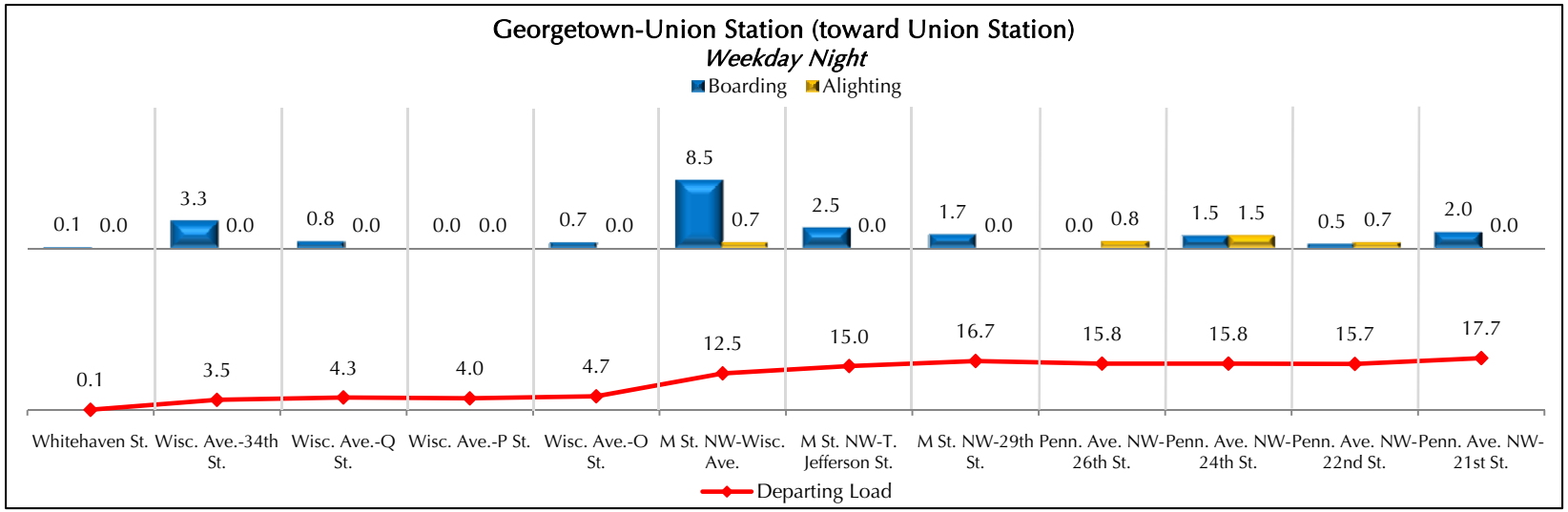

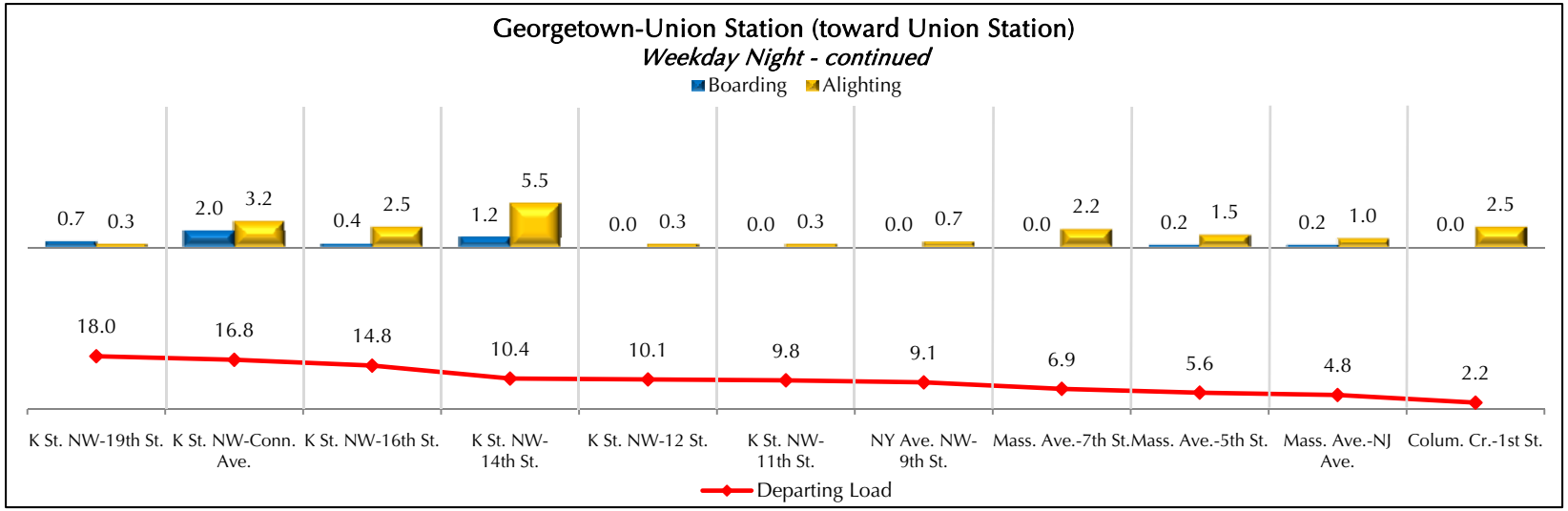

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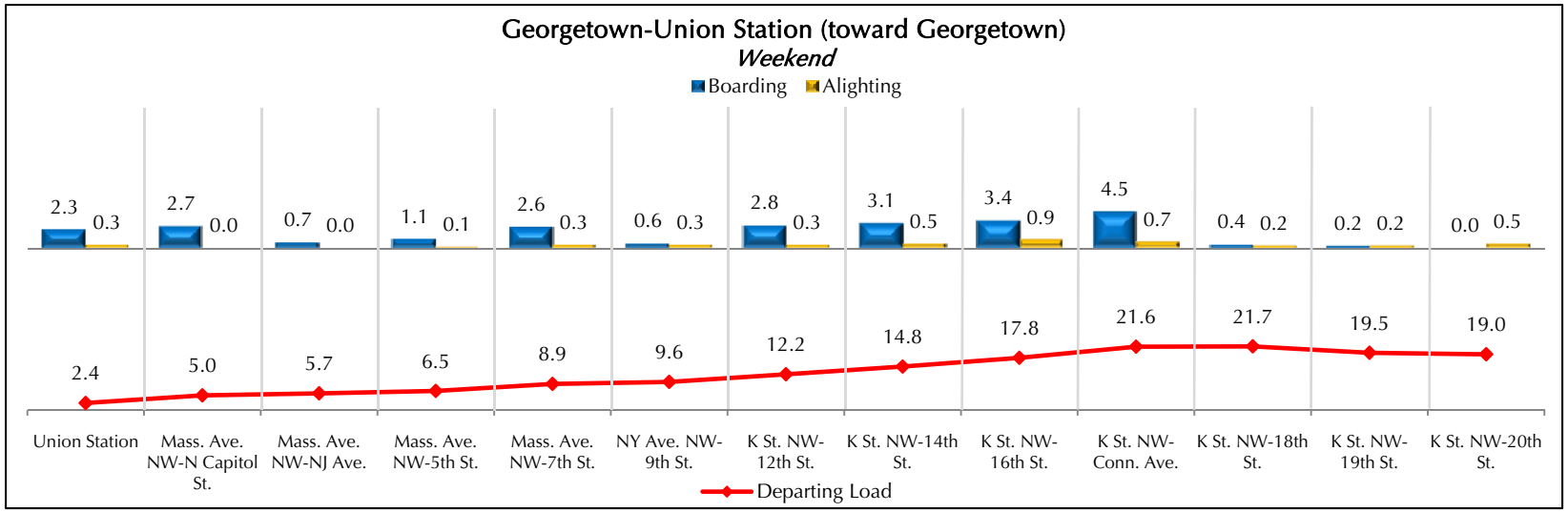

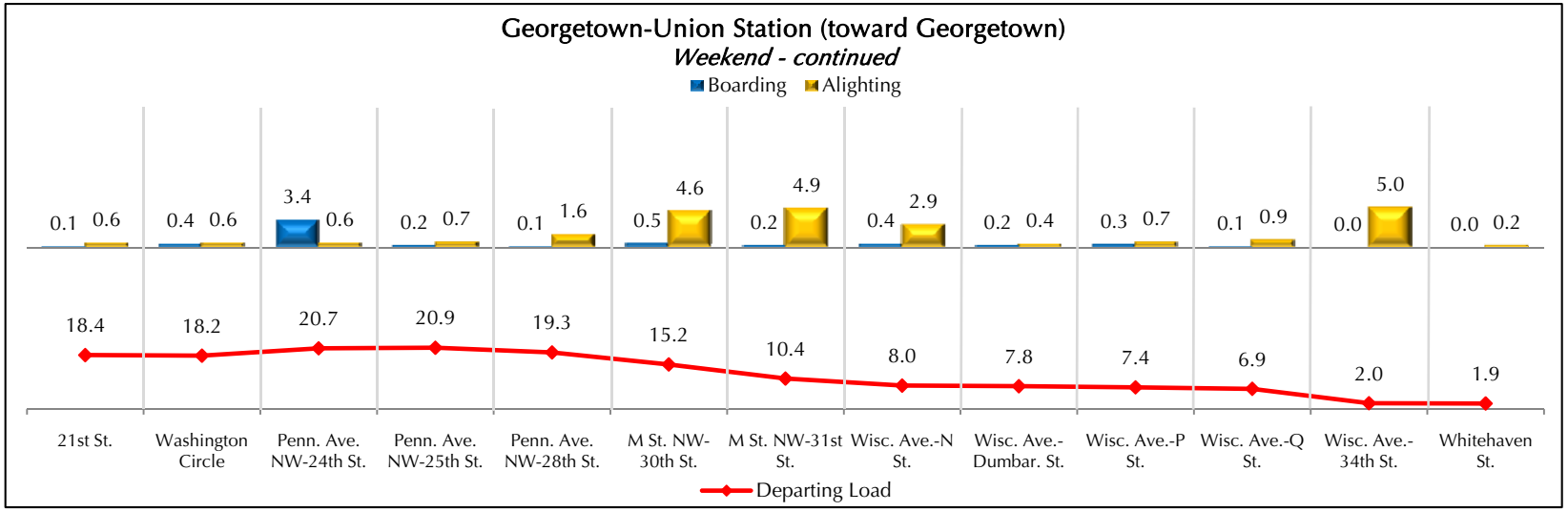

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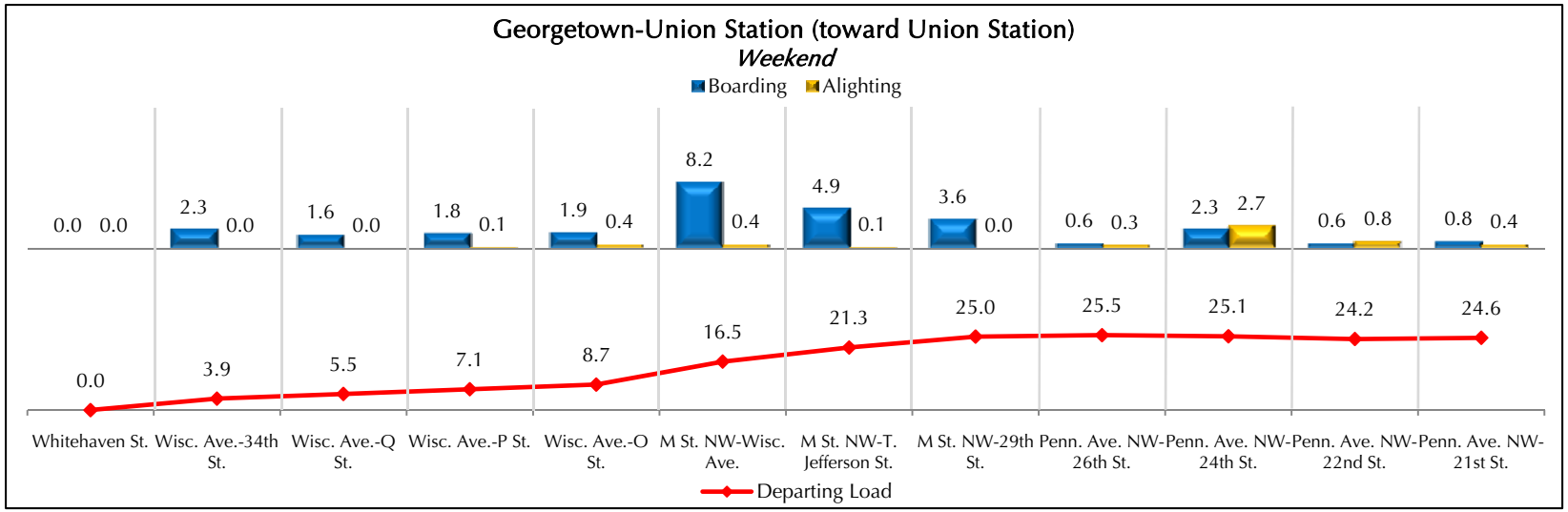

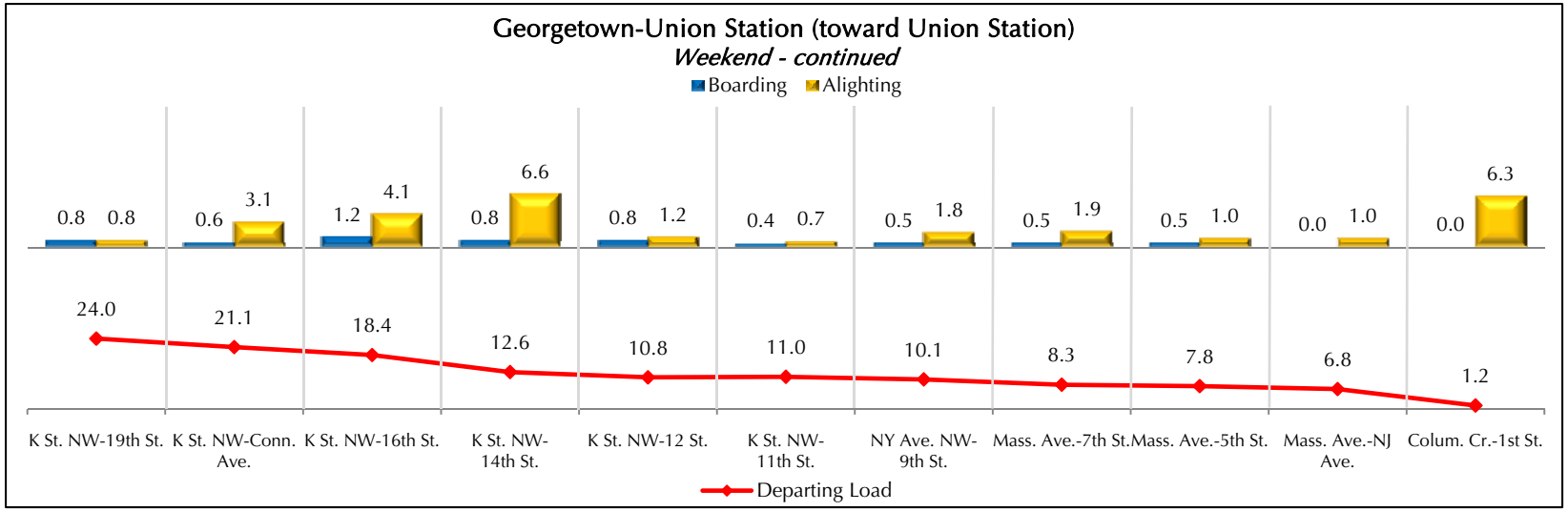

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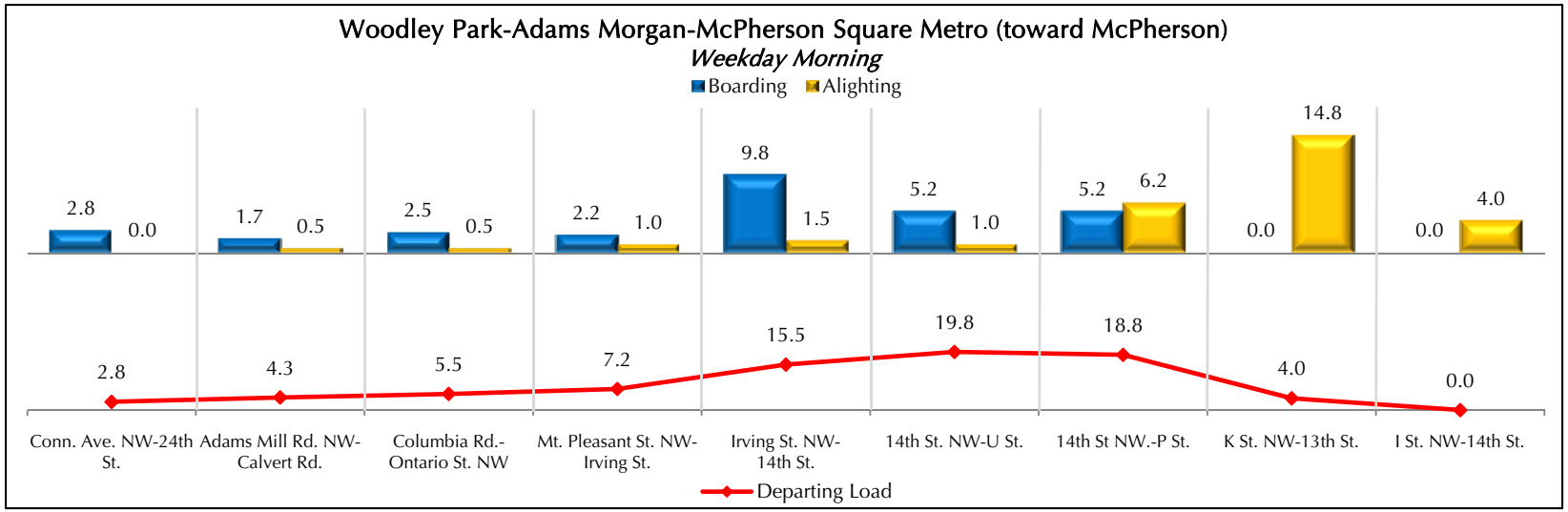

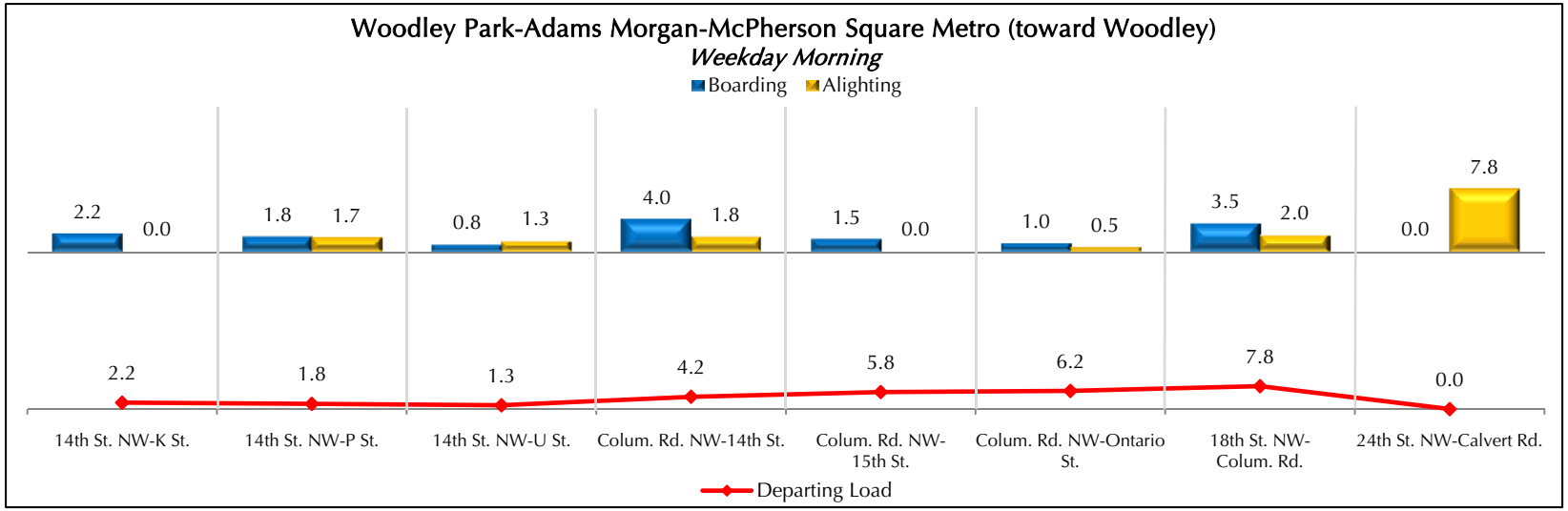

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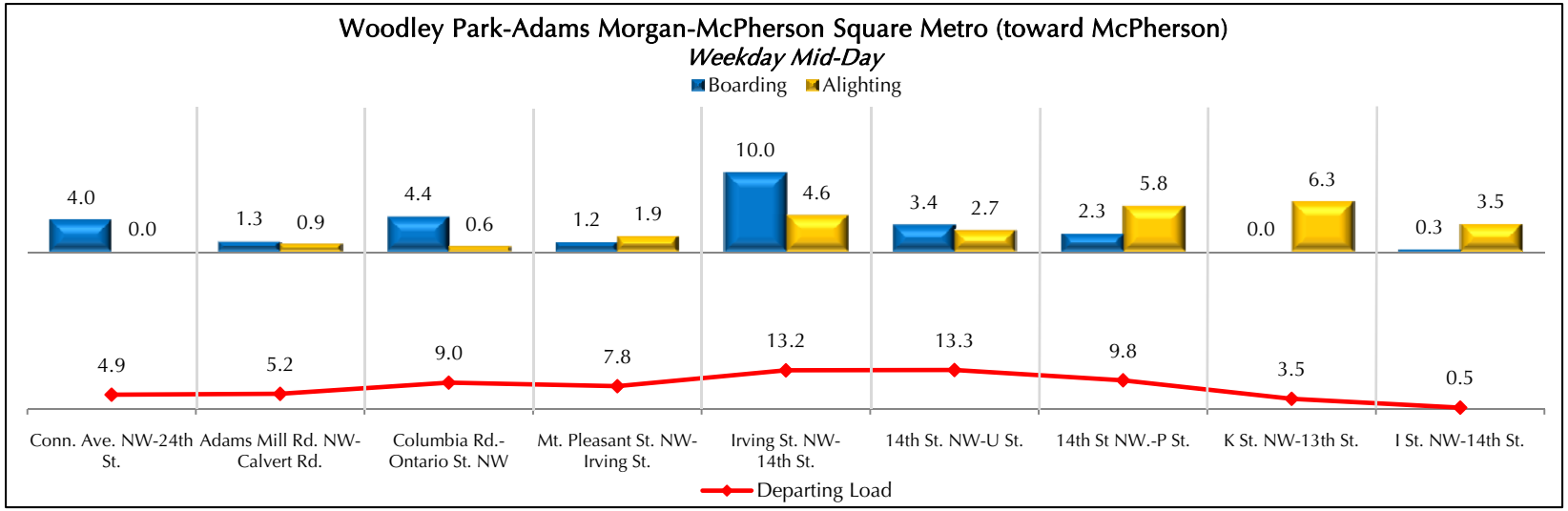

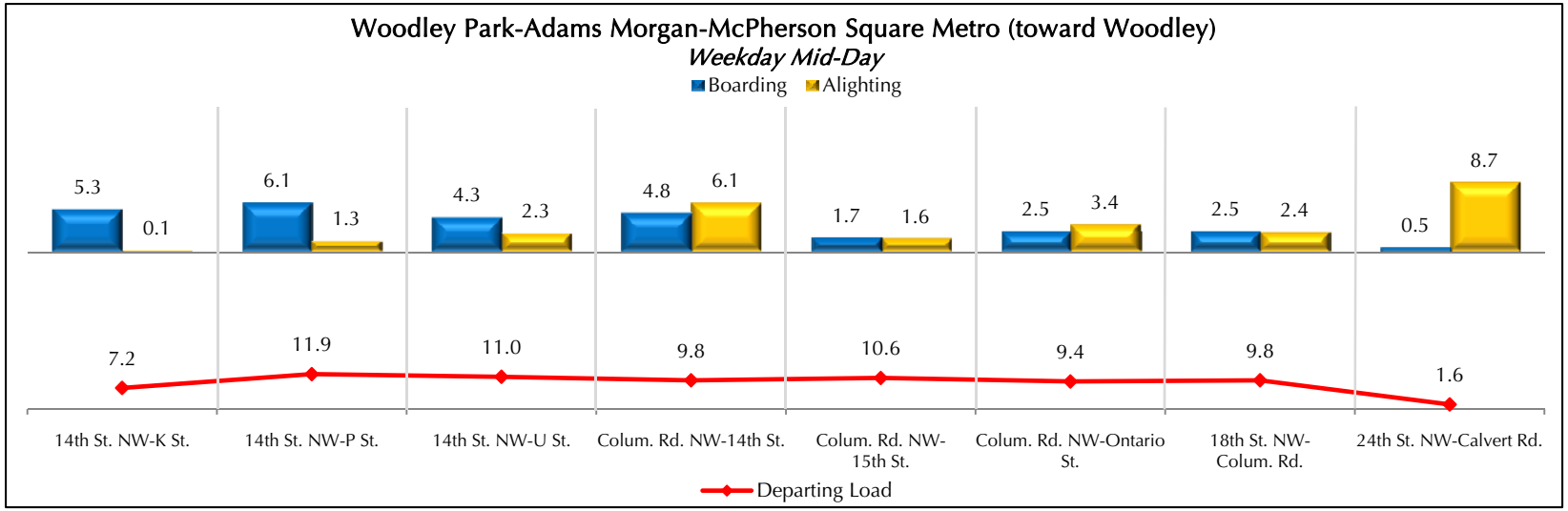

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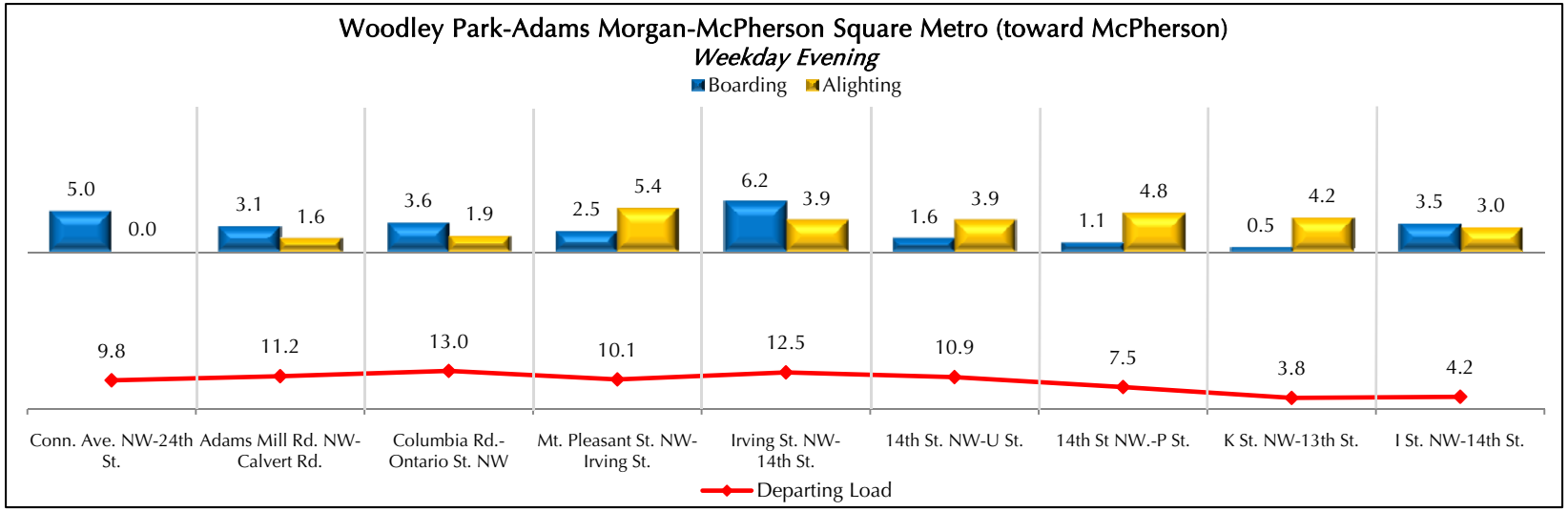
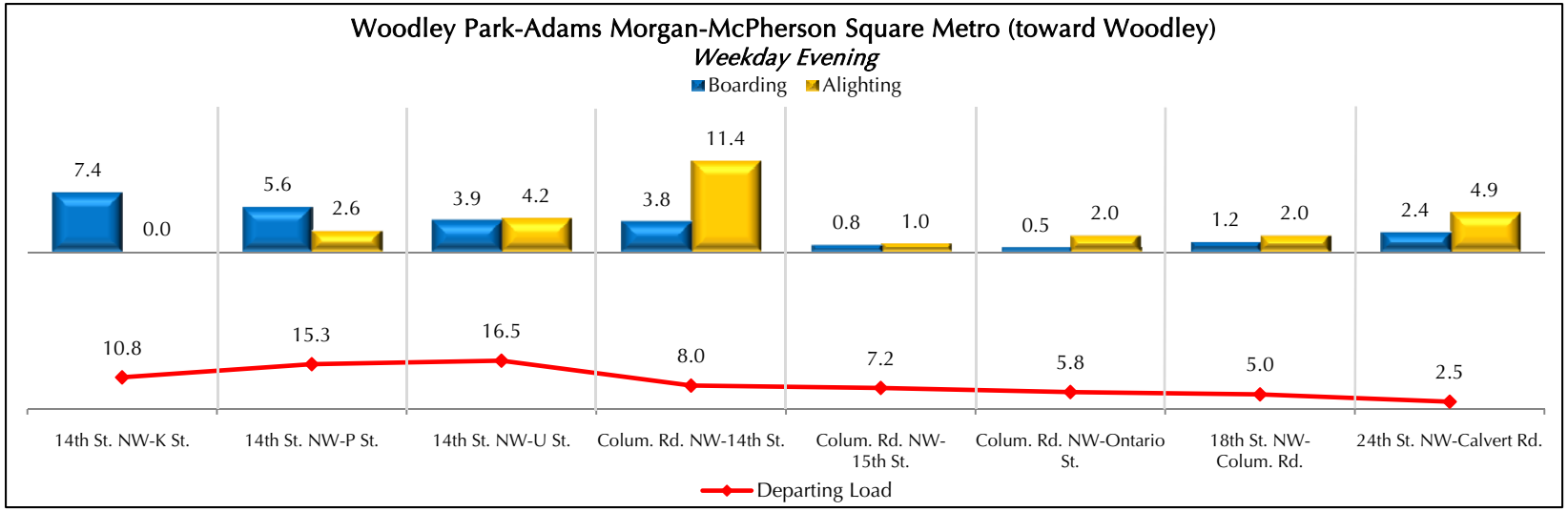
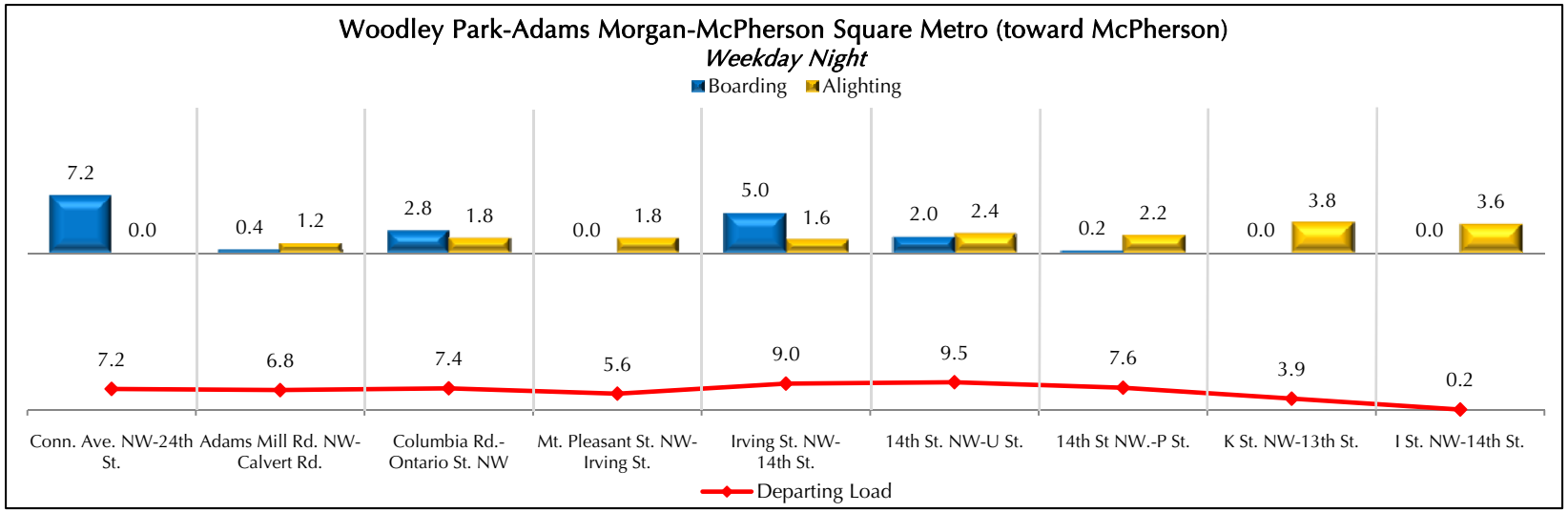
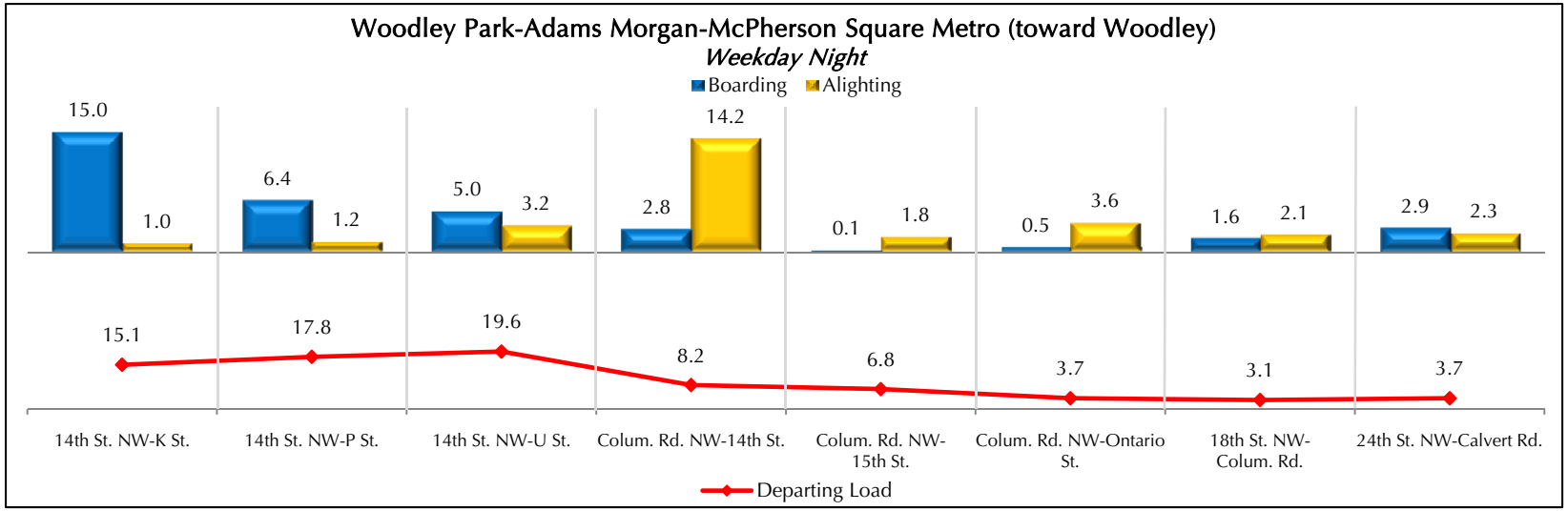




Ridership Counts (continued)





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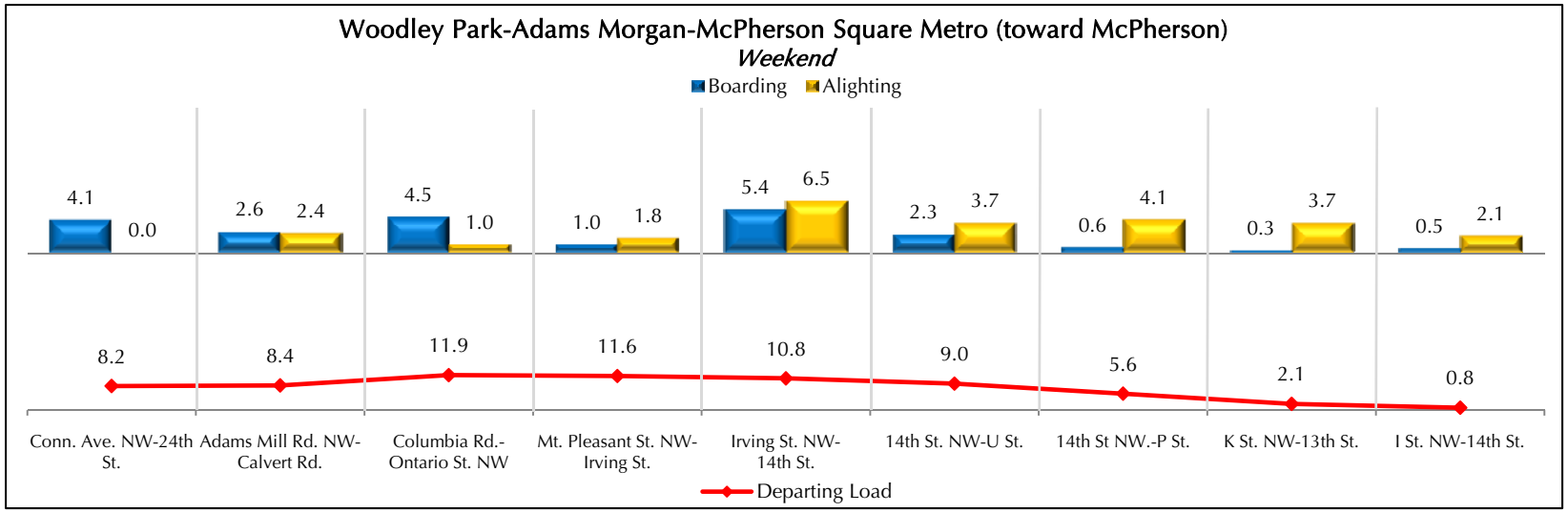

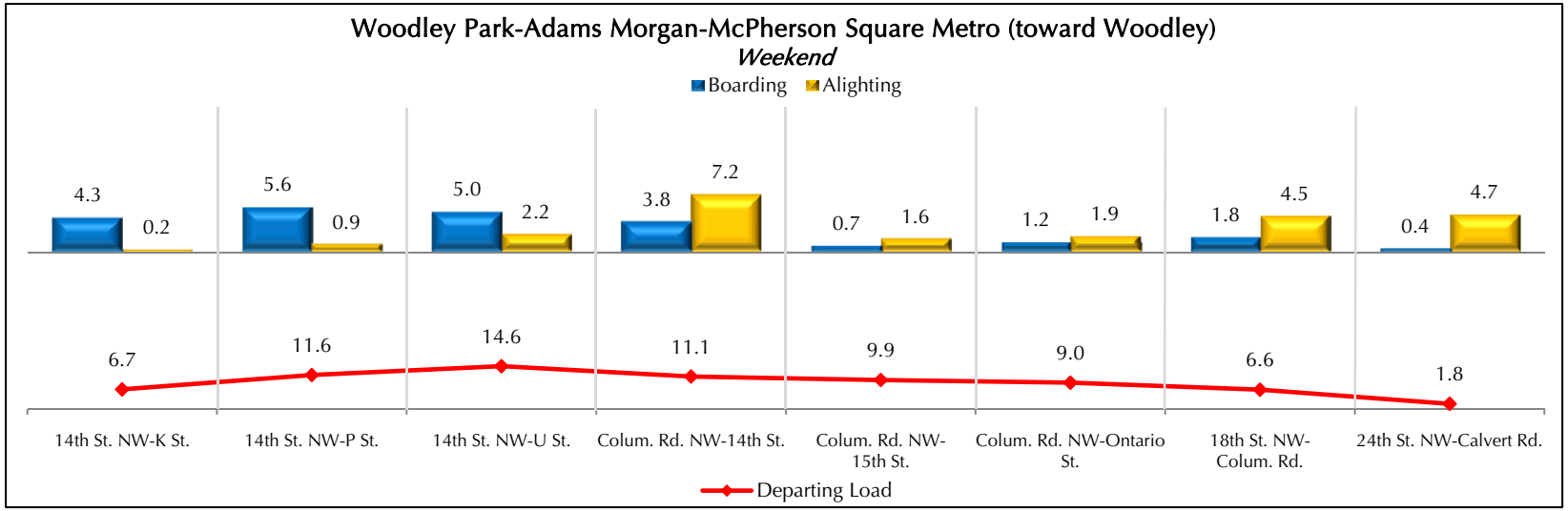

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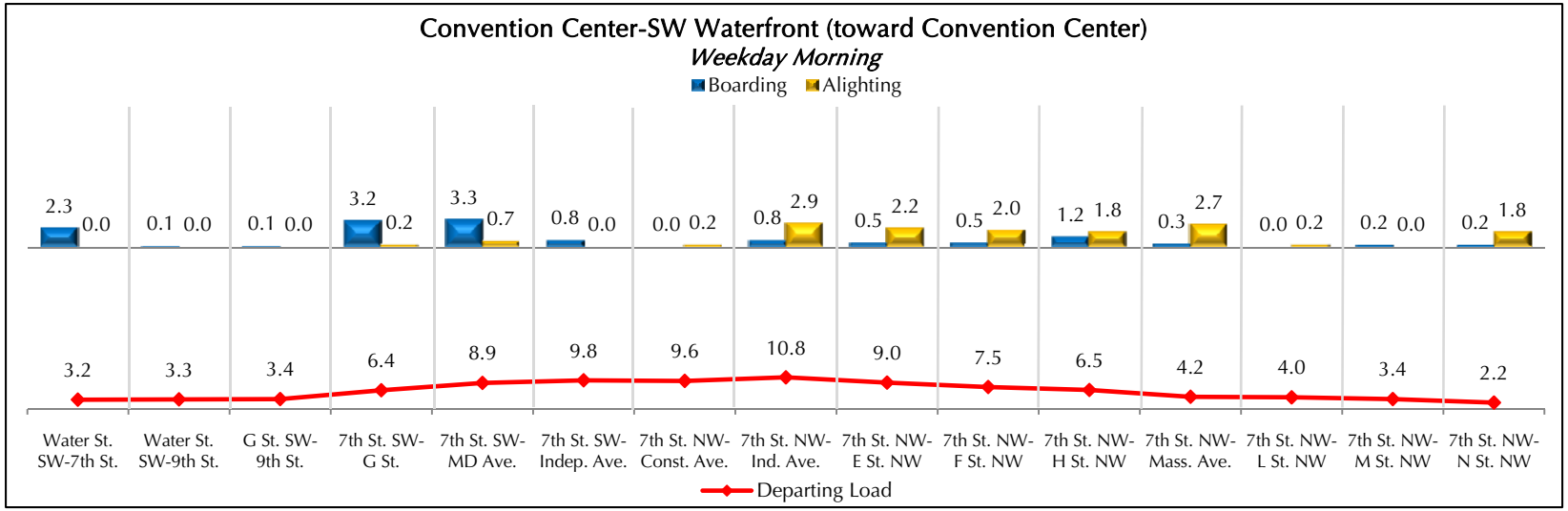

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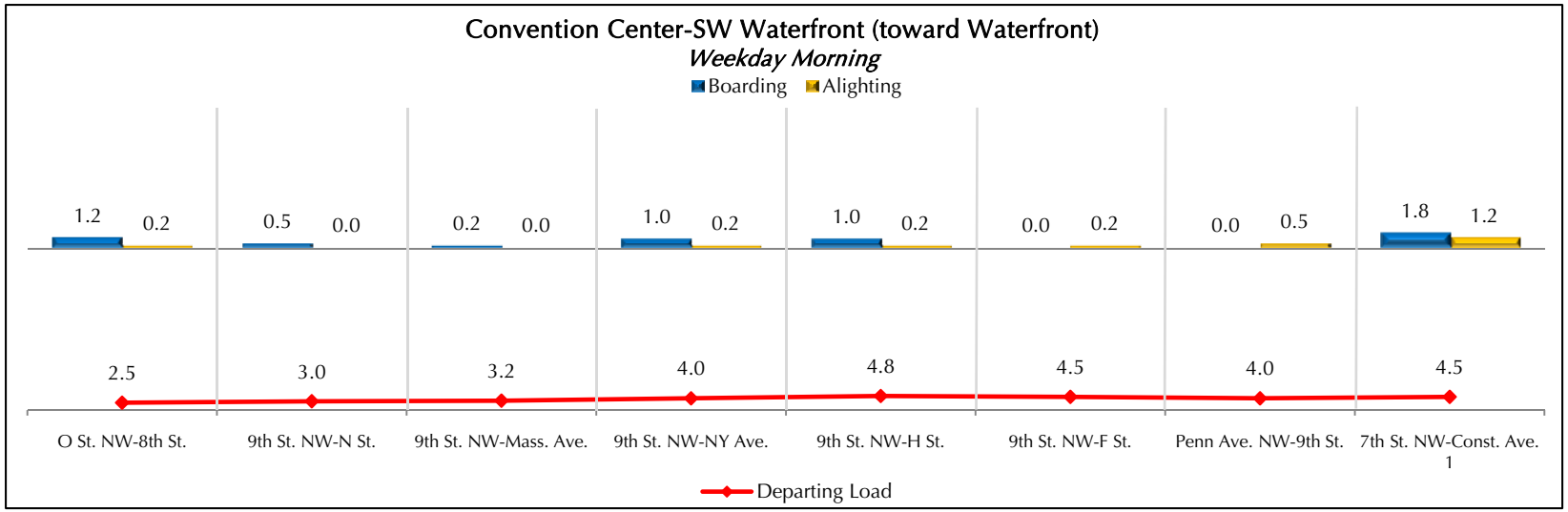

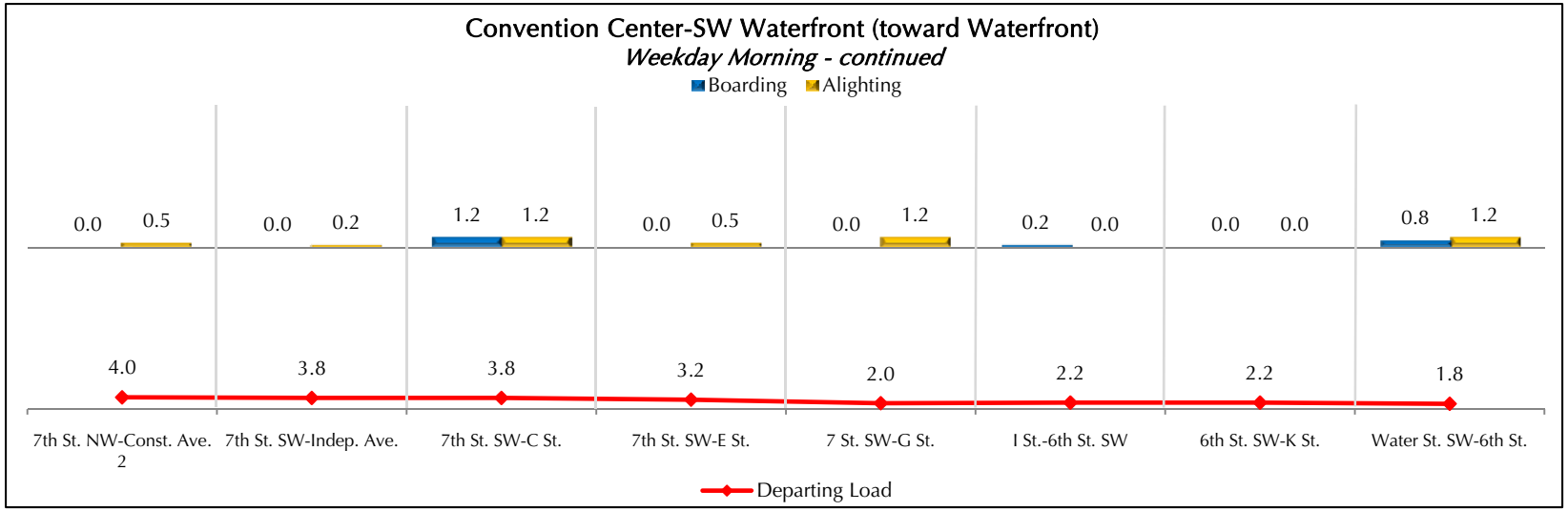

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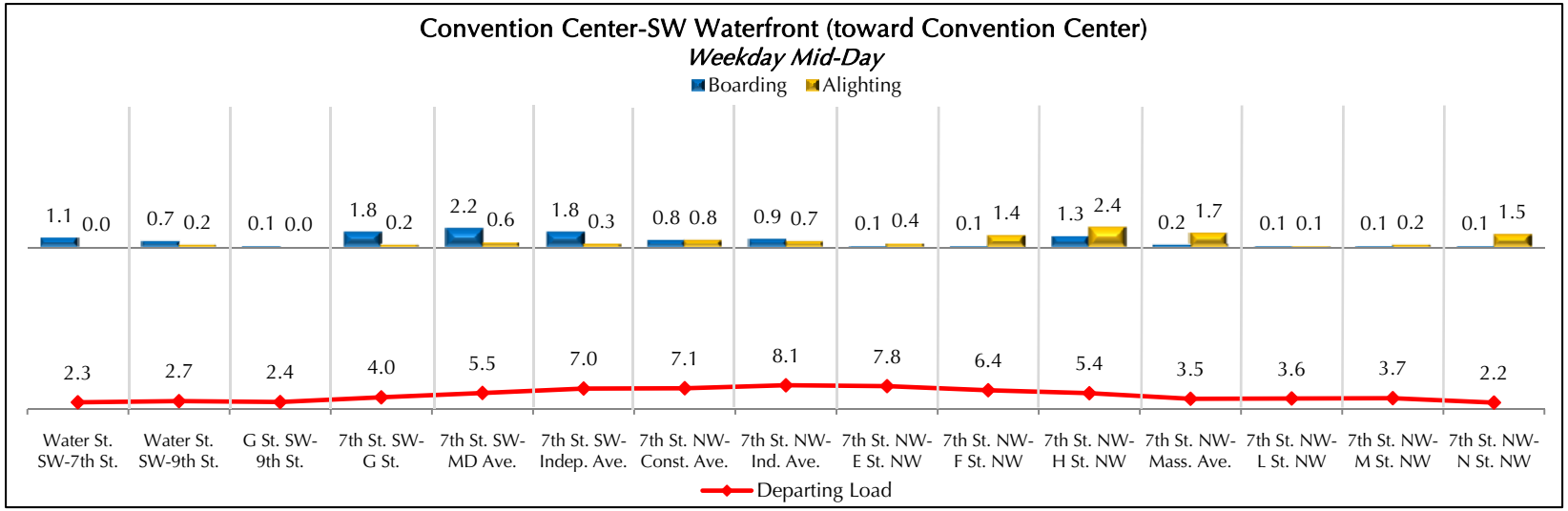

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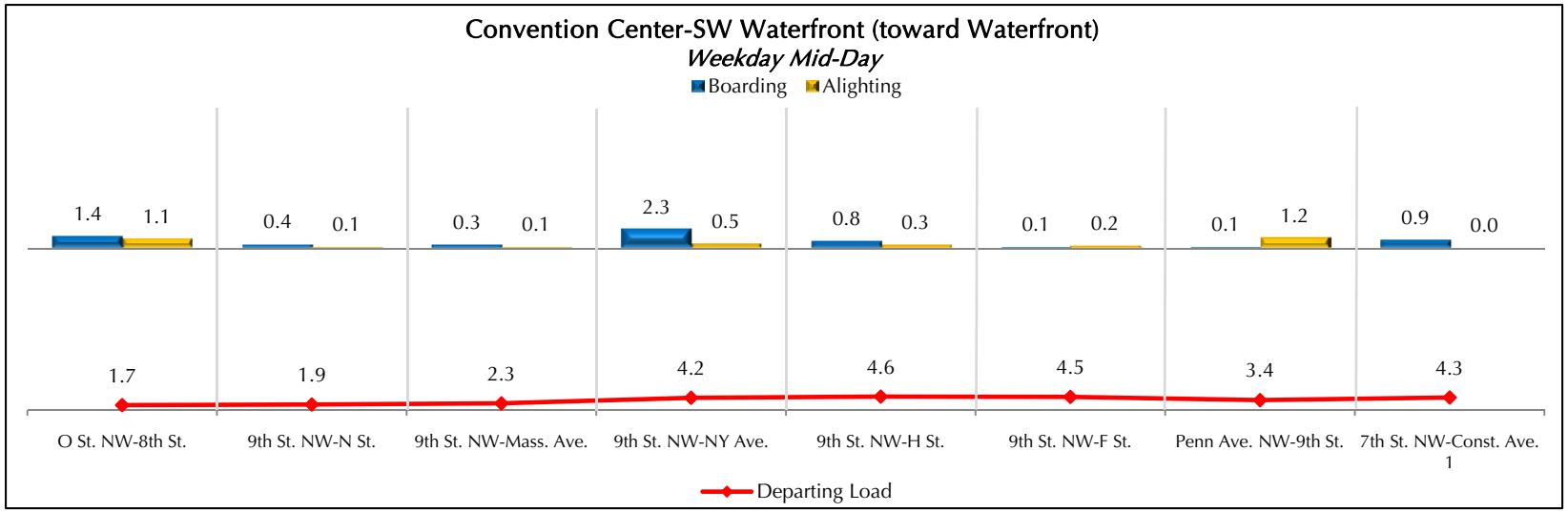

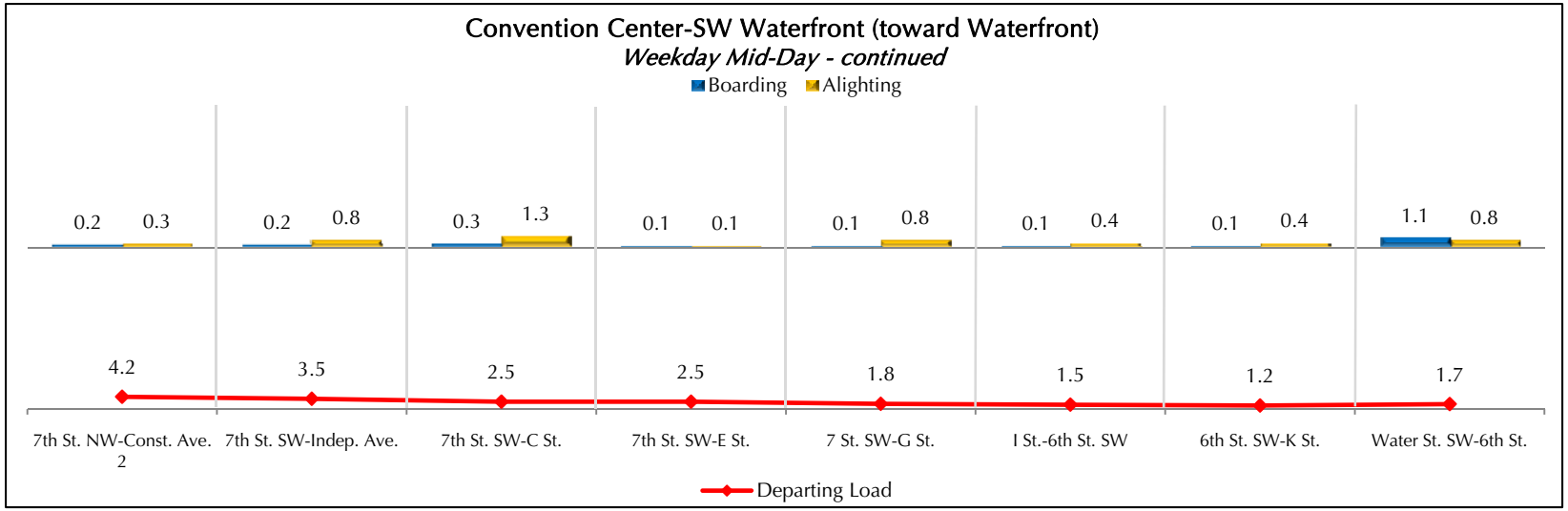

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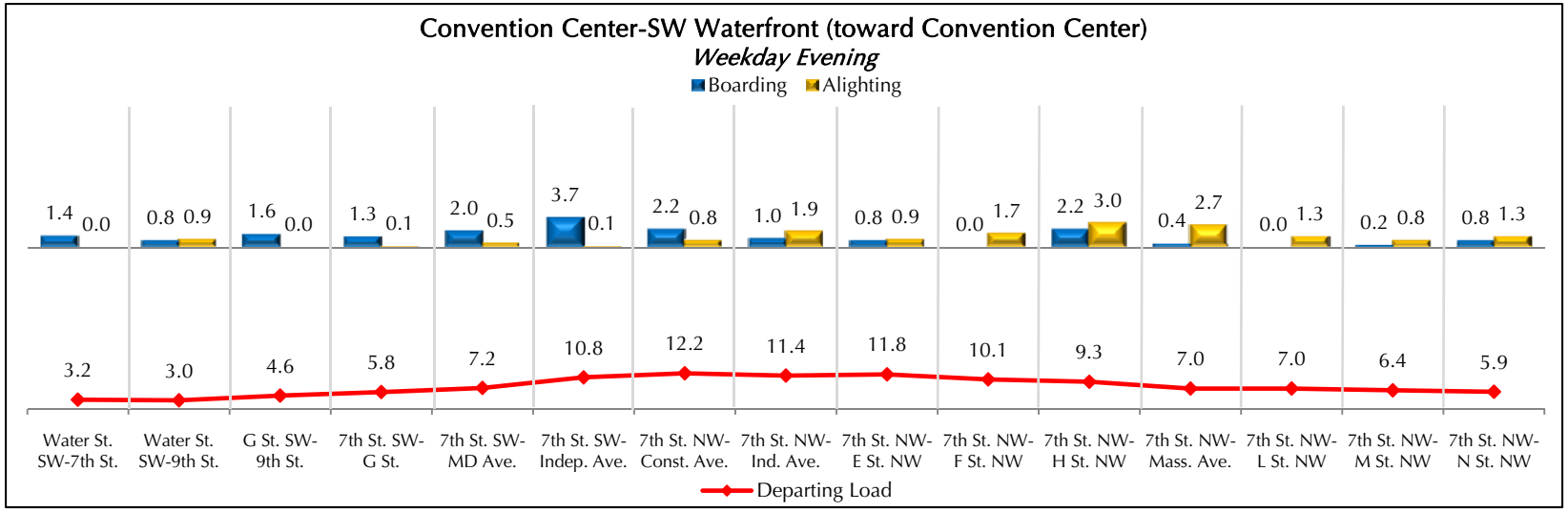

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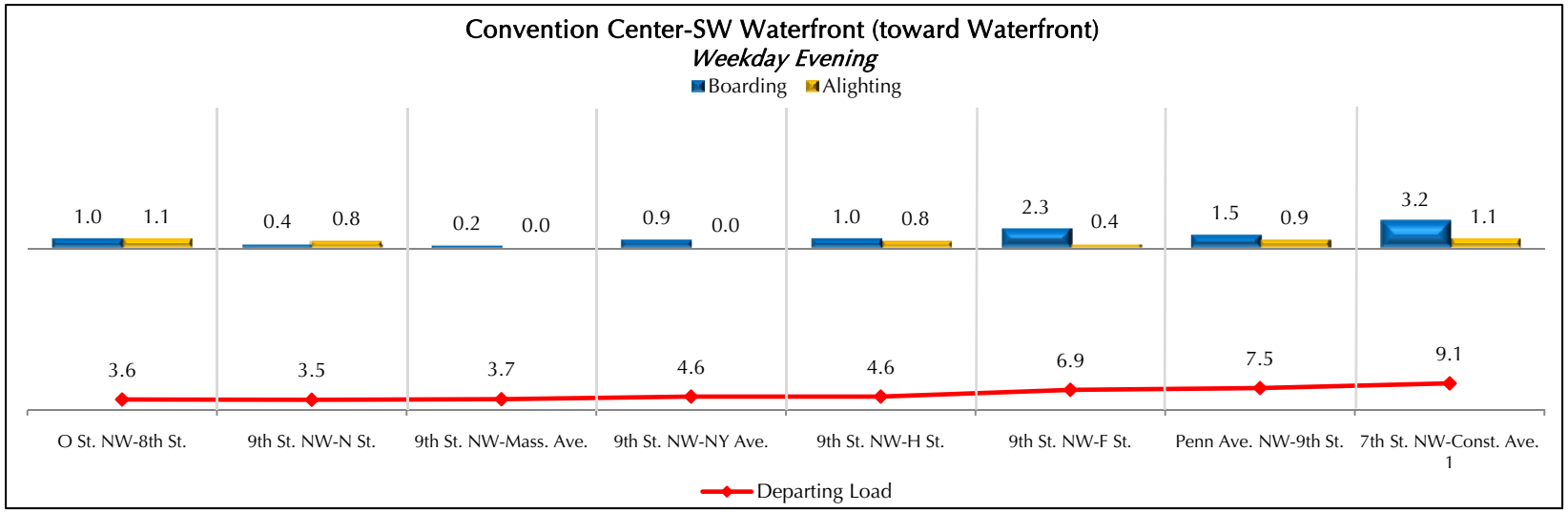

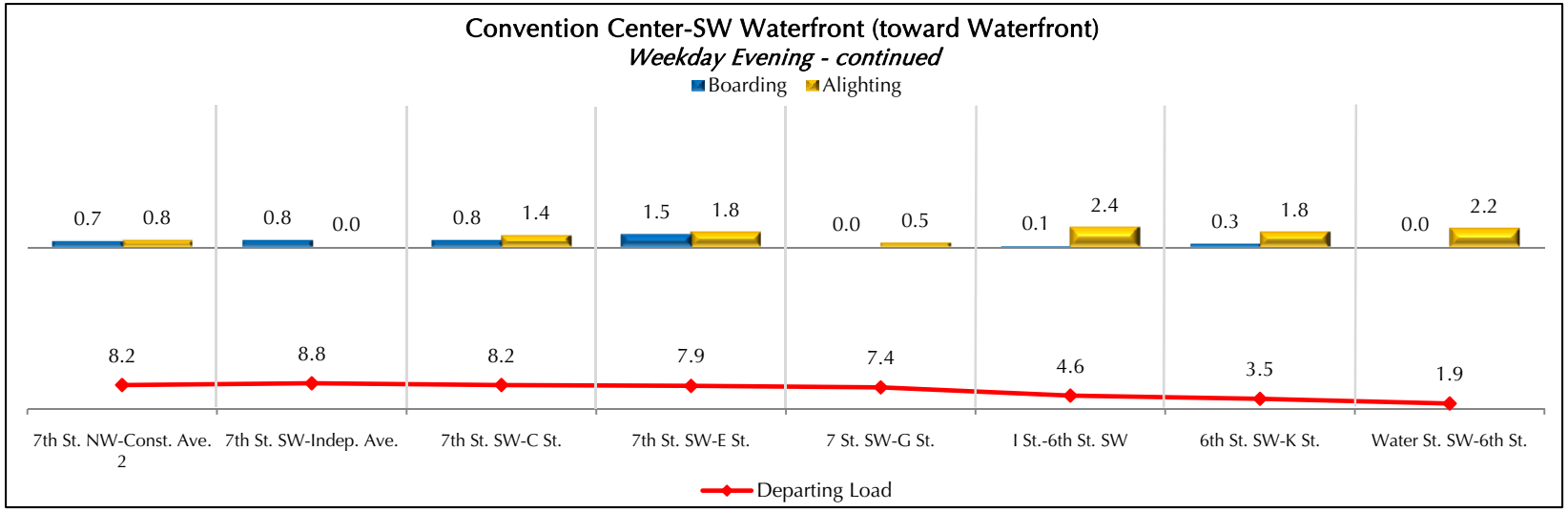

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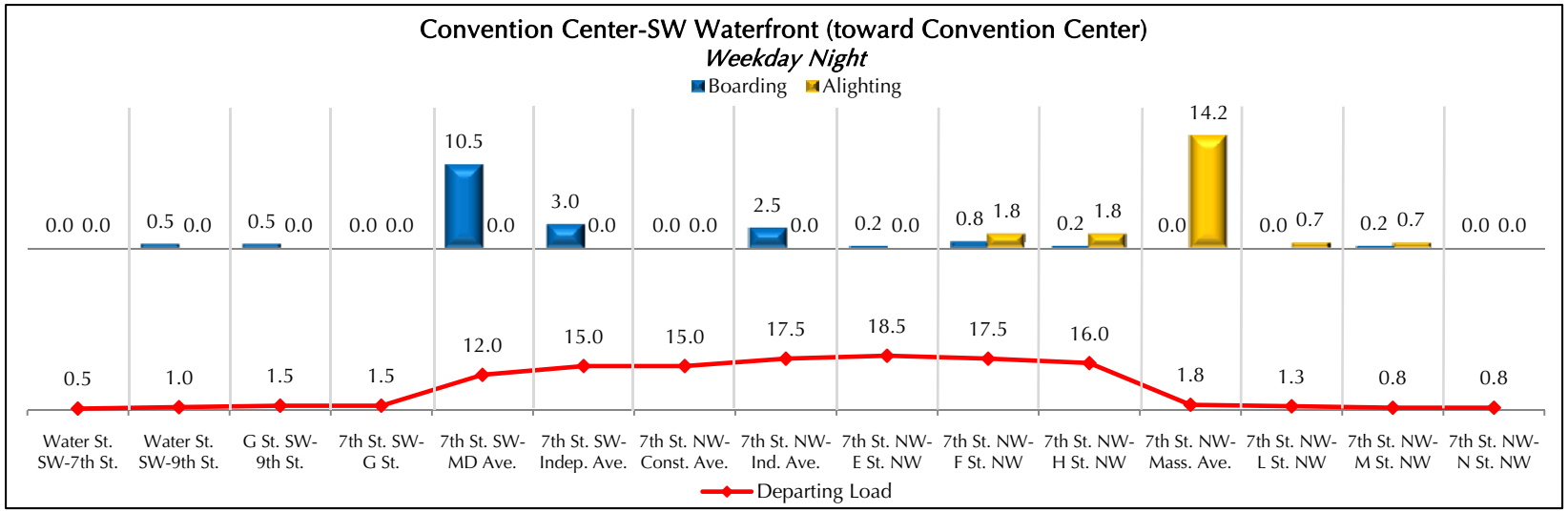

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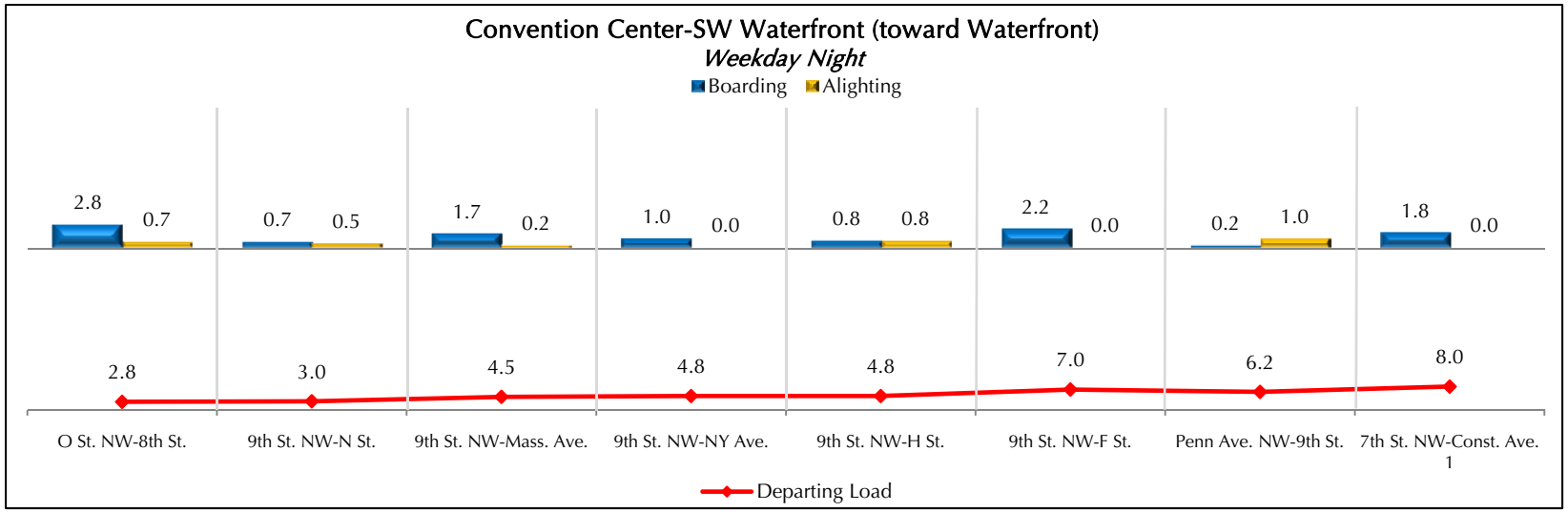

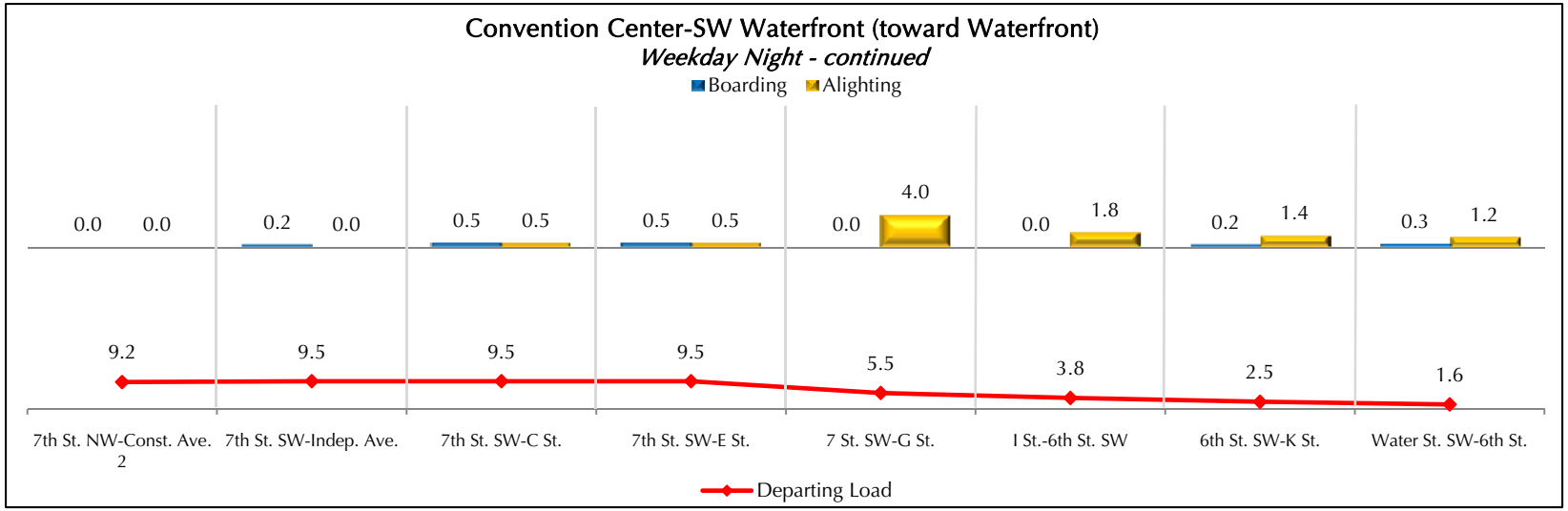

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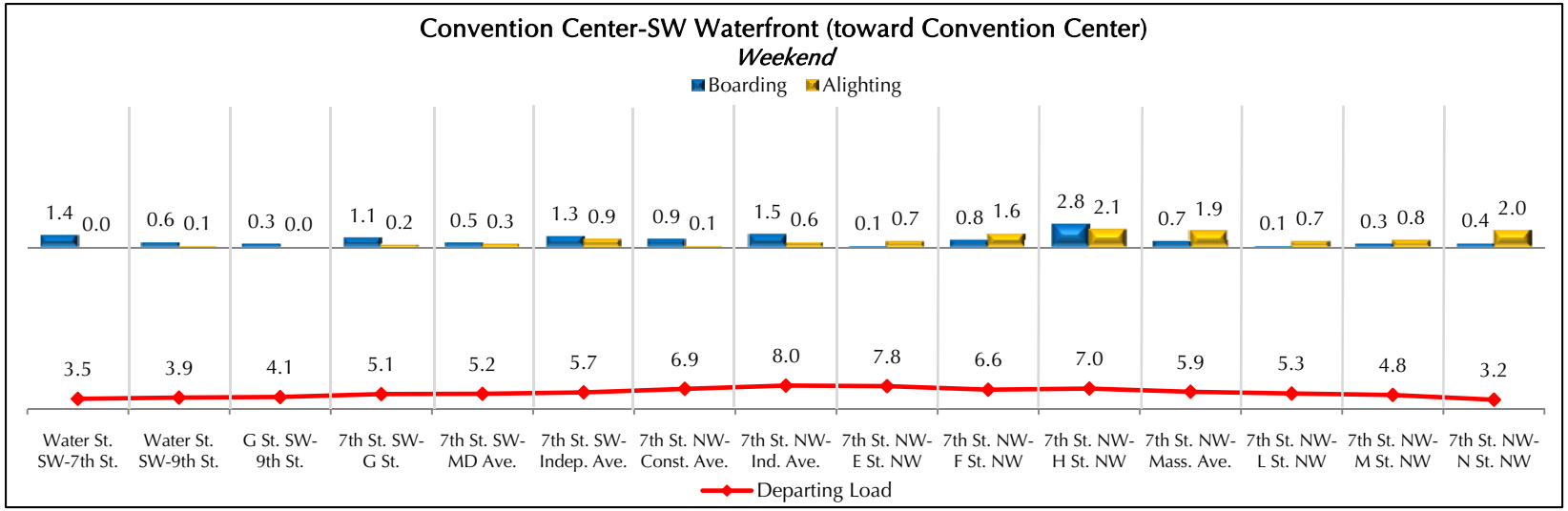

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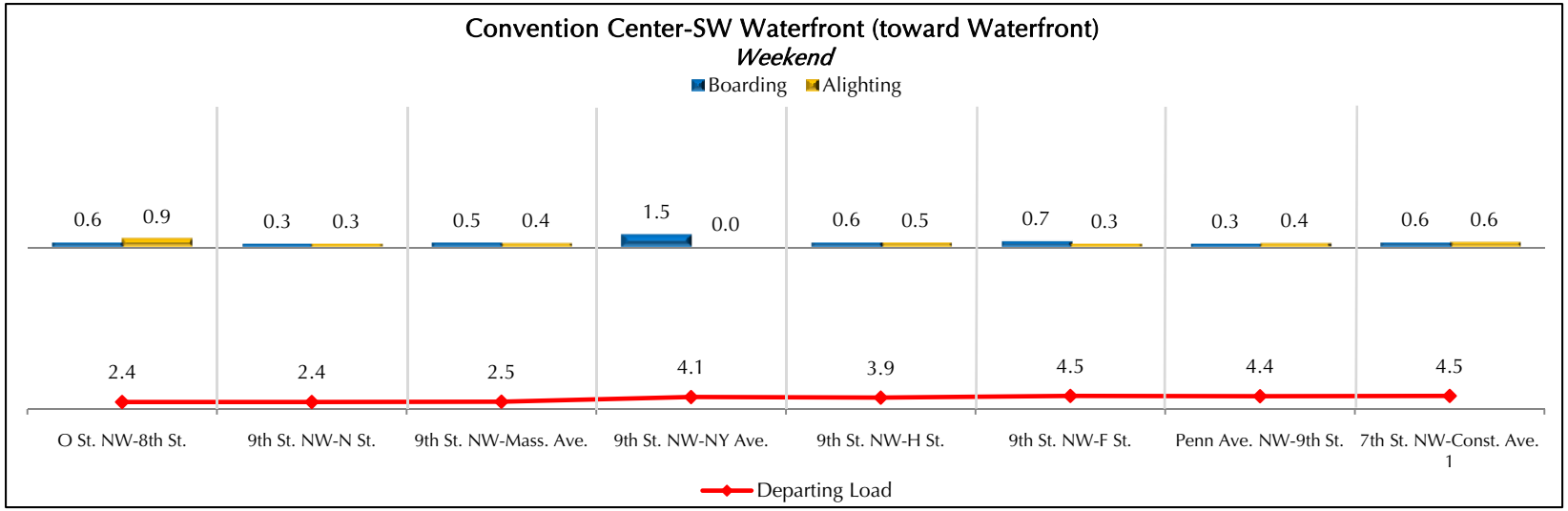

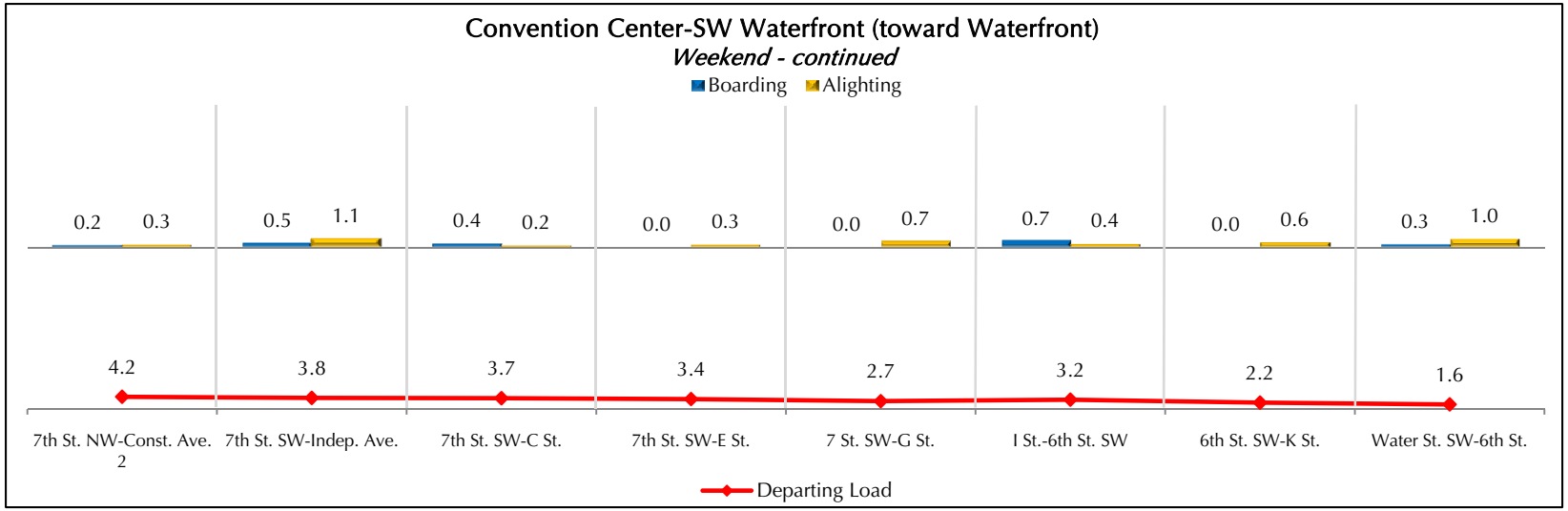

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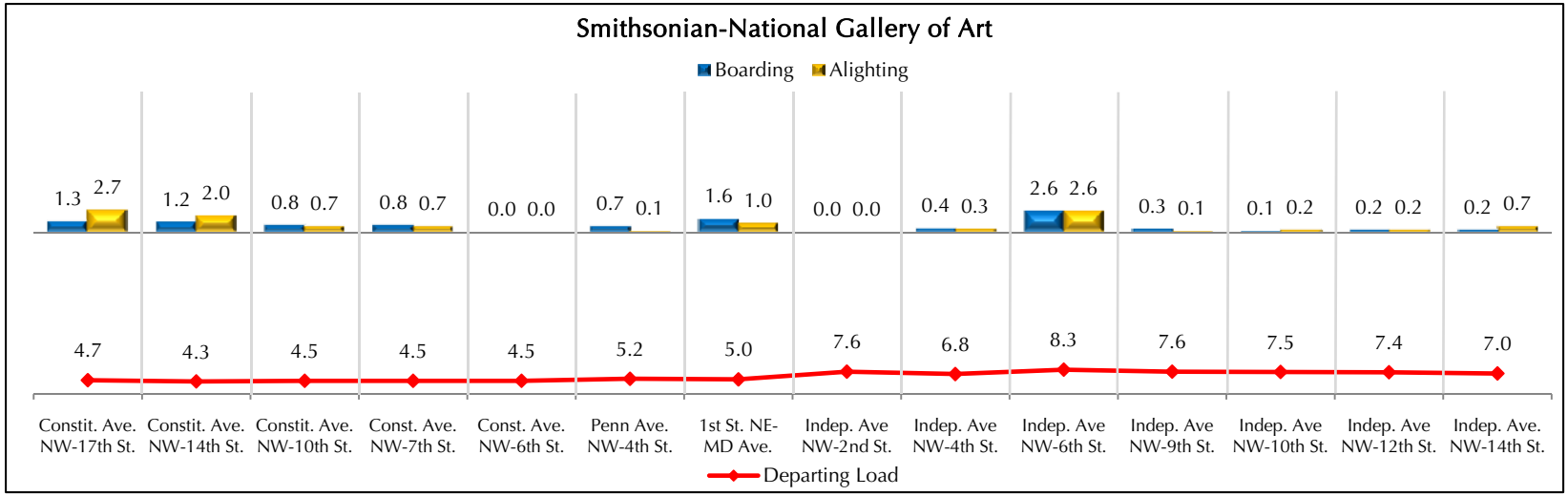


Appendix B

Review of Previous and Current Planning Efforts

Appendix B – Review of Previous and Current Planning Efforts

DC Neighborhood Circulation Study

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
DC Neighborhood Circulation Study	May 2009	WMATA & DDOT	Five focus areas: 1: Adams Morgan/ Columbia Heights/ Mount Pleasant/ Edgewood 2: Takoma/ Brightwood/ Manor Park/ Petworth 3: Cleveland Park/ Glover Park/Woodley Park 4: Lincoln Heights/ Benning Heights/ Lincoln Park/ Trinidad 5: SE DC/Anacostia/ Washington Highlands	Focus Area 1: Phase I - Implement NW DC Circulator – has been implemented Phase II – Implement Petworth-Adams Morgan Shuttle and Woodley Park-Rhode Island Avenue Shuttle Focus Area 2: Phase I - Extend 60-series to downtown Washington throughout day Phase II – Implement Petworth-Takoma-Manor Park Shuttle Focus Area 3: Phase I – N8 Extension: GU-AU-UDC Shuttle Focus Area 4: Phase I – Increase frequency of X8 route and span and frequency of X3 route Phase II – Implement Trinidad-Lincoln Park-Stadium-Armory Shuttle and Benning Heights-Capitol View-Trinidad Shuttle Focus Area 5: Phase I – W6/W8 Extension Phase II – Implement Congress Heights-THEARC-Good Hope Shuttle

Source: http://ddot.washingtondc.gov/ddot/cwp/view,a,1249,q,645403,ddotNav_GID,1777,ddotNav,%7C34701%7C.asp

This study was prepared for WMATA and DDOT and in May 2009. It looked at transit accessibility across the District, and identified five geographic focus areas for further analysis. A gap analysis was conducted using demographics, existing and planned activity centers (major destinations), and comments received at public meetings, as well as current transportation conditions. Connection improvement opportunities were identified and phased-in recommendations were made for each focus area.

Focus Area 1: Adams Morgan/Columbia Heights/Mount Pleasant/Edgewood

- Phase I - Implement NW DC Circulator – Recommended the route that has been implemented as the "Woodley Park - Adams Morgan - McPherson Square Metro" route.
- Phase II –

- Implement Petworth-Adams Morgan Shuttle –a two-way loop route along New Hampshire Avenue NW, Sherman Avenue NW, U Street NW, 18th Street NW, Columbia Road NW, 14th Street NW, and Park Road NW. This route would connect Petworth, Pleasant Plains, Park View, and Columbia Heights, and serve the Georgia Avenue NW-Petworth Metrorail Station, the U Street NW corridor, the 18th Street NW corridor, the Columbia Road corridor, and the DC USA development at Park Road and 14th Street NW.
- Implement Woodley Park-Rhode Island Avenue Shuttle – an east-west route between the Woodley Park Metrorail Station and the Rhode Island Metrorail Station, along Calvert Street NW, 18th Street NW, U Street NW, Florida Avenue NW, T Street NW/U Street NW, and Rhode Island Avenue NW and NE. This route would connect the neighborhoods of LeDroit Park, Bloomingdale, and Edgewood to Howard University, the U Street NW corridor, the 18th Street NW corridor, and the two Metrorail stations.

Focus Area 2: Takoma/Brightwood/Manor Park/Petworth

- Phase I
  - Extend 60-series to downtown Washington during all times of day – this recommended extending the operating schedules of several Metrobus routes, and combining some to improve connectivity. In December 2008, during the development of this plan, WMATA extended one of these routes, added a new route, and eliminated two as part of a system restructuring
- Phase II –
  - Implement Petworth-Takoma-Manor Park Shuttle - a two-way loop route from the Takoma Metrorail station operating on 4th Street NW, Aspen Street NW, 5th Street NW, Missouri Avenue NW, North Capital Street, Hawaii Avenue NE, Taylor Street NE, Rock Creek Church Road, Upshur Street NW, 13th Street NW, Van Buren Street NW, 6th Street NW, and Cedar Street NW. The route would connect the Manor Park, Brightwood, Pleasant Hill, and the Grant Circle area, and serves Petworth, portions of the Georgia Avenue NW corridor, and the Takoma neighborhood and Metrorail Station.

Focus Area 3: Cleveland Park/Glover Park/Woodley Park

- Phase I –
  - N8 Extension: GU-AU-UDC Shuttle – this route would extend Metrobus N8, which operates between Glover Park and the Van Ness-UDC Metrorail Station via the Tenleytown Metrorail Station, to serve Burleith and the Georgetown University Hospital, via 39th Street NW (returning on 41st), Benton Street NW, 37th Street NW, S Street (returning on Whitehaven Parkway), 35th Street NW, and Reservoir Road NW.
- Phase II – none.

Focus Area 4: Lincoln Heights/Benning Heights/Lincoln Park/Trinidad

- Phase I –
  - Increase the frequency of the X8 route – the study recommended that the frequency of Metrobus route X8 be increased to every 10 minutes during peak periods and every 15 minutes during off-peak periods.
  - Increase the span and frequency of the X3 route – Metrobus route X3's span of service was recommended to be increased to 6:00 am to 9:00 pm and frequency to every 20 minutes.
- Phase II –
  - Implement Trinidad-Lincoln Park-Stadium-Armory Shuttle - a two-way loop route that would connect Trinidad and Lincoln Park to the New York Ave-Florida Ave-Gallaudet University Metrorail Station, Potomac Avenue, Eastern Market, the H Street NE corridor, Hechinger Mall, and the Stadium-Armory Metrorail Station. It would start at the New York Avenue Station and operate on Florida Avenue NE, Trinidad Avenue NE, Mt. Olivet Road NE, Montello Avenue NE, Florida Avenue NE, Benning Road NE, 17th Street NE and SE, Massachusetts Avenue SE, 19th Street SE, C Street SE, 18th Street SE, Potomac Avenue SE, G Street SE, Pennsylvania Avenue SE, 8th Street NE and SE, and then Florida Avenue NE back to the New York Avenue Metrorail Station (clockwise; the counter-clockwise trip would have slightly different routing).
  - Implement Benning Heights-Capitol View-Trinidad Shuttle – this would be a replacement (with slight changes) and extension of Metrobus route U8, which was proposed for substantial reductions due to low ridership.

Focus Area 5: SE DC/Anacostia/Washington Highlands

- Phase I –
  - W6/W8 Extension to include the Pennsylvania Avenue SE Corridor – the study recommended extending Metrobus routes W6/W8 beyond Good Hope Road along Minnesota Avenue SE, Pennsylvania Avenue SE, south on Branch Avenue SE, and Alabama Avenue SE, and eliminating the current route segment on Good Hope Road. This would connect Buena Vista and Douglass with destinations on the Pennsylvania Avenue SE corridor.
- Phase II –
  - Implement Congress Heights-THEARC-Good Hope Shuttle – this route would begin at the Eastover Shopping Center, just over the state line in Maryland, and operate on South Capitol Street, Atlantic Street SE, 4th Street SE (stopping at THEARC) and Southern Avenue to the Southern Avenue Metrorail Station. The return trip would serve, from Mississippi Avenue, 19th Street SE, Savannah Terrace SE, 22nd Street SE, and Alabama Avenue SE, terminating at the intersection with Good Hope Road. It would connect Bellevue, Congress Heights, and Naylor Gardens to THEARC, the Southern Avenue Metrorail Station, and existing retail destinations and potential new development at the Good Hope Road SE/Alabama Avenue SE intersection.

DC CIRCULATOR IMPLEMENTATION PLAN

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
DC Circulator Implementation Plan	July 2003	NCPC, DDOT, DBID & WMATA	Downtown DC	• White House-Capitol Route – serves the White House, Foggy Bottom, State Department, Federal Triangle, National Mall, Capitol, Union Station, downtown • Monuments Route – connects Memorials to Metrorail, White-House Capitol Route • North-South Route – serves convention center, downtown area, National Mall, L'Enfant Plaza area, Southwest Waterfront – *implemented* • K Street Route – serves Union Station, convention center, K Street, Georgetown – *implemented*

Source: http://ddot.washingtondc.gov/ddot/cwp/view,a,1249,q,610284,ddotNav_GID,1586,ddotNav,%7C32399%7C.asp

Conducted for NCPC, DDOT, the Downtown Business Improvement District, and WMATA, the DC Circulator Implementation Plan was completed in July 2003. It presented an operations plan (with four proposed routes, and two alternatives for each route), a fare structure plan, a capital plan, a financing plan, and a marketing plan.

The routes proposed in this plan were:

- White House-Capitol Route – serves the White House, Foggy Bottom, the State Department area, Federal Triangle, the National Mall, the Capitol, Union Station, and downtown.
- Monuments Route – serves the Washington, Jefferson, Roosevelt, Korean War, Lincoln, Vietnam Veterans, and World War II Memorials and connects them to Metrorail and the White-House Capitol Route.
- North-South Route – serves the new convention center, the downtown area, the National Mall, the L'Enfant Plaza area, and the Southwest Waterfront. – ***This route has been implemented.***
- K Street Route – serves Union Station, the new convention center, K Street, and Georgetown. – ***This route has been implemented.***

The operations plan recommended a span of service of 8 a.m. to 9 p.m., seven days a week, with 5 to 10 minute headways, depending on the route and time of day. Annual operating expenses for the four-route system were estimated to be approximately $17 million, to operate approximately 1.6 million revenue miles and 250,000 revenue hours. The plan estimated that a total of 61 to 74 peak vehicles would be needed to operate the service (with the range depending on the alternative routing implemented), and based the capital plan on a fleet of 86 vehicles.

An estimated 45,000 riders per day and 16.3 million riders per year were projected. The plan recommended phasing in implementation, starting with the North-South and K Street Routes at an annual cost of $6.1 million.

The fare structure plan recommended the following fare options:

- Single Ride - 50 cents in cash or from a SmarTrip card. ($0.25 for seniors and persons with disabilities.)
- Transfers from/to Metrorail for SmarTrip card users using the stored value payment method - from Metrorail: $0.10, to Metrorail: discount of $0.40 from Metrorail fare.
- Transfers from/to Metrobus for SmarTrip card users using the stored value payment method - from Metrobus: free, to Metrobus: discount of $0.50 from Metrobus fare.
- Circulator Transfers for SmarTrip card users using the stored value payment method - free.
- 1-Day and 7-Day Combined Metro/Circulator Passes – Circulator options that could be added to SmarTrip cards for an incremental cost.
- Circulator-Only Passes – Passes allowing unlimited use of only the circulator for 1-day ($2), 3-day ($4), 7-day ($8), monthly ($12), or annually ($120).

The annual fare revenue for the fully-implemented system was projected to be $7.7 million.

The capital plan recommended purchasing vehicles with low floors, three wide doors, 50-55 passenger capacity, 35'-45' long, visibly different from standard transit coaches, larger windows, and clean fuels. Double-decker and other special designs were explored. Installation and maintenance of bus stops and amenities by an advertising vendor were recommended. A new vehicle storage and maintenance facility large enough for 90 vehicles was identified as a need, projected to cost $56.4 million, based on costs identified in WMATA's *Washington Metropolitan Regional Bus Study*. Financing for this facility was not addressed.

The financing plan identified financing sources used to implement downtown circulator services in other U.S. cities, briefly discussed which sources might be pursued for the DC Circulator (including FTA capital funding and local partnerships to purchase vehicles, and farebox revenue (which the plan estimated would cover 45% of operating costs) and other potential sources for further exploration to fund operations. While a detailed financing plan was not developed as part of this study, it indicated that "The DCPG is working to establish a financing plan to establish a stable set of funding sources for the service. For the initial phase of implementation, three members of the DCPG (DBID, DDOT, and NCPC) have committed to each securing $2 million in annual operating funding (a total of $6 million) to support the operation of the Circulator." (p. 98)

The marketing plan indicated three groups of target users: tourists, conventioneers/business travelers, and downtown workers and shoppers. Visitors and commuters who used Metrorail and commuter rail were identified as a particular group to which the D.C. Circulator should be marketed, since this group already uses transit but may find Metrobus unattractive. The advantages and disadvantages of being marketed as being aligned with Metro were discussed. Alternative names were suggested, with DC Zip as the name used to develop visual marketing

elements in the plan, while noting that ongoing efforts were underway to develop a final identity for the service (which ultimately became D.C. Circulator). The marketing plan called for development of a route map, bus stop signs, a web site, posters for display in the Metrorail system, a tabloid visitor guide (to be distributed to hotels and posted downtown), and ticket and pass sales.

DC'S TRANSIT FUTURE SYSTEM PLAN

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
DC's Transit Future System Plan	April 2010	DDOT & WMATA	Washington, DC	Builds on three streetcar projects under way: • Anacostia Streetcar Initial Line Segment – construction began in 2009 • H/Benning Streetcar Segment – track construction initiated in 2009 • K Street Transitway – in environmental study and preliminary design phase Eight streetcar lines constructed in three phases (by 2015/2018/2020): • Bolling AFB to Minnesota Avenue Metrorail Station Line • Georgetown to Benning Road Metrorail Station Line • Congress Heights to Washington Circle Line • Congress Heights to Buzzard Point Line • Takoma Metrorail Station to Buzzard Point Line • Woodley Park/Adams Morgan to Congress Heights Line • Rhode Island Avenue/Eastern Avenue to Washington Circle Line • Woodley Park/Adams Morgan to Brookland Line Metro Express bus service along the following corridors (by 2015/2018): • Georgia Avenue/7th Street NE Corridor – implemented in 2007 (Route 79) • Pennsylvania Avenue SE Corridor – implemented in 2008 (Route 39) • Wisconsin Avenue/K Street NW Corridor – implemented in 2008 (Route 37), and would utilize the planned K Street Transitway once completed • 16th Street NW Corridor – implemented in 2009 (Route S9) • 14th Street NW Corridor • North Capitol Street/Michigan Avenue • Rhode Island Avenue NE Corridor • Benning Road/H Street Corridor • Florida Avenue/U Street NW/8th Street SE Corridor • South Capitol Street/Martin Luther King, Jr. Avenue/Minnesota Avenue Corridor • Good Hope Road • Calvert St/Columbia Rd Corridor • Military Rd/Missouri Avenue Corridor

Source: http://ddot.dc.gov/DC/DDOT/About+DDOT/Publications/DC+Transit+Future

DC's Transit Future System Plan (April 2010), developed by DDOT in partnership with WMATA, incorporates plans for streetcar service and Metro Express limited-stop service. It builds on the 2005 *DC Alternatives Analysis and System Plan* which itself builds on the 2002 *District of Columbia Transit Development Study* (which evaluated 12 corridors for light rail and recommended further study of 8-9 corridors).

Streetcar Service

The streetcar network proposed in this plan will have eight lines constructed in three phases:

- Bolling AFB to Minnesota Avenue Metrorail Station Line
- Georgetown to Benning Road Metrorail Station Line
- Congress Heights to Washington Circle Line
- Congress Heights to Buzzard Point Line
- Takoma Metrorail Station to Buzzard Point Line
- Woodley Park/Adams Morgan to Congress Heights Line
- Rhode Island Avenue/Eastern Avenue to Washington Circle Line
- Woodley Park/Adams Morgan to Brookland Line

In addition, the plan identified the following streetcar lines that were previously planned and for which construction is already under way, identified in the plan as "initial projects":

- Anacostia Streetcar Initial Line Segment – construction began in 2009
- H/Benning Streetcar Segment – track construction for this segment was initiated in 2009 as part of the reconstruction of the roadways on which it will operate.
- K Street Transitway – currently in the environmental study and preliminary design phase, this project will construct a dedicated transitway to accommodate buses (including Metro Express, Metrobus, and DC Circulator) and eventually streetcars.

Metro Express

Metro Express service consists of limited-stop bus service that would only serve designated high-ridership stops that are ¼ to ½ mile or more apart. This plan recommended Metro Express along the following corridors (including several which have already been implemented and/or were recommended in the 2008 *WMATA Metrobus Priority Corridor Network Plan*):

- Georgia Avenue/7th Street NE Corridor – implemented in 2007 (Route 79)
- Pennsylvania Avenue SE Corridor – implemented in 2008 (Route 39)
- Wisconsin Avenue/K Street NW Corridor – implemented in 2008 (Route 37), and would utilize the planned K Street Transitway once completed
- 16th Street NW Corridor – implemented in 2009 (Route S9)
- 14th Street NW Corridor
- North Capitol Street/Michigan Avenue
- Rhode Island Avenue NE Corridor
- Benning Road/H Street Corridor
- Florida Avenue/U Street NW/8th Street SE Corridor
- South Capitol Street/Martin Luther King, Jr. Avenue/Minnesota Avenue Corridor
- Good Hope Road
- Calvert St/Columbia Rd Corridor
- Military Rd/Missouri Avenue Corridor

Plan Phases

The plan recommends the implementation of the following phases for constructing and operating streetcar and Metro Express routes:

<u>Phase 1, completed by 2015:</u>

- Extension of the Georgetown to H/Benning Streetcar Line to Ward 7 and Downtown
- Extension of the Anacostia Streetcar Initial Line Segment to Buzzard Point
- Construction of the Congress Heights to Downtown Streetcar Line to the St. Elizabeth's Hospital Campus
- Construction of the northern segment of the Georgia Avenue to Buzzard Point Streetcar Line from Petworth to Downtown

- Expansion of Metro Express Bus Services along the following corridors: 14th Street NW, Michigan Avenue NW/North Capitol Street, Florida Avenue/U Street/8th Street SE, South Capitol Street/Martin Luther King, Jr. Avenue/Minnesota Avenue, and Rhode Island Avenue NE.

Phase 2, completed by 2018:

- Extension of the Georgia Avenue to Buzzard Point Streetcar Line further north to Takoma
- Completion of the Georgetown to H/Benning Streetcar Line west to Wisconsin Avenue
- Construction of the Woodley Park/Adams Morgan to Congress Heights Streetcar Line
- Construction of the Rhode Island Avenue to Downtown Streetcar Line
- Implementation of the Remaining Metro Express Bus Services, including: Military Road/Missouri Avenue, Good Hope Road SE, and Calvert Street NW/Columbia Road NW

Phase 3, completed by 2020:

- Construction of the Woodley Park/Adams Morgan to Brookland Line
- Extension of the Anacostia Initial Line Segment to the Minnesota Avenue Metro Station
- Completion of the Georgia Avenue to Buzzard Point Streetcar Line

D.C. COMPREHENSIVE PLAN, CHAPTER 4 – TRANSPORTATION ELEMENT

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
D.C. Comprehensive Plan, Chapter 4 – Transportation Element	2006	DC Office of Planning	Washington, DC	T-1.2 Transforming Corridors - "Great Streets" investments in: • Georgia Ave NW & 7th Street NW from Eastern Ave to Mt. Vernon Square • H St NE and Benning Rd NE from North Capitol St to Southern Ave • Nannie Helen Burroughs Ave NE from Kenilworth Ave to Eastern Ave • Minnesota Ave NE/SE from Sheriff Rd NE to Good Hope Rd SE • Pennsylvania Ave SE from the Capitol complex to Southern Ave • Martin Luther King Jr. Ave SE and South Capitol St from Good Hope Rd to Southern Ave T-2 Multi-Modal Transportation Choices • Policy T-2.1.1: Transit Accessibility • Policy T-2.1.2: Bus Transit Improvements • Action T-2.1.A: New Streetcar or Bus Rapid Transit Lines • Action T-2.1.C: Circulator Buses - consider expansions in other areas of city • Action T-2.1.D: Bus Stop Improvements T-2.2 Making Multi-Modal Connections • Policy T-2.2.1: Multi-Modal Connections • Policy T-2.2.2: Connecting District Neighborhoods • Action T-2.2.A: Intermodal Centers • Action T-2.2.B: Pedestrian Connections • Action T-2.2.E: Bus Connections T-2.6 Addressing Special Needs • Action T-2.6.B: Shuttle Services

Source: http://www.planning.dc.gov/planning/frames.asp?doc=/planning/lib/planning/2006_revised_comp_plan/4_transportation.pdf

The following policies and actions in the Transportation Element of the most recently adopted D.C. Comprehensive Plan (completed 2006) are likely to have an impact the D.C. Circulator.

T-1.2 Transforming Corridors

This policy area recommends investing in key corridors to transform them into centers of civic and economic life for surrounding neighborhoods, while continuing or becoming vital transportation corridors. This would be accomplished under the Great Streets Initiative, a partnership of the District Department of Transportation (DDOT), the Deputy Mayor for Planning and Economic Development (DMPED), the Office of Planning (OP), the Department of Parks and Recreation (DPR), and Neighborhood Services Coordinators (NSC), among others. In its first phase the program concentrates on six designated corridors:

- Georgia Avenue NW and 7th Street NW from Eastern Avenue to Mt. Vernon Square
- H Street NE and Benning Road NE from North Capitol Street to Southern Avenue
- Nannie Helen Burroughs Avenue NE from Kenilworth Avenue to Eastern Avenue
- Minnesota Avenue NE/SE from Sheriff Road NE to Good Hope Road SE
- Pennsylvania Avenue SE from the Capitol complex to Southern Avenue
- Martin Luther King Jr. Avenue SE and South Capitol Street from Good Hope Road to Southern Avenue.

(The policies outline in this area may not have a direct impact on the D.C. Circulator, but being aware of these corridors in planning for Circulator expansions is recommended.)

T-2 Multi-Modal Transportation Choices

This policy area focuses on providing transportation choices that are more efficient and environmentally friendly than driving such as walking, bicycling, and public transit.

T-2.1 Transit Accessibility

- Policy T-2.1.1: Transit Accessibility - Work with transit providers to develop transit service that is fast, frequent, and reliable and that is accessible to the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable. *(This policy would improve all transit services in the District.)*

- Policy T-2.1.2: Bus Transit Improvements - Enhance bus transit service by improving scheduling and reliability, reducing travel time, providing relief for overcrowding, increasing frequency and service hours, and improving both local access and cross-town connections.
  (This policy would improve all transit services in the District.)

- Action T-2.1.A: New Streetcar or Bus Rapid Transit Lines - Construct a network of new premium transit infrastructure, including bus rapid transit and streetcar lines to provide travel options, better connect the city, and improve surface-level public transportation.
  (This action would develop new services with which the D.C. Circulator would need to coordinate all transit services in the District.)

Action T-2.1.C: Circulator Buses - In addition to the circulator bus routes planned for Downtown, consider implementing circulator routes in other areas of the city to connect residents and visitors to commercial centers and tourist attractions and to augment existing transit routes.
(This action would specifically focus on expanding the D.C. Circulator.)

Action T-2.1.D: Bus Stop Improvements - Improve key bus stop locations through such actions as:
- Extending bus stop curbs to facilitate reentry into the traffic stream;
- Moving bus stops to the far side of signalized or signed intersections where feasible;
- Adding bus stop amenities such as user-friendly, real-time transit schedule information;
- Improving access to bus stops via well-lit, accessible sidewalks and street crossings; and
- Utilizing GPS and other technologies to inform bus riders who are waiting for buses when the next bus will arrive.

(This action would likely improve operating conditions for the D.C. Circulator, as well as ridership, since service would become more user-friendly.)

T-2.2 Making Multi-Modal Connections

This policy area concerns making connections between different modes of travel, including Metrorail, bus, streetcar transfers, bus rapid transit, intercity and commuter rail, taxis, walking, bicycling, and car-sharing.

- Policy T-2.2.1: Multi-Modal Connections - Create more direct connections between the various transit modes consistent with the federal requirement to plan and implement intermodal transportation systems.
  (This policy would improve all transit services in the District.)

- Policy T-2.2.2: Connecting District Neighborhoods - Improve connections between District neighborhoods through upgraded transit, auto, pedestrian and bike connections, and by removing or minimizing existing physical barriers such as railroads and highways.
  (This policy would improve transit connections in the District.)

- Action T-2.2.A: Intermodal Centers - Plan, fund, and implement the development of intermodal activity centers both at the periphery of the city and closer to Downtown. These intermodal centers should provide a "park-once" service where travelers including tour buses, can park their vehicles and then travel efficiently and safely around the District by other modes. The activity centers surrounding the District's Downtown should be located at Union Station, the Kennedy Center, and Banneker Overlook.
  (This action would improve transit connections in the District, and recommends activity centers at locations along or within walking distance of existing D.C. Circular routes.)

- Action T-2.2.B: Pedestrian Connections - Work in concert with WMATA to undertake pedestrian capacity and connection improvements at selected Metrorail stations, streetcar stations, and bus transfer facilities to enhance pedestrian flow, efficiency, and operations.
  (This action would improve accessibility to the D.C. Circulator at stops where connections can be made to Metrobus and Metrorail.)

- Action T-2.2.E: Bus Connections - Promote cross-town bus services and new bus routes that connect neighborhoods to one another and to transit stations.
  (This action would improve transit connections in the District.)

T-2.6 Addressing Special Needs

- Action T-2.6.B: Shuttle Services - Supplement basic public transit services with shuttle and minibuses to provide service for transit-dependent groups, including the elderly, people with disabilities, school age children, and residents in areas that cannot viably be served by conventional buses.
  (This action could result in new neighborhood shuttles that would connect with D.C. Circulator routes.)

NATIONAL CAPITAL PARKS CENTRAL WASHINGTON, D.C. VISITOR TRANSPORTATION SURVEY

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
National Capital Parks Central Washington, D.C. Visitor Transportation Survey	Nov. 2003	NPS	National Mall/ Memorials	Survey questions were largely geared toward sightseeing tour service (i.e., Tourmobile). Findings most useful for DC Circulator planning: • 70% of respondents willing to park 15-30 minutes from the National Mall/Memorials area if frequent shuttle service were available; 57% of those willing would pay for the shuttle service, but only 26% willing to pay for both shuttle service and parking. • 38% of respondents would choose transportation without tour commentary (the rest prefer tour commentary – Tourmobile – or would not use either)

This project, conducted for the National Parks Service and completed in November 2003, provides a wealth of information about how visitors to central Washington, D.C. get around and learn about the National Mall/Memorials area. The survey research was intended for use in developing transportation planning recommendations for the area.

Thirty-nine survey questions were asked, grouped in five categories:

- profile of trip characteristics (i.e., the visitor's trip to Washington, D.C., including accommodations, as well as transportation to get to Washington)
- visitor profile data
- perceptions of existing transportation services
- preferences for expanded or new transportation services
- travel survey data

Many of the questions were geared toward sightseeing tour service. Findings of most interest for the D.C. Circulator include:

- 92 percent of respondents that expressed an opinion indicated that Metrorail was easy or very easy to use. Only 60 percent of respondents that expressed an opinion indicated that public buses were easy or very easy to use; 15 percent found them difficult to use. (Note that this survey was conducted prior to implementation of the DC Circulator.)
- The top ten destinations of visitors that did not use a sightseeing service were: Washington Monument, Lincoln Memorial, Vietnam Veterans Memorial, National Air and Space Museum, National Museum of American History, U.S. Capitol, the White House, National Museum of Natural History, Jefferson Memorial, and the Korean War Memorials.

- 70 percent of respondents indicated they would be willing to park 15-30 minutes from the National Mall/Memorials area if frequent shuttle service were available to take them to major attractions; of those willing, 57 percent would be willing to pay for the shuttle service, but only 26 would be willing to pay for both shuttle service and parking.
- 38 percent of respondents would choose transportation services without tour commentary, 39 percent would prefer tour commentary (e.g., Tourmobile), and 23 percent would not use the service.

WASHINGTON, D.C., VISITOR TRANSPORTATION STUDY FOR THE NATIONAL MALL AND SURROUNDING PARK AREAS - ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT IMPACT

Planning document	Date	Sponsoring organization (s)	Coverage area	Summary of DC Circulator-related recommendations

Washington, DC Visitor Transportation Study for the National Mall and Surrounding Park Areas – Environmental Assessment and Finding of No Significant Impact	EA: November 2006
	FONSI: February 2010
		NPS	National Mall/ Memorials	Elements of the recommended alternative most relevant to DC Circulator:
				• Two new interconnected routes will be provided in the visitor core
				  o Blue Route —two-way loop service between Arlington National Cemetery, U.S. Capitol, White House and Jefferson Memorial
				  o Red Route — one-way loop service from Lincoln Memorial to Judiciary Square area, crossing National Mall on three streets.
				• Service in Arlington National Cemetery will be extended to the U.S. Marine Corps War Memorial
				• Some NPS parking may be metered to support transit operations
				• Additional designated access will be allowed for Segway® HTs and electric scooters along the existing multi-use trail system

This document presents a summary of the Environmental Assessment (EA) for the Washington, DC Visitor Transportation Study for the National Mall and Surrounding Park Areas, including a summary of the alternatives developed for the plan and the rational for the selection of the preferred alternative (Alternative 2 with minor modifications), based upon its impact on the physical and human environment. Existing service at time of EA consisted of contract operations of five interpretive tours covering portions of the Mall, Arlington Cemetery, Mount Vernon, and the Frederick Douglass home. In 2004, these operations carried 1.1 visitors with a fleet of 40 buses.

The preferred alternative, Alternative 2, calls for two interconnected routes, extending from Arlington National Cemetery on the west to Union Station and 1st Street NE on the east, and from F Street NW on the north to Ohio Drive SW and East Basin Drive SW on the south. These routes would offer frequent bus transit with educational / interpretive services provided driver and audio/electronic systems on both routes (such as those provided on Tourmobile). Routes were designed to serve the following top destinations: Washington Monument, Lincoln Memorial, National Air and Space Museum, National Museum of American History, National Museum of Natural History, U.S. Capitol, White House Visitor Center, Arlington National Cemetery, Jefferson Memorial, Union Station.

- Blue Route —two-way loop service between Arlington National Cemetery, the U.S. Capitol, the White House Visitor Center and the Jefferson Memorial.

- Red Route — one-way loop service from the Lincoln Memorial to the Judiciary Square area, crossing the National Mall on 14th, 15th, and 17th streets.

This would be a "hop on/hop off" ticketed service operating daily, 9 a.m. until 6:30 p.m. during peak season and until 4:30 during off-peak season, on 10-15 minute frequencies (10 minutes every day during peak season and all weekends, 15 minutes weekdays during off-peak season). Fares and fare collection would be integrated with other transit.

An Arlington National Cemetery tour route is also included in this alternative, and optional excursion tours to other tourist destinations outside of the visitor core area would be provided.

Daytime ridership in the visitor core area (Red and Blue Routes) is projected to be 563,000 in 2015 and 614,000 in 2025, while ridership on the Arlington National Cemetery tour route is projected to be 998,000 in 2015 and 1,088,000 in 2025. These estimates were based on current and historical ridership statistics. For the purpose of the EA, doubled ridership on the visitor core area routes was also assessed.

Although Alternative 2 is the preferred alternative, it is important to note that Alternative 5 called for downtown circulator service in accordance with the previously developed District of Columbia Downtown Circulator Implementation Plan. Specifically, "two interconnected routes would be provided in the visitor core (the phase two routes of the Downtown Circulator). Some refinement of this concept would be required to fully meet NPS goal It is assumed that the two phase one routes (K Street NW and 7th Street NW/SW) would continue under Alternative 5. No Arlington National Cemetery service would be provided." (p. 70) The two routes would be:

- Monuments Route — one-way loop service along West Potomac Park, between the Lincoln Memorial and the Smithsonian Metrorail Station, crossing the National Mall on 17th Street NW/SW.

- White House–Capitol Route — two-way loop service between Union Station and Foggy Bottom, operating along the National Mall by way of Madison Drive NW, Constitution Avenue NW, Jefferson Drive SW, and Independence Avenue SW, requiring a change in current access restrictions around the White House.

The alternative indicated optional future expansions for both routes, requiring a change in current access restrictions around the White House.

The total project costs to implement this alternative were $51.42 million in capital expenses and $11.84 million annual operating expenses, to operate 8 a.m. to 9:00 p.m. daily on 3-10 minute headways. The projected ridership for this alternative is 2,900,000 in 2015 and 3,200,000 in 2025.

Actions recommended under the preferred alternative (excerpted from pages 1-2) that would potential impact DC Circulator operations include:

- Two new interconnected routes will be provided in the visitor core. Service in Arlington National Cemetery will be extended to the U.S. Marine Corps War Memorial. Selected excursion tours will continue to be offered, potentially including cultural and visitor sites outside the visitor core area as warranted by market conditions. Access will be provided to 39 of the top visitor destinations in the Washington, D.C., area. New transit stops will be located within easy walking access of Metrorail stations.
  (This document does not indicate the organization that would operate these routes, but based on the full report, they would offer on-board education/interpretation and thus seem to be intended as part of the Tourmobile system, intended for sightseeing as well as transportation.)

- Some parking under the jurisdiction of the National Park Service within the National Mall & Memorial Parks may be metered to support transit operations, encourage greater use of transit services and be consistent with regional transportation policies.
  (Could increase DC Circulator ridership.)

- Additional designated access will be allowed for Segway® HTs and electric scooters along the existing multi-use trail system in the National Mall & Memorial Parks.
  (Could increase transit ridership by Segway and scooter users and therefore increase demand for ramp and securement areas and increase dwell times at stops along the Mall.)

DRAFT NATIONAL MALL PLAN /ENVIRONMENTAL IMPACT STATEMENT

Planning document	Date	Sponsoring organization (s)	Coverage area	Summary of DC Circulator-related recommendations
Draft National Mall Plan /Environmental Impact Statement (Draft)	Dec 2009 (draft)	NPS	National Mall/ Memorials	Elements of the preferred alternative that would likely impact DC Circulator operations: • restoring Ulysses S. Grant Memorial/redesigning Union Square to become focal point, civic square and day and evening destination • a new paved "welcome plaza" at 12th St and Jefferson Dr SW • new multipurpose facility on the Washington Monument grounds on the NW corner of 15th St and Independence Ave • new multipurpose facility at Constitution Gardens (SW corner of 15th and Constitution) • improved pedestrian walkways • redesigning pedestrian circulation and parking at Tidal Basin to create a sense of arrival, with roadway realignments around intersection of Maine and 15th • a network of separate bike routes/lanes around the perimeter of the Mall and the parks surrounding the monument • implementation of "roving courtesy shuttles" to connect shuttle, transit, visitor service locations, and potentially parking • adding "National Mall" to the Smithsonian Metro station name • redesigning tour bus drop-off/pickup locations near the Jefferson Memorial • transportation-related visitor services for people with disabilities (e.g., wheelchair and scooter rentals)

The Draft National Mall Plan developed by the National Park Service, U.S. Department of the Interior, mentions in general terms the DC Circulator among the transportation services serving the Mall area, and indicates under the Preferred Alternative that "various modes of convenient public access (Metro system, **premium circulator bus service**, and public bus routes) would continue to meet the needs of two-thirds of visitors. Seven taxicab / pedicab pickup locations would continue to provide options for visitors who need some form of transportation and are not using a tour service or public transit." (p. 450).

Several elements in the Preferred Alternative, if implemented, would likely impact DC Circulator operations (even though not specifically cited as such), in terms of demand for service at new destinations (e.g. new stops or routing may be desirable), as well as altered pedestrian and roadway conditions surrounding the Mall and monuments. These include:

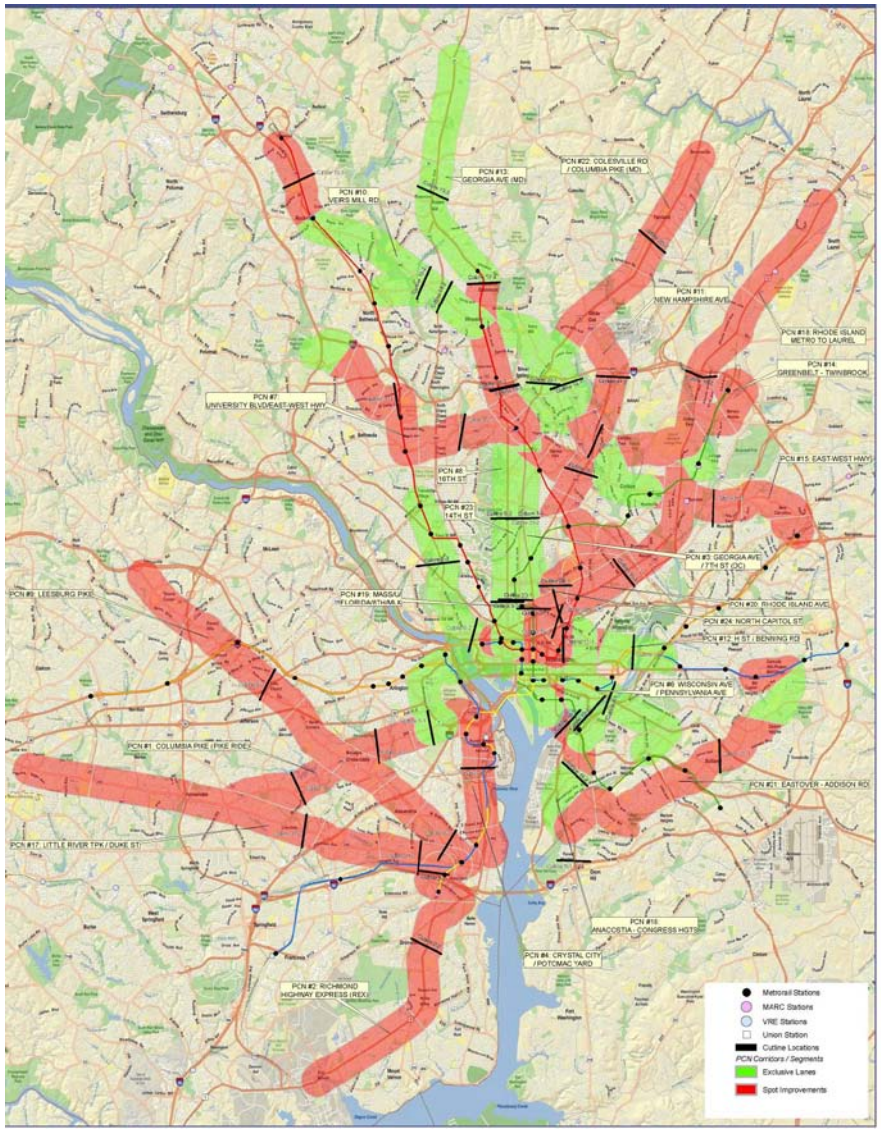
- restoring the Ulysses S. Grant Memorial/redesigning Union Square to become the focal point, civic square and day and evening destination. – *could increase boardings/disembarkings near this intersection*
- a new paved "welcome plaza" at 12th Street and Jefferson Drive SW that includes a visitor comfort amenities and multiple orientation maps. – *could increase boardings/disembarkings near this intersection*
- a new multipurpose facility on the Washington Monument grounds on the northwest corner of 15th Street and Independence Avenue with food service, retail, information, exhibits, restrooms, and performance space. – *could increase boardings/disembarkings near this intersection*
- a new multipurpose facility at Constitution Gardens (SW corner of 15th and Constitution) with food service, retail, information, recreational equipment rental, restrooms, and performance space. – *could increase boardings/disembarkings near this intersection*
- improved pedestrian walkways through pavement, widening some walkways, and crosswalk improvements at frequent intervals along Constitution, Madison, Jefferson, and Independence, as well as north/south streets crossing or bordering the Mall, traffic calming measures – *could affect traffic patterns/operating speed and conditions*
- redesigning pedestrian circulation and parking at the Tidal Basin to create a "sense of arrival, with roadway realignments around the intersection of Maine and 15th – *would affect operations if the Circulator plans to expand to cover this area*
- a network of separate bike routes/lanes around the perimeter of the Mall and the parks surrounding the monuments. – *could affect traffic patterns/operating conditions*
- implementation of "roving courtesy shuttles" to transport those in need to the closest shuttle, transit, or visitor service locations (potential including parking at local commercial garages) – *could affect boardings/disembarkings at some stops, traffic volumes and operating conditions*
- working with WMATA to add "National Mall" to the Smithsonian Metro station name – *would affect informational materials including information on Mall service.*
- redesigning tour bus drop-off and pickup locations near the Thomas Jefferson Memorial – *would affect operations if the Circulator plans to expand to cover this area*
- redesigning tour bus drop-off and pickup locations near the Thomas Jefferson Memorial – *would affect operations if the Circulator plans to expand to cover this area.*
- transportation-related visitor services for people with disabilities (e.g., wheelchair and scooter rentals) – *could increase frequency of use of wheelchair securement positions on circulator vehicles.*

AN EVALUATION OF THE METROBUS PRIORITY CORRIDOR NETWORKS

Planning Document	Date	Sponsoring organization(s)	Coverage Area	Summary of DC Circulator-related recommendations
An Evaluation of the Metrobus Priority Corridor Networks	March 2010	WMATA & MWCOG	Entire region, but corridors in DC are: - Columbia Pike: - GA Ave 7th Street - Wisconsin Ave/PA Ave - 16th Street - H Street/Benning Road - Anacostia-Congress Heights - Rhode Island Ave Metro to Laurel - Mass Ave/U St./FL Ave/8th St./MLK Ave - Rhode Island Ave - 14th Street - North Capitol Street	

The Priority Corridor Network (PCN) consists of 23 corridors within the Washington Metropolitan Area Transit Authority (WMATA) compact area having the most heavily used Metrobus routes in the system. Together, the primary Metrobus routes in these corridors carry more than half of Metrobus' daily ridership. These corridors have been designated as candidates for improvements to bus operating conditions and service parameters.

Using a full-build scenario as a modeling tool, the study recommended portions of the corridors for exclusive lanes and other improvements such as queue jumps and traffic signal priority. Other portions of the corridors were recommended for just the other improvements, and some portions (mostly outside of DC) were recommended for limited stop service, but no other physical improvements. The map below shows the portions of the corridors that were recommended for exclusive lanes in the modified build, or Exclusive Lane Improvements Alternative (ELIA) that suggested a more realistic approach for providing exclusive lanes on the corridors.


PCN #13: GEORGIA AVE (MD)
PCN #22: COLESVILLE RD / COLUMBIA PIKE (MD)
PCN #10: VEIRS MILL RD
PCN #11: NEW HAMPSHIRE AVE
PCN #18: RHODE ISLAND METRO TO LAUREL
PCN #14: GREENBELT - TWINBROOK
PCN #7: UNIVERSITY BLVD/EAST-WEST HWY
PCN #15: EAST-WEST HWY
PCN #8: 16TH ST
PCN #23: 14TH ST
PCN #3: GEORGIA AVE / 7TH ST (DC)
PCN #6: LEESBURG PIKE
PCN #19: MASSAC / FLORIDA/ATHAN A
PCN #20: RHODE ISLAND AVE
PCN #24: NORTH CAPITOL ST
PCN #12: H ST / BENNING RD
PCN #9: WISCONSIN AVE / PENNSYLVANIA AVE
PCN #1: COLUMBIA PIKE (PIKE RIDE)
PCN #21: EASTOVER - ADDISON RD
PCN #17: LITTLE RIVER TPK / DUKE ST
PCN #16: ANACOSTIA - CONGRESS HGTS
PCN #4: CRYSTAL CITY / POTOMAC YARD
PCN #2: RICHMOND HIGHWAY EXPRESS (REX)
Metrorail Stations
MARC Stations
VRE Stations
Union Station
Cutline Locations
PCN Corridors / Segments
Exclusive Lanes
Spot Improvements

Columbia Pike: Portion from McPherson Square Metro to 18th and E, along E St, 18th St, and K Street, currently served by Metrobus 16Y at 7-8 minute headways during peak periods only. This section of the corridor was modeled as an exclusive bus lane in the modified (realistic) alternative.

GA Ave 7th Street: From P and Half Streets SW (Navy Yard and Waterfront Metrorail) to Silver Spring Metrorail along 7th Street SW and NW and Georgia Avenue NW. Currently served by the 70, 71, and 79 (79 is limited stop) for a combined peak headway of 5 minutes on the most heavily served part of the corridor (from Archives Metrorail to Silver Spring). The entire corridor was modeled as an exclusive bus lane in the modified (realistic) alternative.

Wisconsin Ave/PA Ave: From Naylor Road to Friendship Heights along Pennsylvania Avenue SE and Wisconsin Avenue NW. This corridor is primarily served by the 30s series Metrobuses, including the 37 and 39 MetroExpress routes. Numerous other Metrobus routes operate on portions of this corridor. The entire corridor was modeled as an exclusive bus lane in the modified (realistic) alternative.

16th Street: From McPherson Square Metro to Silver Spring Metro along 16th Street NW, currently served by Metrobus S1, S2, S4 and MetroExpress S9 for a combined peak period headway of less than 5 minutes. The entire corridor was modeled as an exclusive bus lane in the modified (realistic) alternative.

H Street/Benning Road: From Minnesota Avenue Metro to McPherson Square Metro along Benning Road NE and H Street NE and NW, currently served by Metrobus X2 as well as many other routes. The X2, which travels the full corridor, operates a 6-7 minute headway during the peak period. The portion of the corridor along Benning Road from the Minnesota Ave Metro to H Street at Bladensburg Road NE was modeled as an exclusive bus lane in the modified (realistic) alternative, however the remainder was recommended for other physical improvements only.

Anacostia-Congress Heights: From L'Enfant Plaza Metro to South Capitol Street and Southern Ave SE along 7th St and M St SW and MLK Ave, South Capitol Street and Southern Ave SE. The corridor is currently served by the A2-8 and A42-48, in addition to numerous other routes, providing service with less than 5 minute headway during the peak. The portion of the corridor from Southern Avenue to just south of St. Elizabeth's Hospital was modeled as an exclusive bus lane in the modified (realistic) alternative, however the remainder was recommended for other physical improvements only.

Rhode Island Ave Metro to Laurel: From Rhode Island Avenue Metro at Rhode Island and Reed Street, NE. The corridor extends for 1.9 miles in the District before entering Maryland. That portion of the corridor is served by the 80s series buses in providing service at 10 minute headway during the peak. This section of the corridor was modeled with limited stop, branded service only, no physical improvements.

Mass Ave/U St./FL Ave/8th St./MLK Ave: From Anacostia Metro to Woodley Park Metro with stops at Eastern Market, New York Avenue and U Street Metro stations. The corridor is currently served by the 90, 92 and 93 buses, among others, which operate at 6-8 minute headways during the peak period. The entire corridor was modeled as an exclusive bus lane in the modified (realistic) alternative.

Rhode Island Ave: From Shaw-Howard Metro to Eastern Avenue and Michigan Ave, NE. The corridor is not on Rhode Island Avenue the entire way, it travels on other roads, including Monroe Street in NE. The corridor is currently served by the G8 which operates at 10 minute headways in the peak period. This entire corridor was modeled with limited stop, branded service only, no physical improvements.

14th Street: From L'Enfant Plaza Metro to Takoma Park Metro, including stops at McPherson Square, Metro Center, Federal Triangle, Archives, Smithsonian, U Street and Columbia Heights Metros. The corridor is currently served by the 52, 53 and 54 which operate at a 4-7 minute headway during peak hours. The portion of the corridor from L'Enfant Plaza to 14th and Aspen Streets NW (at Walter Reed Medical Center) was modeled as an exclusive bus lane in the modified (realistic) alternative, however the remainder was recommended for other physical improvements only.

North Capitol Street: From Farragut Square to Fort Totten Metro station, including stops at McPherson Square, Metro Center, Gallery Place, Union Station, New York Avenue and Brookland Metros. The corridor is currently served by the 80 bus, among others, that operates at a 8-10 minute headway during the peak period. The entire corridor was modeled with physical improvements only, no exclusive lane.

PLANS OF OTHER LOCAL PROVIDERS

Metrobus

In October 2008, the *Metrobus Priority Corridor Network Plan* identified 24 priority corridors for recommended implementation of Metro Extra express bus service. Five additional corridors were also identified for further study for future consideration. (http://www.wmata.com/pdfs/planning/101608_BusPriorityNetwk.pdf).

Individual Corridor Studies - WMATA has conducted or is conducting studies of eight Metrobus lines:

- The U Street-Garfield Line study of routes 90, 92, and 93 (began March 2010).
- The K6 Line study of route K6 (began March 2010).
- The Benning Road-H Street Line study of routes X1, X2, and X3 (completed; Metro is preparing for implementation).
- The 28-Leesburg Pike Line study of route 28A (and former route 28B) (began late 2008; implementation initiated December 2009).
- The Q Line study of route Q2 began (began late 2008; implementation initiated December 2009).
- The 16th Street Line study of routes S1, S2, and S4 (completed; implementation initiated March 2009).
- The 30s Line study of routes 32, 34, and 36 (and former routes 30 and 35) (completed; implementation initiated June 2008).
- Evaluation of changes that made to the 70s Line (routes 70, 71, and 79) and the 30s Line (completed).

http://www.metrobus-studies.com/

H Street Shuttle

The H Street Shuttle serves the Atlas District along H Street NE on 30-minute headways daily from 5 pm until Metrorail closes. This free shuttle, started by the H Street Business Cooperative in January 2009, was discontinued for several weeks in December 2009 due to lack of funding, with District of Columbia providing funding to restore service.

Source: http://www.atlasarts.org/plan_shuttle.php)

Shuttle Bug

In December 2008, the Southwest Action Team (SWAT) implemented the Shuttle-Bug service, in an effort to provide Southwest residents a way to get to local grocery and pharmacy shopping and the Waterfront Metro "to get around the massive construction site at the new Waterfront

Station development. The shuttle is funded by Waterfront Station, The View apartments, and the city." Based on the route map and schedule posted on the Southwest DC blog in December 2008 (http://swdcblog.com/2008/12/shuttle-bug-service-to-begin-december.html) the Shuttle-Bug service would operate '"about every 20 minutes" Monday through Friday, between 7:00 and 10:00 a.m., and between 5:00 and 10:00 p.m. Mid-day service will only be offered every half hour on Tuesdays and Fridays between 10:30 a.m. and 1:30 p.m. A DC Circulator stop at 6th St SW and K St SW was indicated on the route map.

Tourmobile

Tourmobile is a sightseeing tour service, funded by the National Park Service, operated by Landmark Services, Inc., a subsidiary of Universal Studios (MCA), since 1969, using passenger trams. Two loops are operated: one covering the Mall/monuments area (called the American Heritage Tour, with Union Station as its easternmost stop) and one covering Arlington National Cemetery. The American Heritage Tour operates 9:30 am to 4:30 pm daily (except Christmas Day and New Years Day); the Arlington National Cemetery Tour operates daily 8:30 am - 4:30 pm daily October through March, and 8:30 am – 6:30 pm April through September. While the routes are designed as guided sightseeing tours, passengers can also board and disembark at stops along the route throughout the day, so it also serves as a shuttle service for tour participants. Tickets are $27 per day for adults on the American Heritage Tour, which operates on 30-minute headways. Reduced fares are charged for groups, children, and the Arlington Cemetery Tour.

Smithsonian Shuttle

The Smithsonian operates a free shuttle bus from the National Museum of Natural History to the Museum Support Center in Suitland, Maryland. This shuttle operates hourly from 8:00 am to 6:00 pm and requires a pass from the National Museum of Natural History to board. The Museum website (http://www.nmnh.si.edu/rtp/other_opps/guide_ap.html) indicates that there are at least two other Smithsonian Shuttle routes; however, these do not appear to be open to the public.

Federal Agency Shuttles

The General Service Administration operates between the General Service Building at 18th and E Streets NW and the National Capitol Region Building at 7th and D Streets SW, on approximately 20 minute headways from 8:30 am to 4:30 pm. This service currently appears to be operated by Reston Limousine & Travel Service.
http://www.nbc.gov/facilities/pdfs/GSAShuttleSchedule.pdf
http://www.gsaelibrary.gsa.gov/ElibMain/contractorInfo.do?contractNumber=GS-33F-0012U&contractorName=RESTON+LIMOUSINE+%26+TRAVEL+SERVIC&executeQuery=YES

Washington Harbor Shuttle

No information available.

MOUNT VERNON TRIANGLE TRANSPORTATION AND PUBLIC REALM DESIGN PROJECT FINAL REPORT

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
Mount Vernon Triangle Transportation and Public Realm Design Project Final Report	March 2006	DDOT	East of Mount Vernon Square between New York Ave, New Jersey Ave, and Massachusetts Ave	New focal points: neighborhood center at 5th and K Streets (with plazas on all four corners of this intersection) and proposed neighborhood park at 3rd Street north of K Street. New bus service along K Street: modify WMATA Bus Route 96 to provide new southbound service on New Jersey Avenue.

The Mount Vernon Triangle area is experiencing significant residential, office and retail development. The plan recommends pedestrian, bicycle, transit, traffic, and parking improvements to address changing transportation needs in the area, with a focus on the K Street Corridor, as well as bordering New York and Massachusetts Avenues. Focus points which could generate new transit demand include a neighborhood center at 5th and K Streets (with plazas on all four corners of this intersection) and a proposed neighborhood park at 3rd Street north of K Street. This plan, completed in March 2006, recommends new bus service along K Street to modify WMATA Bus Route 96 to provide new southbound service on New Jersey Avenue. The recommended improved walking environment will also encourage area residents to walk to transit stops.

NOMA (NORTH MASSACHUSETTS AVENUE) NEIGHBORHOOD ACCESS STUDY AND TRANSPORTATION MANAGEMENT PLAN

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
NoMa (North Massachusetts Avenue) Neighborhood Access Study and Transportation Management Plan	March 2010	DDOT	North of Union Station between Massachusetts Ave, I-395, R St and 6th St NE	Short-term (before 2015): • Form a Transportation Management Association (TMA) • Improve/relocate bus stop on Massachusetts Ave near Union Station Medium-term (before 2020): • Either extend the existing DC Circulator Navy Route or implement a new Circulator route to connect NoMa area to Union Station and support retail/commercial destinations along 1st Street • Fund a NoMa Circulator to provide neighborhood-wide access to high volume transit routes

Completed in March 2010, this plan addresses the changing transportation needs of the rapidly developing area north Union Station (bounded by Massachusetts Ave to the south, I-395 to the west, R St to the north and 6th St NE to the east.

Short-term recommendations (before 2015) that would likely impact the DC Circulator include:

- Forming a Transportation Management Association (TMA) to develop and implement a Transportation Demand Management (TDM) program. *(This would likely result in ridership increases).*
- Improving the bus stop on Massachusetts Avenue near Union Station, relocating it from near-side westbound Massachusetts Avenue at North Capitol Street to the far side of the Massachusetts Avenue/1st Street NE intersection. This move, recommend as Action 5B, would address traffic safety concerns. (*This may impact DC Circulator operations in this area).*

Medium-term (before 2020) recommendations that would likely impact the DC Circulator include:

- Implementing an extension to the existing DC Circulator system to better serve NoMa. This recommendation, identified as Action 5A, would either extend the existing DC Circulator Navy Route or a new Circulator route to:
  - provide transit service on First Street, NE in NoMa to support retail and commercial destinations along this corridor.
  - institute Circulator service through NoMa that provides access to Union Station. This was cited as having the potential to provide cost savings to private businesses currently running employee shuttles (NoMa One and Sirius XM) by replacing the existing private shuttle routes. The NoMa plan recommends approaching current shuttle operators and considering public

private partnerships, to be accomplished by shifting funding currently dedicated to private shuttles to a publicly available shuttle system in NoMa. Three proposed routes are shown on page 51 of the plan report.
    - be oriented to provide north-south service through the neighborhood from Union Station to the north side of the Florida Avenue/New York Avenue intersection, with stops spaced roughly every 2 to 3 blocks.
    - possibly extend in the future to serve Gallaudet University.
    - provide a seamless connection to bus and street car routes on H Street.
- Funding a NoMa Circulator (open to the general public) to provide neighborhood-wide access to high volume transit routes. This action is recommended to involve the TMA recommended for the short-term.

Long-term (before 2030) recommendations focus mostly on infrastructure improvements, including street and pedestrian improvements along K, L, M, and First Streets, implementing grid extensions, and designating First Street in between Massachusetts Avenue and G Street as a pedestrian priority zone. These long-term improvements would impact the transit operating environment.

NOMA VISION PLAN AND DEVELOPMENT STRATEGY

Planning Document	Date	Sponsoring Organization(s)	Coverage Area	Summary of DC Circulator-related recommendations
NoMa Vision Plan and Development Strategy	October 2006	DC Office of Planning	Area bordered by Massachusetts Ave, N.W, to the south, New York Ave to the Northwest of the southern portion, T Street to the North, and 4th street, N.E, to the east. The area includes Union Station and the New York Avenue Metrorail Station, although that station was not open when this study was conducted.	• Create a diverse mix of land uses with a 50/50 split of commercial and residential uses. • Create a pedestrian-friendly neighborhood with improved transit accessibility. • Create a *NoMa Transportation Management Plan* (including pedestrian, bicycle & transit.) • Relocate bus routes to access new Metrorail Station; in the short term strength north-south transit service with shuttle connecting Metro Station area with Union Station. • Develop better city-wide connections; study extension of K Street Circulator/ Transit Way east of Mount Vernon Square, through Mount Vernon Triangle, Northwest One and NoMa. Use designated transit lanes on K Street and H Street NE to connect activity centers. • When justified by demand, add another Circulator bus route running in a north-south lop connecting NoMa and the New York Avenue Metrorail Station to the Anacostia Waterfront and the baseball stadium, possibly running along 1st Street, NE. • Ensure that Greyhound bus depot stays within proximity to the Amtrak, New York Avenue Metrorail Station and continue efforts to be incorporated into a multi-modal transit hub. • Create a finer-grain street network (may provide better routing options.)

The study identified the possibility of over 20 million square feet of development, but most of the area (at the time of the study) had been vacant or underdeveloped for years. The recommended 50/50 split would translate into 10,000-13,000 residential units, providing housing for 16,000-24,000 people and 10 -13 million square feet of office space, for 40-58,000 daytime workers.

WHITE HOUSE AREA TRANSPORTATION STUDY (MARCH 2010 DRAFT)

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
White House Area Transportation Study	Mar. 2010 (draft)	FHWA	White House area, including west to approx. Rock Creek Pkwy, north to approx. N St NW east to approx. 3rd Ave NW, south to approx. E St SW	Explored alternatives including: • Expanding DC Circulator system to seven routes, building on four routes in original plan with: o Convention Center to U Street to DuPont Circle to Washington Circle o Arlington Cemetery to 23rd Street to K Street to Convention Center o Rosslyn to Constitution Avenue to 18th/19th Streets to H/I Streets to Union Station • Various traffic configurations of K Street busway

This study was the result of an FHWA directive "to address traffic problems in the immediate vicinity of the White House, including an engineering design to alleviate congestion resulting from street closures in that area" that were implemented following the April 19, 1995 and September 11, 2001 tragedies. The "overall health and resiliency of the downtown transportation system" is evaluated and "potential actions to compensate for discontinuities in the downtown street grid" are reported.

Transit alternatives explored in the study include:

- Expanded DC Circulator system – building on the four routes in the DC Circulator plan (Convention Center to S.W. Waterfront, Georgetown to Union Station (K Street), U Street and Adams Morgan, and Union Station to S.E. M Street) and the two addition routes recommended in the NPS Transportation Plan (Red and Blue Routes), this White House are study alternative would add three more routes to the system:

  - Convention Center to U Street to DuPont Circle to Washington Circle
  - Arlington Cemetery to 23rd Street to K Street to Convention Center
  - Rosslyn to Constitution Avenue to 18th/19th Streets to H/I Streets to Union Station

  This study concludes that the DC Circulator expansion would slightly decrease traffic throughput and increase congestion. It also projects that Metrorail ridership would decrease by 1,850 riders (0.6 percent) per day because the expanded Circulator routes would "enable Metrorail riders to exit the system at U Street, DuPont Circle, Rosslyn, or Arlington Cemetery stations and complete their trip by bus rather than transferring between Metrorail lines at Metro Center or Gallery Place."

- K Street busway – "The District of Columbia is pursuing the implementation of a transitway in the center of a reconfigured K Street between Mount Vernon Square and Washington Circle. The fundamental design involves reconstructing K Street to remove the frontage roads and reconfiguring the entire cross-section to provide for a two-directional transitway with stations in the center of the street and two or three travel lanes for automobiles and bicycles on either side. This transitway would initially be a busway that could accommodate streetcars at some point in the future." (p. 39) Alternatives being considered for the K Street Busway include:

    - K Street Busway
    - K Street Busway with Traffic Management
    - K Street Busway with Passing Lanes
    - K Street Busway with Passing Lanes and Traffic Operations
    - K Street Busway with Passing Lanes, Expanded DC Circulator Routes, and a Free Fare Zone on K Street
    - K Street Streetcar with Expanded DC Circulator Routes and a Free Fare Zone on K Street

    The study concludes that the K Street Busway, while increasing transit ridership, would make auto and truck travel worse, and finds operational problems at stations and intersections that necessitate traffic management improvements.

K STREET LAND USE VISION

Planning Document	Date	Sponsoring Organization(s)	Coverage Area	Summary of DC Circulator-related recommendations
K Street Land Use Vision	4/10/2009	DC Office of Planning	K Street Corridor from approximately 3rd St. N.W. to 26th St. N.W.	• Land Use Vision that describes K Street as a "Great Street" for all users; assumes that streetcars are operating on K Street along much of current Circulator route. • Seven goals named. Two most relevant: #1 Create a "Great Street" experience that is *extra* high-performing and safe for all modes: pedestrians, bicyclists, transit and automobiles, and #2: Reinforce K Street as a defining and organizing corridor for this part of the city with connections to other great destinations.

The K Street corridor is the densest area of the city, with 2.7% of the buildable land, but 49% of the commercial office space, 57% of the city's hotel rooms, and 36.5% of the city's jobs. The Land Use Vision is a presentation, not a study, that was used for a funding application.

BROOKLAND/CUA METRO STATION AREA PLAN

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
Brookland/CUA Metro Station Area Plan	2009	DCOP	Brookland/CUA Metro Station area, generally defined in the plan as Taylor Street to the north, 13th Street to the east, Rhode Island Avenue to the south and 7th Street to Michigan Avenue to John McCormack Road to the west.	• Develop a shuttle consolidation strategy to improve and minimize the impact of shuttle transportation between major nearby destinations and the Brookland/CUA Metro station. Create an improved shuttle service waiting area. • Eliminate bus bays/loops and place bus stops on the street grid. Rationalize (eliminate or modify) the locations of bus stops. • Increase bus service. • Provide more east-west connections within activity site in Brookland. • Improve connectivity and reestablish the grid of streets and blocks where new development occurs.

Source: http://www.planning.dc.gov/planning/cwp/view,A,1285,Q,640097.asp

This study was prepared by the DC Office of Planning and completed in March 2009. The boundaries of the Brookland/CUA Metro Station Area were generally defined in the plan as Taylor Street to the north, 13th Street to the east, Rhode Island Avenue to the south and 7th Street to Michigan Avenue to John McCormack Road to the west. The CSX/WMATA right-of-way that divides the study area has been viewed as a "barrier" to east-west circulation within the study area. A map of the study area is provided below.

Existing Land Use

The Brookland/CUA Metro Station Study Area is comprised of primarily low density zones including residential, commercial along 12th Street, and commercial/light industrial along the Metro tracks. The predominant land use type within the study area is residential, but several significant institutional and other major land uses are in or adjacent to the study area, including the Brookland Elementary School, Turkey Thicket Recreational Center, Catholic University of America and the Brookland-CUA Metrorail Station. The grid configuration of the study area roadway network provides advantages pertaining to access, circulation and connectivity. Taylor Street, Michigan Avenue, Monroe Street, and Franklin Street provide east-west access across the WMATA/CSX railroad "barrier," that divides the study area, as well as to principal/regional arterials serving Downtown Washington, DC and suburban areas within and outside of the City.

Proposed Land Use

This small area plan proposes moderate density mixed-use development in key subareas, including at the Brookland Metro Station and on Monroe Street. The Brookland Metro Station is envisioned as a mixed-use, transit-oriented core for the community, with new mixed-use residential development above retail development in an open-area plaza located along an extension of Newton Street. Monroe St. and 12th street are envisioned with enhanced mixed-use and infill development with neighborhood serving retail.

Transportation Network Profile, Transit Service

The Brookland/CUA Metro Station Area's current transportation network has several important assets. The study area is traversed by several arterial facilities that provide both regional and local connectivity and mobility. There are several arterials provide east-west connection across the CSX/WMATA railroad "barrier" that divides the study area. The local area roadways are part of the city's grid network and therefore provide efficient circulation and connectivity internally as well as to adjacent arterial roadway facilities. This land use relationship encourages the use of alternative travel modes, including walking and bicycling.

The study area also benefits from the presence of the Brookland/CUA Metrorail Station, a major station on WMATA's Red Line, and relatively uncongested local road network. The majority of the study area intersections operate within the acceptable Level of Service standards of the City.

Brookland Neighborhood Metrorail and Traffic Counts

Brookland/CUA Metrorail Station – Ridership Counts	Weekday: 14,497
	Weekend: 12,308
Traffic Counts (Weekday)	Monroe Street: 12,400
	12th Street: 9,500–11,800

Table Source: DC Economic Partnership, 2010 Neighborhood Profiles

A total of eight bus routes current serve the Brookland/CUA area. These routes include both North-South routes that connect the study area to Maryland and Downtown DC, and more local bus routes that connect Brookland with other Northeast DC neighborhoods.

Brookland/CUA Metrobus Routes

Metrobus Routes	Peak Headways	Non-Peak Headways
H8 and H9 Park Road-Brookland Line (Stops at Brookland Metro Station and travels along Taylor Street and 10th Street).	11-15 Minutes	30 Minutes
B51 Brookland Education Line (Travels on 12th Street).	Monday-Friday service only, one AM trip (8:15) and one PM trip (3:30).	
H6 Brookland-Fort Lincoln Line (Starts at Brookland Metro Station, travels along Michigan Avenue, crosses Monroe street and travels into Brookland's residential neighborhood).	10 Minutes	15 Minutes
R4 Queens Chapel Road Line (Starts at Brookland Metro then travels along Michigan Avenue and into Maryland).	AM SB: 20-24 Minutes PM SB: 20-35 Minutes AM NB: 21-35 Minutes PM SB: 15-25 Minutes	60 Minutes
G8 Rhode Island Avenue (Originates in Farragut Square, stops at Brookland Metro and travels along Monroe Street).	AM: 8-12 Minutes PM: 15-30 Minutes	30 Minutes

Table Source: WMATA Metrobus Timetables

Despite these assets, numerous transportation challenges remain in the Brookland/CUA area. As noted, shuttles provide a critical connection between Metro and the number of medical and academic institutions within the greater Brookland area. However, inadequate facilities are provided for the shuttle bus operations. There are no bus bays and shelters, and passenger boarding and alighting activities occur under inconvenient and unsafe conditions. During the peak travel period three (3) of the twenty (20) study area intersections operate at unacceptable Levels of Service, represented by excessive queuing and vehicular delay. Significant pedestrian safety issues have been documented at the Michigan Avenue/10th Street intersection, at 12th Street at Otis and Newton Streets. Pedestrian circulation is also constrained by high traffic volumes, inadequate sidewalks, crosswalks and other amenity deficiencies in several sections of the study area. Brookland lacks street bicycle facilities, which discourages the use of this mode by area residents and regional commuters. Parking is quite limited for the retail sector along 12th Street during the weekday and weekend peak periods. This limitation is due to heavy demand.

As a result of the Brookland/CUA Metro Station Area plan implementation, an increase in pedestrian and bicycle traffic around the station area would be expected, as would the demand for Metrobus and other shuttle bus services.

Goals and Recommendations

The proposed transportation improvements in the Brookland/CUA Metro Station Area plan are designed to enhance pedestrian and vehicular connectivity and linkages to neighborhood destination. The planned improvements will accommodate the anticipated residential population growth and better facilitate circulation to the area's major employers and retail corridors for current residents and commuters.

The plan established a set of "transportation, walkability and connectivity" guiding principles to inform future transportation improvements in Brookland:

- Address traffic impacts and protect the neighborhood from additional traffic;
- Promote and integrate bus, shuttles, bikes, rail and other transit options;
- Provide adequate parking while in keeping with Transit-Oriented Development principles;
- Improve east-west connectivity across the neighborhood;
- Improve walkability around the neighborhood and connectivity to Metro and 12th Street;
- Enhance the public realm through improved streetscape, way finding, lighting, landscaping and burying of utilities.

The Brookland/CUA plan provided two sets of recommendations, a set of general recommendations and a set of specific transportation improvement recommendations.

Eight general recommendations were established to address the guiding principles:

1. Integrate the implementation of the *DDOT Brookland Streetscape and Transportation Study* with the implementation of the Brookland/CUA Metro Station Small Area Plan.
2. Improve connectivity and reestablish the grid of streets and blocks where new development occurs.
3. Develop a strategy for improving streetscape, lighting and increase pedestrian safety along John McCormack Road.
4. Implement future pedestrian bridges across CSX/WMATA tracks. Suggested locations are at Kearny and Hamlin Streets.
5. With new development, power lines should be buried wherever possible.
6. Develop a shuttle consolidation strategy to improve and minimize the impact of shuttle transportation between major nearby destinations and the Brookland/CUA Metro station.
7. Eliminate bus bays/loops and place bus stops on the street grid.
8. Develop a strategy for shared parking and implementation of car sharing programs in all new developments.

Among the specific transportation improvements were seven traffic improvement recommendations (such as signal timing improvements, traffic calming measures), ten pedestrian improvement recommendations (such as new pedestrian walk signals, ADA-compliant ramp curbs, raised

pedestrian crossings, wider sidewalks), three bicycle improvement recommendations (including on-street bike lanes, bicycle trails and on-street bicycle parking), and six parking improvement recommendations. There were six transit improvement recommendations listed, including:

1. Installation of Bus Shelters and Seating in the Brookland-CUA Metro Station area.
2. Installation of Bus Route Information on 12th Street and Monroe Street.
3. Bus Stop Bump-Outs in the Brookland-CUA Metro Station area.
4. Elimination or Modification of Bus Stops. Bus stop locations should be examined and the possibilities of relocating particular bus stops to more conveniently serve key destinations should be explored.
5. Increased Bus Service. WMATA plans to increase the frequency of buses along key routes to address anticipated ridership demand due to regional and local area land use changes.
6. Improved Shuttle Service Waiting Area. Providing an adequate and comfortable shuttle passenger waiting area adjacent to the Brookland-CUA Metro is necessary to provide for existing and anticipated ridership needs.

ST. ELIZABETHS EAST REDEVELOPMENT FRAMEWORK PLAN

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
St. Elizabeths East Redevelopment Framework Plan	2008	DCOP	Saint Elizabeths East Campus, located south of the Anacostia Metro Station.	• Transportation, access and circulation needs need to be addressed comprehensively and at the earliest development stage. • Local and regional transportation access to the campus must be improved to attract and sustain development on the East Campus and ease impacts of the proposed DHS development on the West Campus. • Transportation solutions that balance the campus's pedestrian scale and historic significance with modern, multimodal options should be implemented. • Redevelopment should prioritize alternative modes of transportation including additional transit opportunities, transferring the costs of street infrastructure and parking to transit alternatives, and spreading traffic capacity along the East Campus perimeter. • New designs for street and transportation networks and a mix of appropriate land uses will help define the balance between these modes.

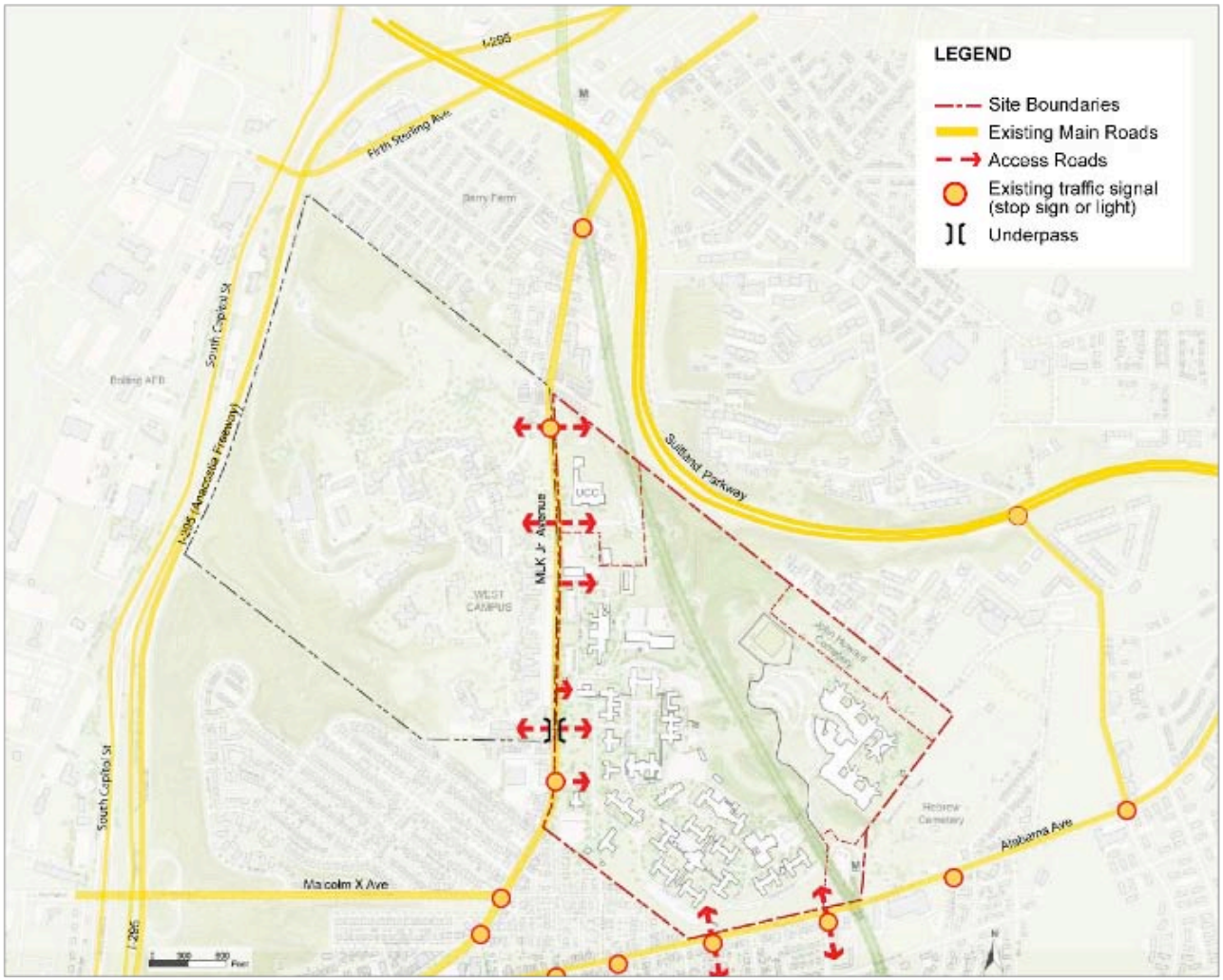
Source: http://www.planning.dc.gov/planning/cwp/view,a,1285,q,644962.asp

The Saint Elizabeths East Redevelopment Framework Plan was completed in December 2008. The DC Office of Planning was the lead agency in the development of this plan. Saint Elizabeths East, a site centered around the historic Saint Elizabeths Hospital, is one of the largest redevelopment sites in the District, located in an area that has historically been unevenly developed.

Saint Elizabeths is only two miles from the United States Capitol and downtown Washington, DC. The campus is located in the heart of the District's Ward 8. It occupies the northern edge of a triangular plateau that it shares with the neighborhoods of Congress Heights and Henson Ridge. Barry Farm, a DC Housing Authority property and one of the District's New Communities, lies just across the northern property line of the campus, although a grade change of more than sixty feet creates a strong feeling of separation between the campus and the neighborhood. Historic Anacostia lies further north, across Suitland Parkway.

Saint Elizabeths is located immediately adjacent to the District's expanding Center City area, which has been growing toward the campus over the past ten years, with the expansion of the Southeast Federal Center, the redevelopment of the Washington Navy Yard, and the proposed development at Poplar Point. Most of the land surrounding the campus is low to moderate density, low-rise residential and commercial

supporting institutional and community uses such as schools, churches and parks. A map is below provides an overview of current transit service is located around the campus.



Existing Land Use

While Saint Elizabeths is no longer the region's predominant mental health treatment facility there are still many institutional uses in and near the study area. The District's Department of Mental Health opened a new Saint Elizabeth's Hospital in the southeastern corner of the East Campus in the Spring of 2010, and a unified emergency communications center is located in a secured area at the Northern tip of the campus.

The U.S. Department of Homeland security is currently constructing a new headquarters building on the West Campus of Saint Elizabeths. Both the East and West campuses are protected as a National Historic Landmark (NHL). Through the NHL, ninety specific buildings, the Civil War Cemetery and the wall have been designated as contributing historic resources. The East Campus is also a locally designated historic district. The neighborhoods around Saint Elizabeths grew up around an isolated campus. As a result, Saint Elizabeths is now physically disconnected from its neighbors by highways, steep slops, perimeter fences and walls.

Proposed Land Use

The redevelopment will blend preservation of existing historic structures with contextual infill development and new neighborhoods that stimulate economic regeneration in Ward 8 and the surrounding communities. Due to the size of the campus the redevelopment of Saint Elizabeths East will result in the creation of several new mixed-use, mixed-income neighborhoods that form a comprehensive whole and reflect the historic nature of the campus setting. The campus will boast a variety of housing types, businesses, institutions and government agencies.

Transportation Network Profile, Transit Service

Saint Elizabeths is physically disconnected from its neighbors by highways, steep slopes, perimeter fences and walls, and as a result the campus is isolated from the surrounding neighborhoods. An indirect local street network prevents convenient access to Saint Elizabeths from both I-295 and Suitland Parkway. Internally, the campus is served by a system of narrow, winding streets that cannot support significant new traffic volumes. A generous right of way encourages high-speed travel along its length, as does the absence of signalized crosswalks. The minimal sidewalk between the 10’ wall and the curb on the west side is not pedestrian-friendly. While the wall cannot be moved, the plan suggested that the road right of way could be shifted east into the open space along the western edge of the East Campus. Such a move would not only allow for enlargement of the western sidewalk, but also permit the inclusion of light rail, rapid bus or other transportation improvements in the right-of- way.

South Capitol Street, Alabama Avenue SE and Martin Luther King Jr. Avenue are the primary roads serving Saint Elizabeths East. Martin Luther King Jr. Avenue is a four lane collector, the only north/south connection across the campus and is designated as a high priority corridor BRT/Rapid Bus in the District’s Transit Alternatives Analysis.

The Congress Heights and Anacostia Metro stations on Green Line serve the neighborhoods surrounding Saint Elizabeths. The Congress Heights Metro station, located adjacent to the southeast edge of the East Campus provides the most direct transit access to the campus. From the Metro station it is a 15-20 minute walk to the northern edge of the East Campus. Additionally, the Anacostia Metrorail Station has one of the highest bus to rail transfers within the Metro system. As noted in the table below 11 bus routes travel on Martin Luther King Jr. Avenue through the campus, and 8 bus routes are located on South Capitol Street on the western edge of the campus. The Anacostia 4-stop starter line Streetcar Project will also run along the western edge of the campus.

Saint Elizabeth's East Metrobus Routes

Metrobus Routes	**Peak Headways**	**Non-Peak Headways**
A2, A6, A7, A8, A42, A46, A48 Anacostia-Congress Heights Line (Travels along Martin Luther King Jr. Ave.)	SB: (Arriving Anacostia Metro Station) 2-4 Minutes NB: Typically, 2-4 Minutes	SB: (Arriving Anacostia Metro Station), 3-10 Minutes NB: 7 Minutes
A4, A5 Anacostia-Fort Drum Line (Travels along Martin Luther King Jr. Ave.)	AM: 8-12 Minutes PM: 11-12 Minutes	20 Minutes
A9 South Capitol Street Line	NB AM: 14-15 Minutes SB PM: 20-30 Minutes	Not applicable
P17, P18, P19 Oxon Hill-Fort Washington Line (Travels along South Capitol Street)	NB (AM Only): 7-20 Minutes SB (PM Only): 3-20 Minutes	60 Minutes
W2, W3 United Medical Center-Anacostia Line (Travels along Martin Luther King Jr. Ave.)	AM: 18 Minutes PM WB: 18-23 Minutes PM EB: 8-17 Minutes	32 Minutes
W4 Deanwood-Alabama Ave. Line (Travels along South Capitol Street)	AM: 10-15 Minutes PM: 10-25 Minutes	NB: 15 Minutes SB: 33 Minutes
W13, W14 Bock Road Line (Travels along South Capitol Street)	NB (AM Only): 20 Minutes SB (PM Only): 4-12 Minutes	60 Minutes

Table Source: WMATA Metrobus Timetables

Goals and Recommendations

The plan established a transportation goal of *enhancing multi-modal transportation networks* as one of its eight guiding principles. It noted that

while development of the East Campus will evolve over time and that it is critical that:

- Transportation, access and circulation needs are addressed comprehensively and at the earliest development stage. Local and regional transportation access to the campus must be improved to attract and sustain development on the East Campus and ease impacts of the proposed DHS development on the West Campus.
- Transportation solutions that balance the campus's pedestrian scale and historic significance with modern, multimodal options should be implemented. Redevelopment should prioritize alternative modes of transportation including additional transit opportunities, transferring the costs of street infrastructure and parking to transit alternatives, and spreading traffic capacity along the East Campus perimeter. New designs for street and transportation networks and a mix of appropriate land uses will help de fine the balance between these modes.

The plan identified a set of six specific transportation improvement recommendations. Five of these recommendations relate to the parking, the roadway network, road access and circulation.

- *Alternative Modes*: This plan proposes two options for further consideration by the District and WMATA: a new full Metro station on the Green line, similar to the New York Avenue Metro station project of the red line and a new spur line. In addition to transit, pedestrian and bicycle facilities are important to pursue in accordance with the District Department of Transportation's Bicycle and Pedestrian Master Plans.

- *Parkway*: The introduction of a proposed new road linking Suitland Parkway with Alabama Avenue when combined with Martin Luther King Jr. Avenue and Alabama Avenue could ring the East Campus with collector streets then offer immediate access to a regional carrier. The perimeter collector system would distribute traffic demand, reduce cross campus traffic and open the stream valley as an open space and recreation opportunity.

- *Martin Luther King Jr. Avenue*: Martin Luther King Jr. Avenue is one of the District's Great Streets. The Great Streets programs seeks to coordinate major transportation improvements and economic development initiatives to spur commercial corridor revitalization. Improvements to Martin Luther King Jr. Avenue that are warranted because of development on either campus must meet the Campus. Future signalization requires further study and analysis by DDOT.

- *Alabama Avenue*: Safe and enhanced access to and from the campus along Alabama Avenue is an important topic for future consideration and analysis. The existing signals along Alabama Avenue at the current entrances will likely remain. The addition of a proposed connector road to Suitland Parkway may alleviate cut through traffic in the interior of the campus. It will also provide a new opportunity to create a more significant entrance to the new hospital.

- *Interior Street Grid*: The curvilinear nature of the existing road network should be respected wherever possible in designing a future interior street grid. The addition of new roads will ease the burden of new traffic on the existing, low volume streets that were not designed for vehicular traffic. It is highly recommend that new roads feature traffic calming measures to deter cut through traffic.

- *Parking*: There is a strong preference for accommodating parking for the majority of new development will be accommodated in underground or wrap -around garages. Where surface parking is needed, low-impact design standards should be followed. New infill construction adjacent to historic buildings is encouraged to maximize shared parking opportunities.

ANACOSTIA TRANSIT AREA STRATEGIC INVESTMENT AND DEVELOPMENT PLAN

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
Anacostia Transit Area Strategic Investment and Development Plan	2004	DCOP	The study area for this plan extends between Fort Stanton Park and Anacostia Park on the east and west, and Good Hope Road and Stevens Road on the north and south encompassing approximately 20 city blocks around the Anacostia Metro Station Area.	• One of the goals of this plan is to improve the connections between the neighborhoods in the immediate area of the Anacostia Metro Station. The neighborhoods are current isolated by physical barriers and/or dangerous pedestrian environments. Transportation connections between the neighborhoods and from the neighborhoods to District activity centers need to be improved. • The Anacostia Metro Station is one of the busiest bus transfer points for Metrobus in the District of Columbia, with the "W" bus lines currently providing neighborhood circulator service east of the Anacostia River.

Source: http://www.planning.dc.gov/planning/cwp/view,a,1285,q,617802.asp

The DC Office of Planning lead the development of the Anacostia Transit Area Strategic Investment and Development Plan, completed in April 2004. The study area for the Anacostia Transit Area Framework Plan extends between Fort Stanton Park and Anacostia Park on the east and west, and Good Hope Road and Stevens Road on the north and south encompassing approximately 20 city blocks containing a mixture of small, local commercial establishments, a few national chains, local churches, small office buildings, light industrial uses, vacant and underutilized lots, single and multi-family residential buildings and open space of a variety of types.

The plan envisions four nodes of activity, each interconnected with the station area and the area's natural assets. A map of the four nodes of activity, the Metro Station Node, W Street Node, Gateway Node and Poplar Point Node is provided below.

- *Metro Node*: The Anacostia Metro Station is one of the busiest metro stations outside of the downtown core, in terms of both Metrorail and Metrobus ridership. The DC Streetcar Anacostia line that is currently under construction will support additional housing opportunities within a short walk of the transit station. The plan recommends significant improvements to pedestrian paths to make the metro station more accessible.

- *W Street Node*: W Street is a critical crossroad as the link from the commercial main street to the historic heart of Anacostia – Cedar Hill (the home of Frederick Douglass). In this plan, an extended W Street reached beyond a future streetcar station and across the highway

to provide a link into the new Poplar Point Park and the expanded amenities there. The node is a transition between the retail center at the Gateway and the Metro station.

- *Gateway Node*: The intersection of Good Hope Road and Martin Luther King Jr Avenue at the base of the 11th Street bridges serves as the gateway and nucleus of activity for the transit area communities.

- *Poplar Point Node*: The green gateway to the river, Poplar Point is restored following the reconstruction and realignment of the South Capitol Street Bridge. Redesigned transportation infrastructure improves connections from this waterfront destination back into Anacostia, transit amenities, and destinations along the waterfront.

Existing Land Use

The Anacostia Transit Area is at the confluence of five distinct neighborhoods: Fairlawn, Anacostia, Hillsdale, Fort Stanton and Barry Farm. Fairlawn, extending from Good Hope Road north to Pennsylvania Ave SE, is a stable, middle income neighborhood of traditional row homes, duplexes, small apartment buildings and detached bungalows. The historic neighborhood of Anacostia lies south of Good Hope Road and encompasses the Frederick Douglass home and a portion of the Martin Luther King Jr. Avenue main street. The majority of the neighborhood lies within a designated historic district and is characterized by wood frame brick houses, some from the early 1800s. Newer developments ringing the district are mostly low garden apartments and brick row homes. The neighborhoods of Hillsdale and Fort Stanton merge south of Anacostia, and are comprised of brick row homes, garden apartments and curving roads that follow the area's hilly topography. South of Suitland Parkway and just north of the Saint Elizabeths East campus is the neighborhood of Barry Farm. Once a farm, Barry Farm was developed as public housing for returning World War II veterans in the 1940s. Barry Farms is isolated by the sunken Suitland Parkway and the heavily trafficked Firth Sterling paralleling Anacostia Freeway. Pedestrian connections are difficult and there are virtually no retail services in Barry Farm.

Although these Anacostia neighborhoods have numerous assets, including proximity to the U.S. Capitol Building just one mile away, a heavily used Metro Station and local Metrobus routes, riverfront views and access, a hilly topography that offers scenic views of the city and several significant historic and cultural assets, Anacostia neighborhoods also face numerous challenges. Vacant commercial buildings along commercial corridors and the lack of retail options for local residents, a high percentage of subsidized housing units that skew the local housing market, physical barriers that block access between the neighborhoods, the metro station area and the waterfront, are among the challenges facing Anacostia.

Proposed Land Use

Redevelopment in the Anacostia area and investment in pedestrian infrastructure, retail amenities and public space is planned to take place along the five identified nodes of activity. Each node should have its own unique identity, with street intersections at the nodes becoming more pedestrian friendly with ample sidewalks, active ground flour use and minimum building setbacks. Small, distinctive public gathering places of focal points within each notes, including the Gateway corner at Good Hope Road and MLK Jr. Avenue, and the intersection of Howard and Martin Luther King Jr. Avenue. Development should be concentrated at transit nodes, and new housing opportunities should be facilitated to re-attract middle income residents. Connectivity between the neighborhoods should be increased with safe, distinctive pedestrian routes. The planned mix of redevelopment by node was described in the plan:

- Metro Station Node is envisioned as a walkable mixed-use district with a civic focus, diverse residential choices and attractive ground floor convenience retail.

- W Street Node is envisioned as a lively mix of arts-related uses, unique retail, residential and live-work options with a community focus.
- Gateway Node is the retail center taking advantage of the emerging office development and potential daytime activity to be a village downtown for the neighborhood.
- Poplar Point Node is a future opportunity for new development in proximity to a signature waterfront park. Bridge and roadway improvements enhance safety and access and create a new major destination for community as well as District and regional users.

Transportation Network Profile, Transit Service

With more than 7,000 daily Metrorail riders and 18 bus lines serving 10 different routes the Anacostia Metrorail Station is one of the busiest Metro stations in the District. More than 11,000 riders use Anacostia Metro Station-based Metrobus lines on a daily basis. The plan identified several of the most popular Anacostia Metrorail Station based Metrobus lines:

- "A" buses connecting Anacostia with Congress Heights and Fort Drum;
- Route 90 running nearly the extent of the District from McLean Gardens in upper Northwest to the Anacostia Station;
- Route 94 serving Stanton Road;
- Route B2 running between Mt. Ranier, RFK Stadium, and Anacostia;
- "P" buses terminating in the downtown; and
- "W" buses providing circulator service east of the river.

Anacostia Metro Station Metrobus Routes

Metrobus Routes	Peak Headways	Non-Peak Headways
A2, A6, A7, A8, A42, A46, A48 Anacostia-Congress Heights Line (Travels along Martin Luther King Jr. Ave.)	SB: (Arriving Anacostia Metro Station) 2-4 Minutes NB: Typically, 2-4 Minutes	SB: (Arriving Anacostia Metro Station), 3-10 Minutes NB: 7 Minutes
A4, A5 Anacostia-Fort Drum Line (Travels along Martin Luther King Jr. Ave.)	AM: 8-12 Minutes PM: 11-12 Minutes	20 Minutes
A33 Anacostia High School	Three trips departing Anacostia High School at 3:20 PM for Anacostia, Southern Ave and Minnesota Avenue Metro Stations.	
B2 Bladensburg Road-Anacostia Line	AM SB: 10 Minutes AM NB: 7 Minutes PM: 10-12 Minutes	10-16 Minutes
P1, P2, P6 Anacostia/Eckington	AM: 15-20 Minutes PM: 20-25 Minutes	30 Minutes

Metrobus Routes	Peak Headways	Non-Peak Headways
P18, Oxon Hill-Fort Washington Line	NB (AM Only): 7-20 Minutes SB (PM Only): 3-20 Minutes	60 Minutes
W2, W3 United Medical Center-Anacostia Line (Travels along Martin Luther King Jr. Ave.)	AM: 18 Minutes PM WB: 18-23 Minutes PM EB: 8-17 Minutes	32 Minutes
W4 Deanwood-Alabama Ave. Line	AM: 10-15 Minutes PM: 10-25 Minutes	NB: 15 Minutes SB: 33 Minutes
W6, W8 Garfield-Anacostia Loop Line	Clockwise: 12 Minutes Counterclockwise: 15-16 Minutes	30 Minutes
W14 Bock Road Line	NB (AM Only): 20 Minutes SB (PM Only): 4-12 Minutes	60 Minutes
90 U Street-Garfield	AM NB: 10 Minutes PM NB: 20 Minutes AM SB: 13-20 Minutes PM SB: 11 Minutes	15 Minutes
94 Stanton Road Line	AM: 6-12 Minutes PM: 11 Minutes	32 Minutes

Table Source: WMATA Metrobus Timetables

Goals and Recommendations

Although transit usage is high in the Anacostia neighborhood, the environment for transit in the neighborhood is far from ideal. The lack of pedestrian connectivity between the neighborhoods inhibits access to the Anacostia Metro station. Many bus stops lack benches, shelters or schedules. One-way traffic on major streets (including Martin Luther King Jr. Avenue) encourages speeding and impedes local retail success. The challenge for the Anacostia Transit Area Strategic Investment Plan was to include measures to expand transit use and service to mitigate the transportation impacts of proposed new development.

The plan established six guiding planning principles for transit and development investment in the Anacostia Area:

1. Serve the pedestrian (Improve pedestrian safety, access)
2. Take advantage of transit (Build appropriate densities with mixed-use development that connects to the Anacostia Metro Station)
3. Strengthen Martin Luther King Jr. Avenue (Restore two-way traffic, improve pedestrian quality and streetscape elements to attract new retail to the corridor)

4. Connect (Improve connections between neighborhoods)
5. Celebrate the past, welcome the future (Invest in the historic building stock)
6. Go Green (Enhance open space and connections to the park)

Recommendations in the plan were divided by node, but several area wide recommendations were also developed:

- Construction of the Anacostia Streetcar Line and hiker/biker trial
- Pedestrian safety improvements
- Streetscape improvements
- Pocket parks and public spaces
- Wayfinding signs
- Resource connections (Connect local businesses to opportunities to contract with the city on plan related capital improvement projects).

The key implementation strategies by node that related to transportation were provided for three of the redevelopment nodes:

Metro Node

- Improve pedestrian connections to transit by creating: a) crosswalks from the Metro Station to Shannon Place, b) safe crossings along Firth Sterling Avenue; c) improved pedestrian crossings at the intersection of Martin Luther King Jr Avenue and Howard Road SE.
- Improve overall quality and attractiveness of streetscape and sidewalks.
- Redesign the bus plaza to provide a more attractive environment for bus riders.

W Street Node

- Improve residential and commercial streetscapes in conjunction with the sewer separation project.
- Improve pedestrian environment including improved crosswalks, lighting and community policing.

Gateway Node

- Widen the sidewalks on Good Hope Road SE, between Martin Luther King Jr. Avenue SE and Anacostia Park.
- Improve pedestrian crossings on Martin Luther King Jr. Avenue SE, particularly during rush hour.

PENNSYLVANIA AVENUE SE CORRIDOR LAND DEVELOPMENT PLAN

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
Pennsylvania Avenue SE Corridor Land Development Plan	2008	DCOP	The entire expanse of Pennsylvania Avenue SE, ranging from the area just south of the U.S. Capitol through Eastern Market and Potomac Avenue Metrorail stations to the end of Pennsylvania Avenue.	• Metrorail service is absent in the Pennsylvania Avenue SE Corridor on the east side of the Anacostia River. • There is currently extensive bus service along the Pennsylvania Avenue Corridor. The DC Circulator serves the Eastern Market metro (Union Station-Navy Yard via Capitol Hill line) and there is Express Bus service along the corridor. • One of the goals of the plan is to improve the *continuity and connections* between the east and west sides of the Anacostia river. A strategy to do this is to increase express bus service along the corridor.

Source: http://www.planning.dc.gov/planning/cwp/view,a,1285,q,638347.asp

The Pennsylvania Avenue SE Corridor Land Development Plan was completed in January 2008. The DC Office of Planning was the lead agency for the development of this plan. The study area for this plan was the entire expanse of Pennsylvania Avenue SE, ranging from the area just south of the U.S. Capitol through Eastern Market and Potomac Avenue Metrorail stations to the end of Pennsylvania Avenue. The study area is more than three miles long and passes through Wards 6, 7 and 8. The purpose of the plan was to identify redevelopment options for seven key sites along the Pennsylvania Avenue SE corridor. The plan explored the transportation and economic development elements that would need to be improved in the corridor to make redevelopment at the identified sites possible. The plan studied the Pennsylvania Avenue corridor in six sections of the corridor: Capitol Hill (including Eastern Market Metro Station), the Potomac Avenue Metro Station area on the west side of the Anacostia, and L'Enfant Square/Randle Highlands, Penn Branch and the Fairfax Village/Ft. Davis area on the east side of the Anacostia. A map of the corridor is provided below.

Existing Land Use

The corridor began its rich history as an extension of the L'Enfant Plan, and was built on an axis with the U.S. Capitol Building. It was designated as a National Scenic Byway by the U.S. Department of Transportation. The Pennsylvania Avenue SE Corridor includes a variety of land uses. West of the Anacostia River, the corridor is predominantly commercial with adjacent residential development. There are significant parks and open space areas in this portion of the study area at Seward Square, Eastern Market, Potomac Avenue, and Barney Circle and along the median

on Pennsylvania Avenue SE. The portion of the Pennsylvania Avenue SE corridor east of the Anacostia River from Fairlawn Avenue to 30th Street SE is more commercial in character. East of 30th Street, the corridor is more residential in character with commercial nodes at Branch Avenue SE and Alabama Avenue SE. This segment also includes significant Public/Institutional and Parks and Open Space land use designations. The residential areas east of the Anacostia have some of the lowest densities found in the District of Columbia,

Proposed Land Use

The plan provided land use recommendations by the sub-areas of Pennsylvania Avenue SE that were examined.

Capitol Hill

- In the short term, existing streetscape elements in this section of the corridor are maintained at good levels or better as defined by DDOT and DPW.
- In the long term, a community-led initiative results in new streetscaping and wayfinding signage that honors this gateway to the Nation's Capitol.
- There are no major redevelopment opportunities in this sub-area, but some targeted infill redevelopment is possible in the near to mid term.

Potomac Avenue

- The two sites flanking Barney Circle should be treated in a unified manner in architecture and massing as the Eastern Gateway to the Capitol Hill area and the Anacostia River.
- Explore allowable mix of uses under the current C-2-A zoning on these two sites.
- Tap potential view of the Anacostia River and Park which can be offered to condo occupants residing above ground level.
- Provision of a mixed scale and type of housing including condominiums, townhouses, and stacked townhouses to complement the existing residential fabric.
- Increased public presence encouraged by convenience retail stores and small scale dining destinations may result in decreased automobile dominance around Barney Circle and a more pedestrian-friendly character.

L'Enfant Square/Randle Highlands

- 2300 - 2500 Block: Maximum of 5 to 6 stories with 65' maximum height and 5' bonus for ground floor non-residential uses. Any up-zoning will occur in design review process such as PUD.
- 2500 - 2700 Block: Maximum of 5 to 6 stories with 65' maximum height and 5' bonus for ground floor non-residential uses.
- Create opportunities for an enhanced pedestrian environment that provides connectivity at L'Enfant Square.

- Expand development area at 2300 block to north side of the street to create a major redevelopment node.
- Pursue alternate uses for some gas station sites (particularly the site on the south side of the 2300 block) to provide pedestrian friendly and neighborhood serving activities (recognizing that maintaining some gas stations along the corridor is a positive thing for the community). In the near term, encourage improved landscaping and screening.
- No new development has been proposed for Randle Highlands, a primarily residential area. Any new development proposed for this area should be consistent with current development and character of the neighborhood.

Penn Branch

- Development of this site will be 5 stories from the lowest point of the site with 65' maximum height, 5 stories with 65' maximum height on south side of Pennsylvania Avenue as well. New development and redevelopment within Neighborhood Commercial Areas must be managed to conserve the economic viability of these areas while allowing additional development that complements existing uses.
- New retail to respond to requirement of neighborhood serving convenience stores like coffee shop, small restaurant, possibly a small grocer or pharmacy.
- Underground parking garage for property uses and spill-over public parking spaces.
- Improve access and circulation edging the property to encourage pedestrian connection from surrounding areas and bus transit stop.

Fairfax Village/Ft. Davis Area

- Explore potential under current zoning classification on the site and promote higher density mix use residential and retail development.
- DC Department of Human Services and the US Post office may be re-housed in the project, thus maintaining a mix of uses offered in the present scenario.
- New retail to be oriented towards neighborhood serving establishments like a small coffee shop, dining place, barber shop, deli, etc.

Transportation Network Profile, Transit Service

Pennsylvania Avenue SE is classified as a principal arterial road and is crossed by collector, local, and minor arterial roads and the Anacostia Freeway (I-295) on the east side of the Anacostia River and the Southeast Freeway on the west side of the Anacostia River. At least 10 recent transportation studies have examined transportation infrastructure and service on Pennsylvania Avenue SE, including DDOT's Pennsylvania Avenue SE Transportation Study, Capitol Hill Transportation Study, Pennsylvania Avenue Streetscape Design (East of Anacostia River), the 11th Street Bridge Realignment study, and the Metrobus 30s line study.

The Eastern Market and Potomac Avenue Metrorail stations are located on Pennsylvania Ave SE, west of the Anacostia River. However there is no Metrorail service along the entire length of the Pennsylvania Avenue SE corridor east of the Anacostia River. As a result, it is important to

improve bus service and walkablility along the length of the corridor.

Currently, there is extensive bus service along the Pennsylvania Avenue Corridor. The DC Circulator serves the Eastern Market metro (Union Station-Navy Yard via Capitol Hill line) and there is Express Bus service along the corridor.

Pennsylvania Avenue SE Metrobus Routes, Weekday Headways

Metrobus Routes	**Peak Headways**	**Non-Peak Headways**
B2 Bladensburg Road-Anacostia Line	AM SB: 10 Minutes AM NB: 7 Minutes PM: 10-12 Minutes	10-16 Minutes
C40 Capitol Hill Cluster Line (Loop between two Elementary Schools)	AM NB: One Trip, 8:29 AM PM NB: Two Trips, 3:26 PM AM SB: Two Trips, 8:20 and 8:30 AM PM SB: 3:16 PM	Not applicable
D51 Duke Ellington School of the Arts Line Public School Route	AM: One trip only, 6:53 AM	Not applicable
J13 Marlboro Pike Line (Travels on Pennsylvania Ave SE to Potomac Ave Metro Station)	Operates only when Metrorail is closed.	
K11 Forestville Line (Travels on Pennsylvania Ave SE to Potomac Ave Metro Station)	Operates on Saturday only with one trip that leaves Fairfax Village at 6:41 AM.	
M6 Fairfax Village Line (Travels in a loop on Pennsylvania Ave SE to Potomac Ave Metro Station)	15 Minutes	20 Minutes
S35 Sousa Middle School Line (Travels on Pennsylvania Ave. SE between Alabama Ave. SE and Southern Ave. SE).	AM: One trip leaves Fairfax Village at 8:19 AM. PM: One trip arrives Fairfax Village at 3:46 PM.	
V5 Fairfax Village-L'Enfant Plaza Line (Travels on Pennsylvania Ave. SE between Alabama Ave. SE	AM NB: 10-20 Minutes PM SB: 18 Minutes	Not applicable.

Metrobus Routes	Peak Headways	Non-Peak Headways
and Southern Ave. SE).		
V7, V8, V9 Minnesota Ave-M St Line (Travels on Pennsylvania Ave SE from the L'Enfant Square area to Potomac Avenue Metro Station).	AM WB: 9 Minutes PM WB: 16 Minutes AM EB: 8-12 Minutes PM EB: 9 Minutes	30 Minutes
W4 Deanwood-Alabama Ave. Line (Travels on Pennsylvania Ave. SE between Alabama Ave. SE and Southern Ave. SE).	AM: 10-15 Minutes PM NB: 15 Minutes PM SB: 7-15 Minutes	33 Minutes
32, 36 Pennsylvania Avenue Line	AM WB: 5 Minutes PM WB: 3-8 Minutes AM EB: 7-16 Minutes PM EB: 3-12 Minutes	12-18 Minutes
34 Naylor Road Line	AM: 22 Minutes PM WB: 18-22 Minutes PM EB: 15-20 Minutes	30 Minutes
39 Pennsylvania Avenue Express	AM EB: 15 Minutes PM WB: 14-16 Minutes	Not Applicable
90, 92, 93 U Street-Garfield	AM NB: 3 Minutes PM NB: 6-10 Minutes AM SB: 7-8 Minutes PM SB: 6-8 Minutes	6-8 Minutes

Table Source: WMATA Metrobus Timetables

Goals and Recommendations

To achieve the redevelopment and economic development goals set in the plan for the Pennsylvania Avenue SE corridor, several transportation-related improvements will be required. As mentioned above, the lack of Metrorail service in the corridor east of the Anacostia increases the importance of pedestrian infrastructure and bus service in the corridor.

Among the corridor-wide recommendations in the plan two were transportation focused:

- Improve the *continuity and connections* between the east and west sides of the Anacostia river.

- Improving and unifying streetscaping and signage elements throughout the corridor.

The plan provided several transportation-related implementation recommendations. Several of the recommendations cold relate directly to the DC Circulator, including the recommendation that rapid bus service be implemented along the Pennsylvania Avenue, SE corridor.

- Implement Great Streets improvements as planned for the corridor east of the Anacostia River, including roadwork, median improvements, streetscaping and signage elements.

- Implement recommendations from the Middle Anacostia River Crossings Study. Particularly those that aid in reducing regional traffic along Pennsylvania Ave, SE and provide greater access to I-295 North.

- Explore Rapid Bus service along the Pennsylvania Avenue, SE corridor. Improved mass transit opportunities will be critical for serving the neighborhoods and supporting new clusters of retail and housing development, and should be a high priority for DDOT.

- Improve all public realm infrastructure west of the river to at least "good" level, as determined by DDOT's public realm rating criteria, within two years. Maintain this level of quality. (East of the river public realm infrastructure will be upgraded as described above, and also maintained at a "good" level.)

- Stakeholders in the greater Capitol Hill community are encouraged to lobby DDOT for more extensive streetscape improvements west of the river. The community is empowered to seek streetscape improvements to enhance the corridor's role as the ceremonial gateway to the US Capitol, including landscaping, street furniture and street lighting improvements, maintenance of the esplanade and small parks, pedestrian improvements, and traffic management measures. DDOT and the community will also have to work with NPS as they maintain ownership over the median "esplanade."

- Explore possibility of creating a heritage trail.

CONVENTION CENTER AREA STRATEGIC DEVELOPMENT PLAN

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
Convention Center Area Strategic Development Plan	2005	DCOP	Shaw (The area around the Convention Center area bounded by New York Avenue, Massachusetts Avenue, 12th Street, Vermont Avenue, U Street, Florida Avenue, and New Jersey Avenue).	• The Circulator's Convention Center-SW Waterfront line currently operates in the Convention Center area. • The area is currently served by a number of Metrobus routes, and is a central location in the city for bus transfers. • One of the recommendations of the plan is to develop a study of 6th, 7th, 9th, and 11th streets to determine current levels of traffic and necessary number of travel lanes, and make recommendations to improve use of public right-of-way. The plan noted that some of the streets are trafficked well below their capacity levels, while others are heavily trafficked.

Source: http://www.planning.dc.gov/planning/cwp/view,a,1285,q,624067,planningnav,|32341|.asp

The Convention Center Area Strategic Development Plan: A Development Guide for a Diverse Mixed Use Neighborhood in Washington, DC's Shaw Neighborhood, was completed in February 2005. The DC Office of Planning led the development of this plan.

The study area is located north of Washington's Central Business District and in the easternmost section of Ward 2, the neighborhoods located in the area around the new Convention Center are known for their diversity and urban character. The study includes a mix of row houses, apartments, retail uses, and public facilities. It is bounded by New York Avenue, Massachusetts Avenue, 12th Street, Vermont Avenue, U Street, Florida Avenue, and New Jersey Avenue. The area is generally referred to as Shaw, but includes a number of neighborhoods identified by area residents. These include Logan Circle, French Street, Westminster Street, Blagden Alley, O Street Market, East Central, and Mount Vernon Square. The map on the following page provides an overview of sub-areas and extent of the study area.

Existing Land Use

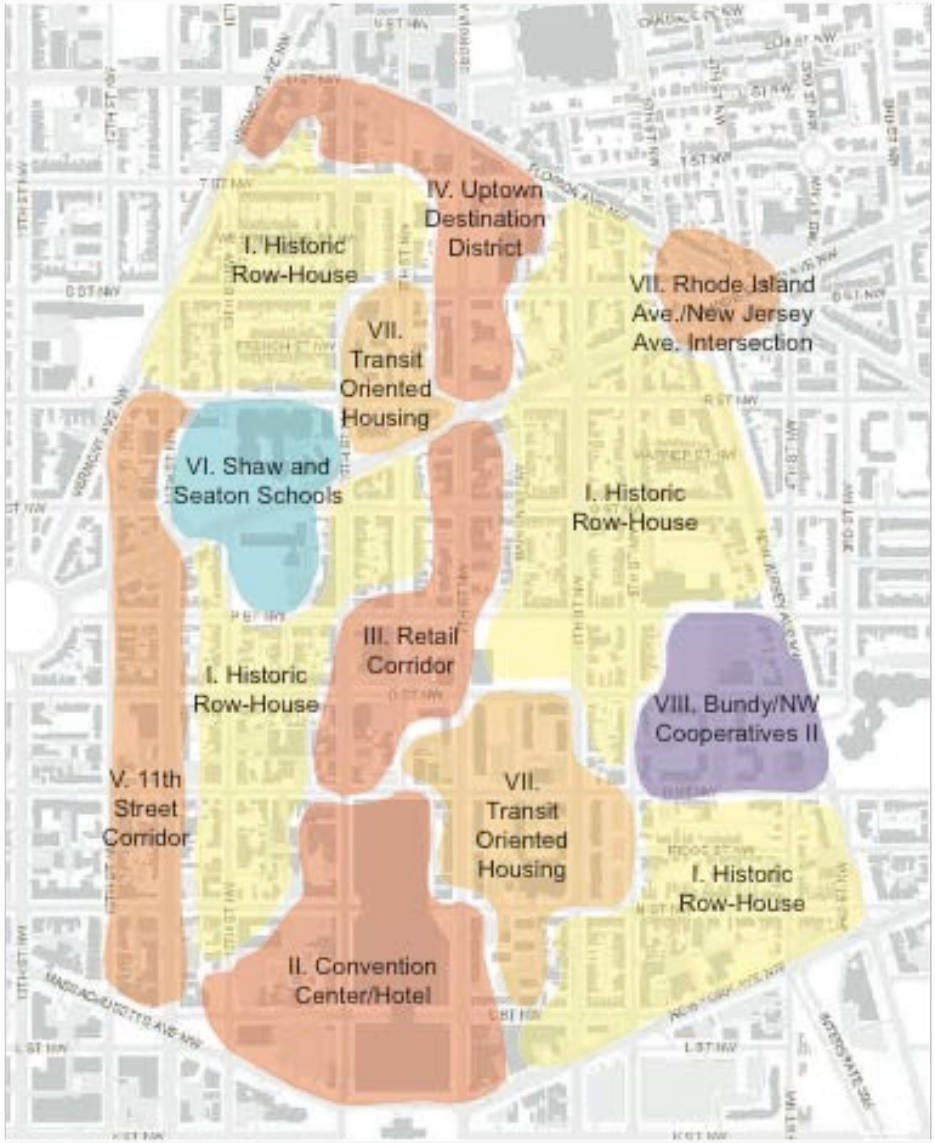
For the majority of the study area zoning categories correspond to existing conditions, but not all. In some cases allowable heights and development significantly exceed what currently exists, and some areas identified for residential use are zoned commercial. There are also a number of small businesses located in residential zones that do not conform to the zoning regulations.

The study area has a number of different zoning classifications that reflect the diverse building pattern and type found in the neighborhood. The majority of residential areas are zoned R-4. This zone is intended to protect the small scale of the residential neighborhoods from inappropriate development and allows single-family residential uses, churches, and public schools. There are two concentrations of R-5-B and R-5-D areas; one at the Shaw Metro Station and the other at the Mount Vernon Square/Convention Center Metro Station. R-5-B and R-5- D both allow general residential uses such as single-family dwellings, flats, and apartment buildings; the density, height, and lot coverage allowed increases by zoning classification. The area south of M Street and west of the Convention Center includes areas zoned R-5-E. This zone allows the greatest density of residential development. Much of the commercial zoning is C-2-A, with concentrations of higher density located near the Convention Center and north of Rhode Island Avenue. C-2-A zones are located on 7th Street, 9th Street, and 11th Street. This is a mixed-use zone that allows retail, office and all kinds of residential uses. The highest commercial zone classification in the Study Area is C-2-C and located next to the Convention Center. This area has C-2-A, C- 2-B, and C-3-A zones. All of these zones allow a mix of retail, office, and all kinds of residential uses, but at different densities.

Proposed Land Uses

Nine individual sub-areas were identified within the study area, each of these sub-areas are facing different issues and opportunities. A map of sub-areas is provided here.

1. **Historic Row-House** - This area is defined by the



Map of Sub-Areas within the Study Area

consistent residential scale of the two- and three- story row houses and occasional apartment building. Both long-time and new residents live in this area. As buildings are restored and vacant lots filled with new row houses, change in this area will need to be monitored to ensure the existing character is protected and maintained.

2. **Convention Center Area** - It is anticipated that crowds of people visiting Mount Vernon Square, Chinatown, and the Washington Convention Center will make the front entrance to the Convention Center an impressive and busy spot. But this area also includes adjacent retail blocks on 7th and 9th streets, which are more like a traditional "main streets" and will need to serve local residents as well as conventioneers.

3. **Retail Corridor -** The Retail Corridor extends from the Convention Center in the south to the Uptown Destination District in the north. It is intended to serve the retail needs of the community, as well as drawing convention goers to a distinctive mix of stores and restaurants. The restored O Street Market is the focal point of the Retail Corridor and the neighborhood.

4. **Uptown Destination District -** This area is defined by its numerous African American cultural landmarks and proximity to Howard University. The redevelopment of the Howard Theatre, and the extension of the lively street life between the Howard A mix of market rate and affordable housing will make 11th Street a dynamic mixed-use corridor with historic buildings comfortably located between contemporary, medium-density apartments. school facilities, upgraded recreational space, and mixed-income residential development. The design of the public buildings should be civic in scale and character, with the greatest massing of this development on Rhode Island Avenue.

5. **Transit Oriented Housing** - This area is defined by the common design of apartment developments guided by the Shaw Urban Renewal Plan and their proximity to metro stations. They provide a variety of unit types and include a substantial number of affordable housing units, but their unadorned facades and surface parking lots are distinctive characteristics that make them stand out from the surrounding historic row houses, apartment buildings, and commercial blocks.

6. **Bundy/Northwest Cooperatives II** - The Bundy School and Northwest Cooperatives II are a distinct break in the otherwise continuous historic row houses that surround them. The Bundy School, currently used as offices for a District agency, could become a use that is more compatible with the surrounding residential area. Northwest Cooperatives II is a less dense development then the other apartment buildings in the Transit Oriented Housing area, but shares its general characteristics.

7. **Rhode Island/New Jersey Avenue Intersection** - This area is defined by the intersection of three avenues. It is a prominent intersection and a potentially attractive entrance to the neighborhood. The triangular island at its center is poorly defined, but this area could develop a distinct identity of its own.

Transportation Network Profile, Transit Service

Traffic counts from 2001 indicate that several roads may be overbuilt to serve current traffic levels. For example, 7th Street carries more traffic than 6th Street, but 6th Street has four lanes of traffic while 7th Street between N Street and Florida Avenue has two. At the time the plan was prepared, there was not enough information to determine if the public right-of-way on streets in the study area are designed appropriately for the amount of traffic they carry.

The majority of space in the public right-of-way is dedicated to thru traffic and on-street parking, but the 2000 Census data shows that the percent of residents in the study area using alternate modes of transit to get to work outnumber those who drive almost two to one, 62 percent of area residents use transit or walk to get work.

The high percentage of mass transit users is directly related to the subway and bus service provided in the Study Area. This includes 17 bus routes and one subway line with access to all parts of the District and region. With the exception of one bus line on P Street, all transit lines are located on Principal Arteries or on streets zoned for commercial use. Two subway stations are centrally located on the 7th Street corridor (Mount Vernon Sq./7th Street/Convention Center and Shaw/Howard University), a third subway station, the U Street/African-Amer. Civil War Mem./Cardozo Metrorail Station also falls within the study area; bus lines run throughout the area, concentrating on avenues at the perimeter of the Study Area or 7th, 9th, and 11th streets. Bus routes on U Street/Florida Avenue/New Jersey Avenue (90/92/93/96) and 7th Street (70/71) carry the most riders; consequently, the intersection at 7th Street and Florida Avenue is the most active transfer point for bus riders. The DC's Circulator's Convention Center-SW Waterfront line currently operates in the Convention Center area.

Convention Center Area Metrobus Routes

Metrobus Routes	**Peak Headways**	**Non-Peak Headways**
G2 P Street-LeDroit Park	AM WB: 10 Minutes AM EB: 8-14 Minutes PM: 15 Minutes	30 Minutes
G8 Rhode Island Avenue	AM: 8-12 Minutes PM: 15-30 Minutes	30 Minutes
P1, P2, P6 Anacostia/Eckington	AM: 15-20 Minutes PM: 20-25 Minutes	30 Minutes
X1, X3 Benning Road-Potomac	AM: 20-30 Minutes	Not applicable

Metrobus Routes	Peak Headways	Non-Peak Headways
	PM: 25 Minutes	
60, 64 Fort Totten-Petworth	AM: 12-14 Minutes PM: 4-14 Minutes	20 Minutes
62, 63 Takoma-Petworth	AM SB: 8-12 Minutes AM NB: 10-15 Minutes PM: 12 Minutes	Not applicable
70, 71 Brightwood-Petworth/Georgia Ave./7th Street	10 Minutes	12 Minutes
79, Georgia Avenue Metro Extra Line	AM SB: 7 Minutes PM SB: 10 Minutes AM NB: 10-12 Minutes PM NB: 8 Minutes	12-13 Minutes
90, 92, 93 U Street-Garfield	AM NB: 3 Minutes PM NB: 6-10 Minutes AM SB: 7-8 Minutes PM SB: 6-8 Minutes	6-8 Minutes
96, 97 East Capitol Street-Cardozo	NB: 18 Minutes SB: 16-20 Minutes	24 Minutes

Table Source: WMATA Metrobus Timetables

The Convention Center Area Strategic Development Plan identified several key transportation issues for the study area:

- Lack of framework for streetscape provides no guidance for the public or private sector in providing public amenities.
- The District Department of Transportation has limited dollars to spend on streetscape and public realm improvements.
- There is no distinction between public improvements made on retail corridors, residential streets, or in historic districts.
- There is not enough information on traffic counts to evaluate whether or not the public right-of-way on existing streets is being used to its greatest level of efficiency or benefit to the community.
- Lack of on-street parking is increasingly becoming an issue for neighborhood residents.

Goals and Recommendations

The plan established a single guiding planning principle for transportation in the Convention Center Area, to *reinforce a clear street hierarchy that differentiates between residential streets and commercial streets*. Three recommendations were developed for meeting this goal, and to address the identified transportation issues for the study area:

- Study 6th, 7th, 9th, and 11th streets to determine current levels of traffic and necessary number of travel lanes, and make recommendations to improve use of public right-of-way.
- Develop, maintain, and enforce standards for different street types that address sidewalks, streets, tree boxes, and public right-of-way.
- Improve appearance of gateway intersections.

CENTER CITY ACTION AGENDA 2008

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
Center City Action Agenda	2008	DCOP, DC Downtown BIDs	DC CBD, SW Waterfront, NoMa, National Mall, Anacostia, M Street/New Jersey Ave SE	• The intent of this plan is to provide a framework for the expansion of the traditional downtown to disseminate economic development benefits and office space in more areas of the central city. • Key corridors identified are intended to provide connections between the traditional downtown/CBD and the National Mall. • There is a focus on facilitating alternative modes of transportation to create the connections between the priority places across the priority corridors. The Circulator could certainly play a role in activating these corridors and places.

Source: http://planning.dc.gov/planning/cwp/view,A,1285,Q,639047.asp

The DC Office of Planning, working closely with the central city business improvement districts, developed the Center City Action Agenda, published in 2008. The Center City Action Agenda is a bold economic and place-making initiative for Central Washington that aims to spur additional investment in emerging neighborhoods that surround the City's traditional downtown and stretch to include three distinct waterfronts. A map of the Center City Action Agenda study area is provided on the following page, the map overviews the priority places and corridors identified in this plan.

Florida/
New York
Gateway
Mount
Vernon
Square
Mass Ave
& I-395
The National Mall
M Street/
Maine Ave
M Street/
New Jersey Ave
Poplar Point/
Anacostia
White
House
US
Capitol
Priority Places
• Poplar Point/Anacostia Waterfront
• M Street at Capitol Riverfront
• SW Waterfront at Maine Avenue
• Florida Avenue/New York Avenue Gateway
• I-395 Corridor Development Area
• Mount Vernon Square District
• The National Mall
Priority Corridors
• K Street, NW and NE
• 7th Street, NW and SW
• South Capitol Street
• M Street, SE and SW
• 4th Street, NW and SW
• 14th Street, NW and SW
• First Street NE
Priority
Places
Priority
Corridors
Center City
Boundary

Opportunities and Challenges

The Center City Action Area Agenda seeks to advance DC's identity as a waterfront town while encompassing and integrating emerging parts of downtown into the city's central business district (CBD). The plan aims to have the DC Center City become *an inspiring model of mixed-use districts, greening, sustainability, walkability, and multi-modal transportation.* DC's identity as a waterfront city was lost for decades following the isolation caused by highways and other barriers. There is 30 million square feet of development capacity in the waterfront areas alone – Southwest Waterfront, Capitol Riverfront, and Poplar Point/Anacostia – providing the opportunity to redefine Washington in a richer and more complex way.

The revitalization of many areas of DC and its expanding office market has aided the city enormously in establishing fiscal security in recent years. However, continued realization of employment and business tax gain from an expanding office market is not guaranteed. Many areas in DC's first-ring suburbs, including Crystal City, Rosslyn, Bethesda and Silver Spring offer compactly designed, transit-oriented urban environments, and strong competition both in amenity and price. Many of the emerging business and mixed-use districts nearby DC's CBD are perceived as disconnected from the downtown area and are characterized by discontinuity in ground-floor activity, breaks in streets, and the absence of badly needed transportation infrastructure and options. The Center City Action Agenda aims to coordinate federal and city actions and initiatives relating to the greater center city area and to plan for needed public investments. The plan focuses on four investment areas to ensure the continuance of center city revitalization:

- Creating great *places* that can anchor developing areas with key amenities and a mix of uses.
- Improving *corridors* that can link destinations.
- Developing multi-modal *transportation* networks that can support an increasing density of residents, employees and visitors and sustain environmental quality.
- Investing in those areas of the DC *economy* that need assistance to create a self-sustaining critical mass, such as culture, entertainment, retail and new industry clusters that would diversify and strengthen the city's economy.

Places and Corridors for Focused Investment

The Center City Action Agenda identified priority places and corridors for focused investment. The priority places for investment and the priority corridors for investment are identified in the following tables, along with the vision for the area and the transportation and/or land use related recommendation actions:

Priority Place	Vision (Transportation/Land Use)	Challenges (Transportation/Land Use)	Recommended Actions (Transportation/Land Use)
Poplar Point *Gateway to Center City and Historic Anacostia*	Future realignment of South Capitol Street and the Frederick Douglass Bridge will enable significant redevelopment on "the Point." Poplar Point and the cherished neighborhood of historic Anacostia will be reinvigorated with improved waterfront park lands and housing, jobs and a mix of retail and entertainment venues. Improved connections between the Anacostia River, Metro Stations, and the historic neighborhood will ensure that benefits of the waterfront setting are shared by residents, both new and old.	Must ensure pedestrian friendly connections between an improved waterfront and existing neighborhoods and that the benefits of the new park, the retail offerings, residences and offices on Poplar Point are shared and accessible by residents in surrounding neighborhoods.	Prepare development plans for major development sites and the connections between them.
Capitol Riverfront *Along M Street SE*	The Capitol Riverfront is anchored by the Navy Yard employment center and by the new Nationals Ballpark. These definitive anchors are catalyzing new office, residential and retail uses. The area along the riverfront is envisioned as a series of connected parks, with the 20-mile Riverwalk Trail running the length of the Anacostia River and with Diamond Teague Park south of M Street. The existing Metrorail, future transit solutions, new parks and plazas, and supporting retail will be the focus of public life in this rapidly developing neighborhood.	Without a civic focal point on M Street, many disparate developments along the riverfront and north of M Street could emerge without a sense of neighborhood identity and common ground. Without well-designed public improvements to this busy corridor, M Street could become, like South Capitol Street, a barrier rather than a meeting place.	Prepare an updated development plan.
Southwest Waterfront *Between 12th and 4th Streets SW*	The redevelopment of Waterside Mall, the re-opening of the now-interrupted 4th Street and the reconnection of the long isolated Southwest community to the National Mall and beyond, will anchor this existing neighborhood to its envisioned and improving waterfront. The segment of Maine Avenue, as it becomes M Street, between 12th and 4th Streets, is the recommended focal point for the Southwest Waterfront.	Strategic public investments are critical to connect the Metrorail station to Arena Stage and the waterfront. Future pedestrian or vehicular connections to East Potomac Park could include additional bridges over the Washington Channel at M Street and at 7th Street.	Re-Design Maine Avenue.

Priority Place	Vision (Transportation/Land Use)	Challenges (Transportation/Land Use)	Recommended Actions (Transportation/Land Use)
NoMa *Intersection of Florida and New York Avenues*	This major northeast gateway to Center City and important transition point between the emerging NoMa neighborhood and the traditional neighborhoods of Eckington, Truxton Circle, and Florida Avenue Market, can be transformed to create safe connections across its width, to improve the access to the New York Avenue Metrorail Station, and to create a dramatic entry point into the NoMa neighborhood. *The NoMa Vision Plan and Development Strategy*, developed in collaboration with DDOT, proposed a redesign of this intersection to support its role as a gateway and entry point to the NoMa neighborhood.	New York Avenue, like South Capitol Street, functions today as part of the highway system rather than a neighborhood street, is plagued by congestion and high-accident rates and has become a barrier to surrounding neighborhoods. The Washington Metropolitan Branch Trail is another key component of improving this gateway intersection. The eight-mile trail will eventually connect NoMa with Silver Spring.	Proceed with construction of the "Gateway Circle" currently under design. Accelerate construction of Washington Metropolitan Branch Trail.
Massachusetts Avenue Landmark *The I-395 Corridor*	The Massachusetts Avenue juncture with I-395 can become the activity hub that connects and anchors several emerging neighborhoods: Mount Vernon Triangle, NoMa, Northwest One, in addition to Penn Quarter and other existing downtown neighborhoods. This "in-between" place is comprised of several major development opportunity sites and surrounded by emerging areas in need of a major new 'place' - a neighborhood park and public space environment that provides the amenities to create true neighborhoods and maintain the market for residential development in the area.	A significant challenge is presented by the lack of a full transportation analysis of the function and role of I-395 at this location and a determination regarding the access/exit points to both Massachusetts and New York Avenues. The absence of this study produces uncertainty in the planning and design of real estate development projects both north and south of Massachusetts Avenue, extending all the way to New York Avenue. The existing discontinuity of streets contributes to the isolation of Union Station from Judiciary Square, Gallery Place, Chinatown, and the remainder of the downtown to the west.	Undertake a comprehensive traffic study of I-395, its connection to New York Avenue, and its impact on the surrounding street network. Complete planning for development in the I-395 corridor.

Priority Place	Vision (Transportation/Land Use)	Challenges (Transportation/Land Use)	Recommended Actions (Transportation/Land Use)
Mount Vernon Square *Centerpiece of a New Destination District*	Mount Vernon Square and its surrounding blocks are poised to become a new entertainment, shopping, and hospitality district on the north edge of the traditional downtown. With the 2003 opening of the Walter E. Washington Convention Center on Mount Vernon Square, the recently approved construction of a 1,150-room convention center headquarters hotel, and the roughly 2 million square feet of development potential at the 10-acre former convention site, the area is positioned to become a bustling, mixed-use center of local and visitor activities. extending street-related retail and other attractions north and south across Massachusetts and New York Avenues to connect to the Convention Center. By achieving the mix of land uses around Mount Vernon Square, this district can become a great place and support optimal economic performance by the convention center and the proposed headquarters hotel.	Achieving a mix of uses around the Convention Center area will ensure that this dynamism of the at the Verizon Center, Gallery Place, and the Portrait Gallery/American Museum of Art, extends to the Convention Center area. Public-sector efforts and dedicated funding streams are critical to implement the street, sidewalk, multi-modal transit, park, traffic and signalization improvements that are needed to realize the opportunity that this area offers. Traffic calming and improved pedestrian and bicycle connections that work in concert with the future light rail or rapid bus line running along K Street are essential to the function of the area, though costly.	Prepare a development plan. Improve transportation, access, and public space problems around Mount Vernon Square. Develop streetscape and public space designs and developer guidelines for the Mount Vernon Square District. Analyze intensified-use options for the historic Carnegie Library building and Mount Vernon Square.
The National Mall *Heart of Center City*	The new definition of Center City now extends well beyond the traditional downtown, including the southeast and the southwest water frontage, positioning the National Mall at the center, rather than at the southern edge. With seamless transitions, improved pedestrian access, and enhanced programming that extends to evening and after-hours, one envisions the National Mall as part of the day-to-day life of the City.	For the Center City resident and worker, the National Mall is often viewed as a barrier between the everyday life of their workplaces in the downtown and the occasional visit to the Southwest Waterfront or the Tidal Basin. Achieving connectivity and overcoming physical gaps and security barriers requires dramatic improvements in the treatment of public space, roadways, signage systems, and transit service.	Coordinate with NPS on its National Mall and Pennsylvania Avenue Planning Initiative currently underway. Work with the NPS to develop a plan for visitor-serving transit. Partner with the NPS to manage tour buses.

Priority Corridor	Current Challenges (Transportation/Land Use)	Priority Actions (Transportation/Land Use)
K Street NW and NE *A Grand Boulevard and Transit Corridor Between Union Station and Georgetown*	Much of its length is dominated by undistinguished office buildings, branch banks in key corner locations, crumbling street infrastructure, frequent garage entries, and large curb cuts limiting the continuity of retail and services. Access to underground garages and delivery of goods occurring directly off K Street causes congestion.	Complete design and engineering plans for K Street transit way west of Mount Vernon Square. Undertake a study of the impact and feasibility of extending the K Street transit way east of Mount Vernon Square to Union Station.
7th Street NW and SW - Transit Corridor *Connecting Mount Vernon Square District, the National Mall, and the SW Waterfront*	The cost and construction logistics of lining the current bridge over I-395 with new buildings containing shops and offices has not been measured or studied for feasibility. In addition, bridging the gap caused by single-use office environments in the Southwest Federal Center calls for a greater level of activity.	Develop a plan and streetscape design for 7th Street from Mount Vernon Square to the Southwest Waterfront. Determine feasibility of air-rights development on both sides of SW I-395 overpass.
4th Street NW and SW *Urban Greenway to the SW Waterfront*	Though this street has relatively low traffic volumes and a relatively wide right-of-way, major challenges include the barren environment created by large areas of single-use Federal office buildings, elevated railroad tracks and the I-395 overpass south of the National Mall.	Initiate planning for 4th Street. Partner with NPS and NCPC, and coordinate planning efforts to create active, pedestrian-friendly streetscapes in the vicinity of the National Mall.
South Capitol Street *Southern Gateway to the Capitol Connecting Poplar Point/Anacostia, SE and SW Waterfronts*	South Capitol Street's highway-like features facilitate a high volume of vehicular traffic, while creating hostile conditions for pedestrians, and an inappropriate appearance for this Capitol-oriented and prominent gateway corridor.	Implement the South Capitol Corridor Plan elements – bridge, gateway and boulevard.
First Street NE *NoMa's 'Main Street'*	DDOT has begun street and sidewalk repairs on the underpasses connecting NoMa to Capitol Hill beneath the CSX rail line. To ensure that these areas become inviting and safe, the City should explore options for activating the space.	Appropriate funding for critical infrastructure projects.
M Street SE and SW 'Main Street' of the Capitol Riverfront and Southwest Waterfront Neighborhoods	Reducing the number and width of roadway lanes would permit widening of sidewalks (two through-lanes and a turn lane are shown in the section).The introduction of transit priority lanes would further limit vehicle throughput and support transit, biking, and walking modes in this corridor.	Evaluate future transit options and fund priority actions.

14th Street NW and SW *Mixed Use Corridor to the National Mall*	14th Street is designed as a vehicular highway south of the Mall, often forcing those seeking access to the waterfront onto the interstate highway system and over the Potomac River into Virginia. Confusing intersections at East Basin Drive are problematic from a way-finding perspective and isolate the Tidal Basin, Washington Channel and open space along the Potomac River from Center City and the District. This highway-oriented design discourages walking and day-to-day recreational use of the great waterfront attractions by District residents and workers.	Initiate transportation planning and street redesign for 14th Street to create an active, pedestrian-friendly connection north and south of the National Mall.

Transportation Focused Resources

The City Center Action Agenda devotes a chapter to transportation resources and strategies for meeting mobility and accessibility goals in the study area. Eight of these areas were based on general alternative transportation mode or strategy promotion:

- **A Multimodal City Center**
  Maintaining and expanding a high-performing transportation system will be integral to the economic success of Center City—especially to the nascent "emerging districts".
- **Car Sharing**
  Car sharing has become an integrated element of life in Center City.
- **Bicycling as a Mode of Transportation and Bike Sharing**
  Bike sharing is completely carbon free and has no negative impact on air quality. It combats climate change, supports green collar jobs, reduces congestion, decreases noise pollution, requires no parking spaces, provides healthy exercise, and offers residents, workers and tourists a great way to experience and navigate the city. DC has added 26 miles of bike lanes and 400 bike racks in the past 6 years with plans for 60 miles by 2015.
- **Walking as a Mode of Transportation**
  Walking in Center City is a great way to reach a destination and experience the city. Center City characterized by grand boulevards and avenues – a walkable urbanism imbedded in the L'Enfant Plan and refined by the McMillan Commission – that results in an urban street grid with fairly direct routes to most destinations, dense neighborhoods, and human-scale streetscapes. Washingtonians now use walking as their mode of transportation to get to work more than the residents of any other major U.S. city, except Boston.
- **Transportation Demand Management with Travel Information**
  A number of travel information sources have emerged in recent years, but gaps in information relevant to Center City remain.

- **Curbside Management of Goods & Services Delivery and Tour Buses**
  Convenient access to Center City is important to supporting the local economy, particularly in terms of tourism and the delivery of goods and services. Tour bus management is a critical environmental, congestion, and aesthetic issue for the District and our Federal partners.
- **Investing in Metrorail and Metrobus**
  Center City has benefited as the hub of the region's Metrorail system. Metro is the main alternative to the automobile and the primary means of access into Center City.
- **Future Transit Options**
  The District is proposing innovative forms of rail transit including modern trolleys or light rail, on four routes that serve areas throughout the city.

The Action Agenda also explicitly named the expansion of the DC Circulator System as a priority in the City Center:

Expanding the DC Circulator System

The implementation of the DC Circulator in 2005 and growing ridership, provides an illustration of how increasing transit service and better connections convenience and style has attracted new ridership. It has allowed some downtown residents to get rid of their cars and workers to make convenient about-town trips throughout the day, and, as a result, reduce their contribution to congestion. The DC Circulator is increasingly being thought of as a starter line for future transit enhancements, such as streetcars or bus rapid transit (BRT) with dedicated transit lanes and cross town service.

Goals and Recommendations

The Center City Action Agenda produced two sets of recommendations, the first, long-term set of recommendations were targeted specifically for Transportation improvements in the study area. These recommendations were targeted towards managing each aspect of the Center City's transportation network on an ongoing basis.

- **The DC Circulator.** In cooperation with the National Park Service, further study the feasibility of a Circulator/Tourmobile service for visitors and others who want transportation to the sites around the Mall, with some touring features.
- **Streetcars, light rail or bus rapid transit (BRT).** In partnership with our sister agencies at the Federal level, prepare an aggressive program of investment in innovative forms of transit to compliment the Metrorail system and connect Center City, surrounding neighborhoods and the region. Prepare to seek federal funding to ensure a viable future for the nation's Capital.
- **Car Sharing.** Continue to invest in and support carsharing programs, a key function in reducing the number of cars on our streets that adds to the cost of doing business, slows network circulation, increases congestion, and undermines air quality.

- **Bike Sharing Program.** Continue to invest adequately in the bike sharing program to expand it and ensure its success.
- **Bicycling as Transportation.** Continue to invest in the necessary infrastructure, route definition on city streets, and trail development off-road, to support convenient and safe bicycling conditions.
- **Walking as Transportation.** Aggressively enforce district regulations and public space standards to ensure that walkability and pedestrian experience are protected and enhanced and that investment in corridor upgrades address traffic function and calming, and retail development.
- **Travel Information Management.** Maintaining and expanding the comprehensive, collaborative Center City web-based travel information program (goDCgo.com) offers a way to improve traffic function.
- **Management of Tour Buses.** Working with Federal partners, develop comprehensive solutions to tour bus issues. Identify locations for tour bus parking, and incorporate them into planned parking facilities with services for drivers. Support the Downtown BID's tour bus management pilot study.
- **Manage Delivery Vehicles.** Continue efforts to reduce congestion and enforce violations so that the costs of delivery and service do not become an impediment to doing business in Center City.

In addition to the long-term goals established in the plan's transportation chapter, an 18-month Action Agenda was developed for the period March 2008 – September 2009, for short-term projects. Transportation projects listed for this period included:

- Implement the Congestion Management Task Force recommendations.
- Hire a "motor carrier coordinator" who will be responsible for both freight and tour bus issues and working with our Federal partners to implement solutions.
- Complete initial implementation for Circulator expansion to Adams Morgan, Capitol Hill, M Street SE/SW, as well as to the Mall and secure stable funding.
- Prepare a funding strategy and undertake feasibility analysis for streetcar routes and/or bus rapid transit (BRT) to serve Center City that include H Street, NE, the Anacostia line, the K Street transit way; NoMa and others.
- Support completion of the $3 billion, ten-year *Metro Matters* funding plan that is comprised of $1.5 billion of federal funding and $1.5 billion of regional funding.

DOWNTOWN ACTION AGENDA

Planning document	Date	Sponsoring organization(s)	Coverage area	Summary of DC Circulator-related recommendations
Downtown Action Agenda	1999/2000?	DCOP	DC CBD	• Use Circulator System to attract tourist to the downtown area from the Mall. • Use the Circulator to increase East-West and North-South connections not currently facilitated by Metrorail. • Use the Circulator to help meet the shortfall in Metrorail capacity vis-à-vis Metrorail demand.

Source: http://www.planning.dc.gov/planning/cwp/view,a,1285,q,571182.asp

The Downtown Action Agenda was developed prior to the implementation of the DC Circulator or the completion of the new Convention Center, the late 1990s. The plan aimed to put forth strategies that would help make Downtown an urban center and heart of activity within the city itself by restoring the area's residential and retail base.

The vision of a mixed use downtown, first articulated in the 1982 Living Downtown Plan, defined downtown as:

- The heart of a world-class capital city;
- The premier office, entertainment and cultural destination in the region;
- A vibrant complement to the destinations that surround it: the Capitol, the Mall and the White House;
- A neighborhood where residents add life to the center city.
- A clean, safe and lively place, serving a diverse clientele 18 hours a day.

This vision is reaffirmed and strengthened by the Downtown Action Agenda, which sees downtown as a multi-purpose destination: It is a retail center for shoppers, a cultural district for art patrons, a convention destination for visitors, an employment center for workers, a center for sports and theatrical entertainment, and the hub of the region's transportation network. For downtown residents, it is home.

Objectives

The Downtown Action Agenda established four main objectives for realizing the goal of a dynamic, mixed-use downtown:

1. Maximize and Concentrate Downtown Housing
2. Increase the Vitality of Street Life - Make Downtown a Great Place

3. Provide Clear Direction for Downtown Growth and Development - New Development Areas
4. Connect Growth to District Residents and Downtown Neighborhoods

One of the core strategies of Objective 3 *Provide Clear Direction for Downtown Growth and Development* was to implement a Downtown Circulator that would *draw visitors from the Mall*.

Transportation Network Profile, Transit Service
Downtown is the focus of the metropolitan region's transportation system. Downtown has a strong network of local and arterial roadways that can accommodate a high volume of automobile and pedestrian traffic. Union Station, to the east of Downtown, serves as a hub for commuter rail, inter-state rail, and inter-city bus service. Downtown is also the center of the Metrorail system with nine stations.

However, Downtown also has some transportation challenges that were examined in this study, some of which are still applicable to the current DC Circulator system:

Transportation Design/Internal Circulation

- Automobile and pedestrian linkages between the National Mall and Downtown are weak
- Recent street closures hamper vehicular movement throughout the Downtown area and constrict east-west connections across the city
- The Metrorail system is designed for commuters traveling to the city and is less conducive for short trips within Downtown
- The price structure and hours of operation under the current system of on street and off-street private parking fail to meet the needs of residents, visitors and shoppers

Transportation Capacity

- The major Metrorail transfer stations at Metro Center and Gallery Place/ Chinatown are reaching 100 percent of their design capacity;
- Inefficient use of curb space for security barriers and travel lanes minimize opportunities to develop additional preferred short-term parking, loading, bus, and taxi stand usage

Information

- The transportation system is complex and confusing. Washington's 22 million visitors frequently find it difficult to drive, park, and find their destinations
- Lack of information about routes and services hinders use of the bus system

The overarching transportation objective for the plan, ***strengthen downtown circulation,*** supports the plan's two transportation strategies.

Strategy One: Strengthen Connections Within Downtown and to the Rest of the City
This strategy calls for the elimination of barriers and restoring the street grid to increase vehicular accessibility, improve the pedestrian environment and restore the connections between Downtown and surrounding areas. Some of the key steps in accomplishing this strategy included:

- *East-West Connections*: Especially important is the extension of F Street across I-395 to the east, to connect the Downtown office core with the emerging employment center near Union Station. Linkages to the east can also be strengthened through improvements to the intersection of H Street and Massachusetts Avenue, with attractive streetscape treatments and improved signage. Downtown and commercial areas to the west should be connected primarily along K Street.

- *Reopen Pennsylvania Avenue*: This Action Agenda strongly encourages the reopening of Pennsylvania Avenue at the end of the year 2000, as an essential step to strengthen east-west connections across the city.

- *North-South Connections*: Improvements should also be made to help connect Downtown to the rest of the city. To draw visitors into the downtown from the National Mall, pedestrian linkages need to be improved. Currently, 7th, 8th and 9th Streets are the main north-south pedestrian connectors that link Downtown and the National Mall.

- *Pedestrian and Vehicular Signage*: Uniform Wayfinding signs and attractive landscaping, lighting, signage and information kiosks can help foster connections between Downtown and the rest of the city. Wayfinding systems and kiosks can provide information on travel routes, parking locations, and transit operations, as well as sightseeing information for tourists.

Strategy Two, Develop a Downtown Circulator System*, is the strategy that resulted in the creation of the DC Circulator. The plan's transportation chapter lists the establishment of an inter-agency partnership to create a Downtown Circulator as the key transportation-related action for the study area.*

The DC Circulator system was envisioned in this study as improving connections between Downtown employment centers and the restaurants, shopping, and entertainment attractions located along F and 7th Streets. It was also seen as a transportation option *help tourists and visitors travel Downtown from adjacent areas* and could help make jobs accessible to existing and potential workers with limited transportation options.

Two routes for the Circulator were proposed in the Downtown Action Agenda:

- A north-south route that follows 7th and 9th Streets linking Mt. Vernon Square to the National Mall.
- An east-west route that connects the Union Station/Capitol Hill area to the White House/Treasury area along E and F Streets.

The plan also urged that the feasibility of implementing a trolley circulator system be explored, stating that a trolley would make it convenient for workers to travel longer distances to shop, eat, or enjoy a cultural attraction.

Appendix C

Public Outreach

- ***Postcard about Online Survey***
- ***Invitees and Participants in the Community Advisory Panel***
- ***Public Meeting Presentation Boards and Comment Form***

I want to take our relationship to the next level...

circulator

Let's talk about our future.

DC Circulator is planning for its future. We'd like to hear what you think!

To participate in the online survey and sign up for email updates, visit www.dccirculator.com.

DC Circulator Transit Development Plan

Community Advisory Panel
First Workshop
Downtown DC BID
1250 H Street, NW, Suite 1000
Washington, DC 2005
July 12, 2010
6:00 – 8:15 p.m.

Attendees

Pamela Jafari, Cultural Tourism DC
K. Wirt, ANC 6C
J. A. Williams, ANC 2A
Willie Woods, ANC 7D
David Suls, Golden Triangle BID
Zach Dobelbower, TPB CAC/Carbon Cross
Claire Schaefer, Capitol Riverfront BID
Matthew Frumin, ANC 3E
Bill Starrels, ANC 2E
Monique-Michelle Smith, ANC 4B03
Sandra Seegars, ANC 8E02
Andrew Jakabovics, citizen
Lynne Breaux, Restaurant Association Metropolitan Washington
Trudy Reeves, ANC
Faith Wheeler, ANC 4B02
Harold Foster, TPB CAC Americas Institute
Kelvin J. Robinson, ANC 6A
Douglas Stallworth, WMATA
Cindy Gannaway, WMATA
Marti Reinfeld, DDOT
Aaron Overman, DDOT
Ellen Jones, DCST
Susan Sharp, Sharp and Company AND _____
Fred Fravel, KFH Group
Joel Eisenfeld, KFH Group
Jill Chen, KFH Group
Andrew Smith, KFH Group

The objectives of this workshop were to begin to develop goals for the DC Circulator and to outline criteria that will guide future growth. The workshop began with a presentation to the Community Advisory Panel (CAP) by the study team. The presentation provided an overview on the history of the Circulator, the purpose and goals of the transit development plan, other existing transit plans and projects, and results from a recent Circulator rider survey. For the

remainder of the workshop, CAP members participated in small discussion groups to provide input for the Circulator transit development plan. At the end of the workshop, the discussion group facilitators summarized the major points covered in the group discussions. The various responses given for the three main questions posed in the discussion groups are described below.

What do you like about the Circulator?

- Convenience
  - Frequency (even on weekends), but can lead to empty buses and vehicles bunching
  - Speed of service
  - Direct routes – connect activity centers, including Metrorail stations
  - Limited stops
  - Stop locations are convenient
  - Fills in gaps in Metro service (i.e., connects areas not well served by Metrorail)

- Cost/Fare
  - Cheaper than Metro

- Simplicity
  - Frequency – easier to understand than schedules
  - Routes
  - Fare – dollar or SmarTrip card

- Quality
  - Reliability
  - Friendly and patient drivers

- Safety

- Unique image and branding

- Serves visitors, promotes tourism

- Vehicles
  - Cleanliness (compared to Metrobus)
  - Physical look, style, design
  - Sufficient capacity – can usually find seat (though depends on route and time of day)

- Look/feel of surface transit (compared to underground Metrorail)

- It is another option
  - Takes cars off the road

What would you like to see changed?

- Route coverage
  - More east-west route coverage
  - More local travel, circulation, and cross-town travel, rather than all service going downtown
  - More community/neighborhood coverage or penetration
  - Serve arts and cultural opportunities
  - Considering the high percentage of DC users, should focus be on connecting more DC activity centers?
  - Expand to southeast DC over the river; serve additional visitor destinations in Wards 6, 7, and 8: Arboretum, Frederick Douglass House, Lily POM, shrine/C.U., Cathedral, U Street (use smaller buses)
  - Expand to Zoo, Cleveland Park, Glover Park, Tenleytown, and National Cathedral
  - Add stops along M Street between 21st and 28th
  - Expand to additional activity centers in VA and MD
  - If the Circulator doesn't connect **all** in-between areas, should it connect **any**?
  - Reduce Metrobus where Circulator expands

- Connections and integration
  - Better connections/transfers between current Circulator routes (i.e., need better interface at Union Station, and new Georgetown – Dupont route)
  - Connecting existing Circulator routes with new ones
  - Integrate Circulator with regional transit services; do not duplicate or supplant other transit services (especially Metrobus)
  - Holistic approach , understand larger context – look at Metrobus, rail, streetcar, priority bus, and Circulator together; these systems need to be flexible, able to enlarge or contract to optimize integration
  - Need to better understand overlays between all modes and planned future modes – use phased approach for expansion, in tune with other transit plans
  - *What is the strategy for future changes to Circulator?* Should Circulator function as shuttle service, feeder to streetcar, or evolve into something else?
  - *How is the Circulator different from Metro?* Possibly provide more east-west service, more routes in northern DC (outside of core)

- Planning
  - Look at Livability Studies
  - Financial sustainability – should Circulator funding go toward improving Metrobus instead? Is the Circulator an unnecessary layer, especially since DC runs/funds both Circulator and Metrobus?

- Span and frequency of service
  - Extend hours of operation (i.e., at Union Station, opportunity to serve H St.)
  - Provide additional night and weekend service
  - Better, more reliable headways

- Fares
    - More promotion of SmarTrip and passes; sell on the bus, at airport kiosks, and link to NY/PHL buses
    - Link pass sales with other items, like restaurant discounts

- Marketing
    - Link to intercity bus marketing materials (i.e., buses to/from NYC and Philadelphia)
    - Marketing improvements for older and less tech-savvy residents
    - Promote to prospective users
    - Could brands or systems of Circulator and Metro be merged? Or is the difference in brands too much?

- Ridership
    - Redesign for mobility-limited people
    - Diversify ridership

- Vehicles
    - Smaller buses, especially to connect neighborhoods
    - Electric buses
    - Need flat entry for front; seats are not handicap-accessible
    - Smaller buses during off-peak
    - Switch to biofuels

- Infrastructure and congestion
    - Bus streets – like Denver Mall
    - Traffic enforcement – illegal parking
    - Use signal priority
    - Decrease congestion, especially around major stops/activity centers

- Need measurements or indicators for congestion mitigation, economic development, tourism dollars spent related to Circulator services

What would you like to have remain the same?

- Same level of service – 10-minute headway is key differentiator

- Limited stops

- Maintain current routes

- Continue growth

- Simplicity, understandable

- Safety

- Serves places people want to go (activity centers)

- Fares
    - Some input to maintain fares, even with expansion (i.e., do not disproportionately burden SE residents with service expansion)
    - Some think it's OK to raise fares as system expands

- Circulator fills gaps in Metro service with more direct connections, but this is a niche market – Circulator does not need to undergo a large expansion

- Don't become Metrobus

DC Circulator Transit Development Plan

Community Advisory Panel
Second Workshop
Downtown DC BID
1250 H Street, NW, Suite 1000
Washington, DC 2005
September 16, 2010
6:00 – 8:15 p.m.

Attendees

1. Betsy Allman	Restaurant Association
2. Tapan Banerjee	WMATA AAC
3. Michael Brownell	WMATA AAC
4. Daniel Hoagland	WABA
5. Cheryl Cort	Coalition for Smarter Growth
6. Bill Starrels	ANC 2E
7. Ken Jarboe	ANC 6B
8. Kevin Locke	Committee of the 100
9. Pamela Jafari	Cultural Tourism DC
10. Faith Wheeler	ANC 4B
11. Matthew Frumin	ANC 3E
12. Greg Stewart	Ward 7 Circulator Committee
13. Christopher Jerry	Ward 7 Circulator Committee
14. John Williams	ANC 2A
15. Erik Weber	Greater Greater Washington
16. Zach Dobelbower	Transportation Planning Board Citizen Advisory Committee
17. Ron Branch	Washington Convention and Sports Authority
18. Alex Block	DC Office of Planning
19. Sally Kram	Consortium of Universities in the Metropolitan Washington Area
20. Florence Harmon	ANC 2A
21. Dennis Jaffe	Sierra Club
22. Willy Woods	ANC 7D
23. Douglas Stallworth	WMATA
24. Marti Reinfeld	DDOT
25. Aaron Overman	DDOT
26. Ellen Jones	DCST
27. Lora Byala	Foursquare Integrated Transportation Planning
28. Shana Johnson	Foursquare Integrated Transportation Planning
29. Susan Sharp	Sharp and Company
30. Shelley Johnson	Sharp and Company
31. Fred Fravel	KFH Group
32. Jill Chen Stober	KFH Group

The main objective of this workshop was to ascertain corridor recommendations from the Community Advisory Panel (CAP) for a citywide DC Circulator network. The meeting began with a brief presentation by DDOT and the consultant team to update the CAP on the project status and present the Circulator's priorities, its draft strategic goals and objectives. The consultant team then described the process of identifying activity centers across the District, and highlighted the importance of connecting activity centers to meet the Circulator's priorities. The last part of the presentation provided an overview of the Circulator's current operating statistics and introduced the night's activity for CAP members to provide input on corridors for Circulator service.

The CAP divided into four breakout groups, each facilitated by a member of the consultant team with assistance from DDOT, DCST, and WMATA staff. For the remainder of the workshop, each small group discussed potential corridors for Circulator service throughout the District over the next ten years. Each group was given a set amount of tape, in different colors to represent near-, mid-, and long-term phasing, to denote their corridor recommendations on large maps of the District, which included the existing Circulator routes and activity centers. Several reference maps, including the planned streetcar network, WMATA's Metrobus Priority Corridor Network, and high frequency Metrobus service (corridors where the combined existing services provide 10-minute headways all day during the week), were available for the CAP members to consider in their discussion of potential Circulator corridors. At the end of the workshop, the CAP members reviewed the other groups' maps and recommendations.

Each group's recommendations are shown in separate maps attached to this summary; the following are narratives of the corridors outlined per group:

Group 1

Our group started with a discussion of Circulator and its role or mission in the City's transportation system. Some thought that was intended to be the "Ride-On" type of local transit system for the District, but this was countered by a perspective that it should also serve visitors. Another policy comment was that the Circulator should not duplicate what Metrobus and Metrorail do, but provide services or linkages that they do not address.

The initial focus of the group was on service needs east of the Anacostia River. In the near term a corridor connecting the Minnesota Avenue/Benning Road/Minnesota Avenue Metro Station area with Skyland, Anacostia, and connecting to the Capital Riverfront/South Capitol/Near South East area was the priority, perhaps actually connecting to the Navy Yard Metrorail station, or perhaps extending up 8th Street to Eastern Market (not on the map). The routing of the corridor included much of Minnesota Avenue, deviating to the southeast to serve the Skyland area, and then using Good Hope Road SE to reach Anacostia. While the corridor would serve local travel needs, and is not served by a single-seat Metrobus ride, it should also provide access to the Frederick Douglas House, the Anacostia Museum, and other cultural and park resources along the corridor. Also in the near term the group favored a corridor linking the current Convention Center/Southwest route to the Navy Yard/Union Station route. The Mall was also a near-term focus, with two potential corridors developed. One would cover the Mall and link it to Union Station, the other would overlap it on the Mall and provide a link to Foggy

Bottom. This corridor could continue from Foggy Bottom to Dupont Circle and go on to the Shaw/Howard University Town Center/14th and U area.

Mid-term Circulator routes favored by the group added linkages in several different parts of the City. One corridor added in this time frame would link the Skyland area with Camp Sims and Congress Heights, positioning for future service to the St. Elizabeth's campus area, and a later linkage (or extension) to Anacostia and across the River. In Northwest, two corridors were defined: one linking Columbia Heights across Rock Creek Park to Van Ness, and the other linking American University with Tenleytown and then to the Cleveland Park and Zoo areas. The discussion on these two routes was not definitive—the major concern was more east-west linkages in this area. A final mid-term corridor proposed by the group extends from Union Station north through NOMA up North Capitol to the hospitals and then to Brookland, as both the NOMA and Brookland activity centers are anticipated for the mid-term.

Finally, long-term corridors identified by the group included the additional linkages in Wards 7 and 8. One is the corridor along Martin Luther King Avenue S.E. from the Capitol Riverfront across the River to Anacostia/Poplar Point and on to serve the St. Elizabeth's campus, linking to the other routes at Congress Heights. In Ward 7 the Minnesota Ave corridor would be extended to from the Minnesota Avenue Metrorail Station area to Deanwood Metrorail. Three other corridors were suggested, one from Fort Lincoln New Town to Rhode Island Avenue Metrorail Station serving the Main Street along Rhode Island Avenue; one linking Fort Totten with Upper Georgia Avenue/Brightwood, Walter Reed and Takoma; and the other an east-west connection between the Woodley Park/Adams Morgan area west to the Massachusetts Avenue corridor going to American University.

Both the mid-term and long-term corridors in Northwest were not carefully defined by the group, but were intended to show a preference for east-west connections, including links across Rock Creek Park.

Group 2

In the near term, two changes to existing routes were recommended. The first was extending the Woodley Park – Adams Morgan – McPherson Square Metro route to serve the hospital center and the Brookland Metro, instead of going south on 14th Street NW, which already has a lot of Metrobus service. The other recommended change was to have the Smithsonian – National Gallery of Art loop travel on Pennsylvania Ave NW to serve some additional metro stations and the White House, before returning to the National Mall.

Three near-term recommendations were geared toward serving tourists: extending the Georgetown – Union Station route north to serve the National Cathedral (this connection would also serve Glover Park); connecting Georgetown to the National Mall via Foggy Bottom; and connecting Dupont Circle to the National Zoo (though this replicates the Metrorail red line, the Zoo entrance is a considerable walk uphill from the Woodley Park/Adams Morgan Metro Station). This last recommended corridor also continues from Dupont Circle to the Shaw/Howard University Metro Station, providing a connection between the red and yellow Metrorail lines and also serving Logan Circle. Another near-term recommendation was service

along M Street SW, whether an extension of the existing Convention Center – SW Waterfront route or the Union Station – Navy Yard Metro route.

Several corridors East of the River were recommended for the mid-term. One recommendation was Minnesota Avenue, connecting the Minnesota Avenue Metro Station area to St. Elizabeth's and Congress Heights via Anacostia. Pennsylvania Avenue SE was another recommended corridor to provide access from Southeast and Hillcrest to Barracks Row. Another connection was recommended between Pennsylvania Avenue SE and Skyland. Massachusetts Avenue NW was another mid-term recommendation to connect Dupont Circle to the National Cathedral and American University. The "check-shaped" near-term service from the National Zoo to Shaw/Howard University Metro was also recommended to extend to the Rhode Island Avenue Metro in the mid-term.

In the long-term, a connection between the Rhode Island Avenue Metro and Fort Lincoln New Town was recommended. Service between American University and Tenleytown Metro was another long-term recommendation; late-night service would be important to serve students. An east-west connection across the District was proposed from Tenleytown and Van Ness to Upper Georgia Ave/Brightwood, via Military Road, and then connecting to Fort Totten. Walter Reed could also be served every few trips on this east-west service. Service between Takoma Park Metro Station and Walter Reed was also recommended in the long-term to take over existing shuttles between the installation and the metro station.

Several connections in Southwest/Waterfront were also recommended for the long-term: Federal Center SW Metro to Waterfront-SEU Metro down to Fort McNair; a similar connection from Fort McNair through Buzzard Point to the Navy Yard Metro; and connecting the Navy Yard Metro to Capitol South to try to relieve automobile congestion on South Capitol Street SE. Hill East is expected to be a large development, though it may be beyond the 2020 timeframe of this study; a connection from the Potomac Avenue Metro to Hill East and RFK was recommended. A final long-term recommendation was to serve Bolling AFB with a connection to the Navy Yard Metro.

Group 3

Several changes to existing Circulator service were recommended, including extending the hours of the Union Station – Navy Yard Metro route beyond 7p.m. and updating the signage or name of the Union Station – Navy Yard route to reflect the fact that it travels through Barracks Row. The need to more prominently put information about the hours of service on the buses was identified. Better enforcement of restricted parking along Circulator routes, and keeping cars out of any future bus-only lanes was also desired.

There was an extensive discussion on how best to use the Circulator to create more east-west transit service in the District. The merits of creating a Military Road Circulator route were extensively debated. Ultimately the group decided not to create a Military Road route due to concerns that the development along the route was not dense enough to currently support high frequency bus service, and that many of the trips taking place on Military Road may be originating beyond the District's boundaries. However, the group agreed that there is still a need

to explore how to reduce automobile traffic and increase transit trips on the Military Road corridor in the future. An east-west connector that would connect Dupont Circle with Adams Morgan (18t St NW) and the U Street Metro was recommended for short-term implementation. This route was recommended based on the need to provide a direct connection between these popular nightlife venues, and also connect them to Rosslyn and Georgetown with the Circulator Route that travels from Rosslyn to Dupont via Georgetown. Another east-west route that travels from the Rhode Island Metro Station to the Brookland Metro via the 12th Street NE commercial corridor, then continues to the west to reach Catholic University, and then Washington Hospital Center and the surrounding hospitals, as well as planned future development at the Armed Forces Retirement Home site and the McMillan Sand Filtration site, and then on to Columbia Heights and terminating at the Georgia Avenue/Petworth Metro Station, was recommended for implementation in the long-term.

Also recommended for short-term implementation was a route connects Poplar Point, Historic Anacostia, St. Elizabeth's, and the Congress Heights Metro. This route would serve the assist employees of the new DHS campus at St. Elizabeth's access retail and dining opportunities in their immediate surrounding neighborhoods, and would also provide frequent service for the residents of these neighborhoods. Other routes recommended for short-term implementation include one that travels down 16th Street to connect Walter Reed and everything along that corridor into Central Washington, another that travels from the Eastern Market metro station up 8th Street NE to 8th and H St NE, and another that extends the current Georgetown route further up Wisconsin Ave NW to the intersection of Wisconsin and Massachusetts Ave NW.

It was recommended that in the mid-term the Georgetown route be further extended to Tenleytown Metro. The Georgetown route extensions were recommended based on the need to more directly connect parts of Upper Northwest with Georgetown and Central Washington. The extension of the Georgetown-Union Station route to Tenleytown would also serve American University students. There was concern that the MWCOG population figures for the activity centers may not include the university populations, which would significantly under represent the number of size of a number of activity centers that have a large university presence. There was a general desire include consideration of the needs of the District's university population in the design of new Circulator routes. While there was no route designed to accommodate this, there was discussion that Circulator could also serve the military college/school presence at Bolling Air Force Base and Fort McNair.

A Circulator route that connects upper Connecticut Ave. NW, from the District line to the Van Ness metro was recommended for near-term or mid-term implementation. It was believed that the neighborhoods along this route may be dense enough to support higher frequency bus service, and that Circulator could provide a key connection to the Metro for residents that live along this corridor.

Group 4

In the near term, we suggest addressing a concern about an existing route as well as consider recommendations for two new routes. The concern with the existing route relates to the lack of stops on the Dupont-Georgetown-Rosslyn route along L Street in Foggy Bottom. We

recommended possibly keeping the route as it is, but adding stops so that Foggy Bottom is served by this route. The traffic implications of going through Washington Circle are understood, but Foggy Bottom, including GWU and the West End hotels, is a vibrant, all-hours mixed use center that needs to have Circulator service. The first near term corridor recommendation is to connect key activity centers east of the river with each other and with those west of the river. A loop route was recommended that connects the east of the river activity centers of Minnesota Ave and Benning Road/Minnesota Ave Metro, Skyland/Good Hope Rd and Alabama Ave SE, Anacostia, and Poplar Point with key activity centers west of the Anacostia. The activity centers desired for connection to the east of the river locations are the Capital Riverfront, Pennsylvania Ave SE, and H Street NE/Starburst. The route concept is presented as a loop, however an alternative routing would be acceptable so long as the same connections across the river are made.

The second near term corridor recommendation is a connection between the Friendship Heights, Tenleytown, and Georgetown/Lower Wisconsin activity centers. The intent of this connection is to provide a connection between the upper Wisconsin Avenue activity centers and Georgetown. While the route shown ends at the terminus of the current Georgetown-Union Station route, the intent is that it serve as a continuation of that route, with a split in the route somewhere if needed in order to keep it to a reasonable length.

In the mid-term, we recommend two key connections. The first is to connect the Brookland Metro Activity Center with Columbia Heights and Georgia Avenue Petworth. This will provide connections to the Brookland area with the Green Line and will also provide access to the vibrant center at Columbia Heights and the upcoming increased development at Georgia Avenue Petworth with the residential and employment centers near Brookland. The second mid-term recommendation is to provide a connection to the existing Dupont Circle-Georgetown-Rosslyn route from Shaw, NoMa, and H Street. This would create a continuous connection between the entertainment areas of Georgetown, Dupont Circle, U Street, NoMa and H Street. It would also provide a means for employees based in the NoMa area with the eating establishments along U Street and those that will be coming on line in the H Street corridor.

In the long-term, the group's only additional recommendation is to provide a northern cross-town connection between Tenleytown, Van Ness, Georgia Avenue Petworth and Brookland. This would provide key connections between different Metrorail lines without having to make a downtown transfer, and would provide frequent service between the more residential areas along Georgia with the shopping, dining and employment center of upper Wisconsin and the employment around Brookland and the Hospital Center. This corridor was recommended in the long-term to account for the longer term development horizon for the Armed Forces Retirement Home and McMillan reservoir.

Additional notes and input captured from the group discussions:

Purpose of Circulator:

- What is Circulator – the RideOn of DC?
- Don't duplicate service.
- What about (Metrobus) priority corridors?

Goals and Objectives:

- All day ridership goal needs to be clearer.

Activity Centers:

- Why isn't Capitol Hill East (RFK) an activity center? *Hill East mixed-use development, though significant (at 5 million square feet), is currently planned for late 2020, beyond the timeframe of this study.*
- How do the MWCOG population numbers (associated with the activity centers) account for university populations? *Data for current population, from which future projections are based, include university populations.*
- Serve military colleges/schools at Bolling and Fort McNair.

Hours of service:

- Extend the hours of the Union Station – Navy Yard Metro route past 7 p.m., and need service during weekends.
- Extend the hours on the Smithsonian – National Gallery of Art route around the Mall; need service during the week.
- Extend the hours on the Convention Center – SW Waterfront route to serve Arena Stage.
- New recommended service connecting Columbia Heights and Brookland/Hospital Center needs longer hours to serve employees.

Improvements to Service/Amenities:

- Better signage on the Union Station – Navy Yard Metro buses highlighting Barracks Row.
- Put information more clearly on buses (i.e., hours of service).
- Enforce restricted parking and automobile use of bus lanes.
- All buses need to be accessible (ramps) and have bike racks.
- Need to examine stop locations and accessibility.

Other connections that may not be portrayed on groups' maps:

- Connect the Headquarters Hotel, O Street Market NW, and the House of Blues (7th and New York Avenue).
- East/west connection on Military Road:
    - Needs better service.
    - How do we capture?
    - What are the centers that need to be connected?

November Public Meeting Boards and Comment Form

DC Circulator Goals

1. **Provide a high quality transit network.**
   - High frequency, easy to understand
   - Affordable, simple fare structure
   - Clean, safe, & comfortable

2. **Support a transit-oriented lifestyle and promote economic activity in existing and developing activity centers.**
   - Service multiple trip purposes & connect multi-use activity centers
   - Add capacity to the transportation network & connect different modes
   - Provide real-time information to customers

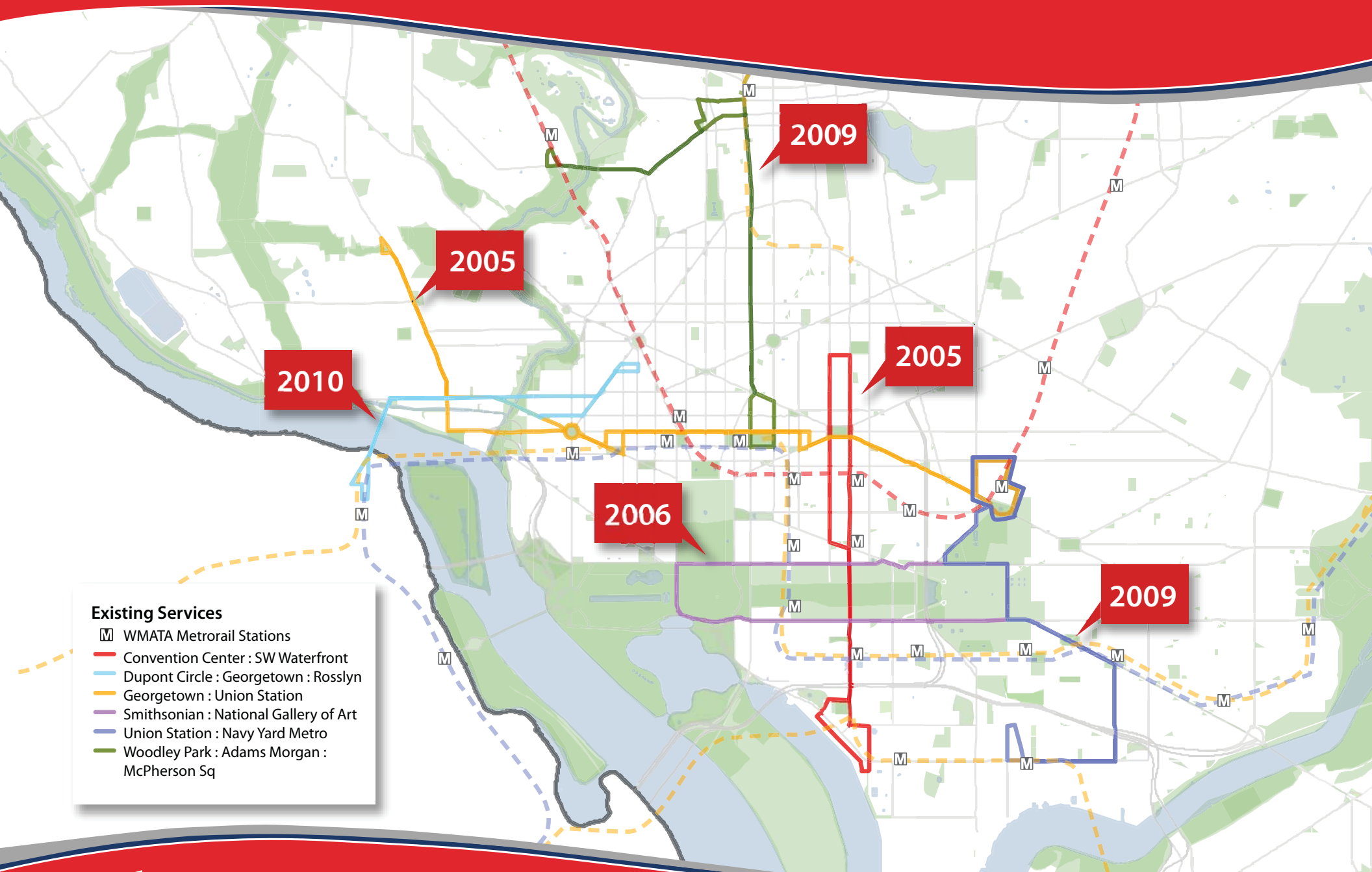
3. **Improve mobility within and access to and from the monumental core.**
   - Offer transit options between monumental core, key visitor destination centers & multi-use activity centers in the District

4. **Maximize financial and operational return on investment.**
   - Improve transit priority measures along Circulator routes
   - Identify sustainable financing opportunities

About the DC Circulator

- $1 Fare
- Buses run every 10 minutes
- More than 4 million trips in 2009
- 49 buses in the fleet
- 4th largest bus system in the region
- Governed by DDOT
- DC Surface Transit partners with DDOT to market and plan Circulator service

Evolution of the Circulator



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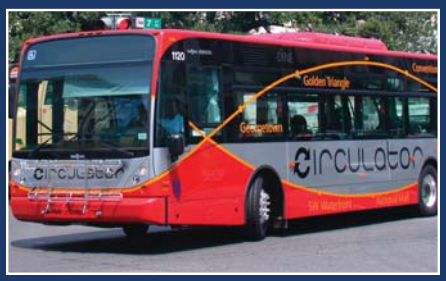
DC Circulator Brand

- High quality service
  - Friendly
  - Reliable
- High frequency
  - 10 minutes between buses
- Comfortable
  - Buses are clean and well maintained
- Easy to use and understand
  - Buses and stops are easy to identify
  - Routes are easy to understand



Purpose

As demand for Circulator service increases, there is a need for a comprehensive plan to guide future growth.

Goals of the Transit Development Plan

- Provide transparent decision-making and planning
- Define criteria to use in planning new service
- Create a framework for service expansion and improvements
- Develop a usable, living plan for near- and long-term future growth

Planning Process

- Phase I: *Public Input & Needs Assessment*
  - Collect input from key stakeholders
    - Rider survey, focus groups, Community Advisory Panel, interviews
  - Review previous planning efforts
    - How does DC Circulator fit in with other transit plans & projects?

- Phase II: *Strategic Goals & Objectives*
  - Use Phase I findings to develop:
    - Strategic goals to guide growth over the next ten years
    - Specific, achievable objectives
    - Performance measures to provide planning framework

- Phase III: *Prioritize Future Growth*
  - Identify corridors for expanded service over the next 10 years
    - Based on criteria developed through public input
  - Develop potential routes for short-, mid-, and long-term implementation
  - Develop the financial plan

WE ARE HERE

Who Rides the Circulator?

State of Origin	
District of Columbia	**79%**
Maryland	11%
Virginia	3%
Other	6%

Age	
18-24	22%
25-34	**33%**
35-49	24%
50-65	18%
66+	3%

Income	
<$20K	**25%**
$20-40K	22%
$40-60K	21%
$60-80K	14%
$80-100K	7%
$100K+	12%

Highest Education Level	
High School	12%
Some College/Tech	22%
College or Grad School	**61%**

Trip Purpose	
Work	**57%**
Shopping/Dining	42%
Recreational/Cultural	42%
Personal Business	27%
Work-Related	23%
School	13%

Type of Trip	
10+ blocks	**59%**
5-10 blocks	36%
Daily	**41%**
Several Times/Week	33%
Weekdays & Weekend	**69%**
Weekdays Only	26%
Roundtrip	**65%**
One-Way	35%

What We Heard From You

- 500+ online survey responses
- What people like most about the Circulator:
  - Friendly, professional drivers
  - Frequency of service
  - Limited stops
- Top 3 recommendations:
  - Longer hours
  - More weekend service
  - Moving the stop at Union Station closer to Metrobus stop

Connecting Activity Centers

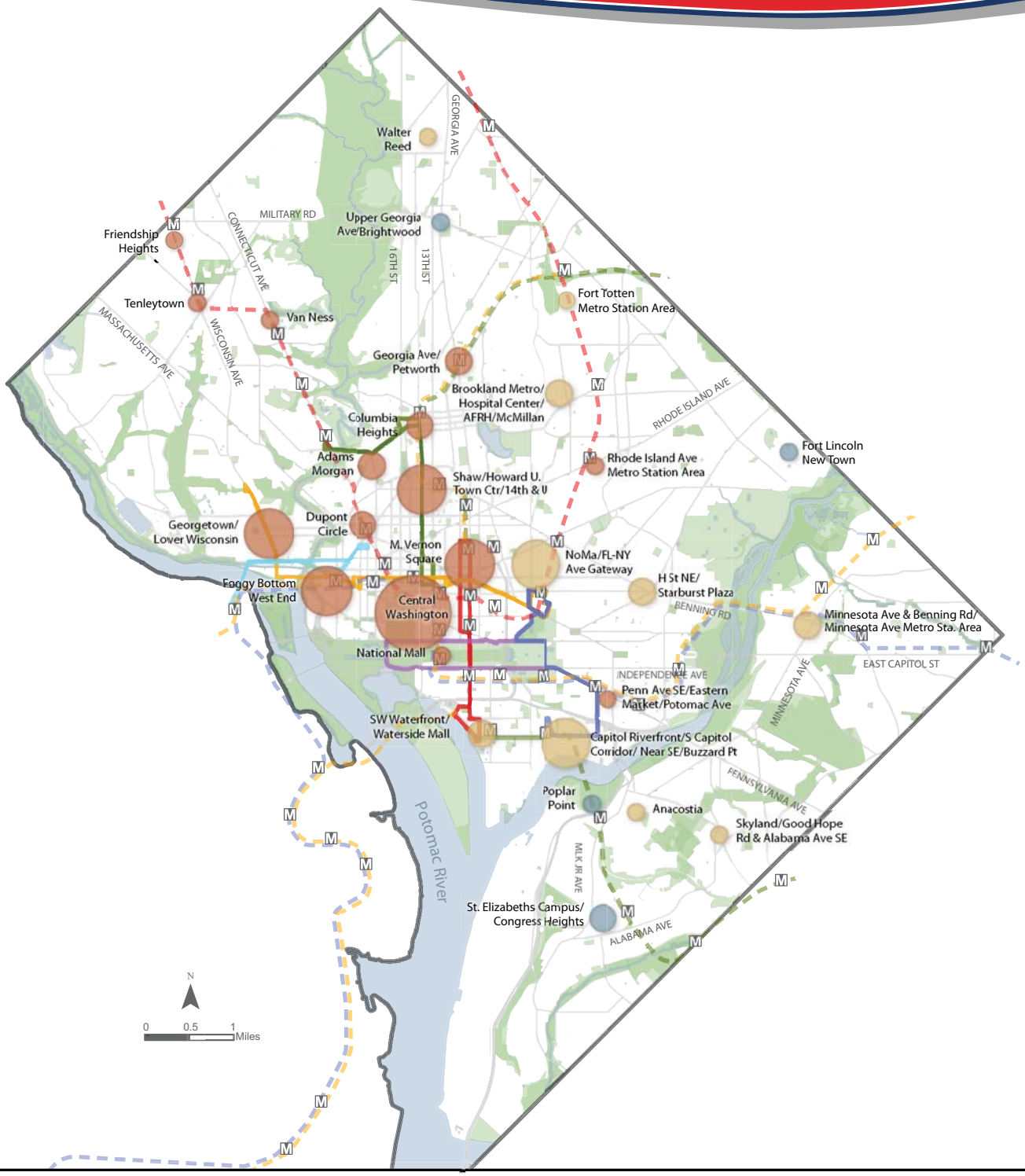
Why connect activity centers?

- Potential for all day ridership
- Operational efficiency - can offer all-day 10 minute headways
- Support multiple trip purposes
- Connect visitors, workers, and residents to key destinations
- Support economic activity at existing and emerging centers throughout the District

What is an activity center?

- Center City Action Agenda "Priority Places"
- Comprehensive Plan designations
  - Regional Centers
  - Existing and Enhanced/New Multi-Neighborhood Centers
  - Land Use Change Areas with timely and sizable change
    - Built out by 2020, ≥1 million square feet, and a mix of uses
  - Main Street Mixed-Use Corridors
    - Connected to another intense land use and/or a large, mixed-use, and all hours center

Activity Centers



Existing Routes

- Convention Center : SW Waterfront
- Dupont Circle : Georgetown : Rosslyn
- Georgetown : Union Station
- Smithsonian : National Gallery of Art
- Union Station : Navy Yard Metro
- Woodley Park : Adams Morgan : McPherson Square

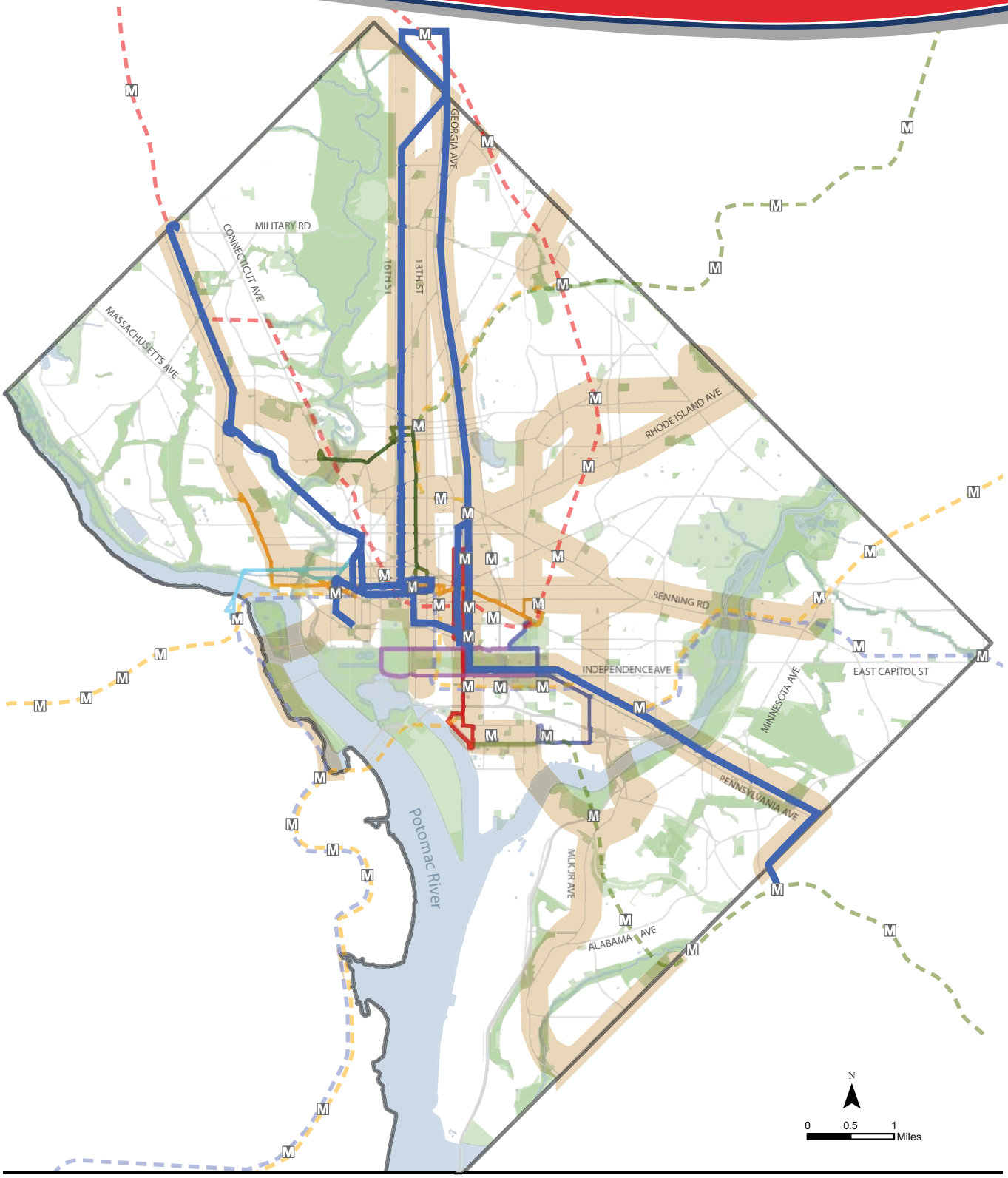
Activity Centers Development by Time Frame

- Near-term (2010 – 2013)
- Mid-term (2014 – 2016)
- Long-term (2017 – 2020)

Relative Size by 2020 Population and Employment Projections

- Central Washington (414,000)
- Large (40,000 – 81,200)
- Medium (20,000 – 39,999)
- Small (5,000 – 19,999)

Metrobus Priority Corridor Network



Metrobus

- Priority Corridor Network
- Limited Stop Express Service

Existing Routes

- Convention Center : SW Waterfront
- Dupont Circle : Georgetown : Rosslyn
- Georgetown : Union Station
- Smithsonian : National Gallery of Art
- Union Station : Navy Yard Metro
- Woodley Park : Adams Morgan : McPherson Square

d.
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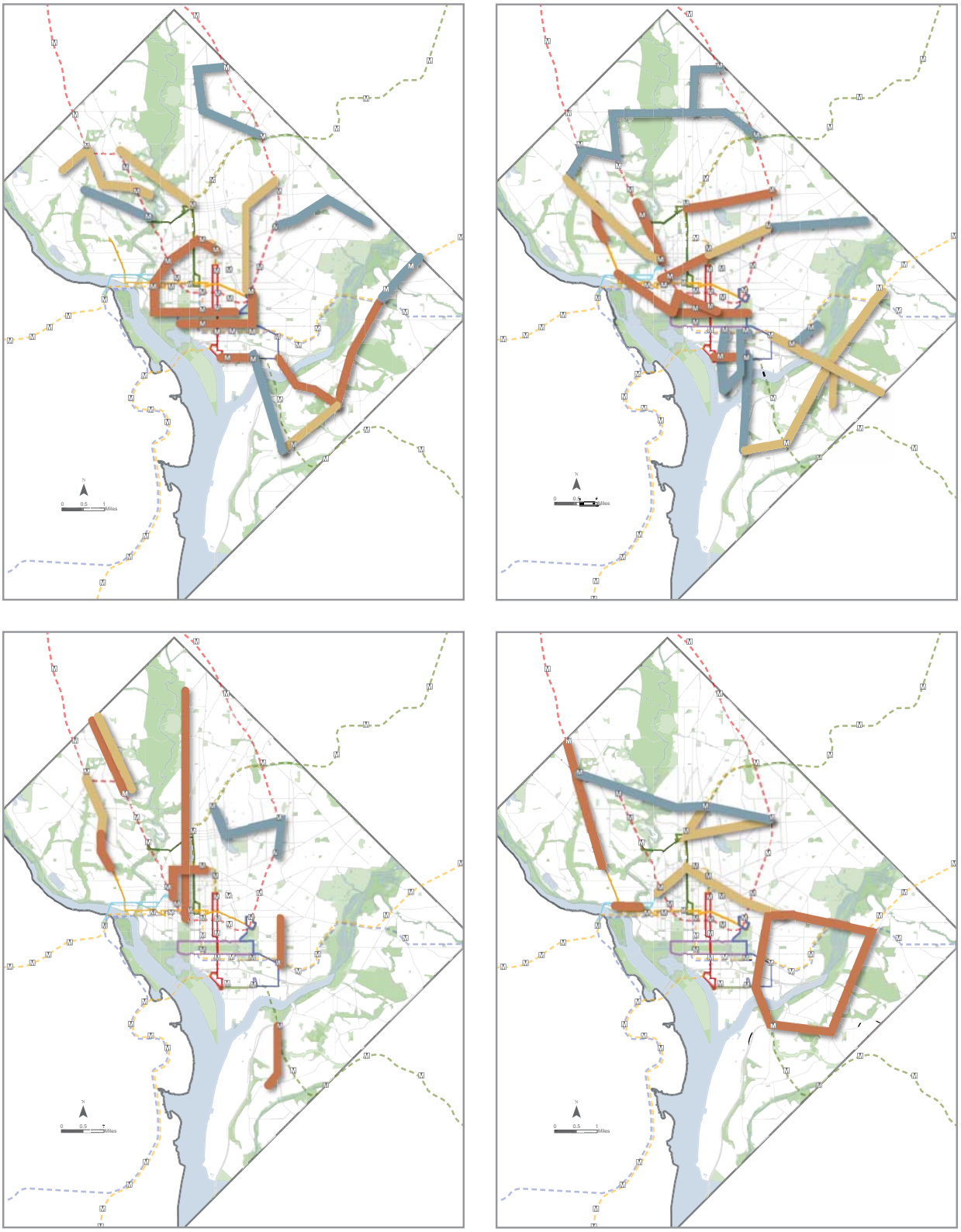
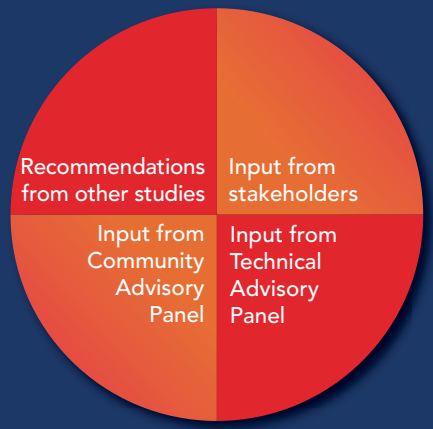
Community Advisory Panel's Recommendations



Proposed Corridors by Phase

- Near Term (2010 - 2013)
- Mid-Term (2014 - 2016)
- Long-Term (2017 - 2020)

Selecting Corridors



Recommended corridors for new & expanded service

Ensuring Recommended Corridors meet the Circulator's Goals:

Support a Transit-Oriented Lifestyle

Does the proposed corridor…

- Serve multiple trip purposes by connecting multi-use activity centers?
- Connect to other high frequency transit service?
- Provide a new one-seat ride between activity centers?

Promote Economic Activity

Does the proposed corridor…

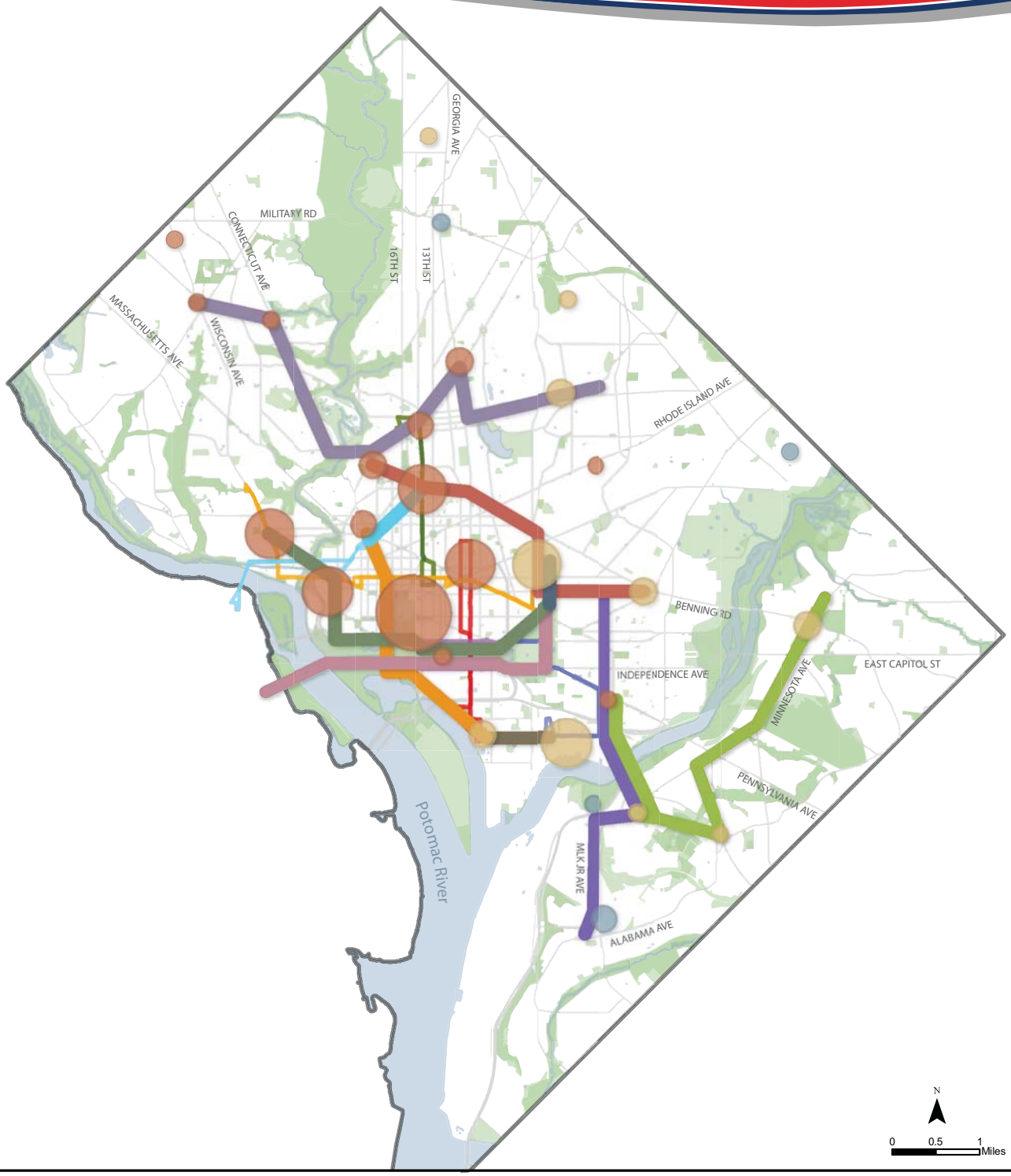
- Serve multiple medium to large Activity Centers?
- Provide visitors better access to Activity Centers throughout the District?

Improve Mobility & Access to Monumental Core

Does the proposed corridor…

- Provide access to the National Mall & key visitor destinations?
- Connect visitor destinations with Activity Centers in District neighborhoods?

Recommended Circulator Corridors



Existing Routes

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- Woodley Park : A.M. : McPherson Sq.

Activity Centers

Development by Time Frame

- Near-term (2010 - 2013)
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Relative Size by 2020 Population and Employment Projections

- Central Washington (414,000)
- Large (40,000-81,200)
- Medium (20,000-39,999)
- Small (5,000-19,999)

Recommended Corridors

- Adams Morgan to H St. NE
- Eastern Market to Minn Ave.
- Dupont to SW Waterfront
- Extend DGR Route to U St.
- Extend USN Route to NoMa
- Navy Yard to SW Waterfront
- North Mall to Georgetown
- South Mall to Arl. Cemetery
- St. Elizabeths to H St. NE
- Tenleytown to Brookland

Recommended Corridors – Core

District Department of Transportation

DC CIRCULATOR PLANNING STUDY

FALL 2010 PUBLIC MEETINGS

DDOT is conducting a planning study to help guide the expansion of the DC Circulator over the next five to ten years. To make sure the new corridors serve riders' needs, please share your thoughts.

1. Will the recommended corridors serve your transit needs?

_____

_____

_____

2. Will the recommended corridors connect you to places you want to go?

_____

_____

_____

_____

3. Are there activity centers that are not connected by the proposed corridors?

_____

_____

_____

4. Do you have any other comments related to the DC Circulator?

_____

_____

_____

Please notify me of updates and future meetings by: ❑ email ❑ US mail

Name _____

Address _____

City _____ State _____ Zip _____

Telephone _____ Email address _____

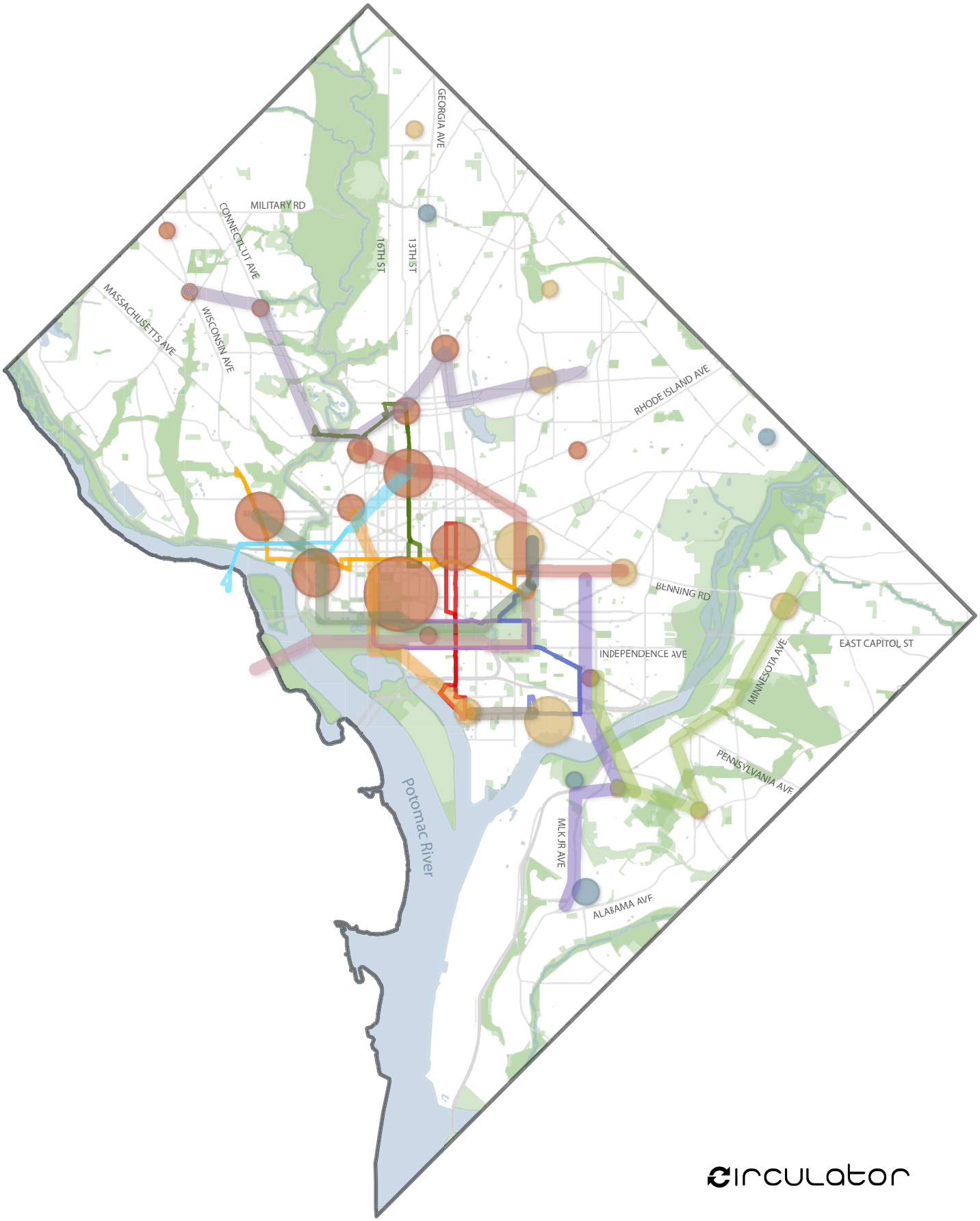
Please leave this comment card in the box on the table or mail to:

Ms. Shelley Johnson, Sharp & Company
793 Nelson Street, Rockville, MD 20850

circulator

Turn page over to comment on the corridor map >

Please provide your corridor comments and suggestions on the map below.



circulator

March Public Meeting Boards

Purpose

As demand for Circulator service increases, there is a need for a comprehensive plan to guide future growth.

Goals of the Transit Development Plan

- Provide transparent decision-making and planning
- Define criteria to use in planning new service
- Create a framework for service expansion and improvements
- Develop a usable, living plan for near- and long-term future growth

Planning Process

Public Input
- Collect input from key stakeholders via rider survey, focus groups, & Community Advisory Panel
- Incorporate input into strategic goals & proposed growth corridors

Define Strategic Goals
- Use Phase I findings to develop strategic goals to guide 10 year growth
- Define specific, achievable objectives
- Develop performance measures to analyze operations and provide planning framework

Prioritize Future Growth
- Identify mixed-use, multi-purpose, high-density activity centers & evaluate transit needs
- Based on need & public input, develop initial set of corridors for new service
- Screen corridors using planning criteria & public feedback
- Phase corridors based on anticipated timing of development in activity centers

Operations Analysis
- Analyze current DC Circulator operations
- Evaluate route/system productivity & operational issues
- Recommend service changes to improve performance

Needs Assessment
- Review previous transit & land use planning efforts
- Evaluate how DC Circulator fits in with other transit plans and projects

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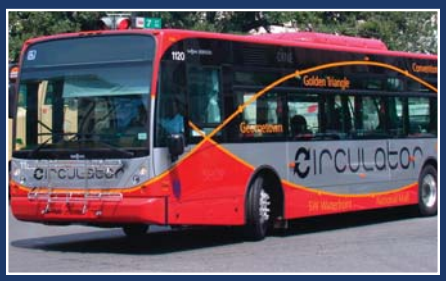
- DC Surface Transit partners with DDOT to market and plan Circulator service

DC Circulator Brand

- High quality service
  - Friendly
  - Reliable
- High frequency
  - 10 minutes between buses
- Comfortable
  - Buses are clean and well maintained
- Easy to use and understand
  - Buses and stops are easy to identify
  - Routes are easy to understand



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$20-40K	22%
$40-60K	21%
$60-80K	14%
$80-100K	7%
$100K+	12%

Highest Education Level	
High School	12%
Some College/Tech	22%
College or Grad School	**61%**

Trip Purpose	
Work	**57%**
Shopping/Dining	42%
Recreational/Cultural	42%
Personal Business	27%
Work-Related	23%
School	13%

Type of Trip	
10+ blocks	**59%**
5-10 blocks	36%
Daily	**41%**
Several Times/Week	33%
Weekdays & Weekend	**69%**
Weekdays Only	26%
Roundtrip	**65%**
One-Way	35%

What We Heard From You

- 500+ online survey responses
- What people like most about the Circulator:
  - Friendly, professional drivers
  - Frequency of service
  - Limited stops
- Top 3 recommendations:
  - Longer hours
  - More weekend service
  - Moving the stop at Union Station closer to Metrobus stop

DC Circulator Goals

1. **Provide a high quality transit network.**
   - High frequency, easy to understand
   - Affordable, simple fare structure
   - Clean, safe, & comfortable

2. **Support a transit-oriented lifestyle and promote economic activity in existing and developing activity centers.**
   - Service multiple trip purposes & connect multi-use activity centers
   - Add capacity to the transportation network & connect different modes
   - Provide real-time information to customers

3. **Improve mobility within and access to and from the monumental core.**
   - Offer transit options between monumental core, key visitor destination centers & multi-use activity centers in the District

4. **Maximize financial and operational return on investment.**
   - Improve transit priority measures along Circulator routes
   - Identify sustainable financing opportunities

Connecting Activity Centers

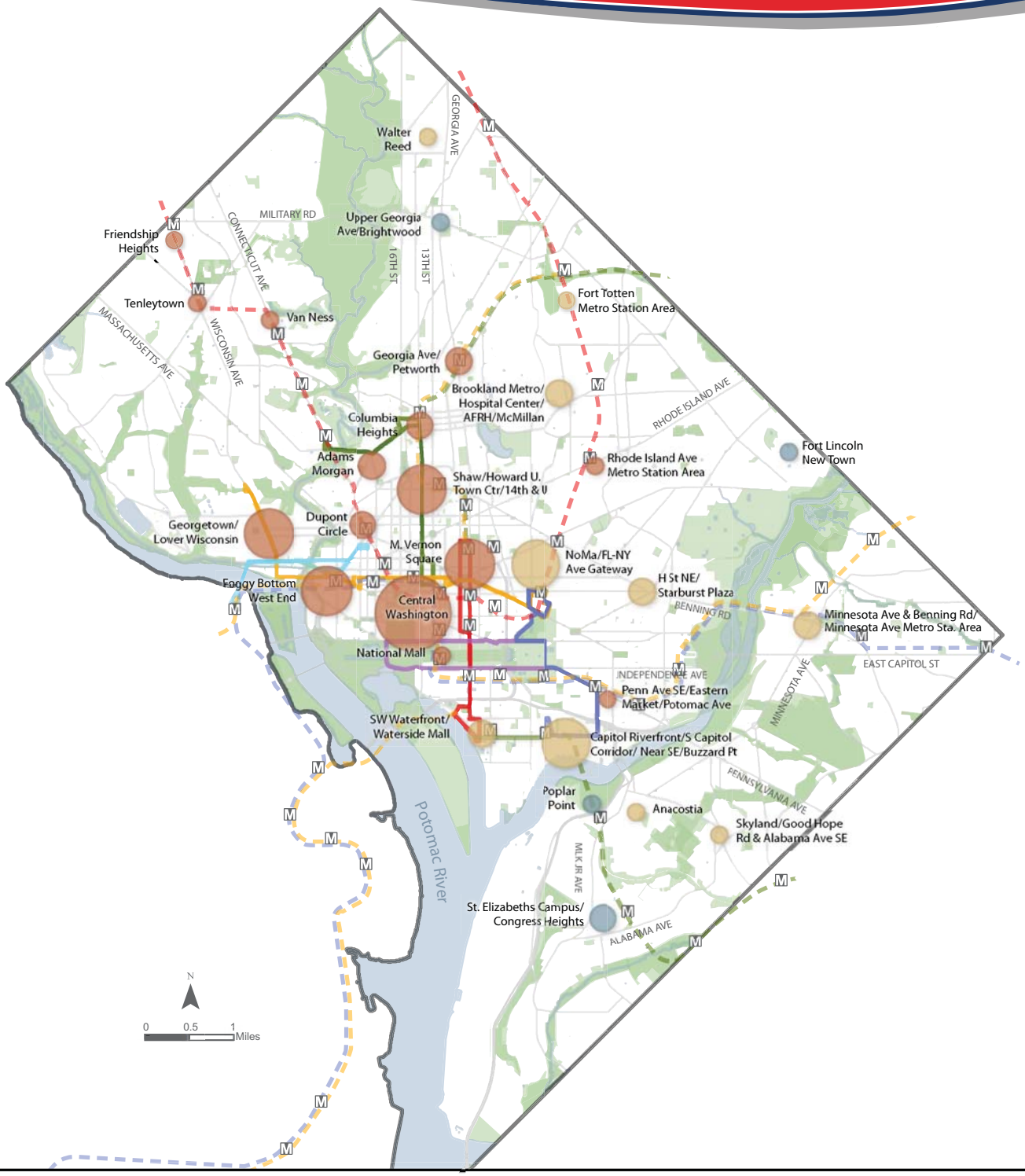
Why connect activity centers?

- Potential for all day ridership
- Operational efficiency - can offer all-day 10 minute headways
- Support multiple trip purposes
- Connect visitors, workers, and residents to key destinations
- Support economic activity at existing and emerging centers throughout the District

What is an activity center?

- Center City Action Agenda "Priority Places"
- Comprehensive Plan designations
  - Regional Centers
  - Existing and Enhanced/New Multi-Neighborhood Centers
  - Land Use Change Areas with timely and sizable change
    - Built out by 2020, ≥1 million square feet, and a mix of uses
  - Main Street Mixed-Use Corridors
    - Connected to another intense land use and/or a large, mixed-use, and all hours center

Activity Centers



Existing Routes

- Convention Center : SW Waterfront
- Dupont Circle : Georgetown : Rosslyn
- Georgetown : Union Station
- Smithsonian : National Gallery of Art
- Union Station : Navy Yard Metro
- Woodley Park : Adams Morgan : McPherson Square

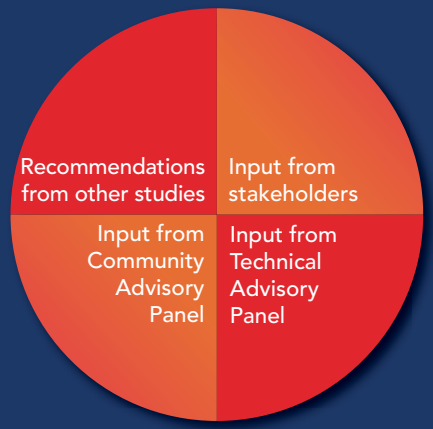
Activity Centers Development by Time Frame

- Near-term (2010 – 2013)
- Mid-term (2014 – 2016)
- Long-term (2017 – 2020)

Relative Size by 2020 Population and Employment Projections

- Central Washington (414,000)
- Large (40,000 – 81,200)
- Medium (20,000 – 39,999)
- Small (5,000 – 19,999)

Selecting Corridors



Recommended corridors for new & expanded service

Ensuring Recommended Corridors meet the Circulator's Goals:

Support a Transit-Oriented Lifestyle

Does the proposed corridor…

- Serve multiple trip purposes by connecting multi-use activity centers?
- Connect to other high frequency transit service?
- Provide a new one-seat ride between activity centers?

Promote Economic Activity

Does the proposed corridor…

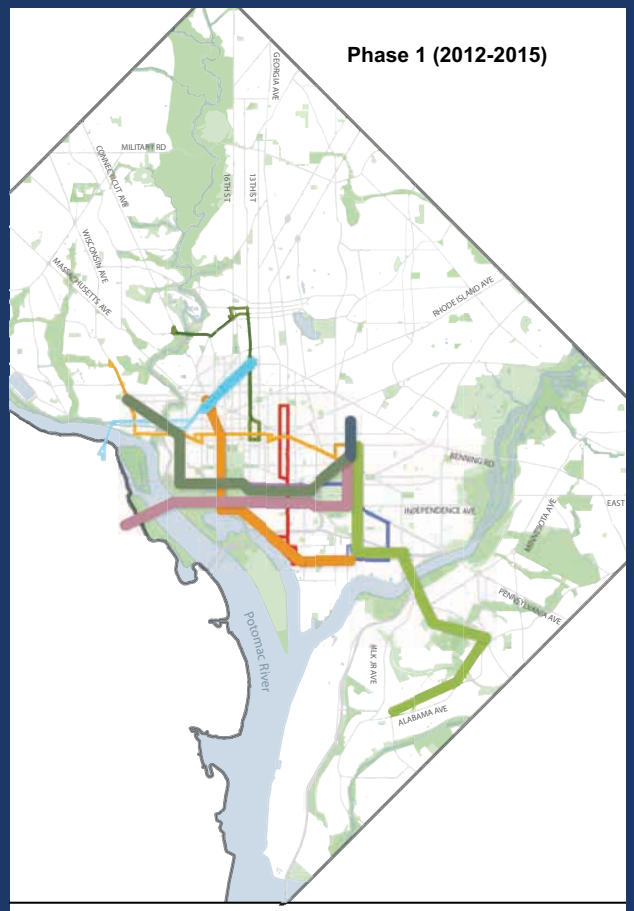
- Serve multiple medium to large Activity Centers?
- Provide visitors better access to Activity Centers throughout the District?

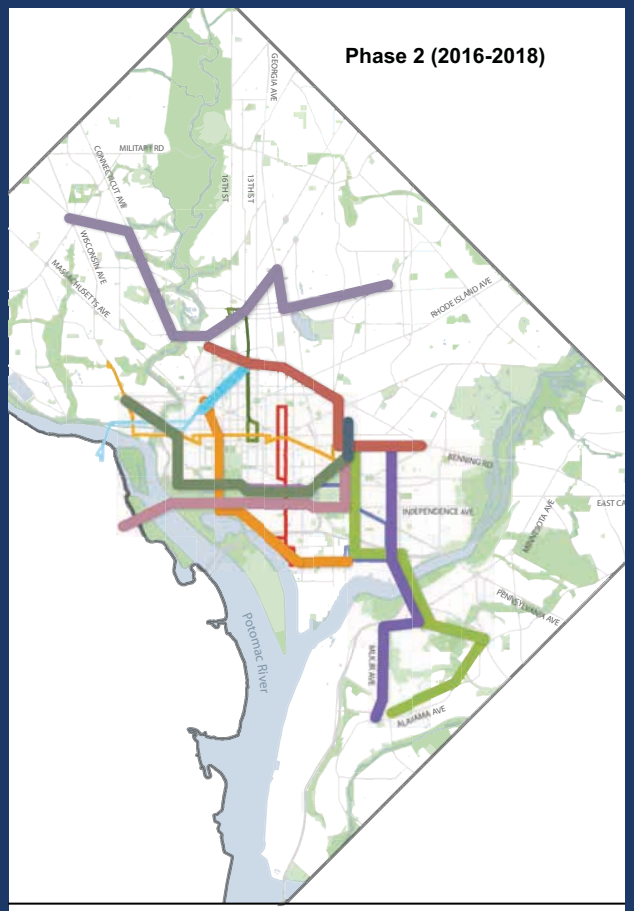
Improve Mobility & Access to Monumental Core

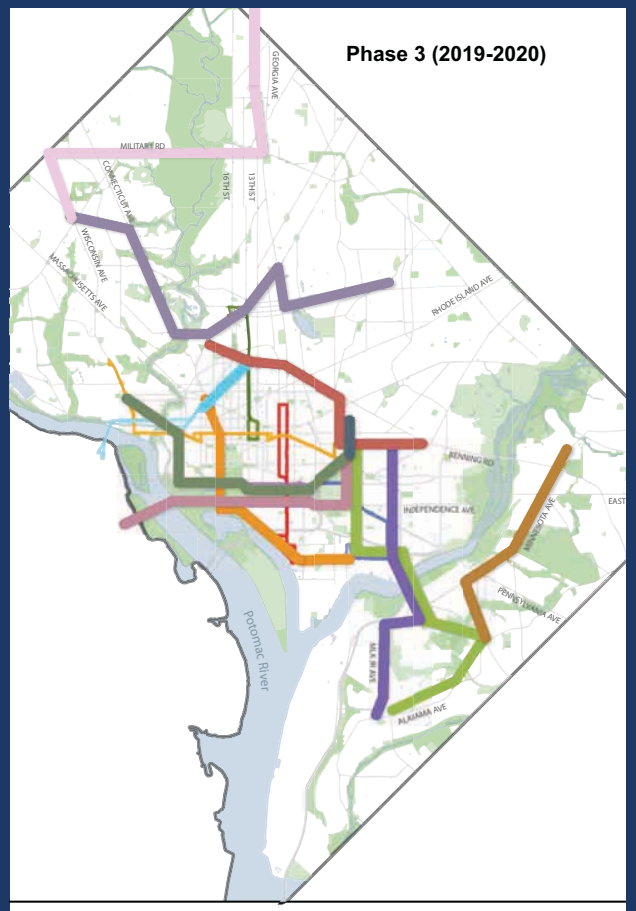
Does the proposed corridor…

- Provide access to the National Mall & key visitor destinations?
- Connect visitor destinations with Activity Centers in District neighborhoods?

Proposed DC Circulator Corridors

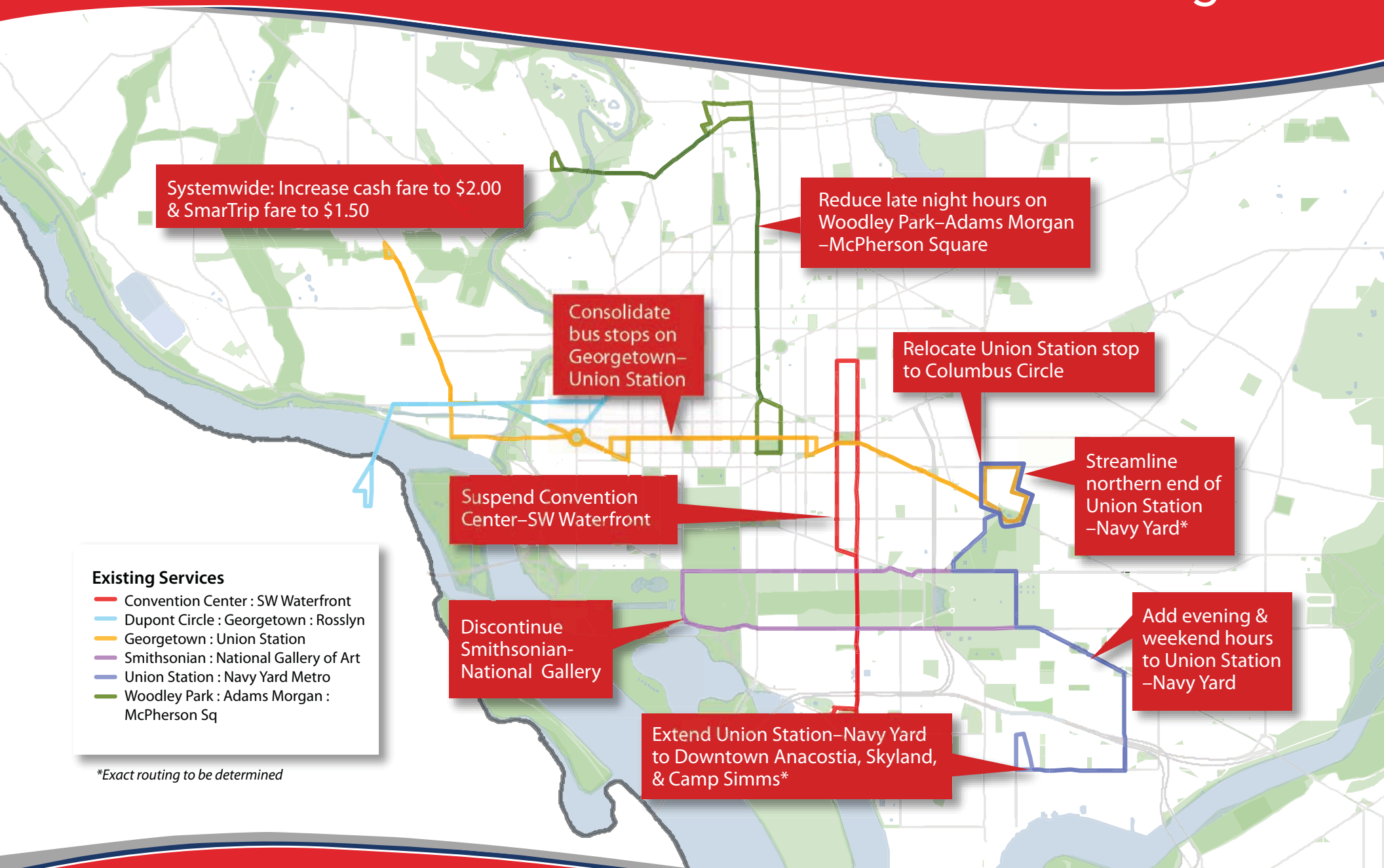






d.
District Department of Transportation

Near-Term Service Changes



*Exact routing to be determined

d.
District Department of Transportation

Future Planning & Decision-Making

- DDOT will update the 10-year plan every three years and re-evaluate recommendations as land use patterns change and new activity centers emerge
- The following will undergo public review and comment before implementation:
  - New routes
  - Significant changes to or elimination of existing routes
  - Changes to fare structure or rates
- DDOT will hold semi-annual public forums to solicit feedback on Circulator operations or recent changes

Appendix D

Public Input

- ***Circulator Survey – Summer***
- ***Online Survey Results***
- ***Public Input from Public Meetings and Greater Greater Washington Posting***
- ***Focus Group Report***

CIRCULATOR SURVEY

SUMMER 2010

Destination DC

circulator

DCST
DC Surface Transit, Inc.

METHODOLOGY

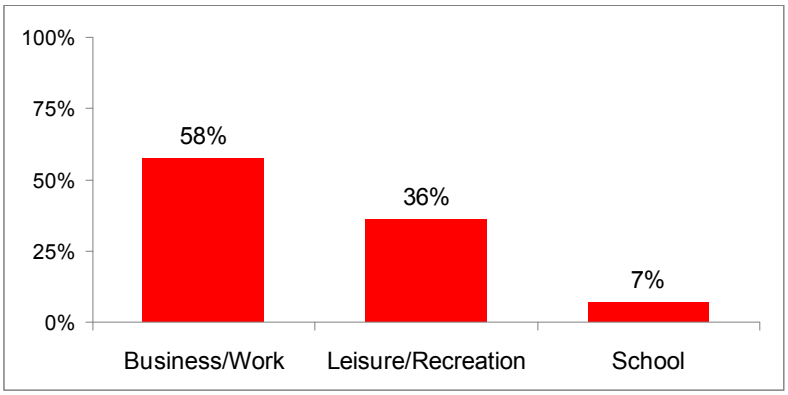
- DC Surface Transit (DCST) performs an annual customer satisfaction survey of DC Circulator riders.
- A formula with actual ridership counts is used to determine the number of completes needed by hour of service, per route and day of the week to provide a 95% confidence level within a 3% confidence interval.
- A total of 1,064 surveys were collected between June 7 and June 27, 2010.

FIRST TIME RIDERSHIP

- Past Circulator Customer Satisfaction Surveys have included responses from first time riders.
  - In 2008, 20% of survey respondents were first time riders.
- This year only those who have taken the Circulator before were asked to complete a survey and therefore 0% of survey respondents were first time riders.

3

PURPOSE OF CIRCULATOR TRIP



2010 Results Shown

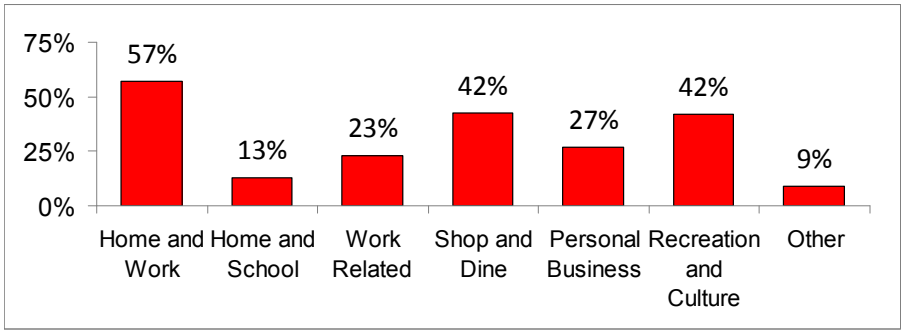
4

ABOUT BUSINESS V. LEISURE

- A majority of riders (58%) used the Circulator to commute to and from work, with 36% using the Circulator for leisure/recreation on that day. The remaining 7% used the Circulator for school purposes that day.
- More than 3 out of 4 (76%) riders on the Union Station/Navy Yard line rode the Circulator to commute to work that day.
- 50% of Smithsonian/National Gallery line riders rode the Circulator for leisure/recreation compared to 95% in 2008.
- 85% of riders who commuted to work were very satisfied/somewhat satisfied with the Circulator bus service while 89% of riders who used the bus for leisure/recreation were very satisfied/somewhat satisfied.

5

GENERAL USAGE OF CIRCULATOR



2010 Results Shown

6

GENERAL USAGE OF CIRCULATOR

- 65% of Union Station/Navy Yard riders use the Circulator to commute to and from work. 59% of the Woodley Park/Adams Morgan/McPherson Square riders use the bus to get to work.
- The majority (52%) of Woodley Park/Adams Morgan/McPherson Square riders use the bus for shopping/dining while only 22% of Union Station/Navy Yard riders use the bus for shopping/dining.

7

RIDE FREQUENCY AND CHARACTERISTICS

DAILY	SEVERAL TIMES A WEEK	WEEKLY	LESS OFTEN
41%	33%	12%	14%

ONE TRIP	2 TRIPS	2+ TRIPS
22%	65%	13%

WKDAYS ONLY	WKENDS ONLY	BOTH
26%	5%	69%

LESS THAN 5 BLOCKS	5-10 BLOCKS	10+ BLOCKS
5%	36%	59%

2010 Results Shown

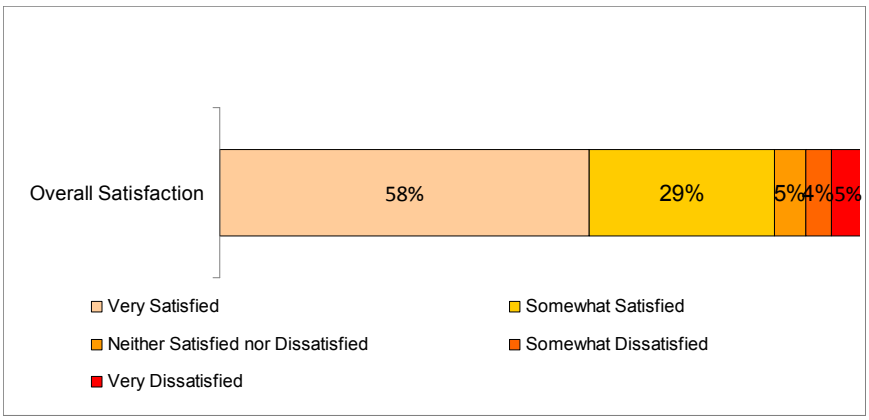
8

ABOUT RIDER FREQUENCY

- 53% of Union Station/Navy Yard line riders use the bus daily. 41% of both the Convention Center/SW Waterfront and Georgetown/Union Station route riders use the bus daily.
- The number of riders who reported riding the bus weekdays as well as weekends increased from 51% in 2008 to 69% in 2010.
- Two-thirds (66%) of Georgetown/Union Station riders ride the Circulator for more than 10 blocks.

9

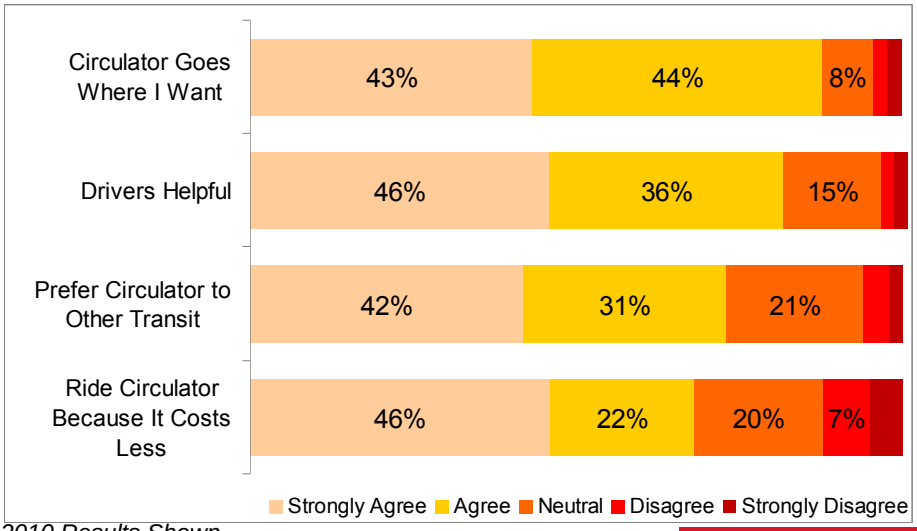
OVERALL SATISFACTION



2010 Results Shown

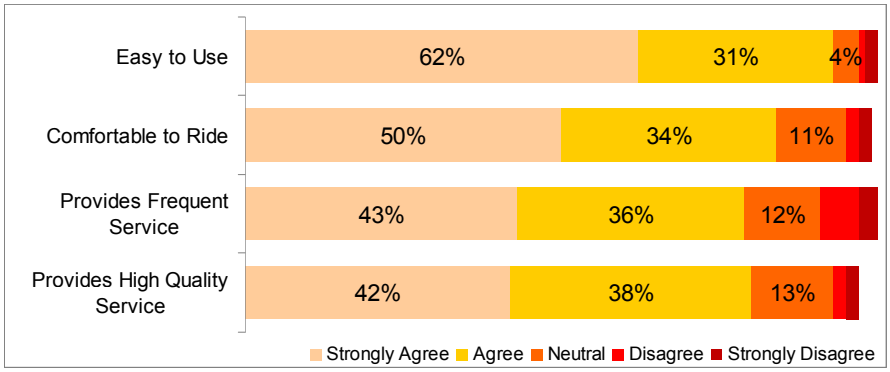
10

SATISFACTION



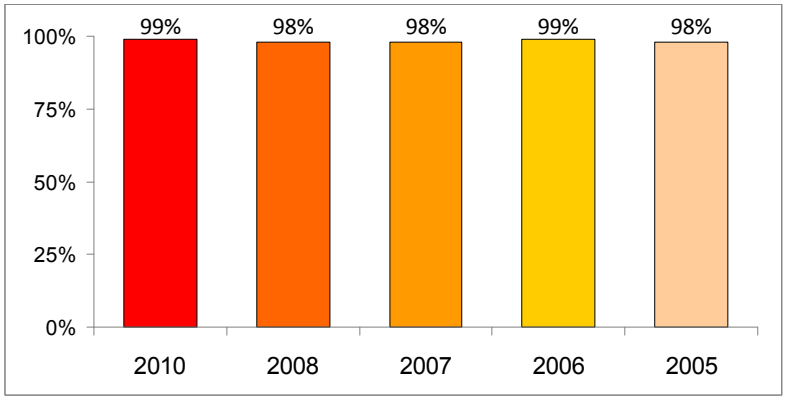
2010 Results Shown

SATISFACTION CONTINUED



2010 Results Shown

RECOMMEND TO OTHERS ACROSS YEARS



2007 combines: strongly agree, agree, neutral and no opinion

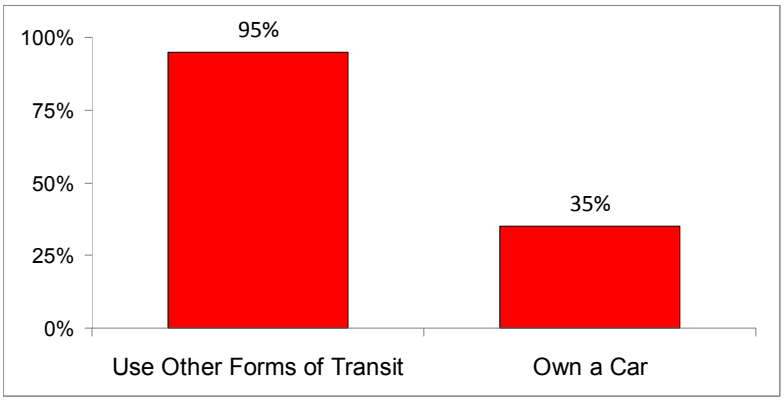
ABOUT SATISFACTION & RECOMMEND

- Circulator riders are extremely satisfied, with 99% saying they would recommend the Circulator to others.
- Over 83% of riders on each line were very satisfied/somewhat satisfied with the Circulator bus service.
  - The Woodley Park/Adams Morgan/McPherson Square line has the greatest percentage of riders (92%) who were very satisfied/somewhat satisfied with the Circulator bus service.
- 93% of riders agree/strongly agree the Circulator is easy to use.
- 87% of riders agree/strongly agree the Circulator goes where they want it to go.
- 84% of riders agree/strongly agree the Circulator buses are comfortable to ride.
- 82% of riders agree/strongly agree the bus operators are helpful.
- 79% of riders agree/strongly agree the bus provides frequent bus service.

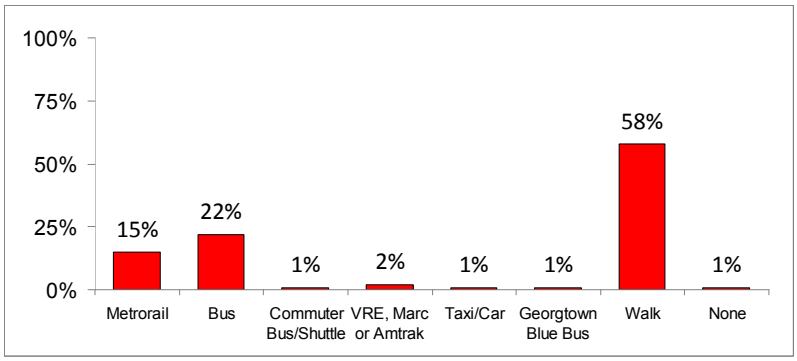
ABOUT SATISFACTION & RECOMMEND

- While 68% of all riders were very satisfied or somewhat satisfied with Circulator bus service, 87% of riders who use other forms of transit were very satisfied or somewhat satisfied with Circulator bus service.
- 73% of riders agree/strongly agree that they prefer Circulator over other public transit options.
- 68% of riders agree/strongly agree that they ride Circulator because it costs less than other services.

USE OF TRANSIT & CAR OWNERSHIP

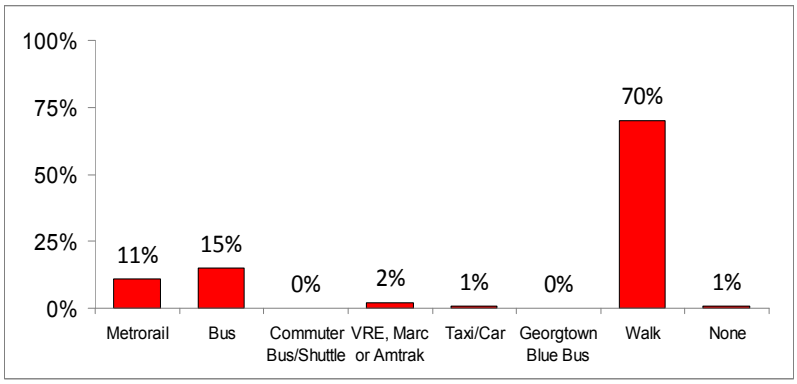


HOW RIDERS ARRIVED AT CIRCULATOR



17

HOW RIDERS WILL GET TO FINAL DESTINATION



18

TRANSPORTATION BEFORE AND AFTER CIRCULATOR

- Almost all riders (94%) who took the Circulator after using Metrorail were very satisfied/somewhat satisfied with Circulator bus service.
- Riders coming from other buses reported a 89% rate of being very satisfied/ somewhat satisfied with Circulator bus service.
- The Smithsonian line had by far the greatest percentage of riders (43%) who took Metrorail before riding the Circulator bus.
- The majority of riders who took the Woodley Park/Adams Morgan/McPherson Square (62%), Convention Center/SW Waterfront (53%) and the Georgetown/Union Station (61%) lines walked before riding the Circulator.
- The majority of riders who took the Woodley Park/Adams Morgan/McPherson Square (70%), Convention Center/SW Waterfront (71%), Georgetown/Union Station (73%) and the Union Station/Navy Yard (60%) lines walked after riding the Circulator.

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DEMOGRAPHICS

Age	
18-24	22%
25-34	33%
35-49	24%
50-65	18%
66+	3%
Ethnicity (multiple allowed)	
Asian/Pac. Islander	9%
Black/African-American	34%
Latino/Hispanic	11%
White/Caucasian	44%
Other	4%

Education	
Some HS or Less	5%
HS Graduate	12%
Some College/Technical	22%
College Graduate	31%
Graduate School	30%
Income	
Less than $20K	25%
$20-40K	22%
$40-60K	20%
$60-80K	14%
$80-100K	7%
$100K+	12%

2010 Results Shown

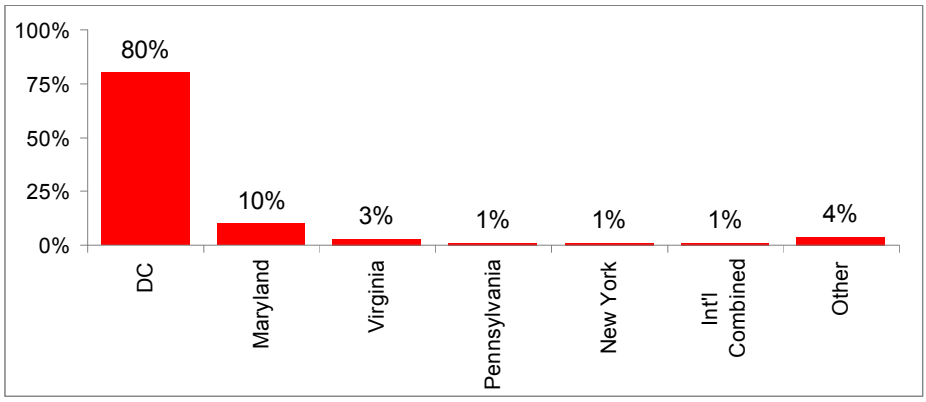
20

ABOUT RIDER DEMOGRAPHICS

- The age distribution of riders is skewed towards younger riders with 55% between the ages of 18 and 35.
- Circulator riders are well educated with 31% being college graduates and 30% with graduate degrees.
  - —Others: 22% with some college or technical degree, 12% high-school graduates and 5% HS or less.
- Reported rider annual incomes are not distributed evenly with 44% earning an income of less than $40K, 34% earning between $40-80K and 18% earning more than $80K [Note: the survey asked for individual income, not household income].
  - 90% of those who made between $60-80K were very satisfied/somewhat satisfied with the Circulator bus service.

21

ORIGIN BY STATE



2010 Results Shown

22

What should change about the Circulator over the next 5-10 years?

Number of Responses	Non-Route Changes
49	Extend evening hours/weekend service for all buses
38	Union Station pick up and drop off should be with the other buses and not in the garage
33	Lack of a consistent frequency of buses; buses are bunching and then there is no service for quite a while
30	Extend hours/weekend service on Navy Yard-Union route on non baseball game days
16	Create dedicated bus lane
13	Add more buses on each route/higher frequency of buses
11	Fix DC Circulator.com “where’s my bus feature”/website needs improving
9	Heat/AC inconsistent
9	More express/limited stop service
8	More intersecting of routes/transfer points
8	Add an automated message sign at bus stops that lets you know when the next bus is coming
7	DC Circulator should fill gaps in MetroBus service
7	Time traffic signals to give DC Circulator priority
7	Bigger buses
7	Seats are uncomfortable
6	Create an easy to use phone app to track DC Circulator buses
5	More publicity/advertising for DC Circulator (especially to inform customers of route changes or new routes)
5	Add an automated message sign on buses that tells customers what the next stop is
4	DC Circulator bus tracking should integrate with WMATA website
4	Buses should go to non Metro accessible areas
4	More stops
3	Stops are difficult to find/not marked
3	Coordinate with other mass transit so it’s easier to connect to other transportation
4	Add more eco friendly buses
3	DC Circulator should work in tandem with Streetcar
3	Brand the routes themselves, particularly through distinctive bus shelters & possibly road colorings, calling buses “DC Circulator Blue Line”

3	Charge the same as WMATA to alleviate budget shortfalls and cost to taxpayers
3	Bus drivers should announce next stop, Metro transfers, tourist interests
3	Add a pre-boarding fare payment system
3	Encourage SmarTrip use/signage about the SmartCards is needed
2	More information on bus lines online and around DC
2	Bus drivers drive too slow
2	Bus drivers drive too fast
2	Offer monthly, weekly, or daily passes
2	Improve bus shelters with raised platforms
2	There should be a map that shows Metrobus, Metrorail, and DC Circulator routes
2	Free transfer method for those who pay cash
1	Replace Georgetown Blue Bus with a DC Circulator bus
1	Create a customer service hot line
1	Create a lost and found
1	Bus drivers should know more about the city and other routes
1	Discourage bus lane violations among other motorists
1	More seating
1	Higher fares during non-peak hours
1	Text message system doesn't work
1	Create a mapping system with transponders on bus
1	Create a website that shows amenities near bus stops
1	Remove backward facing seating
1	Replace light bulbs
1	Fewer buses running through downtown
1	Differentiate from MetroBus
1	Advertise on the bus to increase revenue
1	Provide information about MetroBus options so customers know options if Circulator is crowded or late
1	Convert MetroBuses to Circulator type service
1	Inconsistent policy enforcement about allowing MARC train ticket holders to ride for free
1	Replace buses with new ones
1	Divert 3 door model buses to the green line
1	Add articulated buses to the Adams Morgan route
1	More leg room is needed
1	Add the estimated duration of trips on web site
1	Improve the seating arrangements

1	DC Circulator and Metrobuses should not overlap routes
1	Buses are not clean
1	More maps/info at bus stops
1	Buses idle (bad for environment, illegal)
1	Market better to tourists
1	Backdoors jam on Union Station to 18th Street bus
1	Rude bus drivers
1	The DC Circulator should cater to more than just tourists and affluent neighborhoods
1	Drivers should be unionized
1	Since all buses are the same color it is difficult to immediately distinguish different routes where multiple routes overlap
1	On the east bound Union Station line bus drivers are not allowing passengers to board even though the bus isn't full
1	Design a special tourist circulator
1	Allow open strollers again
1	Buses are crowded

What should change about the Circulator over the next 5-10 years?

Number of Responses	Extensions/Route Changes in the East, South East, and South West
4	Expand SE
2	Expand East
3	Connecting the Navy Yard with the waterfront area
3	Capitol Hill, (traveling through Eastern Market, Hill East, H Street NE and Union Station)
2	The Circulator is in dire need of a route that runs between Union Station and the Navy Yard via Capitol Hill
1	The SW-Convention Center route and the Navy Yard-Union station route should meet up (perhaps near the Waterfront Metro) It should replace the tour mobile monopoly on the Mall and better serve people in that area--the route should go further west towards Lincoln and run every day (at least in the summer)
1	Connect 6th Street SW to Navy Yard SW
1	Turn the Capitol Hill Circulator into a loop. After Barracks Row it ought to run up South Carolina to 15th St, then up to H Street and back around to Union Station
1	A loop route connecting H Street with RFK, PA Ave SE, Eastern Mk, Capitol Bldg, Union Station, 941 N Cap should be added
1	The Navy Yard circuit from Union Station is way too long going north before going south
1	H St NE to 8th ST SE, possibly including Union Station, but definitely extending east to Lincoln Park
1	Extend Georgetown - Union Station route to Stadium Armory
1	Consider rerouting Union Station - Navy Yard line to the west of the Capitol to connect Union Station to Botanic Garden area, where there is currently no other bus service connection, before heading up Independence Ave back up Capitol Hill
1	For the Union Station/Navy Yard line, the old N22 that the Circulator replaced used to loop down the east side of the Navy Yard on 11th Street and back up by Maritime Plaza. I really, really wish that loop would be added back
1	Expand Union Station to Capitol Hill to Navy Yard line; Make westbound union station stops (on the K Street line) more accessible particularly for those coming from the south and east (i.e. from Stanton Park) [perhaps a

	loop around Stanton park would work to avoid having to go around the north side of Union Station to serve area with lots of commuters]
1	The Union Station end stop for the Union Station-Navy Yard should not end in the garage but outside in Columbus Circle where the other buses end. The bus route shouldn't go out of its way to go into NW. It should go up 1st NE. The way it currently is takes too long
1	I would love to see an alternate route run up 8th street to connect H St NE to the baseball stadium
1	Union Station through H street
1	The Union Station-Navy Yard route takes a torturous route between Union Station and the first stop at 1st St NE and Maryland Ave. Try to negotiate permission for the Circulator to travel down 1st St NE between the Senate office buildings. This could also create the possibility of making it a loop that connects with the South Capitol Metro station
1	Route that reaches further into the Capitol Hill neighborhood and Lincoln Park
1	Capitol Hill/H Street routing to include service from Eastern Market to H Street NE via Lincoln Park
1	Additional lines running through Capitol Hill
1	Please keep the circulator running from Southwest DC up 7th street. SW DC is so close to other parts of the city, but it is relatively cut off at the same time. There is a metro station but sometimes that's not ideal. Plus, with the new Arena Stage and the development planned for SW it will be essential to have the Circulator service
1	Wards 7 & 8 need a circulator that connects Anacostia to Capitol Hill, Benning Rd./Minnesota Ave to the H Street corridor, Minnesota/Pennsylvania Ave to Capitol Hill
1	Please consider more service East of the Anacostia River in Wards 7 and 8, especially along the Pennsylvania Avenue corridor and 11th Street into Anacostia, especially as the bridge project is completed. A loop from Anacostia, up Good Hope to Alabama and back down Penn would serve economic development and residents well, in my opinion
1	Add Circulator routes east of the river. Especially Pennsylvania avenue and the major intersections at Minnesota and Alabama avenues

1	The late night Georgetown/Union Station service needs to at least go to Chinatown
1	Service to 8th St
1	Capitol Hill/H Street routing to include service from Eastern Market to H Street NE via Lincoln Park
1	There should be a route that goes east of Union Station. The Capitol Hill and H street area is booming and the Circulator doesn't service those neighborhoods. Please connect us to the rest of the city
1	Capitol Hill to SE
1	Extend to Fort Lincoln
1	Navy Yard - Union Station route takes after it passes the Library of Congress en route to Union Station is inefficient
1	A route that travels down 8th ST toward M and then loops down Constitution or another main road
1	One going from Barracks Row, down 8th and to U St would be awesome!
1	One suggestion: put southern Navy Yard terminus closer to the southern Waterfront/Convention Center terminus...will increase access to ballpark and to new SW Waterfront development
1	Continue the 7th-9th Street line north to Howard Univ. campus
1	There needs to be a route to connect Columbia Heights to Catholic University to H Street to Eastern Market to (maybe) Nationals Stadium
1	Service from the NE to SE
1	Down 14th towards the mall and past Union Station down H Street NE
1	Union Station to Eastern Market and the Waterfront
1	A route across the river
1	Drop the Convention Center/southwest route, as it just duplicates green line metro service. Then, extend the Union Station/Navy yard route to reach 7th & Maine, SW, so capitol hill residents (and future H St street car users) can get to the SW Waterfront more easily, and vice versa
1	Connect U St. with Georgetown and H St. NE
1	M Street from the seafood Harbor to the Stadium
1	Extend down to M Street to SW Waterfront

1	More access from the Columbia Heights area to the Stadium Area
1	Navy Yard Circulator needs a northbound stop at the Library of Congress
1	H St NE to 8th ST SE, possibly including Union Station, but definitely extending east to Lincoln Park or so
1	8th NE from Eastern Market to H St
1	14th and A SE
1	Connect the main north side of Cap Hill (Union Station) to the main artery on the south side (Barracks Row). Also, it would be great if that route down to the Barracks Row/Navy Yard continued down M Street to the waterfront and there you could connect to the other Circulator bus route
1	Route that reaches further into the Capitol Hill neighborhood and Lincoln Park
1	I don't understand the crazy start to the Navy Yard loop. Can't they head S on 1st NE from Columbus Cir?
1	Chinatown/SW Waterfront Bus should not follow the green Metro line
1	We don't have Circulator in Ward 7 but if you are going to come this way...I would like a bus that goes down Alabama Ave. from Branch/Naylor Rd. station and then straight downtown with stops in Southeast and express trip on Freeway to around SW area (stop at 4th and E), Union Station and Georgetown.....same bus so we don't have to change!
1	What about connecting the Navy Yard circulator route with the "SW to Convention Center" route?
1	Add a route connecting the SW Waterfront to the Navy Yard/Nationals Park/Riverfront

What should change about the Circulator over the next 5-10 years?

Number of Responses	Extensions/Route Changes in the West, North, and North East
3	DuPont to downtown
2	Extend further down Wisconsin Ave
2	DuPont to U Street
1	Rosslyn/Georgetown extension
1	Michigan Ave through Columbia Heights
1	Foggy Bottom, Georgetown area to the Northwest
1	Chinatown to Capitol Hill
1	Connect Columbia heights or u street over to the DuPont and Georgetown areas
1	Separate Georgetown – Adams Morgan route
1	Expand to the north east
1	Foxhall and Burleith/Glover Park, just west and northwest of Georgetown. These areas have a large potential population using public transportation, and they are near the current Georgetown Circulator route, but not quite within its reach
1	A modified Georgetown Circulator could continue from Georgetown west on M-Street (instead of taking Wisconsin Ave north), then follow on Canal Rd to Foxhall Rd, take Foxhall Rd to Reservoir Rd, and continue on Reservoir Rd back to Wisconsin Ave and the current Georgetown Circulator route. This short additional loop would be a highly useful option, which would link western Georgetown, Foxhall, and part of Palisades, and Burleith/Glover Park to the Circulator route. One might even consider taking this route to DuPont Circle to provide a metro connection and a link the Adams Morgan line
1	Extend to Friendship Heights. Metro buses are always full and slow.
1	The northbound Woodley-McPherson Circulator should consider driving further north in Columbia Heights before turning down Columbia road into Adams Morgan and up to Woodley. Most of the action in Columbia Heights is further north and I often choose other modes of transportation because I don't like having to walk north from Columbia Road to access the heart of Columbia Heights. Perhaps the Circulator could turn down Park Road to Mt. Pleasant street and create a stop there. It would provide another mode of transportation for Mt. Pleasant residents as well
1	Connect the Woodley Park and Georgetown Circulator end points at the National Cathedral so as to create a NW Loop
1	The new DuPont-Georgetown-Rosslyn circulator should be

	extended up through Adams Morgan (possibly via 18th St to Woodley Park or straight up Conn Ave). There's just no convenient/direct way to get to Georgetown from that area
1	Expand Georgetown service
1	Georgia Avenue from Silver Spring to U Street
1	I would like to see a Circulator route to connect downtown with the commercial corridor in NE DC along Rhode Island Avenue and Catholic University. I believe in the mid-term, this corridor bordering the Woodridge, Brookland, and Bloomingdale neighborhoods will be gradually redeveloped (as is already beginning to take place - note the major new development breaking ground at the RI Ave metro station). With the current plans including a streetcar line to serve the area circa 2020, having Circulator bus service to bridge the gap until this phase of streetcar service is ready to come online will do nothing but help the neighborhoods in this quadrant of the city redevelop and grow
1	Start at DuPont, go west on Massachusetts Avenue, south on Wisconsin to Georgetown and back again
1	Extend the Circulator to Glover Park and DuPont Circle
1	A cross town express route that follows and alignment similar to the H2, H3, H4 buses that does note enter the Washington hospital center and only stops at significant centers would dramatically impact where I would choose to live and socialize
1	Expand National Mall routes to service specific points in Arlington - especially tourist-type places
1	The Adams Morgan-Woodley route should continue down Connecticut and connect to the Georgetown route at K Street. And go back the other way, up Connecticut and down 14th
2	Extend to Glover Park
1	Georgia Ave to U street and ends up going through DuPont to Foggy Bottom
1	Extend the Georgetown route to the Tenleytown station
1	A line up and down Connecticut which includes stops in Farragut North, DuPont Circle, Woodley Park, Cleveland Park and Van Ness
1	Extend to Roslyn and other stops in VA
2	Extend to Lincoln Memorial and Jefferson Memorial
1	Extend the Circulator to Courthouse and Clarendon
1	I would love for the McPherson-Woodley Park line to continue onto Spring St.
1	Get the Woodley Park - McPherson Sq. circulator to go to

	DuPont Circle
1	Adams Morgan across to CUA/Brookland or even Petworth.
1	Petworth to Columbia Heights, to Adams Morgan to DuPont
1	Please extend DuPont-Georgetown-Rosslyn line (old blue bus) to Courthouse on one end and Adams Morgan on the other!
1	Find a way to connect areas east and west of Rock Creek park
1	Wisconsin Avenue from the current terminus towards Tenleytown
1	A Circulator light rail/trolley connecting Foggy Bottom to Tenleytown would be my dream
1	Connect Adams Morgan/Columbia Heights/waterfront
1	Adams Morgan going down 18th street to Connecticut
1	Connect Adams Morgan to H street NE
1	A route connecting Woodley Park with, Tenleytown or Friendship Heights
1	Georgetown-Glover Park-The Palisades
1	Extend north into Wards 1 and 4
1	Adams Morgan to the West End via DuPont Circle
1	Wisconsin Ave to Brentwood via the Washington Hospital Center
1	Add routes connecting NE-NW, such as a CUA-Logan Circle-DuPont Circle route
1	Circulator from Columbia Heights to Farragut West/DuPont
1	Have the circulator which currently goes to Adams Morgan/Woodley Park metro extend to Cleveland Park
1	Gallery Place and H Street NE Corridor
1	Extend to Metro Center
1	Separate Georgetown-Union Station route
1	MacArthur Boulevard
1	Connect the Woodley Park and Georgetown Circulator end points at the National Cathedral to create a NW Loop
1	Please extend the new Roslyn-M-street-Dupont Circulator to U-street. There is no Metro bus service connecting U-street and Dupont and these (and the Adams Morgan area) are very highly-frequented pedestrian areas that could use high-frequency bus service!
1	Dupont and Farragut Square
1	Move closer to New Jersey and NY Ave NW
1	The current downtown/Georgetown loop and the 14th St/Woodley loop could be made into a circle and would serve glover park and the Cathedral. This would connect Glover Park

	to Woodley (not currently served) and would get tourists up to the Cathedral. This could be phased in after 9:00pm when the K St line terminates at 14th.
1	Please extend the Georgetown-Union Station and/or the Woodley Park-Adams Morgan-McPherson Square line to Wisconsin and Calvert. That would add service to Glover Park, which is a significant activity center and currently underserved by public transportation
1	Please return the Union Station - Georgetown route to its original route under Washington Circle and on K Street. The new route is confusing and too slow. I was a daily rider of that route but haven't ridden it since the change because it takes too long
1	Extend to NW DC – Tenleytown/AU
1	Connect Foggy bottom to Dupont Circle
1	Tenleytown to Columbia Heights
1	Connecting the convention center/Chinatown line with the U Street/Columbia Heights Line
1	Rosslyn – Dupont line extended to Woodley Park
1	I think service could be useful would be northern areas of Wisconsin avenue (Glover park, restaurants like Two Amys and Cactus Cantina that are hikes from Metro stations, etc.)
1	I would like to see a route connecting the Silver Spring Area/Takoma Park Mainstreet/The development in around Fort Totten as well as Catholic University
1	Another nice connection would be from the Arboretum, NE Area/to the Hotels in Bladensburg/NY Avenue to the New York Avenue Metro Rail Station; that in the future could connect somewhere to Gallaudet University
1	K street bus should become a circular route
1	Circulator should supplement NPS transit on the National Mall
1	Bring back old Georgetown Route
1	New Adams Morgan route is much slower

What should change about the Circulator over the next 5-10 years?

Number of Responses	New Route Suggestions
26	H Street (create this until Street Car arrives)
2	Perhaps have it cover routes that are slated to get streetcar lines, but are near the mid-to-end point of the build out, too
1	Arlington Service
1	Woodley Park Metro to U Street
1	U St corridor to Georgetown
1	Independence
1	Constitution
1	Up 14th Street
1	The National Mall to Hains Point
1	Old Town Alexandria
1	Take over the MetroBus 13B midday and weekends. This is a good tourist route. It goes from the Pentagon across the 14th St. bridge stops at the Holocaust Museum, Bureau of Engraving, 12th & Independence Metro station, L'enfant Plaza. It turns up 7th St, by the museums, stops at Constitution. Can connect with N/S Circulator/70 buses/30 buses. Makes a loop by the Newseum, continues down Penn to 10th. Stops there (Natural History Museum). Turns west on Constitution. Stops for American History Museum, Wash Monument, White House, WW2, Vietnam, Lincoln Memorials. Crosses Memorial bridge, stops at Arlington Cemetery M station. Back on parkway to return to Pentagon. This is good for tourists and us locals who don't want/can't afford to use the train
1	New Hampshire Ave route connecting Foggy Bottom to U Street via DuPont
1	Woodley Park
1	Adams Morgan
1	McPherson Square
1	East-west route between Georgetown and Shaw. This is currently serviced by the G2 that runs every 40+ minutes. Maybe take the soon to launch Georgetown to DuPont loop and extend it along P street?
1	Replace the G2 from Georgetown to Howard with a Circulator Route that actually goes through Logan Circle and down 7th St
1	DuPont Circle
1	K Street Transit Way

1	Route to the Palisades
1	H Street to U Street/Columbia Heights or Cleveland Park (near the restaurants on WI)/Woodley Park/Glover Park/DuPont
1	Create a route to the polo fields/FDR memorial
1	Union Street to H Street
1	Capitol Hill To DuPont Circle
1	Capitol Hill to H Street
1	NE Quadrant
1	National Mall
1	Dupont Circle

What should change about the Circulator over the next 5-10 years?

Number of Responses	Specific Stop Suggestions
12	Consider fewer stops on the Union Station-Georgetown route. Especially on K Street this really slows down the service
3	Have more stops on Capitol Hill
1	Bring back the Whitehaven stop
1	Transfer stop between the Navy Yard and Smithsonian lines
1	Add a Navy Yard route stop on 2nd, and not another until 8th -- perhaps add one at 4th/North Carolina
1	When Circulator took over for the Pennsylvania Ave SE regular bus route, you removed the stop in front of the back at 6 and Penn. Would you please put it back? That is a very convenient stop for our block of office buildings
1	More route connections (ie K St/Wisconsin and the Adams Morgan/14 St should connect at the top of their routes, not just at 14th and K!
1	The Circulator should be expanded to transport tourists to the Frederick Douglass home, Kenilworth aquatic gardens, and Fort DuPont park
1	Heading east, stop near Senate office buildings and House office buildings. If you want to maintain the stop across from the Supreme Court and in front of the Capitol visitors' center, fine, but recognize that's tilted toward the benefit of tourists, the Senate/House office building stops tilt toward the benefit of residents, and it is residents, not tourists, who are your base customers
1	Heading north then west from the Ball Park, it would be nice if the last stop on 8th before the Circ heads west on Pennsylvania were more nearly right at the subway. Right now, it stops two blocks south, then makes the turn and is a block or two beyond the subway before it stops again
1	Re-institute Georgetown route to stop at movie theater under Whitehurst Freeway. It's very difficult to walk up hill from the theater and to find the bus stop on Pennsylvania Ave (most of the time covered by trees/leaves)
1	Add stops near senior housing and facilities that serve seniors
1	Make transfer point between southbound McPherson line and the eastbound Union Station line the same stop--not a block apart
1	The route around the mall is small and doesn't go places like the White House or Lincoln memorial
1	A stop in DuPont connecting it to U street and Chinatown

	would be nice
1	Make connections from the K St - Georgetown Route easier. The stops are pretty far apart now
1	Stop at 9th and G, so library users would have better service
1	The 14th street bus makes no stops between U street and Columbia Road. This area is a huge hill
1	Also create a better connection between the Woodley Park-McPherson Square route and Chinatown
1	The 14th street route does a great job connecting Columbia Heights to downtown/central business district, a route that is very difficult to make on Metro. However, the absence of any Circulator stop between Col. Hts and U Street Metro makes the service much less useful and attractive to those living in the neighborhoods. One stop near Cardozo High School/Euclid St. would make the service much more useful. Note that express buses on 16th street and 11th street both stop at Euclid or similar. Such a stop would put Circulator on par with other express buses
1	While over all it's nice that the buses stop less frequently, the stretch along 14th Street between U Street and Columbia Heights is too far. That's approximately the same distance as the two metro stops on the Greeen Line, yet the Circulator then stops every few blocks in Adams Morgan. Adding an additional 14th Street stop at Clifton or Belmont would be huge improvement. Thanks for your consideration and keep up the excellent service
1	One stop on 14th Street between Irving and U on the Woodley Park bus would make it more flexibly useful without making it a local bus. Somewhere right at the brow of the hill
1	Bring back the Arena Stage stop
1	The 14th street Circulator stops on K Street on the west side of 13th street. The Union Station Circulator stops on the east side of the street. Far too often, I've missed the bus because I was crossing 13th street. How silly is that! Both routes need to stop on the west side of 13th street. Tourists are clueless. Locals are helpless. Your drivers are happy because they got faster and get to have longer breaks at the endpoint
1	Create a stop at Woodley Park/McPherson line at 14th and Euclid

What should stay the same?

Number of Responses	What Should Stay the Same
95	Short headways/great frequency
66	Low costs
54	Limited stops
46	Clean buses
40	Great professional service/friendly drivers
29	Modern buses with great design and layout
27	Straightforward simple routes
14	Woodley Park to McPherson Square route
12	Existing routes
12	Union Station to Georgetown route
9	Comfortable buses
8	Reliable buses
7	Union Station – Navy Yard route
8	Distinct Branding
6	Easy to read maps and signage
6	Safe
5	Bus colors
5	Stroller Friendly (allows for unfolded strollers)
5	It serves locations not well served by Metro
3	Able to use SmarTrip
3	“Where’s my bus” service tool
2	Routes intersect at key points to allow for easy transfer
2	Columbia Heights and Adams Morgan/Mt. Pleasant to work/entertainment in Dupont/McPherson
2	Hours
1	AC provided in the summer
1	Different from WMATA
1	Convenient
1	Engine in the middle of buses
1	Low floors for easy boarding
1	Bus stops in key destinations
1	Union Station as the Circulator Hub
1	Routes cover high density population centers
1	Use of alternative fuel vehicles
1	Union Station pick-up/drop-off lets customers wait under protection from the weather
1	Mobile apps
1	Color coding

1	Connects to Metro lines
1	Attention to detail
1	Flip up seats
1	Limited routes
1	Frequent Stops
1	Not redundant with MetroBus/Metrorail
1	Marketed well
1	Promotes Tourism

Public Input from Public Meetings and Greater Greater Washington Posting*

1. Will the recommended corridors serve your transit needs?

Yes

- Main concern – Eastern Market to Skyland, the green corridor, will serve my needs, but alternative will serve neighborhood better.
- Skyland, Good Hope Rd activity center.
- I am very pleased to see the extension of the Dupont circle – Georgetown – Rosslyn route to U St. I was going to suggest a Dupont Circle – U St route or extension, not knowing one was already in the works. The two areas are very close to each other, but there's no direct route by public transit.
- But with modification it will serve more people and remove duplication.
- When it arrives.
- It will when it comes.
- Most of them.
- I can see myself using at least three of them on a regular basis.
- The Adams Morgan – U St – H St line will be very helpful, especially since the 90s buses stop entirely too often.
- National Ball Park, museums and memorials – historical area, Arlington Cemetery.
- Especially the line to Tenleytown.
- For the most part – between Metrorail and these routes, it seems that most destinations are covered.
- They will definitely expand the circulator network to encompass most destination centers in DC, but streamlining some of the routes would make it more attractive from a time standpoint.
- I think so? But I'm not sure how they don't reduplicate pre-existing bus routes a lot, especially the H routes and 90s. It's still quite a walk, though, or appears to be.
- Yes
- Yes! Especially the H St route (until the streetcar is operational)
- Hard to say, but it appears so. My travel needs are wonderfully served by the Circulator from Georgetown to Union Station via K St.
- Yes – Ward 7 route works great – Yes!
- H St, Benning Rd, Anacostia, Martin Luther King Ave, South Capitol St.
- I believe it will.

No

East of River:

- The recommended corridors do not appear to provide adequate service to the Southern Avenue Corridor.
- I would like to see the green and purple corridors (Anacostia and Ward 7 lines) need to do full loops that connect on the west side of Anacostia River. Why stop the lines at H Street without getting Union Station, etc.?

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* The input from the public meetings on November 8th and 13th, 2010 were given through comment forms that attendees were asked to complete or through in-person discussions with the consultants and DDOT staff during the meetings. The input from the Greater Greater Washington posting, reporting on the November 8th meeting, as of November 19th, 2010 was incorporated into these notes. The posting can be found at: http://greatergreaterwashington.org/post/8044/ddot-identifies-future-circulator-routes/.

- The recommended corridors do no serve my transit needs. I live along the East of Ward 7, and we are largely underserved by Metrorail. These lines do not connect us.
- Benning Rd Center Library

West of River:
- The uptown – north of Columbia Rd – 14th St corridor has been neglected in this process. Two years ago this corridor was declared a target area, making us eligible for city funding, designed to increase our commercial density, façade improvements, foot traffic, etc.
- Need other corridors – near NE Brookland area to Union Station/Downtown.
- Almost. The current recommendations ignore a major upcoming activity center located in NE DC, to the north of Florida Ave and east of NY Ave, which will total more than 3 million square feet and could potentially start coming online in 2015.
- I live between 6th St SW and 1st SE on Delaware Ave SW 20024.

Not area-specific:
- Need better neighborhood service.
- Current Metro service serves my needs.
- No

2. Will the recommended corridors connect you to the places you want to go?

Yes
East of River:
- From Skyland, Good Hope Rd to Capitol Hill, Capitol Riverfront, Eastern Market.
- The Minnesota Ave line makes it easier to get around that area, providing an alternate to the U2, which does not run on weekends, or the W4, which runs infrequently outside of rush hours and takes a long, heinous route to Anacostia.
- Anacostia, Minnesota and Benning Rd, East of the River

West of River:
- I am pleased to see that the Georgia Ave-Petworth station is on the proposed Tenleytown – Brookland route. However, I can't tell from the map if that route will include a stop in Adams Morgan. If not, I believe it should. I am moving from Adams Morgan to the GA Ave-Petworth area and would love to see a Circulator route that includes the GA Ave-Petworth stop. I think this would be appropriate given the GA Ave-Petworth area's "up-and-coming" status.
- Happy to see there is a route connecting Petworth to other neighborhoods. I'm especially excited about Adams Morgan-Columbia Heights-Petworth (included within one of the proposed routes). Currently Adams Morgan and Petworth are connected in such roundabout ways requiring metro/bus transfers that you can almost walk the 2 mile distance in the time it takes to get there on transit.
- I live near the intersection of Florida Ave and N Capitol St, and this plan will give me quick rides to U Street and H Street, with easy transfers for Dupont, Georgetown, Capitol Hill, Columbia Heights, and other areas.
- Particularly like the routes along Florida and Rhode Island.
- The extension of the Navy Yard – Union Station bus to NoMa should directly serve New York Ave Metro.

- I like the connection of the Convention Center/SW and Navy Yard/Union Station lines a lot.
- National ball park, DC general, Washington Hospital Center
- In some cases, yes. I go to H Street NE a lot, for one. I also go to Brookland from Pleasant Plains, but doglegging into the VA Hospital on the H buses doubles my travel time easily.
- The Dupont/SW line looks great!
- Glad to see plans to make it easier to get to U St from Georgetown without a car.
- Georgetown, Adams Morgan, Southwest Waterfront, H Street, Starburst Plaza
- Great news! It is so difficult to get from U Street to Georgetown.
- U Street/H Street connection would also be amazing!

Not area-specific:
- Although the recommended corridors will connect me to places I want to go, it may create a longer, burdensome transit due to the connection points.
- With connections to other Circulator buses.
- Partially, could be adjusted.
- They appear to cover most of the higher traffic areas.
- But Metrobus already runs along many of the routes.
- Yes and no
- Within the distance I am willing to walk to get to Circulator routes, yes.
- Yes x2
- Yes they will.

Yes, but . . .
- Yes, but not in the uptown 14th St corridor – north of Columbia Rd, nor along Kennedy St or north to the planned Walter Reed development. If it existed along the upper 14th St corridor, I could have used it to attend tonight's meeting instead of driving.
- Yes, with the exception of upcoming activity center north of FL Ave and east of NY Ave (3 million sf coming online in 2015) – *attendee is referring to New Town at Capital City Market, which is 3.1 million sf of mixed use development, but WDCEP has it slated for long term, and news articles discuss iffy future (70 different land owners of property) - JS*

No (Will the recommended corridors connect you to the places you want to go?)

East of River:
- Not really. I would like to be able to get on Circulator from Anacostia and go directly to a job center: Navy Yard, Downtown, etc. Right now it isn't very helpful for that. We already have bus lines; we need a new amenity that we don't already have.
- Not at all. My community of Fairfax Village is not connected. I would like to see my community connected to 8th St/Barrack's Row, Skyland, H St corridor.
- Green corridor should connect to Union Station by going across Benning Rd. Green corridor should go along Branch Ave (not Naylor Rd).
- Modify green corridor to go to Eastern Market to Pennsylvania Ave to Alabama Ave south to Skyland to Good Hope Rd. to Eastern Market. Circulator serves more via circular route
- Pennsylvania Ave to Alabama Ave to Good Hope Rd

West of River:
- Howard University Hospital
- Only if I can connect to them at Union Station (from NE, Brookland area).

- No Circulator service in SW (6th St SW and 1st SE on Delaware Ave SW 20024).
- Extend existing red route up Georgia-7th and/or Sherman-9th to Petworth Metro from Gallery Place and the Waterfront
- I would run the Dupont – SW corridor up Connecticut to Woodley Park so it connects to the existing Woodley-Columbia Heights-McPherson line.
- Need Connecticut Ave to Georgetown/Wisconsin connection – connect upper Wisconsin to lower Wisconsin
- Adams Morgan to H St/Starburst – wants it to run on H St.

Not area-specific:
- Hurry up
- Because it is not in my area right now
- Current Metro service serves my needs. I believe that it is more efficient to make changes or additions to some Metro routes than to expand the Circulator.

3. Are there activity centers that are not connected by the proposed corridors?

Yes
Changes to existing routes:
- Extend N-S route past Convention Center (serve Howard Univ. students, hospital, O St. Market – link these places with downtown, Mall, and SW – Arena Stage)
- Extend the Circulator Red Line up to 9th and U.
- Want existing north-south route to extend north to Howard U Hospital.
  - Seems to be a political issue at this point (perhaps Jim Graham is in on this).
  - Claims that 70s buses and Green Line are not sufficient.
  - Similar comment at 11/8 meeting – wanted one seat ride from Howard to SW Waterfront

East of River:
- Deanwood Recreation Center (Minnesota Ave NE and 48th St NE)
- Need to have Minnesota Ave corridor go to Deanwood (Recreation Center)
- I would extend the Minnesota Ave line across Benning Rd until the streetcar is running on that line; I would also extend the line to Deanwood.
- Benning Rd Center Library
- Hillcrest needs service soon. In Hillcrest, we have no Metrorail, no good bus service, and our closest restaurants and commerce center is Capitol Hill. But we can't get there except by driving.
- We need the Anacostia line to turn west down M St. SE and go north up NJ Ave to Congress (Senate, Union Station, etc.). The Circulator will help Wards 7 and 8 if it connects to amenities and jobs on the other side of the river. Please better connect Anacostia with Navy Yard and Downtown DC. We need to connect it with jobs areas.
- Kenilworth Aquatic Gardens

Northwest:
- Friendship Heights
- It might be useful to run a Wisconsin Ave line from Georgetown to Friendship Heights.
- Friendship Heights and Chevy Chase
- The only one I can see excluded is the Friendship Heights area.

- The Cathedral is not served, yet is visited by numerous tourists and residents.
- Provide service farther up Wisconsin Ave to Glover Park and Cleveland Park

Northeast:
- Upper Georgia Ave
- There is a need to connect Takoma Park with Georgia Ave.
- I believe 11th St and Georgia Ave near Columbia Heights and north are growing and increasing in activity.
- The entire commercial activity center above Columbia Rd along 14th St NW. The recommendation made by the CAP to increase service along 16th St, in our opinion, should be shifted over to 14th St, where there is a substantial amount of commercial activity north of Columbia Rd to Longfellow St NW.
- Partially mirror service on the Metrobus 70s line to provide more service on lower Georgia Ave. Metrobus on this corridor is currently overcrowded.
- Need to connect Washington Hospital Center, Providence Hospital, and Union Station via North Capitol St. Only 80s in it now – not enough bus service.
- Service on Rhode Island Ave to Downtown.
- RI Ave Metro
- Gallaudet University
- Upcoming activity center north of FL Ave and east of NY Ave, east of Gallaudet (3 million sf coming online in 2015)

Mid-town:
- I might have preferred a route that would connect the NY Ave-FL Ave Metro stop with the Shaw Metro stop or the Mount Vernon Square stop, rather than the Columbia Heights Metro stop. Still, not bad.
- Shaw Howard – I would like service of the waterfront bus that stops at 8th and O St NW extended to Howard University
- Columbia Heights to H St NE (via 11th St, Florida Ave, NY Ave Metro, and down H St to Benning Rd Metro)
- Dupont to Logan to Shaw (similar to Metrobus' G2 route) across P Street.

Southwest/Southeast:
- Perhaps the Navy Yard/ballpark area could be better connected.
- Historic Fort McNair (gate at 3rd and P St SW), Buzzard Point, Nationals Ball Park Stadium, Greenleaf Recreation Center

Mall:
- Jefferson Memorial

No (Are there activity centers that are not connected by the proposed corridors?)
- As long as connections between routes, and between Circulator and Metrorail and Metrobus are convenient and well-timed, most are covered.
- At the present time, probably not. Be flexible and able to adjust.
- The routes appear to address all major activity centers in the District. Connectivity within larger activity centers could be improved – extending 14th St route south, for instance; appreciate that new routes address that need in SW/SE and NoMa.
- No

- No, not from my point of view.
- It will in the next five to ten years.

4. Do you have any other comments related to the DC Circulator?

Corridors

- I like the emphasis on cross-town routes, connecting activity centers that currently require inconvenient Metrorail transfers. A few of the longer routes may duplicate existing long-haul service though, e.g. Arlington Cemetery and Dupont – SW. Also, rear-door fare payment would speed boarding! The Van Hool equipment is designed for it.
- Regarding the Tenleytown – Brookland and Minnesota Ave – Eastern Market Metro corridors: these routes that don't serve the core may not ultimately be able to support this level of service. Would prefer not to dilute Circulator brand with low-frequency service if that were to be the case.
- Would it be possible to "bustitute" future streetcar lines with Circulator Service until the streetcars are running?
- Consider more north/south routes

East of the River

- East of the River needs to be moved up. Hillcrest, Fairfax, and Naylor Gardens have a more intense residential base of retirees and young professionals with disposable income that would use a circulator to go to restaurants or Capitol Hill, ball games, Eastern Market. That would support moving the Skyland/Good Hope activity center circulator up to 2012.
- Use Circulator routes in Downtown, didn't know how service there is (colors of routes). Want Circulator in Ward 7.

Policy Issues

- Is this going to remain a secondary service to Metrobus or a tourist-oriented "rebranding" of pre-existing services, or rapid intracity corridors or what?
- It may be advisable to create another brand for cross-town routes that are not likely to support 10-minute headways. This would preserve the signature Circulator brand values and simplicity.
- On fixed income – concern is how DC will pay to operate more Circulator – already support one deficit bus system. Don't need a second one. Don't use buses now because of behavior problems/youth.
- The map of recommended corridors is starting to look like a baby Metrobus map, and there may become a point that the Circulator and the Metrobus compete for customers. Frankly speaking, I think that would light a fire under Metrobus to improve service and reliability. However, that may be a problem as the Circulator was meant to complement Metrobus, not run it out of business.
- I guess what I like about the current circulators is all the routes connect a metro station to a defined point of interest (Waterfront, Convention Center, Adams Morgan, Georgetown) in a very straight forward unconfusing way.
    - I do note if they want to rebrand some of the existing service as circulators that too could be good. I think from my experience competing bus lines are really confusing for people.

Improvements (service span, technology, etc.)

- Want to have evenings/night access from Hillcrest to Eastern Market/Capitol Hill and the baseball field
- Definitely interested in learning about proposed span of service, fare structure
- Please allow riders to know when and if a Circulator bus is coming. This could be an "app" and/or phone number to call.
- Need to have a better way to report Circulator bus drivers who are hostile, or not allowing buses to fill before closing the door.
- The Circulator bus steps should be flat like Metro (regular). Better accessibility at Union Station. Ward 7/8 should be served with multiple Circulators (3 or 4). Circulators that stay within the ward and Circulators that take us west of the Anacostia River.
- Regulate the service business model and better coordinate with WMATA.
- Need more buses, especially bigger buses at rush hours and holiday weekends/special events.
- The Convention Center/SW line seems to have really long headways between about 5:30 and 8pm southbound. It would be great to fix it!
- Would like Circulator buses to take on passengers on 35th St in Georgetown also. Why can't passengers stay on bus past social Safeway to continue on (ex. When it's raining etc.) Policy from Cindy is not the same as what drivers are told.
- Please synchronize the service hours.
- Expand bus services!
- Routes should be adjusted as location of activities come online
- I want it to go in a loop, but I've been told that's not going to happen.

Metrobus

- Look into using the Metrobus to create "Express" lines – 96, etc.
- Many of the proposed Circulator routes/corridors seem to duplicate current metro service.

Fares

- Fares on Circulator and streetcars should be the same
- Fares should remain the same.

Marketing/Information

- Please do more outreach to seniors.
- Put "You are here" stickers on the maps at bus stops.
- Drop off Circulator maps at hotels on its routes. It's almost a secret!
- For future Circulator meetings, have drivers do more active promotion, announce to riders
- For the next rider survey, give out free passes or coupons as an incentive to increase responses
- Need better information distribution/marketing about service changes (posters in the buses and at stops are good; rack cards are not eye-catching)
- Need to figure out better naming system for routes; for example, there are signs in Georgetown for "the Circulator", and it is unclear which route stops at which station

Tourism

- I strongly suggest there be some tourism identifying significant historical aspects of the routing.

Love the Circulator

- Love the Circulator bus! It's efficient and inexpensive. The drivers are friendly and courteous, and the buses are in good shape. The Circulator is far superior to Metrobus.

- What I like most about the Circulator is that the stops are far enough apart to allow the buses to travel faster.
- As it is, it is a great service. Low fares, frequent service, great branding. Expanding it without diluting quality would be fantastic.
- I love it!

Corridor Comments and Suggestions on Comment Form Maps:

East of the River:

- Loop - Eastern Market Metro to Anacostia to Skyland, take Alabama Ave SE to connect to Pennsylvania Ave, go north back to Eastern Market Metro
    - This route needs to be implemented soon. We have no easy way to cross the river.
    - Modify the proposed green corridor to be circular to better serve an area that has hardly any service. This will get us to Capitol Hill (from Hillcrest).
- Similar to above loop but travels farther east along Alabama Ave SE, takes Benning Rd north to H St NE and back down to Eastern Market Metro via 8th St NE. x2
    - Adjustment to green corridor: Also take Benning Rd and provide connection to Union Station; take Branch Ave (instead of Naylor Rd) to Skyland; green corridor still travels through Anacostia up to Eastern Market Metro.
- Almost loop: Eastern Market down Pennsylvania Ave to Fairfax Village, take Alabama Ave to Congress Heights, up MLK Jr Ave to serve Anacostia Metro
- Connect Minnesota Ave Metro Area and Anacostia activity centers via Southern Ave to provide transit needs for Southern Ave
- Remove the Minnesota Ave segment – they are already served by Metro and bus, and soon by light rail.
    - Should run up AL Ave instead, cutting across to the MN Ave Metro via Ridge Road.
- Serve East Capitol St area x2
    - Remove the green route entirely and do an E-W route from Capitol Heights Metro to East Capitol St to MN Ave Metro to Gallery Place – new Metro Express X9 service will do this (except will not run at East Capitol St) during peak periods only at 15 minute frequency, starting Dec. 20
- Extend purple corridor into loop from H St/Union Station, through Capitol (serve work destinations) to Navy Yard, and back to Anacostia.
- Want Camp Simms served by first East of the River route (Rep from Barry's office)
- For first phase of East of River, take USN route over to Anacostia. (Rep from Barry's office)
    - Note: would have to simultaneously extend N-S route to Cap Riverfront to not lose service there.

Mid-town:

- Service from Logan Circle/Shaw north to Georgia Ave, near Columbia Heights, then turn around and travel down 11th St NW
- Loop between Dupont, 14th and U St, and Adams Morgan (back down to Dupont)
- Adams Morgan – U St – H St corridor: Might be helpful to go the extra half mile to the Woodley Park station, then will have Metrorail connections at Woodley Park, U St, and Union Station.
- Extend N-S route to Howard University
- Re-emphasis that he likes cross-town routes through the central area (Georgetown to U St, Adams Morgan to Starburst, N-S connections from SW up to U St and from Anacostia up to H St).

- Dupont to U St extension is great – extend north to Columbia Heights and Park West/Petworth.
- Would love to see one that goes Dupont-U Street-Adams Morgan-Columbia Heights-Petworth-Brookland. This would do a great job of connecting neighborhoods on the Red line to the Green line.
- I am highly in favor of extending the Circulator from Georgetown/Dupont to 14th and U. Extending this route would succeed in bringing people to and from each of those areas via public transit. Currently it is very difficult to get from U Street to either Georgetown or Dupont via public transit, and this deters those residing in each of these areas from going to the others. With each of these areas offering different types of retail, dining and entertainment options, there is a need to connect each of them with an express transit route like the Circulator. With 2/3 of that route already in place, extending it is an easy solution.
- Extending the Rosslyn-Dupont ex-blue bus line would be a mistake . . .you are going into three very busy areas -- which means more delays and more buses to do the same route. What might be more helpful it split it into two lines -- keep the Rosslyn/Dupont and add a Dupont-U St.
- Direct new service corridor from Adams Morgan – U St – NoMa – H St, down 8th St to Eastern Market – Anacostia - Skyland
- Extend N-S route to Petworth
- If you build a Dupont/SW route, please connect it to the existing Woodley/Columbia Heights/McPherson line.
- Hipster express: Columbia Heights – Bloomingdale – H St – Benning Rd
- Recommended Adams Morgan – H St corridor is most important; Dupont – SW corridor is second most important.
- Add a P Street E-W route.
- New development at 7th St NE and M St NE (near Gallaudet University), potential for up to 5 million sq ft, delivery beginning 2015, adjacent to Gallaudet with 2,000 people, NoMa, and H St

North DC:

- Serious consideration should be given to extending Circulator service north of Columbia Rd along 14th St to Kennedy, then east on Kennedy to North Capitol.
- Run new line from Friendship Heights to Brookland via Columbia Heights
- Take Georgia Ave up to Takoma Metro (extend service from Petworth)

SW/SE

- Please do not ignore existing and new proposed Ward 6 residents below the Southwest/395 freeway and Buzzard Point. DDOT does not provide ANY services/Circulator between M St and between 6th St SW and First St SE. Destinations/points to serve: Historic Fort McNair, Nationals Ball Park, Buzzard Point, 6D04 and 6D05 (high rise condos), Greenleaf Senior Center – public housing, dense high rise.
- Extend existing Convention Center – Waterfront line to Navy Yard, Anacostia, and St. E's
- Eliminate convoluted, winding line between Capitol Hill/Union Station and the Navy Yard. It isn't convenient for commuting.
- Connect N-S and Union Station/Navy Yard lines at 4th St SW so Navy Yard folks can get to Safeway and Arena Stage, and SW folks can get to baseball games and Union Station.
- The Louisiana Ave segment of the Navy Yard line takes forever! Can it be re-routed on 2nd St NW/SE or something?

Mall

- More service to western Mall, serve Jefferson Memorial, possible extension to Pentagon

Other Input Collected in Person at The Public Meetings:

Activity Center Recommendations

- Extend the NOMA activity center to encompass area that is east of the tracks, a plot of land bound by 6th St to the East, Florida Ave to the South, and New York Ave to the West. This site is slated for a large amount of mixed-use development – and can easily support over 1 million square feet of development.
- Buzzard Point and Fort McNair should be an activity center. Fort McNair is an employment and tourist destination, and the Buzzard Point neighborhood has a number of residents in multifamily dwellings, including public housing.
- 14th St. NW north of Columbia Rd. is an emerging commercial district. Two years ago this neighborhood became a DCOP target area. DCOP consultants are currently analyzing the feasibility of bringing Circulator or Streetcar up 14th Street to foster further economic development.

DC Circulator Focus Groups

Prepared for:

circulator

d.
District Department of Transportation

Prepared by:

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Background, Objectives and Methodology

The District Department of Transportation (DDOT) was interested in conducting research in order to find ways to improve the service of the DC Circulator, specifically to increase ridership and rider satisfaction. Particularly, DDOT wanted to explore people's current transportation habits and understand why they chose to use the transportation modes that they used; their perceptions and experiences using the DC Circulator and its service attributes; the way they get information about the DC Circulator; and their ideal travel experience in the Washington, DC area.

To this extent, DDOT commissioned WB&A Market Research to conduct two focus groups among DC-area residents – one among *Riders* and one among *Non-Riders* of the DC Circulator. The required participant criteria are detailed below:

- Be at least 18 years of age.
- Riders – Have used the DC Circulator in the past 30 days.
- Non-Riders – Have not used the DC Circulator in the past 30 days, have visited at least one of the DC Circulator service areas in the past 30 days, and either use another DC-area bus transit system *or* be "very likely" to "somewhat unlikely" to consider using a local bus service.

The *Rider* group was recruited by professional interviewers in person on the DC Circulator buses during peak and off-peak hours on the weekday and weekend to ensure different types of riders would be represented. The *Non-Rider* group was recruited by professional interviews over the phone during weeknights and over the weekend. The focus groups were held at the OMR facility in downtown Washington, DC on June 29, 2010. The focus groups lasted approximately two hours each and respondents received an honorarium for their time. A total of eleven participants were included in the *Rider* group and ten participants in the *Non-Rider* group.

Research Caveat/Limitations

Qualitative research methods consist of conducting focus groups with a small, but targeted, group of participants.

Typically, qualitative research is used to provide answers to attitudinal questions, as well as to provide insight and in-depth understanding of attitudes and opinions.

By nature, this research method does not usually allow for statistical analysis and interpretation. Rather, it is a tool for decision-making purposes. The findings from this type of research should be used to provide insight and direction into decision-making rather than as a sole basis for decision-making.

Qualitative research tends to provide answers to questions like "Why?" and "How?" whereas quantitative research tends to provide answers to questions such as "How many?" or "How much?"

The statements made in this report, including the conclusions and implications or any recommendations, are based upon the attitudes and opinions of the participants and are not necessarily projectable or generalizable to the population-at-large.

Executive Summary

Executive Summary: Riders and Non-Riders

Two focus groups were held to find ways to improve the DC Circulator system, specifically to increase ridership and rider satisfaction. One group comprised of participants who had ridden the DC Circulator in the past 30 days (Riders) and one group comprised of participants who have not ridden the DC Circulator in the past 30 days, but show some interest in using public bus transportation and had visited areas served by the DC Circulator in the past 30 days (Non-Riders). A number of observations resulted from listening to the focus group participants.

Riders

Riders typically use a variety of different transportation modes and "trip chain" between these systems to get around downtown DC, preferring to have a variety of options available to them. Few have a car, and those who do hardly use it in DC as the benefits of a personal car are outweighed by its disadvantages in the city, particularly related to parking and traffic.

Generally, Riders have positive impressions about the DC Circulator as a whole. Specifically, they commended the "friendly" bus operators, the colorful and cheerful design of the bus, cleanliness of the bus and the relaxing environment. These attributes became even more apparent to Riders when comparing the DC Circulator to the Metrobus. Overall, while Riders percieve the Metrobus as more comprehensive in its service around the DC area, Riders tended to favor the simplicity of the DC Circulator and its more frequent service.

- Most riders held a perception that the DC Circulator was designed foremost for tourists, given the tourist attraction areas that it serves and its limited area only in the District.
- However, few see the DC Circulator as a primary mode of transportation, and most cite Metrorail as their preferred mode of transit.

Executive Summary: Riders and Non-Riders (continued)

Riders perceive value with the DC Circulator, believing it to be reasonably priced and convenient. They mentioned that it provides excellent service quality, influenced by the helpful and friendly bus operators and an environment that provided a change of pace from the routine commuter crowds. Riders are also satisfied with the interior outlay of the buses, comfortable ride and general ease of using the system.

- Despite these positive comments, many Riders think the DC Circulator routes could be streamlined to include fewer stops. At the same time, many want specific timetables for the DC Circulator to be able to more precisely plan their trips. It is important to understand that some people, particularly commuters, time their travel to the minute. The proliferation of tools such as the *Metro Trip Planner* and *Google maps* have only added to this. With regards to its frequency, many Riders complained that it often runs far less frequently than on ten-minute intervals.

Most Riders were unaware that the DC Circulator maintains five routes serving a variety of areas in DC. In fact, most were only familiar with the one or two routes they use. This, coupled with several other misconceptions (e.g., DC Circulator is an add-on to Metrobus, there have been recent fare increases, it does not run during peak travel times, etc.), demonstrates that the DC Circulator may have an information issue.

Although Riders thought the DC Circulator generally served downtown DC well, several suggested areas in the District that the DC Circulator should extend to. Particularly, these areas included Connecticut Avenue, Woodley Park, Cleveland Park, Mt. Pleasant, DuPont Circle, Georgia Avenue and the Ronald Reagan National Airport. Still, a few did not want to see the frequency of the buses suffer due to an expansion of the current system.

Executive Summary: Riders and Non-Riders (continued)

Those riders who had visited the DC Circulator Web site expressed dissatisfaction with it, particularly for lacking clear and easy to read maps of the systems and routes, and for lacking information about service delays in the system. Instead of using the DC Circulator site to plan trips, a few used the Trip Planner on the WMATA Web site. A few were also aware of the *Where's My Bus?* feature, but did not like that it displayed the distance instead of the estimated time of arrival. An additional suggestion was to add a texting service that would alert riders of delays in the system.

Non-Riders

There exists the potential for growth among Non-Riders, both among DC and suburban residents. In particular, suburban residents who travel into DC for non-commutation purposes do have the potential to become infrequent DC Circulator users.

While most of the Non-Riders used a car to commute to work (the opposite of Riders), whenever they traveled into downtown DC they used forms of public transportation if they could. Most often, they would take the Metrorail, many Non-Riders' preferred mode downtown. These Non-Riders explained that the transportation mode they choose usually depends on several factors, such as weather, traffic conditions, accessibility to public transportation systems, what they were carrying, and the time of day.

- In comparing their likes and dislikes between cars and buses, Non-Riders viewed cars as flexible although it was accompanied with issues of parking, traffic, high costs and safety from other drivers on the road. Meanwhile, there was a shared belief that buses were less costly (generally) and more relaxing than driving; however, they were often unreliable and too slow. While Non-Riders generally had a negative view of Metrobus, as a group they were more positive toward the suburban bus systems.

Executive Summary: Riders and Non-Riders (continued)

While these Non-Riders had very limited knowledge of the DC Circulator, once they were shown the system map and service features, including fare structure and hours of operation, they were pleasantly surprised and interested in using the system. What stood out most to them was the ten-minute service interval and cheap fare, especially in comparison to local tour buses.

- It was apparent that the lack of awareness of the service features of the DC Circulator was the barrier that prevented these Non-Riders from exploring and using the system. And when there is a lack of factual information, conjecture and misinformation take its place. While initially reasoning that they had no use for the DC Circulator or other buses based on their impressions or that they aren't viable options, once they were shown the service map and learned of its features and price (noted as less than Metro), their perceptions changed and they wanted to try it.
- Even so, several Non-Riders seemed to be hesitant to believe that the DC Circulator services its stops every ten minutes. Frequency and reliability of service were the most important features to these Non-Riders for their ideal travel experience. Keeping to this advertised service frequency and remaining reliable may be instrumental in attracting new riders to the DC Circulator. If it fails to meet the advertised frequency, these potential riders may view the DC Circulator as unreliable and cease using it.

Studying the service map, the Non-Riders agreed that the DC Circulator serves everywhere downtown people would want to go. At the same time, suggested areas in the District for expansion of the DC Circulator included uptown DC – particularly areas like Cleveland Park, UDC, Tenleytown and towards Friendship Heights – Connecticut Avenue, 16th Street, the Kennedy Center, Georgia Avenue, U Street, the Veterans Administrative Building, Walter Reed hospitals and northeast of Logan Circle. On the other hand, a few preferred that the DC Circulator not expand because they believe it would negatively affect service and turn into "another Metrobus."

Executive Summary: Riders and Non-Riders (continued)

Non-Riders, none of whom have visited the DC Circulator Web site, expected to find service information on the site, including route maps, hours of operation, alerts to service delays and fare structures. They also hoped it would include a variety of other information and tools, such as if the buses were bike-friendly, where they could purchase passes and service updates for weather, etc. With regards to the *Where's My Bus?* service feature for the DC Circulator, most thought it was a good tool and would use it, stating that they liked that it would be real-time; however, a couple Non-Riders did not believe that it would actually be real-time.

Detailed Findings

Transportation Modes Available

Participants in both groups were asked to collectively list all the modes of transportation available to them for local travel in the Washington, DC area.

Overall, the participants were able to name various modes of transportation, including public transit services, bus services, rail services, personal vehicles, shuttles and walking.

- Notably, participants in the *Rider* group first mentioned public transportation transit services in the area before mentioning personal vehicles.
- In comparison, those in the *Non-Rider* group mentioned personal vehicles such as cars or motorcycles first.
- Not surprisingly, the *Rider* group more readily identified the DC Circulator as a mode of transportation in the DC area. Still, *Non-Riders* did eventually cite the DC Circulator after naming other bus transit systems.

The full lists participants identified as available modes of transportation in the Washington, DC area are on the following page for each group.

Transportation Modes Available (continued)

RIDERS

Rail:
Metro/Metrorail
MARC
VRE

Bus:
DC Circulator
Metrobus
Ride On
Fairfax Connector
ART

Car
Bike
Walk
Taxi
Slugging
ZIP Cars

Shuttles:
Hotel
Pool
Hospital
DuPont-Rosslyn
Federal employee

NON-RIDERS

Rail:
Metrorail
MARC
VRE
Amtrak

Bus:
Ride On
Metrobus
DASH
ART
Fairfax Connector
RIBS
Metro Access
DC Circulator
Greyhound

Car
Motorcycle
Taxi
Bike
Walk
Scooter
Segway
Limo

Shuttles:
University

Usage of Transportation Modes

Participants in both groups were asked which modes of transportation they used to perform various types of trips in the Washington, DC area. Specifically, participants were asked which modes they used to get/from work and for personal business, shopping, or business-related trips.

Riders

Riders tended to use a variety of public transit options while taking trips in the downtown area. "Trip chaining" was common for their work commutes, most frequently using a combination of Metrorail and either the DC Circulator and/or Metrobus, although a few also used a car for these trips. However, due to the perceived convenience of public transportation in the area, most Riders do not use or even own a car.

- While, by definition, all Riders use the DC Circulator, and many with great frequency, none appeared to consider it a *primary* mode of transportation.
- Notably, most Riders were only familiar with one or two DC Circulator routes and are actually using only one. In fact, one Rider said she wished the DC Circulator went to more places, and if it did she would use it more often.
- On their work commutes, Riders expressed knowledge of a variety of public transit systems that were available for that trip. Their specific destination and traffic conditions determined which mode they would use for that trip. Most Riders used the DC Circulator and Metrorail in combination to commute to work and were familiar with the routes serving that trip.
    - The findings of the recent passenger survey showing that more than one-half of DC Circulator riders use it on their work commute support this finding.

Usage of Transportation Modes (continued)

- Riders also made personal business, shopping, or business-related trips with the DC Circulator and Metrorail. In addition to those modes, some Riders mentioned using ZIP cars (specifically when shopping) and other forms of public transportation, while one said he simply sought out the cheapest way possible, regardless of the transit service.
    - These findings are supported by the recent passenger survey, which show that more than one-fourth use the DC Circulator for personal business trips, shopping or dining trips, and/or recreational or cultural trips in DC.

Non-Riders

Non-Riders also used a variety of public transit options to get to and around the DC area, including DASH, Metrorail, Metrobus, Ride On and personal vehicles. Most Non-Riders had access to a car – if not their own car – and used it to commute to work. However, when taking trips around downtown DC, they opted for public transit systems such as Metrorail and Metrobus when they could to avoid the hassle of parking and traffic.

- Six of the ten participants in the Non-Rider group lived outside of Washington, DC, possibly a reason why most used a car to get to work.
- For personal business, shopping, or business-related trips around DC, Non-Riders often use either buses or the Metrorail instead of their car. However, a few mentioned that if they had a lot to carry, they would use their car.
- When asked about what factors into their choice of transportation for getting around downtown DC, Non-Riders typically favored public transit systems, most notably the Metrorail. Typically, these Non-Riders come to downtown DC about once a week or less often, though they seem to have collectively visited many places downtown.

Usage of Transportation Modes (continued)

- Non-Riders seemed to select Metrorail most often in order to avoid limited and costly parking, during bad weather and if events were being held downtown that would cause traffic congestion.
- Other factors contributing to their decision is the amount of "cargo" they have, whether or not they have access to a particular system, crowdedness during peak times and service hours of the system.
- On the other hand, a few mentioned that they prefer the bus because they are more reliable, cheaper and/or safer than Metrorail.

Preference of Transportation Modes

Participants in both groups then were asked which modes of transportation available in downtown DC they preferred. Overall, Riders preferred to have a variety of public transportation services available to them, while Non-Riders tended to prefer the Metrorail, although many said it would depend on where the were going in DC.

Riders

Many Riders preferred to have options of which transportation mode they could use, most often mentioning the DC Circulator and Metrorail as their favorite.

- Overall, Riders seemed to enjoy having the option of which transportation mode they could use. For instance, while many enjoyed using the Metrorail, crowdedness during peak times would result in usage of the DC Circulator instead. Often, if there were options available for a specific trip, some Riders would use whichever they could access soonest.
    - Riders' preference for having options in their transportation correlates to the findings of the recent DC Circulator survey in that about one-third connect to the DC Circulator from other public transit systems and about one-fourth connect to other public transit systems from the DC Circulator.
- The primary reason for a lack of more frequent DC Circulator use was cited as a lack of reliability. Most said that the system does not, in fact, run every ten minutes as advertised.
    - Additionally one Rider complained that the DC Circulator Web site is a "mess," citing the WMATA Web site as being much simpler to navigate. Another said that the *Where is My Bus?* application is not accurate and therefore not helpful when the DC Circulator does not arrive on time.

Preference of Transportation Modes (continued)

Non-Riders

While Non-Riders pointed out that their mode of preference for traveling in downtown DC depended on where they were going and if a particular system serviced that area, of any transportation mode available in DC, the majority of the Non-Riders preferred the Metrorail. They explained that it was often faster, more predictable and more convenient compared to other modes, including by car. While some said it was also cheaper than other modes, others disagreed. Conversely, they did mention that the Metrorail was limited in the locations it serviced in comparison to buses and cars.

- Many of the Non-Riders believed that cars offered flexibility to their travel, although it was accompanied with issues of parking, traffic, high costs and safety from other drivers on the road. Meanwhile, there was a shared belief that buses were less costly and more relaxing than driving; however, they were often unreliable and too infrequent.
- Bear in mind that Non-Riders are quite different than Riders in that most Non-Riders have access to a car whereas most Riders did not.
- Among Non-Riders, buses, particularly Metrobuses, were not seen as a preferred option. Buses were seen by some as running too infrequently, taking too long and being "dirty." However, this impression did not necessarily extend to the smaller regional bus systems.
- While the few who said they were somewhat familiar with the DC Circulator said their impression is that it is a good system, a lack of familiarity of where it goes was seen as a barrier to its usage.

Impressions of the DC Circulator

Participants in both groups then were asked for their impressions of the DC Circulator, regardless of their knowledge. This discussion occurred prior to showing the participants system maps or any in-depth discussion of its service.

Riders

Overall, Riders had positive impressions of the DC Circulator, despite only having limited knowledge based on their usage of the system and select routes. Specifically, Riders viewed the DC Circulator as a fun and cheerful way to get around. Some complimented the bus operator, while others focused on the service and/or the design of the DC Circulator buses, commenting that the seats were novel design and comfortable, and the colors were cheerful and pleasing to the eye. A few also saw it as a quieter ride than other systems.

- Specifically, Riders commented that the bus operators are professional, polite, friendly and knowledgeable.
    - The findings from the recent user satisfaction survey support these positive views of the bus operators, as more than three-fourths agreed that the bus operators are helpful.
- In terms of DC Circulator service, some said the buses are frequent, stop often and are good for short trips. A few also remarked that the DC Circulator buses are clean.

Impressions of the DC Circulator (continued)

In addition to their impressions of the DC Circulator, Riders were asked to give an overall satisfaction rating of the DC Circulator. Riders were asked to rate the DC Circulator based on their knowledge of the system, before they had been given an opportunity to look at the entire service map.

- Overall, most Riders seem to have positive impressions of the DC Circulator, though they believe there is room for improvement. The ratings for this Rider group are shown in the table to the right.
    - These findings are similar to the findings of the recent user satisfaction survey, where approximately four in five users indicated that they were satisfied with the DC Circulator.

Overall Rating of the DC Circulator	
	Riders
10 – Excellent	1
9	1
8	5
7	1
6	-
5	3
4	-
3	-
2	-
1 – Poor	-

These ratings can be better understood in the Riders' explanations of the DC Circulator in comparison to other public transit systems, namely the Metrobus and Metrorail.

- While some stated that the DC Circulator is cleaner than Metrobus, a few rationalized this by saying that Metrobus has far greater ridership. A few also mentioned they had bad experiences with a Metrobus not showing up and impolite Metrobus operators.
- Riders were also mixed in their comparisons of the DC Circulator and the Metrorail. While a few believed that the Metrorail is easier than the DC Circulator and there are few problems with Metrorail, a couple mentioned the Metrorail service delays and breakdowns that cause more stress than with the DC Circulator.
    - Interestingly, the recent user satisfaction found that about three-fourths of DC Circulator users prefer the DC Circulator to other area public transportation systems.

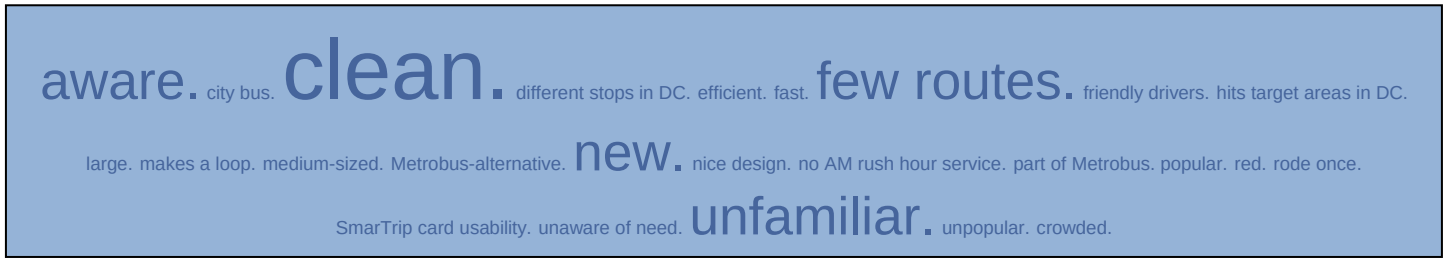
Impressions of the DC Circulator (continued)

Riders were split as to whether the DC Circulator was designed for locals or tourists. While more thought the system catered primarily to tourists, they found it useful for local residents in that it could be used to connect to Metrorail routes and was more aesthetically pleasing than the Metrobus.

- Those who believed the DC Circulator was better suited for tourists spoke of the "tourist" attractions that the DC Circulator routes served, such as Nationals Park and the National Mall.
- One suggested that commuters would be less inclined to pay the fare for the less-extensive DC Circulator system in comparison to the Metrobus system.

Impressions of the DC Circulator (continued)

Non-Riders



While all Non-Riders were aware of the DC Circulator, most had limited knowledge beyond seeing the buses driving around. To that extent, most did not have a positive or negative impression of the DC Circulator, only that they were aware of them. At the same time, some had limited impressions of the DC Circulator service through word-of-mouth or general observation.

- Among those Non-Riders who had impressions beyond simply being aware of the DC Circulator, they said the DC Circulator serviced different areas in downtown DC, riders could use the SmarTrip card to pay for fares and they know the routes are circular. A few also thought they had clean, efficient and large buses, while one said he heard the drivers were friendly. Others also thought the buses looked different than other city buses or noticed that some of its stops were also Metrobus stops. One participant stated that a friend said she liked it a lot and took it everywhere.
- On the other hand, Non-Riders also had incorrect impressions of the DC Circulator due to their unfamiliarity with the system. Particularly, different participants in the group believed that the DC Circulator was part of the Metrobus system, had only two or three routes and/or did not operate during the morning rush hour.

Impressions of the DC Circulator (continued)

The majority of Non-Riders assumed that the benefits and purpose of the DC Circulator were to relieve traffic and congestion in downtown DC. Others also mentioned the DC Circulator served certain areas, such as Georgetown and Chevy Chase.

- Most of the Non-Rider participants said the DC Circulator seemed to be for both tourists and local residents. One person even thought residents could use it to get around from neighborhood to neighborhood.
- Interestingly, a few believed the DC Circulator catered more to tourists because it served areas of special interest, its routes were simpler to understand than Metrobus routes and service was more frequent than other bus systems.
    - Notably, after being given the DC Circulator service map to review, Non-Riders thought the system could be used by everyone.

After asking Non-Riders why they had not tried the DC Circulator, it became apparent that they were unfamiliar with the system. When visiting downtown DC, they typically would take the Metrorail or simply drive in and walk around. Those who did use the bus to get around typically used the same buses that service areas near their home, such as the Metrobus.

Once these Non-Riders had the opportunity to look over the DC Circulator system map and read about its service features, all of the respondents rated the DC Circulator an 8 or higher on a 10-point scale (10 being excellent) and most said they would try it in the future to get around DC.

Impressions of DC Circulator Service Attributes

Participants were asked for their impressions of specific attributes of the DC Circulator service, including quality of service, frequency, ease of use and understanding, value and the number of stops.

Quality of Service

Riders generally had positive remarks regarding the quality of the DC Circulator service, describing the drivers as friendly and personable, and mentioning that the DC Circulator is usually quieter and more peaceful than other city buses. In fact, among the attributes of the DC Circulator, Riders liked the drivers and the physical attributes of the buses the most. A couple enjoyed the experience of riding with different makeup of riders and felt like they were traveling outside of DC.

- While complimenting the helpfulness of the drivers, one Rider also said that sometimes they are too helpful to the point that it slows service when passengers just want to get going. Another participant stated that sometimes the DC Circulator doesn't show up on time, but when it does it gets you to where you want to go.
- About four-fifths of the users surveyed in the recent user satisfaction study agreed that the DC Circulator provided high-quality service, supporting the Rider participants' high regards for the quality of the service.
- Having wider doors and more room when on the bus were other positives attributed to the design of the DC Circulator buses.
- A few Riders also said there were few teenagers who use the system, which was seen as a positive. One participant also pointed out that some drivers will say the name of each stop, making the system easier to use.

Impressions of DC Circulator Service Attributes (continued)

Frequency

While some Riders were willing to wait for the DC Circulator for as long as 15-20 minutes, most knew that there were times when it did not come to a stop every ten minutes, as advertised. Most believed the reason for the occasional long wait times was that the buses bunch up on some routes, causing long stretches between service at some stops.

- While the Rider participants may point out that sometimes they had to wait longer than the advertised ten minutes, the recent user satisfaction survey found that about three-fourths of the DC Circulator riders surveyed agreed that is frequent.

After being shown the map and service features of the DC Circulator, the frequency of the system was one of the most appealing features for Non-Riders, though Non-Riders seemed hesitant to believe this aspect of its service.

Ease of Use/Understanding

Some Riders did not like that the DC Circulator lacked a timetable and could therefore not plan their trips as precisely as with other public transit systems. A couple even mentioned that they knew of people who missed MARC connections because the DC Circulator was late. Overall, the lack of timetables was one of the biggest criticism about the DC Circulator among Riders.

- Although Rider participants complained of the lack of timetables, the vast majority of those surveyed in the recent user satisfaction study believed the system was very easy to use.

Impressions of DC Circulator Service Attributes (continued)

Once Non-Riders were shown the map of the DC Circulator system, a few commented that the map is difficult to understand at first because the route colors blend in with the other colors of the map. However, once they spent time with it, the Non-Riders said it seemed to make sense and they would use the system as long as they had a map with them.

- Non-Riders' attention then turned to the stops themselves.

Value

Almost all riders had no issues with the costs and value of the DC Circulator, though one did believe (incorrectly) that there had been a recent increase in the senior fare. Some riders even alluded that if service was expanded – either by adding more buses or more routes – they would still be willing to pay a slight fare increase because they liked the DC Circulator.

- In the recent DC Circulator user survey, about two-thirds indicated that they ride because it costs less than other public transportation services available, suggesting that the riders see value of the system as a strength of the system.

After learning the fare structure of the DC Circulator, Non-Riders were pleasantly surprised and found the value to be an enticement to use the system. A few remarked that the all-day pass seemed to provide the most value for their potential use. A few of the Non-Riders also commented that the fare was much cheaper than the TourMobile and the double-decker tour buses. Along with the promised frequency of service, the low fare to use the DC Circulator were the most appealing characteristics of the system to these Non-Riders.

Impressions of DC Circulator Service Attributes (continued)

Number of Stops

Another criticism of the DC Circulator among many Riders, especially those with long commutes, was that the DC Circulator had too many stops on some routes and should be streamlined. A couple even mentioned that service to Navy Yard needed to be streamlined or reconfigured to be more efficient. One person did claim that the number of stops is just right.

- These concerns among long commuters should take more importance upon finding that more than one-half of the DC Circulator riders make trips of ten or more blocks, according to the recent user survey.
- Additionally, some Riders wanted additional buses added to the Navy Yard route during Nationals' games.

Service Area of the DC Circulator

Both groups were given the DC Circulator system map to review and asked which areas they believe were well-served and into what areas service should expand. Among the common areas suggested by both the Rider and Non-Rider groups to expand DC Circulator service into were U Street, DuPont Circle, Connecticut Avenue, Cleveland Park and Georgia Avenue. Importantly, both groups felt the central downtown area of DC was well-served by the system.

Riders

Riders felt that the areas best served by the DC Circulator were Georgetown, Chinatown, Waterfront and, on weekends, the National Mall. Most Riders were surprised to learn that the DC Circulator had five routes (most assumed two or three). Still, as one person commented, overall, "it's a good start."

- Riders did recommend a few areas for expansion of the DC Circulator system, including the following DC areas: Connecticut Avenue, Woodley Park, Cleveland Park, Mt. Pleasant, DuPont Circle, Georgia Avenue, U Street and the Ronald Reagan National Airport. A few also suggested areas outside the District, including: Potomac Yards, Arlington, Pentagon City and Friendship Heights.
- In addition, a couple Riders mentioned that the Union Station-Navy Yard route should be reconfigured because it had too many stops and was not efficient.
- There did appear to be some difficulty among the Riders reading and understanding the DC Circulator map as to exactly what areas the DC Circulator serviced.

Service Area of the DC Circulator (continued)

Non-Riders

Non-Riders generally thought the DC Circulator covered enough places in downtown DC. A few Non-Riders even suggested that the routes not be expanded to ensure that the system kept on its ten-minute schedule. Ultimately, they feared that expansion would result on poor performance and less timely service, similar to how they perceive the Metrobus.

- A few Non-Riders commented that the DC Circulator could expand into uptown DC, particularly areas like Cleveland Park, UDC, Tenleytown and towards Friendship Heights. However, one person said they lived in this area and people would rather just use the Metrorail from this area.
- Other Non-Rider suggestions for expansion of the DC Circulator included Connecticut Avenue, 16th Street, the Kennedy Center, Georgia Avenue, the Veterans Administrative Building, Walter Reed hospitals and northeast of Logan Circle.

Non-Riders believed the DC Circulator should service areas already serviced by the Metrobus because they believed the DC Circulator is superior to Metrobus. Again, some participants warned to keep the system routes simple, unlike how they see the Metrobus. One Non-Rider liked that the DC Circulator intersects Metrorail routes and could offer a more direct route than riding in and out of downtown DC to connect to another line on the Metrorail.

Learning About the DC Circulator

Riders typically first learned about the DC Circulator either through word-of-mouth, through Metrobus in some way or personal observation. Non-Riders, the majority of whom had only seen the DC Circulator, suggested advertising to primarily current public transportation users.

Riders

Participants in the Rider group learned about the DC Circulator in many ways.

- Specifically, a couple mentioned that they learned of the DC Circulator through word-of-mouth, either from co-workers or friends. After hearing about the DC Circulator, one person went to its Web site to see where it went.
- A couple others found out about the DC Circulator through Metrobus. Specifically, one said a Metrobus driver recommended that he go to one of the "red buses" instead of waiting for the next Metrobus. Another said that when Metrobus terminated one of its routes that she used, Metrobus posted a notice that the DC Circulator would replace the discontinued Metrobus route.
- Others mentioned they learned from either reading about it in the newspaper, seeing the DC Circulator riding around and maps at its stops. One thought DC Circulator was for tourists initially, but got on and loved it. Still another learned about the DC Circulator during a recent snowstorm because it was the only public transit system operating at the time.

Learning About the DC Circulator (continued)

Non-Riders

After studying the DC Circulator service map, fare structure and a description of the service hours, the Non-Riders were asked how best to make people aware of the DC Circulator.

- These Non-Riders believed it would make most sense to advertise the DC Circulator on other forms of public transportation and their stations and stops, particularly the Metrorail and Metrobus. They believed the DC Circulator was an "easier sell" to public transportation users and they should reach them there. Other suggestions included advertising on the *Express*, which gets handed out at some Metrorail stations, and in DC-suburb periodicals to attract non-DC residents.
    - Some of the Non-Riders thought the DC Circulator should highlight its accessibility and connection with other forms of public transportation in DC.
- To attract more tourists to the DC Circulator, some of these Non-Riders suggested to advertise in restaurants and hotels or give information to the concierge services, believing that most tourists aren't familiar with public transportation and therefore try to drive by car instead. These Non-Riders thought that the DC Circulator system is much easier to understand than Metrobus and serves areas of interest in downtown DC, which would suit tourists' needs.

DC Circulator Web Site and *Where's My Bus?*

Everyone was asked what they would expect to find and use on the DC Circulator Web site. They were also read a description of the *Where's My Bus?* application that allows users to see the location of a DC Circulator bus in relation to their stop. Overall, Riders who had visited the DC Circulator site were not satisfied with it, saying it was unhelpful. Non-Riders believed they should be able find a variety of information regarding its service on the Web site.

Riders

Some of the Rider participants indicated that they go online to get information about public transit, though only a few of the Riders have visited the DC Circulator Web site. These participants mentioned it wasn't difficult to navigate to the Web site, but once they got there they found it to be unhelpful and poorly executed. Specifically, they cited issues with the understandability of the system and individual route maps, and the inability to check for service delays in the system. Another Rider mentioned that they simply visit the WMATA Web site instead and use its Trip Planner to plan their trip.

- Riders hoped to be able to find information on the DC Circulator Web site on any delays in the system and efficient ways to get around downtown DC.

A few Riders were aware of the *Where's My Bus?* feature, commenting only that it should give approximate times instead of distances from a stop. One Rider already used the feature on their Smartphone and said they it worked fairly well, though sometimes it couldn't distinguish the direction of a particular bus.

- Most participants in the Rider group indicated that the *Where's My Bus?* feature would positively impact their usage of the DC Circulator. One Rider also thought offering the service through text-messaging would be helpful for those who don't have Internet access on their mobile phones.

DC Circulator Web Site and *Where's My Bus?* (continued)

Non-Riders

Non-Riders primarily expected to find the route maps, hours of operation and fare schedule on the DC Circulator Web site. Other mentions involved more information regarding the service, pictures of the inside and outside of the buses, rider testimonials, senior and disabled services, if bikes were allowed, where to purchase passes and any weather-related updates.

- The majority of the Non-Rider group said they go online to get information on other public transportation systems like the Metrorail and DASH, while a few even used a handheld device to access their Web sites. These participants often access these transportation sites through Google, and most use the Trip Planner on the WMATA Web site to plan their trips.

Most Riders thought that the *Where's My Bus?* feature is a good idea since it provides real-time information and was accessible through smartphones and other devices. They also recommended that the system show where the DC Circulator stops were, especially for tourists using the system. On the other hand, a couple were hesitant to believe that this service feature was reliable in providing real-time information.

Ideal Bus Travel Experience

All participants were asked to give their ideal bus travel experience. Overall, the most common attributes sought out by the Riders and Non-Riders for a transit system were the reliability and frequency of service.

Riders

Most Riders preferred a bus transit system that was streamlined and reliable. Other Riders added that it should not be a complex system, offer free transfers and/or provide a cheerful experience and vehicle design.

Non-Riders

Among the Non-Riders, most commented that their ideal bus transit system provide frequent (every 10-15 minutes) and reliable service. One Non-Rider also said he would want the stops no more than a 5-minute walk from their destination.

Suggestions to Increase DC Circulator Ridership

Participants in both groups that the best way to increase DC Circulator ridership was simply to make people aware of the system through advertising. Riders gave various suggestions in changing the DC Circulator, though there was no consensus around any individual ideas. The majority of the Non-Riders again stated that, had they simply been aware of the DC Circulator, they would have used it before.

Riders

Riders listed the following suggestions as ways to increase ridership for the DC Circulator:

1. Better Public Information, Advertise – offer an informational phone number; advertise in the Yellow Pages, City Paper and DC Examiner; reach out to employers; and give out maps in Metrorail stations
2. Better Tracking of Routes and Times – improve Web site, making it easier to find specific routes, and have a set timetable
3. Increased Convenience – adding a DuPont Circle Line and other lines
4. Keep Fare Low – the low fare is a key selling point of the system, keep it affordable
5. Clean, Distinct Appearance – Keep the DC Circulator buses clean and distinct in appearance to differentiate it from other bus systems

Riders could not agree to a common change that would make them ride the DC Circulator more frequently . However, one Rider did suggest expanding the system, to which another Rider said that would negatively affect the service of the DC Circulator. Another mentioned if they could buy a trip card or weekly pass with money loaded on it, they would ride it more often. One suggested that the DC Circulator was too crowded and to reduce the number of riders, which was contradicted by another Rider who said she noticed fewer standees in the DC Circulator compared to the Metrobus.

Suggestions to Increase DC Circulator Ridership (continued)

Non-Riders

Non-Riders listed the following suggestions as ways to increase ridership for the DC Circulator, again leading with advertising:

1. Advertisement – pass out flyers at Metrorail stations and Metrobus stops and more print advertisements in local papers, such as the *Examiner*
2. Human Interest Stories – use rider human interest stories to get free press and increase awareness, hold contests and feature a "Rider of the Month"
3. Student Promotion – should have heavy promotion to area students
4. Easier to Understand – system needs to be more self-explanatory in terms of where the routes go
5. Focus on Key Features – $1 to ride and service every ten minutes should be the key selling points; give out the Web site address; and promote the DC Circulator as an alternative form of transportation downtown

After seeing the system map and hearing about the service of the DC Circulator, Non-Riders most often stated that had they known about the system, they would have used it. Specifically, a few mentioned they would drive into downtown DC and would then ride the DC Circulator. One Non-Rider even suggested that the DC Circulator advertise itself as a "cheap date" because of the low fare.

Appendix

Recruitment Screeners

RIDERS

WB&A Market Research
June 2010
Job No. 10-784

REVISED: 6/14/2010

DC CIRCULATOR FOCUS GROUPS
RECRUITMENT QUESTIONNAIRE – RIDERS

RESPONDENT'S NAME:_____

ADDRESS:_____

CITY:_____ **STATE:**_____ **ZIP:**_____

TELEPHONE NUMBER: (_____**)**_____

(READ:) Hello, my name is _____from _____, a local public opinion and market research firm. We're conducting a survey about public transportation in the local Washington, DC area, and I'd like to ask you a few questions. This is not a sales call of any kind and will take less than five minutes.

S1. **(RECORD GENDER. DO NOT ASK. GET A MIX.)**

01 Male 02 Female

S2a. First of all, how familiar are you with the DC Circulator? Would you say you are very familiar, somewhat familiar, or not very familiar with the DC Circulator? **(READ LIST.)**

04 Very familiar
03 Somewhat familiar
02 Not very familiar
99 **DO NOT READ:** Don't know/Refused

S2. Now, how familiar are you with the **(INSERT TRANSIT MODE)**? Would you say you are very familiar, somewhat familiar, not very familiar, only know the name, or have never heard of **(INSERT TRANSIT MODE)**? **(READ LIST. RANDOMIZE.)**

	TRANSIT MODE	Very	Somewhat	Not very	Name only	Never heard	Don't know/ Refused
( )	b. Metrobus	04	03	02	01	96	99
( )	c. Fairfax Connector	04	03	02	01	96	99
( )	d. Ride On	04	03	02	01	96	99
( )	e. MARC	04	03	02	01	96	99
( )	f. Metrorail	04	03	02	01	96	99
( )	g. VRE	04	03	02	01	96	99

FOR EACH MODE FAMILIAR WITH IN S2b-g (02-04), ASK S3.

S3. Including today, which of the following regional transportation modes have you used in the last 30 days? **(READ LIST. RANDOMIZE.)**

	TRANSIT MODE	Yes	No	Don't know/ Refused
( )	b. Metrobus	01	02	99
( )	c. Fairfax Connector	01	02	99
( )	d. Ride On	01	02	99
( )	e. MARC	01	02	99
( )	f. Metrorail	01	02	99
( )	g. VRE	01	02	99

FOR EACH MODE USED IN S3b-g (01) AND DC CIRCULATOR, ASK S4.

S4. Of the area transportation modes you mentioned using, could you tell me about how often you take trips on each? First/Next, **(INSERT TRANSIT MODE)** – would you say you take it everyday or almost everyday, a few times per week, once per week, or less often? **(READ LIST. RANDOMIZE.)**

	TRANSIT MODE	Every day/ Almost every day	Few times per week	Once per week	Less often	Don't know/ Refused
( )	a. **(ASK EVERYONE)** DC Circulator	04	03	02	01	99
( )	b. Metrobus	04	03	02	01	99
( )	c. Fairfax Connector	04	03	02	01	99
( )	d. Ride On	04	03	02	01	99
( )	e. MARC	04	03	02	01	99
( )	f. Metrorail	04	03	02	01	99
( )	g. VRE	04	03	02	01	99

S5. **OMITTED**

RIDERS

ASK EVERYONE.

S6. Have you visited the following neighborhoods or areas in Washington, DC in the past 30 days? **(READ LIST. RANDOMIZE.)**

		Yes	No	Don't know/ Refused
( )	a. Georgetown	01	02	99
( )	b. Dupont Circle	01	02	99
( )	c. Woodley Park	01	02	99
( )	d. Adams Morgan	01	02	99
( )	e. National Mall	01	02	99
( )	f. Chinatown	01	02	99
( )	g. Capitol Hill	01	02	99
( )	h. K Street Corridor	01	02	99
( )	i. 14th Street	01	02	99
( )	j. Navy Yard	01	02	99
( )	k. Nationals Park	01	02	99
( )	l. Columbia Heights	01	02	99
( )	m. U Street	01	02	99

ASK EVERYONE.

The remaining questions are for classification purposes only.

S7. What is your age? **(READ LIST IF NECESSARY. GET A MIX.)**

01 Less than 18 years old → **THANK AND TERMINATE**
02 18-24
03 25-34
04 35-44
05 45-54
06 55-64
07 65-74
08 75 or older
98 **DO NOT READ:** Refused → **THANK AND TERMINATE**

S8. In which county or jurisdiction do you live? **(DO NOT READ LIST. GET ABOUT 50% DC, 25% VA AND 25% MD.)**

01 Alexandria City, VA
02 Arlington County, VA
03 Fairfax City, VA
04 Fairfax County, VA
05 Montgomery County, MD
06 Prince George's County, MD
07 Washington, DC
95 Other **(SPECIFY:_____)**
98 Refused

S9. What is your ethnic origin? Would you say you are…? **(READ LIST. GET A MIX.)**

01 African American or Black,
02 American Indian or Alaska Native,
03 Asian,
04 Native Hawaiian or Pacific Islander,
05 White, or
95 Something else
98 **DO NOT READ:** Refused

S10. What was the last grade or highest level of school that you completed? **(DO NOT READ LIST.)**

01 Some high school or less
02 Graduated high school/GED
03 Vocational/Tech school
04 Some college/2-year degree
05 Graduated college/4-year degree
06 Advanced degree (M.A., Ph.D., etc.)
98 Refused

S11. Please stop me when I reach the category which includes your total annual household income. **(READ LIST. GET A MIX.)**

01 Less than $25,000
02 $25,000 to less than $35,000
03 $35,000 to less than $50,000
04 $50,000 to less than $75,000
05 $75,000 to less than $100,000
06 $100,000 to less than $125,000
07 $125,000 or more
98 **DO NOT READ:** Refused

RIDERS

RIDER: FAMILIAR WITH AND USED DC CIRCULATOR IN S3
[S2a (02-04) AND S3a (01)]

We are conducting a group discussion among area residents like you regarding your thoughts about and experiences with public transportation in the region. Please be assured that this will not be a sales meeting. It is a part of a market research study. We think that you will find the discussion very interesting and we'd very much like to include your opinions.

The discussion is scheduled for **6:00 PM** on **Tuesday, June 29**. You will be provided $100 for attending as a token of our appreciation for your time and opinions. This discussion will last about 2 hours and refreshments will be served. In addition, anyone who arrives at least 15 minutes prior to the group will be entered into a raffle for an additional $50.

Group	Time	Date
Riders	6:00 PM	Tuesday, June 29

IF NEEDED:
OMR
900 17th Street, NW, Suite 650
Washington, DC 20006

Will you be able to attend?

01 Yes ➔ **CONTINUE**
02 No ➔ **THANK AND TERMINATE**

May I please have your full name and confirm your telephone number? Also, so that I may send you a reminder and confirmation letter with directions, may I please have your complete mailing address, including zip code?
(PLACE ALL INFORMATION ON FRONT OF SCREENER)

To repeat, the group is scheduled for **6:00 PM** on **Tuesday, June 29**. If for some reason you are unable to attend, please call us immediately at 1-800-593-1102 ext. 784. We are only inviting a small number of people to the discussion.

NON-RIDERS

WB&A Market Research
June 2010
Job No. 10-784

REVISED: 6/14/2010

DC CIRCULATOR FOCUS GROUPS
RECRUITMENT QUESTIONNAIRE – NON-RIDERS

RESPONDENT'S NAME:_____

ADDRESS:_____

CITY:_____ **STATE:**_____ **ZIP:**_____

TELEPHONE NUMBER: (_____)_____

(READ:) Hello, my name is _____from _____, a local public opinion and market research firm. We're conducting a survey about public transportation in the local Washington, DC area, and I'd like to ask you a few questions. This is not a sales call of any kind and will take less than five minutes.

S1. **(RECORD GENDER. DO NOT ASK. GET A MIX.)**

01 Male 02 Female

S2. First of all, how familiar are you with the **(INSERT TRANSIT MODE)**? Would you say you are very familiar, somewhat familiar, not very familiar, only know the name, or have never heard of **(INSERT TRANSIT MODE)**? **(READ LIST. RANDOMIZE.)**

TRANSIT MODE	Very familiar	Somewhat familiar	Not very familiar	Only know the name	Never heard	Don't know/ Refused
a. DC Circulator	04	03	02	01	96	99
b. Metrobus	04	03	02	01	96	99
c. Fairfax Connector	04	03	02	01	96	99
d. Ride On	04	03	02	01	96	99
e. MARC	04	03	02	01	96	99
f. Metrorail	04	03	02	01	96	99
g. VRE	04	03	02	01	96	99

FOR EACH MODE FAMILIAR WITH IN S2a-g (02-04), ASK S3.

S3. Which of the following regional transportation modes have you used in the last 30 days? **(READ LIST. RANDOMIZE.)**

TRANSIT MODE	Yes	No	Don't know/ Refused	
a. DC Circulator	01	02	99	**IF YES (01), THANK & TERMINATE**
b. Metrobus	01	02	99	**IF YES (01) TO ANY/ALL, QUALIFY AS NON-RIDER. ASK S4, THEN SKIP TO S6**
c. Fairfax Connector	01	02	99	
d. Ride On	01	02	99	
e. MARC	01	02	99	**IF ONLY YES (01) TO THESE, ASK S4 AND S5**
f. Metrorail	01	02	99	
g. VRE	01	02	99	

FOR EACH MODE USED IN S3b-g (01), ASK S4.

S4. Of the area transportation modes you mentioned using, could you tell me about how often you take trips on each? First/Next, **(INSERT TRANSIT MODE)** – would you say you take it everyday or almost everyday, a few times per week, once per week, or less often? **(READ LIST. RANDOMIZE.)**

TRANSIT MODE	Every day/ Almost every day	Few times per week	Once per week	Less often	Don't know/ Refused
b. Metrobus	04	03	02	01	99
c. Fairfax Connector	04	03	02	01	99
d. Ride On	04	03	02	01	99
e. MARC	04	03	02	01	99
f. Metrorail	04	03	02	01	99
g. VRE	04	03	02	01	99

IF DO NOT USE ANY BUS TRANSPORTATION [NOT S3b-d (01)], ASK S5.

S5. How likely are you to consider using a bus to get you where you need to go? Would you say you would be… **(READ LIST.)**

05 Very likely,
04 Somewhat likley,
03 Neither likely nor unlikely,
02 Somewhat unlikely, or
➔ **QUALIFY AS NON-RIDER, CONTINUE**

01 Not at all likely? ➔ **THANK AND TERMINATE**
99 **DO NOT READ:** Don't know/Refused ➔ **THANK AND TERMINATE**

ASK EVERYONE.

S6. Have you visited the following neighborhoods or areas in Washington, DC in the past 30 days? **(READ LIST. RANDOMIZE.)**

	Yes	No	Don't know/ Refused
a. Georgetown	01	02	99
b. Dupont Circle	01	02	99
c. Woodley Park	01	02	99
d. Adams Morgan	01	02	99
e. National Mall	01	02	99
f. Chinatown	01	02	99
g. Capitol Hill	01	02	99
h. K Street Corridor	01	02	99
i. 14th Street	01	02	99
j. Navy Yard	01	02	99
k. Nationals Park	01	02	99
l. Columbia Heights	01	02	99
m. U Street	01	02	99

MUST SAY "YES" TO AT LEAST ONE AREA IN S6 TO CONTINUE.
IF "NO/DON'T KNOW/REFUSED" TO ALL IN S6, THANK AND TERMINATE.

NON-RIDERS

ASK EVERYONE.

The remaining questions are for classification purposes only.

S7. What is your age? **(READ LIST IF NECESSARY. GET A MIX.)**

01 Less than 18 years old → **THANK AND TERMINATE**
02 18-24
03 25-34
04 35-44
05 45-54
06 55-64
07 65-74
08 75 or older
98 **DO NOT READ:** Refused → **THANK AND TERMINATE**

S8. In which county or jurisdiction do you live? **(DO NOT READ LIST. GET A MIX.)**

01 Alexandria City, VA
02 Arlington County, VA
03 Fairfax City, VA
04 Fairfax County, VA
05 Montgomery County, MD
06 Prince George's County, MD
07 Washington, DC
95 Other **(SPECIFY:_____)**
98 Refused

S9. What is your ethnic origin? Would you say you are…? **(READ LIST. GET A MIX.)**

01 African American or Black,
02 American Indian or Alaska Native,
03 Asian,
04 Native Hawaiian or Pacific Islander,
05 White, or
95 Something else
98 **DO NOT READ:** Refused

S10. What was the last grade or highest level of school that you completed? **(DO NOT READ LIST.)**

01 Some high school or less
02 Graduated high school/GED
03 Vocational/Tech school
04 Some college/2-year degree
05 Graduated college/4-year degree
06 Advanced degree (M.A., Ph.D., etc.)
98 Refused

S11. Please stop me when I reach the category which includes your total annual household income. **(READ LIST. GET A MIX.)**

01 Less than $25,000
02 $25,000 to less than $35,000
03 $35,000 to less than $50,000
04 $50,000 to less than $75,000
05 $75,000 to less than $100,000
06 $100,000 to less than $125,000
07 $125,000 or more
98 **DO NOT READ:** Refused

NON-RIDER: DID NOT USE DC CIRCULATOR IN S3, VISITED AT LEAST ONE AREA IN S6, AND EITHER HAVE USED ANOTHER BUS IN S3 (b-d) OR BE VERY LIKELY TO SOMEWHAT UNLIKELY TO CONSIDER USING A BUS IN S5
[S3a (02-99) AND S6 (01) AND {S5 (02-05) OR S3b (01) OR S3c (01) OR S3d (01)}]

INVITE QUALIFIED RESPONDENT:

We are conducting a group discussion among area residents like you regarding your thoughts about and experiences with public transportation in the region. Please be assured that this will not be a sales meeting. It is a part of a market research study. We think that you will find the discussion very interesting and we'd very much like to include your opinions.

The discussion is scheduled for **8:00 PM** on **Tuesday, June 29**. You will be provided $100 for attending as a token of our appreciation for your time and opinions. This discussion will last about 2 hours and refreshments will be served. In addition, anyone who arrives at least 15 minutes prior to the group will be entered into a raffle for an additional $50.

Group	Time	Date
Non-Riders	8:00 PM	Tuesday, June 29

IF NEEDED:
OMR
900 17th Street, NW, Suite 650
Washington, DC 20006

Will you be able to attend?

01 Yes → **CONTINUE**
02 No → **THANK AND TERMINATE**

May I please have your full name and confirm your telephone number? Also, so that I may send you a reminder and confirmation letter with directions, may I please have your complete mailing address, including zip code? **(PLACE ALL INFORMATION ON FRONT OF SCREENER)**

To repeat, the group is scheduled for **8:00 PM** on **Tuesday, June 29**. If for some reason you are unable to attend, please call us immediately so we can invite another participant. We are only inviting a small number of people to the discussion.

RIDERS

WB&A Job No. 10-784
June 2010

DC Circulator
Focus Group Discussion Guide

Riders

I. INTRODUCTION (15 minutes)

A. Purpose of meeting: To discuss transportation issues in the DC area.

B. About focus groups:

1. Independent, 3rd party (no vested interest).
2. Discussion will last about 1½ to 2 hours.
3. Audio taping -- speak up.
4. Two-way mirror; associates viewing.
5. Don't have to raise hands, but speak one at a time.
6. No right or wrong answers, only your opinion.
7. It's okay to have a different opinion or feel different from someone else. And when you do, please say so. Everyone is different, so they think different things.
8. If I have to interrupt you, it is to keep us moving along, not to be rude.
9. If you have to leave the room (e.g. to use restroom), please don't leave all at once, and please come back!
10. Turn off cell phones/pagers (or put on vibrate).

C. Respondent introductions:

1. Name (or preferred nickname)
2. Where live in area
3. Occupation
4. Ice breaker

II. TRANSPORTATION HABITS (20 minutes)

To begin with let's discuss how you typically travel to and from work, school, personal business, leisure activities and/or sporting events.

A. What modes of transportation do you use…? What other modes do you have available in the Washington, DC area? **(Make a list on a flip chart)**

– **Probe for:** DC Circulator, Metrobus

1. To get to and from work/school?
2. To get to business-related meetings or other appointments related to work?
3. To run errands, take care of personal business or appointments, go shopping for items other than groceries, or to make trips for entertainments, recreation or social reasons?

B. What types of trips do you make during…?

1. The day?
2. Evenings?
3. Weekends?

C. How do you choose what mode of transportation you will take?

– **Probe for:** destination, day of week, time of day (peak vs. off-peak), pros and cons, mode chaining

1. How many of you have access to a car or other personal vehicle? **(show of hands)**

   a. **IF HAVE CAR:** How do you decide when you will use your car and when you will take the DC Circulator? Public transportation?

2. If you had a better ability to get information on the DC Circulator, would that entice you to use the DC Circulator more often? Why? Why not?

D. Overall, what is your preferred mode of transportation? Why?

– **Probe for:** likes/dislikes of bus, rail, car, etc.

RIDERS

II. RIDERSHIP (45 minutes)

Now let's talk about riding the DC Circulator.

A. How many of you have ever ridden the DC Circulator? **(show of hands)**

1. How often do you typically ride the DC Circulator?

B. If you had to describe the DC Circulator, what words would come to mind? How would you describe it to someone in the area? **(write down)** Why do you say that?

1. Overall, how would you rate the DC Circulator? Please use a scale of 1 to 10 where 10 means "excellent" and 1 means "poor". **(write down rating)**

C. What are your impressions of the DC Circulator?

1. Quality of service?
2. Frequency?
3. Comfort?
4. Ease of use?
5. Easy of understanding?
6. Value?
7. Number of stops (too many, too few)?

D. How did you first learn about the DC Circulator?

E. For what purposes have you ridden the DC Circulator?

1. Where do you typically go when using the DC Circulator? **(probe for work vs. personal uses/sports/special events)**
2. When do you typically use the DC Circulator?

F. What have your experiences been using the DC Circulator?

G. Why do you choose to ride the DC Circulator?

1. Likes/Dislikes?

H. When traveling on the DC Circulator, do you pre-plan your trip or do you figure it out as you go?

1. **IF PRE-PLAN:** How far ahead do you pre-plan?
   a. What sources of information do you use to pre-plan your trip?

I.. How much does it cost to ride the DC Circulator?

1. How much does cost factor in your decision to ride the DC Circulator?

J. How does the DC Circulator compare with Metrobus, whether you have used Metrobus or not?

1. How does the DC Circulator compare with Metrorail, whether you have used Metrorail or not?

K. Do you think that DC Circulator gets you everywhere you need to go in the Washington, DC area? **(show of hands)**

1. What areas do you think are well-served by the DC Circulator?
2. What areas do you think the DC Circulator should serve that it currently does not serve or does not serve well?
3. Is it easy to understand the routes? Why? Why not?

L. Overall, how would you rate the DC Circulator? Please use a scale of 1 to 10 where 10 means "excellent" and 1 means "poor". **(write down rating)**

1. What rating did you give? Why?
2. How does the DC Circulator compare to your expectations? Does it fall short of/exceed/meet your expectations? Why?

M. What would get you to use the DC Circulator *more often*?

1. What are the barriers to you riding more often?
2. What would need to change in order to get you to use the DC Circulator (more often or on a more regular basis)?
3. What would need to change in order to get you to use the DC Circulator…?
   a. In the middle of the day?
   b. In the evening?
   c. On the weekend?

RIDERS

IV. DC CIRCULATOR SERVICE MAP (5 minutes)

A. **(Show map)** What do you think of the DC Circulator service area?

1. Were you aware of these routes?
2. What do you think about the extent of the DC Circulator service?
3. What changes would you make? Where else would you like it to go?

V. DC CIRCULATOR WEB SITE (10 minutes)

Now, I would like to talk a little more specifically about how you get information about public transportation.

A. Where did you get information about public transportation, such as bus and rail service?

1. Do you ever use the Internet when looking for information on public transportation?

B. Have you ever visited the DC Circulator Web site?

1. How did/would you find the Web site?
2. Do you visit the Web site using a personal computer, a smartphone or both?

C. What sort of information do you look for on their Web site?

– **Probe for:** schedules, maps, fare information, etc.

1. What types of additional information would you like them to provide on their Web site?
2. What might make you consider using the DC Circulator Web site or use it more often?

D. Next, I am going to read to you a brief description of an information source available on the DC Circulator Web site, called "Where's My Bus":

The "Where's My Bus" system allows passengers to determine the current location of the nearest bus to their stop, as determined by using the actual, real-time position of the vehicle instead of just schedule information. This information is available on the DC Circulator Web site, and can be accessed via smartphone and personal computers. The bus times will be accurate to within two minutes. This gives DC Circulator passengers the ability to plan their trip down to the minute, and to decide if they should go to their bus stop or choose another stop for more convenient service.

1. Have you ever used the "Where's My Ride" system, or similar systems with other forms of public transportation?
2. What do you like about the system?
3. What do you dislike about the system?
4. Has this system impacted how you use DC Circulator? How?
5. Has this system changed how often you use the DC Circulator?

VI. CLOSING (20 minutes)

A. Now, think about your ideal commute experience in Washington, DC using bus transportation. Describe what that experience would be like from the start of your trip to your destination.

1. Proximity of access to the mode of transportation?
2. Wait time?
3. Frequency of stops?

B. If you were suddenly hired by the DC Circulator and given the assignment of getting people to ride the DC Circulator, how would you go about doing that?

1. What are the important features they should focus on that would appeal to the most people?
2. Think about what channel or channels of communications would be the best way of reaching people. But remember your Marketing Department doesn't have an unlimited budget, so you need to be a little creative.

(GROUP EXERCISE, MODERATOR LEAVES ROOM.)

C. Thank you for your time and opinions. You can collect your honorarium from the host. Announce raffle winner.

AFTER GROUPS:

Please plan to have a 20-30 minute internal discussion following the groups.

NON-RIDERS

WB&A Job No. 10-784
June 2010

DC Circulator
Focus Group Discussion Guide

Non-Riders

I. INTRODUCTION (15 minutes)

A. Purpose of meeting: To discuss transportation issues in the DC area.

B. About focus groups:

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2. Discussion will last about 1½ to 2 hours.
3. Audio taping -- speak up.
4. Two-way mirror; associates viewing.
5. Don't have to raise hands, but speak one at a time.
6. No right or wrong answers, only your opinion.
7. It's okay to have a different opinion or feel different from someone else. And when you do, please say so. Everyone is different, so they think different things.
8. If I have to interrupt you, it is to keep us moving along, not to be rude.
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10. Turn off cell phones/pagers (or put on vibrate).

C. Respondent introductions:

1. Name (or preferred nickname)
2. Where live in area
3. Occupation
4. Ice breaker

II. TRANSPORTATION HABITS (20 minutes)

To begin with let's discuss how you typically travel to and from work, school, personal business, leisure activities and/or sporting events.

A. What modes of transportation do you use…? What other modes do you have available in the Washington, DC area? **(Make a list on a flip chart)**

– **Probe for:** DC Circulator, Metrobus

B. What modes of transportation do you use…?

1. To get to and from work/school?
2. To get to business-related meetings or other appointments related to work?
3. To run errands, take care of personal business or appointments, go shopping for items other than groceries, or to make trips for entertainments, recreation or social reasons?

C. How often do you travel into the Washington, DC area, specifically…?

1. Georgetown?
2. Dupont Circle?
3. Woodley Park?
4. Adams Morgan?
5. National Mall?
6. Chinatown?
7. Capitol Hill
8. K Street Corridor?
9. 14th Street?
10. Navy Yard?
11. Nationals Park?
12. Columbia Heights?
13. U Street?

D. What types of trips do you make during…?

1. The day?
2. Evenings?
3. Weekends?

E. How do you choose what mode of transportation you will take?

– **Probe for:** destination, day of week, time of day (peak vs. off-peak), pros and cons, mode chaining

1. How many of you have access to a car or other personal vehicle? **(show of hands)**

a. **IF HAVE CAR:** How do you decide when you will use your car and when you will take other modes of transportation? Public transportation?

NON-RIDERS

F. Overall, what is your preferred mode of transportation? Why?

- **Probe for:** likes/dislikes of bus, rail, car, etc.

III. RIDERSHIP (25 minutes)

Now let's talk specifically about the DC Circulator.

A. How many of you have ever heard of the DC Circulator before today? **(show of hands)**

1. Where did you first learn about the DC Circulator?

B. If you had to describe the DC Circulator, what words would come to mind? How would you describe it to someone in the area? **(write down)** Why do you say that?

C. Why do you choose not to use the DC Circulator?

- **Probe for:** cost, convenience (of actual system vs. perceived convenience), accessibility, stress/comfort (courtesy of drivers, cleanliness, safety), reliance on personal car (actual vs. perceived need)

1. Regardless of whether or not you are aware of the DC Circulator, what are your impressions of the DC Circulator?

a. Quality of service?

b. Frequency?

c. Comfort?

d. Ease of use?

e. Easy of understanding?

f. Value?

2. Do you think there are any benefits to using the DC Circulator? Public transportation? If so what?

- **Probe for:** cost/saving money, accessibility, convenience, environmentally-friendly, reducing stress, traffic flow

a. Are any of these benefits enough reason to get you to ride the DC Circulator? Why or why not?

3. How much does it cost to ride the DC Circulator?

a. How much does cost factor in your decision to ride the DC Circulator?

b. How much would you be willing to pay, if anything, to ride the DC Circulator?

D. If you were to travel on the DC Circulator, do you think you would pre-plan your trip or would you figure it out as you go?

1. **IF PRE-PLAN:** How far ahead do you think you would pre-plan?

a. What sources of information do you think you would use to pre-plan your trip?

IV. DC CIRCULATOR SERVICE MAP (25 minutes)

A. **(Show map and explain description)** What do you think of the DC Circulator service?

1. Were you aware of these routes?

2. What do you think about the extent of the DC Circulator service?

3. What changes would you make? Where else would you like it to go?

B. How does the DC Circulator compare with Metrobus, whether or not you have used Metrobus?

1. How does the DC Circulator compare with Metrorail, whether you have used Metrorail or not?

C. Do you think that DC Circulator gets you everywhere you need to go in the Washington, DC area? **(show of hands)**

1. What areas, if any, do you think are well-served by the DC Circulator?

2. What areas do you think the DC Circulator should serve that it currently does not serve or does not serve well?

3. Is it easy to understand the routes? Why? Why not?

D. If you had a better ability to get information on the DC Circulator, would that entice you to use the DC Circulator more often? Why? Why not?

E. Overall, how would you rate the DC Circulator? Please use a scale of 1 to 10 where 10 means "excellent" and 1 means "poor". **(write down rating)**

1. What rating did you give? Why?

2. How does the DC Circulator compare to your expectations? Does it fall short of/exceed/meet your expectations? Why?

F. What would get you to use the DC Circulator? What would make it more appealing to you?

1. What are the barriers to you riding DC Circulator? Public transportation?

a. Is it accessible? If not, what areas should the DC Circulator be expanded to?

b. Is it easy to understand the routes? Why or why not?

NON-RIDERS

2. What would need to change in order to get you to use the DC Circulator?

   a. What times should it run in your area on weekdays? On weekends?

   b. What times should it run in the DC area on weekdays? On weekends?

V. DC CIRCULATOR WEB SITE (10 minutes)

Now, I would like to talk a little more specifically about how you get information about public transportation.

A. Where did you get information about public transportation, such as bus and rail service?

1. Do you ever use the Internet when looking for information on public transportation?

2. When looking for this information, do you use a personal computer, a smartphone or both?

3. Have you ever visited the DC Circulator Web site?

   a. How did/would you find the Web site?

B. Now, think about the information the DC Circulator Web site may offer? What sort of information would want on their Web site?

– **Probe for:** schedules, maps, fare information, etc.

1. What types of additional information would you like them to provide on their Web site?

2. What might make you consider using the DC Circulator Web site?

C. Next, I am going to read to you a brief description of an information source available on the DC Circulator Web site, called "Where's My Bus":

The "Where's My Bus" system allows passengers to determine the current location of the nearest bus to their stop, as determined by using the actual, real-time position of the vehicle instead of just schedule information. This information is available on the DC Circulator Web site, and can be accessed via smartphone and personal computers. The bus times will be accurate to within two minutes. This gives DC Circulator passengers the ability to plan their trip down to the minute, and to decide if they should go to their bus stop or choose another stop for more convenient service.

1. Have you ever used a similar system with other forms of public transportation?

2. Based on this description and anything else you may know, what do you like about the system?

3. What do you dislike about the system?

4. How might this system impact your use of the DC Circulator?

VI. CLOSING (20 minutes)

A. Now, think about your ideal commute experience in Washington, DC using bus transportation. Describe what that experience would be like from the start of your trip to your destination.

1. Proximity of access to the mode of transportation?

2. Wait time?

3. Frequency of stops?

B. If you were suddenly hired by the DC Circulator and given the assignment of getting people to ride the DC Circulator, how would you go about doing that?

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2. Think about what channel or channels of communications would be the best way of reaching people. But remember your Marketing Department doesn't have an unlimited budget, so you need to be a little creative.

(GROUP EXERCISE, MODERATOR LEAVES ROOM.)

C. Thank you for your time and opinions. You can collect your honorarium from the host. Announce raffle winner.

AFTER GROUPS:

Please plan to have a 20-30 minute internal discussion following the groups.

Appendix E

Multi-Use Activity Center Matrix and Traffic Analysis Zone (TAZ) Map

Multi-Use Activity Center Matrix

Center	Circulator Routes	Metro Stations	Primary Land Use	Population	Employment	Planned Development (sq ft)	Retail/Entertainment/Dining	Institutions
Adams Morgan	WAM	Woodley Park-Adams Morgan, Columbia Heights	Mixed-use, high-to-medium residential density, nightclubs and sidewalk cafes.	2010: 16,156 2015: 16,538 2020: 16,717	2010: 8,075 2015: 8,075 2020: 8,163	An additional 397,000 square feet of multifamily residential will be added to Adams Morgan by 2015. Several existing apartment buildings, 253,000 sq ft, will be substantially renovated by 2015.	Many ethnic restaurants and related stores that are regional draws, other locally serving retail. Local/regional nightlife attractions, National Zoo, close to Dupont Circle and Rock Creek Park, Several large hotels in Woodley Park.	None
Anacostia	None	Anacostia	Primarily low density residential, with some locally serving retail.	2010: 11,623 2015: 12,421 2020: 12,486	2010: 2,626 2015: 2,655 2020: 3,789	More than 2.15 million sq ft of new development is planned by 2015. Most of this development will be multi-family residential, but mixed use development will take place at Matthews Memorial Terrace.	Some locally serving retail, but no major retail center. Frederick Douglass National Historic Site attracts thousands of visitors annually.	None
Brookland Metro/Hospital Center/AFRH/McMillan	None	Brookland/ CUA	Mid-to –low density residential, with several major institutional employers nearby, including: Washington Hospital Center: 6,116 employees; Children's National Medical Center: 5,389 employees; Washington DC Veterans Administration Medical Center: 1,700 employees; Catholic University of America, Faculty: 694. The McMillan Sand Filtration Site and the Retirement Home are larger sparsely developed areas of institutional use.	2010: 11,283 2015: 12,349 2020: 13,997	2010: 17,279 2015: 17,454 2020: 18,261	Redevelopment of McMillan will be a mixture of townhouses at the southern end, mixed use retail and apartments midway, and commercial/office uses at the northern end (primarily medical focused to build off of hospital needs and services). The AFRH redevelopment will create 4.31 million sq ft of residential, commercial, medical, retail, assisted living and hotel uses.	12th St NE serves as the area's "main street" with locally serving retail. John Paul II Cultural Center and The Basilica and other area tourists attractions draw hundreds of thousands of visitors annually. The Armed Forces Retirement Home operates a golf course.	Catholic University of America, Washington Hospital Center, Children's National Medical Center, Veterans Administration Medical Center, National Rehabilitation Center, Armed Forces Retirement Home
Capitol Riverfront/South Capitol Corridor/Near Southeast/Buzzard Point	USN	Navy Yard; Capitol South	Office (6.5 million sq ft in 2010) and the ballpark, limited but growing residential.	2010: 7,990 2015: 15,540 2020: 16,878	2010: 27,931 2015: 35,456 2020: 43,003	More than 19.28 million sq ft of mixed use development is planned by 2015. While much of the planned development consists of office buildings with ground level retail, significant residential and hotel uses, more than 3,800 multifamily residential units and significant green and cultural space are also planned.	Nationals Park (2 million visitors in 2009), the Navy Museum and the he Yards 5.5 acre riverfront park.	None
Central Washington	CC-SW; G-US; WAM	Metro Center, Gallery Place. – Chinatown, McPherson Square	Expanded Central Business District, primarily office, retail, and entertainment uses with some residential development.	2010: 15,130 2015: 15,219 2020: 15,278	2010: 393,810 2015: 397,279 2020: 399,009	Nearly 15 million sq ft of development planned through 2020, most of which will be office space and some hospitality uses, including museums and hotels. Of 27 planned developments, some of the largest include I-395 Air Rights, L'Enfant Plaza Redevelopment, and the Portals development, which includes the Mandarin Oriental Hotel.	More than 10 million annual tourists. Numerous high-end retailers. A burgeoning theater district along E Street with seven performing arts venues, more than 100 destination restaurants.	None
Columbia Heights	WAM	Columbia Heights	Primarily residential with some nightlife and cultural attractions, 3,280 residential units built since 2001.	2010: 23,972 2015: 25,290 2020: 25,659	2010: 3,665 2015: 3,647 2020: 3,647	More than 455,000 sq ft of new multifamily residential development, both market rate and affordable, is planned for delivery by 2015.	690,000 sq ft of retail space, including major retail center DC USA, includes Target. The 250-seat GALA Theatre, Dance Institute of Washington, historic Tivoli Theater.	Howard University Nearby
Dupont Circle	DGR	Dupont Circle	A medium density mixed use area with housing, office and entertainment uses near the Metro station area.	2010: 14,090 2015: 14,090 2020: 14,090	2010: 16,601 2015: 16,604 2020: 16,604	A new 125,000 sq ft hotel is planned for delivery by 2015.	684,000 sq ft of retail space built within one mile of Metro Station since 2001. Phillips Collection, destination dining.	None
Foggy Bottom/West End	G-US	Foggy Bottom	Office and institutional (GWU) uses.	2010: 11,477 2015: 12,809 2020: 13,031	2010: 41,105 2015: 41,910 2020: 41,910	Several new mixed use developments will add 1.08 million sq ft of development by 2015. New public space infrastructure, office space and performing arts space will add another 710,000 sq ft of development by 2015.	Locally-serving retail.	George Washington University, George Washington University Hospital
Fort Lincoln New Town	None	None	Mostly medium density residential (townhomes), with some apartments.	2010: 2,510 2015: 3,650 2020: 3,650	2010: 217 2015: 1,173 2020: 1,173	New mixed-use development including new townhomes and a new shopping center, totaling more than 1.36 million sq ft, is planned for completion by 2015.	No significant presence of entertainment, dining or retail uses in the area.	
Fort Totten Metro Station Area	None	Fort Totten	Some residential/retail new mixed use development at the metro station area, with established medium density residential neighborhoods nearby.	2010: 9,169 2015: 9,499 2020: 11,912	2010: 3,694 2015: 3,806 2020: 4,042	2.62 million square feet of medium and high density residential development is planned for delivery by 2020.	Located within the boundaries of a Fort Circle Park, a library and a recreation center are nearby.	Providence Hospital

Multi-Use Activity Center Matrix

Center	Circulator Routes	Metro Stations	Primary Land Use	Population	Employment	Planned Development (sq ft)	Retail/Entertainment/Dining	Institutions
Friendship Heights	None	Friendship Heights	Higher-density mixed use with a concentration of retail and entertainment uses, and high density residential (condos, apartments)	2010: 2,029 2015: 2,226 2020: 2,226	2010: 5,232 2015: 5,229 2020: 5,229	875,000 sq ft of planned development, including 110 condominiums and about 51,000 sq ft of retail space by 2012. The 660,000 sq ft (included in the above total) mixed-use development at the Western Bus Garage Redevelopment, along Wisconsin Avenue, is longer term.	440,000 sq ft existing, retail, dining and entertainment additional 40,000 sq ft of new boutique retail planned, over 30 national and regional retail chain stores within a five block radius.	None
Georgetown/Lower Wisconsin	G-US	None	Retail center, 3.8 million sq ft of office space and medium density residential nearby.	2010: 15,114 2015: 15,127 2020: 15,391	2010: 24,634 2015: 24,915 2020: 24,942	Approximately 638,000 sq ft of planned development in the near term, much of which involves renovations or conversions to residential uses. The Shops at Georgetown Park (338,000 sq ft) will undergo a complete renovation. A New Science Center is also planned.	Luxury and boutique shopping center, numerous high-end restaurants, 1,720 hotel rooms.	Georgetown University, Georgetown University Hospital
Georgia Ave/Petworth	None	Georgia Avenue/ Petworth	Mixed use, within ½ mile of the Metro Station there are 544 residential units and 37,000 sq ft of retail space. The corridor is comprised of medium density residential and some locally serving retail at the street level.	2010: 19,215 2015: 19,803 2020: 20,249	2010: 3,417 2015: 3,456 2020: 3,456	New development will primarily consist of multifamily residential (affordable and market rate) with ground-level locally serving retail. By 2015 more than 485,000 sq ft of new development is planned for completion, an additional 435,824 sq ft of new development is planned for delivery by 2020. A Job Training Center that includes community and conference space is planned for delivery by 2012; some office is planned for delivery by 2020.	Safeway, Yes! Organic Market, 37,000 sq ft of retail space at the Metro Station, additional retail space on Georgia Ave. planned.	None
H St NE/Starburst Plaza	None	Union Station; New York Ave (relatively nearby)	Cultural/nightlife destination with approximately 1,000 residential units.	2010: 16,103 2015: 17,334 2020: 17,712	2010: 6,462 2015: 6,837 2020: 6,948	1.79 million sq ft of mixed use development including more than 1,100 multifamily housing units are planned for delivery by 2015.	More than over 100 retail shops and a collection of new coffee houses, restaurants and diverse retail opportunities for patrons of the performing arts. 378 theater seats (Atlas Performing Arts Center and H Street Playhouse), Rock and Roll Hotel (live music).	None
Minnesota Ave & Benning Rd/ Minnesota Ave Metro Station Area	None	Minnesota Ave.	A Safeway shopping center and a concentration of locally serving retail, with medium density residential nearby. Ray's the Steaks East of the River one of the few	2010: 11,672 2015: 15,329 2020: 15,329	2010: 4,599 2015: 6,759 2020: 6,776	Additional retail and housing expected to open in 2015. Planned mixed use redevelopment will bring an additional 400 condo/apartment units and 23 townhouses and 229,000 sq ft of office in a single building.	22,000 sq ft.	None
Mt. Vernon Square	CC-SW; G-US; USN	Union Station; Gallery Place; Mt. Vernon Sq-Convention Center	Emerging mixed use: 1,940 new residential units built since 2003, 550 additional units planned, with a lot of office and retail; 322,000 sq ft of office built since 2003	2010: 15,780 2015: 19,301 2020: 21,037	2010: 15,375 2015: 18,277 2020: 22,817	More than 8.70 million sq ft of mixed use development, including at least 5 hotels (one with more than 1,000 rooms), at least 2,300 new residential units, and a significant amount of new office space.	133,000 sq ft of retail built since 2003, with an additional 84,000 sq ft of retail planned.	None
National Mall	S-NGA, CC-SW, USN	Smithsonian, Archives-Navy Memorial- Penn Quarter	Monumental core, surrounded by Smithsonian museums and adjacent Federal employment sites.	2010: 4 2015: 4 2020: 4	2010: 10,315 2015: 10,315 2020: 10,315	An additional 375,000 sq ft of museum and educational space will be added to the mall, including the new Vietnam Veterans Memorial Education Center and the National Museum of African-American History and Culture.	Street retail (t-shirt vendors), Smithsonian shops and restaurants food carts/street vendors.	Smithsonian
NoMa/FL-NY Ave Gateway	G-US	Union Station, New York Ave.	Office, medium density residential (townhomes), locally serving retail along major corridors (Florida Ave/New York Ave Gateway)	2010: 12,370 2015: 16,244 2020: 20,450	2010: 33,230 2015: 38,881 2020: 60,713	More than 15 million sq ft of mixed-use planned over the next 15 years (NoMa); a 204-room Hilton Garden Inn will open in 2011.	Union Station – 130 Shops Restaurants/ 50,000 sq foot Harris Teeter (NOMA). One existing hotel 218-room Courtyard by Marriott.	Gallaudet University nearby
Pennsylvania Ave SE/Eastern Market/Potomac Ave	Union Station-Navy Yard via Capitol Hill	Eastern Market; Potomac Avenue	Moderate density entertainment and residential corridors with locally serving retail.	2010: 9,352 2015: 9,552 2020: 9,907	2010: 5,427 2015: 5,452 2020: 6,037	Over 466,000 sq ft of mixed use development planned for delivery by 2020, including more than 190 residential units, 212,000 sq ft of office, and 59,600 sq ft of retail and restaurants.	Barracks Row sit down restaurants and entertainment corridor, Marine Corps Barracks at 8th and I. Jenkins Row mixed-use development containing 247 condominiums and a 47,000 square foot Harris Teeter grocery store located on Pennsylvania Ave SE.	None

Multi-Use Activity Center Matrix

Center	Circulator Routes	Metro Stations	Primary Land Use	Population	Employment	Planned Development (sq ft)	Retail/Entertainment/Dining	Institutions
Poplar Point	None	Anacostia	Currently an underutilized area north of historic Anacostia, that is the site of several unrelated uses, including a WMATA paring garage and access roads, the United States Park Police and National Park Service complex, two former tree and plant nurseries, a DC water pump site as well as public open space.	2010: 254 2015: 254 2020: 858	2010: 1,238 2015: 1,264 2020: 3,711	By 2020 more than 7.78 million sq ft of mixed use development, including office and residential with ground-level retail and enhanced public green space.	None	None
Rhode Island Ave Metro Area	None	Rhode Island Ave	A big box retail center is located at the station area, nearby is BET corporate headquarters and a DC DMV office.	2010: 6,670 2015: 7,097 2020: 8,147	2010: 4,895 2015: 4,901 2020: 5,087	A new town center will include 274 residential units and an additional 70,000 sq feet of retail space at the Metro Station area will be delivered in 2013.	A big box retail center at the Metro Station includes DC's only Home Depot and a 54,000 sq ft Giant Grocery Store.	None
Shaw/Howard University Town Center/14th and U	WAM	U Street, Shaw, Mt. Vernon Sq./7th St./Convention Center	Mixed-use, some office, numerous retail and nightlife destinations, 3,830 residential units built between 2001 and 2010.	2010: 19,386 2015: 22,554 2020: 24,016	2010: 15,461 2015: 16,125 2020: 16,718	3.17 million sq ft of new mixed use development planned for delivery by 2015. A total of more than 2,000 residential units (multifamily and townhomes) are planned for completion by 2015. The historic O Street Market will be redeveloped into 611 residential units, 88,000 sq ft of retail space. A boutique, 4-star 250-room hotel is planned for the corner of 13th and U Street.	The U Street Entertainment corridor includes many nightclubs and destination dining. 266,000 sq ft of retail built since 2001, Whole Foods at 14th and P is one of the highest grossing grocery stores in the nation. A 188-room hotel, 1,250-seat Lincoln Theatre, Source Theatre and Studio, Theatre. Multiple museums and cultural attractions including the African American Civil War Memorial and Museum, the Duke Ellington Mural, the Mary McLeod Bethune House and the Thurgood Marshall Center for Service & Heritage.	Howard University, Howard University Hospital
Skyland/Good Hope Rd & Alabama Ave SE	None	None	A large strip retail center anchored by a Safeway supermarket, as we as adjacent locally-serving retail comprise a retail core, surrounded by low density residential development.	2010: 14,173 2015: 14,364 2020: 15,221	2010: 1,727 2015: 1,730 2020: 2,292	325,000 sq ft of mixed use residential and retail and 468 units of mixed-income condominiums, apartments over ground-floor retail and single-family homes planned for Skyland redevelopment in the long-term. 98 new affordable multifamily residential units will be delivered in 2011.	Safeway anchored strip shopping center.	None
Southwest Waterfront/ Waterside Mall	CC-SW	Waterfront/SEU; L'Enfant Plaza	Several major Federal employers with thousands of employees located within the area – including HUD, FAA, and GSA. Medium to high density residential.	2010: 5,719 2015: 8,912 2020: 8,912	2010: 8,179 2015: 11,463 2020: 11,463	The Southwest Waterfront will be redeveloped into 770 residential units, 700,000 sq ft of office space, 280,000 sq ft of retail space and 675 hotel rooms by 2020.	New 55,000 sq ft Safeway opened in 2010. 1,400 seats theater, Arena Stage. 400 high-end hotel rooms at the Mandarin Oriental. Two restaurants and 38,000 sq ft of meeting and event space. Historic Fish Wharf.	None
St. Elizabeths Campus/ Congress Heights	None	Anacostia; Congress Heights	Institutional. Both the East and West campuses are protected as a National Historic Landmark (NHL) and currently include a unified DC emergency communications center in a secured area at the Northern tip of the campus and the present day St. Elizabeth's Hospital.	2010: 14,077 2015: 14,207 2020: 14,254	2010: 5,998 2015: 12,285 2020: 14,921	DHS is currently constructing new campus on Saint Elizabeth's West that will accommodate 14,000 employees, the Coast Guard is planning to open an office on the campus by 2013. More than 1.33 million sq ft of new medium and high density residential is planned for delivery in Congress Heights by 2015.	Locally serving retail in the vicinity of the Congress Heights metro station.	St. Elizabeths Hospital
Tenleytown	None	Tenleytown-AU	Mixed-use at the station center, with medium density office and retail along Wisconsin Ave NW, and medium to low density residential and American University along parallel streets.	2010: 8,741 2015: 8,741 2020: 8,741	2010: 8,564 2015: 8,564 2020: 8,581	Improvements to a local library and elementary school are planned, as well as a single additional retail development.	Some big box retail at the Metro Station, other locally serving retailers along Wisconsin Ave NW. A few sit-down restaurants in the area, but not a major entertainment or dining destination.	American University
Upper Georgia Ave/Brightwood	None	None	Ground-level locally serving retail on Georgia Ave, Medium density residential on surrounding streets.	2010: 16,776 2015: 16,875 2020: 16,966	2010: 2,357 2015: 2,340 2020: 2,424	More than 906,000 sq ft of new development, primarily residential, affordable and senior multifamily housing units will be built by 2015. The Beacon Center will be a mixed-use project wrapped around the existing Emory United Methodist Church; plans include new church space, two residential buildings and retail.	Locally serving commercial corridor retail. Fort Stevens Park, A few blocks from Rock Creek Park.	
Van Ness	None	Van Ness-UDC	Mixed-use development with multifamily residential, significant retail and office along Connecticut Ave NW.	2010: 3,843 2015: 3,843 2020: 3,843	2010: 3,695 2015: 3,716 2020: 3,716	No new development or redevelopment planned.	Some big box retail alongside locally serving retail. Eight sit-down dining restaurants in the Metro station area.	University of the District of Columbia

Center	Circulator Routes	Metro Stations	Primary Land Use	Population	Employment	Planned Development (sq ft)	Retail/Entertainment/Dining	Institutions
Walter Reed ✱	None	None	Currently entirely institutional uses (Walter Reed Army Medical Center).	2010: 610 2015: 610 2020: 610	2010: 5,598 2015: 5,598 2020: 5,598	In 2012 the nearly 62.5 acres site will come under DC control, including 29 buildings totaling 1.3 million sq ft, and the redevelopment planning process will begin.	None	Walter Reed Army Medical Center

NOTES:

The sizes of the activity centers are indicated on this matrix by the large (✱), medium (✱), and small (✱) stars shown underneath the center's name.

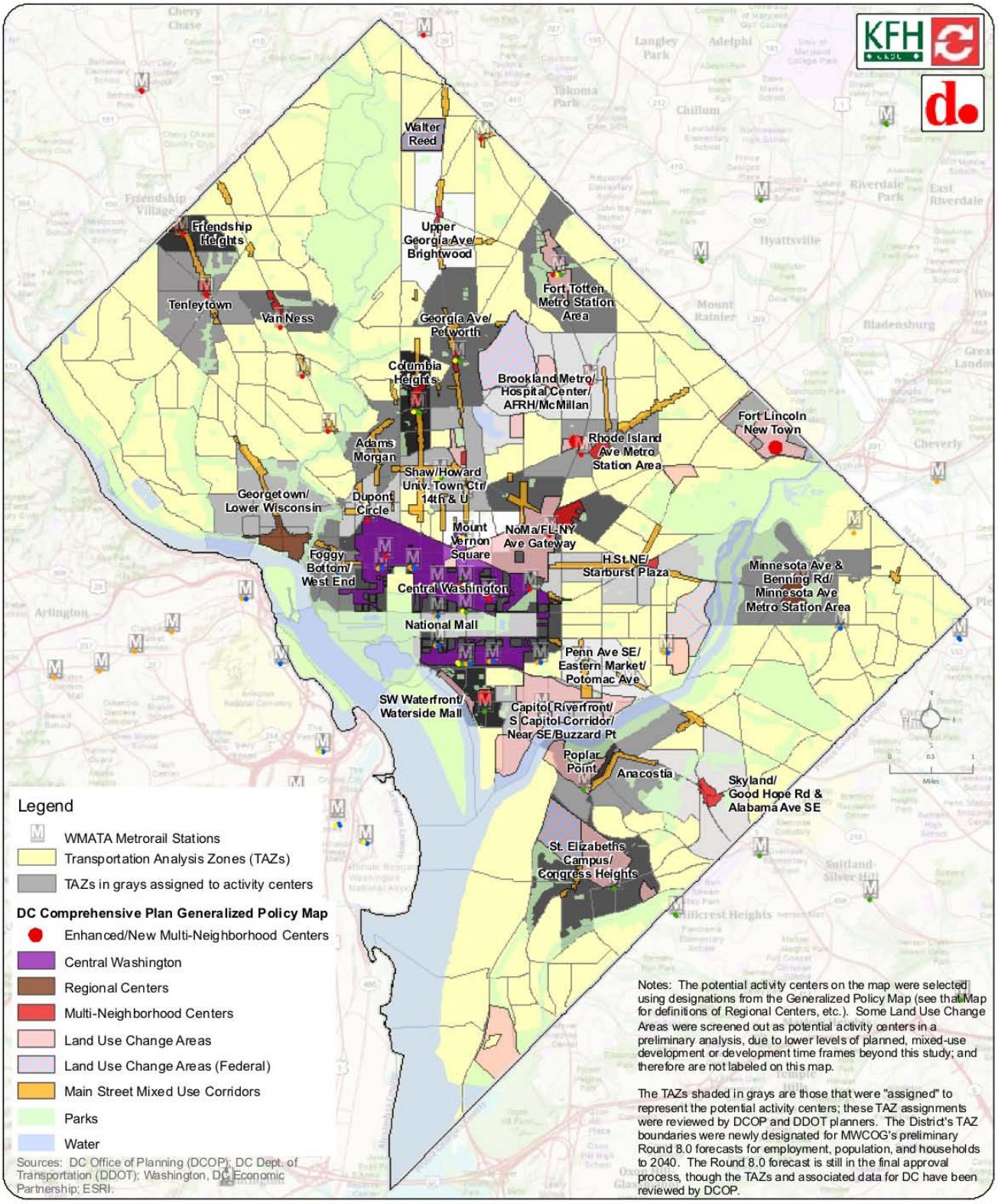
The sizes of the activity centers were based on population and employment projections for 2020, in the traffic analysis zones (TAZs) associated with each activity center. This data represents MWCOG's preliminary Round 8.0 forecasts for employment and population to 2040. The Round 8.0 forecasts are still in the final approval process, though the TAZ data for DC has been reviewed by DCOP. Though TAZ boundaries are generally larger than the specified activity center area, this approach was used because the 2020 projections are only available by TAZ. The TAZ "assignments" for each activity center were reviewed by DCOP and DDOT planners. Large activity centers are those with a combined employment and residential population of 40,000 or more in 2020; medium activity centers are those with more than 20,000; and small activity centers are those with less than 20,000.

The development time frames are indicated by the color of each star associated with the activity centers. Blue indicates near-term (current through 2013), orange indicates mid-term (by 2016), and pink indicates long term (by 2020). These development time frames for the potential activity centers were determined through analysis of existing development as well as planned development through 2020 at each activity center.

Most of the data in the Planned Development column was based on a shapefile of planned development from the Washington, DC Economic Partnership, up to date as of August, 2010. While much of the square footage listed represents new construction, some also represents renovation or infrastructure projects.

Data Sources: DC Office of Planning (DCOP); DC Department of Transportation (DDOT); Washington, DC Economic Partnership; ESRI; and Bing Maps.

Potential Activity Centers Based on DC Comprehensive Plan and TAZ Assignments



Appendix F

Existing All-Day Transit Connections Between Activity Centers

Table 5-1: Existing All-Day Transit Connections between Activity Centers

	National Mall	George-town / Lower Wisconsin	NoMa/FL -NY Ave Gateway	Shaw/ Howard U Town Ctr/ 14th & U	Adams Morgan	Columbia Heights	Mt. Vernon Square	SW Water-front/ Waterside Mall	Capitol Riverfront /S Cap Corridor/ Near SE/ Buzz Pt	Brookland /Hospital Ctr/AFRH/ McMillan	Anacostia	Penn Ave SE/ E Mkt/ Potom-ac Ave	H St NE/ Star-burst Plaza	Georgia Avenue / Petworth	Dupont Circle	Friendship Heights	Foggy Bottom/ West End	Skyland/ Good Hope & Alabama Ave SE	St. Elizabeths /Congress Heights	MN Ave & Benning / MN Ave Metro	Fort Lincoln New Town	RI Ave Metro Area	Upper GA/ Bright-wood	Walter Reed	Van Ness	Tenley-town	Fort Totten Metro Stn. Area
Central Washington	🔵🟢🟢🟡 P1,2,6: 10 peak, <15 off peak, late, wknd; 52,53,54: <10 peak and off-peak, late, wknd; 32,36: <10 peak, < 20 off-peak, late, wknd 🚶	E-W 32,36: <10 peak, < 20 off-peak, late, wknd	E-W 🔴 X2: <10 peak and off-peak, late, wknd 80: <10 peak, 15 off-peak, late, wknd D4: <20 peak, 30 off-peak, late, wknd P1,2,6: 10 peak; <15 off peak; late; wknd D6: 10 peak, <25 off-peak, late, wknd	WAM, N-S 🟢🟡 52,53,54: <10 peak and off-peak; late, wknd S1,2,4: <10 peak and off-peak 64: 12 peak, 20 off-peak, late, wknd	WAM 🔴 42: <10 peak, 10 off-peak, late, wknd L2: <15 peak, 30 off-peak, late, wknd	WAM 🟢🟡 52,53,54: <10 peak and off-peak; late, wknd S1,2,4: <10 peak and off-peak	N-S, E-W 🔴🟢🟡 P1,2,6: 10 peak, <15 off peak, late wknd; X2: <10 peak and off-peak, late, wknd; 80: <10 peak, 15 off-peak, late, wknd; D4: <20 peak, 30 off-peak, late, wknd 🚶	N-S 🟢🟡 P1,2: <25 peak; 30 off peak	🟢🔵🟠 P1,2: <25 peak; 30 off peak	🔴 G8: <15 peak, 30 off-peak, late, wknd 80: <10 peak, 15 off-peak, late, wknd	🟢 P1,2,6: 10 peak; <15 off peak; late; wknd	🔵🟠 32,36: <10 peak, < 20 off-peak, late, wknd	🔴 X2: <10 peak and off-peak, late, wknd	🟢🟡 52,53,54: <10 peak and off-peak; late, wknd 64: 12 peak, 20 off-peak, late, wknd	🔴 N2,4: <10 peak, 15 off-peak N6: late, wknd D6: 10 peak, <25 off-peak, late, wknd 42: <10 peak, 10 off-peak, late, wknd L2,4: <20 peak, 15 off-peak, late, wknd 🚶	🔴 N2,4: <10 peak, 15 off-peak N6: late, wknd L2,4: <20 peak, 15 off-peak, late, wknd 32,36: <10 peak, < 20 off-peak, late, wknd	🔵🟠 E-W D6: 10 peak, <25 off-peak, late, wknd 32,36: <10 peak, < 20 off-peak, late, wknd 80: <10 peak, 15 off-peak, late, wknd 38B: <15 peak, 20 off-peak, late, wknd 🚶	32: 10 peak, 30 off-peak, late, wknd	🟢	🟠 X2: <10 peak and off-peak, late, wknd	X	🔴 P6: <30 peak, 30 off-peak, late, wknd	X	52,53,54: <10 peak and off-peak; late, wknd	🔴 L2,4: <20 peak, 15 off-peak, late, wknd	🔴 L2,4: <20 peak, 15 off-peak, late, wknd 32,36: <10 peak, < 20 off-peak, late, wknd	🟢🟡🔴 64: 12 peak, 20 off-peak, late, wknd
National Mall	–	32,36: <10 peak, < 20 off-peak, late, wknd	P1,2,6: 10 peak; <15 off peak; late; wknd	🟢🟡 52,53,54: <10 peak and off-peak; late, wknd 70,71, 79:<10 peak, <15 off-peak, late; wknd	X	🟢🟡 52,53,54: <10 peak and off-peak; late, wknd	🟢🟡 P1,2,6: 10 peak; <15 off peak; late; wknd 70,71, 79:<10 peak, <15 off-peak, late; wknd	🟢🟡 P1,2: <25 peak; 30 off peak 70,71, 79:<10 peak, <15 off-peak, late; wknd V7,8,9: <10 peak, 30 off-peak, late, wknd	🟢🔵🟠 P1,2: <25 peak; 30 off peak V7,8,9: <10 peak, 30 off-peak, late, wknd 70,71:<10 peak, <15 off-peak, late; wknd	X	🟢 P1,2,6: 10 peak; <15 off peak; late; wknd	🔵🟠 32,36: <10 peak, < 20 off-peak, late, wknd 34: 20 peak; 30 off-peak, late, wknd	X	🟢🟡 70,71, 79:<10 peak, <15 off-peak, late; wknd 52,53,54: <10 peak and off-peak; late, wknd	X	X	🔵🟠 32,36: <10 peak, < 20 off-peak, late, wknd	34: 20 peak; 30 off-peak, late, wknd	🟢	🟠 V7,8: <20 peak, 30 off-peak, late, wknd	X	P6: <30 peak, 30 off-peak, late, wknd	70,71, 79:<10 peak, <15 off-peak, late; wknd	52,53,54: <10 peak and off-peak; late, wknd	X	X	🟢🟡
Georgetown /Lower Wisconsin	–	–	E-W	G2: <15 peak, 30 off-peak, late, wknd	X	X	E-W	X	X	X	X	32,36: <10 peak, < 20 off-peak, late, wknd	X	X	DGR D2: 10 peak, <25 off-peak, late, wknd	32,36: <10 peak, < 20 off-peak, late, wknd	E-W 32,36: <10 peak, < 20 off-peak, late, wknd 🚶	32: 10 peak, 30 off-peak, late, wknd	X	X	X	X	X	X	X	32,36: <10 peak, < 20 off-peak, late, wknd	

	National Mall	George-town / Lower Wisconsin	NoMa/FL -NY Ave Gateway	Shaw/ Howard U Town Ctr/ 14th & U	Adams Morgan	Columbia Heights	Mt. Vernon Square	SW Water-front/ Waterside Mall	Capitol Riverfront /S Cap Corridor/ Near SE/ Buzz Pt	Brookland /Hospital Ctr/AFRH/ McMillan	Anacostia	Penn Ave SE/ E Mkt/ Potom-ac Ave	H St NE/ Star-burst Plaza	Georgia Avenue / Petworth	Dupont Circle	Friendship Heights	Foggy Bottom/ West End	Skyland/ Good Hope & Alabama Ave SE	St. Elizabeths /Congress Heights	MN Ave & Benning / MN Ave Metro	Fort Lincoln New Town	RI Ave Metro Area	Upper GA/ Bright-wood	Walter Reed	Van Ness	Tenley-town	Fort Totten Metro Stn. Area
NoMa/FL-NY Ave Gateway	-	-	-	90,92,93: <10 peak; <10 off-peak; late; wknd	● 90,92,93: <10 peak, <10 off-peak, late, wknd	X	E-W ● X2: <10 peak and off-peak, late, wknd 80: <10 peak, 15 off-peak, late, wknd D4: <20 peak, 30 off-peak, late, wknd P1,2,6: 10 peak; <15 off peak; late; wknd	P1,2: <25 peak; 30 off peak	P1,2: <25 peak; 30 off peak	● 80: <10 peak, 15 off-peak, late, wknd D8: <15 peak, 15 off-peak, late, wknd	P1,2,6: 10 peak; <15 off peak; late; wknd; 90,92,93: <10 peak; <10 off-peak; late; wknd	90,92,93: <10 peak; <10 off-peak; late; wknd	● X2: <10 peak and off-peak, late, wknd X8: <20 peak, <45 off-peak, wknd 90,92,93: <10 peak; <10 off-peak; late; wknd 🚹	X	● D6: 10 peak, <25 off-peak, late, wknd	●	E-W D6: 10 peak, <25 off-peak, late, wknd 80: <10 peak, 15 off-peak, late, wknd	92: <15 peak; <15 off-peak; late; wknd	92: <15 peak; <15 off-peak; late; wknd	X2: <10 peak and off-peak, late, wknd	X	● D8: <15 peak, 15 off-peak, late, wknd P6: <30 peak, 30 off-peak, late, wknd	X	X	●	●	●
Shaw/ Howard U Town Ctr/ 14th & U	-	-	-	-	WAM 90,92,93: <10 peak; <10 off-peak; late; wknd 🚹	WAM ●● 52,53,54: <10 peak and off-peak; late, wknd S1,2,4: <10 peak and off-peak 90,92,93: <10 peak; <10 off-peak; late; wknd ●● 🚹	●● 70,71, 79:<10 peak, <15 off-peak, late; wknd	●● 70,71:<10 peak, <15 off-peak, late; wknd	● 70,71:<10 peak, <15 off-peak, late; wknd	X	● 90,92,93: <10 peak; <10 off-peak; late; wknd	90,92,93: <10 peak; <10 off-peak; late; wknd	90,92,93: <10 peak; <10 off-peak; late; wknd	●● 52,53,54: <10 peak and off-peak; late, wknd 70,71, 79:<10 peak, <15 off-peak, late; wknd 64: 12 peak, 20 off-peak, late, wknd	X	X	X	92: <15 peak; <15 off-peak; late; wknd	● 92: <15 peak; <15 off-peak; late; wknd	X	X	X	70,71, 79:<10 peak, <15 off-peak, late; wknd	52,53,54: <10 peak and off-peak; late, wknd	X	X	●● 64: 12 peak, 20 off-peak, late, wknd
Adams Morgan	-	-	-	-	-	WAM 🚹	X	X	X	X	90,92,93: <10 peak; <10 off-peak; late; wknd	90,92,93: <10 peak; <10 off-peak; late; wknd	90,92,93: <10 peak, <10 off-peak, late, wknd	X	42: <10 peak, 10 off-peak, late, wknd L2: <15 peak, 30 off-peak, late, wknd	L2: <15 peak, 30 off-peak, late, wknd	X	92: <15 peak; <15 off-peak; late; wknd	92: <15 peak; <15 off-peak; late; wknd	X	X	X	X	X	L2: <15 peak, 30 off-peak, late, wknd	L2: <15 peak, 30 off-peak, late, wknd	X
Columbia Heights	-	-	-	-	-	-	●●	●●	●	H2,4: <10 peak, <15 off-peak, late, wknd H8: <15 peak; 30 off-peak	●	X	X	●● H8: <15 peak; 30 off-peak 52,53,54: <10 peak and off-peak; late, wknd	X	X	X	X	●	X	X	H8: <15 peak; 30 off-peak	X	52,53,54: <10 peak and off-peak; late, wknd	H2: <30 peak, 30 off-peak, late, wknd	X	●●

	National Mall	George-town / Lower Wisconsin	NoMa/FL-NY Ave Gateway	Shaw/ Howard U Town Ctr/ 14th & U	Adams Morgan	Columbia Heights	Mt. Vernon Square	SW Water-front/ Waterside Mall	Capitol Riverfront /S Cap Corridor/ Near SE/ Buzz Pt	Brookland /Hospital Ctr/AFRH/ McMillan	Anacostia	Penn Ave SE/ E Mkt/ Potom-ac Ave	H St NE/ Star-burst Plaza	Georgia Avenue / Petworth	Dupont Circle	Friendship Heights	Foggy Bottom/ West End	Skyland/ Good Hope & Alabama Ave SE	St. Elizabeths /Congress Heights	MN Ave & Benning / MN Ave Metro	Fort Lincoln New Town	RI Ave Metro Area	Upper GA/ Bright-wood	Walter Reed	Van Ness	Tenley-town	Fort Totten Metro Stn. Area
Mt. Vernon Square	–	–	–	–	–	–	–	N-S ●● P1,2: <25 peak; 30 off peak 70,71, 79:<10 peak, <15 off-peak, late; wknd	USN ● P1,2: <25 peak; 30 off peak 70,71:<10 peak, <15 off-peak, late; wknd	● 80: <10 peak, 15 off-peak, late, wknd	P1,2,6: 10 peak; <15 off peak; late; wknd ●	USN	● X2: <10 peak and off-peak, late, wknd	●● 70,71, 79:<10 peak, <15 off-peak, late; wknd	●	●	E-W 80: <10 peak, 15 off-peak, late, wknd	X	●	X2: <10 peak and off-peak, late, wknd	X	● P6: <30 peak, 30 off-peak, late, wknd	70,71, 79:<10 peak, <15 off-peak, late; wknd	X	●	●	●●●
Southwest Waterfront/ Waterside Mall	–	–	–	–	–	–	–	–	● P1,2: <25 peak; 30 off peak V7,8,9: <10 peak, 30 off-peak, late, wknd 70,71:<10 peak, <15 off-peak, late; wknd 🚹	X	P1,2,6: 10 peak; <15 off peak; late; wknd ●	X	X	●● 70,71:<10 peak, <15 off-peak, late; wknd	X	X	X	X	●	V7,8: <20 peak, 30 off-peak, late, wknd	X	X	70,71, 79:<10 peak, <15 off-peak, late; wknd	X	X	X	●●
Capitol Riverfront/ S Capitol Corridor/ Near SE/ Buzzard Pt	–	–	–	–	–	–	–	–	–	X	● P1,2,6: 10 peak; <15 off peak; late; wknd	USN ●● 🚹	X	● 70,71:<10 peak, <15 off-peak, late; wknd	X	X	●●	X	●	● V7,8: <20 peak, 30 off-peak, late, wknd	X	X	70,71: <10 peak, <15 off-peak, late; wknd	X	X	X	●
Brookland/ Hospital Ctr/ AFRH/ McMillan	–	–	–	–	–	–	–	–	–	–	X	X	●	H8: <15 peak; 30 off-peak	● (via Center City)	● (via Center City)	80: <10 peak, 15 off-peak, late, wknd	X	X	X	H6: <10 peak, 15 off-peak, late, wknd	● D8: <15 peak, 15 off-peak, late, wknd H8: <15 peak; 30 off-peak	X	X	● H2: <30 peak, 30 off-peak, late, wknd	●(via Center City), H3, H4: <15 peak, 30 off-peak, late, wknd	●
Anacostia	–	–	–	–	–	–	–	–	–	–	–	90,92,93: <10 peak; <10 off-peak; late; wknd	90,92,93: <10 peak; <10 off-peak; late; wknd	●	X	X	W6,8: <15 peak, 30 off-peak, late, wknd	W2,3: 15 peak, 30 off-peak, late, wknd W4: 10 peak, 30 off-peak, late wknd	● W2,3: 15 peak, 30 off-peak, late, weekend W4: 10 peak, 30 off-peak, late wknd A2,6,7,8: <10 peak, 10 off-peak, late, wknd	U2: <25 peak, <35 off-peak	X	P6: <30 peak, 30 off-peak, late, wknd	X	X	X	X	●

	National Mall	George-town / Lower Wisconsin	NoMa/FL -NY Ave Gateway	Shaw/ Howard U Town Ctr/ 14th & U	Adams Morgan	Columbia Heights	Mt. Vernon Square	SW Water-front/ Waterside Mall	Capitol Riverfront /S Cap Corridor/ Near SE/ Buzz Pt	Brookland /Hospital Ctr/AFRH/ McMillan	Anacostia	Penn Ave SE/ E Mkt/ Potom-ac Ave	H St NE/ Star-burst Plaza	Georgia Avenue / Petworth	Dupont Circle	Friendship Heights	Foggy Bottom/ West End	Skyland/ Good Hope & Alabama Ave SE	St. Elizabeths /Congress Heights	MN Ave & Benning / MN Ave Metro	Fort Lincoln New Town	RI Ave Metro Area	Upper GA/ Bright-wood	Walter Reed	Van Ness	Tenley-town	Fort Totten Metro Stn. Area
Penn Ave SE/Eastern Market/ Potomac Ave	–	–	–	–	–	–	–	–	–	–	–	–	90,92 ,93: <10 peak; <10 off-peak; late; wknd	X	X	32,36: <10 peak, < 20 off-peak, late, wknd	🔵🟠 32,36: <10 peak, < 20 off-peak, late, wknd	32: 10 peak, 30 off-peak, late, wknd 92: <15 peak; <15 off-peak; late; wknd 34: 20 peak; 30 off-peak, late, wknd	92: <15 peak; <15 off-peak; late; wknd	🟠 V7,8: <20 peak, 30 off-peak, late, wknd	X	X	X	X	X	32,36: <10 peak, < 20 off-peak, late, wknd	X
H Street NE/ Starburst Plaza	–	–	–	–	–	–	–	–	–	–	–	–	–	X	🔴	🔴	X	X	X	X2: <10 peak and off-peak, late, wknd	X	🔴	X	X	🔴	🔴	🔴
Georgia Ave/ Petworth	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X	X	X	X	X	X	X	H8: <15 peak; 30 off-peak	70,71, 79:<10 peak, <15 off-peak, late; wknd	X	X	X	60, 64: <10 peak, 10 off-peak, late, wknd
Dupont Circle	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	🔴 N2,4: <10 peak, 15 off-peak N6: late, wknd\ L2,4: <20 peak, 15 off-peak, late, wknd	D6: 10 peak, <25 off-peak, late, wknd 🚻	X	X	X	X	🔴 (via Center City)	X	X	🔴 L2,4: <20 peak, 15 off-peak, late, wknd	🔴 L2,4: <20 peak, 15 off-peak, late, wknd	🔴 (via Center City)
Friendship Heights	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	32,36: <10 peak, < 20 off-peak, late, wknd	32: 10 peak, 30 off-peak, late, wknd	X	X	X	🔴 (via Center City)	X	X	🔴 L2,4: <20 peak, 15 off-peak, late, wknd	🔴 L2,4: <20 peak, 15 off-peak, late, wknd 32,36: <10 peak, < 20 off-peak, late, wknd	🔴 (via Center City)
Foggy Bottom/ West End	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	32: 10 peak, 30 off-peak, late, wknd	X	X	X	X	X	X	X	32,36: <10 peak, < 20 off-peak, late, wknd	X

	National Mall	George-town / Lower Wisconsin	NoMa/FL-NY Ave Gateway	Shaw/ Howard U Town Ctr/ 14th & U	Adams Morgan	Columbia Heights	Mt. Vernon Square	SW Water-front/ Waterside Mall	Capitol Riverfront /S Cap Corridor/ Near SE/ Buzz Pt	Brookland /Hospital Ctr/AFRH/ McMillan	Anacostia	Penn Ave SE/ E Mkt/ Potom-ac Ave	H St NE/ Star-burst Plaza	Georgia Avenue / Petworth	Dupont Circle	Friendship Heights	Foggy Bottom/ West End	Skyland/ Good Hope & Alabama Ave SE	St. Elizabeths /Congress Heights	MN Ave & Benning / MN Ave Metro	Fort Lincoln New Town	RI Ave Metro Area	Upper GA/ Bright-wood	Walter Reed	Van Ness	Tenley-town	Fort Totten Metro Stn. Area
Skyland/ Good Hope Rd & Alabama Ave SE	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	W2,3: 15 peak, 30 off-peak, late, wknd W4: 10 peak, 30 off-peak, late wknd 92: <15 peak; <15 off-peak; late; wknd	X	X	X	X	X	X	X	X
St. Elizabeths/ Congress Heights	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X	X	X	X	X	X	X	X
MN Ave & Benning/ MN Ave Metro	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X	X	X	X	X	X	X
Fort Lincoln New Town	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	B8,9: 10 peak, 60 off-peak	X	X	X	X	X
RI Ave Metro Area	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X	X	● (via Center City)	● (via Center City)	●
Upper GA/ Brightwood	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	70,71, 79:<10 peak, <15 off-peak, late; wknd	X	X	X
Walter Reed	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X	X	X
Van Ness	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	● L2,4: <20 peak, 15 off-peak, late, wknd N8: 20 peak, 30 off-peak, late	● (via Center City)
Tenleytown	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	● (via Center City)

Notes: The matrix reflects Metrobus service as of summer 2010. Poplar Point Activity Center is excluded from this matrix, as there is currently no transit service there, other than peak-only service that passes it but does not stop. Circulator Connections are only shown for connections with no transfer required. Shown as the colored circles representing Metro lines, Metro Connections are only shown for connections with no transfer required. Bus Connections are only shown for all-day bus routes with no transfer included.

🚶: Walkable for some parts of the Activity Centers (up to approximately ½ mile) –: Connection shown on other axis. X: No direct Circulator connection, direct Metrorail connection, or all-day bus service available.

Appendix G

DC Circulator Peer Review

DC Circulator Peer Review

System	Route	Base Fare	Operating Days / Hours	Headways	Date of Data	Passenger Boardings	Revenue Vehicle Hours	Revenue Vehicle Miles	Fare Revenue	Operating Expenses	Boardings/ Hour	Boardings/ Mile	Miles/ Hour	Cost/ Trip	Cost/ Hour	Cost/ Mile	Farebox Recovery	Subsidy/ Trip	Other Operating Revenue
Long Beach Transit (Long Beach, CA)[1]	Passport (A, B, C & D)	free within downtown area, $1.25 outside	Mon-Sun 5 am - 1:00 am	10-30 min	FY 2009	3,185,126	85,657	740,034	$58,683	$8,024,348	37.18	4.30	8.64	$2.52	$93.68	$10.84	0.73%	$1.71	$0
	LBT Total					**3,185,126**	**85,657**	**740,034**	**$58,683**	**$8,024,348**	**37.18**	**4.30**	**8.64**	**$2.52**	**$93.68**	**$10.84**	**0.73%**	**$1.71**	**$0**
Santa Barbara Metropolitan Transit District (Santa Barbara, CA)[2]	Line 27 - Isla Vista Shuttle	$1.75	Mon-Fri 7:00 am - 8:30 pm Sat-Sun 10:00 am - 6:00 pm	12-36 min	FY 2009	63,051	1,714	27,486	$75,618	$187,462	36.79	2.29	16.04	$2.97	$109.37	$6.82	40.34%	$1.77	$0
	Line 36 - Seaside Shuttle	$0.25	Mon-Fri 6:00 am - 7:00 pm Sat-Sun 9:00 am - 6:00 pm	30 min	FY 2009	99,403	4,808	47,099	$82,167	$438,273	20.67	2.11	9.80	$4.41	$91.15	$9.31	18.75%	$3.58	$0
	Line 37 - Crosstown Shuttle	$1.75	Mon-Fri 7:00 am - 6:30 pm	15-20 min	FY 2009	152,855	7,346	60,037	$220,051	$642,159	20.81	2.55	8.17	$4.20	$87.42	$10.70	34.27%	$0.36	$367,626
	Line 30 - State Street (Downtown/Waterfront Shuttle)	$0.25	Mon-Sun 9:00 am - 6:00 pm Summers: Fri-Sat 6:00 - 10:00 pm	10-30 min	FY 2009	436,321	11,435	46,334	$870,082	$936,027	38.16	9.42	4.05	$2.15	$81.86	$20.20	92.95%	$0.15	$0
	Line 31 - East Beach - Zoo (Downtown/Waterfront Shuttle)	$0.25	Mon-Sun 9:00 am - 6:00 pm Summers: Fri-Sat 6:00 - 10:00 pm	10-30 min	FY 2009	75,818	2,616	26,336	$191,338	$245,134	28.98	2.88	10.07	$3.23	$93.71	$9.31	78.05%	$0.71	$0
	Line 32 - West Beach - Harbor (Downtown-Waterfront Shuttle)	$0.25	Mon-Sun 9:00 am - 6:00 pm Summers: Fri-Sat 6:00 - 10:00 pm	10-30 min	FY 2009	31,813	1,245	9,719	$90,347	$109,139	25.55	3.27	7.81	$3.43	$87.66	$11.23	82.78%	$0.59	$0
	SBMTD Total					**859,261**	**29,164**	**217,011**	**$1,529,603**	**$2,558,194**	**29.46**	**3.96**	**9.32**	**$2.98**	**$87.72**	**$11.79**	**59.79%**	**$0.77**	**$367,626**
St. Petersburg Partnership, Saint Petersburg Trolley (Saint Petersburg, FL)[3]	Downtown Looper	$0.25	Sun-Thu 10:00 am - 5:00 pm Fri-Sat 10:00 am - 12:00 midnight	15 min	FY 2009	87,562	5,628	51,851	$17,465	$292,278	15.56	1.69	9.21	$3.34	$51.94	$5.64	5.98%	$1.71	$0
	SPP Total					**87,562**	**5,628**	**51,851**	**$17,465**	**$292,278**	**15.56**	**1.69**	**9.21**	**$3.34**	**$51.94**	**$5.64**	**5.98%**	**$1.71**	**$0**
Hillsborough Area Regional Transit (Tampa, FL)	Route 96 (Purple Line Trolley)	$0.25	Mon-Fri AM & PM peak	10 min	FY 2009	45,911	4,573	36,703	$6,500	$300,000	10.04	1.25	8.03	$6.53	$65.60	$8.17	2.17%	$6.39	$0
	Route 97 (Green Line Trolley)	$0.25	Fri-Sat 6:00 pm - 2:00 am	10 min	FY 2009	14,335	3,282	25,682	$2,800	$205,000	4.37	0.56	7.83	$14.30	$62.46	$7.98	1.37%	$14.11	$0
	HART Total					**60,246**	**7,855**	**62,385**	**$9,300**	**$505,000**	**7.67**	**0.97**	**7.94**	**$8.38**	**$64.29**	**$8.09**	**1.84%**	**$8.23**	**$0**
Greater Cleveland Regional Transit Authority (Cleveland, OH)[4]	47 Muny Lot - Public Square Loop	$1.50	Mon-Fri AM & PM peak	15-30 min	Jan-Dec 2009	80,009	3,211	18,509	$0	$119,130	24.92	4.32	5.76	$1.49	$37.10	$6.44	-	-	-
	61 E-Line Trolley	$0.00*	Mon-Fri 7 am-7 pm	10 min	Jan-Dec 2009	483,172	12,494	66,610	$0	$463,545	38.67	7.25	5.33	$0.96	$37.10	$6.96	-	-	-
	62 B-Line Trolley	$0.00*	Mon-Fri 7 am-7 pm	10 min	Jan-Dec 2009	687,280	6,297	42,791	$0	$233,600	109.15	16.06	6.80	$0.34	$37.10	$5.46	-	-	-
	GCRTA Trolley Subtotal					**1,250,461**	**22,002**	**127,910**	**$0**	**$816,275**	**56.83**	**9.78**	**5.81**	**$0.65**	**$37.10**	**$6.38**	**-**	**-**	**-**
Greater Cleveland Regional Transit Authority (Cleveland, OH)[4]	801 Lee - Harvard Circ.	$1.75	Mon-Sat 5:30 am-8 pm	45 min**	Jan-Sep 2009	63,644	6,262	76,674	-	$232,308	10.16	0.83	12.24	$3.65	$37.10	$3.03	-	-	-
	802 Southeast Circ.	$1.75	Mon-Fri 5 am-9:30 pm, Sat-Sun 7 am-8:30 pm	60 min**	Jan-Sep 2009	60,203	8,343	104,690	-	$309,543	7.22	0.58	12.55	$5.14	$37.10	$2.96	-	-	-
	803 St. Clair - Hough Circ.	$1.75	Mon-Fri 6 am-8 pm, Sat 7 am-7:30 pm, Sun 9 am-5:30 pm	60 min**	Jan-Sep 2009	62,267	6,695	64,031	-	$248,367	9.30	0.97	9.56	$3.99	$37.10	$3.88	-	-	-
	804 Lakewood Circ.	$1.75	Mon-Fri 6 am-9:30 pm, Sat-Sun 8 am-7 pm	60 min**	Jan-Sep 2009	140,479	7,487	79,920	-	$277,765	18.76	1.76	10.67	$1.98	$37.10	$3.48	-	-	-

DC Circulator Peer Review

System	Route	Base Fare	Operating Days / Hours	Headways	Date of Data	Passenger Boardings	Revenue Vehicle Hours	Revenue Vehicle Miles	Fare Revenue	Operating Expenses	Boardings/ Hour	Boardings/ Mile	Miles/ Hour	Cost/ Trip	Cost/ Hour	Cost/ Mile	Farebox Recovery	Subsidy/ Trip	Other Operating Revenue
	805 Slavic Village Circ.	$1.75	Mon-Fri 6 am-11 pm, Sat 7:30 am-10 pm, Sun 8:30 am-8 pm	60 min**	Jan-Sep 2009	56,461	4,196	48,367	-	$155,654	13.46	1.17	11.53	$2.76	$37.10	$3.22	-	-	-
	806 Euclid - Euclid Beach Circ.	$1.75	Mon-Fri 6 am-8 pm, Sat 6 am-7:30 pm	60 min**	Jan-Sep 2009	120,921	8,715	103,510	-	$323,310	13.88	1.17	11.88	$2.67	$37.10	$3.12	-	-	-
	807 Tremont Circ.	$1.75	Mon-Fri 6 am-7:30 pm, Sat 8 am-6:30 pm, Sun 9 am-6:30 pm	60 min**	Jan-Sep 2009	100,773	6,681	53,845	-	$247,858	15.08	1.87	8.06	$2.46	$37.10	$4.60	-	-	-
	808 West Shore Circ.	$1.75	Mon-Fri 7:30 am-5 pm	60 min**	Jan-Sep 2009	23,548	4,339	73,481	-	$160,989	5.43	0.32	16.93	$6.84	$37.10	$2.19	-	-	-
	809 Kamm's - Puritas Circ.	$1.75	Mon-Fri 5:30 am-8:30 pm, Sat 7:30 am-7:30 pm	45 min**	Jan-Sep 2009	138,694	9,035	118,004	-	$335,197	15.35	1.18	13.06	$2.42	$37.10	$2.84	-	-	-
	820 St. Clair - Five Points Circ.	$1.75	Mon-Sat 6:30 am-8 pm	45 min**	Jan-Sep 2009	74,476	5,876	61,112	-	$217,982	12.68	1.22	10.40	$2.93	$37.10	$3.57	-	-	-
	821 Univ. Circle/Heights Area Circ.	$1.75	Mon-Fri 7 am-7 pm, Sat 9 am-6:30pm	60 min**	Jan-Sep 2009	28,208	2,633	25,046	-	$97,668	10.72	1.13	9.51	$3.46	$37.10	$3.90	-	-	-
	822 Southwest Circ.	$1.75	Mon-Sat 9:30 am-7:30 pm	60 min**	Jan-Sep 2009	22,273	4,219	58,695	-	$156,517	5.28	0.38	13.91	$7.03	$37.10	$2.67	-	-	-
	GCRTA Circulators Subtotal					**891,947**	**74,479**	**867,375**	**-**	**$2,763,159**	**11.98**	**1.03**	**11.65**	**$3.10**	**$37.10**	**$3.19**	**-**	**-**	**-**
LYNX - Central Florida Regional Transportation Authority (Orlando, FL)	LYMMO	$0.00	Mon–Thu 6 am–10 pm, Fri 6 am– 12 midnight, Sat 10 am – 12 midnight, Sun 10 am–10 pm	5-10 min	Oct 2008 - Sep 2009	1,257,184	26,809	147,819	$0	$1,923,671	46.89	8.50	5.51	$1.53	$71.76	$13.01	0.00%	$1.71	$0
	LYMMO Total					**1,257,184**	**26,809**	**147,819**	**$0**	**$1,923,671**	**46.89**	**8.50**	**5.51**	**$1.53**	**$71.76**	**$13.01**	**0.00%**	**$1.71**	**$0**
Los Angeles Department of Transportation (Los Angeles, CA)[5]	DASH Downtown - total for all routes	$0.25	Mon-Fri 5:50 am - 7 pm, Sat 6:30 am - 5 pm, Sun 10 am - 5 pm	5-10 min peak; 5-20 off-peak	July 2009 - June 2010	6,360,855	169,996	1,188,247	$1,163,457	$11,701,136	37.42	5.35	6.99	$1.84	$68.83	$9.85	9.94%	$1.60	$0
	DASH Downtown Total					**6,360,855**	**169,996**	**1,188,247**	**$1,163,457**	**$11,701,136**	**37.42**	**5.35**	**6.99**	**$1.84**	**$68.83**	**$9.85**	**9.94%**	**$1.60**	**$0**
Baltimore City Department of Transportation (Baltimore, MD)[6]	Charm City Circulators - Orange and Purple Routes	$0.00	Mon–Thu 6:30 am–8 pm, Fri 6:30 am– 12 midnight, Sat 9 am – 12 midnight, Sun 9 am–8 pm, Sun-Thu until 9 pm Apr 1-Oct 31	10 min	Jan 2010-June 2010	311,388	16,636	97,184	$0		18.72	3.20	5.84	$0.00	$0.00	$0.00	0.00%	$0.00	$0
	Charm City Circulator Total					**311,388**	**16,636**	**97,184**	**$0**	**$0**	**18.72**	**3.20**	**5.84**	**$0.00**	**$0.00**	**$0.00**	**0.00%**	**$0.00**	**$0**

Notes:

[1] Passport subsidy per passenger reflects operating revenue in addition to fares.

[2] Operating expenses do not include depreciation.
Schedules vary seasonally.
Line 37 - Crosstown Shuttle subsidy per passenger reflects operating revenue in addition to fares.

[3] Operating expenses include driver labor, fuel, maintenance, and insurance but not in-kind administrative expenses. Central Avenue Shuttle route strated October 4th, 2009 so not included.

[4] 47 Muny Lot - Public Square Loop functions as a park and ride shuttle to downtown parking; operates during AM and PM peak only.
*Operating costs covered by a local bank. Fare would be $1.50 otherwise.
**Frequencies were severely reduced during last year of operations; Neighborhood Circulators were discontinued in Sept 2009 due to poor performance and budget concerns.

[5] Due to economic downturn and resulting budget deficit, a fare increase and strategic cuts were made in August 2010. Substantial operating subidy is provided by Los Angeles Cuonty Metropolitan Transportation Authority.

[6] The Orange Route was launched Jan 2010 and the Purple Route was launched June 2010.

Appendix H

Corridor Evaluations

Appendix I: Corridor Screening Matrix – Corridor Development Process Step 2

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served***[1]
Corridor/Activity Centers	**New Route/ Change to Existing**											
SELECTED CORRIDORS												
Adams Morgan – U Street/Howard U/Shaw – NoMa (and Union Station) – H St/Starburst	New	Yes: 4	Yes: Medium and large centers	Near and mid-term	Somewhat: Metrobus 90s cut across H St, but don't really serve the activity center	Somewhat: Activity Center connections are good, service to Union Station not frequent	Yes: 4 Metrorail stations, Frequent Metrobus service through 4 Activity Centers	Yes: Yellow/Green and Red	Yes: Mixed-use ACs (existing at Adams Morgan, U St, significant plans for U St, NoMa, and H St), medium density housing (lot planned for mid-term), some office at NoMa and U St (lot planned for NoMa), tourism (U St, Union Sta), significant nightlife/entertainment (U St, H St), institutions (Howard U & Hospital, Gallaudet)	No	No	Yes: 5 (Zoo, Rock Creek Park, African American Civil War Memorial, Union Sta, Nat'l Postal Museum)
Dupont –National Mall (WWII Memorial) – SW Waterfront	New	Somewhat: 3	Yes: Medium and large centers	Near and mid-term	Yes: No one-seat ride end to end	Yes: Many of these connections don't have high frequent existing transit connections	Somewhat: 2 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	Yes: Red and Green	Yes: Mixed-use ACs include medium to high density residential (Dupont, SW Waterfront), significant office (SW Waterfront), tourism (Zoo, Mall), entertainment (Kennedy Ctr, Arena Stage), nightlife (Dupont, AM)	Yes: Crosses Mall at WWII Memorial	Yes: 2 (Dupont Circle, SW Waterfront)	Yes: 6 (WWII, Vietnam Vets, Korean War Vets, Downtown Restaurants, Downtown Shops, Kennedy Ctr)
Eastern Market (Pennsylvania Ave SE) – Capitol Riverfront – Anacostia – Skyland – possible extension to Minnesota Ave Metro	New	Yes: 5-6	Yes: Small and large centers	Mid-term	No: Existing high frequency bus service between Eastern Market and both Skyland and MN Ave	Somewhat: Some connections have good service, some have infrequent service	Yes: 4-5 Metrorail stations, Frequent Metrobus service through 2-3 Activity Centers	Yes: Blue/Orange, Green, and possibly Orange	Yes: Planned mixed-use (lot at Cap Riverfront, some East of River), some residential (primarily low density East of River, limited in Cap Riverfront), office (Cap Riverfront), tourism (Union Sta, Mall), entertainment (Ball Park), no nightlife, local retail, institutions (Smithsonian)	Yes: Crosses Mall at Capitol	Yes: 3-4 (Capitol Riverfront, Anacostia, Skyland, MN Ave Metro Sta Area)	Yes: 4 (Capitol, Supreme Court, Library of Congress, Frederick Douglass House)

[1] Only visitor destinations identified in the National Park Service's survey list of destinations, found in the report, *2008 Visitor Study: Destinations, Preferences, and Expenditures* (see Table 3.8.1.A), were included here. Visitor destinations were considered served primarily if the corridor provided direct service; destinations within a few blocks' walking distance were not included in the number of visitor destinations served.

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[1]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
NPS Route, North Mall: Union Station – Smithsonian (via Madison Dr) – Lincoln Memorial – Foggy Bottom-Georgetown	New	Yes: 4	Yes: Most large, one small center	Near-term	No: E-W Circulator provides high frequency end-to-end service	Yes: Most of Corridor has no existing all day, high frequency service	No: 3 Metrorail stations, Frequent Metrobus service through 1 Activity Centers	Yes: Red , Yellow/Green, and Orange/Blue	Somewhat: Union Station (NoMA), Foggy Bottom, and Georgetown have good level of mixed use; Constitution Ave portion is primarily a tourism route, with some Federal employers adjacent to Mall	Yes: Serves north side of Mall including Madison Dr	Yes – Connection to Union Station transportation hub	Yes: 9 (Union Sta, Nat'l Postal Museum, Amer History, Natural History, Nat'l Gallery of Art, Wash Monument, Vietnam Vets, Lincoln, Newseum, Nat'l Archives, FBI Bldg, WWII Memorial, White House within 2 blocks, Kennedy Center)
NPS Route, South Mall: Union Station – Capitol – Smithsonian (via Jefferson Dr) – Jefferson, FDR, and Korean War Veterans Memorials – Arlington Cemetery	New	Not many: 2	Somewhat: One large center and one small	Near-term	Yes: No one-seat ride end to end	Yes: No existing all day, high frequency service	Somewhat: 3 Metrorail stations, Frequent Metrobus service through 1 Activity Centers	Yes: Red and Orange/Blue	No: Primarily tourism route, with some Federal employers adjacent to Mall	Yes: Serves south side of Mall including Jefferson Dr	Yes – Connection to Union Station transportation hub	Yes: 17 (Union Sta, Nat'l Postal Museum, Capitol, Supreme Court, Library of Congress, Amer Indian, Air and Space, Smithsonian Castle, Freer/Sackler Galleries/Nat'l Museum African Art, Holocaust Museum, Bureau of Engraving & Printing, Wash Monument, Jefferson, FDR, Korean War Vets, Lincoln, Arlington Cemetery)
St. Elizabeths/Congress Heights – Poplar Point – Anacostia – PA Ave SE/Barracks Row-H Street NE	New	Yes: 5	Somewhat: One medium, rest small centers	Near, mid, and long-term	No: Metrobus 92 provides < 15 minute service all day	Somewhat: Anacostia to PA Ave good connection; Poplar Point has no transit connections	Yes: 4 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	Yes: Green and Orange/Blue	Somewhat: Little existing mixed-use, significant planned mixed-use (Poplar Pt, long-term), primarily low density residential East of River, med to high density residential planned Congress Hts, significant employment (St E's, Navy Yard), little tourism (Frederick Douglass), some entertainment/ nightlife (Barracks Row, H St), local retail, institutions (St E's Hospital)	No	No	No: only 1 served (Frederick Douglass House)

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[1]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
Tenleytown-Van Ness-Adams Morgan-Columbia Heights- GA Ave/Petworth-Brookland/Hospital Ctr	New	Yes: 6	Yes: Small and medium centers	Near and mid-term	Somewhat: Just Red line through Central Washington	Somewhat: Some connections have good service, some have infrequent service	Yes: 5 Metrorail stations, Frequent Metrobus service through 4 Activity Centers	Yes: Red/Yellow, Green/Red, and both legs of Red line	Yes: Some mixed-use at Metrorail stations, primarily medium to low density residential (Tenley, CH, GA Ave/Petworth, Brookland), high to medium density residential at AM, some office (Tenley, Van Ness), some tourism (Zoo, Brookland area), shopping (DC USA at CH), some nightlife (AM, CH), lot institutions/ employers (AU, UDC, CUA, Hospital Center, AFRH)	No	No	Somewhat: 3 (Zoo, Rock Creek Park, Nat'l Shrine of the Immaculate Conception, Downtown Restaurants)
Connect Navy Yard and Waterfront Metro stations via M St SW (extension of another corridor)	Change	Not many: 2	Yes: Medium and large centers	Mid-term	No: Green line, multiple bus routes, parts are walkable	No: Green line, multiple bus routes, parts are walkable	Somewhat: 2 Metrorail stations, Frequent Metrobus service through 1 Activity Center	No	Yes, but mainly office and residential: Existing ACs are primarily office (major Federal employers) and growing residential (med to high density residential in SW Waterfront) entertainment (Ball Park, Arena Stage, Historic Fish Wharf), little tourism (Navy Museum, Mandarin Oriental), significant mixed-use planned for Cap Riverfront mid-term and some for Waterfront long-term	No	No	No
Extend Rosslyn-Georgetown-Dupont route to U Street	Change	Yes: 4	Yes: Medium and large centers	Near-term	Yes: No one-seat ride end to end	Yes: Dupont to U Street has no existing connection	Somewhat: Adds 1 Metrorail station, Frequent Metrobus service through the new Activity Center	Yes: Green/Yellow, Red, and Orange/Blue	Yes: Mixed Use ACs along entire corridor, U St currently has: medium density residential, some office, some tourism (museums), significant retail and nightlife, institutions (Howard U & Hospital nearby); significant mixed-use planned for U St in mid-term	No	No	No: only 1 served (African Amer Civil War)

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[1]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
Extend Union Station – Navy Yard Route north to NoMa	Change	Yes: 4	Yes: Large center	Mid-term	Somewhat: Existing >10 minute headway bus service	Somewhat: Existing >10 minute headway bus service	Somewhat: Adds 1 Metrorail station, Frequent Metrobus service through the added Activity Center	Yes: Red, Orange/Blue, and Green	Yes: Mixed Use ACs along entire corridor; NoMa currently has: office, medium density residential, local retail, tourism (Union Sta), no entertainment/nightlife, institutions (Gallaudet nearby); significant mixed-use planned for NoMa in mid- to long-term	No	Yes: 1 (NoMa)	No (No visitor destinations in NoMa, but existing route serves Union Sta and Nat'l Postal Museum)
OTHER CORRIDORS CONSIDERED												
Extend E-W route to National Cathedral (or possibly to Tenleytown and Friendship Heights, splitting the route at Foggy Bottom)	Change	Somewhat: Possibly 2 more to existing E-W route of 5 activity centers	No: Added centers all small	Near-term	No: Red line between Friendship Heights/ Tenleytown and Union Station; 30s buses from National Cathedral to Georgetown	No: Red line and frequent bus service	No: Extension to National Cathedral adds no stations; to Tenleytown and Friendship Heights adds 2 Metrorail stations, No frequent Metrobus service through two new Activity Centers	No	Extension to National Cathedral only – No: Extension to National Cathedral and Glover Park serves a tourism destination and surrounding residential area. Existing E-W Route already serves Georgetown Extension to Tenleytown and Friendship Heights – Yes: Mixed-use ACs, high density residential at FH and med to low density residential at Tenley, med to high density office and retail, little entertainment/ nightlife, institutions (AU)	No	No	Extension to National Cathedral only – No: only 1 served (National Cathedral) Extension to Tenleytown and Friendship Heights – Somewhat: 2 (Downtown Restaurants and Shops)

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Corridor/Activity Centers	**New Route/ Change to Existing**											
Rosslyn-Georgetown-Dupont-U Street- Columbia Heights	New	Yes: 5	Yes: Medium and large centers	Near-term	Yes: No one-seat ride end to end	Somewhat: Some connections have good service, some have infrequent service	Yes: 4 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	Yes: Green/Yellow, Red, and Orange/Blue	Yes: Mixed Use ACs along entire corridor, U St and CH currently have : significant residential, some office (U St), some tourism and cultural attractions, significant retail and nightlife, institutions (Howard U & Hospital nearby); significant mixed-use planned for U St in mid-term	No	No	Somewhat: 3 (African Amer Civil War Memorial, Downtown Restaurants and Shops)
Adams Morgan-Dupont-Foggy Bottom-Georgetown	New	Yes: 4	Yes: Medium and large centers	Near-term	Yes: No one-seat ride end to end	Yes: Most connections have infrequent/no service	Somewhat: 2 Metrorail stations, Frequent Metrobus service through 2 Activity Centers	Yes: Red and Orange/Blue	Yes: Mixed-use ACs include medium to high density residential (Dupont, AM, Gtown), offices (FB, Gtown), tourism (Zoo, Gtown), entertainment (Kennedy Ctr), retail center (Gtown), nightlife (Dupont, AM, Gtown), institutions (GWU & Hospital, Georgetown & Hospital)	No	No	Yes: 4 (Zoo, Kennedy Ctr, Downtown Restaurants and Shops)
Georgetown-Foggy Bottom-Central Washington-National Mall	New	Yes: 4	Yes: One small rest large centers	Near-term	Somewhat: Existing >10 minute headway bus service	Somewhat: Some connections have good service, some have infrequent service	Yes: 8 Metrorail stations, Frequent Metrobus service through 1 Activity Centers	Yes: Orange/Blue, Red, and Green/Yellow	Yes: Mixed-use ACs, some med density residential (Gtown, CW), significant office (FB, CW), tourism (Mall, Gtown, downtown), entertainment (Kennedy Ctr, Verizon Ctr), nightlife (Gtown, downtown), institutions (Smithsonian, GWU & Hospital, Georgetown & Hospital)	Yes: Serves Mall near Washington Monument	Yes: 3 (Georgetown, Foggy Bottom, Central Washington)	Yes: 8 (Downtown Restaurants and Shops, Kennedy Ctr, Corcoran, Renwick Gallery, Decatur House, White House, Wash Monument)

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[1]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
H Street NE- NoMa-U Street-Dupont-Georgetown	New	Yes: 5	Yes: Medium and large centers	Near and mid-term	Yes: No one-seat ride end to end	No: Existing frequent connections for most activity centers	Yes: 4 Metrorail stations, Frequent Metrobus service through 4 Activity Centers	Yes: Red and Yellow/Green	Yes: Mixed-use ACs (existing at U St, Dupont, Gtown; significant plans for U St, NoMa, and H St), medium density housing and significant office (Dupont, Gtown, NoMa, U St), tourism (U St, Gtown, Union Sta), significant nightlife/entertainment (Dupont, Gtown, H St, U St), institutions (Howard U & Hospital, Gallaudet, Georgetown & Hospital)	No	No	Somewhat: 3 (African Amer Civil War Memorial, Downtown Restaurants and Shops)
NoMa-U Street-Adams Morgan-Dupont	New	Yes: 4	Yes: Medium and large centers	Near and mid-term	Somewhat: Red line through Central Washington and existing >10 minute headway bus service	No: Existing frequent connections for all activity centers	Yes: 4 Metrorail stations, Frequent Metrobus service through 4 Activity Centers	Yes: Red and Yellow/Green	Yes: Mixed-use ACs (existing at U St, AM, Dupont; significant plans for U St and NoMa), med to high density housing and significant office, tourism (Zoo, U St, Union Sta), significant nightlife/entertainment (U St, AM, Dupont), institutions (Howard U & Hospital, Gallaudet,)	No	No	Somewhat: 3 (African Amer Civil War Memorial, Downtown Restaurants and Shops)
National Zoo-Adams Morgan-Dupont-U Street-Rhode Island Ave-Ft. Lincoln	New	Yes: 5	Yes: Small, medium and large centers	Near and long-term	Yes: No one-seat ride end to end	Somewhat: Some connections have good service, some have infrequent/no service	Yes: 4 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	Yes: Red (both legs) and Yellow/Green	Yes: Mixed-use ACs (existing at U St, AM, Dupont; significant plans for U St and Ft Lincoln mid-term), med to high density housing (except RI Ave), some office (Dupont, U St), tourism (Zoo, U St), significant nightlife/entertainment (U St, AM, Dupont), big box retail at RI Ave, institutions (Howard U & Hospital)	No	No	Yes: 4 (Zoo, African Amer Civil War Memorial, Downtown Restaurants and Shops)

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Corridor/Activity Centers	**New Route/ Change to Existing**											
Dupont-Tenleytown (AU) via National Cathedral	New	Not many: 2	Somewhat: One small one medium center	Near-term	No: Red line	No: Existing frequent connections for all activity centers	Somewhat: 2 Metrorail stations, Frequent Metrobus service through 1 Activity Centers	No	Yes: Mixed Use ACs, med to low density residential, medium density office and retail, tourism (Cathedral), nightlife (Dupont), institutions (AU)	No	No	Somewhat: 3 (Nat'l Cathedral, Downtown Restaurants and Shops)
National Mall-Foggy Bottom-Dupont-U Street	New	Yes: 4	Yes: Medium and large centers	Near-term	No: Green/Yellow lines, frequent bus service	Somewhat: Some connections have good service, some have infrequent/no service	Yes: 5 Metrorail stations, Frequent Metrobus service through 2 Activity Centers	Yes: Orange/Blue, Red, and Yellow/Green	Yes: Mixed-use ACs include medium density residential (Dupont, U St), some office, tourism (Mall, U St), entertainment (Kennedy Ctr), significant nightlife (Dupont, U St), institutions (Smithsonian, GWU & Hospital, Howard U & Hospital)	Yes: Crosses Mall at Lincoln Memorial	Yes: 3 (Foggy Bottom, Dupont, U St)	Yes: 6 (Lincoln, Vietnam Vets, Kennedy Ctr, Downtown Restaurants and Shops, African Amer Civil War Memorial)
U Street-Mt. Vernon Square-National Mall-SW Waterfront	New	Yes: 4	Yes: Medium and large centers	Near and mid-term	No: Existing frequent bus service	No: Existing frequent connections for all activity centers	Yes: 6 Metrorail stations, Frequent Metrobus service through 2 Activity Centers	Yes: Yellow/Green, Red, Orange/Blue, and Green	Yes: Existing mixed-use ACs (U St and SW), medium to high density residential (U St, SW), significant office and retail (U St, Mt Vernon, SW), tourism (Mall, downtown), entertainment (Verizon Center, Arena Stage), nightlife (U St, Chinatown), institutions (Smithsonian, Howard U & Hospital); significant planned mixed-use for U St and Mt Vernon	Yes: Crosses Mall near Smithsonian	Yes: 3 (U St, Mt Vernon Square, SW Waterfront)	Yes: 14 (African Amer Civil War Memorial, Nat'l Portrait Gallery/Amer Art Mus, Mus of Crime & Punishment, Spy Museum, Ford's Theater, FBI Bldg, Archives, Navy Memorial, Downtown Restaurants and Shops, Natural History, Smithsonian Castle, Freer and Sackler Galleries/Nat'l Muse African Art, Air and Space)

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[1]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
Extend N-S Route north to Howard U Hospital and Shaw-Howard Metro	Change	Yes: Adds 1 Activity Center to existing N-S route with 4 activity centers	Yes: Large center	Near-term	No: Green/yellow line and existing high frequency bus service	No: Existing frequent connections for all activity centers	Somewhat: Adds 1 Metrorail station, Frequent Metrobus service exists through additional Activity Center	No: Just adds Green which is already served on the N-S route	Somewhat: Shaw is primarily residential with local retail, institutions (Howard U & Hospital); mixed-use Howard Town Center planned near-term	No	No	No: only 1 served (African Amer Civil War Mem)
Brookland-GA/Petworth-Columbia Heights-Adams Morgan-Woodley Park	New	Yes: 4	Yes: Medium centers	Near and mid-term	Somewhat: Red line through Central Washington	Somewhat: Some connections have good service, some have infrequent service	Yes: 4 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	Yes: Red (both legs) and Yellow/Green	Yes: Mixed-use ACs (existing at CH and AM, significant planned mixed-use at McMillan and AFRH), medium to low density residential (CH, GA Ave/Petworth, Brookland), high to medium density residential at AM, major employers at Hospital Center, some tourism/cultural attractions (Zoo, Brookland area, CH), shopping (DC USA at CH), some nightlife (AM, CH), institutions (CUA, Hospital Center, AFRH)	No	No	Yes: 4 (Nat'l Shrine of Immaculate Conception, Downtown Restaurants and Shops, Zoo)
RI Ave Metro via 12th St to Brookland (incl Catholic U and Hospitals)-AFRH/McMillan-Columbia Hts-GA Ave/Petworth	New	Yes: 4	Yes: Small and Medium centers	Near and mid-term	Somewhat: Existing >10 minute headway bus service	No: Existing frequent connections for all activity centers	Yes: 4 Metrorail stations, Frequent Metrobus service through 2 Activity Centers	Yes: Red and Yellow/Green	Yes: Some existing mixed-use at CH and GA Ave/Petworth Metrorail stations, significant planned mixed-use at McMillan and AFRH, medium to low density residential, major employers at Hospital Center, some tourism/cultural attractions (Brookland area, CH), shopping (DC USA at CH), little nightlife (CH), institutions (CUA, Hospital Center, AFRH)	No	No	Somewhat: 2 (Nat'l Shrine of Immaculate Conception, Downtown Shopping)

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Corridor/Activity Centers	**New Route/ Change to Existing**											
Columbia Heights-Van Ness	New	Not many: 2	Somewhat: One small and one medium center	Near-term	Somewhat: Existing >10 minute headway bus service	Somewhat: Existing >10 minute headway bus service	Somewhat: 2 Metrorail stations, Frequent Metrobus service through 1 Activity Center	Yes: Red and Yellow/Green	Yes: Mixed-use ACs, CH primarily residential with some nightlife and cultural attractions, VN has residential and office, both ACs have significant retail, institutions (UDC)	No	No	No: only 1 served (Downtown Shopping)
Tenleytown-Van Ness-GA/Petworth-Brookland	New	Yes: 4	Yes: Small and medium centers	Near and mid-term	Somewhat: Red line through Central Washington	Yes: Most connections have infrequent/no service	No: 3 Metrorail stations, Frequent Metrobus service through 1 Activity Center	Yes: Red (both legs) and Yellow/Green	Yes: Some mixed-use at Metrorail stations, primarily medium to low density residential (Tenley, GA Ave/Petworth, Brookland), some office (Tenley, Van Ness), little tourism (Brookland area), some retail (Tenley, Van Ness), no nightlife, lot institutions/ employers (AU, UDC, CUA, Hospital Center, AFRH)	No	No	No: only 1 served (Nat'l Shrine of Immaculate Conception)
NoMa via Union Station to Capital Riverfront-SW Waterfront	New	Yes: 3	Yes: Medium and large centers	Mid-term	Somewhat: Existing >10 minute headway bus service	Somewhat: Some connections have good service, some have infrequent service	Yes: 4 Metrorail stations, Frequent Metrobus service through 2 Activity Centers	Yes: Red and Green	Yes: Lot planned mixed-use, existing med to high density residential in SW, growing residential in NoMa and Cap Riverfront, significant office (Cap Riverfront, SW), tourism (Union Sta, Mall), entertainment (Ball Park, Arena Stage), little nightlife (near Union Sta), institutions (Smithsonian)	Yes: Crosses Mall at Capitol	Yes: 3 (NoMa, Capitol Riverfront, SW Waterfront)	Yes: 5 (Union Sta, Nat'l Postal Museum, Capitol, Supreme Court, Library of Congress)

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Corridor/Activity Centers	**New Route/ Change to Existing**											
SW Waterfront-Ft. McNair-Capital Riverfront-National Mall (Capitol South Metro)	New	Somewhat: 3	Yes: Medium and large centers	Mid-term	No: Green line and existing frequent bus service	Somewhat: Some connections have good service, some have infrequent service	No: 3 Metrorail stations, Frequent Metrobus service through 1 Activity Center	Yes: Green and Blue/Orange	Yes, but mainly office and residential: Existing ACs are primarily office (major Federal employers) and growing residential (med to high density residential in SW Waterfront) entertainment (Ball Park, Arena Stage, Historic Fish Wharf), tourism (Mall), significant mixed-use planned for Cap Riverfront mid-term and some for Waterfront long-term	Yes: Serves Mall near Capitol	Yes: 2 (SW Waterfront, Capitol Riverfront)	Somewhat: 2 (Nat'l Museum of the American Indian, Air and Space Museum)
St. Elizabeths -Congress Hts/St. Elizabeths East-Skyland-Anacostia-PA Ave SE (Eastern Mkt)	New	Yes: 4	Somewhat: One medium, rest small centers	Near, mid, and long-term	Somewhat: Existing >10 minute headway bus service	No: Most connections have good service	Somewhat: 3 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	Yes: Green and Blue/Orange	Yes: Planned mixed-use (St E's East, Skyland, Anacostia, and PA Ave), existing residential (PA Ave, primarily low density East of River), significant employment planned at St E's mid-term, little tourism (Frederick Douglass House), no entertainment, little nightlife (Barracks Row), local retail, institutions (St E's Hospital)	No	No	Somewhat: 3 (Anacostia Community Museum, Frederick Douglass House, Downtown Restaurants)
MN Ave-Anacostia-Poplar Point-St. Elizabeths-Congress Hts	New	Yes: 4	Yes: Small and medium centers	Mid and long-term	Yes: No one-seat ride end to end	Somewhat: Some connections have good service, some have infrequent service	Somewhat: 3 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	Yes: Green and Orange	Yes: Planned mixed-use (lot at St E's East and Poplar Pt, some at Anacostia and MN Ave), existing residential is low to med density, significant employment planned at St E's mid-term, little tourism (Frederick Douglass House), no entertainment/ nightlife, local retail, institutions (St E's Hospital)	No	No	No: only 1 served (Frederick Douglass House)

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[1]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
MN Ave-Skyland-Anacostia-Poplar Pt-Capital Riverfront-PA Ave SE (Eastern Mkt)-H St NE	New	Yes: 7	Yes: Small and medium centers	Mid and long-term	No: Existing frequent bus service	Somewhat: Some connections have good service, some have infrequent service	Yes: 4 Metrorail stations, Frequent Metrobus service through 5 Activity Centers	Yes: Orange, Green, and Orange/Blue	Yes: Planned mixed-use (lot at Cap Riverfront and H St mid-term, lot at Poplar Pt long-term, some East of River mid-term), residential (low to med density East of River, limited in Cap Riverfront), office (Cap Riverfront), little tourism (Frederick Douglass House), some nightlife (Barracks Row, H St), local retail, no institutions	No	No	Somewhat: 2 (Frederick Douglass House, Downtown Restaurants)
Capital Riverfront-Anacostia-Poplar Pt-St. Elizabeths-Congress Hts	New	Yes: 4	Yes: Small, medium, and large centers	Most long-term	No: Green line	Somewhat: Some connections have good service, some have infrequent service	Somewhat: 3 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	No	Yes: Planned mixed-use (lot at Cap Riverfront and St E's East mid-term, lot at Poplar Pt long-term, some at Anacostia mid-term), existing residential (low to med density East of River, limited in Cap Riverfront), office (Cap Riverfront, significant employment planned at St E's), little tourism (Frederick Douglass House, Navy Museum), entertainment (Ball Park, no nightlife, local retail, institutions (St E's Hospital)	No	No	No: only 1 served (Frederick Douglass House)
Capital Riverfront-Poplar Point-St. Elizabeths (via Bolling AFB)/Congress Heights	New	Somewhat: 3	Yes: Small, medium, and large centers	Most long-term	No: Green line	Yes: No existing service for these connections	Somewhat: 2 Metrorail stations, Frequent Metrobus service through 2 Activity Centers	No	Yes: Planned mixed-use (lot at Cap Riverfront and St E's East mid-term, lot at Poplar Pt long-term), limited existing residential but growing in Cap Riverfront, office (Cap Riverfront, significant employment planned at St E's), little tourism (Navy Museum), entertainment (Ball Park), no nightlife, institutions (St E's Hospital, Bolling AFB)	No	No	No

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[1]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
Georgetown- Lower WI-Tenleytown-Friendship Heights	New	Somewhat: 3	Somewhat: One large, rest small centers	Near-term	Somewhat: Existing >10 minute headway bus service	Somewhat: Existing 20 minute all day service	No: 2 Metrorail stations, No frequent Metrobus service through these Activity Centers	No	Yes: Mixed-use ACs, high density residential at FH and med density residential at Gtown and Tenley, med to high density office and retail, nightlife (Gtown), institutions (AU, Georgetown & Hospital)	No	No	Somewhat: 3 (Nat'l Cathedral, Downtown Restaurants and Shops)
Tenleytown (AU)-Adams Morgan	New	Not many: 2	Somewhat: One medium and one small center	Near-term	Somewhat: Existing >10 minute headway bus service	Yes: Existing service is infrequent	Somewhat: 1 Metrorail station, Frequent Metrobus service through 1 Activity Center	No	Yes: Mixed-use ACs (AM, primarily at Tenley Metro sta), Tenley has med to low density residential, AM has high to medium density residential, some office and retail at Tenley, tourism (Zoo), nightlife (AM), institutions (AU)	No	No	Somewhat: 3 (Zoo, Downtown Restaurants and Shops)
AU-Tenleytown-Van Ness-Upper GA/Brightwood-Walter Reed (not every trip)-Ft. Totten	New	Yes: 4	No: All small centers	Near, mid, and long-term	Somewhat: Red Line through Central Washington	Yes: No service between Upper GA and the other activity centers	Somewhat: 3 Metrorail stations, Frequent Metrobus service through 2 Activity Centers	Yes: Red (both legs) and Yellow/Green	Yes: Some existing mixed-use at Metrorail stations (Tenley, Van Ness, Ft Totten), lot med to high density residential and some mixed-use planned at Ft Totten and Upper GA/Brightwood, existing med to low density residential, some office (Tenley, Van Ness), local retail, no tourism or nightlife, institutions (AU, Walter Reed, Providence Hospital)	No	No	No

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[1]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
National Mall-Union Station/NoMa	New	Not many: 2	Somewhat: One small and one large center	Near-term	Somewhat: Existing >10 minute headway bus service	No: All connections have good service	Somewhat: 4 Metrorail stations, Frequent Metrobus service through 1 Activity Center	Yes: Orange/Blue, Yellow/Green, and Red	Somewhat: Mall is primarily tourism with adjacent Federal employment, NoMa currently has: office, medium density residential, local retail, tourism (Union Sta), no entertainment/nightlife, institutions (Gallaudet nearby); significant mixed-use planned for NoMa in mid- to long-term	Yes: Serves north side Mall	Yes: 1 (NoMa)	Yes: 17 (Lincoln, Vietnam Vets, Korean War Vets, WWII Memorial, Wash Monument, American History, Natural History, Nat'l Gallery of Art, Smithsonian Institute, Freer and Sackler Galleries/Nat'l Museum of African Art, Air & Space, Nat'l Museum of the Amer Indian, Capitol, Library of Congress, Supreme Court, Union Station, Nat'l Postal Museum)
Union Station/NoMa-H St NE-PA Ave SE (Eastern Mkt and Hill East)	New	Somewhat: 3	Yes: One small, one medium, and one large center	Near and mid-term	No: Existing high frequency bus service	No: All connections have good service	Yes: 4 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	Yes: Red and Orange/Blue	Yes: Mixed-use ACs (NoMa currently office and residential, H St and PA Ave currently residential and nightlife; significant plans for NoMa, and H St mid-term and some at PA Ave), little tourism (Union Sta), nightlife/entertainment (H St, PA Ave), institutions (Gallaudet)	No	No	Somewhat: 3 (Union Sta, Nat'l Postal Museum, Downtown Restaurants)
Ft. Totten-Upper GA/Brightwood-Walter Reed-Takoma	New	Not many: 2 (Takoma not classified as an activity center)	No: Both small centers	Mid and long-term	No: Red line and	Somewhat: Some connections have good service, some have infrequent service	Somewhat: 2 Metrorail stations, Frequent Metrobus service through 1 Activity Center	No	Somewhat: Little existing mixed-use at Ft Totten and Takoma), existing med to low density residential, local retail, no tourism or nightlife, institutions (Walter Reed, Providence Hospital); lot med to high density residential and some mixed-use planned at Ft Totten and Upper GA/Brightwood, office possibly planned in Walter Reed redevelopment	No	No	No

Notes on Objectives:
The objectives listed at the top of this table were selected from the full complement of objectives for the Circulator, developed during this TDP process. While additional objectives do exist, only those pertinent to corridor selection were used as screening criteria in this matrix. For example, *Goal 1: Provide a high quality transit network* and *Goal 4, Maximize financial and operational return on investment*, and their associated objectives were not included in this matrix because they are more pertinent to service design and on-going operations than the corridor selection process.

Notes on Measure Classifications:

- Number of Activity Centers Served: Yes = 4+; Somewhat = 3; Not many = 2
- Size of Activity Centers: No = All small; Somewhat = All small with one medium or large; Yes = All others
- Existing One-Seat Ride End to End: Yes = No other end-to-end connection; Somewhat = Existing but inconvenient end-to-end connection (e.g., headway ≥15 minutes); No: Existing convenient/high frequency end-to-end connection
- Existing Transit Connections between Activity Centers: Yes = most connections currently do not exist; Somewhat = most activity centers have existing but inconvenient connections (e.g., headway ≥15 minutes); No: most activity centers have existing convenient/high frequency connections
- Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines: Yes = 4+ Metrorail stations, regardless of presence of have high frequency bus service; Somewhat = <4 Metrorail Stations and at least 50% of activity centers served have high frequency bus service; No = <4 Metrorail stations and <50% of activity centers served have high frequency bus service. Note: Frequent Metrobus service is defined as ≤ 10 minute combined headways all day, weekdays
- Connects Two or More Metrorail Lines: Yes = Connects two or more Metrorail lines; No = Does not connect two or more Metrorail Lines
- Variety of Land Uses at Activity Centers Served: Yes = Serves activity centers with a lot of mixed-use development and/or multiple land uses or types of activities are found in the activity centers served (i.e., the activity center has 4 or more of these land uses, preferably at higher densities: residential, office, tourism, nightlife, entertainment/cultural attractions, retail, institutions); Somewhat = Serves activity centers with some variety in land uses, but may be at lower densities or fewer land uses occur at the activity centers, or the activity centers have primary land uses with little other types of activities; No = Serves activity centers with one primary land use
- Traverses the Mall: Yes = Crosses or at least connects to the Mall and serves visitor destinations; No = Does not connect to the Mall to serve visitor destinations
- Number of Visitor Destinations served: Yes = 4+; Somewhat = 2-3; No = 0-1 (though 1 destination is served, no connection is provided between two or more visitor destinations)
- Number of Direct Connections from the National Mall to Activity Centers: Yes = Provides direct connections from the Mall to activity centers along the corridor; No = Does not provide direct connections between the Mall and activity centers

Appendix I: Final Corridors – Corridor Development Process Step 4

	Objectives Pertinent to Corridor Selection	Objective 2.1: Connect multi-use activity centers… *Measure: Number of Activity Centers Served*	Objective 2.1: Provide service that addresses multiple trip purposes… *Measure: Size of Activity Centers*	Objective 2.1: Connect multi-use activity centers… *Measure: Timing of Development in Activity Centers Served*	Objective 2.2: Complement existing transit options… *Measure: Existing One-Seat Ride End to End*	Objective 2.2: Complement existing transit options… *Measure: Existing Transit Connections between Activity Centers*	Objective2.2: …link to other non-auto transportation modes. *Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines*	Objective 2.3: …Ease Metrorail Core Capacity Constraints *Measure: Connects Two or More Metrorail Lines*	Objective 2.6: Provide service that addresses multiple trip purposes… *Measure: Variety of Land Uses at Activity Centers Served*	Objective 3.1: Provide transit options between the monumental core and existing activity centers… *Measure: Traverses the Mall*	Objective 3.1: Provide transit options between the monumental core and existing activity centers… *Measure: Number of Direct Connections from the National Mall to Activity Centers*	Objective3.2: Provide transit choices between key visitor destinations *Measure: Number of Visitor Destinations Served*[1]
Corridor/Activity Centers	**New Route/ Change to Existing**											
SELECTED CORRIDORS												
Adams Morgan – U Street/Howard U/Shaw – NoMa (and Union Station) – H St/Starburst	New	Yes: 4	Yes: Medium and large centers	Near and mid-term	Somewhat: Metrobus 90s cut across H St, but don't really serve the activity center	Somewhat: Activity Center connections are good, service to Union Station not frequent	Yes: 4 Metrorail stations, Frequent Metrobus service through 4 Activity Centers	Yes: Yellow/Green and Red	Yes: Mixed-use ACs (existing at Adams Morgan, U St, significant plans for U St, NoMa, and H St), medium density housing (lot planned for mid-term), some office at NoMa and U St (lot planned for NoMa), tourism (U St, Union Sta), significant nightlife/entertainment (U St, H St), institutions (Howard U & Hospital, Gallaudet)	No	No	Yes: 5 (Zoo, Rock Creek Park, African American Civil War Memorial, Union Sta, Nat'l Postal Museum)
Dupont –National Mall (WWII Memorial) – SW Waterfront	New	Somewhat: 3	Yes: Medium and large centers	Near and mid-term	Yes: No one-seat ride end to end	Yes: Many of these connections don't have high frequent existing transit connections	Somewhat: 2 Metrorail stations, Frequent Metrobus service through 2 Activity Centers	Yes: Red and Green	Yes: Mixed-use ACs include medium to high density residential (Dupont, SW Waterfront), significant office (SW, Cap Riverfront), tourism (Zoo, Mall), entertainment (Kennedy Ctr, Arena Stage), nightlife (Dupont, AM)	Yes: Crosses Mall at WWII Memorial	Yes: 2 (Dupont Circle, SW Waterfront)	Yes: 6 (WWII, Vietnam Vets, Korean War Vets, Downtown Restaurants, Downtown Shops, Kennedy Ctr)
Minnesota Ave to Skyland (possibly as an extension to another corridor)	New	No: 2	Somewhat: Added centers are small and medium	New ACs are mid-term	Yes: No connection from MN Ave Skyland	Yes: No connection from MN Ave to Skyland	Somewhat: MN Ave has high frequency bus service	No	Somewhat: Planned mixed-use development at MN Ave would be a mix of retail and housing with some office	No	No	No: Adds no new destinations
NPS Route, North Mall: Union Station – Smithsonian (via Madison Dr) – Lincoln Memorial – Foggy Bottom – Georgetown	New	Yes: 4	Yes: Most large, one small center	Near-term	No: E-W Circulator provides high frequency end-to-end service	Yes: Most of Corridor has no existing all day, high frequency service	No: 3 Metrorail stations, Frequent Metrobus service through 1 Activity Centers	Yes: Red , Yellow/Green, and Orange/Blue	Somewhat: Union Station (NoMa), Foggy Bottom, and Georgetown have good level of mixed use; Constitution Ave portion is primarily a tourism route, with some Federal employers adjacent to Mall	Yes: Serves north side of Mall including Madison Dr	Yes – Connection to Union Station transportation hub	Yes: 9 (Union Sta, Nat'l Postal Museum, Amer History, Natural History, Nat'l Gallery of Art, Wash Monument, Vietnam Vets, Lincoln, Newseum, Nat'l Archives, FBI Bldg, WWII Memorial, White House within 2 blocks, Kennedy Center)

[1] Only visitor destinations identified in the National Park Service's survey list of destinations, found in the report, *2008 Visitor Study: Destinations, Preferences, and Expenditures* (see Table 3.8.1.A), were included here. Visitor destinations were considered served primarily if the corridor provided direct service; destinations within a few blocks' walking distance were not included in the number of visitor destinations served.

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[i]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
NPS Route, South Mall: Union Station – Capitol – Smithsonian (via Jefferson Dr) – Arlington Cemetery	New	Not many: 2	Somewhat: One large center and one small	Near-term	Yes: No one-seat ride end to end	Yes: No existing all day, high frequency service	Somewhat: 3 Metrorail stations, Frequent Metrobus service through 1 Activity Centers	Yes: Red and Orange/Blue	No: Primarily tourism route, with some Federal employers adjacent to Mall	Yes: Serves south side of Mall including Jefferson Dr	Yes – Connection to Union Station transportation hub	Yes: 17 (Union Sta, Nat'l Postal Museum, Capitol, Supreme Court, Library of Congress, Amer Indian, Air and Space, Smithsonian Castle, Freer/Sackler Galleries/Nat'l Museum African Art, Holocaust Museum, Bureau of Engraving & Printing, Wash Monument, Jefferson, FDR, Korean War Vets, Lincoln, Arlington Cemetery)
St. Elizabeths/Congress Heights – Poplar Point – Anacostia – PA Ave SE/Barracks Row – H St NE	New	Yes: 5	Somewhat: Two medium, three small centers	Near, mid, and long-term	No: Metrobus 92 provides < 15 minute service all day	Somewhat: Anacostia to PA Ave good connection; Poplar Point has no transit connections	Yes: 4 Metrorail stations, Frequent Metrobus service through 3 Activity Centers	Yes: Green and Orange/Blue	Somewhat: Little existing mixed-use, significant planned mixed-use (Poplar Pt, long-term), primarily low density residential East of River, med to high density residential planned Congress Hts, significant employment (St E's, Navy Yard), little tourism (Frederick Douglass), entertainment/ nightlife (Barracks Row, H Street), local retail, institutions (St E's Hospital)	No	No	No: only 1 served (Frederick Douglass House)
Tenleytown – Van Ness – Adams Morgan-Columbia Heights – GA Ave/Petworth – Brookland/Hospital Ctr	New	Yes: 6	Yes: Small and medium centers	Near and mid-term	Somewhat: Just Red line through Central Washington	Somewhat: Most connections have good service, some have infrequent service	Yes: 5 Metrorail stations, Frequent Metrobus service through 4 Activity Centers	Yes: Red/Yellow, Green/Red, and both legs of Red line	Yes: Some mixed-use at Metrorail stations, primarily medium to low density residential (Tenley, CH, GA Ave/Petworth, Brookland), high to medium density residential at AM, some office (Tenley, Van Ness), some tourism (Zoo, Brookland area), shopping (DC USA at CH), some nightlife (AM, CH), lot institutions/ employers (AU, UDC, CUA, Hospital Center, AFRH)	No	No	Somewhat: 3 (Zoo, Rock Creek Park, Nat'l Shrine of the Immaculate Conception, Downtown Restaurants)

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served[i]***
Corridor/Activity Centers	**New Route/ Change to Existing**											
Tenleytown – Friendship Heights – via Military to Georgia Ave/Brightwood – Walter Reed – possible extension to Silver Spring	New	Yes: 4-5	No: All small centers	Near, mid- and long-term	Somewhat: Just Red line through Central Washington	No: most activity centers have existing convenient connections; only one missing is across the park	Somewhat: 3-4 Metrorail stations, Frequent Metrobus service through 2-3 Activity Centers	No	Somewhat: Tenleytown -med to low density residential at Tenley, med to high density office and retail, little entertainment/ nightlife, institutions (AU); Friendship Heights: Higher-density mixed use with a concentration of retail and entertainment uses, and high density residential; GA/Brightwood: mainly neighborhood serving retail and medium density residential; Walter Reed currently just institutional, potential redevelopment on a portion of the site possible.	No	No	No: 1 Rock Creek Park
Union Station – National Mall (Capitol) – Capitol Riverfront – Anacostia – Skyland	New	Yes: 5	Yes: Small and large centers	Mid-term	No: Existing high frequency bus service between Union Sta and Skyland	Somewhat: Some connections have good service, some have infrequent service	Yes: 4 Metrorail stations, Frequent Metrobus service through 2 Activity Centers	Yes: Red, Blue/Orange, Green	Yes: Planned mixed-use (lot at Cap Riverfront, some East of River), some residential (primarily low density East of River, limited in Cap Riverfront), office (Cap Riverfront), tourism (Union Sta, Mall), entertainment (Ball Park), no nightlife, local retail, institutions (Smithsonian)	Yes: Crosses Mall at Capitol	Yes: 3 (Capitol Riverfront, Anacostia, Skyland)	Yes: 6 (Union Sta, Nat'l Postal Museum, Capitol, Supreme Court, Library of Congress, Frederick Douglass House)
Navy Yard to SW Waterfront (as an extension of another corridor)	Change	Not many: 2	Yes: Medium and large centers	Mid-term	No: Green line, multiple bus routes, parts are walkable	No: Green line, multiple bus routes, parts are walkable	Somewhat: 2 Metrorail stations, Frequent Metrobus service through 1 Activity Center	No	Yes, but mainly office and residential: Existing ACs are primarily office (major Federal employers) and growing residential (med to high density residential in SW Waterfront) entertainment (Ball Park, Arena Stage, Historic Fish Wharf), little tourism (Navy Museum, Mandarin Oriental), significant mixed-use planned for Cap Riverfront mid-term and some for Waterfront long-term	No	No	No
Extend Rosslyn-Georgetown-Dupont route to U Street and Howard U	Change	Yes: 4	Yes: Medium and large centers	Near-term	Yes: No one-seat ride end to end	Yes: Dupont to U Street has no existing connection	Somewhat: Adds 1 Metrorail station, Frequent Metrobus service through the new Activity Center	Yes: Green/Yellow, Red, and Orange/Blue	Yes: Mixed Use ACs along entire corridor, U St currently has: medium density residential, some office, some tourism (museums), significant retail and nightlife, institutions (Howard U & Hospital); significant mixed-use planned for U St in mid-term	No	No	No: only 1 served (African Amer Civil War)

	Objectives Pertinent to Corridor Selection	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Number of Activity Centers Served***	**Objective 2.1: Provide service that addresses multiple trip purposes…** ***Measure: Size of Activity Centers***	**Objective 2.1: Connect multi-use activity centers…** ***Measure: Timing of Development in Activity Centers Served***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing One-Seat Ride End to End***	**Objective 2.2: Complement existing transit options…** ***Measure: Existing Transit Connections between Activity Centers***	**Objective2.2: …link to other non-auto transportation modes.** ***Measure: Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines***	**Objective 2.3: …Ease Metrorail Core Capacity Constraints** ***Measure: Connects Two or More Metrorail Lines***	**Objective 2.6: Provide service that addresses multiple trip purposes…** ***Measure: Variety of Land Uses at Activity Centers Served***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Traverses the Mall***	**Objective 3.1: Provide transit options between the monumental core and existing activity centers…** ***Measure: Number of Direct Connections from the National Mall to Activity Centers***	**Objective3.2: Provide transit choices between key visitor destinations** ***Measure: Number of Visitor Destinations Served***[1]
Corridor/Activity Centers	**New Route/ Change to Existing**											
Extend Union Station – Navy Yard Route north to NoMa	Change	Yes: 4	Yes: Large center	Mid-term	Somewhat: Existing >10 minute headway bus service	Somewhat: Existing >10 minute headway bus service	Somewhat: Adds 1 Metrorail station, Frequent Metrobus service through the added Activity Center	Yes: Red, Orange/Blue, and Green	Yes: Mixed Use ACs along entire corridor; NoMa currently has: office, medium density residential, local retail, tourism (Union Sta), no entertainment/nightlife, institutions (Gallaudet nearby); significant mixed-use planned for NoMa in mid- to long-term	No	Yes: 1 (NoMa)	No (No visitor destinations in NoMa, but existing route serves Union Sta and Nat'l Postal Museum)

Notes on Goals and Objectives:

The objectives listed at the top of this table were selected from the full complement of objectives for the Circulator, developed during this TDP process. While additional objectives do exist, only those pertinent to corridor selection were used as screening criteria in this matrix. For example, *Goal 1: Provide a high quality transit network* and *Goal 4, Maximize financial and operational return on investment*, and their associated objectives were not included in this matrix because they are more pertinent to service design and on-going operations than the corridor selection process.

Notes on Measure Classifications:

- Number of Activity Centers Served: Yes = 4+; Somewhat = 3; Not many = 2
- Size of Activity Centers: No = All small; Somewhat = All small with one medium or large; Yes = All others
- Existing One-Seat Ride End to End: Yes = No other end-to-end connection; Somewhat = Existing but inconvenient end-to-end connection (e.g., headway ≥15 minutes); No: Existing convenient/high frequency end-to-end connection
- Existing Transit Connections between Activity Centers: Yes = most connections currently do not exist; Somewhat = most activity centers have existing but inconvenient connections (e.g., headway ≥15 minutes); No: most activity centers have existing convenient/high frequency connections
- Number of Metrorail Stations Served and Connections to High Frequency Metrobus Lines: Yes = 4+ Metrorail stations, regardless of presence of have high frequency bus service; Somewhat = <4 Metrorail Stations and at least 50% of activity centers served have high frequency bus service; No = <4 Metrorail stations and <50% of activity centers served have high frequency bus service. Note: Frequent Metrobus service is defined as ≤ 10 minute combined headways all day, weekdays
- Connects Two or More Metrorail Lines: Yes = Connects two or more Metrorail lines; No = Does not connect two or more Metrorail Lines
- Variety of Land Uses at Activity Centers Served: Yes = Serves activity centers with a lot of mixed-use development and/or multiple land uses or types of activities are found in the activity centers served (i.e., the activity center has 4 or more of these land uses, preferably at higher densities: residential, office, tourism, nightlife, entertainment/cultural attractions, retail, institutions); Somewhat = Serves activity centers with some variety in land uses, but may be at lower densities or fewer land uses occur at the activity centers, or the activity centers have primary land uses with little other types of activities; No = Serves activity centers with one primary land use
- Traverses the Mall: Yes = Crosses or at least connects to the Mall and serves visitor destinations; No = Does not connect to the Mall to serve visitor destinations
- Number of Visitor Destinations served: Yes = 4+; Somewhat = 2-3; No = 0-1 (though 1 destination is served, no connection is provided between two or more visitor destinations)
- Number of Direct Connections from the National Mall to Activity Centers: Yes = Provides direct connections from the Mall to activity centers along the corridor; No = Does not provide direct connections between the Mall and activity centers

Appendix I

Compliance with Federal Transit Administration Standards

APPENDIX I. FEDERAL TRANSIT ADMINISTRATION FUNDING OPPORTUNITIES & COMPLIANCE

As noted above, the FTA oversees the provision of federal funds for transit programs nationwide, providing funding to states, local governments and transit authorities for facilities, vehicles, technology, operating assistance, planning and marketing, and administration. The federal transportation authorizing legislation (the most recent act is The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU), as amended (49 U.S.C. 5320)sets the statutory authority, including the basic structure of transit programs, requirements, and regulations. The Circulator receives no federal funding for any purpose at this time, largely because the federal funding for large urbanized areas is provided directly to the designated recipient, usually the transit authority—in this case, WMATA. As a large urban area federal funds can be used for a number of purposes including capital (facilities, vehicles, and capitalized maintenance), administration, and planning, but not for operations.

The federal funds allocated to the Washington, D.C. Urbanized Area are largely used for capital and maintenance projects, and WMATA has needs in these areas well beyond the available federal funding. So it is unlikely that under any current transit program arrangements WMATA would pass-through or otherwise sub-allocate these FTA funds to DDOT for the Circulator, instead using them to support the Metrorail and Metrobus services that are also critical to the District and the region. The other local bus services in the region, such as Ride-On in Montgomery County, The Bus in Prince George's County, Alexandria's DASH, Arlington's ART, the Fairfax Connector, etc. are primarily funded by local governments (like Circulator) but with state assistance. To the extent that they receive federal funding it comes through the state, and may be for very limited parts of the program (such as rural services in the non-urbanized area).

However, there are other federal transit programs that are not formula driven, but are discretionary programs directed at particular goals or types of service. These funds are granted in response to competitive solicitations, and are not generally ongoing. DDOT and the Circulator should monitor the availability of federal transit grant opportunities, and be primed to apply for funding. In recent times such federal programs have included:

- **Transit in Parks Program:** The Paul S. Sarbanes Transit in Parks Program provided approximately $24.5 million in FY 2010 in discretionary funding through the FTA. The program was established by Section 3021 of SAFETEA-LU. The program is administered by FTA in partnership with U.S. Department of Interior (DOI) and the U.S.

Department of Agriculture's Forest Service. The program funds capital and planning expenses for alternative transportation systems such as buses and trams in federally-managed parks and public lands. Federal land management agencies, as well as State, tribal and local governments acting with the consent of a Federal land management agency are eligible to apply. DOI, after consultation with and in cooperation with FTA, will determine the final selection and funding of projects. Geographic diversity is a factor in the allocation of funding under this program.

- **Urban Circulator Systems in Support of the Department of Transportation Livability Initiative:** Under the Section 5309 Exempt Discretionary Program FTA provided $130 million in Section 5309 funds for exempt discretionary grants for Urban Circulator Systems which support the Department of Transportation Livability Initiative. This funding was from the Discretionary New Starts/Small Starts Program, authorized by 49 USC § 5309(a) of SAFETEA-LU. The program sought proposals for urban circulator projects seeking less than $25,000,000 in federal Section 5309 assistance. The funding could be used by State and local governmental authorities in financing new fixed guideway capital projects including the acquisition of real property, the initial acquisition of rolling stock for the systems, the acquisition of rights-of-way, and relocation. The FTA solicitation included priorities established by FTA for these discretionary funds, the criteria FTA will use to identify meritorious projects for funding, and described how to apply.

- **Livability Bus Program: This FTA program provided** discretionary Section 5309 Bus and Bus Facilities grant funds in support of the Department of Transportation's Livability Initiative. The Livability Bus program was funded using $150 million in unallocated Discretionary Bus and Bus Facilities Program funds, authorized by 49 USC § 5309(b) of SAFETEA-LU. The Livability Bus Program made funds available to public transit providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations. The solicitation notice included priorities established by FTA for these discretionary funds, the criteria FTA will use to identify meritorious projects for funding, and described how to apply.

- **Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER):** FTA's Office of Research, Demonstration and Innovation works directly with public transit agencies to implement new strategies for reducing greenhouse gas emissions or reduce energy usage from their operations. Under this program FTA provided direct funding to public transit agencies for "capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of their public transportation systems...." These strategies can be implemented through operational or technological enhancements or innovations. This program was part of the American Recovery & Reinvestment Act (ARRA) of 2009, but has been continued through TIGGER II and III funding cycles.

- **Major Capital Investments (New Starts and Small Starts (5309)(b)(1):** FTA's major transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities, one of which is to provide assistance for new fixed guideway systems, called New Starts program and Small Starts. The Small Starts program provides funds to capital projects that either (a) meet the definition of a fixed guideway for at least 50% of the project length in the peak period or (b) are corridor-based bus projects with 10 minute peak/15 minute off-peak headways or better while operating at least 14 hours per weekday. The Federal assistance to be provided under Section 5309(e) must be less than $75 million and the project must have a total capital cost of less than $250 million, Eligible recipients under the New Starts program are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. **Eligible activities include light rail and busway/high occupancy vehicle facilities or extensions to existing facilities.** Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process.

These are examples of potential federal funding programs that DDOT should be prepared to address when and if future similar initiatives are announced. The Transit in the Parks program would seem to be particularly appropriate for the additional planning and vehicle capital required for the National Mall services. The Livability Initiatives of the Department of Transportation will potentially result in additional program opportunities that could be appropriate for the Circulator (or the Streetcar) program, and DDOT

has sought funding in the past under such programs. TIGGER funds have been used by other systems primarily to fund such things as alternative fuel vehicles. It is mentioned here because it may be a source of funding if the Circulator added enhanced sustainability as a goal, perhaps in response to a need for low-emission vehicles for either the Mall service or to solicit support from GSA for Circulator use as an alternative to contracted shuttles. Currently there is no Circulator policy favoring alternative fuel vehicles or sustainability programs. The Small Starts program would primarily be useful if the District and WMATA were to package bus priority/streetcar/bus lane projects to meet these requirements. Funding through the major capital investment process would not be a Circulator initiative alone, but Circulator might be able to take advantage of such a project.

Federal Compliance

A consideration for the Circulator and DDOT is that federal funding brings with it a host of requirements and the associated compliance monitoring. There are 24 areas of compliance requirements that are reviewed as part of the general three-year FTA compliance monitoring on direct recipients. The degree of compliance required and the level of monitoring is not generally dependent on the amount of funding provided, so limited federal funds may "taint" the entire program of the recipient forcing the entire program to meet federal requirements. The federal requirements include compliance with:

1. Legal: Authority to apply for funding and operate the system.
2. Financial: Financial management policies and procedures, and financial capacity.
3. Technical: Grants management staff capacity and authority to manage the system.
4. Satisfactory Continuing Control. Control over vehicle and facilities to insure use for intended transit purposes.
5. Maintenance: Maintenance of vehicles and facilities. (PDF 121 KB)
6. Procurement Meets all federal requirements for competitive procurements.
7. Disadvantaged Business Enterprise: Goals for DBE participation.
8. Buy America: Requirements for U.S. participation in vehicles purchased with FTA funds.
9. Debarment/Suspension: Prevents contracting with debarred or suspended firms.
10. Lobbying: Lobbying with federal funds prohibited.
11. Planning/Program of Projects: Planning procedures and coordination required.
12. Title VI: Nondiscrimination in participation and provision of services.

13. Fare Increases and Major Service Reductions: Policies for public participation.
14. Half Fare: Required for seniors, disabled and Medicare card holders.
15. Americans with Disabilities Act: Meets all ADA requirements.
16. Charter Bus: Charter bus operations restricted, policy for exceptions/exemptions.
17. School Bus: School bus operations must be open to general public, no tripper service closed to general public.
18. National Transit Database: Must supply required data, reporting requirements.
19. Safety and Security: Requirements for policies and procedures.
20. Drug-Free Workplace: Policies and implementation.
21. Drug and Alcohol Program: Specific policy requirements, evidence of implementation, reporting requirements.
22. Equal Employment Opportunity: Policy, information and implementation.
23. ITS Architecture: Compliance with Federal ITS Architecture in procurements.
24. ARRA : Specific reporting and other requirements associated with ARRA.

In general, the FTA requires written policies in all of these areas, and the policies have to be consistent with federal requirements. Monitoring reviews both the policies and the degree to which the recipient is following the policies. The Circulator is already required to be in compliance with the ADA, so that would not be an issue (except in terms of needing written policies and complying with them). Major other compliance issues for most transit systems include financial and grants management (which one would assume the District has in place for federal highway funding), drug and alcohol and drug free workplace requirements (which the District government has, though they might require reworking for FTA) which should be passed on to the contractor, and procurement. Procurement of transit vehicles involves a number of requirements including that the vehicle has been tested by the FTA's Altoona, Pennsylvania test center, that it meet "Buy America" requirements for U.S. content, that the procurement included bus assembly line inspections, pre- and post-delivery inspections, etc. Circulator's Belgian buses, and their procurement, would not meet these requirements. One other particular requirement related to transit that should be understood is that related to labor protection.

Section 5333(b) (formerly called Section 13(c)of Title 49 (the transportation authorizing legislation) addresses labor protection. In applying for a grant to FTA, the applicant certifies that they have met this requirement, and this

certification is reviewed as part of the first compliance area assuring that the applicant has met the legal requirements. When Federal funds are used to acquire, improve, or operate a transit system, Federal law requires arrangements to protect the rights of affected transit employees. These arrangements must be approved by the Department of Labor (DOL) before the FTA can release funds to grantees. The terms and conditions of the protective arrangements are included in the grantee's contract with FTA. However, the DOL oversees this regulation and makes the certification that it has been met.

Section 5333(b) specifies that the arrangements must provide for the preservation of rights and benefits of employees under existing collective bargaining agreements, continuation of collective bargaining rights, protection of individual employees against a worsening of their positions in relation to their employment, assurances of employment to employees of acquired transit systems, priority of reemployment, and paid training or retraining programs.

Under DOL Procedural Guidelines (Federal Register 29 CFR Part 215), it (DOL) DOL refers for review the grant application and the proposed terms and conditions to unions representing transit employees in the service area of the project and to the applicant and/or recipient. DOL certification permitting the release of transit funds will occur within 60 days from the date the DOL begins processing a grant application. This may be a final certification or an interim certification.

Section 5333(b) requires that the protections apply to all transit employees in the service area of the federally funded project. Consequently, protective arrangements must be in place for the grantee's employees, those of any contractors of the grantee providing transit services, and those of other mass transit providers in the service area. Section 13(c) protections are required for all transit employees in the service area of a Federally funded transit project, regardless of whether they work for the grant recipient. If any of these employees are represented by a union, it must be given an opportunity to develop, with the grant recipient, protective terms for the employees it represents. This process does not create a collective bargaining relationship between that union and the grant recipient if one does not already exist.

In practice, WMATA has signed certifications that it will comply with Section 5333(b), and when it applies for project funding, DOL refers the application to the unions representing transit employees in the service area (including those representing WMATA workers, and those representing First Transit Circulator workers). If there are no issues, DOL can move to approve the grant. Because DDOT does not receive federal funds, it has not signed a Section 5333(b) certification. Currently, if a new Circulator route replaces existing

Metrobus service, WMATA is able to retain the employees (their condition is not worsened) because of its staffing needs elsewhere, and so it has not had issues to this point labor protection. This could change if Circulator services grew considerably, replacing (rather than augmenting) Metrobus services, resulting in a need for Metrobus to lay off workers (a worsening of their condition), which could trigger labor protection clauses in the contract and result in costs.

If the Circulator became a recipient of FTA funding, it would have to certify as to Section 5333(b). This could cause it to require that contract bidders provide offers of employment to employees of the existing contractor. Furthermore, it could result in issues if Circulator services replaced Metrobus services at a scale that resulted in the worsening of conditions for Metrobus workers—even if they were offered jobs at lower pay and with fewer benefits by the Circulator contractor. In such a case the Circulator's application for federal funds could be objected to by WMATA's unionized workers.

Section 5333(b) and its legal ramifications are complex, and the actual or potential legalities of compliance should be reviewed by appropriate transit labor law experts. However, it should be recognized that it is a potential issue in applying for federal funds.

Appendix J

DC Circulator Governance and Policy

GOVERNMENT OF THE DISTRICT OF COLUMBIA

DEPARTMENT OF TRANSPORTATION

ADMINISTRATIVE ISSUANCE SYSTEM

DEPARTMENTAL ORDER NO. xxxx-2011 DATE: xx/xx/2011

SUBJECT: DC Circulator

By virtue of the authority vested in me as Director of the District Department of Transportation by section 3 of the Department of Transportation Establishment Act of 2002, effective May 21,2002 (D.C. Law 14-137; D.C. Official Code § 50-921.02), it is

hereby ORDERED that:

The following policy and procedures be established for the operation of the DC Circulator bus system by the District Department of Transportation.

I. PURPOSE

The purpose of this Order is to provide guidance and standards to District Department of Transportation (DDOT) employees who develop routes, stops, and operational characteristics for the DC Circulator. Establishment of service elements such as span, stops, and specific streets routes travel upon are subject to this order. While generalized routes and fare policy are established through rulemaking, this Order provides for consideration of the public's input in developing new routes, significantly changing existing routes, or enacting new fare policies. This Order also establishes policies and procedures for charter service using Circulator buses and requires DDOT to provide Council with monthly and annual reports detailing the operation and performance of the Circulator.

II. DEFINITIONS

Circulator – the transit bus system owned by DDOT established in D.C. Law 14-137; D.C. Official Code § 50-921.01 et seq.

Headway – The time interval (usually expressed in minutes) between trips passing a designated location.

Service Request – Any formal request for the addition of, change to, or deletion of District-funded transit bus services.

Program or Service – The permanent or on-going provision of public transportation operations to the public funded in whole or part by the District characterized by an established, common method of operation, purpose and delivery.

Bus Route – The combination of streets and roadways that a bus (or buses) operates over according to a fixed schedule or fixed headway with origin and destination or terminal points.

Bus Trip – The one directional movement of a bus from a starting time and location to a predetermined destination location.

Passenger or Patron Trip – Any patron boarding during revenue service.

Charter service – The temporary hiring by an agency or group external to DDOT of a Circulator bus for the transportation of passengers.

Originator – A person requesting charter service.

In-District – A trip completely within the boundaries of the District of Columbia.

Bus Stop Request – Any request to install, remove, or relocate a bus stop.

Public hearing – a meeting in which the public may make comments, suggestions and recommendations to DDOT on proposed Circulator fare, route or service changes.

Span – The hours during a calendar day during which revenue service is operated. Also called Span of Service.

Revenue Service – The time during which transit bus services are operated for purposes of transporting the public.

Revenue Hour – one bus operating in revenue service for one hour.

Route miles – the number of miles traversed by a route from the route's starting point to the route's terminal point.

Contract manager – an external entity DDOT may choose to engage to handle contract management duties by mutual agreement; this role is presently served by WMATA staff.

Contractor – a person or business providing Circulator operations and maintenance services under terms specified in a contract to either DDOT or the contract manager.

DCST – District of Columbia Surface Transit, Inc., a non-profit corporation that may have agreements with DDOT to market and promote surface transit options in the District.

"Director" means the Director of the District Department of Transportation (DDOT).

"Mass Transit Administrator" means the Director or a DDOT employee appointed by the Director to prepare, oversee and review the establishment of routes, stops, and operational characteristics for the Circulator.

III. AUTHORITY

Sections 3(c) and (d) of the District Department of TransportationEstablishment Act of 2002, effective May 21,2002 (D.C. Law 14-137; D.C. Official Code §§ 50-921.02(c) and (d)). [NEED DDOT COUNSEL TO CHECK & VERIFY.]

IV. GOVERNANCE

District of Columbia Department of Transportation – The DDOT Director, or his/her designee, shall make all policy for the Circulator.

Procurement – Any contracts used to support or procure the Circulator shall be subject to the procurement rules of the contracting authority. In the event the Circulator uses a contracting authority outside of the District of Columbia Department of Transportation, DDOT shall notify the District of Columbia Council Chairperson of any contracts over $1M initiated on behalf of the Circulator.

Oversight – The District of Columbia Council shall retain full performance, legislative and budget oversight over the DC Circulator system as a part of the overall DC budget. The DDOT Director shall provide monthly performance reports to the District of Columbia Council as well as an annual report by January 1 for the preceding fiscal year to ensure that the Council has the information it needs to conduct effective performance and budget oversight. The District of Columbia Council may also officially adopt official plans for the system. The District of Columbia Council may attend or send designees to observe any DCST meeting.

V. POLICY

It is the policy of DDOT to establish Circulator routes and stops to support and stimulate the District's transportation goals. It is the policy of the District Department of Transportation to actively seek public input on proposed route and/or fare changes to the Circulator system. It is the policy of the District Department of Transportation to recover any and all direct and indirect costs associated with provision of charter service using Circulator buses. This Departmental Order shall not conflict with any federal reporting requirements or other restrictions.

VI. STANDARDS

DDOT shall adhere to the following standards when establishing routes, spans, and stops for the Circulator pursuant to the Act.

A. The Director of DDOT, or the Director's designee, shall serve as the Mass Transit Administrator. The Director shall appoint a designee through a Departmental Order.
B. Circulator routes shall operate with an established predetermined headway of ten (10) minutes for the route's entire span. If performance does not adequately meet this standard, DDOT shall investigate and recommend improvement measures (such as increasing the number of buses on the route, implementing bus priority treatments) to ensure that the standard can be met.
C. Circulator routes must carry a minimum of 20 boardings per revenue hour, averaged over the entire span of service. Circulator routes have 12 months to reach this ridership level after the date of implementation. In the event that a route does not carry 20 boardings per revenue hour, DDOT shall first investigate, recommend, and implement improvement measures to increase ridership and/or better align service with ridership to achieve the minimum standard. If

the improvement measures are insufficient to deliver the minimum standard, DDOT shall consider the route for elimination.

D. Prior to initiating new service, DDOT shall conduct analysis to develop ridership estimates, stop locations, routing and span of service. DDOT shall provide the results of these findings to the Mayor, DCST and District of Columbia Council.
E. New routes must undergo a public review and comment period before implementation.
F. Changes to existing routes must undergo a public review and comment period if addition of stops will affect the number of buses required to operate the route at the predetermined headway.
G. Changes to fare structure or rates must undergo a public review and comment period before establishment.
H. Persons submitting service requests and bus stop requests will have their suggestions evaluated for impact to DDOT's ability to maintain the predetermined headway, for adequacy and ability to serve a particular stop location, for impact on ridership, and for budgetary impact. A file shall be kept of the request and response to the requestor to document and guide future decisionmaking.
I. Each member of the public, person, or group making a suggestion or complaint regarding Circulator service is entitled to a response to their complaint or suggestion. DDOT shall respond to complaints and suggestions via phone, email, or other electronic communication means within 24 hours or the next business day. Should DDOT require more time to fully investigate, DDOT shall inform the person or group within 24 hours or the next business day that more time is needed to properly respond to the complaint and shall provide a final response within 30 calendar days.
J. DDOT shall establish and present for adoption by the District of Columbia Council a ten-year horizon planning document at least every three years. Updates to the planning document shall involve a high level of public, elected official, and stakeholder involvement.

VII. PUBLIC PARTICIPATION PROCESS

The Circulator values its ridership and strives to remain open to public comment on the provision of services and planning for future services. Given the dynamic nature of the District's demography, its public transportation services, and the need to adjust to changing fiscal environments, periodic changes to Circulator routes and fares may become necessary. A "public hearing" will serve as the primary hearing of record for citizens to provide input on positive or negative impacts regarding route and/or fare changes.

A. Semiannual Public Forum

1. An open public forum shall be convened at least twice yearly to discuss Circulator performance, address public concerns, and to keep the public involved in future planning for Circulator services.

2. The Mass Transit Administrator shall establish and communicate an agenda for the public forum at least 15 working days before the event date, and shall chair the forum. The forum location shall be within one-half mile of an existing or future planned Circulator stop.

3. The public forum and any required public hearing may take place at the same location and time, as appropriate.

B. Service Changes Requiring a Public Hearing

1. A public hearing is required for: new route proposals; discontinuance of a route; changes in fare structure or rate; decreases in a route's span more than one hour in length; any change to a route that affects the number of buses required to operate the route at the predetermined headway; any change to a route that affects more than 10% of the existing stops; or any change to a route that affects more than 10% of the route miles.

2. A public hearing is not normally required for minor adjustments to service levels: where a bus stop(s) is(are) being added or deleted; adjustments for temporary detours; route changes affecting less than 10% of the existing stops or route miles; or other changes less than provided for in A1 above.

C. Process for Required Public Hearings

1. Initial Proposal Approval: The Mass Transit Administrator will prepare a package for the Director outlining the proposed changes and requesting approval to advertise for a public hearing. The package will contain a cover memo, service evaluation, route map with changes, public notice of proposed changes, public hearing schedule, and implementation plan.

2. Guidelines for Notification of Public Hearing: Advertising of public hearing should take place in a local newspaper(s) serving the affected area and shown prominently on the Circulator and DDOT websites. The advertising and posting of notices in Circulator buses should occur a minimum of fifteen (15) working days before the scheduled hearing. Written notification with a Public Hearing Docket will be sent to affected Councilmembers, ANCs, BIDs, and other civic and neighborhood groups.

3. Location of Public Hearings: Whenever possible, the public hearing or hearings should be held in the area of the proposed bus service changes. Staff will provide additional briefings to municipal governments or civic organizations if requested. The number of public hearings will depend on the magnitude of changes, number of areas affected and interest expressed by the public. Normally one to three hearings will be sufficient.

D. Conducting the Public Hearing

1. The hearing will be conducted by the Mass Transit Administrator or designee. A transcript of the public hearing will not normally be required. Written notes to cover public comments, attendance, and hearing start and ending times will be taken.

2. Public Hearing Dockets will be available at the entrance to the hearing room. Attendees who wish to speak will be asked to sign a Speakers' List.

3. Staff conducting the public hearing shall be introduced, as well as any elected officials, civic association leaders, and any other transportation officials present.

4. The following Statement of Policy will be read by Chairperson: "It is the policy of the District Department of Transportation (DDOT) to seek public input on proposed route or fare changes to the Circulator transportation system. This public hearing shall serve as a means for the affected patrons to express their concerns relative to the proposed changes before any final decisions are made by the District. Any interested person, agency or business will be afforded the opportunity to be heard with respect to the transportation, social, economic or environmental aspects of the proposed changes."

"DDOT wants to hear all comments; therefore, we do ask that the speakers be concise as to their concerns and how your concerns relate to the proposed changes. Oral comments should be restricted to three (3) minutes. Written statements may be submitted at the meeting or sent to DDOT within the next five (5) days. At this time if anyone has not signed-in or wishes to be on the Speakers' List, please let us know."

D. Presentation of Proposal

1. Upon completion of the introductions, assigned DDOT staff will describe the proposed changes in service and/or fare structure using visual aids as appropriate. Illustrations of proposed route changes and/or fare structure will be outlined and explained by assigned staff members.

2. Public Comments: Chairperson should state that public comments will be received in the following order:

a. Elected officials will provide testimony first.

b. Non-elected speakers will be heard in the order that they have signed the Speaker's List. Speakers who have not signed up, but who wish to speak will be given the opportunity to do so.

c. Comments made in writing, by telephone, email, or otherwise received by DDOT within five (5) days of the hearing will be given the same consideration as comments received at the hearing.

E. Public Hearing Closure

After receiving verbal and written comments from the audience, the chairperson shall end the public hearing. The chairperson shall reiterate that any additional written or verbal comments can be made to DDOT within the next five (5) working days by writing to:

Mass Transit Administrator
District Department of Transportation
Frank D. Reeves Municipal Center
2000 14th Street NW, 5th Floor
Washington, DC 20009

Interested persons may also contact the Mass Transit Administration at (202) 673-1740; fax their comments to the Associate Director for Progressive Transportation Services Administration at (202) 673-1734; or email their comments to ddot@dc.gov.

F. Final Approval

1. After a five (5) workday waiting period following the final scheduled public hearing, staff will review all comments received. The waiting period is to allow the public to submit written comments or communicate with DDOT.

2. Staff shall prepare a written summary of the comments received.

3. Staff will prepare an implementation package within ten (10) working days of the hearing with proposals revised as appropriate. The package shall then be submitted to the DDOT Director for approval within ten (10) working days and will contain a cover memo, revised schedule or operations or fares, and a revised route map, if applicable. Correspondence to affected Councilmembers, ANCs, and other civic representatives also will be included. Notices shall be placed on buses at least ten (10) workdays before the approved schedule, route or fare change is implemented.

VIII. NOTICE OF MINOR SERVICE CHANGES

If a service change is deemed to not require a public participation process pursuant to the guidelines described in VI.A., public notice will be served as follows:

Advertising of a service change should be shown prominently on the Circulator and DDOT websites, on Circulator buses, and on Circulator stops as appropriate. The advertising and posting of notices on websites, Circulator buses and stops should occur a minimum of ten (10) working days before the scheduled change.

IX. CHARTER SERVICE

Because the Circulator has not accepted Federal funding to date, it is not bound by Federal Transit Administration charter provisions. Should this situation change, the following procedure may no longer be applicable. Charter service requests will be considered for temporary, special event-related service

only; no charter services that represent a fixed-route transportation service spanning more than one day can be accommodated.

A. All requests for charter and special transportation service will be tracked, evaluated and responded to. All such requests will be received by the Mass Transit Administration. They may be received via phone, email, fax or written correspondence. The following procedures apply:
    a. When a request arrives, it will be logged to the charter request log sheet, which shall be kept electronically.
    b. Upon receiving the fax or email request, the Mass Transit Administrator will conduct a policy and operational evaluation and approve/deny (per Section B and C), the request and send confirmation/denial to the originator via email. The Mass Transit Administrator or assigned staff will communicate the approval to the contract manager and directly to the contractor, only the contract manager will be informed of denial.
    c. As soon as a service decision is made, Mass Transit Administration staff will prepare and send an email, letter or memo approving or denying the trip to the originator and, for approved requests that cost/billing information and an invoice be sent to the originator directly from the contractor.
B. Due to policy and service restrictions, not all requests for special trips or charter service will or can be approved. The following service priorities and scheduling restrictions will be used to evaluate all requests for service:
    a. District of Columbia affiliated agency/group, or District of Columbia sponsored agency or group requesting trips during normal Circulator service hours, operating solely inside the District can always be approved, subject to VIII, Section C.
    b. General public youth, senior and/or disabled group requesting general purpose/special in-District trips during normal Circulator hours can always be approved, subject to VIII, Section C.
    c. Non-profit organization and/or other non-District government agency requesting in-District trips during normal Circulator service hours can always be approved, subject to VIII, Section C.
    d. Charter/Special trip requests meeting conditions a, b or c above but occurring outside of normal service hours, need approval on a case by case basis from the Director, City Administrator, or Mayor.
    e. General public/general purpose trip requests for in-District trips during normal Circulator service hours when other forms of direct public transportation are available to requesting person/group can only be approved on a case by case basis from the Director, City Administrator, or Mayor.
    f. Circulator cannot schedule trips for private companies, organizations or groups that could have used private charter companies, unless directly authorized by the Director, City Administrator, or Mayor.
C. Normal Circulator services will not be disrupted or cancelled due to charter or special trip requests. To assist in meeting this policy, the following scheduling procedures apply:

a. Email, phone, fax or written requests should be received a minimum of two weeks in advance. Email, fax or written requests with less notice are handled as time and resources allow.
b. All requests are scheduled on a first come/first serve basis. Multiple requests on the same day are prioritized per Section 2 (Conditions A, B and C listed in order of priority).
c. DDOT Director, Deputy Director, or Mayor's Office may/can prioritize or schedule a trip at any time and may preempt an existing scheduled trip at any time, and are allowed to request trips that are not in-District.

D. DDOT will attempt to fully recover its costs for Charter/Special trips. The following procedures apply:
    a. Upon receipt of trip approval from assigned staff, staff will determine costs per below.
    b. Circulator direct costs are determined by adding the hourly contract rate in effect to the estimated amount of fuel usage. A minimum of four hours of service is required to be charged per bus, regardless of the number of hours of service actually requested.
    c. DDOT shall also charge an administrative fee. DDOT shall publish the fee on the Circulator website.
    d. Rates will be updated annually on or about October 1 of each year and posted on the Circulator website.
    e. No farebox revenue collection or use of the farebox will be allowed by the requestor. The requestor is solely responsible for any and all monies to be collected to offset the cost of providing the trip. Neither DDOT nor the contractor will accept, handle, or count any cash.
    f. The contractor shall invoice the requestor for the full amount of the charter within two days of receiving the authorization to proceed with the charter. DDOT reserves the right to cancel the trip if the invoice is not paid prior to the date of the charter. All revenues shown as Charter/Special revenue on any required reports.

X. REPORTS TO Mayor and District of Columbia Council

A. By the 20th day of the month following the completed reporting period (e.g. February 20 for January report), the Director, or the Director's designee will provide a summary report of monthly performance to the Mayor and District of Columbia Council.

B. By January 1 of each year, the Director, or the Director's designee will provide a summary report of system performance from the previous fiscal year to the DC Council. The report shall contain the following information:
    a. Ridership by route;
    b. Costs by route;
    c. Revenue collected by route;
    d. Farebox recovery ratio;
    e. Accidents;
    f. On-time performance; and
    g. A summary of all changes made to the system since the prior year's report.

XI. APPLICABILITY

This Order shall apply to all DDOT employees.

XII. MISCELLANEOUS

XIII. EFFECTIVE DATE

This policy shall take effect immediately upon the execution of this Order.

Terry Bellamy

Interim Director (signature line)

Appendix K

DC Circulator Transit Development Plan
Public Comments – March 2011

Comment #	Submitted	Comments Submitted	Comment Type	DDOT Response
1	Online	Please reconsider suspending the Circulator waterfront during the waterfront revitalization. I work at a government building at Waterfront. Losing the bus service would present a hardship for me and other colleagues who rely on this service. Having this route improves the safety of working extended hours. There are times when health concerns makes walking to transportation points at L'Enfant Plaza difficult and the Circulator is my only alternative.	**1**	(A) Thank you for your feedback. We appreciate your support of the Convention Center – Southwest Waterfront (CC-SW) Circulator route. Please know that the decision to suspend the CC-SW route was not made lightly. Below please find an explanation of why DDOT is proposing to suspend the CC-SW route at this time. (1) The CC-SW route was one of the first Circulator routes placed into service in 2005. While all of the Circulator routes see seasonal changes in ridership over the year, the CC-SW has not shown substantial or sustained growth in ridership since the inception of service. Ridership on the CC-SW route in 2010 (547,469) has increased only slightly since its first full year of operations in 2006 (528,812). Average monthly ridership on the route has also decreased for two consecutive years (-7% between 2008 and 2009, -9% between 2009 and 2010). Decreases of this size have not been matched by any other route. (2) DDOT's decision-making policy commits the department to investing in a route and working to improve performance if a given route is not meeting operating standards (e.g., 20 boardings per hour). If DDOT efforts do not increase ridership on the route, it will be considered for elimination. DDOT and DC Surface Transit (DCST) have repeatedly tried to address stagnant and lagging ridership on the CC-SW Circulator route through various marketing campaigns. Marketing efforts in that corridor have included: • Guerilla/street marketing (with free passes and
2	Online	I support the continuation of the Convention Center - SW circulator. We take it because it is safer than riding the Green Line especially at rush hour. The Green Line is overpacked at rush hour between Waterfront and L\'Enfant. My elderly husband has tried waiting for others to board only to be caught in closing doors. We tried being first in line to board only to be pushed onto the floor by the crowd trying to get in. I noted in the study that only a small % of riders are over 65. If this slow to change groups learned about how safe DC circulator is, they would use it. I would support the proposed Dupont Circle-SW-Navy Yard. I would use it to reach the Navy Yard-Union Station circulator. I hope the schedule would be coordinated.	**1**	
3	Online	This is to request that you not change or eliminate the SW Waterfront/Convention Center Route for the Circulator. As a resident of Harbour Square, I use the circulator several times each week as do many, many other residents of Harbour Square, Tiber Island and all of the communities in Southwest. It would be a huge loss to all the citizens of the neighborhood should the route be altered or eliminated. Thank you.	**1**	
4	Online	I oppose plans to terminate the Convention Center-SW Waterfront line. This line provides the only service to the SW Waterfront, neither L\'Enfant Plaza nor the Waterfront Stations are walkable for most people to the Maine Avenue/Water Street area which is just starting to come back. To eliminate the service now will throttle the interim uses for this area and \"train\" people to go elsewhere. [commenter name redacted]	**1**	

Comment Type	
1 = Preserve Convention Center / SW Waterfront Route	5 = Public outreach could be improved
2 = Avoid future service on Van Ness / Veazy	6 = Compliment existing service
3 = Improve service (stops, reroutes, new routes, frequency)	7 = Other
4 = Public Safety Concerns	

Comment #	Submitted	Comments Submitted	Comment Type	DDOT Response
5	Online	I reside at 510 N Street SW and I use the Circulator extensively - I pick up the bus at 6th and Water for trips to Penn Quarter and back, as well as to connect with the Circulator bus to Union Station and Georgetown. I am extremely upset that there is talk of significantly altering this route, and the change makes no sense in light of the future of the SW Waterfront. The Circulator allows people to conveniently arrive at Arena stage after dining in Penn Quarter. Since Arena Stage is a national treasure, providing access should be a priority. As the Waterfront develops and becomes a destination for locals and tourists, the Circulator will become a convenient, affordable and sight-seer friendly way to enjoy this part of town. I urge you to provide MORE direct access to the SW Waterfront, rather than less. The area is only destined to grow and improve, and the Circulator should be a part of that evolution. Sincerely, [commenter name redacted]	**1**	brochures) at Metro stations and other high volume pedestrian zones in the route corridor during lunch time. • Information tables and giveaways with the Circulator website and info number at festivals held in the corridor (Arts on Foot, Car-Free Day, Holiday Market, DC Fringe Festival, DC Short Film Festival). • After-hours social with property managers and concierges of buildings in the corridor to inform them about the Circulator. • Direct mail campaign to 34,000 households in the corridor with brochures and free passes. The largest increases in ridership came in August, September and October of 2008 after the direct mail campaign, but those increases were not sustained. Month to month comparisons of ridership over time show that the CC-SW route is currently experiencing some of the lowest ridership since 2007. (3) Several commenters remarked that the data presented in the DC Circulator Transit Development Plan suggests that the CC-SW should not be eliminated because it is has better performance than other routes. In particular, commenters noted that the Union Station – Navy Yard (US-NY) route currently has worse performance than CC-SW as measured by boardings per hour. The US-NY service is still relatively new. Proposed service changes on US-NY (extending weekday evening service by two hours, introducing new weekend service, relocation of the stop around Union Station) are the first attempts to improve ridership on the route. DDOT and DCST will likely also pursue a marketing campaign, as resources allow. If these efforts do not improve ridership on US-NY, then that route will be subject to the same re-evaluation and
6	Online	The Waterfront Circulator is the only bus route that currently runs from the parking hub on the waterfront near 9th St (SW) to metro and other areas of the city. Cutting this line would strand many passengers and make it so moving into the city from the waterfront is prohibitive. Since there is no other service at this pickup, please, I implore you to keep it running, and generate the needed revenue at other locations.	**1**	
7	Public	***[Public Comment Summary]*** • SW resident, "fervent and enthusiastic user" of Circulator o Use to get to work, Shakespeare theater o Provides mobility throughout DC o Uses wheelchair, Circulator Is "by far the easiest transportation means around District" • Understands that Circulator cancellation is premised on availability of Green Line. o But Green Line only works for wheelchair users if elevator works. o Waterfront elevator only works sometimes. o Gallery Place elevators out for foreseeable future. o Very long ride up 7th St without Circulator or Metro (elevators out) o Metro shuttle buses for elevator outages are a myth. Has spent almost an hour waiting for shuttle bus very late at night (outside Archives).	**1**	

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8	Online	Please keep the SW/Convention Center Circulator. The elimination of the Circulator would be awful for our community. It includes Penn Quarter, Arena Stage, SW Waterfront (all its upcoming activities),King Library, Shakespeare Theater, Harman Center for the Arts, Verizon Center, Restaurants, Museums, Movie Theaters, retail in Metro Center and Penn Quarter, Tourists, Hotels, SW people who use the Circulator daily for work and play. It is vital to our community. We were one of the first routes and have supported the Circulator since its inception. The SW Circulator must be kept in service.	**1**	possible suspension/elimination. (4) We regret that the proposed suspension of the CC-SW route will inevitably cause inconvenience for transit riders. Much of the CC-SW route is also served by existing Metrobus and Metrorail service, which will continue to support these activity centers during the suspension of Circulator service. In addition to the Green Line, Metrobuses 70, 71, 79 (weekdays only), V7, V8, and V9 (weekdays only) serve many of the areas covered by the Circulator route. DDOT is working with Metro to restructure the 70, 71, V7, and V8 routes to improve the connectivity between SW Waterfront and downtown DC, and will be including a proposal to be discussed at a public hearing for the WMATA FY12 budget.
9	Online	I live in Southwest and use the Circulator regularly. It is an important link to many activities around the city. I encourage you to keep a strong SW Waterfront route similar to the one we have now. Thank you.	**1**	
10	Online	Hi, I use the circulator bus that comes to the Waterfront Center. I don't use it every day. I don\'t mind paying a little more to ride, but please don\'t suspend it. Thanks, [commenter name redacted]	**1**	
11	Online	KEEP CONVENTION CENTER - SOUTHWEST WATERFRONT. As a southwest resident and voter in DC, I employ the Circulator bus to continue route Convention Center-Southwest Waterfront. I rode the bus today after attending a Press Release at the National Press Club on 14th Street NW. It was such a relief to be able to WALK ABOUT AND TAKE THE BUS AND NOT HAVE TO GO UNDERGROUND TO DEAL WITH THE METRO RAIL SERVICE.	**1**	
12	Online	please do not eliminate the SW/Convention center route. The area north of New York Ave is expanding and will see an increase of foot traffic due to the new Marriott marquis and refurbished Giant grocery store. Also, the bus route on 7th and 9th streets serves an ever growing population. In the morning, SW residents love to take the circulator to work in downtown or Chinatown. please reconsider the elimination based on the future expansion of the Shaw and waterfront areas.	**1**	
13	Online	I work for the National Institute of Food and Agriculture at USDA, located at 800 9th St., S.W. We have a number of people at our work that depend on catching the Circulator bus to get to and from the Metro and other locations. We also have a number of visitors to our Institute that take the Circulator to go out to dinner after meetings. I just used the bus yesterday after work. We hope you'll reconsider and not cut the Southwest Circulator service. Thank you. [commenter name redacted]	**1**	
14	Online	We live at 415 N Street, SW, and make regular use of the Circulator bus that originates at the Waterfront near Arena Stage. Please ensure its continuation. [commenter name redacted]	**1**	

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Comment #	Submitted	Comments Submitted	Comment Type	DDOT Response
15	Online	To whom it may concern, I am really concerned about the Circulator being cancelled. Some of the ladies that work at 800 9th have had knee replacement and the Circulator really comes in handy when we get off work. The Circulator that comes through 9th & G Street is the only transportation that we have that works at 800 9th Street and Phillips. The 70 bus used to come along Maine Street and then all of a sudden it stopped (after putting a new bench there for the riders). The workers 800 9th Street need the Circulator, because that is our only mode of transportation. Please reconsider because not only do we need the Circulator but the people that work at Phillips Flagship does too. Please reconsider your plans/ideas on cancelling the Circulator. [commenter name redacted]	**1**	[Please see DDOT Response (A)]
16	Online	I have a home in SW waterfront and would like to encourage you to retain the current circulator route into my neighborhood. It provides a valuable alternative to the sometimes crowded metro to get to Arena Stage, ball park (within walking of current circulator stop) and will become an increasingly important alternative to metro as the SW Waterfront continues to develop. Thanks for your consideration.	**1**	
17	Online	Please do not cancel the Southwest Circulator routes. I have mobility issues and depend upon these buses to get to and from work Thanks	**1**	
18	Online	The Circulator running from Water St SW up 7th St is a crucial link to the new development of 7th St. NW, connecting to Dulles Airport Bus, National Gallery of Art, Shakespeare Theatre, China town, many specialty shops, Convention Center with the movie theaters Gallery Place, Goethe Institute, and back on 9th St connecting to the MLK Library, Nat. Portrait Gallery, Museum of American Art and Nat. Archives. Losing this Circulator rout would be a devastating loss to us in the SW community, cutting us off from easy, pleasant and cost effective access to major attractions and businesses of a newly vibrant part of downtown. Please speak in our interest. Thank you [commenter name redacted]	**1**	
19	Online	Do not discontinue the SW Waterfront Convention Center route. It is important for other quadrants of the city to be able to transfer to travel to the waterfront activities such as the Potomac boat cruises, the tidal basin and monuments, Arena Stage, waterfront dining, and the anticipated Kastle Tennis stadium. This route also drops off passengers very close by numerous galleries and even transport to Dulles Airport. Do not get rid of this route!!!!	**1**	

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20	Online	I am a Washington DC Southwest resident since 1983. I reside at 907 Sixth Street, SW, and often use the Circulator route Convention Center - Southwest Waterfront. Also, Georgetown - Union Station. I recommend Circulator to all my guests. Please keep the Convention Center - Southwest Waterfront route alive!	**1**	[Please see DDOT Response (A)]
21	Online	Convention Center- Southwest Waterfront Please keep this circulator route.	**1**	
22	Public	***[Public Comment Summary]*** • Chair of ANC 2C, jurisdiction over at least half (or more) of CC-SW route • Not just about providing convenience to people who may not be able to get around otherwise, it's about economic development o "Significant clusters of economic development" at ends of CC-SW line. o $2 billion of new development around CC. Comparable - $16 billion of new dev and infrastructure in SW. o Arena Stage as new anchor for visitation to region. o Shortsighted to remove transit before developments come online and could be used to promote new development • ANC will be advocating to keep service (ANC member Mr. McVie(?) will do the same) • Speaker has taken Metrobus less times than he has fingers, but takes Circulator several times a day – goes where he needs to go for meetings, also brings customers to north part of route. o Will not take Metrobus – will drive without Circulator.	**1**	
23	Online	Convention Center- Southwest Waterfront route. Please keep this route. I use this line regularly. Keep my circulator	**1**	

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Comment #	Submitted	Comments Submitted	Comment Type	DDOT Response
24	Comment Card	To whom it may concern: I have relied on this Circulator bus since I moved to this address [901 6th Street SW, Apt. [redacted], Washington DC 20024] in March 2006. However, I am aware of the financial concerns which face us all. But I would really urge the continuance of this Convention Center - SW Waterfront bus. I am a retired senior and it is very convenient and helpful. I would be willing to pay increased fares, should that be necessary. Thank you. Sincerely, [commenter name redacted]	**1**	[Please see DDOT Response (A)]
25	Public	***[Public Comment Summary]*** • SW resident • Support extension of CC-SW route extensions to Howard Univ and connecting to M St • Comparison of various routes – boardings per hour, cost per hour, subsidy per rider , accidents of USN is worse than CC-SW; farebox recovery identical on two routes • CC-SW does somewhat parallel Green Line, but it is better performing than USN o DDOT's own statistics do not give justification for suspending CC-SW	**1**	
26	Comment Card	I oppose the plan to discontinue the Waterfront-Convention Center line (from Title VI form).	**1**	

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Comment #	Submitted	Comments Submitted	Comment Type	DDOT Response
27	Comment Card	Good morning, I am a resident of the SW area of Washington DC. I have been riding the circulator since it came in business. I understand the DC council is not going to allow the circulator to come to our area. I am not happy with this announcement and would like you and your staff to reconsider this. I don't feel that the metro bus service has been as accessible to our needs. I have been a circulator customer since it came into business. Please reconsider this decision and allow the SW residents to have the choice of the buses that run there. Let me know more of why the city has decided to do this. I and other resident rely on this bus service to take us to places in the SW community. Thank you for allowing me to speak out for myself and others that are going to experience this change. My email address is shelley.simm@ed.gov. Thank you. [commenter name redacted]	**1**	[Please see DDOT Response (A)]
28	Online	Please do not stop the route which starts at Waterfront and ends at the Convention Center. Perhaps it can be amended during the construction, please do not put many of DC residents daily travel in jeopardy. Thanks for your consideration of my request.	**1**	
29	Online	DO NOT STOP or Eliminate Southwest DC Waterfront Bus Service	**1**	
30	Online	I strongly object to proposals to discontinue Circulator service from Southwest down Seventh Street, back on Ninth Street to Southwest. I Use a power wheelchair and use the Circulator sometimes three days a week or more. I\'m an attorney and often go to Superior court. Also I patronize stores and restaurants at Gallery Place. Eliminating the present Circulator Route would be an extreme hardship and would make residents of Southwest even more isolated than we already are. Please do not change the present Circulator Route. [commenter name redacted]	**1**	

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31	Public	***[Public Comment Summary]*** • Director of Gov Relations and Community Development at Arena Stage • "Blindsided" by March 17th meeting o Left that meeting given information on Circulator routes, thought input would be studied. Then learned imminent cessation of CC-SW. • Challenge empirical data Jan 2010-Dec 2010. Arena Stage under construction 10 months of 2010. Arena Stage is now an anchor in SW, opened at end of October 2010. Audience and employees use the CC-SW route. Arena Stage tells audiences and employees to use transit. o Concurs with other speakers about upcoming SW development, but Arena Stage should be a major consideration. • Arena Stage huge draw for tourists inside and outside of community. Should consider Arena Stage impact on Circulator – it would be a "misstep by DDOT" otherwise.	**1**	[Please see DDOT Response (A)]
32	Online	I live in Southwest and use the DC Circulator to get around town. Please do not discontinue this service, especially as DC tries to revitalize Southwest. My neighbors and I really do use the service and would be greatly saddened to see the SW line discontinued. Thank you for your time.	**1**	
33	Online	I love the circulator bus. I work at the SW Waterfront and love being able to take the bus to Gallery Place to meet friends for lunch, or go shopping. It is very reliable and always busy - seems very popular. Hope it continues this way. [commenter name redacted]	**1**	
34	Online	Please reconsider the elimination of the route connecting the SW Waterfront to the Convention Center. I am a VRE train rider and routinely board this line headed Northbound in the mornings from 7th St & Maryland Ave, SW. The bus is always very crowded (especially when we get the shorter, more compact busses). This is a vital line when almost no other Metro bus routes travel the 7th St corridor from SW to the Convention Center.	**1**	

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Comment #	Submitted	Comments Submitted	Comment Type	DDOT Response
35	Comment Card	As a senior citizen in Southwest Wash., D.C., I request that the Circulator (North/South - Convention Center/Southwest Waterfront) route be made permanent (sic). Seniors, students (Jefferson Jr. High), government employees, attendees to the new Arena Stage, future Kasel Tennis Tournament, and new government employees at 4th & M St., SW. The dinner boats and restaurants along the waterfront are tourists (sic) and citywide attractions. Many baseball fans use this Circulator route because of their access to the restaurants on the waterfront. The Southwest/Convention Center Route is necessary. [commenter name redacted] Waterside Tower 8 (?) Resident Swana Youth Task Force Member	**1**	[Please see DDOT Response (A)]
36	Online	Please do not stop the DC Circulator for the Convention Center- SW Waterfront route. I use this route daily.	**1**	
37	Online	The circulator bus is a great means of transportation for the SW corridor. We would like to keep a stop in front of Waterside Towers for the seniors and others who use the bus to go to the convention center, eateries, and other places in the 7th Street corridor . Perhaps a promotional campaign will help to attract more ridership on that line. I am pleading with DOT to please keep the stops in the same location on 6th and Eye streets SW.	**1**	
38	Online	Please keep the Convention Center- SW Waterfront route of the DC Circulator. This is an important part of the SW community. Thank you.	**1**	
39	Comment Card	Please Do NOT cancel the Convention Center/Southwest Circulator Route in September!! SAFETY: much safer at night and all times because it drops off at my complex, Waterside Towers. I was attacked and hit in head a few years ago off L'Enfant Metro walking the 3 blocks to my apartment (many seniors live in these SW apartments)	**1**	[Please see DDOT Response (A)]

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		FASTER, SIMPLER ROUTE: comes more often – easy for tourists and visitors to learn than Metro or Metrobus. I used it twice a day when I was on Grand Jury for 8 weeks (and when I hurt my knee and couldn't walk to the Metro subway, Circulator was great) CHEAPER, FRIENDLIER: much better atmosphere than Metro or Metrobus – gives tourists a very positive image for DC. Visitors' cars come right to Waterfront from Downtown DC – more personal ride. I'm a senior (still working), so I use it as do many seniors in Southwest. Thanks – we need it and people LOVE it. So many say they just love it – one woman told me she moved into Waterside Tower because of the Circulator! Goes to Chinatown for dinner, etc.		
40	Comment Card	1 - Retain the SW to Convention Center Route 2 - Add to the SW to Convention Center Route to link to the Navy Yard 3 - Keep route before 4/1 ON Water Street to 9th 4 - Move stop back to Arena Stage 5 - Do NOT close Water Street route	**1, 3**	(B) [Please see DDOT Response (A)] When the Convention Center – Southwest Waterfront route is reinstated, the route and corresponding bus stops will be re-evaluated and open to public participation and feedback to implement the best route for riders. Currently, Metrobus routes V7, V8, and V9 also make the connection on M St between the Waterfront and Navy Yard Metrorail stations.
41	Online	Hello, I\'m writing in regard to the possible suspension of Circulator service to the SW pending completion of waterfront renovations. With the loss of Metrobus Route 70/71 service on the corner of 9th and Maine, SW a few years ago, many of us who work on the waterfront have become quite dependent on the north-south Circulator, especially at night or in inclement weather. For us, it would be ideal if the route was continued, and the two stops currently located in front of the "Hogate Restaurant" demolition site and on G Street between 9th and 7th, SW were consolidated into a single stop in front of 800 9th Street, SW. This could be accommodated despite the traffic congestion that may result from waterfront renovation work. Respectfully, [commenter name redacted]	**1, 3**	[Please see DDOT Responses (A) and (B)]

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42	Public	***[Public Comment Summary]*** • Capitol Hill resident/BID board member. • "Very much support" extended hours on USN route o Would appreciate support in getting Capitol Police to get more direct access to Union Station • Flaw in study – Capitol complex missing as Activity Center, but thousands of workers and visitors to Capitol Visitor Center. • Extend USN to M St to connect to CC-SW route – two routes feed into each other and create a loop. • Concerned about extension of USN to Camp Simms. o Not the Camp Simms portion, but the areas south of the Capitol. o The portion south Streets closed off by Capitol police. Can't move south of Independence without vehicles going through residential areas. Very narrow street between 3rd and 4th St. Same problem if route from Capitol Complex down 2nd St. There will be parking issues.	**1, 3**	(C) [Please see DDOT Responses (A) and (B)] • One of the goals of the DC Circulator is to connect mixed-use activity centers in order to improve mobility and foster economic activity. As defined in Chapter 6 of the *DC Circulator Transit Development Plan,* "[a]ctivity centers serve multiple trip purposes and are therefore likely to generate high ridership demand that warrants all-day frequent service. For the purposes of this study, activity centers are mixed-use centers of employment, residences, recreational and cultural uses, and retail activities." Although the Capitol Complex was not represented as a standalone activity center, the population and employment was included in the Central Washington activity center. • DDOT will work as closely as possible with area stakeholders, including the Capitol Police and corresponding ANCs, to implement transit services as efficiently as possible with minimal effects on security or parking capacity.

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43	Public and Comment Card	***[Comment Card]*** Acceptable only if 7th Street route is supplemented by a streecar ***[Public Comment Summary]*** • Long time SW resident. • Community has come to rely upon CC-SW route to access various restaurants and connect to Union Station. • True, there is Metro [to provide transit service] but that "has its own inadequacies." • At moment, enjoy the facility of the CC-SW route. o Any extension of this route should include connection to Capitol Hill [Navy Yard – Union Station] route to access M St and Capitol Hill restaurants. o Conversely Capitol Hill residents and M St residents could access Arena State and SW restaurants.	**1, 3**	[Please see DDOT Response (A)]
44	Public	***[Public Comment Summary]*** • Will Dupont – SW route not be implemented for few years? • Would like the CC-SW route to have extended hours • Vacant DOT space in SW could get new use • Please keep CC-SW route going.	**1, 3**	(D) [Please see DDOT Response (A)] • Currently, the Dupont – Southwest Waterfront – Navy Yard corridor is slated for development as a recommended route during Phase I (FY2012-2015) of the *Circulator Transit Development Plan*. • As a result of this planning effort, DDOT is committed to implementing a core service standard for all routes in the system. The proposed standard is 7 AM – 9 PM daily. Service hours are extended on routes where additional ridership warrants late-night, weekend, or game day services.

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Comment #	Submitted	Comments Submitted	Comment Type	DDOT Response
45	Public and Comment Card	***[Comment Card]*** As a spokesperson for Town Square Towers, we strongly recommend that the Circulator service to the SW Waterfront to continue. With the upcoming development of the SW Waterfront, the newly renovated Arena State, and the newly opened 4th St Corridor, the demand for the Circulator service will expand especially with the future establishment of the graduate school on the Waterfront. moreover, the Circulator serves the elderly of the community. The circulator service up and down 7th St gets great service and we seek continuation of the service. ***[Public Comment Summary]*** • 35-year SW resident (Town Square Towers). Very shocked to hear CC-SW service would be cut o Lot elderly and handicapped residents, use Circulator to go to up/down 7th St, to Union Station and downtown. • Surprised at suspension of service especially with all that is going on in the area. o Going to renovate waterfront – new hotels, townhouses, new board walk, new graduate school. Also newly renovated Arena Stage. o Support idea to extend route to Howard Univ. o Looks like Circulator will be used more for tourists. o Metro can be used to visit lot visitor destinations, but people need option (Circulator) to access Waterfront.	**1, 3**	[Please see DDOT Response (A)]
46	Online	CONVENTION CENTER -- SOUTHWEST ROUTE -- I support an increase in the fee in order to continue the Convention Center to Southwest Route. Service on the Green line during non-rush hour is often slow and it is quicker to take the circulator to get downtown --particularly on the weekend. It is also less confusing to take than the regular buses and really makes for a quick and pleasant connection to the national mall. CONNECTING NAVY YARD AND SOUTHWEST ROUTES -- I fail to understand the logic of not connecting the two lines when their current termini are only 6 blocks apart -- and it would offer the ridership on both lines two options and thus much greater opportunities for using the Circulator. Why does the Navy Yard Route from Union Station not continue on to the SW Waterfront Metro/Circulator stop just 6 blocks away and thus connect up with the Convention Southwest Route -- or vice versa -- the SW route continue on and terminate at Navy Yard instead of Southwest. Connecting the two routes either way would allow the thousands of folks living in the new high rises near the new US DOT headquarters to connect to the Convention/SW	**1, 3**	

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Comment #	Submitted	Comments Submitted	Comment Type	DDOT Response
		route and thus more quickly get to downtown via the SW Circulator instead of having to ride all the way to Union Station to connect up with the Union Station Georgetown route in order to do so (which they are not doing now since it takes too long that way.) Traveling the 6 blocks from Navy Yard to SW or vice versa should not add that much more expense compared to the potential increase in ridership on both lines if they shared the same terminus. I would take the Circulator to Union Station or 8th Street to shop or eat out if I didn't have to ride the Green Line Metro one stop from SW to Navy Yard FIRST in order to catch that Circulator. Metro (Green Line to Red Line) despite the stops is quicker than taking the SW Circulator up to K street to then get to Union Station. I now take the car on the weekends which takes 20 minutes while it usually takes 40 minutes by Metro and over an hour by Circulator now. Connecting the lines would get me to Union Station in about 30 minutes by Circulator and make it worth not taking the car and having to find parking. I [comment appears to be cut off]		
47	Public	***[Public Comment Summary]*** • August 2010, Howard Univ Town Center meeting. Engage Ward 1 and 2 to stop and shop at Shaw. Want to extend Circulator bus CC-SW route to Howard Univ and Hospital then back to 9th St (City Center development), and continue to SW Waterfront. Economic boon. o Increase ridership, revenue o Give Howard Univ students opportunity to shop. Freshmen HU students told to shop at Georgetown and Pentagon City o 5 economic dev projects going on in Shaw (renovation of theater, building of United Negro College Fund, O St Market, Hotel Convention Center, City Center)– these are economic benefits to DC o No reason in world that CC-W route should be cut	**1, 3**	(E) [Please see DDOT Response (A)] In developing the *DC Circulator Transit Development Plan*, DDOT conducted an extensive array of outreach for route recommendations and feedback. Final corridor recommendations were determined based on anticipated development and transit need. DDOT therefore recommended the extension of the Rosslyn – Georgetown – Dupont Circle route to Shaw/Howard University. This connection will provide many of the stop/shop opportunities that were addressed by the speaker in his remarks.
48	Comment Card	It would be a shame to discontinue or suspend the convention center/SW Waterfront station. For me, it seems like that would be one of the more popular routes. I think adding an H St NE bus is a good idea that you have for the future. It will be a good way to increase popularity in that area and help support rebuilding it. I also think a new route heading east west through Shaw/U Street area, connecting to Dupont and Adams Morgan would be helpful to DC residents and non-residents.	**1, 3**	[Please see DDOT Response (A)]

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49	Public	***[Public Comment Summary]*** • Standing in for Robert Craycraft, ANC Ward 6. Lives in SW, "strongly advocates keeping the existing CC-SW route." • The service is a "Godsend" for commuters (transfers from VRE @ Maryland Ave SW, Metrobus A9, V7, V9), autoless riders, seniors, and significant number persons with disabilities o People transfer from VRE and Metrobus A9, B7, B9 o Appendix A ignores people who board NW-bound Circulator at E St o Southwest is growing – DDOT people must know it because there is an office there! o Appendix A does not separate out seniors and persons with disabilities – these populations make CC-SW route different than other Circulator routes. • This route so important because of safety. Waterfront Metro station is not safe at night. o "There are gangs of young hooligans." • Also important for convenience. Circulator bus stop right at L'Enfant elevator much easier. • Offers alternative to Safeway – O St Giant. Giant cheaper than Safeway on many items. • Possible solutions: o Fix broken fareboxes – get 20-25% more revenue o If necessary, raise fares o If necessary, reduce number of SW Circulators/hour at times when ridership is low, but dovetail the schedule with 70s schedule so buses don't arrive together but are separated over the hour AND publish a schedule of when the Circulator is running so rider knows whether to go to 7th or 9th St. • Additional points: o Problem with stats in Appendix A (undercounting statistics) o Dupont – SW: maybe tourists will use this route, but how many SW residents eat dinner at White House?	**1, 3, 4**	(F) [Please see DDOT Response (A)] • Recommendation to reduce number of Circulator buses per hour on CC-SW route - DDOT and its partner, DC Surface Transit is committed to the Circulator brand of service of 10-minute headways throughout the day. DDOT would not be able to maintain 10 minute headways with fewer buses on the CC-SW route. Deviating from the Circulator brand will not be considered, as it will cause confusion amongst riders and decrease customer satisfaction. • Appendix A Ridership Count Report - The ridership count was conducted independently by a third-party contractor for t he purposes of the *DC Circulator Transit Development Plan.* The data is consistent with ridership data delivered to DDOT each month by the operator.

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50	Comment Card	To whom it may concern, It was my intention to drop a note and ask how Circulator service could be extended on the weekend to connect SW to Georgetown. A few weeks ago I was stranded at 9:10 pm with no Circulator to get me back to SW. But when I saw this note about discontinued service I had to stop and comment, immediately. The loyal Circulator riders in Southwest need the 7th/9th Street Route. We depend on it to go to work, in the morning and come home safely, in the evening. This is very true for the many senior citizens and federal workers living in SW. It is especially true for those of us that depend on it to get to work in inclement weather. Every morning I see rider of all ages starting their day on the Circulator. On the weekend and during the tourist seasons, the SW Circulator ferries a constant stream of tourists to the Mall. There is a greater sense of safety and dependability in riding the SW Circulator. The drivers are courteous and cautions, never in a hurry. They know their frequent riders and make us feel welcomed. I have never ridden on the Circulator and not felt safe. Every time I ride a Metro bus I have to wait an hour and feel lucky to get off without throwing up from the fast and frequent starts and rushed stops or was scared to death because of the rowdy or intimidating riders that stared at me the whole way home. Many people in SW depend on the Circulator to not only get to work but to go to the market or just expand their world and meet friends and frequent establishment in Chinatown. The 7th/9th Street route offers a vital service to the community. Without the 7th/9th St route many SW residents would be limited to the few blocks they can walk around the predominantly residential SW neighborhood. Without the SW Circulator, we would have to take metro or metro bus. I for one am not getting on a metro bus unless absolutely necessary. I would be forced to frequent the stores in VA instead of DC because the metro is the only suitable alternative to the Circulator. Most importantly, some of us have purchased or leased housing in Southwest based on the proximity and reliability of the Circulator to provide transportation around the city. To alter or terminate service on the 7th/9th St circle would be a virtual "slap in the face" to the hard working, taxpaying residents and visitors along the route. Thank you for the wonderful service the Circulator provides. Please SAVE OUR CIRCULATOR!!!!!!!!!!!!! Respectfully,	**1, 3, 4, 6**	[Please see DDOT Response (A)]

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		Lee Avila Contractor to the US Department of Energy		
51	Online	Thank you for the opportunity to comment on the DC Circulator Transit Development Plan. I have one general comment with regard to methodology for coming up with Activity Centers and then several specific comments concerning service changes in SW. From a commonsense perspective I'm very surprised that the Greater L'Enfant Plaza area which includes: one of DC's major transportation nodes for long trips (4 Metro lines, VRE, express busses from Dulles Airport, etc); four hotels (Loew's, Oriental Mandarin, Holiday Inn, Marriott Residence Inn); some of our largest tourist attractions including the Air & Space Museum and the Old Castle; tens of thousands of current jobs at DOE, USPS, GSA, Education, FAA, USDA, HUD and in numerous businesses, and thousands of additional jobs moving this year to the old DOT building at 7th and D; and a dense residential area south of I-395 does not rise to the level of being considered an Activity Center. Quantitatively how does the Greater L'Enfant area compare with the other 29 areas that are designated as Activity Centers? Comments on Proposed Service Changes in SW At a minimum do not suspend service on the Waterfront – Convention line until after new service is started on another route, Waterfront – Dupont or wherever, providing Circulator service to SW. On page 48 the study suggests that the Convention Center – Southwest Waterfront route significantly duplicates Metrorail and Metrobus service. Metrobus service south of M St was recently significantly degraded with most of the 70 series of routes now turning around at Archives. While we used to have a service that was viable for rush hour use, that is no longer the case. Also, the Circulator provides far safer and better service for the handicapped and senior citizens than is provided by Metro (and somewhat better service than is provided by Metrobus.) As far as new development that would increase ridership is concerned, the 1.4 million square ft Constitution Center (by far the largest private office building in DC) which has a Circulator stop at its front door will be occupied this year. A new stadium for the Washington Kastles will be completed on the Waterfront in time for this year's season. And, there is a lot of other new development coming on-line in the very near future (a full season of programming at 7th St Landing, many new restaurants in Waterfront Center at the Waterfront Metro Stop and in the re-developing L'Enfant Plaza, and several large new buildings around 4th and E. And finally, I suggest the following routing improvement for the Waterfront – Convention Center line: Instead of turning south at 6th and I Sts SW, continue on I and then turn south on the new 4th St and stop near the newly emerging	**1, 3, 4, 6**	[Please see DDOT Responses (A) and (B)]

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		plaza near the Metro entrance. This would provide much better service to the new center of the SW neighborhood and the large office blocks at this location. Thank you		
52	Comment Card	Good evening, I am unfortunately not able to be here tonight. Ms. Rachel Hecht will share with you my loyalty for the circulator. I have been a loyal rider since it arrived to Washington DC years ago. I especially like its stop in front of my house in SW Washington. Its frequent runs have encouraged me to use it more and more. Its sister bus 70 doesn't run as often or as frequently and I feel as if I'm losing a great deal of time just waiting. The circulator enables me to not only get to work in decent time, but allows me to shop for food at Giant (and get home in one piece) I can also shop and dine in Chinatown (Gallery Place). For me, the Circulator is a matter of convenience. I enjoy it very much. If there can be one thing I can report in the negative side that is that I feel it is not keeping up with its slogan "runs every 5 to 10 minutes." There have been many occasions where I waited 20, 30, 40 minutes for a bus. This wasn't necessarily on a Sunday but during rush hour, and this wasn't just a onetime thing, but it's occurred many times. This is an area where improvement is needed. I, myself feel loyal to the circulator and hope it will stay in the SW area as it gives me pleasure to get to and connect to other circulators where I need to be. Thank you [commenter name redacted], SW DC Resident	**1, 3, 4, 6**	[Please see DDOT Response (A)]

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53	Public	***[Public Comment Summary]*** • SW resident (Harbour Square in SW). • Address change to CC-SW route on April 1 and bait and switch policy of not announcing suspension of route • Attended 3/30 City Council hearing on closing of Water Street. o Announcement on public record at there would be no changes to Water Street until end of 2012. So no need to move CC-SW routing. • This was one of first Circulator routes. It is not the worst performing as implied in the Study – on-time performance is #1 even though 3 times more stops than other routes. • Study was not done during baseball season (Riders use Circulator more when no room on Metrobuses and Metrorail) • If you going to extend any line, should extend down 4th St and P St to baseball stadium. o Keep the service open later, more people use to travel between theaters in Chinatown and SW. o Have higher ridership. o Route is not open late enough (need to keep open past 9pm)	**1, 3, 5**	[Please see DDOT Responses (A), (B), (D)]
54	Online	I will be unable to attend the public hearing for the Circulator on March 31 because I have a newborn baby at home so I would like to voice my concerns here. I hope they are considered in your decision making. I am a resident of Southwest DC and I take the Circulator to work every day. I think it is a wonderful and reliable service and I enjoy commuting via this bus as do many of my neighbors. I have found the drivers to be extremely friendly and courteous as well as safe, especially compared to my experience on metro buses. The buses are always clean, and I am proud to have out of town family members ride them as we tour the city. I have also taken the Union Station, Adams Morgan and Mall routes on occasion and have found my riding experience to be of excellent quality as well. I sincerely hope DDOT is not considering reducing any of the lines, if anything I would love to take the Southwest/Convention Center route later than 9pm to enjoy more of the Penn Quarter/Chinatown nightlife (when I have a babysitter).	**1, 3, 6**	[Please see DDOT Responses (A) and (D)]

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55	Online	The circulator that services the Southwest is the best thing that has happened here in years. I ride it almost every day going to and from work, church, etc. The drivers are courteous, approachable and respectful of its riders. Please do not discontinue the Circulator or restrict services. If anything, continue past current 9 a.m. [sic] cut off time.	**1, 3, 6**	[Please see DDOT Responses (A) and (D)]
56	Online	It\'s a big mistake to eliminate the SW/Convention Center Route because ridership is bound to rise with the coming of all the new businesses in SW that have recently opened or are about to open including Arena Stage, Wharf, Zburger and familiar staples such as the Fish Market, Phillip\'s Flagship and Cantina Marina. The large senior citizen population in residential SW relies heavily on your safe alternative to the metro. You are providing a necessary asset for the prosperity and welfare of SW DC. Please don\'t let us down.	**1, 4**	[Please see DDOT Response (A)]
57	Online	I am completely dependent on the Convention Center / SW Waterfront route. I am a federal employee working for the USDA offices at the Waterfront Centre (NIFA). I take the Circulator from the 9th St stop up to K Street and catch the Union Station / Georgetown Circulator to get on home (vice versa to get to work). I do not own a car and the metro stops are not near my residence (or are dangerous / crime). Please do not do away with or reduce this route! This would put me in taxi cabs to get to and from work - financially ridiculous.	**1, 4**	[Please see DDOT Response (A)]
58	Online	I am very disappointed to learn that you plan to discontinue the Convention Center/ SW Waterfront route. I chose to move into the building where I live, in SW, specifically because the Circulator stops right outside the door to the building. I shop or go to dinner in Chinatown specifically because that’s where the Circulator goes. I can connect to other Circulator lines easily if I want to go elsewhere in the city. I can feel safe knowing I don’t have to walk on the street, or in a Metro station, alone at night. When this route stops, I will certainly go out less at night, and when I do, I will drive. If I’m going to drive, I may as well shop or dine outside the city, where sales tax and parking are cheaper. There is no way I will take the Metro alone at night. I don’t even feel safe on the Metro alone in the daytime. Police presence is totally insufficient, and the increasing number of rude, vulgar, obnoxious, loud, trash talking, intimidating groups of teens is out of control. I would gladly pay a fare increase to have this route continued. Don’t leave the residents of SW without a SAFE, reliable method of transportation to shopping and dining in other parts of the city. Please reconsider your position.	**1, 4**	[Please see DDOT Response (A)]

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59	Online	I work at 9th and Maine Ave. S.W. There is no other bus service that goes to 9th and Maine Ave. When there is bad weather it is almost impossible to walk across the bridge or down the hill without falling from the L'enFant Plaza Station. What does it take for someone to listen to the people. Someone to get their hip or leg broken or get severe head injury before something is done about the transportation.	**1, 4**	[Please see DDOT Response (A)]
60	Online	It\'s important to a lot of us the SW that you not cut the Convention Center/Waterfront line. It\'s safer for me than the metro, lets off right in front of my door rather than a 15 minute walk-- especially dangerous at night. The drivers are so courteous and friendly, buses are so much cleaner and nicer than metro, and run 10x better. Thanks for your time.	**1, 4**	[Please see DDOT Response (A)]
61	Comment Card	Even though I live only 1/2 block away from the 70s Metrobus, I walk almost 6 blocks to be guaranteed a seat on the always available Circulator with its punctual and unfailingly polite service. There seems to be a different culture among its drivers in stark contrast to the often rude uncivil style of the regular Metro bus. I feel much more connected to Georgetown and too far away areas like Woodley Park, knowing I can get a veritable sightseeing tour through some of D.C. (sic) most interesting areas. I also support my neighbors around the 6th and I Street area who feel so much safer with a bus coming close to their homes where there have been frequent attacks on pedestrians coming from Waterfront Metro. The idea of having the purple line bus circling the mall was brilliant and much needed for the many footsore tourists coming to this area. There was no other way to get to all the museums and to do so at a reasonable price! Please save this gem that made us feel connected to all of D.C. Sincerely, Irene Allen, S.W. resident since 1968 [ON FRONT OF CARD: I was not at the meeting. The information came too fast and did not give people enough time to plan. How many of us feel like standing at our Safeway with a petition to give more people a chance to share their opinion.]	**1, 4, 5, 6**	[Please see DDOT Responses (A), (P)]

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62	Public	***[Public Comment Summary]*** • ANC Commissioner, support SW neighbors, lives in Hillcrest (SE) • Even though Metrobus mirrors Circulator, Circulator better alternative – more attractive, better way to connect neighborhoods to activity centers o Will not ride Metrobus East of the River – it's "a nightmare". o Has opted to bike in areas that Circulator runs • Not to knock Metrobus, but Circulator is a better service – would like one East of the River	**1, 4, 6**	[Please see DDOT Response (A)]
63	Public	***[Comment Card]*** [Survey answers only - no written comments] ***[Public Comment Summary]*** • President of the View at the Waterfront Tenants Association, taking place of a colleague who could not be present. • Speaker mostly drives, but would eagerly take Circulator (from safety perspective) . • Agree numbers for 2010 used for the Study are erroneous. Lives across from Arena Stage, lot activity there and at Stadium, Cantina Marina • When speaker took 70 bus, "scared to death" – but would take the Circulator again. • Many tourists curious to use Circulator • Circulator is clean; Drivers are kind and courteous, informative • Very rarely take Green Line- "some of the people in there sometimes scare me…I'm from Brooklyn originally, I should have no fear." • Strongly urge to connect CC-SW to USN, and extend hours to make livable community.	**1, 4, 6**	[Please see DDOT Response (A)]

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64	Public and Comment Card	Convention Center/SW Waterfront should have been discussed w/ March 17 meeting. There was no mention of suspending this route - only an unsatisfying "discussion" of moving Water Street stops. Water Street is apparently not to be closed until 2012 at the earliest, so terminating the Water St stop now is not necessary now. Convention Center/SW route is necessary to supplement Metro, as Metro from SW to L'Enfant is too crowded to use in AM rush. And Circulator is necessary on days National play at home, as Metro is too crowded!	**1, 5, 6**	[Please see DDOT Response (A)]
65	Online	The Circulator Bus was one of the reasons I moved to Southwest. If you cancel the bus, you will definitely stifle growth in the neighborhood. Thank you.	**1, 6**	
66	Online	Regarding the SW Waterfront-Convention Center Circulator bus. I have heard rumors that this route will be ended. Please DO NOT ABOLISH this route. It is very needed, used and appreciated. I live in SW Ward 6 and ride this bus almost every day. I love the circulator bus and I prefer riding this bus to taking the metro. This bus is my favorite mode of transport (I do not have a car). The buses are clean and the drivers are courteous. Again, please keep the SW Waterfront-Convention Center Circulator bus! WE NEED IT. Thank you.	**1, 6**	[Please see DDOT Response (A)]
67	Online	The Southwest - Convention Center Circulator line is crucial to keep the Waterfront connected to the rest of the city. The Circulator is easier for people with mobility issues than Metrorail is. The platforms and crowds on Metrorail are difficult for my parents to navigate. However, this Circulator line allows them to stay independently mobile.	**1, 6**	

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68	Online	Because of work constraints, I was unable to attend the March 17 and March 31, 2011 meetings held by the DDOT. I received an email on March 18 from my community email group that stated that the DC government is considering dropping some of the D.C. Circulator's routes -- specifically the above-noted route that runs in my neighborhood in Southwest. Even though there are Metrobuses and the subway in my neighborhood, the D.C. Circulator is an additional important transportation option that is heavily utilized. In my neighborhood, there are many elderly people, and the long walk to the subway is hard for them. The D.C. Circulator stops are convenient for most of them. I use the D.C. Circulator quite a bit. I use it in the evenings because it stops in front of my building. I also use it on the weekends when I have my grandchildren because it goes up and down 7th Street. We take the D.C. Circulator to visit museums and attend activities on the mall because it is much more convenient (and less expensive) than catching the subway. I can say that a lot of other people use that route as well on the weekends because the Circulators that I catch are always filled to capacity. It is nice to ride the D.C. Circulator and be able to get some sunshine and fresh air, which is something the subway in the downtown area does not provide. On occasion, I also take the D.C. Circulator to and from work. In fact, during the heavy snowstorms of 2009 and 2010, the Circulator was my main transportation to and from work. It was the only bus transportation running in my neighborhood. Most of the Metrobuses had to be detoured and the buses did not run on regular schedules, but the Circulator continued to operate. Walking to the subway was next to impossible because the sidewalks and streets were not cleared for days. I realize that there is going to be construction on the Waterfront over the next couple of years and possibly that will cut down on the tourist ridership. But I don't think the proper thing to do is to penalize the community that heavily relies on the DC Circulator service. These are my personal opinions and experiences.	**1, 6**	
69	Online	Please do not discontinue the SW route. It is such an invaluable service to our neighborhood.	**1, 6**	

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70	Online	Please leave the Waterfront route as it is. Our lives in the Waterfront area are made so much better due to the opportunity to take the Circulator bus north on 7th St. This route is amazingly helpful to us, especially as we move into the later years of senior citizenship. The impact of changing the route will be very negative to seniors like us as well as so many others who use the Circulator to get to the heart of D.C. Please leave the route of the Waterfront Circulator bus unchanged. Thank you. [commenter name redacted], two very satisfied and frequent customers.	**1, 6**	[Please see DDOT Response (A)]
71	Online	I use the red line Circulator every day. I use it as my commuting choice and as my way to get around the city on weekends for fun or business. I do not even own a car because the Circulator allows me not to. This past fall, I became ill and the red line Circulator was the only way I had to get to a grocery store. The SW and Convention Center Safeways were too far away for me to reach and being able to merely walk across the parking lot of the Giant on O St NW was the only way I had to get food and medicine. Please do not discontinue this route. It has been far more reliable than the Metro buses which share some of the same streets. The continuing development of the Waterfront area as well as the changing population mix in this part of SW will only make the Circulator more and more attractive to riders. Everyone I ride with regularly says the same thing, \"I love the Circulator!\"	**1, 6**	[Please see DDOT Response (A)]
72	Online	Please keep the Convention Center/Southwest Waterfront DC Circulator route! I use it to go to work, church, the museums, and anywhere downtown. It is an inexpensive way for families to get to the waterfront for the fish market, cruise boats, cherry blossom activities (fireworks), and other events. It takes some of the pressure off the Metro when there are big crowds. It also enables Southwest residents to get downtown without driving, reducing congestion in that neighborhood, too. If it were promoted more actively, it would be packed on weekends and holidays! Please don\'t cut Southwest off from this wonderful transportation option!	**1, 6**	
73	Comment Card	I am disappointed to hear of the plan to eliminate the SW Convention Center route. It is essential for seniors to have safe transport and I think the Circulator is the only senior-friendly option. I am not surprised that ridership is low very few people know about the service. I have only lived here in Penn Quarter for 2 years and when I introduce long time residents to the service they are always surprised to see how bright and clean the Circulator is and how easy to use and how friendly the drivers and riders. Please save the Circulator.	**1, 6**	

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74	Online	Re the Circulator and the SW route: I am 81 years old, and the Circulator has enabled me to walk just 2 blocks to catch the bus, which has taken me uptown to the movies, physical therapy, St. Dominic Catholic church, among other places. The beauty is that I don\'t have to deal with the crowds that one meets in the Metro station, which is a bit farther away. The Metro trains often do not offer a seat, and standing on the moving vehicle with many others It has been a boon to a neighbor who is confined to an electric wheel chair; she has been able to go with friends to lunch at Pier 7, no small pleasure for her. Please continue to serve our community. That\'s what it\'s all about, isn't it? Don\'t take away our Circulator.	**1, 6**	[Please see DDOT Response (A)]
75	Online	Please do not end the Convention Center Southwest Waterfront route. I use this to commute to and from work each day. Metrobus schedule is not very accurate or as often. The Circulator buses are the best option for me, and a price increase is justifiable. Your mobile application is far more accurate than Metrobus, your drivers are much more professional and handle the stresses of rush hour traffic better than most Metrobus drivers. Please keep this route. Thank you.	**1, 6**	

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76	Online	Dear Ms. Reinfeld: I am writing to you on behalf of the Waterside Towers Residents Association. There are 414 apartments in the Waterside Towers and 20 homes in the Waterside Townhouses complexes. We estimate the total population in our complexes to be about 1500 people. Our members are very interested in retaining and improving the Circulator bus service around our residences. Our members tell me they rely on the Circulator, and it is very important to them. I ride it myself, and prefer it over the regular metro bus. Many of our members have disabilities, and the configuration of the Circulator serves them better. During daytime hours, the regular metro buses run only about once an hour and are not very reliable. Our older residents use the Circulator to go to doctor appointments and to the shops and restaurants around the Convention Center. It drops them off right outside our doors on I St SW and 6th St SW. In the evenings, we would like the Circulator to run later, so we could come back from movies and sporting events as well as dinner near the Convention Center. The ridership study from January to December 2010 skewed the numbers and did not present an accurate picture of our interest. During that period, the Arena Stage was under construction and the crime rate was high. People avoided the bus stop in front of the construction zone. Also, the Circulator was re-routed to run all the way northwest on Water Street to Phillips restaurant and around an unoccupied zone to reach a stop just north of the intersection of 7th St SW and G St SW. This stop is a long city block-and-a-half north of the Waterside Towers complex. Also, the Circulator hours were cut to stop at 9 p.m. So, during the study period, the route did not serve our members as well as it could. If we could recommend some improvements they would be these: 1. Do not run the Southwest to Convention Center route so early in the morning. Morning commuters can take the 70 or 71 metro bus. Start the Southwest Circulator late morning to serve people who want to go to doctors, lunch and shopping. 2. Run the Southwest Circulator later in the evenings to serve people who go to movies, dinner and sporting events at Gallery Place and the Convention Center. This is our area of interest.	**1, 7**	[Please see DDOT Response (A), (F)]

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		3. Turn the bus north at the corner of Water Street SW (or Maine Avenue SW) directly onto 7th Street SW and install a new bus stop at the intersection of 7th and I (Eye) St SW, next to the Riverside Baptist Church. This would be the very best place for our members to catch the Circulator and go north to the Convention Center. Right now, you are not getting as many of our potential riders as possible because you don't have a convenient stop for us. 4. Consider running the bus east on I (Eye) St SW to 4th St or even to 3rd St SW before turning south and then coming back along Maine Ave. This would bring in a large number of residents in Southwest whom you have not been reaching at all, and who are not really served by the regular metro bus. You could run past a couple of churches, the Southwest Library, the Safeway, Waterfront metro station, and the Arena Stage as well as several high density residential complexes. This route would encourage our members and other neighborhood residents to ride the Circulator to and from the Waterfront and/or L'Enfant metro station and the grocery store. 5. The members with whom I've spoken would not like a new route that connects to the Eastern Market. That is not where we shop or seek entertainment. We are generally an older community and do not go to the bars in that area. We much prefer retaining the bus that runs directly south on 7th St and stops at the main door of our complex on I St SW between 7th and 6th Streets SW. The bottom line is that we hope your office will consider ways to improve the ridership and the service of the Circulator to the residential community of Southwest DC. Please continue connecting us to the heart of the shopping and entertainment district our members like to visit, near the Convention Center. Thank you. Respectfully, [commenter name redacted] WTRA President		

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77	Online	To: Marti Ann Reinfeld Comment: As a longtime resident of Southwest DC, I take the circulator up to 6 days a week to my job (at 7th St NW & Massachusetts Avenue) and back again in the afternoon. Occasionally, I take a regular bus, and if marathons make it difficult to get across the Mall, I take the Metro. There is a big difference among these three transportation modes! On the Circulator, there is plenty of space for people in wheelchairs - the bus is lowered so that the wheelchairs can get on and off and then the driver connect the wheelchair so that the passenger is safe and secure. The bus drivers on the Circulator are very polite - I feel that I know many of them. The regular buses are less pleasant - passengers sometimes sprawl out on seats so that older folk (like myself) are fearful of asking for part of the seat. Drivers do not seem to care about passengers' behavior. I tend to avoid the regular buses for this reason, but also because the regular city buses do not come when expected. The wait time cannot be anticipated. I appreciate the pleasant atmosphere of the Circulator buses and I am impressed by the drivers who tend to be pleasant people even under tough weather conditions. Every 10 minutes is a lot easier than the maybe 30 minutes, but probably 45 minutes, and possible 60 minutes between the regular city buses. It is much faster to take a bus that has a short and efficient route, and a bus every ten minutes is a wonderful thing. I know because I have spent as much as 45 minutes waiting for a Metro train at our local Southwest station - and that happens on Saturday mornings. Please recognize when investigating the role and the cost of public transportation, that there are many DC residents who want to help resolve traffic congestion issues by not driving cars. In my case, I have resolved not to drive in the District in order to help keep roads open for police and fire vehicles, as well as bicyclists and runners. As a senior citizen, I am willing to pay some more for the pleasure and timeliness of the Circulator. However, I feel it is foolish to make individuals, who spend a lot of time on public transportation in order to help keep traffic flowing, pay higher costs for doing so.	**1, 7**	[Please see DDOT Response (A)]

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		Thanks for listening, [commenter name redacted]		
78	Online	Do not end the Waterfront/Convention Center Circulator. If you are worried about budget issues, I suggest that DC stop subsidizing free parking to people from Maryland and DC who drive in and park at meter for free with their disabled parking placards. In the SW area around 5th, 4th, C, D, and E Streets, almost every single meter has a disabled placard in the window. You can watch people come out and change spots with others every so many hours. DC should have all may park but all must pay. How many millions of dollars are you losing to this, while you cut services like the Waterfront Circulator and programs for children?	**1, 7**	[Please see DDOT Response (A)]
79	Online	I am a homeowner on Van Ness St. between Reno and Wisconsin. Please DO NOT EVEN CONSIDER a Circulator route down our street, where traffic calming and noise abatement issues have forced us to petition our ANC and DDOT for relief. We already have our share of lumbering, noisy (especially for those at Stops) buses on Van Ness. Ours is a residential street already plagued with traffic and parking issues related to the Embassies and UDC. Enough!	**2**	(G) Tenleytown – Brookland and Tenleytown – Silver Spring are currently recommended corridors for development for Phases II (FY2016 – 2018) and III (FY2019 – 2020), respectively. All recommended corridors are in the planning stages only. DDOT recognizes that effective long-term planning should adapt to the changing contexts and conditions of the District, including coordination with Streetcar and local Metrobus improvements. In addition, DDOT will solicit additional public input when planning new routes or making changes to existing routes.
80	Online	I am a homeowner on Van Ness St. between Reno and Wisconsin. Please DO NOT EVEN CONSIDER a Circulator route down our street, where traffic calming and noise abatement issues have forced us to petition our ANC and DDOT for relief. We already have our share of lumbering, noisy (especially for those at Stops) buses on Van Ness. Ours is a residential street already plagued with traffic and parking issues related to the Embassies and UDC. Enough!	**2**	
81	Online	I am a rider of the Connector Bus from Woodley Park to the Studio Theater (subscriber). I find the Connector bus convenient, affordable, and timely, with considerate drivers. I see the need for expanded service; however, I would strongly recommend that the future routes from Tenleytown to Silver Spring and Brookland do NOT involve Van Ness Street or Veazey Street. The H2 bus already uses those two streets. In addition, I've noticed empty L2 buses using Van Ness to travel from Connecticut Ave. to Reno Road, possibly at end of shift. Van Ness is also plagued with speeding private vehicles and large commercial-truck traffic on Van Ness, especially during rush hours. In general, residents of Van Ness Street between Connecticut Avenue and Wisconsin Avenue already feel supersaturated with vehicular traffic. Thank you for your consideration.	**2**	[Please see DDOT Response (G)]

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82	Online	RE; new bus route from Tenleytown to Brookland, please do not had bus routes on Van Ness St. which has seen an increase in traffic and noise in the past recent years. There are already issues with speeding, and unauthorized trucks with lack of enforcement of posted signs. In addition, buses not in service continue to use Van Ness St. My neighbors and myself would appreciate that consideration be made for our already overburdened street.	**2**	
83	Online	Please please please do NOT consider Van Ness Street as part of this new route. The residential area between Reno Rd and Wisconsin is already dealing with too much bus traffic. In addition, Conn Ave & Van Ness is already connected to Wisconsin Ave by metro and bus. I believe the city needs more reliable bus lines that run service on primary roads such as Conn., Wisconsin, Nebraska.	**2, 3**	
84	Online	I have two concerns. First, it seems as though the Circulator is moving away from its original mission and toward offering Metro-bus type service, given the distances the Circulator would cover and the locations it would connect. Second - AND MOST IMPORTANT -- I cannot see clearly what route would be taken from Wisconsin to Connecticut -- if it is the Van Ness/Veazey route now used by Metro buses, I STRONGLY OBJECT! That route has too many buses already, has too much traffic as people try to short circuit the lights and speed from Wisconsin to Reno Road, and can\'t possibly \"need\" the circulator since it\'s already served by the (too many) metro buses. The existing buses routinely hit the side mirrors of our cars, block traffic, and make too much noise already. I have no objection if the Circulator will use Albemarle to get between Wisconsin and Connecticut - but then why isn't the Tenleytown metro shown as a stop?	**2, 7**	
85	Comment Card	Northern E-W route needs to be further north - Brandywine - Tenlytown to Petworth straight across	**3**	(H) DDOT recognizes that effective long-term planning should adapt to the changing contexts and conditions of the District, including coordination with Streetcar and local Metrobus improvements. In addition, DDOT will solicit additional public input when planning new routes or making changes to existing routes.
86	Online	Please initiate service from the SW Waterfront to Dupont Circle ASAP!! It\'s a vital economic link between those two neighborhoods. Thank You [commenter name redacted]	**3**	[Please see DDOT Response (D)]

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87	Public	***[Public Comment Summary]*** • Columbia Heights, former ANC commissioner • Recommend redesigning WAM to be more of neighborhood Circulator, not just commuter route o Buses in CH run students to Howard Univ and many other little connector shuttles o WAM cannibalizes the 50,54 line. o Need to connect smaller business centers, Howard Univ, Washington Center, Kennedy Street – "that's what's missing" o Seniors need to get to health centers, children to school o Need to serve the neighborhood, not just commuters (there are plenty of those options already)	**3**	(I) One of the goals of the DC Circulator is to connect mixed-use activity centers in order to improve mobility and foster economic activity. As defined in Chapter 6 of the *DC Circulator Transit Development Plan,* "[a]ctivity centers serve multiple trip purposes and are therefore likely to generate high ridership demand that warrants all-day frequent service. For the purposes of this study, activity centers are mixed-use centers of employment, residences, recreational and cultural uses, and retail activities." DDOT intends to undertake future planning efforts that will focus on neighborhood connections and additional transit needs.
88	Comment Card	The current Woodley line should be redesigned as a neighborhood circulator. Currently just cannibalizes Metro routes. As a neighborhood Circulator should connect neighborhood commercial districts, health renters, Rock Creek Park to CH Metro, Woodley, Ward 4 Georgia Ave neighborhood, school and other neighborhood amenities. [Drawn Diagram: Georgia Ave - Howard - U St - Woodley - AM - CH Metro - Rock Creek - Kennedy - Georgia Ave] This would connect Ward 4 neighbors to Metro and support development in small business corridors.	**3**	[Please see DDOT Response (I)]
89	Public and Comment Card	Woodley Park commuter Go north from 24th St to zoo and return on Connecticut 1 - F.T.(sic?) people use up limited parking on 24th 2 - bus stop on 24th blocks crosswalk - move bus stop up past crosswalk 3 - turn from Calvert to 24th would be easier if parking space removed 4 - Move stop bar back on S.B. 24th to east turn Continue 18th and Col. late night Thurs, Fri, Sat	**3**	[Please see DDOT Responses (D) & (I)]

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90	Public	***[Public Comment Summary]*** • Virginia resident who travels throughout area exclusively by transit, mostly by bus • Circulator shouldn't duplicate Metro routes, CC-SW route does this, maybe 70s should be reconfigured o Similarly, WAM duplicates 50 bus, but Speaker will take whichever comes first o Don't want to see Metrobus system starved for duplicative service by Circulator o Cross-town routes are needed to supplement transit system, especially 3:30pm to 6:30/7pm in evening o If Mall Circulator has to be dropped and N-S route still in service, hope for stop at Tidal Basin, especially during Cherry Blossom Festival	**3**	
91	Comment Card	No new routes without improving reliability of K Street line. Since the extension to White haven rush hour headways have deteriorated. Also, we want full 7 am - midnight service from union station to Georgetown. No turning back at Farragut Square.	**3**	(J) • As discussed in the *DC Circulator Transit Development Plan,* one of the main ways that DDOT hopes to improve service on the Union Station – Georgetown route is by consolidating bus stops to a limited stop service standard (< 4 stops per mile). DDOT is also studying other bus priority techniques to improve headways, as discussed in Chapter 8 of the Plan. • As noted in Response (D), As a result of this planning effort, DDOT proposed implementing a core service standard for all routes in the system. Currently , this standard is 7 AM – 9 PM daily. Service hours are extended on routes where additional ridership warrants late-night, weekend, or game day services.
92	Online	please add route for the Waterfront line to the Safeway-CVS area because a lot of people get off at Waterside Towers bus stop and walk over to the Safeway-CVS area and that is quite a long walk. Also from the Safeway add route back to Maine Street. Please put back the bus stop in front of the arena stage which bus stop you removed when the Arena was going underway. Now it is finished, put back the bus stop but on Maine Avenue instead of 6th Street. Thank you	**3**	[Please see DDOT Response (B)]

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93	Comment Card	If there is service on the Mall there should be a stop convenient to the Tidal Basin - especially at Cherry Blossom time. The Southwest Waterfront line appear to be redundant to the Metrobus 70-71 route which provides a high level of service - I think the Circulator should try to avoid duplicating Metro routes so eliminating this route makes sense. I don't like to see the Mall service disappear but if the proposed north to south Mall routes are implemented fairly soon, I think that would be acceptable. I hope the Circulator as well as Metrobuses will eventually have dedicated bus lanes on K St and others during rush hour. At present, cross town travel after 3:30 PM is very slow due to excessive automobile traffic and increased bus service is in a sense wasted, although more buses can at least alleviate overcrowding.	**3**	[Please see DDOT Response (H)]
94	Comment Card	K Street line: inclement weather issues bus bunching in snow and rain and ice on roads Narrow Wisconsin Streets. Recommendation to turn back 1/2 buses @ Wisconsin Ave to avoid bunching @ M St, Wisconsin. Make loop(??) Union Station go back to Columbus Circle(??)	**3**	[Please see DDOT Response (H)]
95	Comment Card	The DC Circulator will be a success a lot of parts of the future on H Street, Minnesota Ave, Silver Spring and other places. They success of the metro bus, Metro Bus Express, the subway, and the new DC streetcar is coming. H Street, Benning Road is the future of the Circulator and street not just one a lot of places	**3**	[Please see DDOT Response (H)]

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96	Public and Comment Card	Uses to connect from Union Station to Yellow Line U.S. to Navy Yard service disjointed Crowding on AM - Need to coordinate with train arrivals Stop Location S U.S. - Georgetown - Evening Peak service difficult Likes Navy Yard - Hours extension weekend Keep N.S Route Need to improve community relations Get your face out there - ANC, Civic Association, -- not just BIDs Not a streetcar fan	**3, 4, 5, 6**	[Please see DDOT Response (A)]
97	Public and Comment Card	Make sure Circulator is on Nationals and Arena Stage website. With proper publicity, the Circulator will get the ridership that is needed. Overall the publicity for the Circulator is not as good as it should be. Thanks. Also, get with the newer Marriott Courtyard near Nationals Park.	**3, 5, 6, 7**	[Please see DDOT Response (A)]
98	Comment Card	Meeting was advertised 6-8 but comments began at 7:30 pm?! 1. The Woodley/McPherson Square route is super - please keep it active. 2. With re-opening of Arena Stage, it'd be great if you could keep that SW route active beyond 9 PM. 3. Most buses are clean - a nice change from Metro!	**3, 6**	(K) As a result of this planning effort, DDOT proposed implementing a core service standard for all routes in the system. Currently, this standard is 7 am – 9 pm daily. Service hours are extended on routes where additional ridership warrants late-night, weekend, or game day services.

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99	Public	***[Public Comment Summary]*** • Member of the Committee of 100 on Federal City, DC licensed tour guide • Committee of 100 has been looking at trolley system, but Circulator is a completely separate system • Complaint about inability to download [access?] documents • From tour guide point of view, DC has a terrible problem of circulating tourists. o Circulator Mall route always stuck in traffic on Independence and Constitution. Need to get service on front door of Mall. o Integrate trolley, Circulator, Metro, Metrobus – make sure complementary o Circulator very convenient (elderly gentleman who uses the service couple times a month) – walk to Metro is long (L'Enfant) o CC-SW line started in anticipation that waterfront will be developed, hasn't happened quite yet but working on it.	**3, 6**	(L) [Please see DDOT Responses (A), (H), (I)] In addition to availability as a PDF online, hard copies of the final *DC Circulator Transit Development Plan* will be available at all branches of the DC Public Library. Appendices will be available online only.

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100	Public, Online, Comment Card	***[Comment Card]*** Wants Circulator on Upper Wisconsin -- Connecticut already has Metro and buses! Need reliable, frequent bus service - Metrobus bunches - needs to be on headway ***[Online]*** The extension of the Woodley Park line north on Connecticut follows (and duplicates) the Metro Rail Red line. However almost parallel to Connecticut is Wisconsin, which has no Metro Rail. Wisconsin Ave has Metro buses; however, WMATA has refused (despite user requests) to time their buses or to use frequency scheduling rather than timed scheduling and the 30 buses come in bunches of two or three, despite the expensive study and improvements made. I believe, the Circulator should go north on Connecticut to the Zoo and then west to Wisconsin to the Cathedral and then north as planned to Tenleytown and beyond. That way it would service two important tourist spots as well as provide frequent service to Wisconsin Avenue. An alternative is to extend the Georgetown Circulator up Wisconsin to Tenleytown. ***[Public Comment Summary]*** • ANC 3C Commissioner • Should move Circulator corridor onto Wisconsin Ave instead of Connecticut o WMATA refuses to set schedules by frequency, 3-4 bus lines, often bunched o Woodley route should service Zoo and Cathedral, use Wisconsin up to Tenleytown • Another alternative is to extend E-W route to Wisconsin o Need another transit service than WMATA on Wisconsin Ave • Speaker is also the local AARP representative o "You need to consider age in designing stops" o DC gov't keeps discussing livable communities – not livable without bus	**3, 7**	[Please see DDOT Response (H)]
101	Comment Card	Make the east west connection on M St. Capitol Hill to gain 7th St route @ M St. People depend on Circulator when Metro elevators go out or Metro is disruptive. Prefers the Circulator because it's cost effective and easy to use.	**3,6**	[Please see DDOT Response (B)]

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102	Public	***[Public Comment Summary]*** • Long-time resident of DC (most of life) • Circulator is opportunity to bring development to parts of City o Safety is a consideration, but it shouldn't be used as an excuse to "balkanize" the City – it should circulate! o Shouldn't use Circulator as guise to keep certain people off transit	**4, 7**	
103	Comment Card	It was great having to wait 90 minutes to wait to comment.	**5**	(M) The March 31st meeting was originally planned as an Open House format only, and a Public Comment period was added at participant request. DDOT apologizes for any inconvenience and thanks you for your participation.
104	Online	Yes, I would like to stay informed about the planning process. Please add me to your email distribution list.	**7**	(N) Thank you for your interest in the Circulator planning process. We will add the email you provided to our email distribution list for upcoming Circulator public outreach events. In the meantime, you may also keep updated on any public outreach on the Circulator website (http://www.dccirculator.com) and press releases from DDOT (http://ddot.dc.gov/DC/DDOT/About+DDOT/News+Room).

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105	Public	***[Public Comment Summary]*** • Want to speak on the "whole concept of mass transit system" in downtown DC. o It was decided long ago that it was more efficient to have 1 bus system to serve entire region; 1 planning department instead of multiple agencies. This was successful for a long time o Metro has some problems trying to relate longer routes to community routes. o "Unified transit system which serves the needs of the entire community" is the most efficient use of taxpayer dollars. o DC has minor savings when using private contractors. Over time service deteriorates. Drivers get paid less and cannot make careers of their jobs. This is a repeated experience o Solution is to have 1 system – Metrobus – to serve various communities as efficient and cost-effective way. • Creates good-paying jobs with good benefits that stay in the community. Using private contractors encourages money leaves community while workers receive poor wages. • Support maintaining Metrobus, paying drivers a decent page, not supporting private contractors. • Speaker identifies himself as a Metrobus operator for 30+ years.	**7**	(O) There have been concerns in the past that DC Circulator costs were lower primarily due to the fact that the DC Circulator is contract-operated and pays lower wages. The DC Circulator is contract-operated, however, both the WMATA and the DC Circulator labor force are unionized and represented by the Amalgamated Transit Union – albeit by different "Locals." WMATA employees belong to ATU Local 689 and DC Circulator employees belong to ATU Local 1764. New driver wages start at $15.62 per hour (up to maximum of $26.00 per hour) for WMATA drivers, while the DC Circulator wages start at $16 per hour (annual increases for 5 years up to $20.73). Maintenance workers for DC Circulator and WMATA also make comparable pay. This information is current as of April 2011.
106	Online	Very very happy about the decision to extend the Georgetown-Dupont circle line to U street! This will close a big hole in the public transportation network.	**7**	
107	Online	I know it is a bit too late to save the National Mall route, and I wish I heard you were considering canceling as I would have voiced my opinion earlier. I am a volunteer at the National Air and Space Museum and was looking forward to recommending the usage of the Circulator for visitors that are handicapped and elderly to get to other museums and monuments on the mall. This is more important when the hot weather comes for older visitors. It was bad enough that the route was discontinued during the fall and winter, but as April 1 approached, I was ready to recommend the very economic and non duplicated route. Over the years you had added Circulator routes which have undercut Metro bus sales and duplicated routes. I recall the discussion when the Wisconsin Circulator was going to be cut as there are many Metro Busses along	**7**	**(P)** Thank you for your comments regarding the DC Circulator's now cancelled Smithsonian-National Gallery of Art (the National Mall) route. We had published notice of the proposed cancellation in the DC Register in early March and held a public meeting on March 17th to discuss the proposed change. We received very little public feedback in support of the route's continuation. DDOT decided to cancel the route based on its extremely poor ridership performance. In 2010, an average of 2,427 passengers per month – fewer than 11 passengers an hour - utilized this route. The District was subsidizing each

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4 = Public Safety Concerns	

Comment #	Submitted	Comments Submitted	Comment Type	DDOT Response
		the same route. While the circulator cost less and is more cost effective, it would make sense to discontinue a route that was serviced by WMATA Bus or Rail. Now that you have stopped the Smithsonian Route, you have made it more difficult for visitors, especially the elderly and handicapped to visit the many wonderful free attractions in DC. I would suspect that you had 2 busses and 2 drivers on that route and suggest just scaling back to 1 bus, even if that takes 20 or 30 minutes to get around the mall, it is a needed service. If you would please provide me with the rationale for the route being canceled it would be much appreciated. I will even start collecting signatures of guests to the Air and Space Museum which asked about transportation around the mall if that will help you see the justification for the route. Thank You		passenger an average of $11.50 per trip and has decided to end the service because it did not meet ridership or financial targets (all historic ridership metrics for the route can be found on our performance measures dashboard located at http://circulatordashboard.dc.gov).The route required five buses and drivers to operate at a 10-minute headway, and the level of effort and funding needed to sustain it was substantial. Because of the high subsidies required on behalf of all District taxpayers, DDOT decided to transfer the operating hours formerly used for the National Mall route and use them to extend hours on the Union Station – Navy Yard via Capitol Hill route to 9pm on weeknights and from 7am to 9pm on Saturdays (in addition to extended hours during baseball season). In order to make services cost effective, the Circulator needs to carry as many people as possible and unfortunately the National Mall route did not support enough ridership towards this end. One of the great challenges of operating this route was that it served the 'back door' of the Mall, and consequently was not visible to patrons on the National Mall who otherwise would have seen the buses traveling by. This was a major finding of the *DC Circulator Transit Development Plan*. The other enormous drawback was any time that the Mall was filled with people for a special event, the streets were partially or completely closed which made it impossible to operate the route. DDOT does have plans to restore service to the National Mall in the next few years, in partnership with the National Park Service. We hope that NPS will allow better access to the streets in and around the National Mall than was the case with the Circulator's previous Smithsonian – National Gallery of Art route.
108	Comment Card	[Survey only]		
109	Online	[Blank - Request to be placed on Updates list]		
110	Comment Card	[Survey only]		

Comment Type	
1 = Preserve Convention Center / SW Waterfront Route	5 = Public outreach could be improved
2 = Avoid future service on Van Ness / Veazy	6 = Compliment existing service
3 = Improve service (stops, reroutes, new routes, frequency)	7 = Other
4 = Public Safety Concerns	